ORDINANCE NO. 5450

AN ORDINANCE to amend and reordain the Master Plan of the City of Alexandria, Virginia, by adopting and incorporating therein the amendment heretofore approved by city council to the Old Town North Small Area Plan chapter of such master plan as Master Plan Amendment Nos. 2022-00001 and 2022-00002 and no other amendments, and to repeal all provisions of the said master plan as may be inconsistent with such amendment.

WHEREAS, the City Council of the City of Alexandria finds and determines that:

1. In Master Plan Amendment Nos. 2022-00001 and 2022-00002, the Planning Commission, having found that the public necessity, convenience, general welfare and good zoning practice so require, recommended approval to the City Council on June 23, 2022 of an amendment to the Old Town North Small Area Plan Chapter of the Master Plan of the City of Alexandria to add the PRGS Urban Design Standards and Guidelines addendum and PRGS Design Excellence Prerequisites and Criteria addendum and amend the Recommended Height District Limits Map for the Potomac River Generating Station site, which recommendation was approved by the City Council at public hearing on July 5, 2022;

2. The said amendment has heretofore been approved by the planning commission and city council after full opportunity for comment and public hearing.

3. All requirements of law precedent to the adoption of this ordinance have been complied with; now, therefore,

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That the Old Town North Small Area Plan Chapter of the Master Plan of the City of Alexandria, be, and the same hereby is, amended by adding the PRGS Urban Design Standards and Guidelines addendum and PRGS Design Excellence Prerequisites and Criteria addendum. and amending the Recommended Height District Limits Map for the Potomac River Generating Station site, attached hereto and incorporated fully herein by reference, as a new chapter of the Master Plan of the City of Alexandria, Virginia.

Section 2. That the director of planning and zoning be, and hereby is, directed to record the foregoing master plan amendment as part of the Master Plan of the City of Alexandria, Virginia.

Section 3. That all provisions of the Master Plan of the City of Alexandria, Virginia, as may be inconsistent with the provisions of this ordinance be, and same hereby are, repealed.

Section 4. That the Master Plan of the City of Alexandria, as amended by this ordinance, be, and the same hereby is, reordained as the Master Plan of the City of Alexandria, Virginia

Section 5. That the city clerk shall transmit a duly certified copy of this ordinance to the Clerk of the Circuit Court of the City of Alexandria, Virginia, and that the said Clerk of the Circuit Court shall file same among the court records.

Section 6. That this ordinance shall become effective upon the date and at the time of its final passage.

JUSTIN M. WILSON
Mayor

ATTEST:

Gloria A. Sitton, CMC City Clerk

Approved as to Form:

Joanna Anderson City Attorney

Final Passage: September 17, 2022

O

Amended September XX, 2022, Ordinance XXXX, to include the PRGS Urban Design Standards and Guidelines addendum and PRGS Design Excellence Prerequisites and Criteria addendum.

T

URBAN DESIGN STANDARDS & GUIDELINES

FOR OLD TOWN NORTH

ADOPTED BY ORDINANCE #5082 ON SEPTEMBER 16, 2017

Old Town North Urban Design Standards and Guidelines
Adopted by Ordinance #5082 on September 16, 2017

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INTRODUCTION

CHAPTER 1: INTRODUCTION

1.1 PURPOSE OF THE URBAN DESIGN STANDARDS AND GUIDELINES

The purpose of the Old Town North (OTN) Urban Design Standards and Guidelines (hereafter referred to as the Design Standards and Guidelines) is to promote high-quality architectural and urban design within an established urban context and to encourage a cohesive and attractive environment for the people who live, work, shop, recreate and visit Old Town North.

The Design Standards and Guidelines are intended to provide requirements and guidance in written and graphic form for projects in the plan area to implement the vision of the Old Town North Small Area Plan (OTN SAP). Projects are required to comply with the design standards, graphics, and figures (including all notes on all figures) referenced herein, to the extent feasible, 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.

The foundation of the Design Standards and Guidelines are the following:

1. Recognizing the unique character of Old Town North and fostering a sense of place, arrival and community;
2. Promoting building design excellence that is context-sensitive and can interface at a human scale;
3. Creating a visually and physically accessible, sustainable and connected environment of open and public spaces, amenities and services within the plan area and between the neighborhood and adjacent communities; and
4. Creating an attractive and active pedestrian streetscape.

The illustrative plans and concept diagrams on the following pages are intended to show potential design character of buildings and public spaces consistent with the Plan recommendations. The exact location, scale and design character of public and private improvements may differ from the illustrative plans and concept diagrams and will be subject to compliance with applicable development review approvals, the Zoning Ordinance and existing City plans and policies.

Old Town North - View of the Waterfront looking South

Old Town North - Existing Power Plant Structure

1.2 BACKGROUND - URBAN DESIGN IN OLD TOWN NORTH

The Old Town North Small Area Plan, adopted in 1992, (1992 OTN SAP) recommended the establishment of urban design guidelines and a review process for newly constructed and redeveloped properties. The 1992 OTN SAP stated that the design guidelines, once established, should be refined as needed over time to ensure that the critical design objectives for the neighborhood continue to be addressed. Subsequent to adoption of the 1992 OTN SAP, the Old Town North Urban Design Guidelines were adopted in 1994 and a review process for new development was established.

This document updates the The 1994 Urban Design Guidelines to ensure that new development occurring over the next 20 years aligns with the updated Plan goals and objectives in a manner that strengthens compatibility between uses and enhances the vision for Old Town North, its overall sense of place, and its quality of life for all.

1.3 USE OF OLD TOWN NORTH DESIGN STANDARDS AN GUIDELINES

The Design Standards and Guidelines supplement the Old Town North Small Area Plan (OTN SAP) and all applicable City codes, ordinances, and existing City plans and policies such as the Complete Streets Design Guidelines, Green Building Policy, Landscape Guidelines, etc.

The Design Standards and Guidelines described herein are applicable to new development as well as existing buildings that require a Development Site Plan (DSP) or Development Special Use Permit (DSUP). Redevelopment of existing buildings where the existing building mass is not being revised should comply with these Design Standards and Guidelines to the extent feasible.

OTN SAP:

The stated vision and recommendations that inform the Standards and Guidelines.

STANDARD:

A defined criteria based on the outlined OTN SAP vision and recommendations for which development projects are required to comply and necessitate a higher level of review.

GUIDELINE:

A defined criteria based on the outlined OTN SAP vision and recommendations for which development projects are encouraged to incorporate to the extent possible.

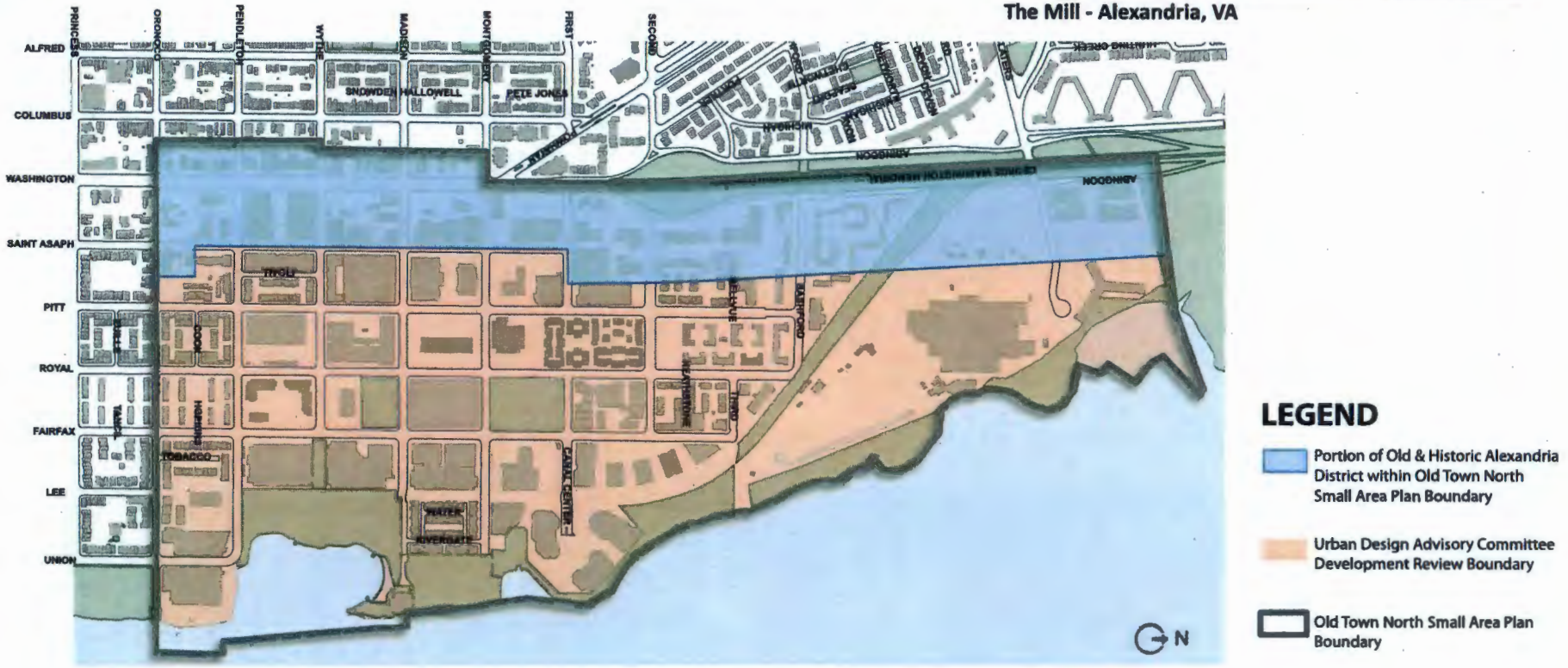
Note: The Design Standards and Guidelines acknowledge that each site/building will need to be evaluated on its context and that modifications may be necessary to achieve the intent of this document. Any modification to the Standards contained herein will be evaluated and determined through the development review process.

Buildings within the Old and Historic District (OHAD) are subject to the Board of Architectural Review (BAR) standards. Streetscapes within the OHAD will be subject to the applicable provisions of these Design Standards and Guidelines.

The Design Standards and Guidelines are intended to be utilized by development, design professionals, and businesses in Old Town North who may submit proposals for redevelopment. Others such as the community, City staff, the Urban Design Advisory Committee, the Planning Commission and the City Council will also utilize these Design Standards and Guidelines as they assess proposals in the Old Town North area.

The Mill - Alexandria, VA

Figure 1.01 - Old & Historic Alexandria District in Old Town North



1.4 REVIEW RESPONSIBILITY

A portion of the plan area, namely, the blocks including and adjacent to Washington Street, are also within the boundaries of the locally regulated Old and Historic Alexandria District (OHAD), a historic overlay district subject to regulation and review by the City's OHAD Board of Architectural Review (BAR).

The Urban Design Advisory Committee (UDAC) has been established as an advisory group to City staff. It has urban design advisory review responsibility for the portion of Old Town North not within the OHAD boundaries. While the OTN Design Standards and Guidelines are not applicable to the OHAD, the Design Standards and Guidelines for the streetscape and public realm will apply to the entire plan area.

Figure 1.01 reflects the plan area and, within it, the geographic areas in Old Town North for which BAR and UDAC have been designated respective review responsibilities. It should be noted that when a building is located both partially inside and outside OHAD, BAR's review will govern.

It should also be noted that the OHAD overlay includes, in addition to the portion of Old Town North as reflected in Figure 1.01, the area extending throughout most of the Old Town area located directly south of Old Town North and north along the George Washington Memorial Parkway (GWMP).

A. Urban Design Advisory Committee

The Design Standards and Guidelines outlined within this document are intended to facilitate the Urban Design Advisory Committee's (UDAC) review of properties which fall within its geographically designated review area as shown in Figure 1.01. UDAC is advisory to City staff to ensure compliance with the Design Standards and Guidelines. For DSPs and DSUPs, UDAC will provide a written recommendation to the Director of the Planning Department. The Department of Planning and Zoning, the Planning Commission and the City Council will give consideration to the recommendations of UDAC on urban design aspects of public and private development applications.

Abingdon Row

Rivergate Townhouses

Harris Teeter/The Kingsley

Snaidero Kitchen+Design - Printers Row

B. Old and Historic Alexandria District Board of Architectural Review

The Old and Historic Alexandria District (OHAD) is a historic overlay district created in 1946 subject to review and regulation by the OHAD Board of Architectural Review (BAR). Chapter 10 of the City's Zoning Ordinance outlines responsibilities, procedures and regulations to be followed by the BAR in reviewing properties located within OHAD as shown in Figure 1.01. Under Chapter 10, the BAR must approve, through issuance of a Certificate of Appropriateness, all additions, new construction, and exterior alterations, such as, but not limited to, paving, lighting and signage, within OHAD. In addition, Chapter 10 further stipulates that any permit to fully demolish or to partially demolish a building in OHAD by removing 25 square feet total of exterior wall, roof or surface of a building must be approved by the BAR, regardless of visibility.

Also in Chapter 10 of the City's Zoning Ordinance, the BAR must apply the Washington Street Standards, and the related Washington Street Design Guidelines, to determine appropriateness of new construction on Washington Street, as the George Washington Memorial Parkway (GWMP) is named in the City. In 1929 an agreement between the City of Alexandria and the federal government was made to protect "the memorial character" of the George Washington Memorial Parkway by regulating development, signs, traffic and any other elements that could potentially detract from fostering commemoration of George Washington on this ceremonial route. That important agreement was followed by the creation of the OHAD in 1946, in part, to regulate development on Washington Street and ensure compatibility of new construction with the historic buildings. Later, it was determined that specific design responses were necessary for Washington Street, and in 1999, the Washington Street Standards were adopted as part of Chapter 10 of the Zoning Ordinance. The entirety of this prominent street must be considered in reviewing applications for Certificates of Appropriateness for parcels in this area of OHAD. Additionally, as a result of the 1929 agreement, and the resulting Washington Street Standards and Guidelines, the U.S. National Park Service plays an advisory role in the review of all applications for Certificates of Appropriateness on Washington Street.

Streetscape improvements within OHAD will be consistent with the Old Town North Urban Design Standards and Guidelines and will be reviewed by City staff as part of each development application.

2

SITE DESIGN

CHAPTER 2: SITE DESIGN

The character of the urban environment is influenced by site design that is principally established by the quality of buildings and their relationship to the surrounding public spaces and streets. To ensure compatibility between different building scales and uses, height transitions and variations are required. The Site Design Standards and Guidelines also address building placement, orientation, parking, and the location of services and utilities.

2.1 Building Orientation, Frontage and Setbacks (Streetwall)

Building orientation, frontage and setbacks are important components of a building's design and contribute to the public realm and distinctive character of a building. The pattern of buildings facing the street creates a well-defined edge, also known as a "streetwall", that frames the streets and open spaces. A building frontage is the extent to which the building's streetwall responds to the street facing property line and corresponding setbacks.

The streetwall provides a sense of spatial definition that creates a coherent urban environment and reinforces a sense of place while also making for a pleasant, comfortable and safe pedestrian environment. 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 a continual streetwall is important, it is also important to avoid a monolithic façade without relief. Therefore, some of the frontages should have building breaks, front yards, setbacks, and courtyards to create a variety of landscaping and building forms that provide visual interest to pedestrians and motorists, while also maintaining the cohesiveness of the block and street form.

Orientation, Frontage and Setback Standards:

1. Buildings shall be sited parallel to the street. Irregular spacing between buildings shall be avoided or minimized at the setback line, except in cases where variation is needed for gateway elements as required. In general, buildings shall include as much frontage as possible.

2. Mews units may be considered as part of the development review process, if the remainder of the units for each of the block frontages (e.g. Printers Row) front onto the adjoining street-public right-of-way or the ground floor use for each frontage is a commercial use.

Guidelines:

1. The streetwall height should generally be a minimum of 30 feet as shown in Figure 2.01 and Figure 2.03a.

2. 20-25% of the total street frontage for residential, office, and hotel buildings should be setback 2-10 feet from the property line, excluding courtyards (as shown in Figure 2.02a).

3. Where courtyards are provided, total building setbacks including the courtyard should not exceed 35% of the total street frontage (as shown in Figure 2.02b). The depth of the courtyard shall be determined as part of the development review process.

4. Where ground floor retail, art and/or cultural spaces are located, building setbacks should be a maximum of 15% of the total street frontage.

5. Architectural elements and entrances should be used to provide visual interest, enliven the streetscape for the pedestrian, and promote streetscape activity.

6. Building stepbacks above the streetwall (as depicted in Figure 2.03b) are encouraged where retail and/or art uses are provided on the ground floor.

Figure 2.01 - Streetwall Configuration

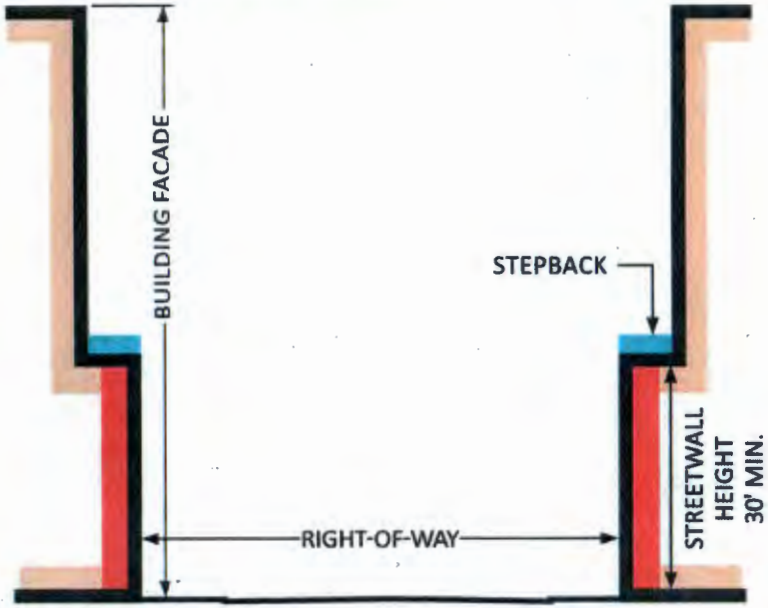
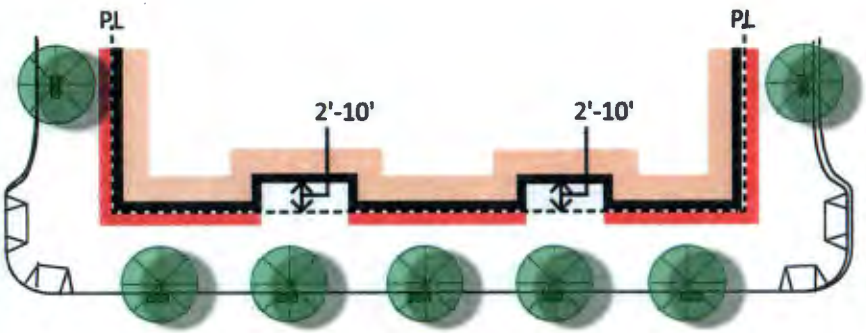


Figure 2.02 - Building Frontage Diagrams

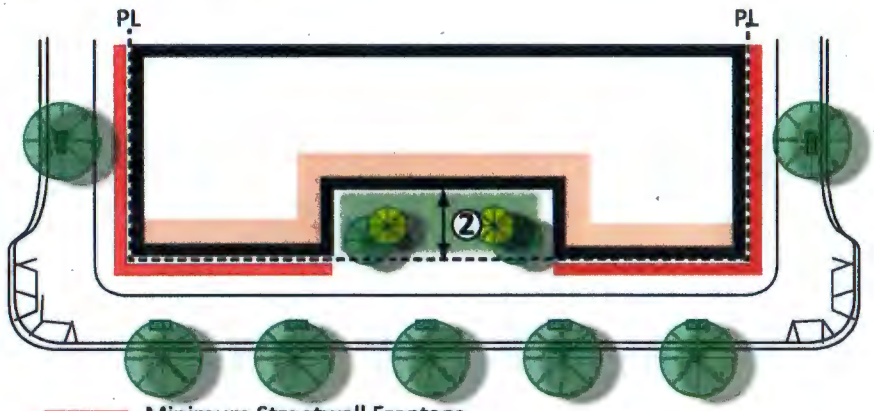
Figure 2.02a - Building Setbacks



Minimum Streetwall Frontage

Potential Building Setbacks

Figure 2.02b - Building Courtyard

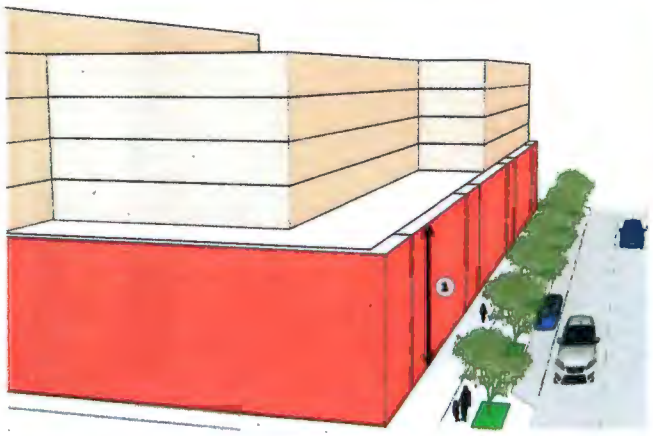


Minimum Streetwall Frontage

② Courtyard

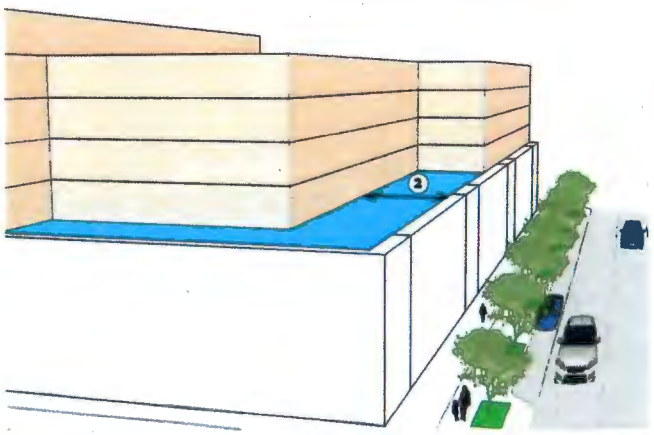
Figure 2.03 - Streetwall Diagrams

Figure 2.03a - Streetwall Height



① Building Streetwall Height: Minimum 30 feet

Figure 2.03b - Stepback above Streetwall



② Potential Building Stepback above Streetwall

Note: Figures 2.01-2.03 are provided for illustrative purposes only. The final configuration of the streetwall, setbacks and courtyards required will be determined as part of the development review process.

2.2 Building Heights - Transitions

To ensure appropriate massing and scale between new and existing developments, the Design Standards and Guidelines require appropriate building height transitions where buildings either step down in height and/or provide courtyards, building setbacks, stepbacks, building shoulders, and/or landscaping is provided to buffer new developments and adjoining lower height properties in the areas depicted in Figure 2.04. The appropriate transition approach will be approved as part of the development review process, based on the context of the site.

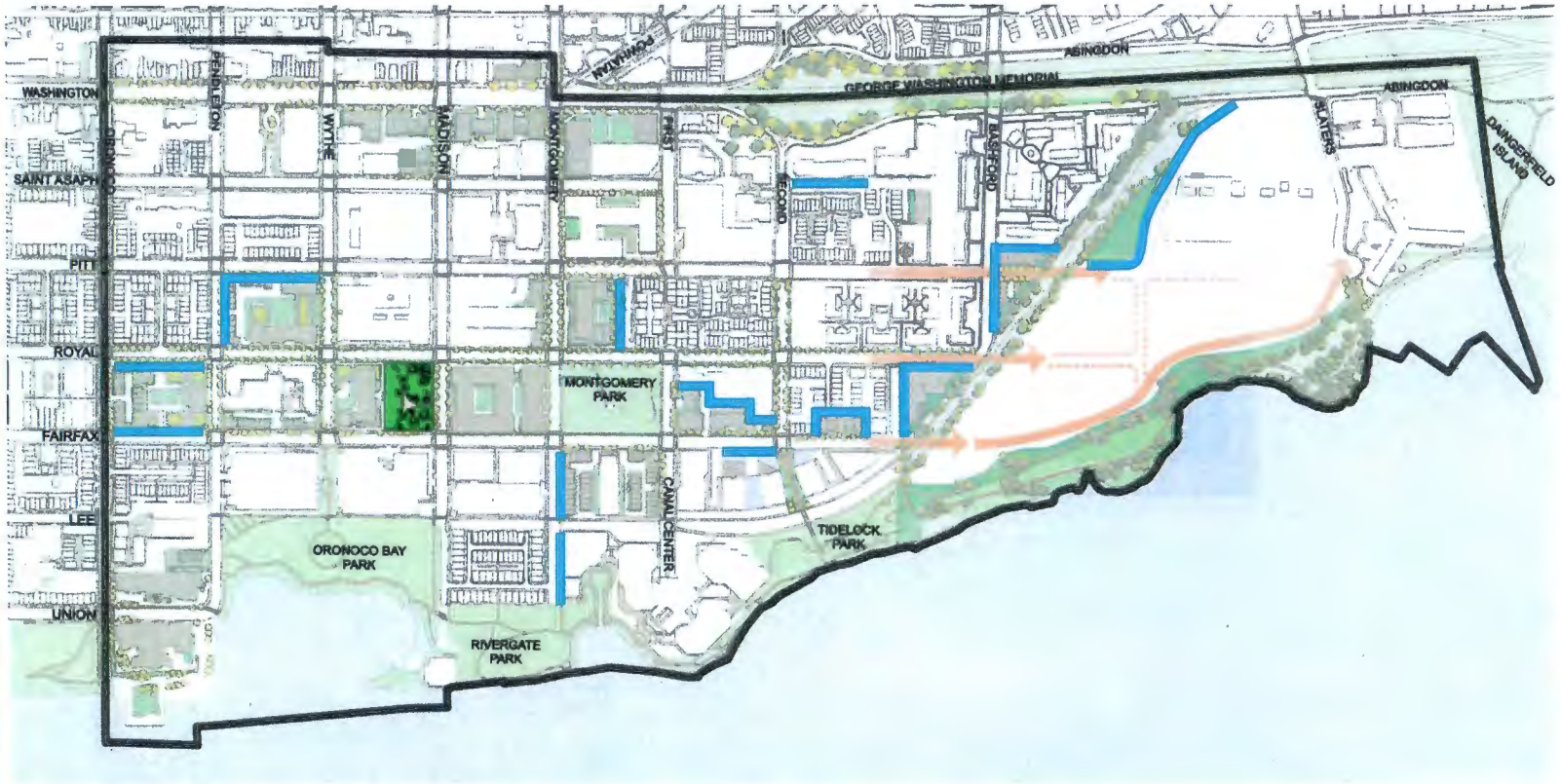


Figure 2.04: Building Heights Transition Zones

* Note: The potential buildings, open spaces, and roof-top open spaces depicted on this drawing are for illustrative purposes. The final design and configuration of buildings, open spaces and roof-top open spaces will be subject to the OTN SAP, the OTN Urban Design Standards and Guidelines, the Zoning Ordinance as amended, and as part of the development review process.

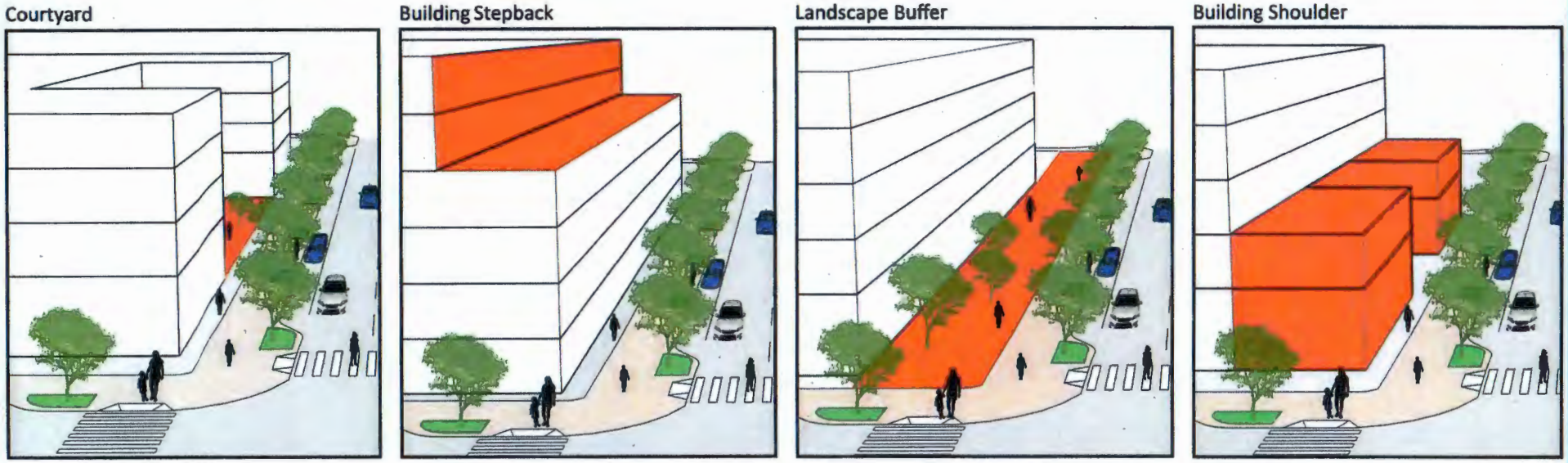
Transition Standards:

1. Building height transitions shall be required at the locations shown on Figure 2.04 and shall utilize approaches such as building setbacks, stepbacks, building shoulders, landscape buffers and/or courtyards, but not limited to those depicted in Figure 2.05.

2. Transitions may be required at other locations for the redevelopment sites if deemed necessary as part of the development review process.

3. The type and configuration of the required building transition will be determined as part of the development review process based on the context of each site.

Figure 2.05: Transition Approaches



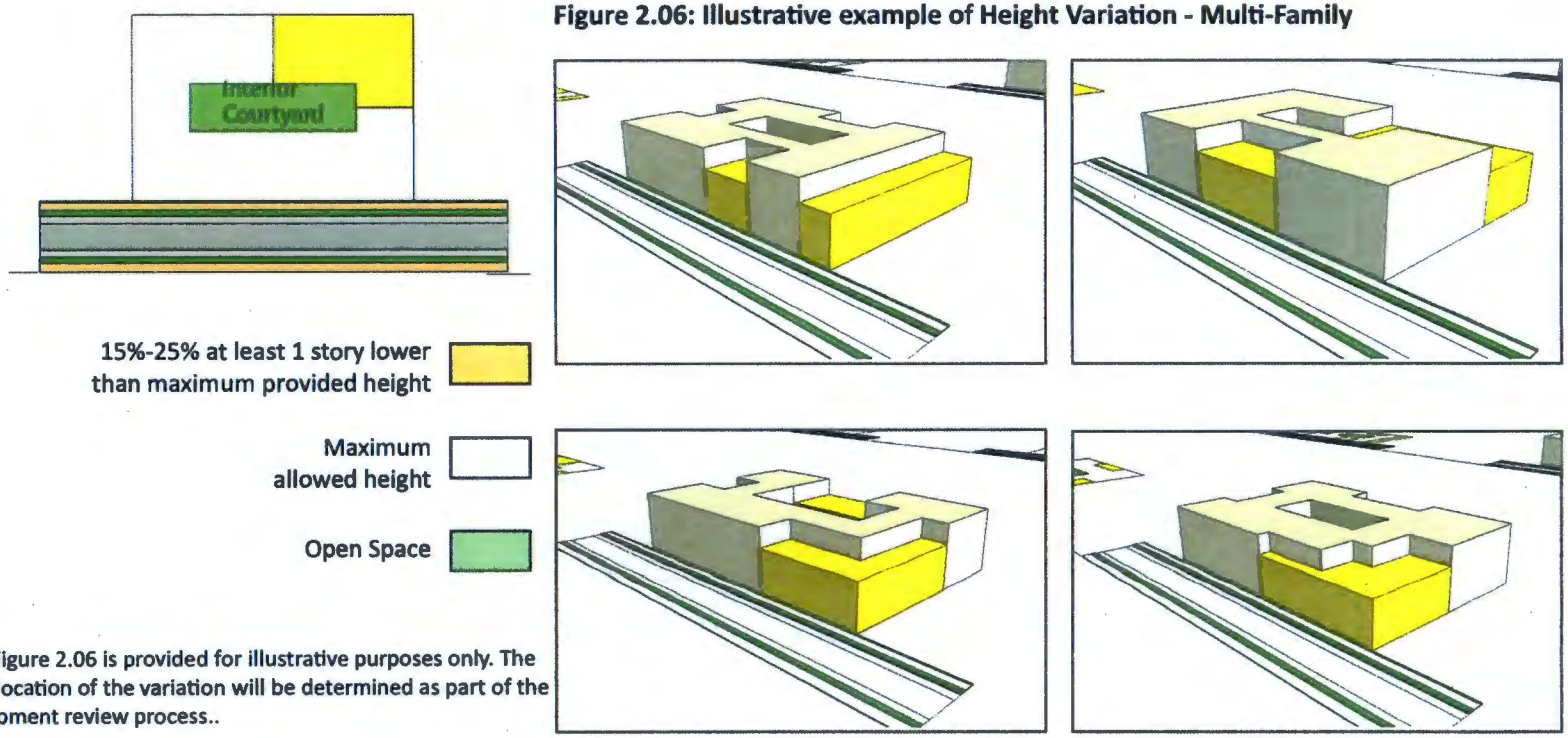
2.3 Building Heights - Variety

Each new townhouse, multi-family, office and hotel building will provide a variety of heights. The intent of this provision is to ensure a significant variety of height for each new building and to enable dynamic urban and architectural forms.

Standards:

1. Each multi-family building (excluding 2/2 stacked townhouses) shall provide a minimum of 15% to 25% of the building footprint below the maximum provided height (Figure 2.06). The specific allocation of the variation shall be determined as part of the development review process.
2. Office and hotel buildings shall provide a variety of height which shall be determined through the development review process.
3. For townhouses and 2/2 stacked townhouses, a variety of heights shall be provided within each row of townhouses. This can be achieved through variation in roof form, setbacks and height. The location and amount of variation will be determined as part of the development review process.
4. For the former power plant site, design standards shall be required to address variety of building heights, spacing, coverage, and envelopes, as part of the Coordinated Development District (CDD) Concept Plan approval process, to ensure a unique and dynamic skyline for the site, both from the neighborhood and from the Potomac River.

Figure 2.06: Illustrative example of Height Variation - Multi-Family



Note: Figure 2.06 is provided for illustrative purposes only. The final allocation of the variation will be determined as part of the development review process..

2.4 Gateway Elements – Vistas

Gateway elements 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. These elements will be of the highest level of design excellence incorporating special building forms and/or the innovative use of materials. Additionally, a fundamental component of the OTN SAP is that the east-west streets will maintain the view-shed to the Potomac River. Gateway elements should not obstruct views to the waterfront and the protected viewshed of the Washington Monument from Slaters Lane. The design of buildings on Washington Street will be subject to the Washington Street Guidelines and Standards and to BAR review.

Standards:

1. Views to the Potomac River shall be maintained. Incorporate public vistas through the configuration of the buildings and the design of open space in the locations generally depicted in Figure 2.07.

2. Gateway elements shall be provided for new buildings at visually prominent locations within the plan area as shown in Figure 2.07.

Guidelines:

1. Gateway buildings should exhibit the highest level of architectural design and detail and utilize high-quality materials.

2. Gateway buildings should provide special elements at street terminations to frame views. This may include public art, special landscaping and/or building forms.

3. Gateway elements should be proportioned to the size and scale of the building.

4. Excluding the buildings on Washington Street, required gateway element(s) should provide distinctive three-dimensional forms, unique shapes and materials to reinforce the significance of each location.

5. Buildings along Washington Street in the locations depicted in Figure 2.07 should provide site design elements that foster a sense of place and arrival to Old Town North.

Gateway Elements

Vistas

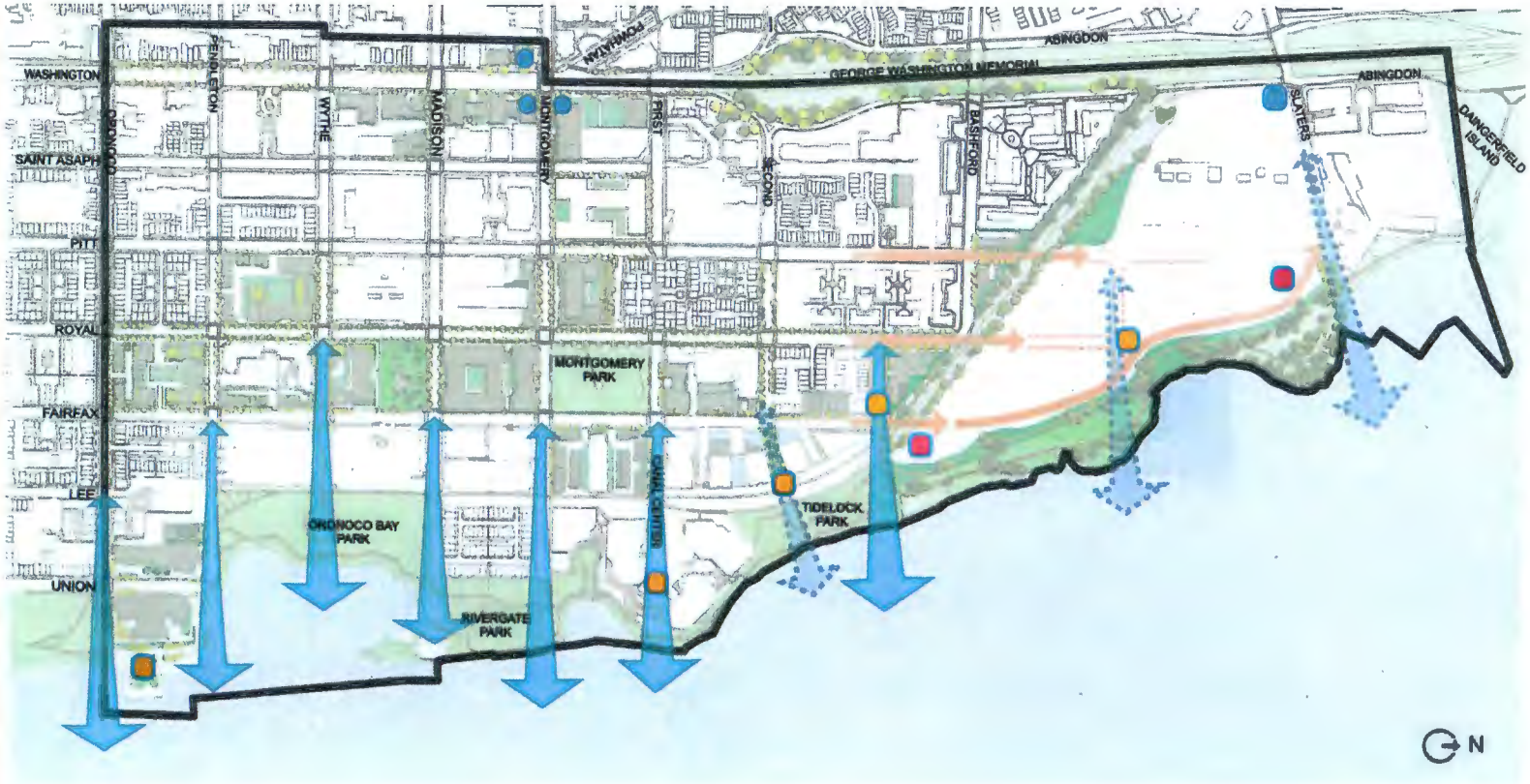


Figure 2.07: Gateways and Vistas

2.5 Parking and Service Areas

Appropriate parking location and design will support the creation of active, walkable, and transit-oriented development.

Standards:

1. Parking for each building (excluding townhouses and stacked townhouses) 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, park, and/or open space frontage.

2. Surface parking lots are prohibited.

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

4. Loading service docks should not be accessed from the Retail Corridors (North Saint Asaph and Montgomery Streets) and should be located on secondary streets where feasible.

5. Bicycle racks shall be provided from the City of Alexandria's pre-approved types.

Guidelines:

1. Parking garage entrances should be minimized. Garage entrances should be located on secondary streets yet be adequately visible and accessible to the public if public parking is provided.

2. Loading dock and garage access should be combined where possible but sized to not dominate the building or block frontage. The doors should also be designed to provide architectural interest for the pedestrian and be complementary to the overall building design.

3. Where alleys are provided, they should be designed to minimize visibility into the alley and the garage doors from the public right-of-way.

4. Curb cuts for parking access and alleys should be minimized for the demonstrable needs of new development.

5. Service areas should be out of view or screened from the public right-of-way by adequate landscape or architectural elements.

6. Bicycle parking should be provided in a safe, accessible and convenient location, within 100 feet of the building entrance.

2.6 Utilities

Utilities are an important aspect of modern infrastructure but must be sited as discreetly as possible to minimize their impact on the public realm.

Standards:

1. No transformers are allowed in the public right-of-way.

2. Transformers shall be concealed from the public right-of-way with adequate screening such as evergreen plantings, an enclosure, or within the building.

Guidelines:

1. Utility locations should be selected to avoid conflict with street trees.

2. New construction should provide pad mounted, indoor, or underground transformers within the building footprint; otherwise, transformers should be located adjacent to an alley or at the rear of the property where feasible.

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3

BUILDING DESIGN

CHAPTER 3: BUILDING DESIGN

The following building design standards and guidelines are intended to create distinctive architecture and to complement a high-quality public realm. High quality building design will contribute to the unique character of Old Town North and promote a sense of community and livability.

3.1 Massing and Form (Building Character)

The intent of this provision is to ensure a variety in building massing for residential and commercial uses and to provide variation in building footprint to create more urban, pedestrian-scaled buildings. In addition to height variation and transitions defined in Chapter 2, a building's massing can be articulated horizontally in plan such as, but not limited to, projections and recesses.

Standards:

1. Building design and construction materials will be of high quality and will contribute to the unique character of Old Town North and promote a sense of community and livability.

Guidelines:

2. Where changes in the wall planes and architectural elements are provided or required, they should comply with Figure 3.01 Massing elements such as projections and/or recesses are provided to avoid flat building façades.

Figure 3.01: Massing Standards

Building Bays/Pavillions

Building Recesses and Hyphens

Building Screens

3.2 Building Types

3.2 - I. Townhouse and Stacked Townhouse Buildings

The townhouse building type is a small- to medium-sized attached structure that typically consists of 3–8 townhouse units placed side by-side with garage access from a rear alley.

Townhouse Standards

a. Building Character and Materials Standards:

1. Each unit shall be subject to the residential uses at grade requirements in Section 3.2 V.
2. Building designs for a row of townhouses shall incorporate modulation and articulation such as massing reveals and/or shifts of the façade plane in order to create a pedestrian scaled façade. The amount, location, and depth of the variation will be determined as part of the development review process.
3. Building materials for each façade shall consist of the following:
    - Brick, glass, stone, wood, metal, precast ceramic panels, or similar durable materials
    - Fiber cement siding and panels (or comparable) may be provided at limited locations
4. Prohibited materials include synthetic stucco, and vinyl siding.
5. Sides and rears of buildings visible from a street or park shall use the same architectural treatment and materials as the primary façade.
6. Mirrored reflective, frosted reflective or darkly tinted glass is prohibited.

b. Building Massing Standards:

7. Each townhouse shall comply with the allowable heights under the Height District Map in the OTN SAP as well as standards for height variations and transitions described in this document.

c. Building Fenestration Standards:

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

8. At least 25% of the each façade adjacent to a primary street or open space, and 10% adjacent to a secondary street, shall be devoted to transparent windows and doors to allow maximum visual interaction between sidewalk areas and the unit. A higher percentage is encouraged where feasible.

Townhouse Guidelines

1. The first level should be designed with the highest quality material and detailing.
2. Residential uses of townhouse scale should provide entrances at approximately 20 feet intervals
3. For townhouses, a building break should be provided to ensure that groupings of townhouses do not exceed 8 to 10 units in a single structure. Units should 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.
4. Upper floor exterior terraces or balconies are permitted at the rear façade of the building. These may also be permitted on the front façade of a building at the discretion of the Director of Planning and Zoning as part of the Development Review Process.
5. Buildings should generally provide a vertical fenestration pattern.
6. Windows should 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 should be well-proportioned and operable.
7. For the rear of townhouse units and within internal alleys, provide the following:
   - Add landscaping and trees to minimize the visual impact to the adjoining homes where feasible.
   - Paving material should be designed for durability. Change in paving materials and/or colors in alleys to minimize visual expanse of the asphalt paving in the alley are encouraged.
   - Add elements such as balconies, porches and projecting bays where feasible to soften the rear façades and alleys.
8. Blank façades should be prohibited for street, park, publicly accessible open space, and trail frontages.

3.2 - II. Multi-Family

Multi-Family Standards

a. Building Character and Materials Standards:

1. Unless required for the function of the building, blank walls in excess of 30 feet in length or height are prohibited.
2. Where ground floor commercial, retail, and/or arts and cultural uses are not provided, and where stoops are provided, they shall be designed in a way that does not obstruct the sidewalk and public-right-of-way.
3. Building materials for each façade should consist of the following:
    - Brick, glass, stone, wood, precast ceramic panels and/or metal
    - 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 façade visible from a street or park/open space.
    - Mirrored reflective, frosted reflective or darkly tinted glass is prohibited.
4. Prohibited materials include synthetic stucco, and vinyl siding.
5. 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.
6. Blank façades shall be prohibited for any street and/or frontage.

b. Building Massing Standards:

7. 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.

Multi-Family Guidelines

1. Individual and functional entries at 20 to 30 feet intervals are desired for the multi-family buildings with "townhouse-scale" elements.
2. Reasonable building breaks should be provided for larger multi-family buildings to avoid long, monolithic façades.
    - Where retail/commercial use is provided or required on the ground floor a building break should occur above the first floor retail-commercial use.
    - There may be a connector between the building break.
    - As part of the development review process, a building break may not be required if a level of architectural 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
3. Buildings should generally provide a vertical fenestration pattern.
4. The solid to void ratio (or wall to window) should consist of a minimum of 30% void for each building facade on a primary street which shall exclude ground floor commercial-retail areas where provided. A higher percentage should be provided where feasible.
5. Windows should be used as an element that helps to articulate the building's character, and designed to reveal the thickness/depth of the wall.
6. Windows should be well-proportioned and operable, if feasible.
7. Windows should be grouped to establish rhythms across the façade and hierarchies at important places on the façade.
8. Window and door placement should provide a high degree of transparency at the lower levels of the building to maximize visibility of active uses and provide a human-scaled architectural pattern. A rhythm of individual windows and exterior openings within building façades should be established to provide a greater variety of scale through material variation, detail and surface relief.
9. Buildings should be architecturally differentiated through the use of color and materials within each block.
10. HVAC, mechanical, and telecommunications equipment should be integrated into the overall building design and should not be visible from an adjoining street and/or park. Wall units or vents should recessed within a balcony or integrated with the design of the building.

3.2 - III. Office and Hotel Buildings

Office and Hotel Standards

a. Building Character and Materials Standards:

1. Building materials for each façade shall consist of the following:
    a. Brick, glass, stone, wood, precast ceramic panels, metal and/or similar durable materials
2. Prohibited materials include synthetic stucco and vinyl siding.
3. 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 walls shall be prohibited for any frontage.

Office and Hotel Guidelines

1. Window and door placement should provide a high degree of transparency at the lower levels of the building to maximize visibility of active uses and provide a human-scaled architectural pattern. A rhythm of individual windows and exterior openings within building façades should be established to provide a greater variety of scale through material variation, detail and surface relief.
2. Buildings should generally provide a vertical fenestration pattern.
3. The solid to void (or wall to window) ratio should consist of a minimum of 30% void for hotel buildings and 35% void for office buildings and may include spandrels. Mirrored reflective, frosted reflective or darkly tinted glass is prohibited. A higher percentage is encouraged where feasible.
4. Windows should 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. Windows should be well-proportioned and operable, if feasible.
6. Windows should be grouped to establish rhythms across the façade and hierarchies at important places on the façade.
7. Buildings should be architecturally differentiated through the use of color and materials.

3.2 - IV. Ground Floor Uses

A. Retail

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, visibility 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 and, therefore, unique from adjacent storefronts. Storefront signage is addressed in Chapter 4, Section 4.7.

Retail Use and Retail Storefront Standards:

1. The minimum depth for retail spaces shall be 35 feet, with 50 feet preferable, for the entire length of the building frontage along all streets, open spaces, courtyards, and park frontages. The floor to ceiling height shall be a minimum of 15 feet, with 18 feet preferable.
2. The design of the retail storefronts will be administratively approved subject to the standards required herein.
3. For ground floor 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 Design Standards and Guidelines, and is approved by the Director of Planning and Zoning.
4. The materials for the retail storefront shall consist of stone, metal, glass and/or wood. Construction detail and finish shall be of high craftsmanship. Durable materials such as these are especially critical at the street level where pedestrian contact will be considerable. Storefronts shall be predominantly glass to provide views into the store. Translucent composite materials may be acceptable and reviewed as part of the development review process.

Retail Use and Retail Storefront Guidelines

1. Corner retail storefronts are encouraged to extend at least 35 feet along the side street and/or park-open space, and should also be expressed in the architecture.
2. To establish pedestrian-scaled design on the ground floors of larger buildings, window groupings, material changes, or columns on the principal façade should be used to accentuate individual storefronts and denote a smaller increment of building bays.
3. The retail storefronts should be designed to create a comfortable yet highly animated pedestrian environment by utilizing a rhythm of multiple retail entrances. Blank walls, where no glazing or architectural articulation is provided, are prohibited.

4. The design of retail should take into account:
    - how the storefront fits into the architecture of the building;
    - the 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.

B. Arts and Cultural Flexible Ground Floor Spaces

The goal of flexible ground floor spaces is to enable arts an cultural uses as defined in the OTN SAP within the plan area that diversify the City's economy, complement and enhance the neighborhoods, and provide locations for existing and new small businesses and emerging industries.

These uses typically require taller ceiling heights, and deeper bays than typical retail, and work is often showcased with large windows or garage bays at street level. Flexibility in space and design is a key element for these uses.

Arts and Cultural Use Standards:

1. The arts and cultural uses shall be subject to all applicable requirements of the Zoning Ordinance and associated policies and regulations.
2. The floor to ceiling height shall be a minimum of 15 feet, with 18 feet preferable. The minimum depth of each space shall be a minimum of 20 feet, or greater where feasible.

Arts and Cultural Use Guidelines:

1. Each ground floor arts and cultural use should provide a minimum of 40% transparency (garage doors, doors and windows) at the street level.
2. A garage door or comparable sized opening should be provided for each space or approximately every 20-30 feet Garage and/or roll up doors should be glass and metal.
3. Flexibility may be granted for exhaust, fans, and vents on primary building façades that support the building function/use. Final location and treatment will be determined as part of the development review process.
4. Adequate loading, access, refuse collection, and noise attenuation should be addressed during the development review process.

3.2 - V. 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 stoops or landscaping. Elevation of the ground floor enables sufficient privacy for ground floor residents, and an appropriate relationship between the pedestrian and the building.

Standards:

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, unless art and/or live work spaces are provided.
2. Where stoops are provided, they shall be designed in a way that does not obstruct the sidewalk and public right-of-way.
3. 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. Where at-grade accessible units are needed or required, alternatives will be considered as part of the development review process.

Guidelines:

1. For multi-family buildings, where ground floor commercial space is not provided, townhouse-scale elements with individual and functional entries are encouraged.

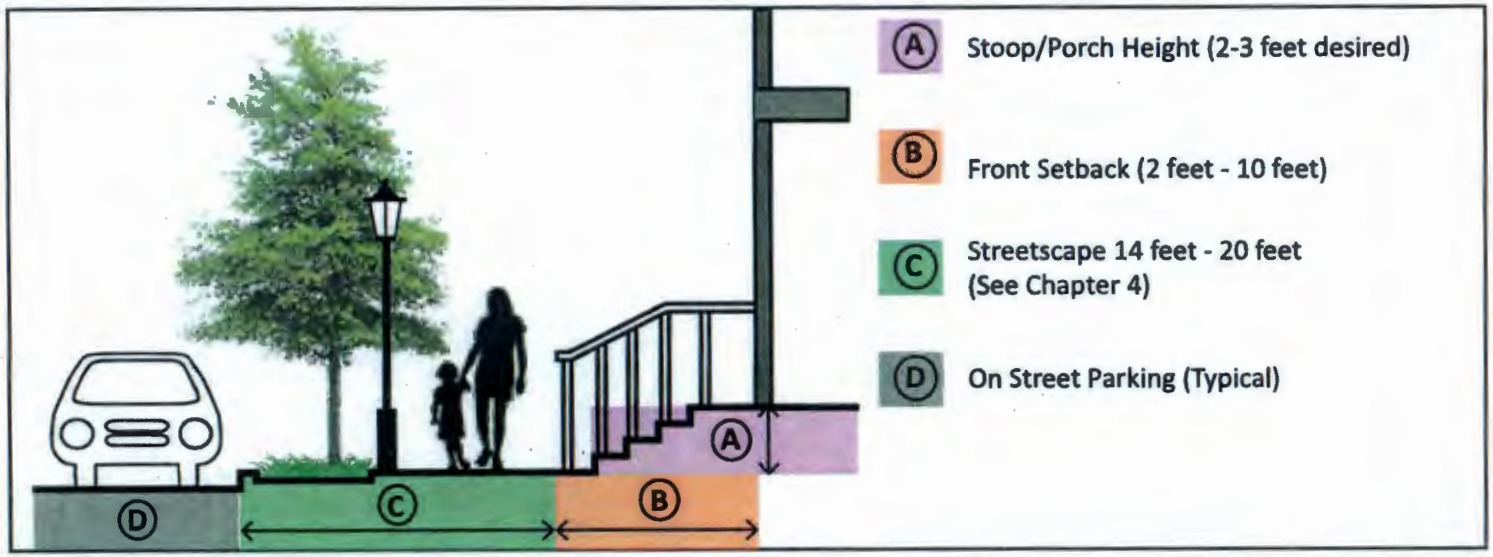

Figure 3.02: Residential Use at Grade

3.3 Building Entries

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

Standards:

1. The primary pedestrian entrance shall front the adjoining primary public street.
2. Enhanced level of architectural design and treatment are required, and, where appropriate, landscape treatment shall emphasize the primary entrance as focal point.
3. For required retail frontages, the width of residential and/or office lobbies shall be the minimum necessary.

Guidelines:

1. Building entrances should be given prominence on the street frontage. The size and scale of the entrance should be appropriate for the scale of the building and include a change in material, wall plane, and/or color.
2. Awnings or canopies are encouraged for building entrances or first floor retail uses. These add color and vibrancy to the streetscape and protection from the weather for the pedestrian. Awnings and signage should be in compliance with the City's sign regulations under the Zoning Ordinance.
3. Residential and commercial entrances in mixed-use buildings should be architecturally differentiated.
4. Entries should provide protection from the elements, with canopies, recesses, or roof overhangs.

3.4 Building Roofs

The Design Standards and Guidelines for building roofs ensure a consistent and appropriate urban character, and that rooftop open space is provided to achieve the environmental goals of the OTN SAP. Building rooftop design should be aesthetically pleasing, integrated into the overall building design and function to conceal rooftop equipment from view of pedestrians from the adjoining streets and open spaces.

Guidelines:

1. Buildings with flat roofs should have green rooftops that may be utilized as high quality outdoor open spaces for the building's users and as an extension of the building's common areas.

2. The design of rooftop gardens should be integrated within the overall architecture of the building.

3. Parapets on flat roofs should be minimum of 2 feet in height above the roof, or as needed to conceal mechanical equipment.

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

5. Where visible from the street, roof penetrations such as vents, attic ventilators, flues, etc. should be placed to limit their visibility from the street. The material and color should match the color of the roof, except those made of metal, which may be left natural.

6. Sloped roofs should be metal, slate, tile, or other comparable high quality material.

3.5 Walls, Fences, and Railings

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

Standards:

1. The height, length, and visual impact of walls and fences shall be pedestrian scale and in no case shall they exceed 3.0 feet in height in the front or side yards. In the rear yards, 6 feet privacy fences may be provided, if approved as part of the development review process. Additional screening may be permited if located adjacent to industrial uses.

2. 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.

3. Materials for fences shall be decorative metal or wood. Railing shall be metal to match the architectural character of the building.

Guidelines:

1. Green walls and living walls are strongly encouraged.

2. No walls, fences, or railings should be constructed in the right-of-way.

3. The size and species selection of landscape materials in green walls or hedges should be carefully considered. Landscape elements which are likely to impede pedestrian travel or use of sidewalks should not be installed.

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4

PUBLIC REALM-STREETSCAPE

CHAPTER 4: PUBLIC REALM - STREETSCAPE

The design of the public realm including the streets, sidewalks, landscaping, lighting, furniture, signage and other pedestrian amenities is intended for the safety and comfort of residents, workers, and visitors to the neighborhood and can provide opportunities for enhanced pedestrian circulation and visual interest.

In addition to improved pedestrian connectivity, the design of the public realm can help define the unique character of the neighborhood and character areas such as the Retail/ Arts and Cultural Areas and Corridors and Green Streets as established in the OTN SAP. The Streetscape Standards and Guidelines should be used in conjunction with the City's Complete Streets Guidelines and the Landscape Guidelines.

4.1 Streets

One of the measures to ensure that the redevelopment sites achieve an urban, pedestrian-oriented series of neighborhoods is to require urban, human scaled streets and block sizes similar in scale to the established grid in Old Town and Old Town North. Through the placement of the required framework streets for the former power plant site established in the OTN SAP, the block sizes are generally equivalent to blocks within Old Town: a model that is used as a national planning example due to their associated walkability. New and reconfigured streets shall comply with the cross-sections herein and with the City's Complete Streets Design Guidelines.

Standards:

1. All new and reconfigured streets and sidewalks within the plan area shall be consistent with the attached street cross-sections in the Appendix I.

Guidelines:

1. All streets within the plan area are intended to be public streets, dedicated to the City unless otherwise approved as part of the redevelopment review process. Unless otherwise noted, the property line is assumed to be at the edge of the public right of-way.

4.2 Block Sizes

One of the measures to ensure that the former power plant site and sites where new blocks are being created will comply with the intent of the OTN SAP, is to provide urban, human-scaled block sizes that encourages pedestrian-oriented series of neighborhoods.

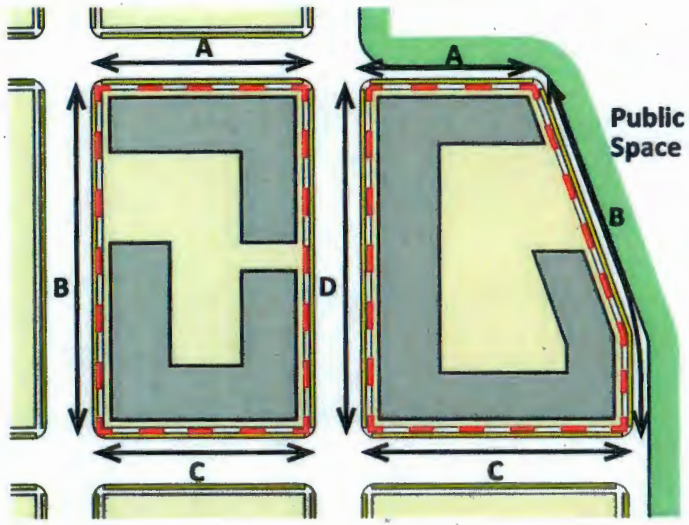
Standards:

1. Block sizes shall have a maximum perimeter of 1,600 feet The intent of this standard is to maintain the permeability of all blocks in order to facilitate pedestrian movement and to ensure the opportunity for blocks to accommodate uses that otherwise meet urban design goals of this document. Block perimeter shall be measured as the right-of-way perimeter adjacent to public streets (dedicated or public easements). See Figure 4.01.

Guidelines:

2. Non-standard paving materials in public alleys should be approved by the Department of Transportation and Environmental Services.

Figure 4.01: Block Perimeter



- Block Perimeter: A+B+C+D
- Block perimeter shall be measured as the right-of-way perimeter adjacent to public streets (dedicated or public easements).

Legend

Block Perimeter

Building

4.3 Streetscape Improvements - General

A. Overhead Utilities

Intent

The aim of under-grounding existing overhead wires and poles is to reduce the amount of visual clutter and allow street tree growing conditions. Where a development site is required to underground existing utilities, the design and implementation for doing so should take into account the impact on adjacent frontages or blocks with the overall goal that additional poles and wires are not permitted to be installed on adjacent sites or blocks.

Standards:

1. As part of the development review process, all overhead utilities serving that site for the entire site frontage shall be located underground.

Guidelines:

1. Developers and property owners are encouraged to work together to achieve a greater extent of under-grounding through coordinated design.

B. Street Trees Guidelines:

1. Provide street trees in missing locations for better streetscape and environmental benefits.
2. The size of canopy should fit to the site and conditions.
3. The placement of trees should take into account the growth pattern and mature size of the selected trees and the effect of canopy spread on pedestrian traffic, views of and from adjacent buildings, conflicts with the buildings themselves, and light dispersion from streetlights.
4. Diversify the street tree population. Projects should be encouraged to utilize street tree species that are not commonly found in the plan area but environmentally suited to the site's growing conditions and lower maintenance requirements.
5. For larger developments which make improvements to substantial street frontages, a diverse approach to species selection should be encouraged, including some variation in species selection along a single block face.
6. The soil volume for the street trees and trees will comply with all applicable provisions of the Landscape Guidelines.

Streetscape improvements on S Washington Street, utilizing the light fixture (GWMP Parkway Streetlight), pedestrian curb ramps, rationalized furniture placement and brick paving which are required in these Design Standards and Guidelines

C. Street Furniture Standards:

Each project shall provide street and on-site furniture and amenities for public use. Street furniture shall include benches, bicycle racks, and trash receptacles, where required as part of the development review process.

i. Benches
Benches shall be located on public streets and shall be the Victor Stanley Classic Series CR-96, or any updated City Standard, as approved by the City of Alexandria.

ii. Bike Racks
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.

iii. Trash/Recycling Receptacles
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 powder coat finish (or equal as approved by the City of Alexandria). Trash receptacles shall also include accommodations for recycling which will be in blue powder coat.

D. Lighting Standards:

1. The street light fixtures on Washington Street shall be the George Washington Memorial Parkway Lighting (Figure 4.02).
2. All street light fixtures shall be single black Colonial lighting fixture (except Washington Street) with a standard black finish. (Figure 4.04).
3. Street lighting shall utilize LED technology and conform to City's design standards for lighting fixtures.

Figure 4.02: Street Furniture

City Standard Bench

City Standard Bicycle Rack

Recycling Receptacle

Trash Receptacle

Lighting Guidelines:

1. Street lights should be placed to avoid conflict with street trees, and should not be located within the sidewalks but rather be placed between and in-line with the street trees.
2. Consideration for adequate lighting should be given for pedestrian/ bicycle trails and parks to maximize safety and comfort of parks and trail users.
3. All street lights should be designed to minimize light spillover. Where located next to residential uses, street lights should include shielding as needed to prevent lighting from directly entering residential windows or adjoining public parks.

Figure 4.03: George Washington Parkway Lighting Fixture

Figure 4.04 Black Colonial Lighting Fixture

E. Historic Interpretation

In an effort to recognize and celebrate the rich history of Old Town North, the Historic Interpretation Guide is intended to provide guidance for the implementation of historic interpretation on various sites, based on the key historical themes identified in the Old Town North Historic Interpretation Guide (See Related Studies in the OTN SAP Appendix). Whether for the Alexandria Canal, the old spring houses or one of the many industrial sites that once existed here, the purpose is to integrate historic interpretation to convey many narratives and historical themes found in this neighborhood. The interpretive design guide encourages creative and engaging interpretation. The end result will be a historic interpretation program that links various sites in the area with common themes, such as industry and transportation, while reminding residents, workers and visitors of the intriguing and varied past of Old Town North.

Early in the concept process, applicants should consult with staff from Planning & Zoning (Historic Preservation) and the Office of Historic Alexandria (including Alexandria Archaeology) regarding how to integrate historic interpretation into the site design and to consider options for historic interpretation related to the project, based on the OTN Historic Interpretation Guide.

Standards:

1. All development and redevelopment sites will include some form of historic interpretation whether as a site-specific installation or part of a broad thematic approach.

Guidelines :

1. Creative approaches to historic interpretation are encouraged. Interpretive elements may be incorporated into the site and building design, and/or mobile/digital resources dedicated to the neighborhood. The OTN Historic Interpretation Guide offers strategies in Section V: Catalogue.

F. Existing Blank Walls and Surface Parking Lots Enhancements

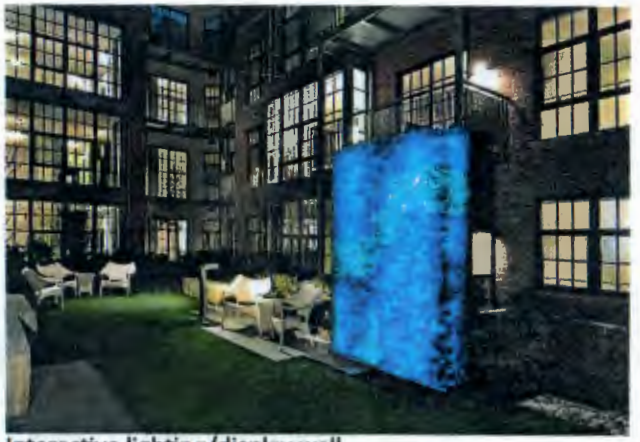
The existing blank walls disengage pedestrians, often causing them to quickly walk by or avoid a block altogether. The intent of this provision is to provide guidelines that can help activate blank walls, large arcades and surface parking lots to enliven the building exterior and streetscape.

Guidelines:

1. Enhancements to existing blank walls and lobbies can include:
    a. Installing living vegetated walls
    b. Interactive lighting and/or display walls
    c. Public art such as murals
    d. Signage where permitted
    e. Color and texture

2. Enhancements to activate ground floors and surface parking lots can include:
    a. Landscape screening of surface parking lots
    b. Ground floor retail conversion
    c. Infilling surface parking lots
    d. Outdoor seating
    e. Public art

Wall Art/Murals


Interactive lighting/display wall


Living Green Walls

4.4 Streetscape Improvements - Green Infrastructure

The landscape features within streets, outdoor space and as part of the building design offer opportunities to contribute the environmental goals of reducing the heat island effect, managing the effects of stormwater and increasing habitats.

In Old Town North, there is a need to reduce the impact on the combined sewer system through managing stormwater overflows. There also exist opportunities at many locations where streetscape improvements are anticipated and where green infrastructure may be installed, particularly in wider sidewalk areas. Refer to the Complete Streets Guidelines and to the City's Green Sidewalks Guidelines for green infrastructure layout, dimensions and materials.

Guidelines:

1. For the Green Streets, reconfigured sidewalks and streetscape areas, green infrastructure improvements should be implemented to the extent feasible. The scale of the improvements to the right-of-way should be broadly commensurate with the scale of the project. For example:

- Projects that are improving an entire block face or greater should treat the stormwater for the adjacent right-of-way (sidewalk and cartway) through green infrastructure as approved through the development review process.
- Green Streets should include a higher level of green infrastructure facilities such as streetscape BMP facilities, large street trees, high proportions of pervious area, and enhanced planting.

2. Smaller scale projects should incorporate improvements such as permeable paving or other facilities where feasible.

3. Projects with frontages on Green Streets should consider the feasibility of green infrastructure from an early stage of design, with an intent that the streetscape design incorporate green infrastructure elements.

4. Green infrastructure should be integrated into the streetscape design and should form an inherent element of the street rather than visually appearing as a retrofitted aspect.

5. Adjacent projects are encouraged to coordinate green infrastructure improvements.

6. Locations for green infrastructure may include the sidewalk amenity zone, and in particular curb extensions (bulb out areas).

Permeable Pavers

Bio-retention Basins

4.5 Sidewalks

The sidewalk areas refer to the 'Pedestrian Zone' as outlined in the City's Complete Streets Guidelines, encompassing the area between the curb and the building face and/or property line.

The current condition of the public realm, and streets in particular, ranges from those with a high quality pedestrian experience (continuous street tree canopy, varied building facades with regular entrances and sidewalks with adequate width for pedestrians to feel comfortable), to those with more challenged conditions such as narrow sidewalks, overhead utility wires and blank building facades and surface parking lots.

I. Sidewalks and Pedestrian Access - General

The design of the 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 all be integrated to ensure the provision of pedestrian oriented streets. The distance for all new and reconfigured sidewalks from the building face to the curb are generally required to be a minimum of 14 feet to 20 feet However, at some locations the distance to the building face may be greater if determined necessary as part of the development review process.

Standards :

1. All streets shall provide adjacent parallel parking spaces, as depicted in the attached cross sections in Appendix I, unless otherwise infeasible.

2. The sidewalks on Washington Street and the Required Retail Corridors as shown in the OTN SAL shall be City standard brick. The remainder of the sidewalks within the plan area will be City Standard Concrete.

Guidelines:

1. Sidewalk widening should be achieved through utilizing narrower travel lanes (where feasible, and in conjunction with the Complete Streets Guidelines) and by locating sidewalks on or partly on private property in consultation with the property owner.

2. Where sidewalks are located on or partly on private property, perpetual public access and maintenance easements should be provided.

II. Sidewalks and Pedestrian Access - Curb Extensions (bulb outs)

Curb extensions provide a shorter crossing distance and better visibility for pedestrians. This provides traffic calming benefits while reducing conflicts between motorists and non-motorists. Curb extensions also reduce the amount of impervious surfaces consistent with the environmental goals of the OTN SAP.

Standards:

1. Curb extensions shall be consistent with the City's Complete Streets Guidelines. In order to avoid conflicts between vehicles and bicyclists, the width of the curb extension shall generally be one foot less than the width of the adjacent parking lane. At bus stop locations, the width of curb extensions shall be approved through the development review process. See Figure 4.05 for typical curb extension.

2. Curb extensions shall be provided at intersections on Green Streets and on blocks with required retail frontages.

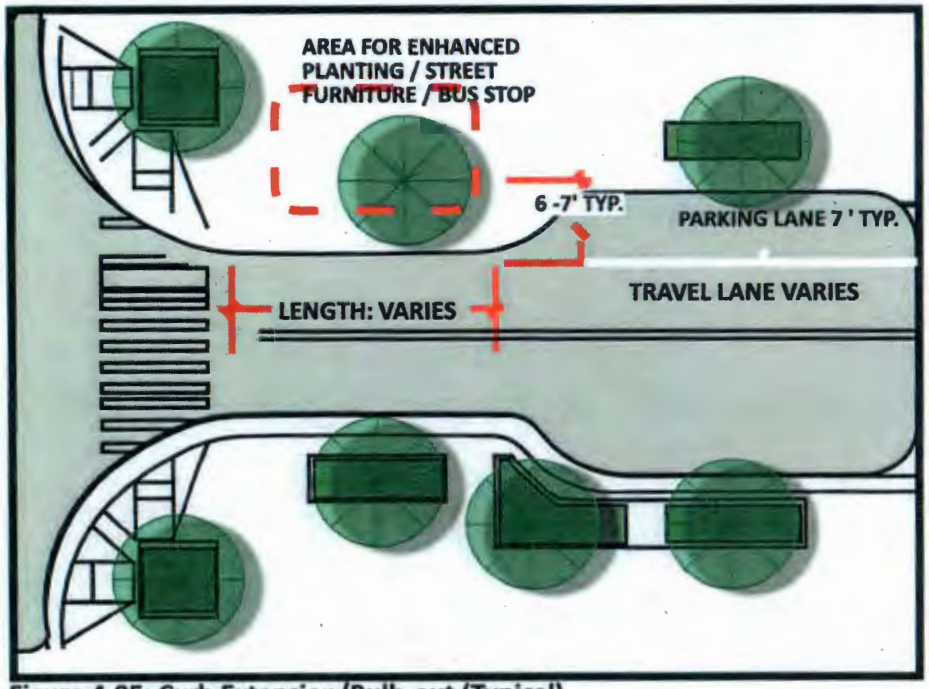


Figure 4.05: Curb Extension/Bulb-out (Typical)

Guidelines:

1. Curb extensions should be located at crosswalk intersections where feasible and where parallel parking is provided.
2. Curb extensions should be designed as an inherent element of the streetscape and should incorporate, where appropriate, uses such as bus stops, green infrastructure, street trees and/or enhanced planting.
3. Curb extensions should be located where feasible to minimize impacts for on-street parking areas.
4. Curb extensions should be paired where feasible and where space permits, but single curb extensions are allowable.
5. Where Green Streets and/or blocks with required retail frontages intersect, paired curb extensions in both directions should be provided. See Figure 4.09 for location of Green Streets.
6. Consider mid-block bulb-outs on designated Green Streets with landscaping and tree canopy to replace impervious surfaces.

Curb Extension Locations

Standard Corner Curb

Corner Curb Bulb-Out

Mid-Block Bulb-Out

4.6 Street Frontages

I. Residential Frontages

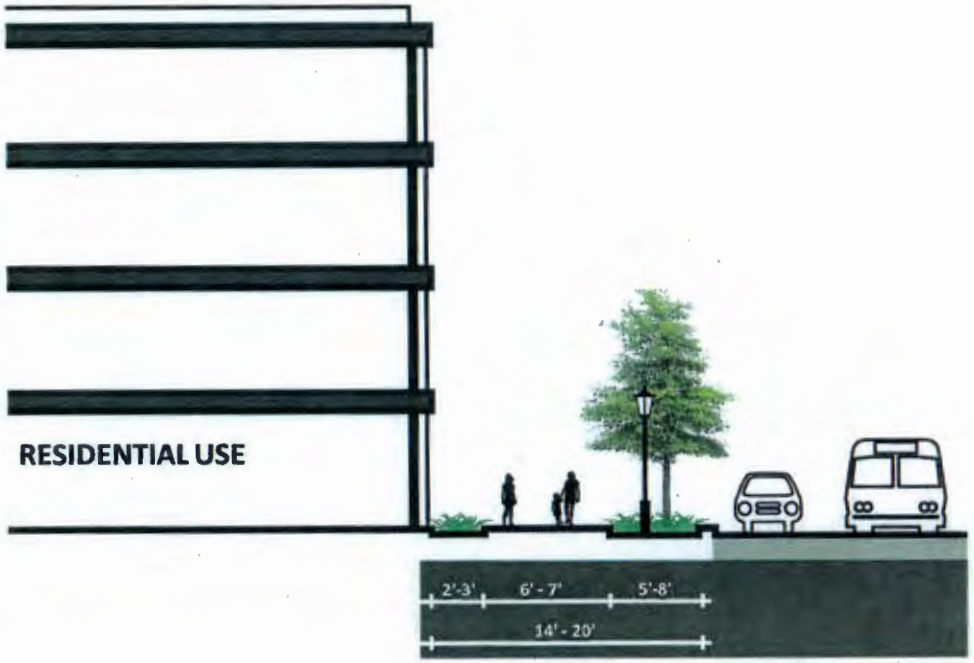
Standards:

1. New or reconfigured sidewalks shall meet the general dimensions of the Residential Frontage section below. For specific redevelopment sites and streetscape improvement areas, the dimensions in the sections in Appendix I shall be met.

Guidelines:

1. The selection of tree wells or landscape strips should be per the predominant context of the street.
2. Green Infrastructure and Best Management Practices (BMPs) should be per the City's Green Sidewalks Guidelines, where feasible.
3. Amenity zones, or the landscape zone between the curb and the sidewalk should be 5 feet to 8 feet wide per Complete Streets Guidelines.

Figure 4.06: Residential Frontage



Note. The section shown is for illustrative purposes and is for the intention of setting the streetscape dimensions and relationships and that the building.

II. Retail Corridor Frontages (Montgomery Street & North Saint Asaph Street)

Standards:

1. New or reconfigured sidewalks in the Retail/ Arts and Cultural Areas and Corridors shall comply with Figure 4.07. For specific redevelopment sites and streetscape improvement areas, the dimensions in the sections in Appendix I shall be met.

2. Sidewalks shall be City standard brick paving in running bond with header courses at the curb edge and around tree wells/landscape strips.

3. City standard brick paving shall be installed across drive aisles, and loading areas.

4. For Retail/ Arts and Cultural Areas and Corridors, on-street parallel parking shall be provided to maximize the safety of the pedestrian.

5. Tree wells (rather than landscape strips) shall be provided for the Retail/ Arts and Cultural Areas and Corridors.

Guidelines:

1. Sidewalks should be designed to maximize vibrant street uses such as gathering spaces, outdoor dining and pedestrian access with a wider clear area and landscape layout to allow for parking and pedestrian movement.

Figure 4.07: Retail Focus Areas and Corridors Frontage (Montgomery Street & North Saint Asaph Street)

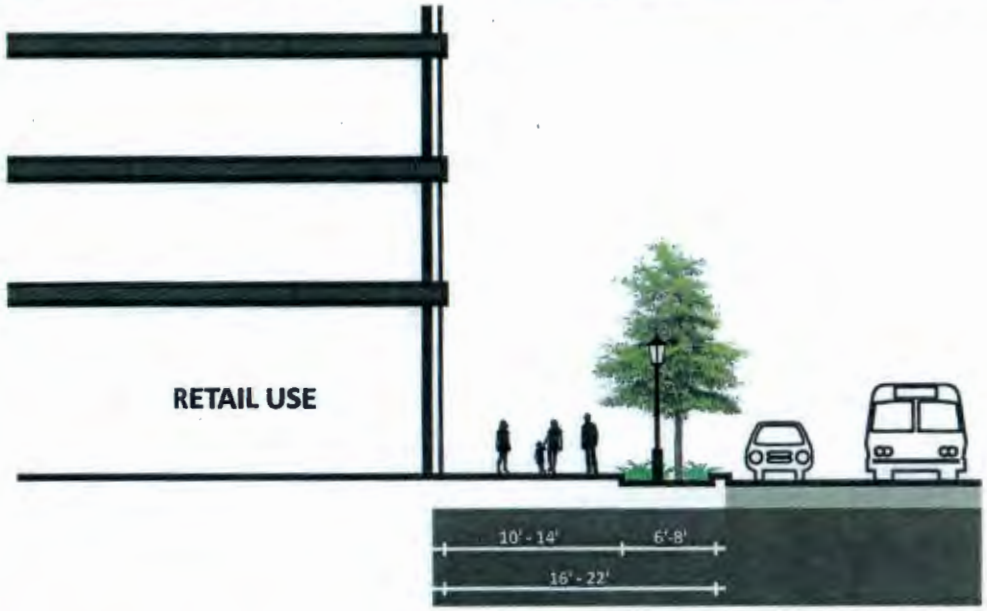
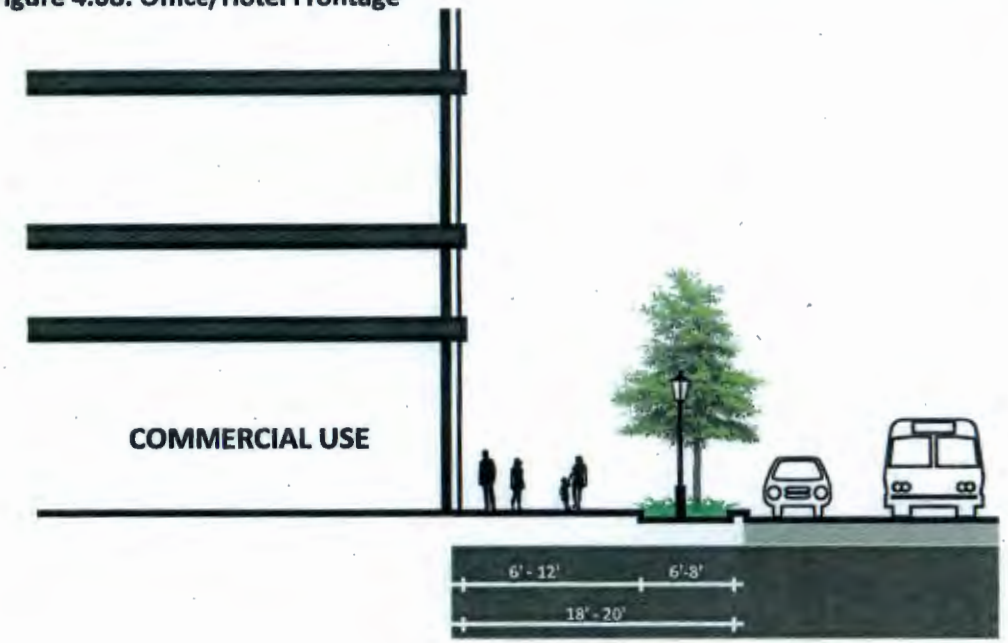


Figure 4.08: Office/Hotel Frontage



Note. The sections shown are for illustrative purposes and with the intention of setting the streetscape dimensions and relationships.

Figure 4.09: Green Streets

III. Green Streets (Royal Street, Wythe Street, Second Street, and Washington Street)

Green Streets are designed to prioritize pedestrian circulation, create attractive streetscapes, and strengthen connections between residential and commercial uses. Design treatments can include sidewalk widening, enhanced landscaping, green infrastructure and traffic calming measures. Improvements on Washington Street will be subject to the Washington Street Standards and coordination with NPS. See Section 4.5 V for Standards and Guidelines for streetscape improvements on Washington Street.

Green Streets Standards:

1. For new and reconfigured sidewalks, the sidewalks will contain significant areas devoted to 'green' landscape elements such as a wide street tree amenity zone and environmental improvements as shown in Figure 4.10. For specific redevelopment sites and streetscape improvement areas, the dimensions in the street sections in Appendix I shall be met.

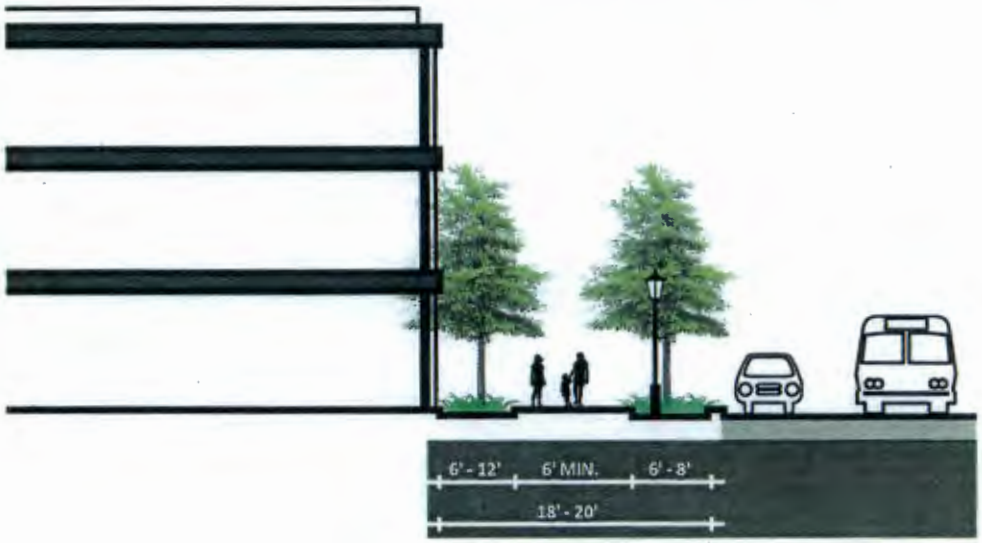
2. Landscape improvements on the Green Streets shall incorporate, where feasible, environmental improvements which add to the visual character, stormwater management, habitat and urban biodiversity. For example, street tree BMPs or landscape strips shall be incorporated into the green streets at new and retrofitted street locations as part of the development review process. See Section 4.4 Streetscape Improvements - Green Infrastructure.
3. Materials for street BMPs shall be per the City's Green Sidewalks Guidelines.

Green Streets Guidelines:

1. Trees and underplanting should be of native species to the extent feasible, including seasonal and evergreens.
2. The ultimate size of planting should be considered from an early stage, with the size of street trees maximized to achieve the intent of the Green Street.
3. Where feasible, and in particular at curb extensions, the alignment of street trees may be offset from the predominant alignment in order to visually increase the tree canopy when viewed from the travel lanes, offering a visual cue to drivers that the street visually narrows.
4. Curb extensions and other streetscape improvements such as green infrastructure features, as described in Section 4.4, should be provided for Green Streets, excluding Washington Street.

Examples of Green Infrastructure

Figure 4.10: Green Street Frontage (Royal, Wythe and Second Streets)



Note: The sections shown are for illustrative purposes and with the intention of setting the streetscape dimensions and relationships.

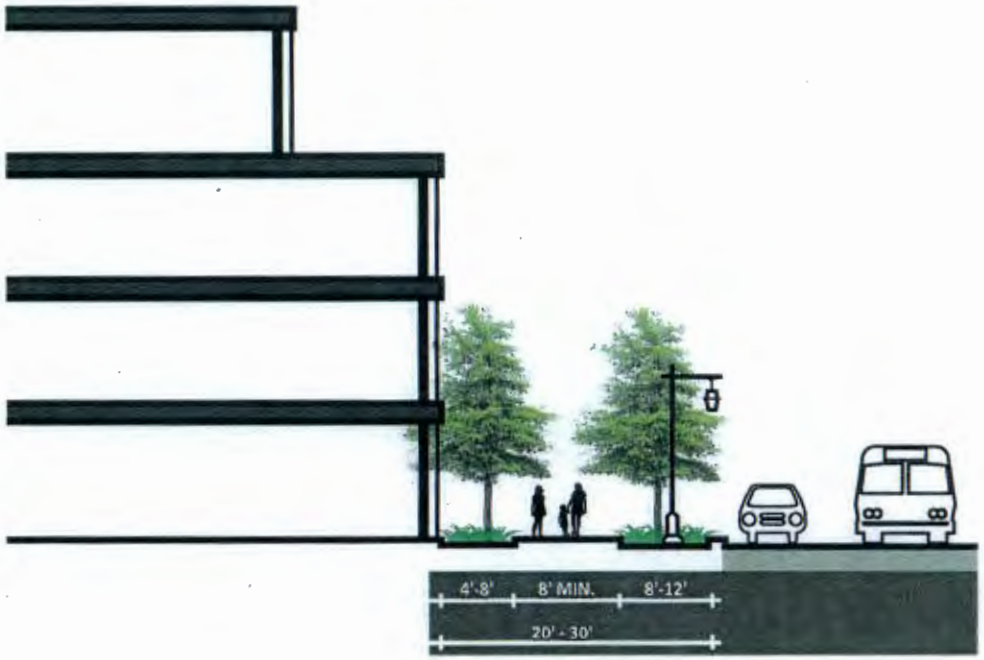
IV. Washington Street

Background:

While the northern most blocks of Washington Street in Old Town North exhibit increasingly pastoral qualities, the majority of the blocks within the plan area are more urban in character. From the southern end of Abingdon Drive southwards, a fairly uniform street section can be drawn, with small variations which help to build a transition from the pastoral to the urban character of the Washington Street corridor.

It is intended that the Design Standards and Guidelines be used to direct improvements along Washington Street both for redevelopment sites which front the street, but also incrementally over time as other improvements are made to the street. These Design Standards and Guidelines are divided into location-specific sections as the character of the street changes along its route.

Figure 4.11: Washington Street Frontage



Notes:

- The building line shown in this section is illustrative of the identified potential redevelopment sites on Washington Street. A greater setback may be required through the development review process.
- Where retail/commercial uses are located, a landscape strip will not be provided adjacent to the building.

Washington Street - Memorial Circle:
The landscape and pastoral qualities of this section should be protected and enhanced where possible. One key element is the strengthening of the delineation of the historic Memorial Circle which was constructed but later removed. Replacement trees of large canopy should be used where the existing tree line is in poor condition. The City and the National Park Service (NPS) will need to coordinate on the establishment of the Memorial Circle planting.

Guidelines

1. The appearance of the Memorial Circle should be enhanced through a double row of tree plantings to help visually reinforce the Memorial Circle (See Figure 4.12).
2. The pedestrian clear sidewalk should be maximized on East Abingdon Drive to accommodate both pedestrians and bicyclists with enhanced landscape and street trees. See street sections in Appendix I for dimensions.
3. For specific redevelopment sites and streetscape improvement areas, the dimensions in the sections in Appendix I should be met.

Washington Street South of the Memorial Circle (First St. to Oronoco St.):
A more regular urban street character exists through these blocks from First Street to Oronoco Street.

Sidewalk Standards:

1. Sidewalks shall comply with Figure 4.11. For specific redevelopment sites and streetscape improvement areas, the dimensions shown on the street sections in Appendix I shall be met.

Figure 4.12: Washington Street Streetscape

Sidewalk Guidelines:

1. At the back of sidewalk, a minimum 6 feet wide landscaped screening area should be provided adjacent to existing surface parking lots.
2. Curb cuts should be minimized.

Materials Standards:

1. Sidewalks shall be brick paving in running bond with header courses at the curb edge and around tree wells/landscape strips.
2. Granite curbs shall be installed to replace concrete curbs.
3. Drive aisles shall be brick paved with the same material as the adjoining sidewalk.
4. Existing historic streetscape materials shall be retained.

Materials Guidelines:

1. Pedestrian curb ramps should be consistent in design with those installed in the Washington Street Improvements from Gibbon Street South.
2. Subject to City of Alexandria's Department of Transportation and Environmental Services and NPS approval, a more visually distinctive material for pedestrian crosswalks should be considered for the intersections with Montgomery Street and Wythe Street to help demarcate these important walking and retail streets.

Planting and Landscape Guidelines:

1. Special design and construction techniques should be applied to protect existing large scale street trees which are considered by the City Arborist to be in good condition.
2. Street trees should be large canopy and installed at 30 to 35 feet on center.
3. Existing surface parking lots should be screened using evergreen planting material with additional planting for seasonal interest. Landscape screening should be at a height that does not block views (no higher than 4 feet or lower than 2 feet in height).
4. In general, streetscape landscape should be installed in landscape strips in order to preserve the green elements of Washington Street. Where the street transitions to a more urban, and in some cases retail use environment, large tree wells may be used in lieu of landscape strips.

Lighting Standards:

1. New and/or replacement lighting shall be the GWMP Parkway Streetlight (Figure 4.03).

4.7 Signage

The intent of the signage Design Standards and Guidelines is to encourage creativity, uniqueness, and high-quality graphics, while being compatible with the adjoining residential neighborhoods.

Standards:

In addition to complying with the Sign Regulations in the Zoning Ordinance Article IX, signs in Old Town North shall adhere to the following:

1. Free standing signs are prohibited.

2. Retail shall provide projecting signs at the pedestrian level of the building.

Guidelines:

1. Signs should not obscure other building elements such as windows, cornices or decorative details, but should relate in placement and size to these elements.

5

OPEN SPACE

CHAPTER 5: OPEN SPACE

An important component of the urban environment are open spaces which are intended to serve as primary social gathering places for residents, workers and visitors. A successful open space network consists of a wide range of passive and active recreational opportunities, where people of all ages and abilities can gather, stroll, exercise, and play. As an area further develops, it is critical to maintain a collection of open spaces that range in size and character and positively contribute to the vitality of the community and reinforce the area's biodiversity and ecology.

Open spaces also provide opportunities to implement the goals of the Eco-District through increased tree canopy, use of native plants, and stormwater management treatments.

5.1 Existing Open Space

Old Town North enjoys significant public open spaces at Montgomery Park and the ribbon of parks along the waterfront. The OTN SAP's goal for these spaces is to retain them, and where feasible, to enhance them.

Standards:

1. Public open spaces will be designed for the need for seasonal shade through the use of landscaping, shade structures of other comparable elements.

Guidelines:

1. Improvements to existing Waterfront open spaces and connectivity between open spaces should follow the City's approved Waterfront Plan Schematic Design and the approved Alexandria Waterfront Common Elements.
2. Improvements to Montgomery Park should follow the Neighborhood Park planning process.
3. Identify opportunities for the incorporation of historic and cultural interpretation into public open space, particularly in conjunction with improvements to adjacent public or private space. For example, opportunities exist at Montgomery Park and Wythe Street Plaza for additional historic or cultural interpretation which may be coordinated with improvements in the public right-of-way or the development of adjacent blocks.
4. Identify opportunities for activating existing parks and open spaces through special events and public art installations. Special events shall comply with the City's Special Events Policies and Procedures.
5. Under-utilized existing open space should be studied for redesign or revision to improve the usability of the space and relationship to other open spaces.

Montgomery Park

Oronoco Bay Park

Wythe Street Plaza

6. Maintain and, where appropriate, enhance the tree canopy.

7. Enhance the habitat-potential. Convert areas of mown lawn or other areas of low biological diversity into "Green Corridors" with richer planting diversity to attract wildlife insect populations. For example, allowing meadow-type taller grass and wildflower areas may be provided in open spaces with less regular maintenance requirements.

8. Selection of materials, furnishings, systems and improvements and maintenance to existing open space within the plan area shall be done in compliance with The Park Facility Standards Manual and all applicable City standards and policies.

5.2 New Public Open Space & Public Access Easements - Open Space, Pathways and Connections

Through redevelopment in Old Town North, new neighborhood-serving open spaces are available. Primarily, these spaces are located at the former rail corridor and the former power plant site. These spaces may be publicly owned or privately owned but publicly accessible. Additional publicly accessible open space may become available through the development of sites within the plan area. This section addresses new open spaces which fall under the categories of publicly owned, or publicly accessible through public access easements.

Standards (General):

1. The former power plant sites shall be responsible for providing a minimum of 2-4 acres of additional open space adjacent to the existing waterfront park and a minimum of 1-2 acres adjacent to the existing rail corridor as generally depicted in the OTN SAP. Design of park on and adjacent to the rail corridor will take into consideration existing utilities and easements.

2. Public open spaces shall be designed for the need for seasonal shade through the use of landscaping, shade structures or other comparable elements.

3. Selection of materials, furnishings, and systems shall meet the City's Park Facility Standards Manual and all applicable City standards for any publicly owned or maintained areas.

Guidelines (General):

1. Open spaces should 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 green spaces 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. Pedestrian only and shared pedestrian/vehicular areas shall be designed to withstand the intended loading on paved or green surfaces.

2. Open space should incorporate significant green and pervious elements, offer shade relief and contribute to the City's tree canopy goals where possible.

Above Pictures: Potomac Yards Park - Alexandria, VA

3. Landscapes should 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. Materials should 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 should reflect their importance as open space within the public realm.

5. Garden screen walls and/or retaining walls should be constructed of brick, stone, architectural precast or other highly finished appropriate material. Pavement in open space should be brick, stone, concrete pavers, or concrete.

6. Open spaces should be designed with consideration of climate and sun exposure throughout the year. Where appropriate, provide opportunities for wind-protected, shaded and sunny areas for different year-round recreational activities.

7. Defined open spaces should have high visibility from sidewalks, streets, and buildings unless constrained by natural conditions. Open spaces should be directly accessible from the street.

8. In the case of a public plaza or other public open space that extends beyond the sidewalk but directly in front of the lobby, or along some portion of the building frontage, the plaza should be clearly designated and designed as public space while still allowing the lobby or public entrances to be visible and immediately accessible from the public right of way. To achieve cohesion, the plaza should also be successfully integrated as part of a recognizable block and street form. Open spaces should not be fenced, or demarcated in a way that prohibits public use with the exception of playgrounds, pools and dog parks.

9. Public open spaces and parks should include adequate amenities such as restrooms, storage facilities, and parking, where feasible.

10. Plantings should be consistent with the City's Landscape Guidelines and policy recommendations.

11. Mid-block pedestrian passages should be provided to promote porosity in the urban grid and enhance the street-level experience for pedestrians.

12. Paving of pathways should consist of pervious materials to minimize stormwater runoff.

13. Pathways and connections should utilize appropriate lighting for enhanced pedestrian safety and comfort.

14. Outdoor seating and other passive and active uses should be permitted in areas with public access easements to promote vibrancy.

15. Children of all ages should have easy access to appropriately located, designed, and landscaped outdoor play areas suited to their development and play needs.

16. Large expanses of concrete without details, scoring patterns, or brick/stone banding are prohibited.

Linear Park Guidelines:

1. The design and implementation of the linear park should incorporate the following elements:
   a. The space should predominantly function and appear as a linear park.
   b. The design should incorporate elements which allow for both recreational uses and more active uses, such as bicycle commuting.
   c. Separated pedestrian and bicycle facilities.
   d. A flexible layout which should not preclude a future transit use.
   e. Crossing points for any street extensions into the former power plant site which maximize the safety of park users and a physical and aesthetic appearance which compliment the park design.
   f. Physical and visual connections to the existing trail system and to the former power plant site, particularly at areas of adjacent open space and pedestrian/bicycle connection points.
   g. Additional screening as necessary, particularly for adjacent existing residential uses.
   h. Selective clearing of vegetation and grade changes to allow physical and visual connections.
   i. Enhance the tree canopy and underplanting in terms of additional planting, species diversity and the creation of visually stimulating landscape which includes strong seasonal interest.
   j. Improvements to drainage and sustainable stormwater management.
   k. Historic interpretation related to the railroad and industrial heritage should be incorporated into the park design both functionally and aesthetically.

Former Power Plant Site Guidelines:

1. The design and implementation of the open space should incorporate the following elements:
   a. A mixture of active, and passive uses.
   b. Substantial open space areas along the waterfront, at the south-east portion of the site.
   c. A separation of pedestrian and bicycle facilities along the waterfront which tie into the existing trail system.
   d. Areas of open space should be of high quality design and should be environmentally sensitive in design and implementation. Further, such areas should take advantage of the waterfront, visually and physically.
   e. Area(s) of open space should reinforce the site's distinction and character as a former industrial site through historic interpretation. This may involve utilizing large-scale industrial elements of the site in creative adaptive re-use to tell the story of the site. The industrial elements should help to merge the open space and built development on site; should take advantage of the site's Waterfront location and reflect the large-scale character of the site.

f. In order to implement the goals of the OTN SAP's Eco-District to maximize tree canopy as an environmental tool to improve carbon sequestration and stormwater retention, identify areas of the site which are suitable for both fast growing tree species and large canopy tree species. At these areas, tree species selection should be based on the environmental performance of trees, with significant plantings of both fast growing species and, separately, very large canopy species.

5.3 New Development - Private Open Space

Guidelines:

1. Public open spaces in residential development should be visible and clearly accessible from the street.
2. New development and redevelopment sites should offer a mix of ground-level and rooftop open space.
3. Residential development should consider including publicly accessible open space, particularly ground level, as part of the provided open space.
4. Recreational open and public spaces are encouraged to be provided by individual properties for the use of building occupants. Design features should include (but not be limited to):
    - Common indoor and outdoor spaces for resident use included as part of development.
    - Roof gardens, balconies, terraces, decks, and recreation rooms.
    - Options for group and individual enjoyment.
5. Rooftop amenity space areas on buildings in close proximity to adjoining properties should be designed in a compatible manner to prevent adverse effects of noise and light.
6. As part of the new multi-family, office, or hotel buildings, explore providing a community meeting space.

6

SUSTAINABILITY

CHAPTER 6: SUSTAINABILITY

The Sustainability Design Standards and Guidelines are intended to reduce negative impacts on the environment, and optimize building performance to improve the health and comfort of residents and workers. These Design Standards and Guidelines are intended to be used in conjunction with the City's Environmental Action Plan, the City of Alexandria Green Building Policy and the Eco-City Charter, as well as the plans and policies listed in Appendix II.

6.1 Guidelines for Site Design:

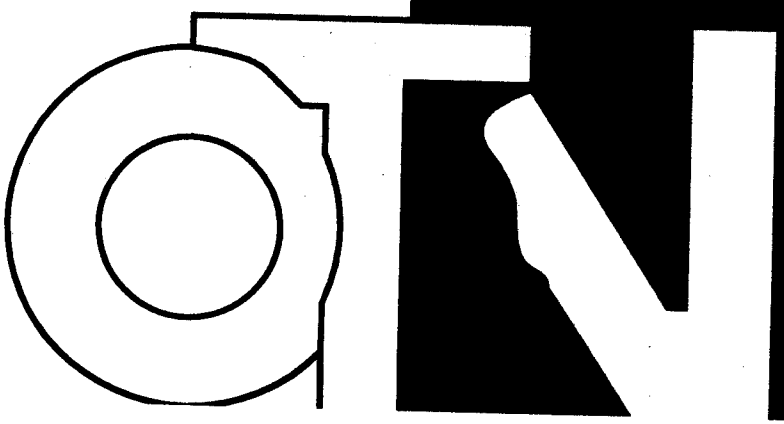
1. Incorporate sustainable building practices in the site design such as orienting buildings to effectively benefit from sunlight exposure, solar energy collection, wind energy collection, and positive air flow within the building.
2. Implement stormwater management through green infrastructure and low-impact development such as bio-retention gardens, green roofs and permeable paving materials to reduce stormwater runoff. See Green Infrastructure Standards and Guidelines in Section 4.5.
3. New and re-development projects should aim to increase the tree canopy coverage on-site and/or contribute to off-site trees in the plan area.

6.2 Guidelines for Building Design:

1. Prioritize energy efficiency and green building practices to reduce the overall carbon footprint.
2. Incorporate green and/or solar roofs and high-reflectance building materials to mitigate the heat island effect, reduce building energy consumption, and manage stormwater.
3. Opportunities for rain water harvesting and re-use should be implemented within building systems. Low-flow fixtures and water re-use strategies should be used to conserve water.
4. New parking facilities should include parking spaces dedicated to electric vehicles.

A

APPENDIX



APPENDIX I: STREETS

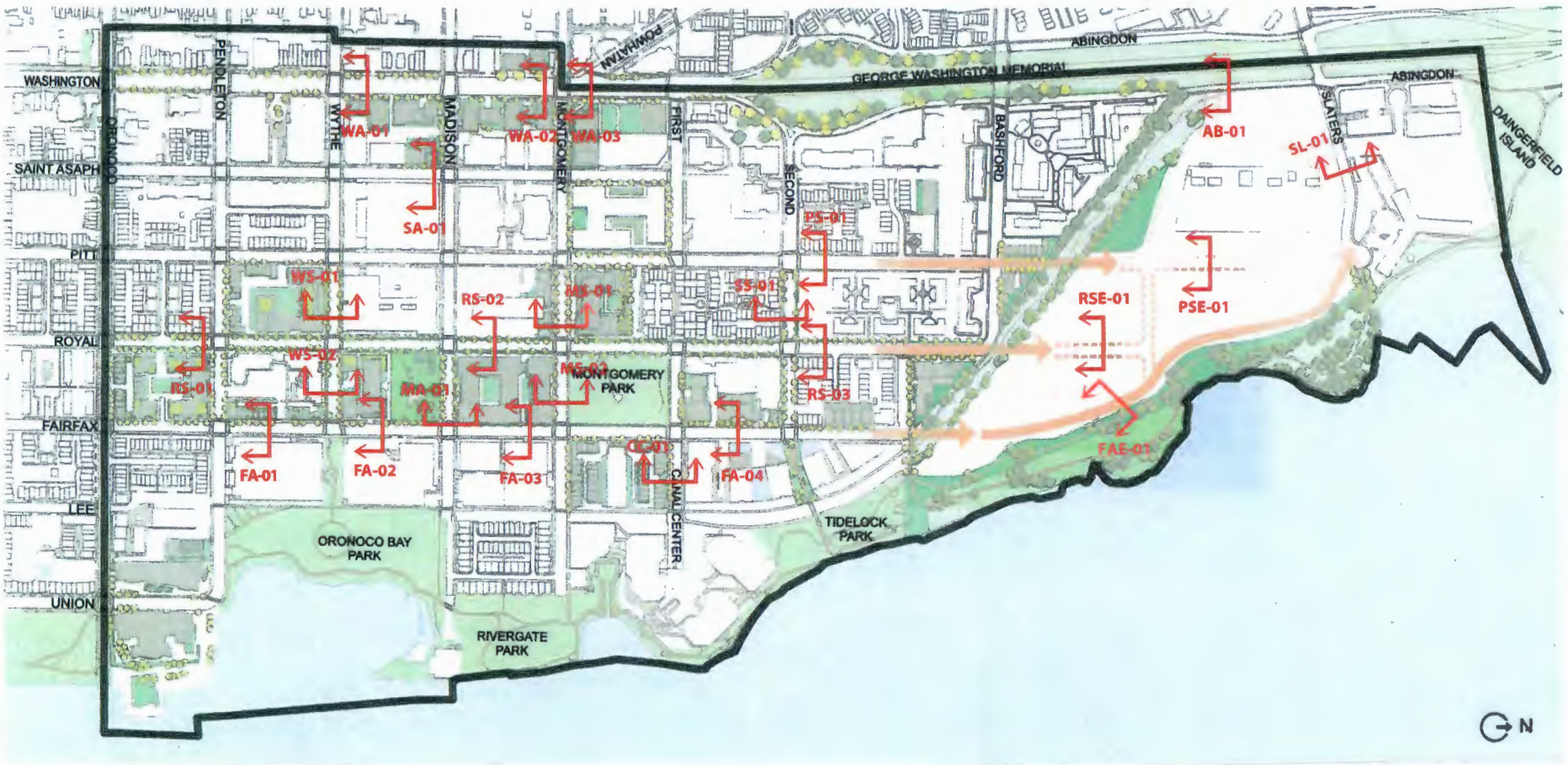


Figure I.01: Street Section Locations

LEGEND

Section #

Plan Boundary

* Note: The potential buildings, open spaces, and roof-top open spaces depicted on this drawing are for illustrative purposes. The final design and configuration of buildings, open spaces and roof-top open spaces will be subject to the OTN SAP, the OTN Urban Design Standards and Guidelines, the Zoning Ordinance as amended, and as part of the development review process.

I.1 LIST OF STREET SECTIONS

NORTH-SOUTH STREETS

FA-01	N. FAIRFAX ST @ 600 BLOCK
FA-02	N. FAIRFAX ST @ 700 BLOCK
FA-03	N. FAIRFAX ST @ 800 BLOCK
FA-04	N. FAIRFAX ST @ 1000 BLOCK
FAE-01	N. FAIRFAX ST PROPOSED EXTENSION
RS-01	N. ROYAL ST @ 500 BLOCK
RS-02	N. ROYAL ST @ 800 BLOCK
RS-03	N. ROYAL ST @ 1100 BLOCK
RSE-01	N. ROYAL ST PROPOSED EXTENSION
PS-01	N. PITT ST @ 1100 BLOCK
PSE-01	N. PITT ST PROPOSED EXTENSION
SA-01	N. ST ASAPH ST @ 700 BLOCK
AB-01	ABINGDON DRIVE @ PEPCO SITE
WA-01	N. WASHINGTON ST @700 BLOCK
WA-02	N. WASHINGTON ST @ 800 BLOCK
WA-03	N. WASHINGTON ST @ 900 BLOCK

EAST-WEST STREETS

WS-01	WYTHE ST @ 400 BLOCK
WS-02	WYTHE ST @ 300 BLOCK
MS-01	MONTGOMERY ST @ 400 BLOCK
MS-02	MONTGOMERY ST @ 300 BLOCK
CC-01	CANAL CENTER PLAZA
SS-01	SECOND STREET @ 400 BLOCK
MA-01	MADISON STREET @ 300 BLOCK
SL-01	SLATERS LANE

I.2 GENERAL NOTES FOR STREET SECTIONS:

1. The street sections shown are for illustrative purposes with the intention of setting the streetscape dimensions and relationships. Final street section configuration will be determined as part of the development review process.

2. Sections shown for street extensions in the former power plant site are for illustrative purposes. Final width, design, and configuration will be determined as part of the CDD approval(s) for the site.

3. Land uses associated with new development are illustrative. Refer to the Planning and Economic Development Chapter of the OTN SAP for allowable uses at each site.

4. Building massing, including floor height, building height and number of floors is illustrative only. Final Configuration will be subject to the Standards and Guidelines herein, OTN SAP, the Zoning Ordinance as amended and the Development Review Process

5. Where annotated, measures shall be taken to preserve existing street trees. Along each block face, additional new street trees or replacement trees may also be required.

6. **For each street section, the applicable notes are shown in red text.**

7. Several sections illustrate the full context of both sides of the street: at a redevelopment site and the corresponding opposite side. The streetscape elements opposite a redevelopment site are frequently shown as being unchanged from the existing condition. This is not intended to preclude improvements at the location. All improvements to the streetscape shall follow the intent of these Standards and Guidelines.

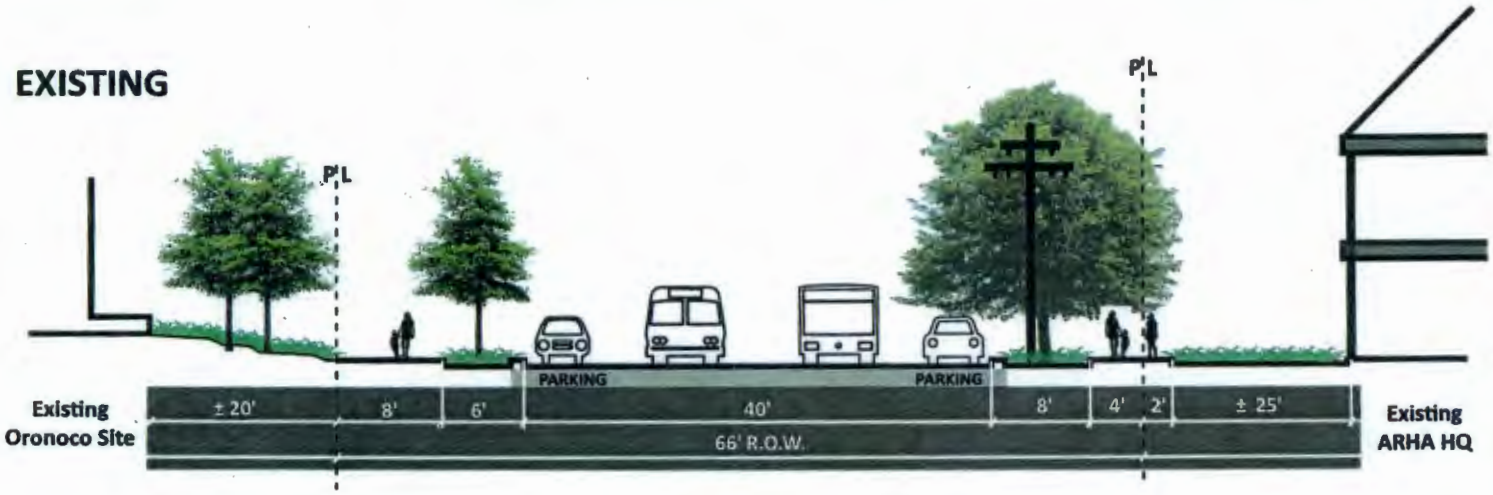
8. The dimensions used in the sections are consistent with those in the City's Complete Streets Guidelines. For example, parking lanes are assumed to be 7 feet in width.

SECTION FA-01: N. Fairfax Street @ 600 Block

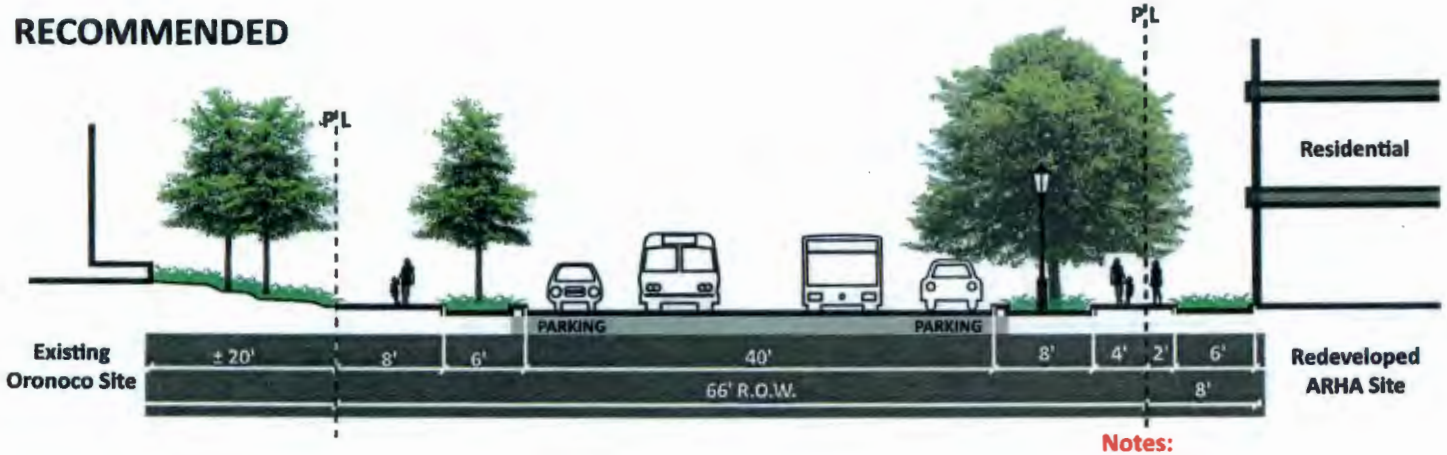
STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL
DESIGNATED TRANSIT STREET

Key Map

EXISTING



RECOMMENDED



Notes:
4, 5, 6, 7, 12

NOTES

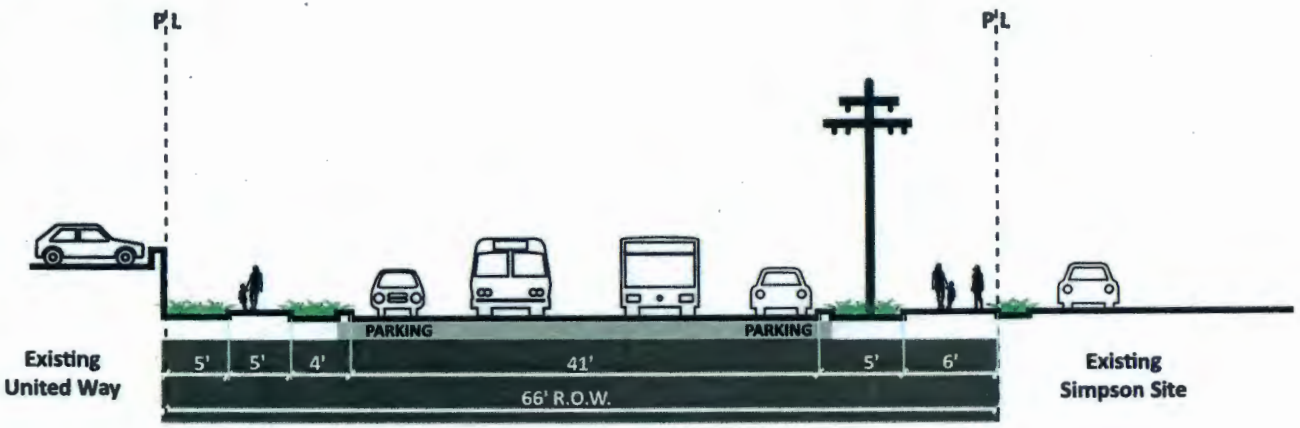
1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. New/Improved Landscape Strip
5. Remove Utility Poles
6. New Street Trees
7. Measures to Retain Existing Trees
8. Install Brick Sidewalk
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. Replacement Lighting
13. Curb Extensions at Intersections

SECTION FA-02: N. FAIRFAX STREET @ 700 BLOCK

STREET TYPOLOGY:
MAIN STREET
DESIGNATED TRANSIT STREET

Key Map

EXISTING



RECOMMENDED

Note: Encourage Activation of Blank Wall

Notes:
1, 3, 5, 6, 12, 13

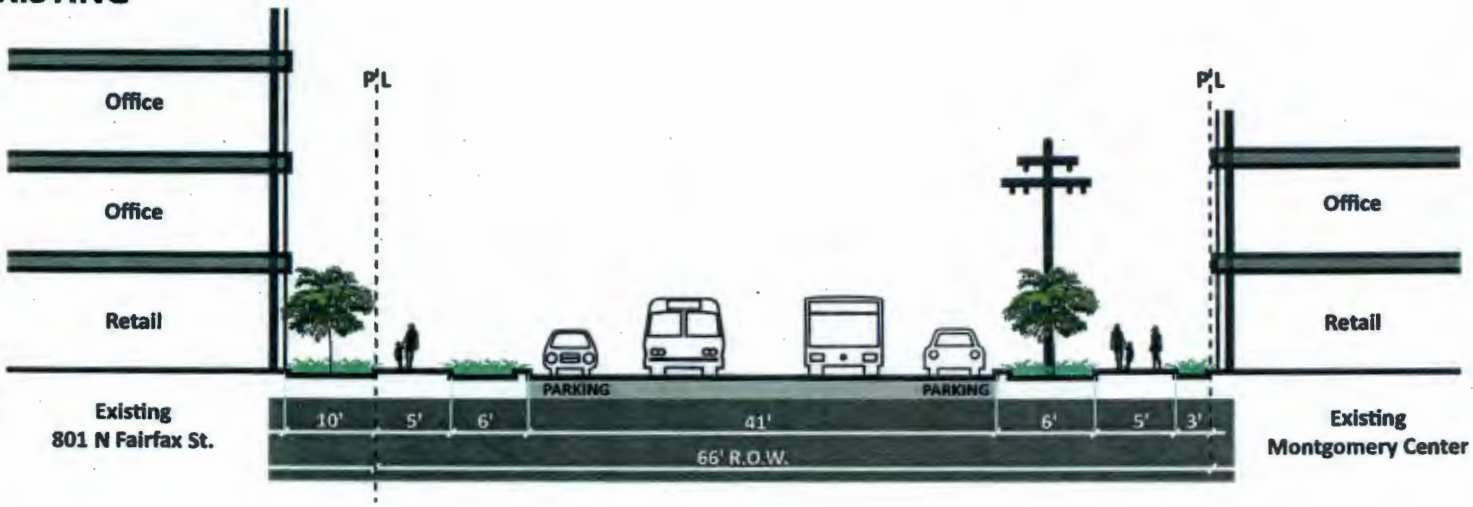
NOTES

1. **Widen Sidewalk by Moving Curb**
2. **Widen Sidewalk without Moving Curb**
3. **New/Improved Tree Wells**
4. **New/Improved Landscape Strip**
5. **Remove Utility Poles**
6. **New Street Trees**
7. **Measures to Retain Existing Trees**
8. **Install Brick Sidewalk**
9. **Special Paving**
10. **Potential BMPs**
11. **Enhanced Planting**
12. **Replacement Lighting**
13. **Curb Extensions at Intersections**

SECTION FA-03: N. FAIRFAX STREET @ 800 BLOCK

STREET TYPOLOGY:
MAIN STREET
DESIGNATED TRANSIT STREET

EXISTING



RECOMMENDED

Notes:
4, 6

Notes:
1, 3, 5, 6, 8, 12

Key Map

NOTES

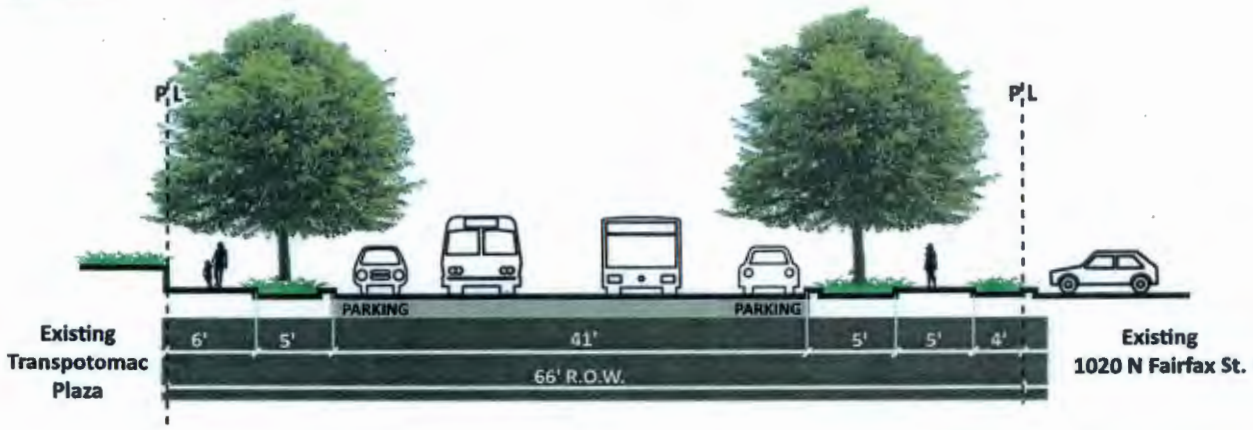
1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. New/Improved Landscape Strip
5. Remove Utility Poles
6. New Street Trees
7. Measures to Retain Existing Trees
8. Install Brick Sidewalk
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. Replacement Lighting
13. Curb Extensions at Intersections

SECTION FA-04: N. FAIRFAX STREET @ 1000 BLOCK

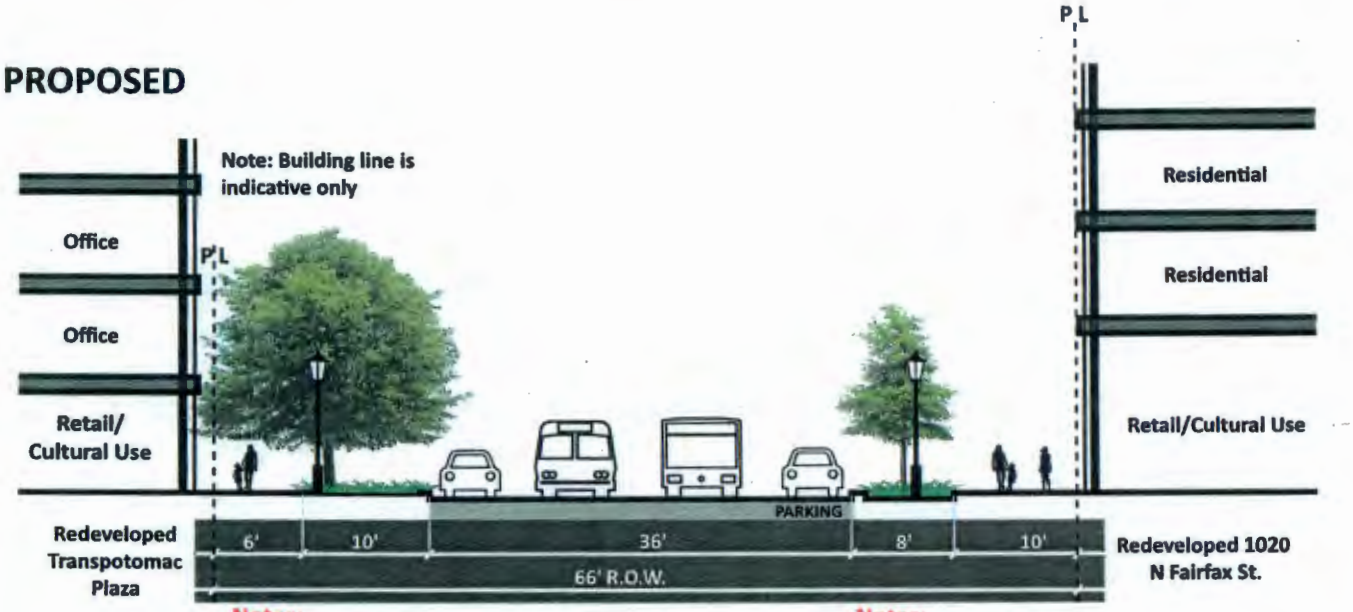
STREET TYPOLOGY:
MAIN STREET
DESIGNATED TRANSIT STREET

Key Map

EXISTING



PROPOSED



Notes:
1, 4, 7, 12, 10

Notes:
2, 3, 6, 8, 10, 12, 13

NOTES

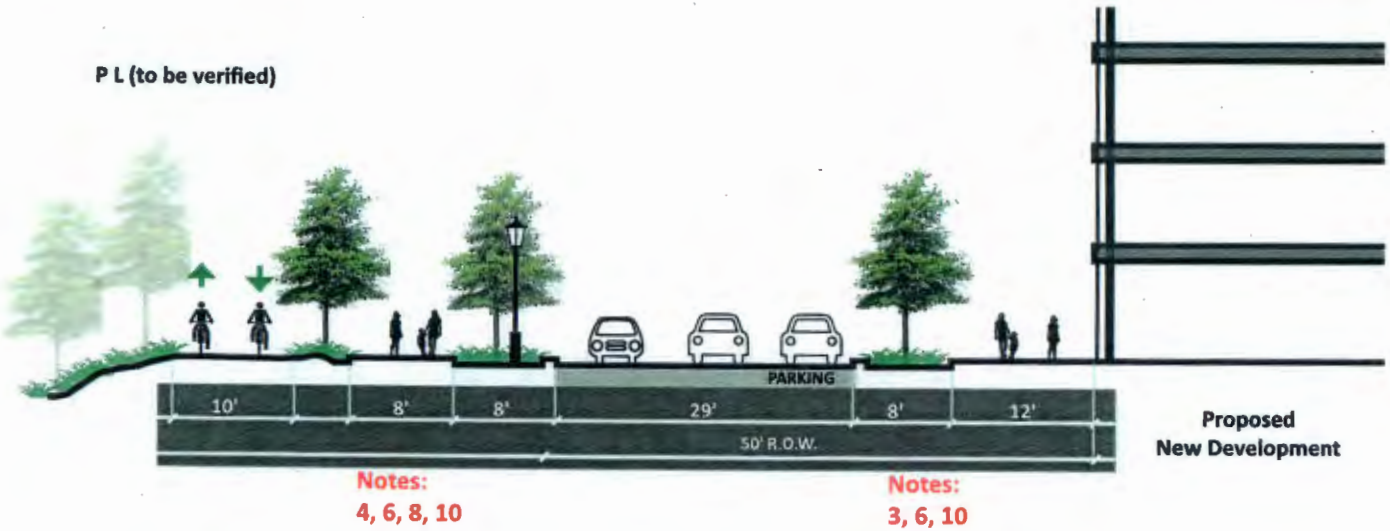
1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. New/Improved Landscape Strip
5. Remove Utility Poles
6. New Street Trees
7. Measures to Retain Existing Trees
8. Install Brick Sidewalk
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. Replacement Lighting
13. Curb Extensions at Intersections

SECTION FAE-01: N. FAIRFAX STREET EXTENSION*

STREET TYPOLOGY:
PARK ROAD
DESIGNATED TRANSIT STREET

Key Map

RECOMMENDED



Note:
*** Final width and configuration will be determined as part of the former power plant site CDD approval(s).**

NOTES

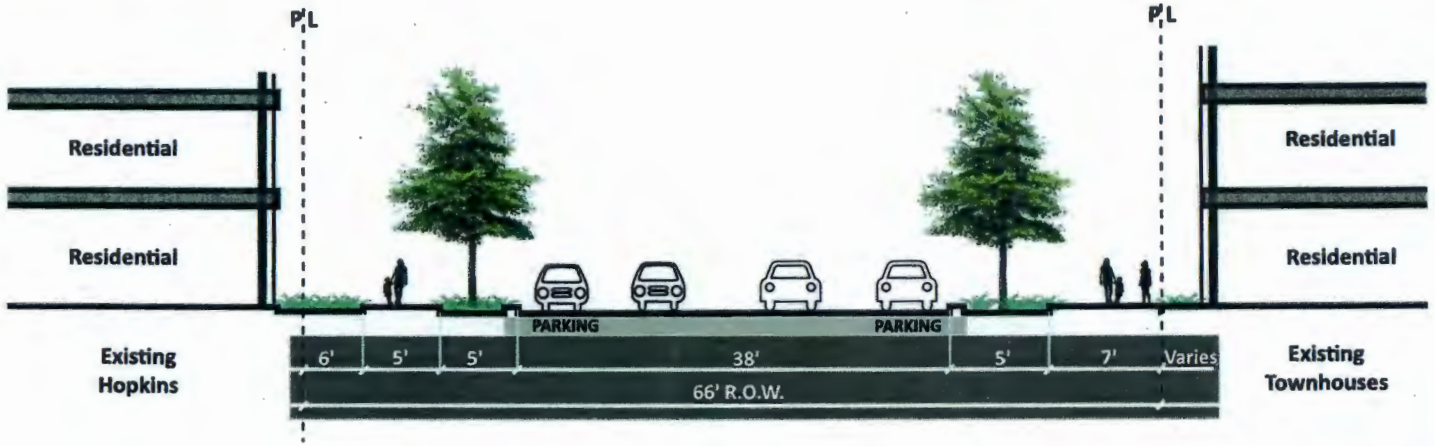
1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. New/Improved Landscape Strip
5. Remove Utility Poles
6. New Street Trees
7. Measures to Retain Existing Trees
8. Install Brick Sidewalk
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. Replacement Lighting
13. Curb Extensions at Intersections

SECTION RS-01: N. Royal Street @ 500 Block

STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL
GREEN STREET

Key Map

EXISTING



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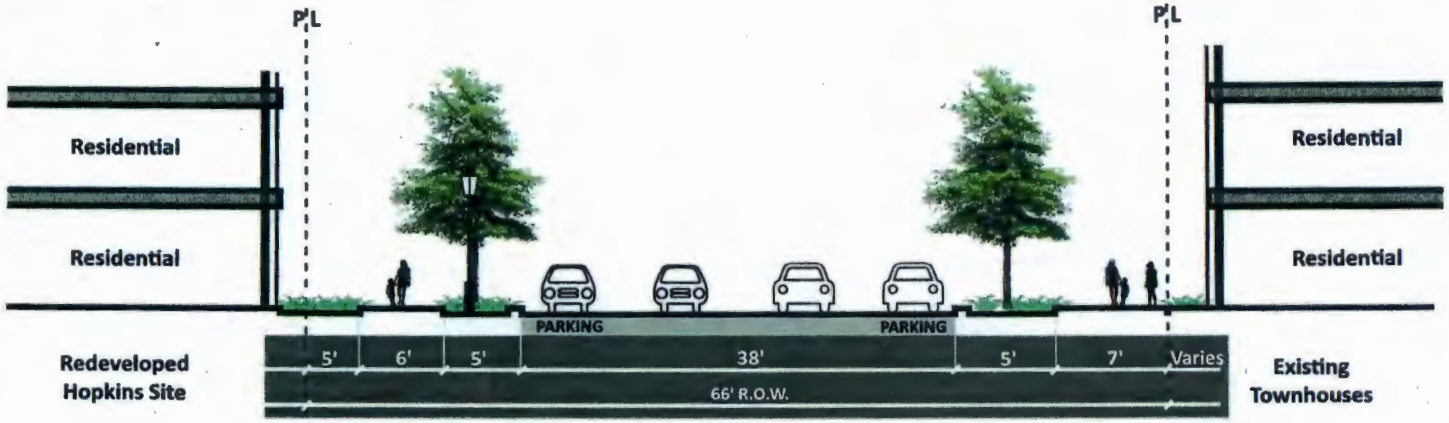


Notes:
2, 4, 6, 7, 11, 12

NOTES

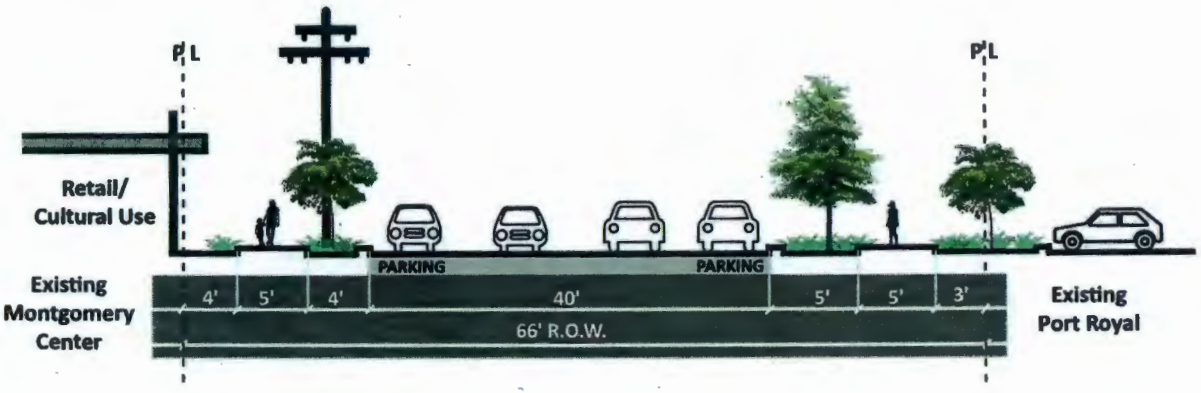
1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. New/Improved Landscape Strip
5. Remove Utility Poles
6. New Street Trees
7. Measures to Retain Existing Trees
8. Install Brick Sidewalk
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. Replacement Lighting
13. Curb Extensions at Intersections

SECTION RS-02: N. ROYAL STREET @ 800 BLOCK

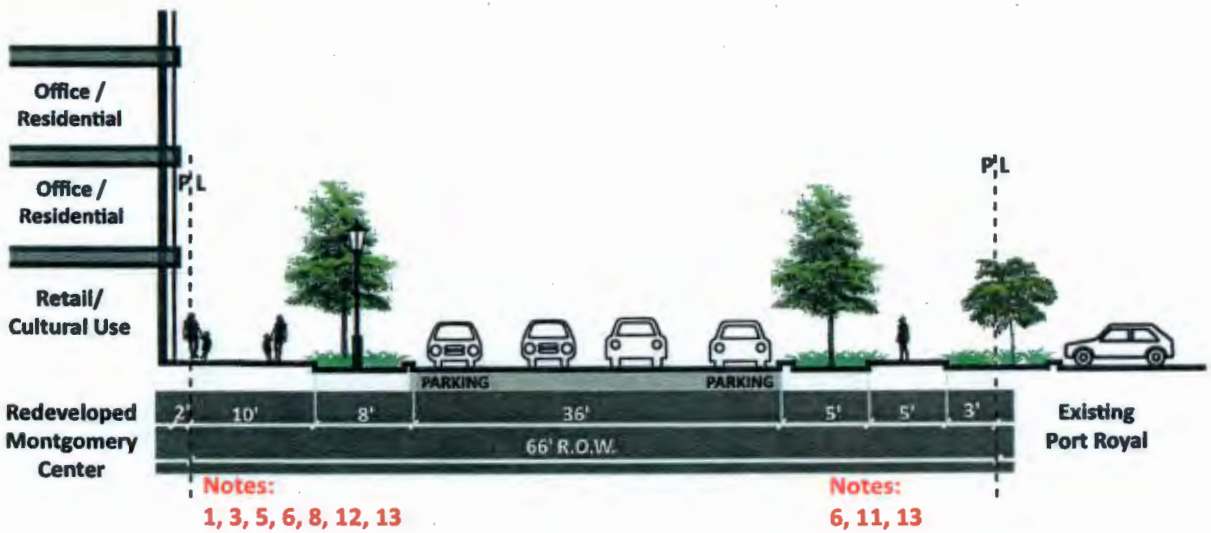
STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL
GREEN STREET

Key Map

EXISTING



RECOMMENDED



Notes:
1, 3, 5, 6, 8, 12, 13

Notes:
6, 11, 13

NOTES

1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. New/Improved Landscape Strip
5. Remove Utility Poles
6. New Street Trees
7. Measures to Retain Existing Trees
8. Install Brick Sidewalk
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. Replacement Lighting
13. Curb Extensions at Intersections

SECTION RS-03: N. Royal Street @ 1100 Block

STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL
GREEN STREET

Key Map

EXISTING

RECOMMENDED

Notes:
1, 4, 6, 10, 11, 13

NOTES

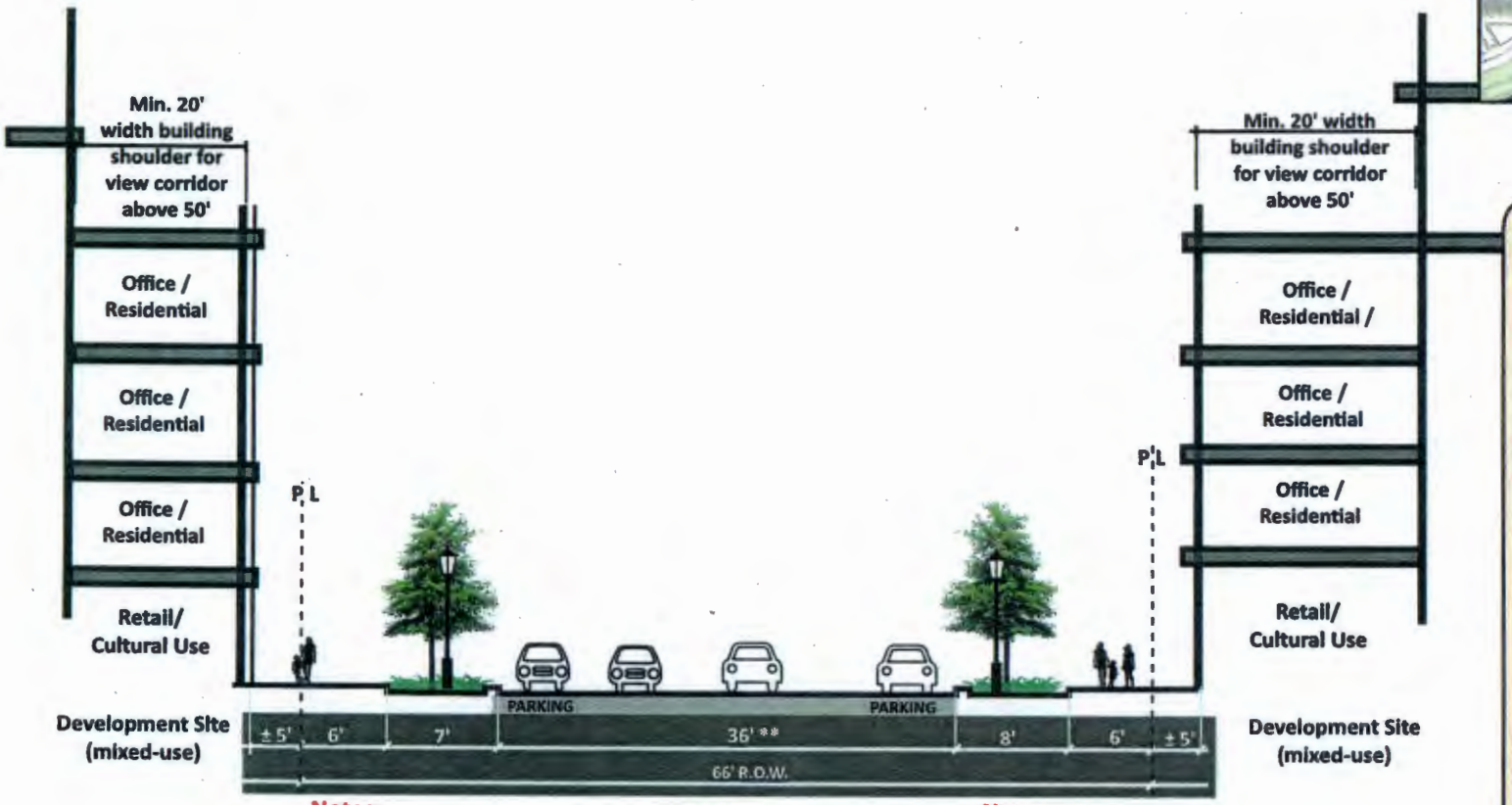
1. **Widen Sidewalk by Moving Curb**
2. **Widen Sidewalk without Moving Curb**
3. **New/Improved Tree Wells**
4. **New/Improved Landscape Strip**
5. **Remove Utility Poles**
6. **New Street Trees**
7. **Measures to Retain Existing Trees**
8. **Install Brick Sidewalk**
9. **Special Paving**
10. **Potential BMPs**
11. **Enhanced Planting**
12. **Replacement Lighting**
13. **Curb Extensions at Intersections**

SECTION RSE-01: N. ROYAL STREET EXTENSION*

STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL
GREEN STREET

Key Map

PROPOSED



Notes:
3, 6, 8, 10, 13

Notes:
3, 6, 8, 10, 13

NOTES

1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. New/Improved Landscape Strip
5. Remove Utility Poles
6. New Street Trees
7. Measures to Retain Existing Trees
8. Install Brick Sidewalk
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. Replacement Lighting
13. Curb Extensions at Intersections

Note:
*** Final width and configuration will be determined as part of the former power plant site CDD approval(s).**

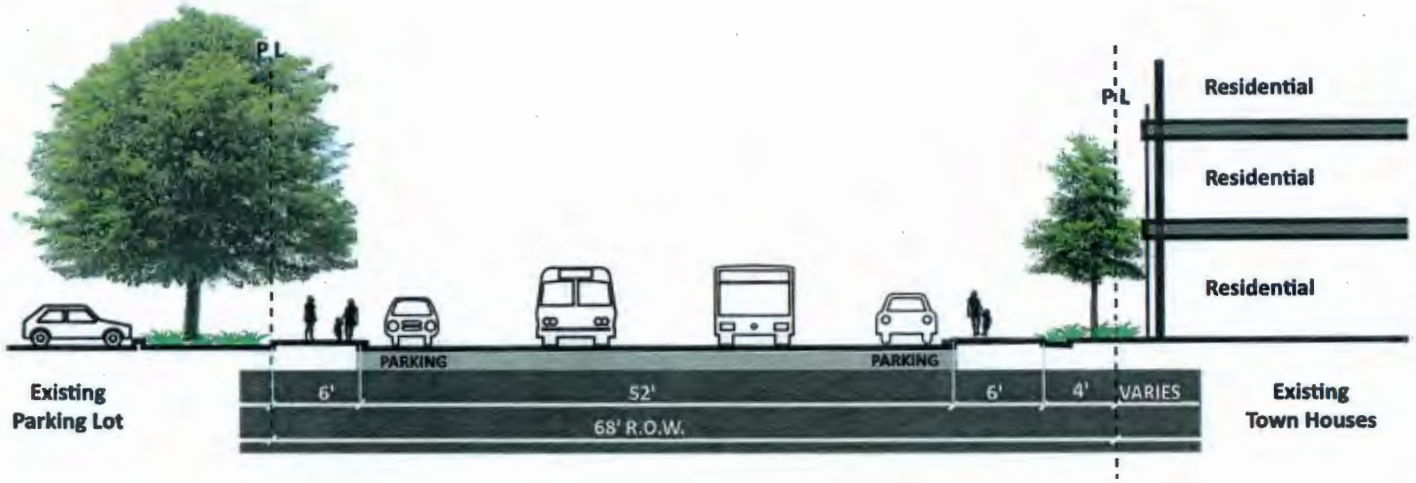
**** Bicycle accommodation on Royal Street will be determined as part of the former power plant site CDD approval(s).**

SECTION PS-01: N. PITT STREET @ 1100 BLOCK

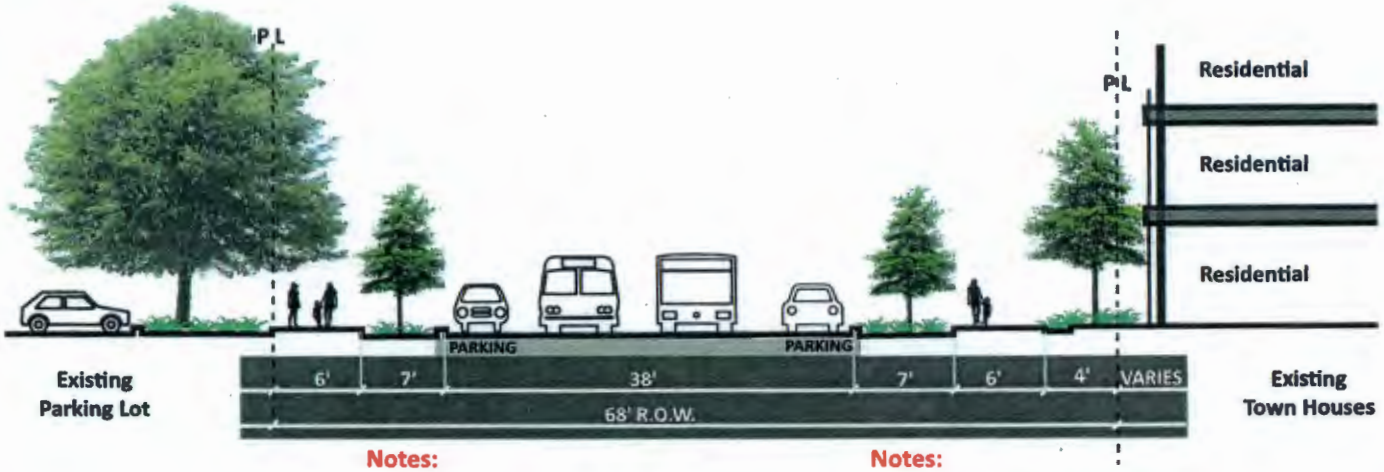
STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL

Key Map

EXISTING



RECOMMENDED



Notes:
1, 4, 6, 7, 10, 11, 13

Notes:
1, 4, 6, 7, 10, 11, 13

NOTES

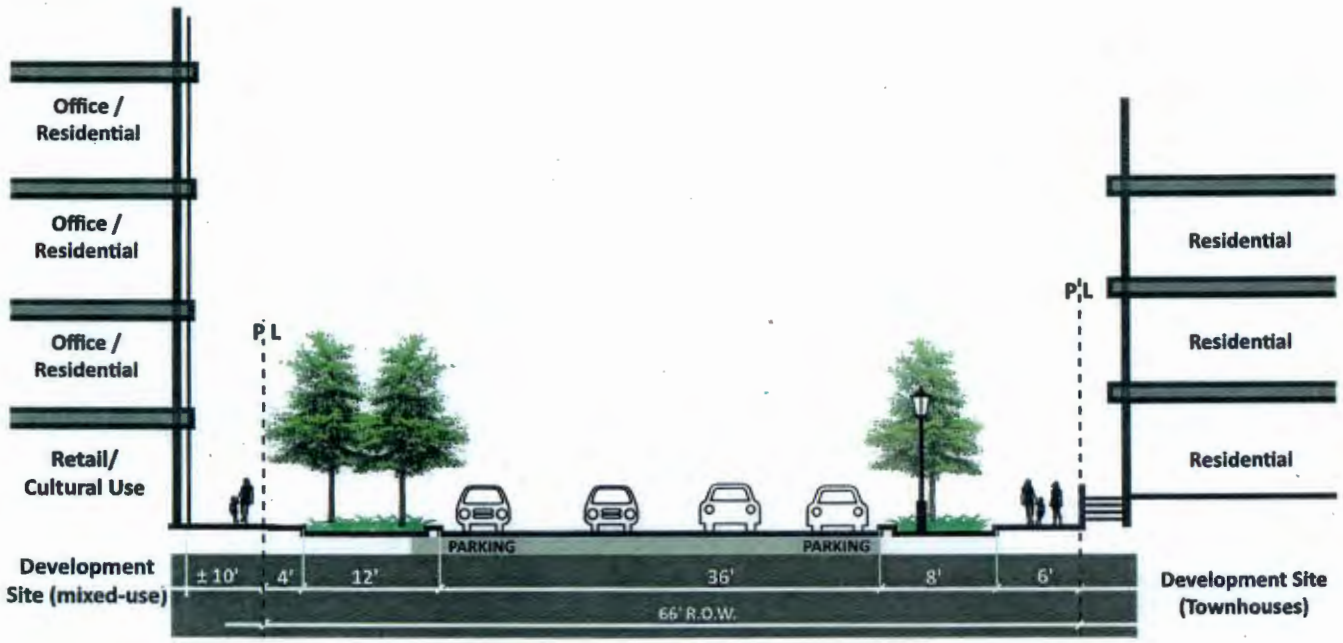
1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. New/Improved Landscape Strip
5. Remove Utility Poles
6. New Street Trees
7. Measures to Retain Existing Trees
8. Install Brick Sidewalk
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. Replacement Lighting
13. Curb Extensions at Intersections

SECTION PSE-01: N. PITT STREET EXTENSION*

STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL

Key Map

RECOMMENDED



Notes:
3, 6, 8, 10, 11, 13

Extra wide landscape strip provided at building's over 50 ft in height

Notes:
3, 6, 8, 10, 13

Note:
*** Final width and configuration will be determined as part of the former power plant site CDD approval(s).**

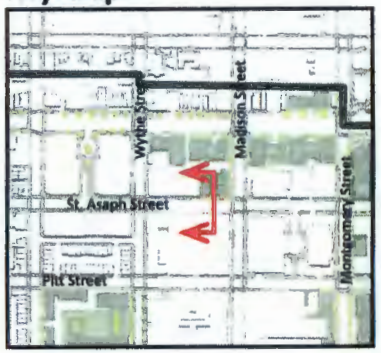
NOTES

1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. New/Improved Landscape Strip
5. Remove Utility Poles
6. New Street Trees
7. Measures to Retain Existing Trees
8. Install Brick Sidewalk
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. Replacement Lighting
13. Curb Extensions at Intersections

SECTION SA-01: N. St. Asaph Street @ 700 Block

STREET TYPOLOGY:
MAIN STREET
RETAIL CORRIDOR

Key Map



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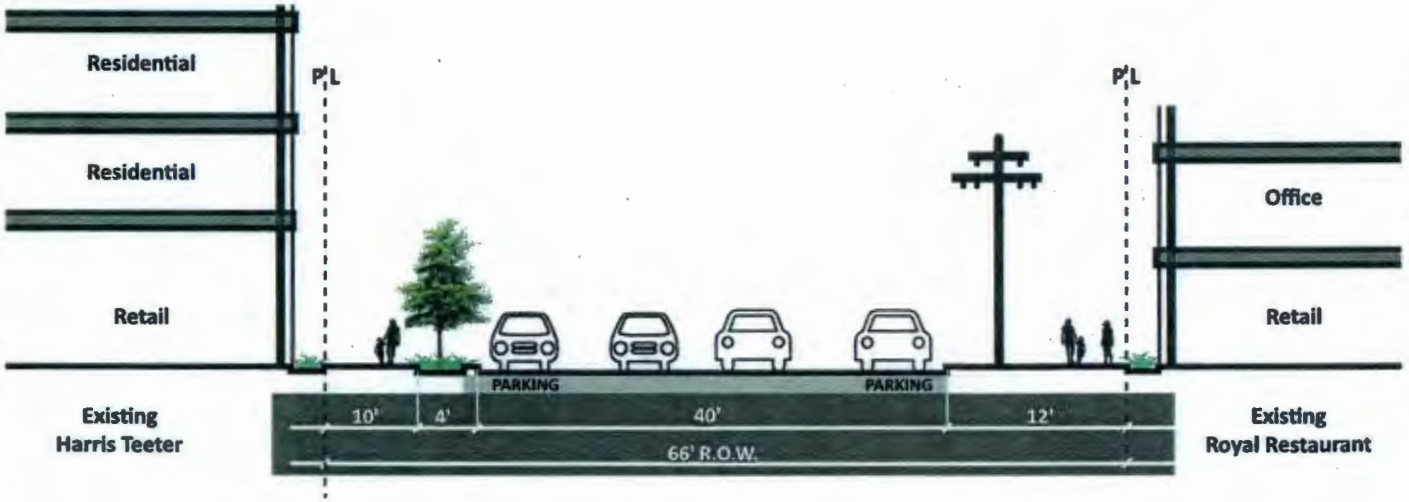


RECOMMENDED

Notes:
3, 4, 5, 6, 8, 12,13

NOTES

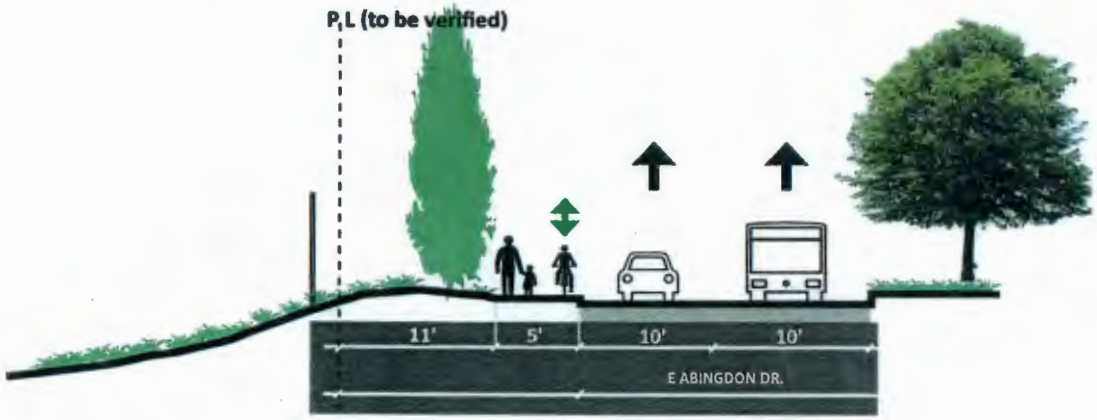
1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. New/Improved Landscape Strip
5. Remove Utility Poles
6. New Street Trees
7. Measures to Retain Existing Trees
8. Install Brick Sidewalk
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. Replacement Lighting
13. Curb Extensions at Intersections

SECTION AB-01: ABINGDON DRIVE @ PEPCO SITE

STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL
DESIGNATED TRANSIT STREET

Key Map

EXISTING



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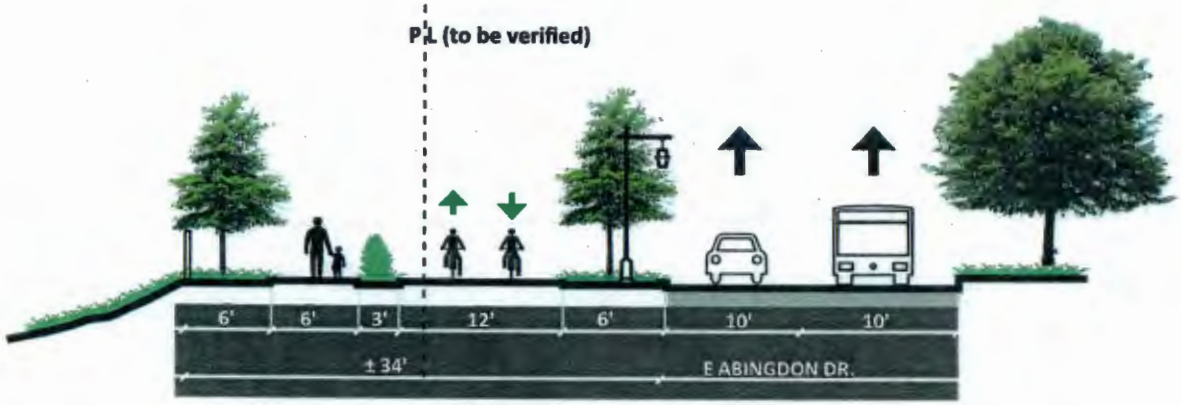


Notes:
2, 4, 6, 12

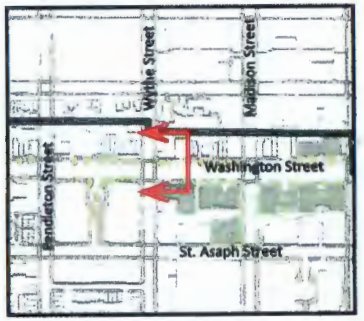
NOTES

1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. New/Improved Landscape Strip
5. Remove Utility Poles
6. New Street Trees
7. Measures to Retain Existing Trees
8. Install Brick Sidewalk
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. Replacement Lighting
13. Curb Extensions at Intersections

SECTION WA-01: N. WASHINGTON STREET @ 700 BLOCK

STREET TYPOLOGY:
MAIN STREET
DESIGNATED TRANSIT STREET

Key Map



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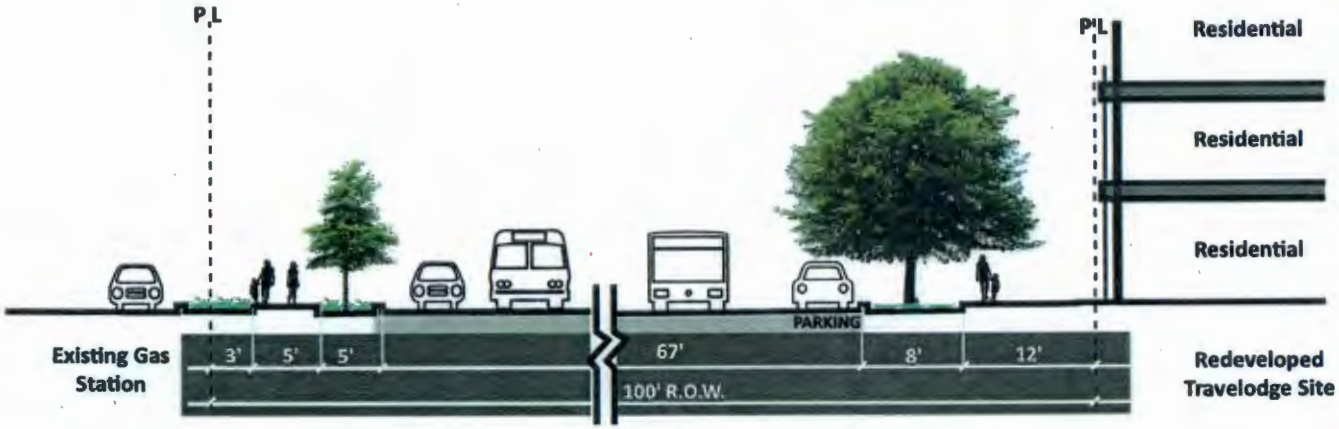

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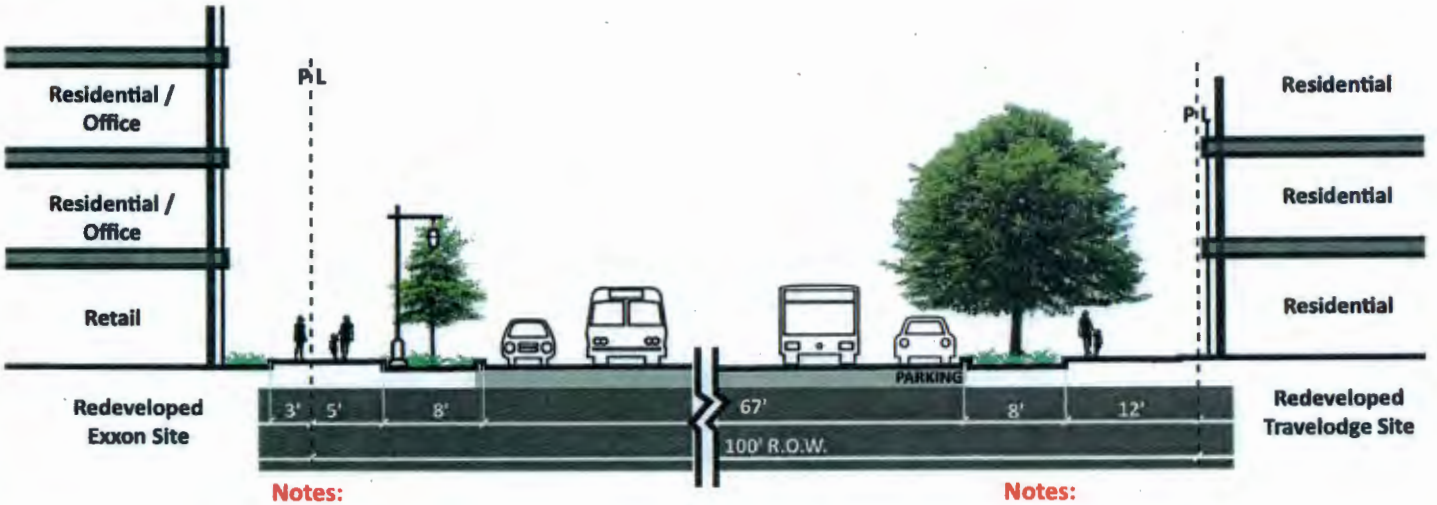


Notes:
2, 4, 6, 7, 8, 11, 12

Notes:
2, 4, 6, 7, 8, 11, 12

NOTES

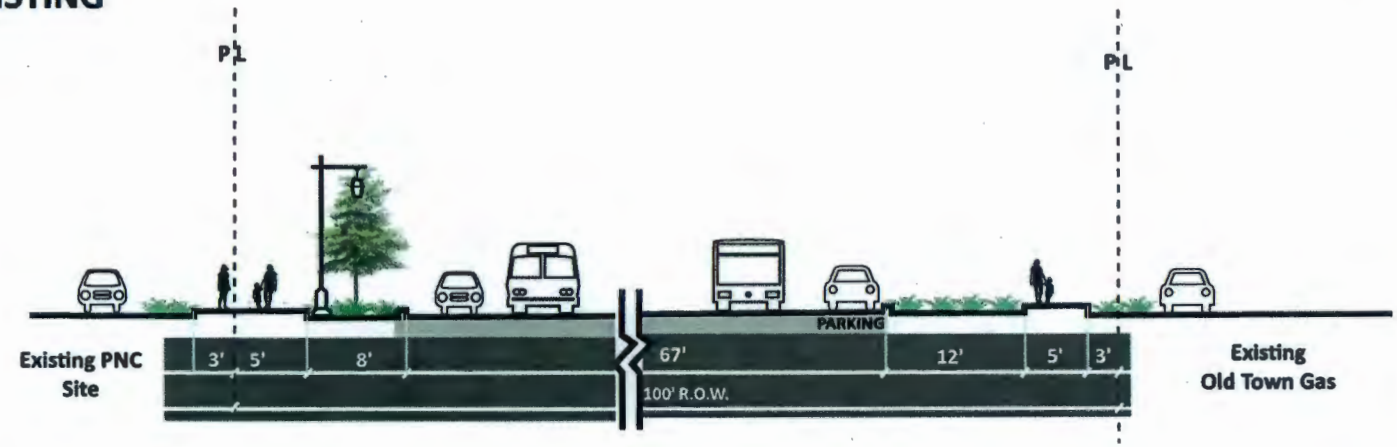
1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. New/Improved Landscape Strip
5. Remove Utility Poles
6. New Street Trees
7. Measures to Retain Existing Trees
8. Install Brick Sidewalk
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. Replacement Lighting
13. Curb Extensions at Intersections

SECTION WA-02: N. WASHINGTON STREET @ 800 BLOCK

STREET TYPOLOGY:
MAIN STREET
DESIGNATED TRANSIT STREET

Key Map

EXISTING



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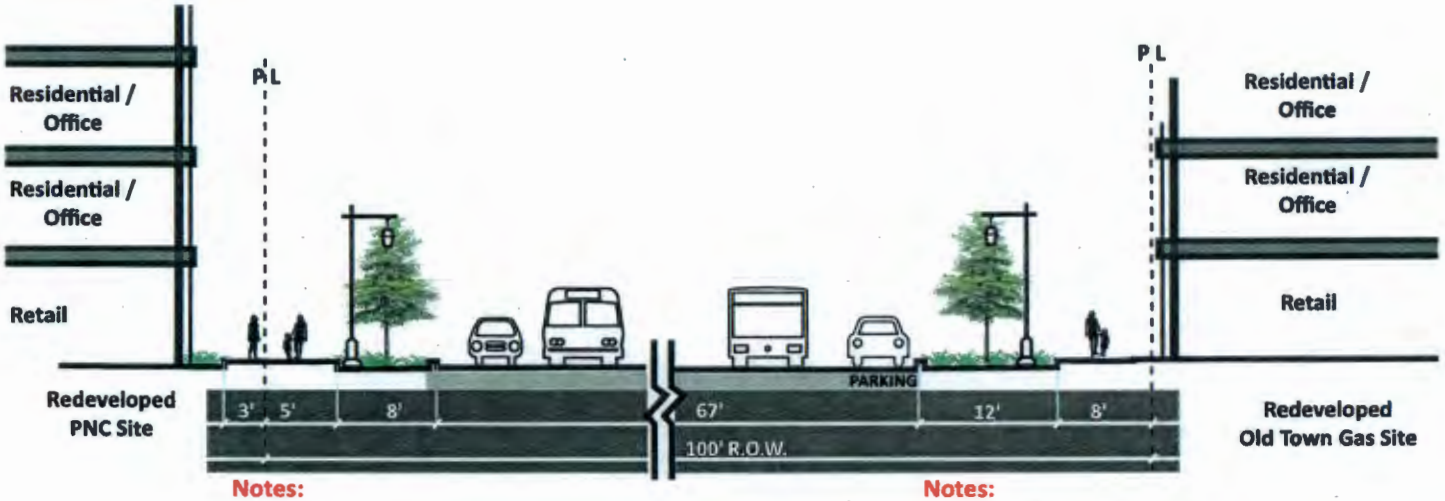


Notes:
2, 4, 6, 7, 8, 11, 12

Notes:
2, 4, 6, 7, 8, 11, 12

NOTES

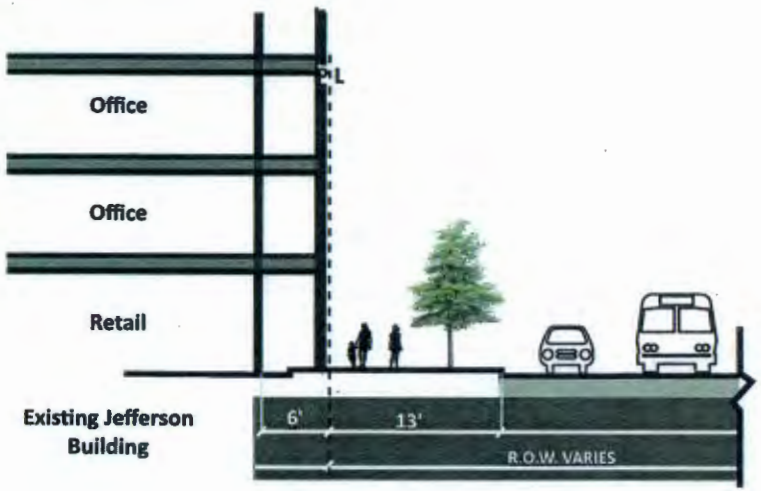
1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. New/Improved Landscape Strip
5. Remove Utility Poles
6. New Street Trees
7. Measures to Retain Existing Trees
8. Install Brick Sidewalk
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. Replacement Lighting
13. Curb Extensions at Intersections

SECTION WA-03: N. WASHINGTON STREET @ 900 BLOCK

STREET TYPOLOGY:
MAIN STREET
DESIGNATED TRANSIT STREET

Key Map

EXISTING



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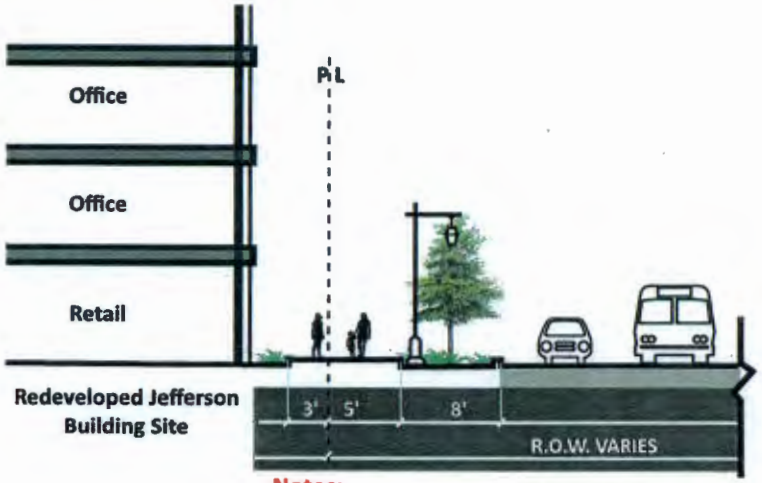


Notes:
2, 4, 6, 7, 8, 11, 12

NOTES

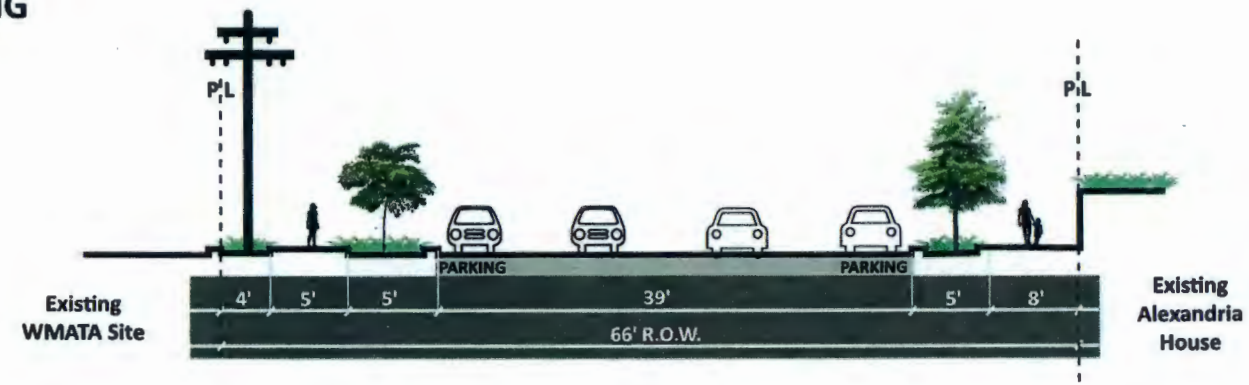
1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. New/Improved Landscape Strip
5. Remove Utility Poles
6. New Street Trees
7. Measures to Retain Existing Trees
8. Install Brick Sidewalk
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. Replacement Lighting
13. Curb Extensions at Intersections

SECTION WS-01: WYTHE STREET @ 400 BLOCK

STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL
GREEN STREET

Key Map

EXISTING



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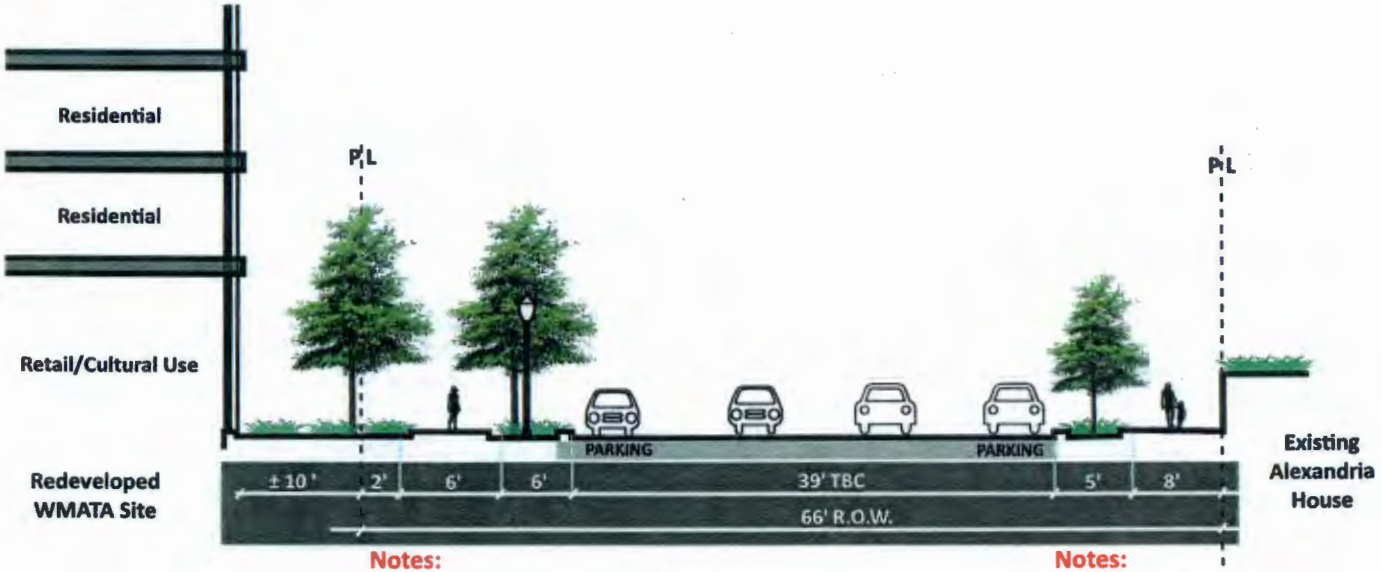


Notes:
1, 3 or 4, 6, 8, 11, 12, 13

Notes:
Encourage Activation of Blank Wall

NOTES

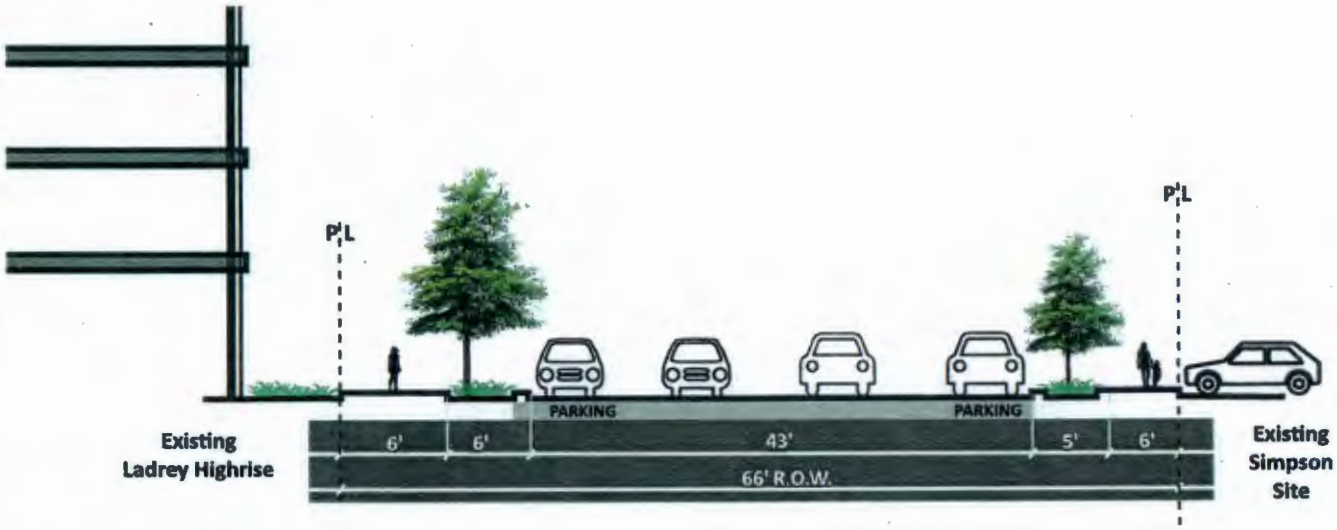
1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. New/Improved Landscape Strip
5. Remove Utility Poles
6. New Street Trees
7. Measures to Retain Existing Trees
8. Install Brick Sidewalk
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. Replacement Lighting
13. Curb Extensions at Intersections

SECTION WS-02: WYTHE STREET@ 300 BLOCK

STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL
GREEN STREET

Key Map

EXISTING



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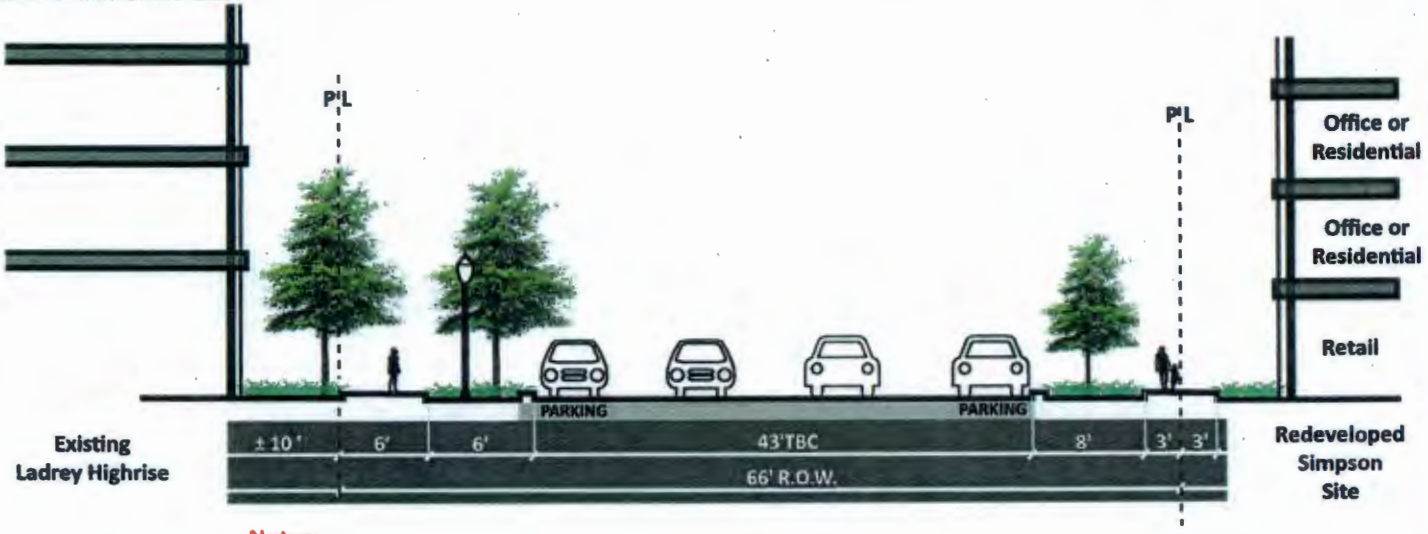


Notes:
1, 3 or 4, 6, 8, 11, 12, 13

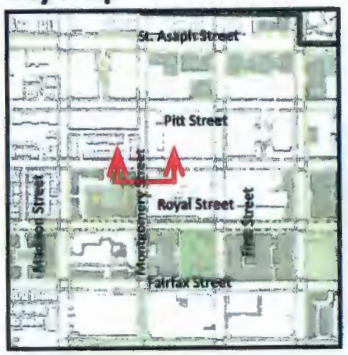
NOTES

1. **Widen Sidewalk by Moving Curb**
2. **Widen Sidewalk without Moving Curb**
3. **New/Improved Tree Wells**
4. **New/Improved Landscape Strip**
5. **Remove Utility Poles**
6. **New Street Trees**
7. **Measures to Retain Existing Trees**
8. **Install Brick Sidewalk**
9. **Special Paving**
10. **Potential BMPs**
11. **Enhanced Planting**
12. **Replacement Lighting**
13. **Curb Extensions at Intersections**

SECTION MS-01: MONTGOMERY STREET @ 400 BLOCK

STREET TYPOLOGY:
MAIN STREET
RETAIL CORRIDOR

Key Map



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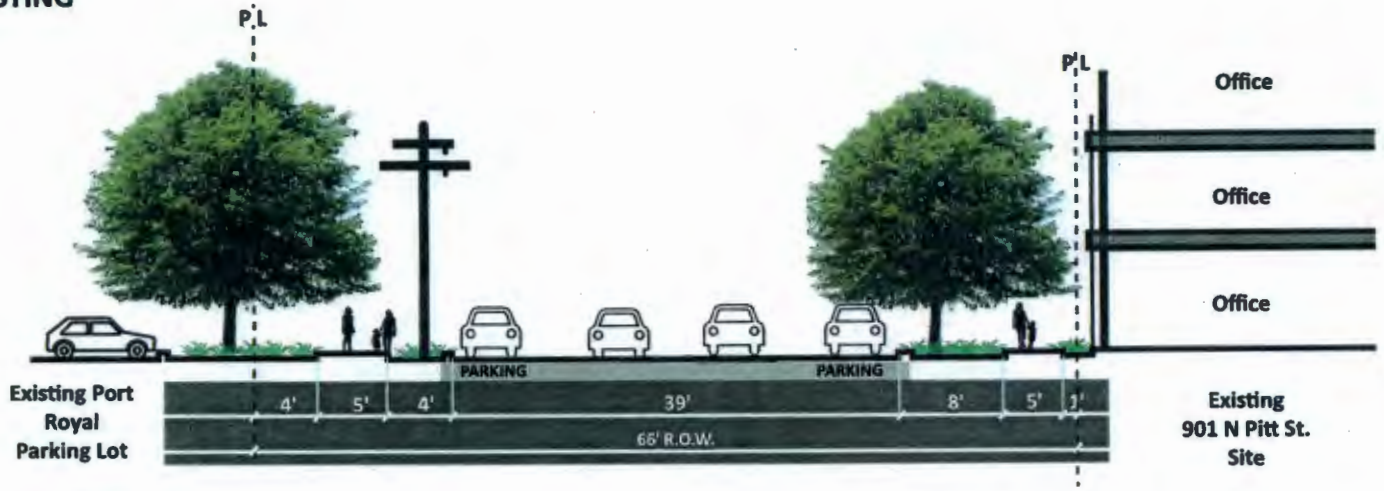

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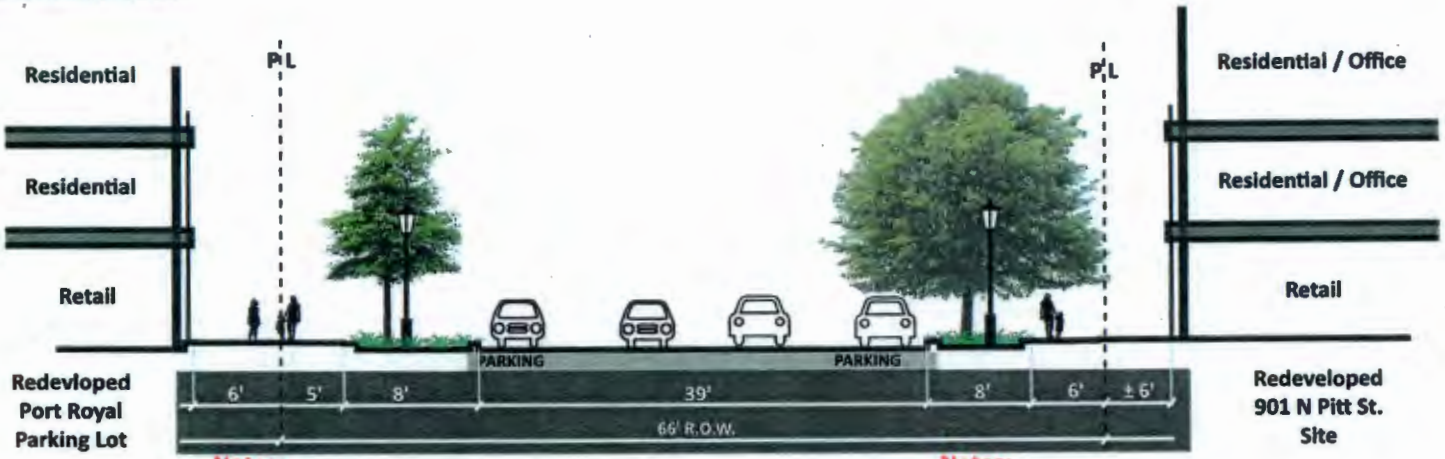


Notes:
2, 3, 5, 6, 8, 12, 13
Replacement Trees
Minimum 6" Caliper

Notes:
2, 3, 7, 8, 12, 13

NOTES

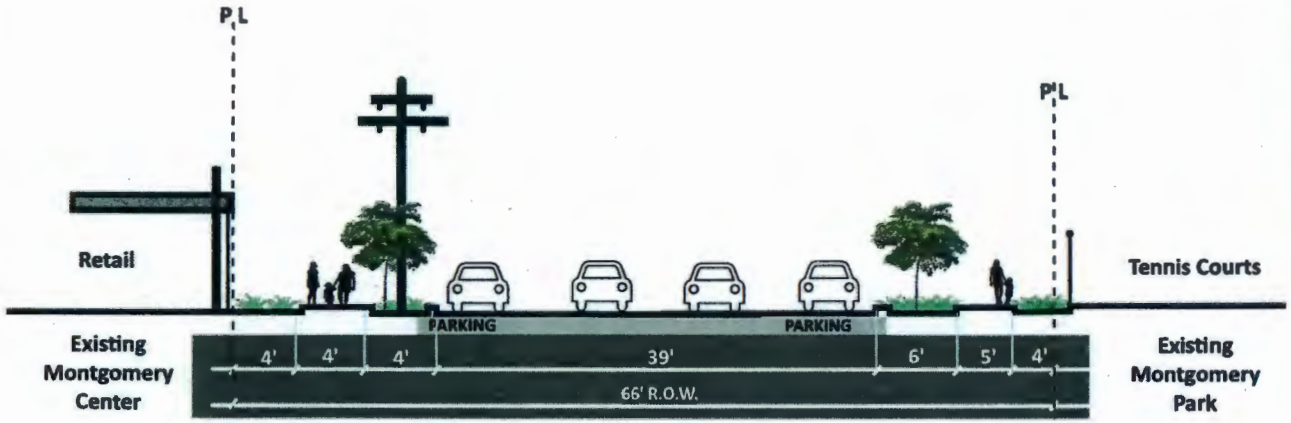
1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. New/Improved Landscape Strip
5. Remove Utility Poles
6. New Street Trees
7. Measures to Retain Existing Trees
8. Install Brick Sidewalk
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. Replacement Lighting
13. Curb Extensions at Intersections

SECTION MS-02: MONTGOMERY STREET @ 300 BLOCK

STREET TYPOLOGY:
MAIN STREET
DESIGNATED TRANSIT STREET
RETAIL CORRIDOR

Key Map

EXISTING



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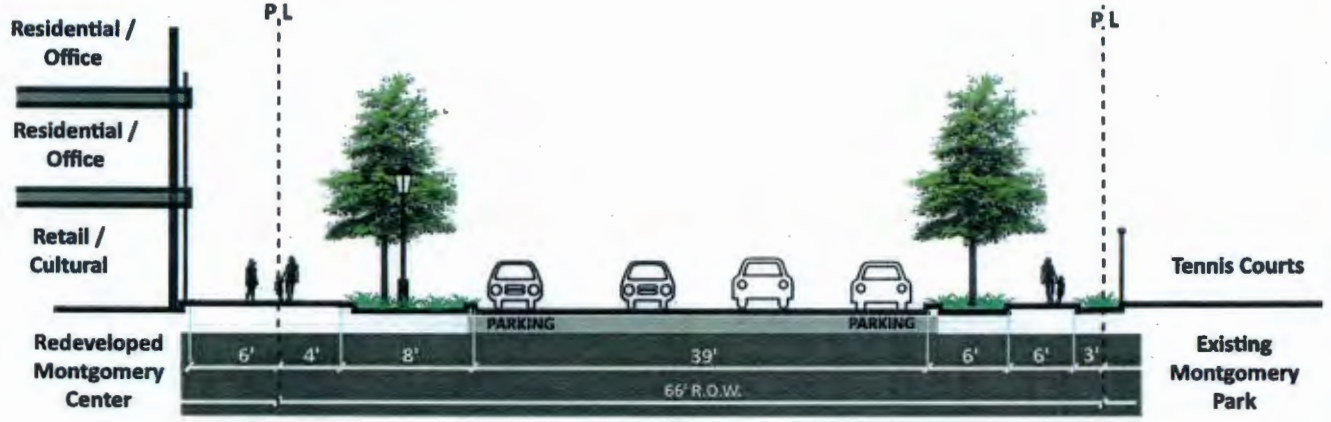


Notes:
2, 3, 5, 6, 8, 12, 13

Notes: 9

Notes:
2, 3, 6, 8, 12, 13

NOTES

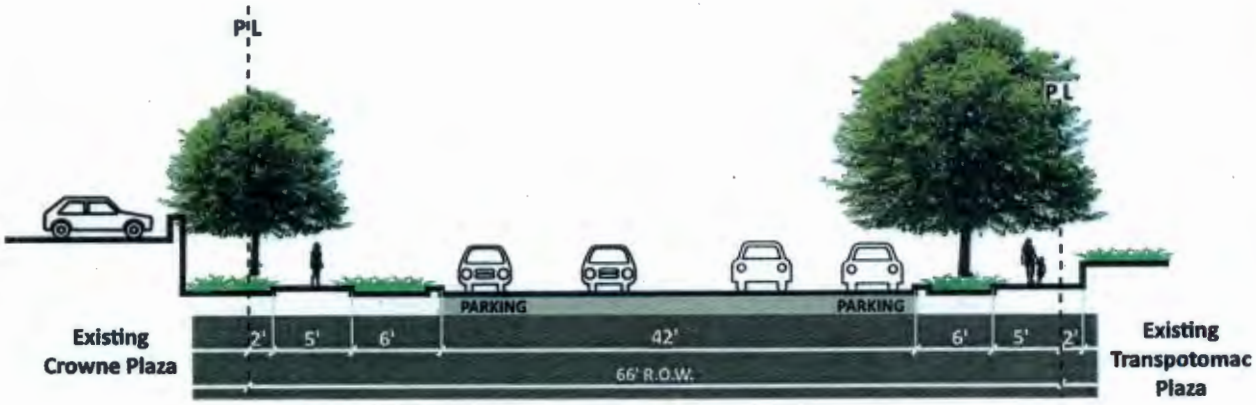
1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. New/Improved Landscape Strip
5. Remove Utility Poles
6. New Street Trees
7. Measures to Retain Existing Trees
8. Install Brick Sidewalk
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. Replacement Lighting
13. Curb Extensions at Intersections

SECTION CC-01: CANAL CENTER PLAZA

STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL

Key Map

EXISTING



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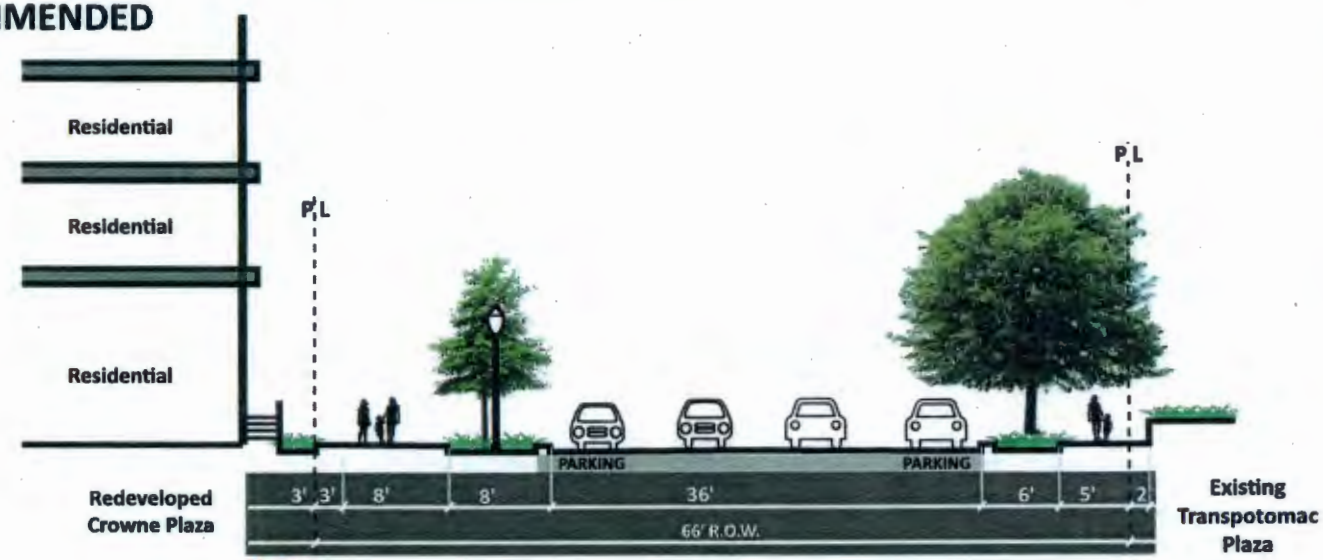


Notes:
1, 4, 6, 8, 12

NOTES

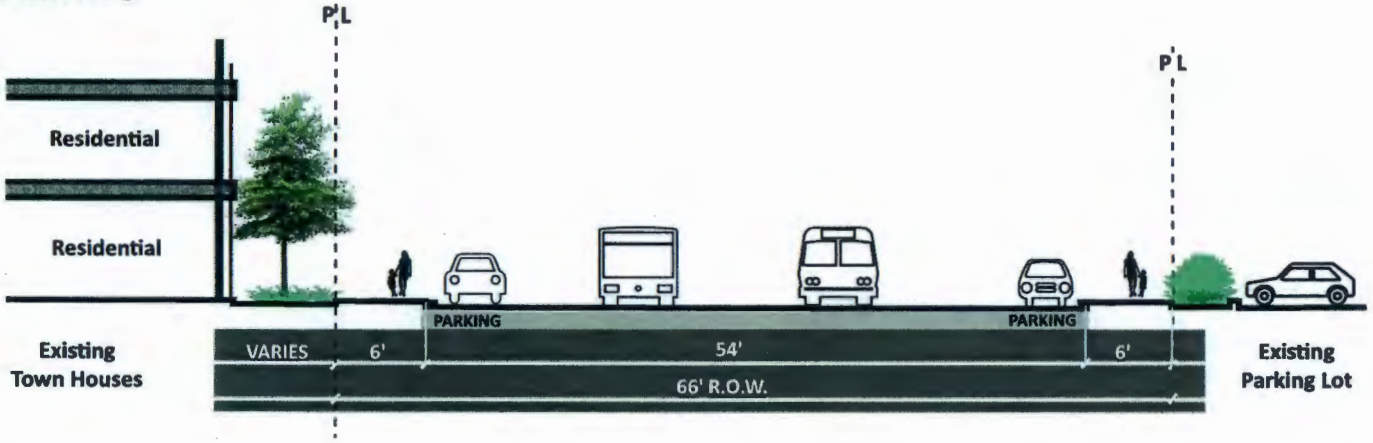
1. **Widen Sidewalk by Moving Curb**
2. **Widen Sidewalk without Moving Curb**
3. **New/Improved Tree Wells**
4. **New/Improved Landscape Strip**
5. **Remove Utility Poles**
6. **New Street Trees**
7. **Measures to Retain Existing Trees**
8. **Install Brick Sidewalk**
9. **Special Paving**
10. **Potential BMPs**
11. **Enhanced Planting**
12. **Replacement Lighting**
13. **Curb Extensions at Intersections**

SECTION SS-01: SECOND STREET @ 400 BLOCK

STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL
POTENTIAL BICYCLE NETWORK

Key Map

EXISTING



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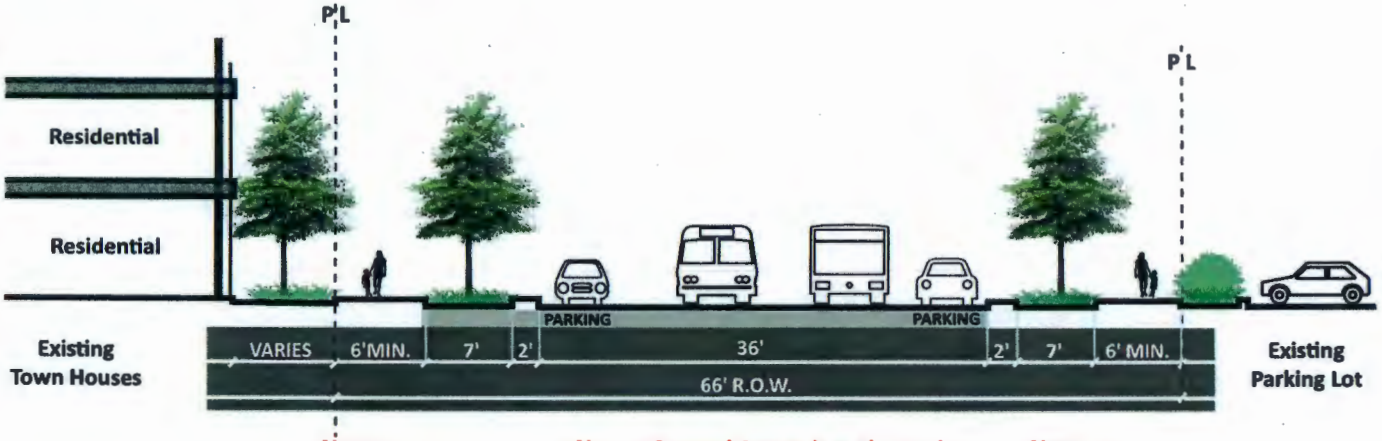


Notes:
1, 3, 4, 6, 10, 11, 13

Notes: Second Street is a planned City Green Infrastructure Demonstration Project

Notes:
1, 3, 4, 6, 10, 11, 13

NOTES

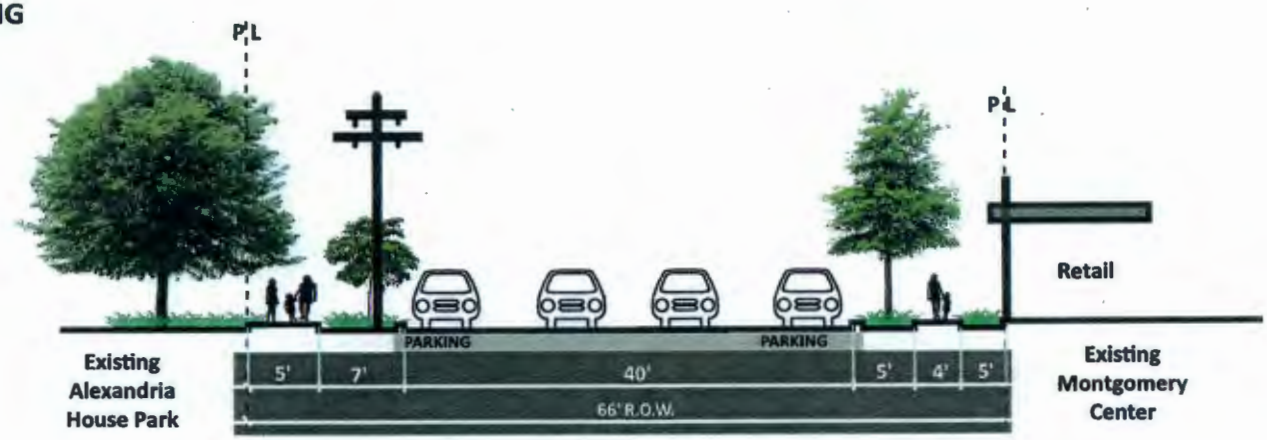
1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. New/Improved Landscape Strip
5. Remove Utility Poles
6. New Street Trees
7. Measures to Retain Existing Trees
8. Install Brick Sidewalk
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. Replacement Lighting
13. Curb Extensions at Intersections

SECTION MA-01: MADISON STREET @ 300 BLOCK

STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL
POTENTIAL BICYCLE NETWORK

Key Map

EXISTING



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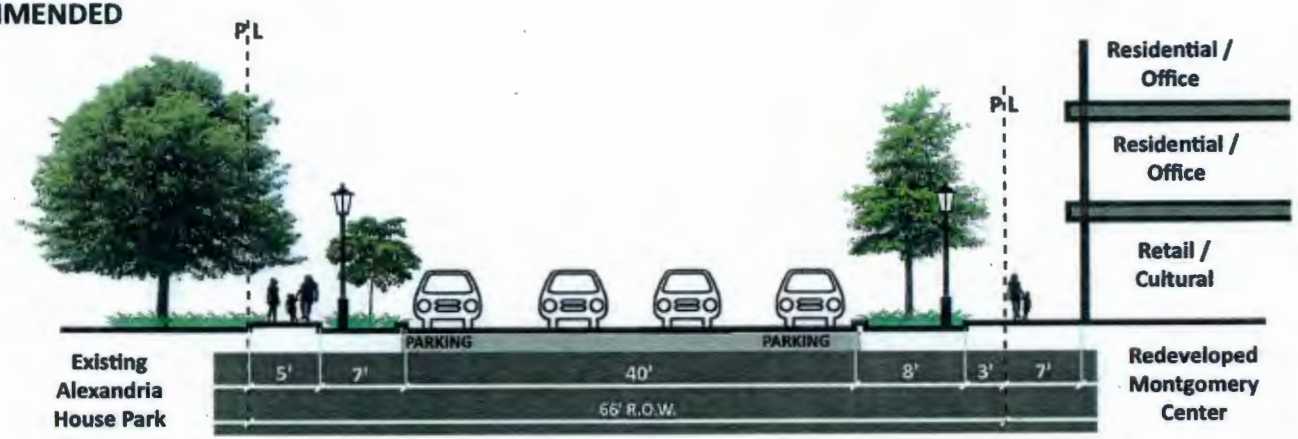

Notes:
5, 12, 13

Notes:
2, 3, 6, 8, 12, 13

NOTES

1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. New/Improved Landscape Strip
5. Remove Utility Poles
6. New Street Trees
7. Measures to Retain Existing Trees
8. Install Brick Sidewalk
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. Replacement Lighting
13. Curb Extensions at Intersections

Note:
The design and implementation of the bicycle network along Madison Street will be through require a further public outreach process.

SECTION SL-01: SLATERS LANE

STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL

EXISTING

RECOMMENDED

Notes:
1, 3, 4, 5, 6, 12

Notes:
1, 3, 4, 6, 12

Key Map

NOTES

1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. New/Improved Landscape Strip
5. Remove Utility Poles
6. New Street Trees
7. Measures to Retain Existing Trees
8. Install Brick Sidewalk
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. Replacement Lighting
13. Curb Extensions at Intersections

APPENDIX II: RELATED POLICIES

The Old Town North Urban Design Standards and Guidelines are intended to supplement the Old Town North Small Area Plan Update. The provisions of these standards, when in conflict with other codes and standards, shall take precedence for issues related to urban design and architectural design; however, these provisions shall not supercede any existing Building Code, Fire Code and/or other standards which relate to life threatening and/or health issues.

PLANNING

Old Town North Small Area Plan

Old Town North Small Area Plan Definition of Terms

City of Alexandria Zoning Ordinance

2010 Strategic Plan

Green Sidewalks BMP Design Guidelines

BAR Design Guidelines

Washington Street Standards

Old Town North Small Area Plan: Definition of Terms

TRANSPORTATION

Alexandria Complete Streets Design Guidelines

Complete Streets Policy

Comprehensive Transportation Master Plan

Pedestrian and Bicycle Mobility Plan

INFRASTRUCTURE AND ENVIRONMENTAL SUSTAINABILITY

Eco-City Charter 2008

Environmental Action Plan 2030

Energy and Climate Change Action Plan

Water Quality Management Supplement

Long Term Control Plan

Stormwater Management Plan

PARKS, RECREATION AND CULTURAL ACTIVITIES

Landscape Guidelines

Urban Forestry Master Plan

Natural Resource Management Plan

Citywide Parks Improvement Plan

HOUSING

Housing Master Plan

The Alexandria of our Future (Strategic Plan on Aging, 2013-2017)

Alexandria Children and Youth Master Plan 2014

OTN

PRGS

URBAN DESIGN STANDARDS & GUIDELINES

FOR OLD TOWN NORTH - POTOMAC RIVER GENERATING STATION (PRGS)

TABLE OF CONTENTS

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INTRODUCTION

CHAPTER 1: INTRODUCTION

1.1 PURPOSE OF THE OTN-PRGS URBAN DESIGN STANDARDS AND GUIDELINES

The purpose of the Old Town North Potomac River Generating Station (OTN-PRGS) Urban Design Standards and Guidelines (hereafter referred to as the Design Standards and Guidelines) is to promote high-quality architectural and urban design within the CDD Concept Plan boundaries, and to encourage a cohesive and attractive environment for the people who live, work, shop, recreate and visit Old Town North.

The OTN-PRGS Design Standards and Guidelines are intended to provide requirements and guidance in written and graphic form for projects in the plan area to implement the vision of the Old Town North Small Area Plan (OTN SAP). Projects are required to comply with the design standards, graphics, and figures (including all notes on all figures) referenced herein, to the extent feasible, 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.

The foundation of the Design Standards and Guidelines are the following:

1. Recognizing the unique character of Old Town North and fostering a sense of place, arrival and community that integrates the PRGS site;
2. Promoting building design excellence that is context-sensitive and can interface at a human scale;
3. Creating a visually and physically accessible, sustainable and connected environment of open and public spaces, amenities and services within the plan area and between the neighborhood and adjacent communities; and
4. Creating an attractive and active pedestrian streetscape.

The illustrative plans and concept diagrams on the following pages are intended to show potential design character of buildings and public spaces consistent with the Plan recommendations. The exact location, scale and design character of public and private improvements may differ from the illustrative plans and concept diagrams and will be subject to compliance with applicable development review approvals, the Zoning Ordinance and existing City plans and policies.

Old Town North - Existing Power Plant Structure

1.2 BACKGROUND - URBAN DESIGN IN OLD TOWN NORTH

The Old Town North Small Area Plan, adopted in 1992, (1992 OTN SAP) recommended the establishment of urban design guidelines and a review process for newly constructed and redeveloped properties. The 1992 OTN SAP stated that the design guidelines, once established, should be refined as needed over time to ensure that the critical design objectives for the neighborhood continue to be addressed. Subsequent to adoption of the 1992 OTN SAP, the Old Town North Urban Design Guidelines were adopted in 1994 and a review process for new development was established. In 2017, the Old Town North Small Area Plan and Design Guidelines were updated and approved by City Council after a robust engagement process with the community.

This adopted OTN Design Standards and Guidelines (2017) ensures that new development occurring over the next 20 years aligns with the updated Plan goals and objectives in a manner that strengthens compatibility between uses and enhances the vision for Old Town North, its overall sense of place, and its quality of life for all. At the time of adoption, it was contemplated that with the redevelopment of the PRGS site, design standards would be created to guide the redevelopment of the former power plant site.

1.3 USE OF OLD TOWN NORTH-PRGS DESIGN STANDARDS AND GUIDELINES

OTN SAP:

The stated vision and recommendations that inform the Standards and Guidelines.

STANDARD:

A defined criteria based on the outlined OTN SAP vision and recommendations for which development projects are required to comply and necessitate a higher level of review.

GUIDELINE:

A defined criteria based on the outlined OTN SAP vision and recommendations for which development projects are encouraged to incorporate to the extent possible.

Note: The Design Standards and Guidelines acknowledge that each site/building will need to be evaluated on its context and that modifications may be necessary to achieve the intent of this document. Any modification to the Standards contained herein will be evaluated and determined through the development review process.

The OTN-PRGS Design Standards and Guidelines is an addendum to the Old Town North Urban Design Standards & Guidelines and supplement the Old Town North Small Area Plan (OTN SAP) and all applicable City codes, ordinances, and existing City plans and policies such as the Complete Streets Design Guidelines, Green Building Policy, Landscape Guidelines, etc.

The OTN-PRGS Design Standards and Guidelines described herein are applicable to new development within the Potomac River Generating Station (PRGS) site that require a Development Site Plan (DSP) or Development Special Use Permit (DSUP).

The OTN-PRGS Design Standards and Guidelines are intended to be utilized by development, design professionals, for redevelopment proposals within the PRGS CDD Concept Plan area. Others such as the community, City staff, the Urban Design Advisory Committee, the Planning Commission, and the City Council will also utilize these Design Standards and Guidelines as they assess proposals within the CDD Concept Plan area.

Figure 1.01 - PRGS CDD Concept Plan Illustrative Plan

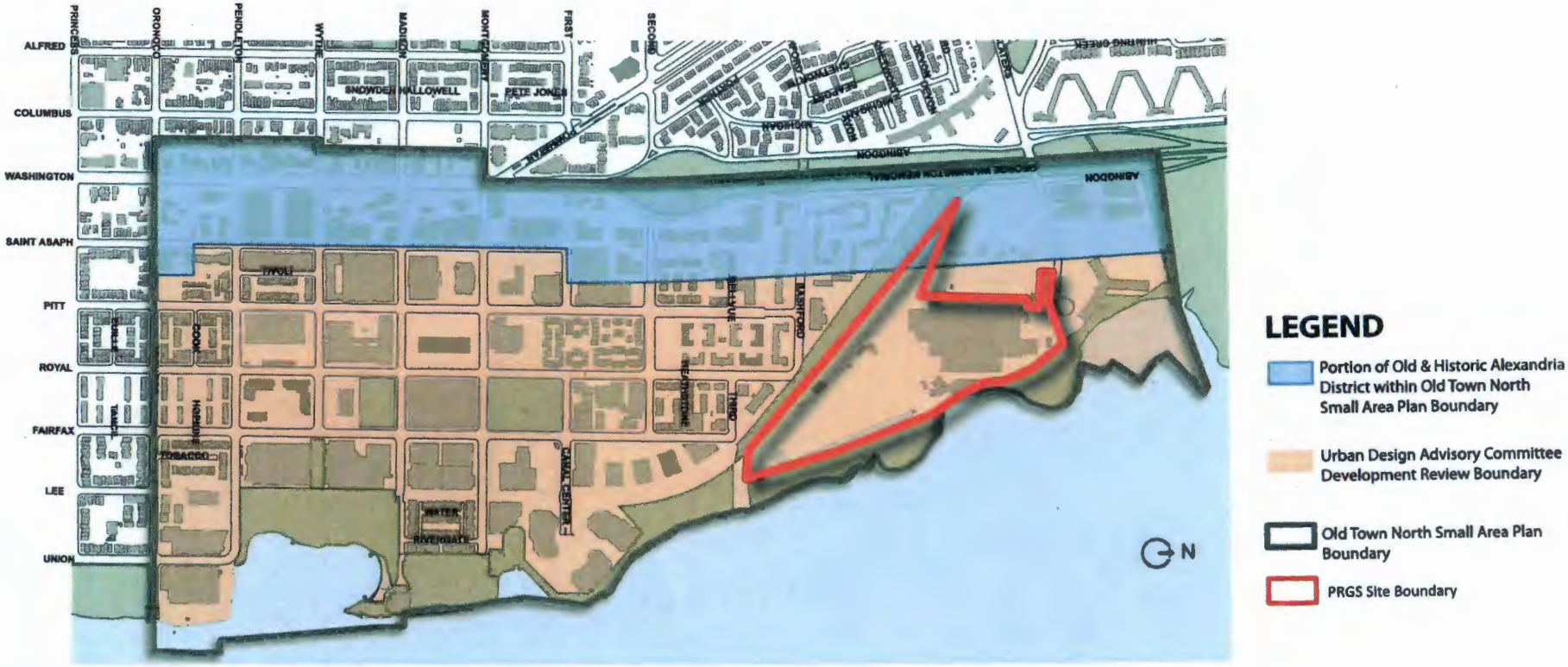
1.4 REVIEW RESPONSIBILITY

The Urban Design Advisory Committee (UDAC) has been established as an advisory group to City staff. It has urban design advisory review responsibility for the portion of Old Town North not within the OHAD boundaries. While the OTN Design Standards and Guidelines for buildings are not applicable to the OHAD, the Design Standards and Guidelines for the streetscape and public realm will apply to the entire plan area.

A. Urban Design Advisory Committee

The OTN-PRGS Design Standards and Guidelines are intended to facilitate the Urban Design Advisory Committee's (UDAC) review of properties which fall within the Potomac River Generating Station (PRGS) CDD Concept Plan boundary. UDAC is advisory to City staff to ensure compliance with the Design Standards and Guidelines. For DSPs and DSUPs, UDAC will provide a written recommendation to the Director of the Planning Department. The Department of Planning and Zoning, the Planning Commission and the City Council will give consideration to the recommendations of UDAC on urban design aspects of public and private development applications.

Figure 1.02 - Review Responsiblity in Old Town North



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2

SITE DESIGN

CHAPTER 2: SITE DESIGN

The character of the urban environment is influenced by site design that is principally established by the quality of buildings and their relationship to the surrounding public spaces and streets. To ensure compatibility between different building scales and uses, height transitions and variations are required. The Site Design Standards and Guidelines also address building placement, orientation, parking, and the location of services and utilities.

2.1 Building Orientation, Frontage and Setbacks (Streetwall)

Building orientation, frontage and setbacks are important components of a building's design and contribute to the public realm and distinctive character of a building. The pattern of buildings facing the street creates a well-defined edge, also known as a "streetwall", that frames the streets and open spaces. A building frontage is the extent to which the building's streetwall responds to the street facing property line and corresponding setbacks.

The streetwall provides a sense of spatial definition that creates a coherent urban environment and reinforces a sense of place while also making for a pleasant, comfortable and safe pedestrian environment. 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 a continual streetwall is important, it is also important to avoid a monolithic façade without relief. Therefore, some of the frontages should have building breaks, front yards, setbacks, and courtyards to create a variety of landscaping and building forms that provide visual interest to pedestrians and motorists, while also maintaining the cohesiveness of the block and street form.

Orientation, Frontage and Setback Standards:

1. Buildings shall generally be sited parallel to the street, irregular spacing between buildings shall be avoided or minimized at the setback line, except in cases where variation is needed for gateway elements as required, or to maximize water views or open spaces at the ground level. In general, buildings shall include as much frontage as possible.

Guidelines:

1. The streetwall height should generally be a minimum of 20 feet as shown in Figure 2.01 and Figure 2.03a.

2. 20-25% of the total street frontage for residential, office, and hotel buildings should be setback 2-10 feet from the property line, excluding courtyards (as shown in Figure 2.02a), where feasible.

3. Where courtyards are provided, total building setbacks including the courtyard should not exceed 35% of the total street frontage (as shown in Figure 2.02b). The depth of the courtyard shall be determined as part of the development review process.

4. Where ground floor retail, art and/or cultural spaces are located, building setbacks should be a maximum of 15% of the total street frontage.

5. Architectural elements and entrances should be used to provide visual interest, enliven the streetscape for the pedestrian, and promote streetscape activity.

6. Building stepbacks above the streetwall (as depicted in Figure 2.03b) are encouraged where retail and/or art uses are provided on the ground floor.

Figure 2.01 - Streetwall Configuration

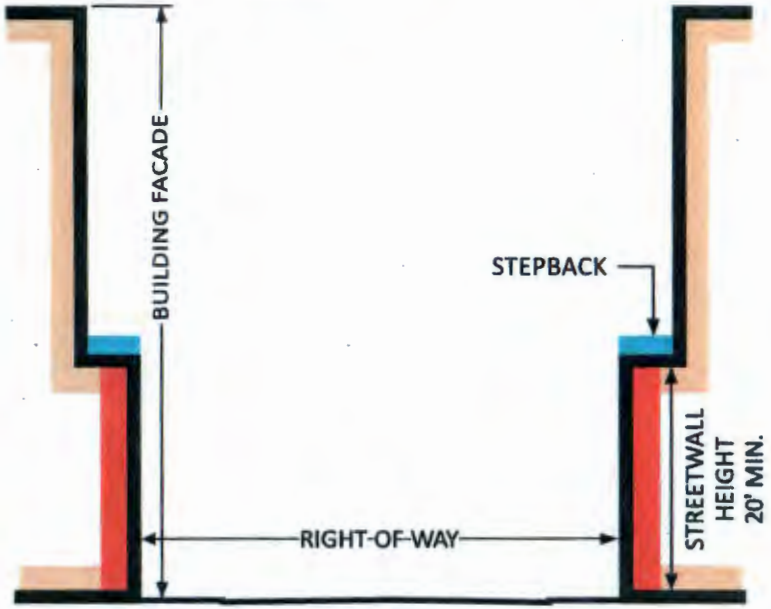
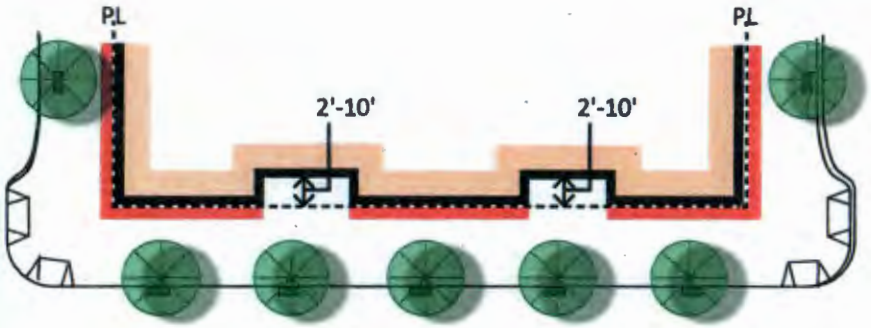


Figure 2.02 - Building Frontage Diagrams

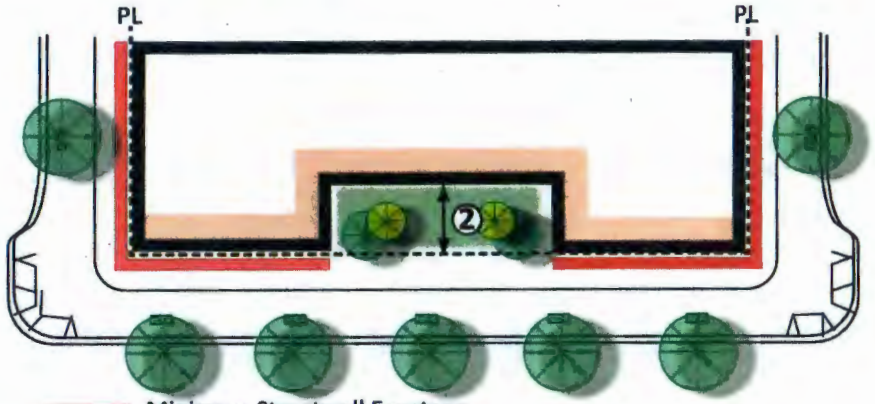
Figure 2.02a - Building Setbacks



Minimum Streetwall Frontage

Potential Building Setbacks

Figure 2.02b - Building Courtyard

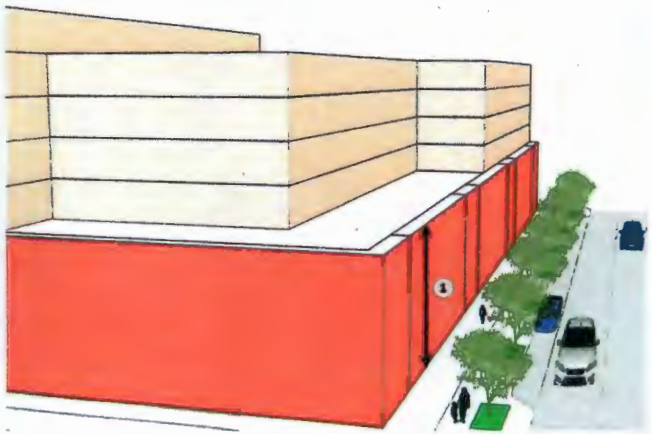


Minimum Streetwall Frontage

② Courtyard

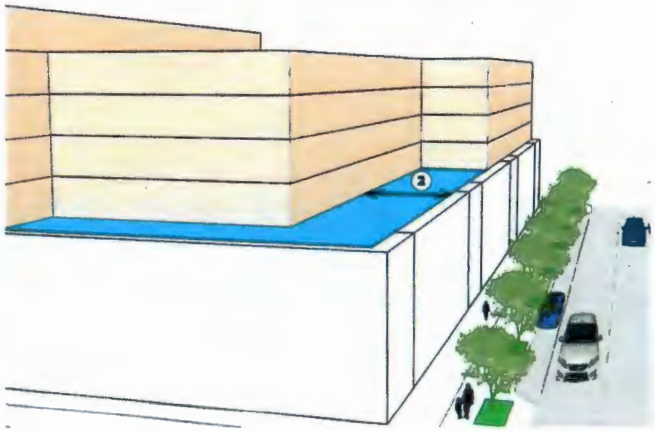
Figure 2.03 - Streetwall Diagrams

Figure 2.03a - Streetwall Height



① Building Streetwall Height: Minimum 20 feet

Figure 2.03b - Stepback above Streetwall



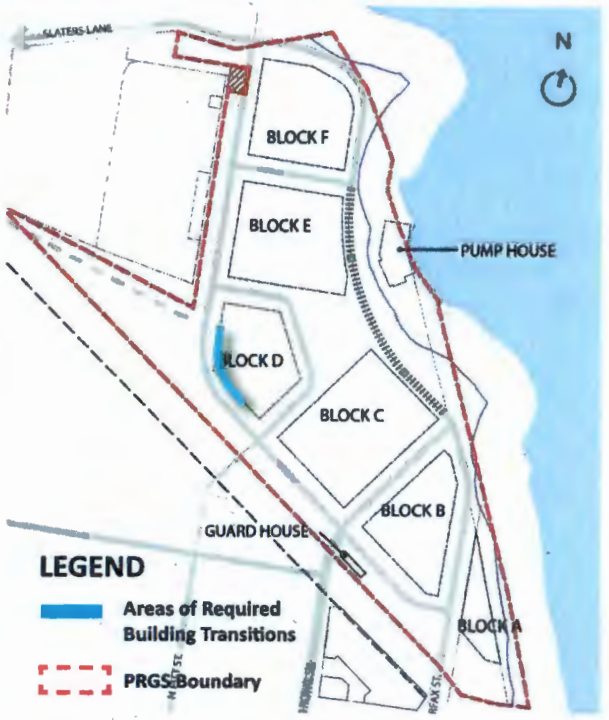
② Potential Building Stepback above Streetwall

Note: Figures 2.01-2.03 are provided for illustrative purposes only. The final configuration of the streetwall, setbacks and courtyards required will be determined as part of the development review process.

2.2 Building Heights - Transitions

To ensure appropriate massing and scale between new and existing developments, the Design Standards and Guidelines require appropriate building height transitions where buildings either step down in height and/or provide courtyards, building setbacks, stepbacks, building shoulders, and/or landscaping is provided to buffer new developments and adjoining lower height properties in the areas depicted in Figure 2.04. The appropriate transition approach will be approved as part of the development review process, based on the context of the site.

Figure 2.04: Building Height Transition Zone



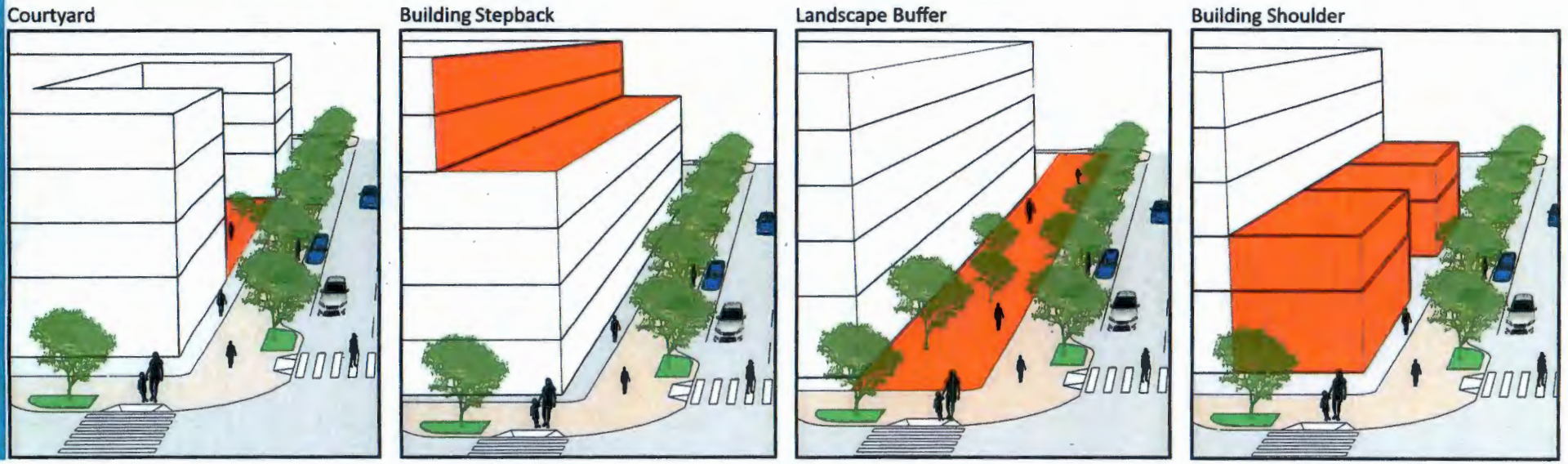
Transition Standards:

1. Building height transitions shall be required at the locations shown on Figure 2.04 and shall utilize approaches such as building setbacks, stepbacks, building shoulders, landscape buffers and/or courtyards, but not limited to those depicted in Figure 2.05.

2. Transitions may be required at other locations for the redevelopment sites if deemed necessary as part of the development review prcess.

3. The type and configuration of the required building transition will be determined as part of the development review process based on the context of each site.

Figure 2.05: Transition Approaches



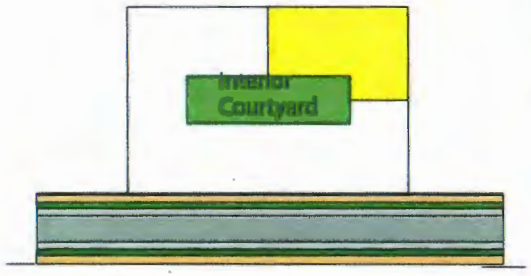
2.3 Building Heights - Variety

Each new townhouse, multi-family, office and hotel building will provide a variety of heights. The intent of this provision is to ensure a significant variety of height for each new building and to enable dynamic urban and architectural forms.

Standards:

1. Each multi-family building shall provide a minimum of 25% of the building footprint below the maximum height established in the CDD below the rooftop penthouse level (Figure 2.06). The specific allocation of the variation shall be determined as part of the development review process.

2. Office and hotel buildings shall provide a variety of height which shall be determined through the development review process.



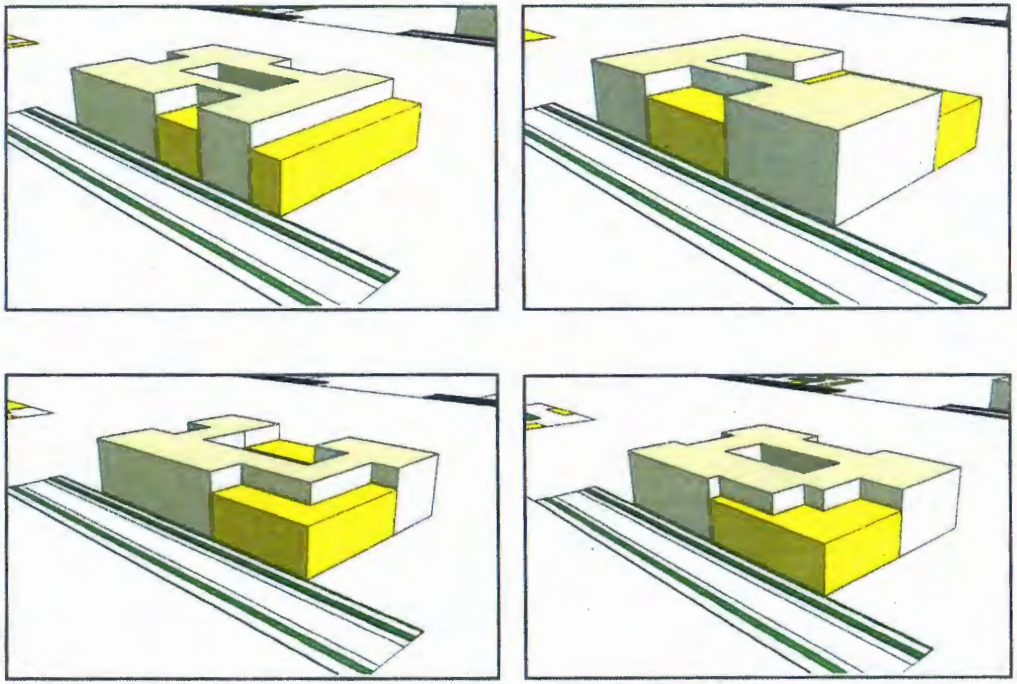
25% at least 1 story lower than maximum provided height

Maximum allowed height

Open Space

Note: Figure 2.06 is provided for illustrative purposes only. The final allocation of the variation will be determined as part of the development review process..

Figure 2.06: Illustrative example of Height Variation - Multi-Family



2.4 Gateway Elements – Vistas

Gateway elements 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. These elements will be of the highest level of design excellence incorporating special building forms and/or the innovative use of materials. Additionally, a fundamental component of the OTN SAP is that the east-west streets will maintain the view-shed to the Potomac River. Gateway elements should not obstruct views to the waterfront and the protected viewshed of the Washington Monument from Slaters Lane.

Standards:

1. Views to the Potomac River shall be maintained. Incorporate public vistas through the configuration of the buildings and the design of open space in the locations generally depicted in Figure 2.06.

2. Gateway elements shall be provided for new buildings at visually prominent locations within the plan area as shown in Figure 2.07.

Guidelines:

1. Gateway buildings should exhibit the highest level of architectural design and detail and utilize high-quality materials.

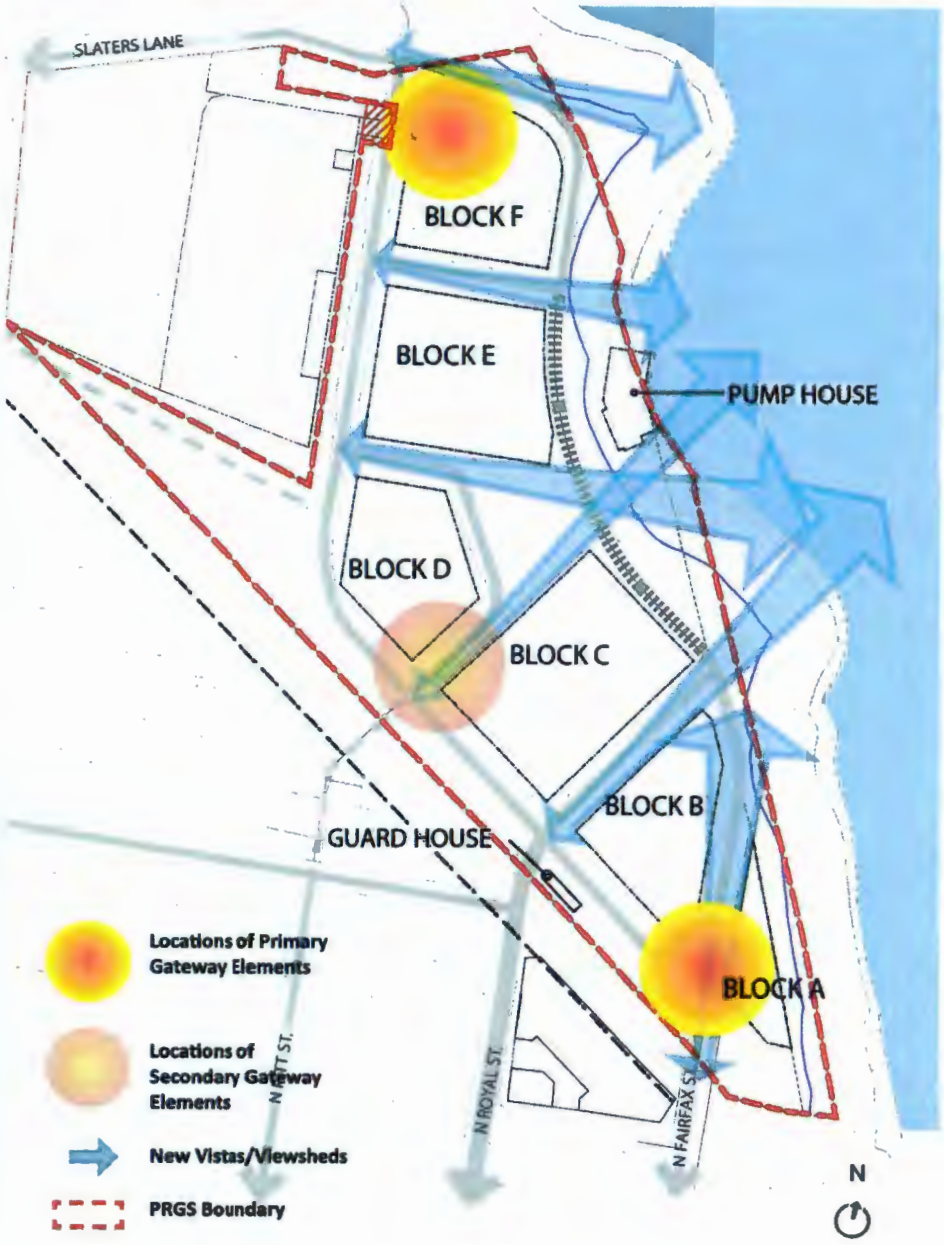
2. Gateway buildings should provide special elements at street terminations to frame views. This may include public art, special landscaping and/or building forms.

3. Gateway elements should be proportioned to the size and scale of the building.

4. Required gateway element(s) should provide distinctive three-dimensional forms, unique shapes and materials to reinforce the significance of each location.

Gateway Elements

Figure 2.07: Gateways and Vistas



Vistas

2.5 Parking and Service Areas

Appropriate parking location and design will support the creation of active, walkable, and transit-oriented development.

Standards:

1. 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, park, and/or open space frontage.

2. Surface parking lots are prohibited except for non-construction uses necessary to support temporary uses. Parking for temporary uses may be permitted with a special use permit..

3. Loading service docks should not be accessed from the Retail Corridors and should be located on secondary streets where feasible.

4. Bicycle racks shall be provided from the City of Alexandria's pre-approved types.

Guidelines:

1. Parking garage entrances should be minimized. Garage entrances should be located on secondary streets yet be adequately visible and accessible to the public if public parking is provided.

2. Loading dock and garage access should be combined where possible but sized to not dominate the building or block frontage. The doors should also be designed to provide architectural interest for the pedestrian and be complementary to the overall building design.

3. Where alleys are provided, they should be designed to minimize visibility into the alley and the garage doors from the public right-of-way.

4. Curb cuts for parking access and alleys should be minimized for the demonstrable needs of new development.

5. Service areas should be out of view or screened from the public right-of-way by adequate landscape or architectural elements.

6. Bicycle parking should be provided in a safe, accessible and convenient location, within 100 feet on the exterior of the building entrance.

2.6 Utilities

Utilities are an important aspect of modern infrastructure but must be sited as discreetly as possible to minimize their impact on the public realm.

Standards:

1. No transformers are allowed in the public right-of-way.

2. Transformers shall not be visible from the public right-of-way or areas with public access easements. To the greatest extent feasible, transformers are to be located underground or in internal spaces at ground level and coordinated with the parking garage.

Guidelines:

1. Utility locations should be selected to avoid conflict with street trees.

2. New construction should provide pad mounted, indoor, or underground transformers within the building footprint; otherwise, transformers should be located adjacent to an alley or at the rear of the property where feasible.

3

BUILDING DESIGN

CHAPTER 3: BUILDING DESIGN

The following building design standards and guidelines are intended to create distinctive architecture and to complement a high-quality public realm. High quality building design will contribute to the unique character of Old Town North and promote a sense of community and livability.

3.1 Massing and Form (Building Character)

The intent of this provision is to ensure a variety in building massing for residential and commercial uses and to provide variation in building footprint to create more urban, pedestrian-scaled buildings. In addition to height variation and transitions defined in Chapter 2, a building's massing can be articulated horizontally in plan such as, but not limited to, projections and recesses.

Standards:

1. Building design and construction materials, as defined herein, will be of high quality and will contribute to the unique character of Old Town North and promote a sense of community and livability.

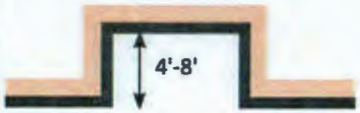
Guidelines:

1. Where changes in the wall planes and architectural elements are provided or required, they should comply with Figure 3.01. Massing elements such as projections and/or recesses should be provided to avoid flat building façades.

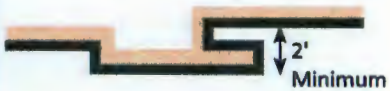
Figure 3.01: Massing Standards

Building Bays/Pavillions

Building Recesses and Hyphens



Building Screens



3.2 Building Types

3.2 - I. Multi-Family

Multi-Family Standards

a. Building Character and Materials Standards:

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

2. Where ground floor commercial, retail, and/or arts and cultural uses are not provided, and where stoops are provided, they shall be designed in a way that does not obstruct the sidewalk and public-right-of-way.

3. Building materials for each façade should consist of the following:
    - Natural or engineered stone, metal, porcelain tile, terra cotta, brick, wood, concrete, photo-voltaic panels, glass or materials of equal quality, performance, and longevity.
    - 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 façade visible from a street or park/open space.
    - Mirrored reflective, frosted reflective or darkly tinted glass is prohibited.

4. Prohibited materials include synthetic stucco, and vinyl siding.

5. 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.

6. Blank facades for newly constructed buildings shall be prohibited along active frontages. Where nonactive frontages occur, incorporate differentiated materials, landscaping, lighting, and/or art (for example, a mural) to make them active.

b. Building Massing Standards:

7. Building designs shall incorporate modulation and articulation that may be acheived through massing reveals, changes of textures, materials, and/or colors, or shifts of the façade plane , or other design solutions in order to create a pedestrian scaled façade.

Multi-Family Guidelines

1. Reasonable building breaks should be provided for larger multi-family buildings to avoid long, monolithic façades.
    - Where retail/commercial use is provided or required on the ground floor a building break should occur above the first floor retail-commercial use.
    - There may be a connector between the building break.
    - As part of the development review process, a building break may not be required if a level of architectural 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

2. Buildings should generally provide a vertical fenestration pattern. Variation may be allowed if approved through the development special use permit process.

3. The solid to void ratio (or wall to window) should consist of a minimum of 30% void for each building facade on a primary street which shall exclude ground floor commercial-retail areas where provided. A higher percentage should be provided where feasible.

4. Windows should be used as an element that helps to articulate the building's character, and designed to reveal the thickness/depth of the wall.

5. Windows should be well-proportioned and operable, if feasible.

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

7. Window and door placement should provide a high degree of transparency at the lower levels of the building to maximize visibility of active uses and provide a human-scaled architectural pattern. A rhythm of individual windows and exterior openings within building façades should be established to provide a greater variety of scale through material variation, detail and surface relief.

8. Buildings should be architecturally differentiated through the use of color and materials within each block.

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

3.2 - II. Office and Hotel Buildings

Office and Hotel Standards

j. Building Character and Materials Standards:

1. Building materials for each façade shall consist of the following:
    a. Natural or engineered stone, metal, porcelain tile, terra cotta, brick, wood, concrete, photo-voltaic panels, glass or materials of equal quality, performance, and longevity

2. Prohibited materials include synthetic stucco and vinyl siding.

3. 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 walls shall be prohibited for any frontage unless required for the function of the building. Blank walls in excess of 30 feet in length or height are prohibited.

Office and Hotel Guidelines

1. Window and door placement should provide a high degree of transparency at the lower levels of the building to maximize visibility of active uses and provide a human-scaled architectural pattern. A rhythm of individual windows and exterior openings within building façades should be established to provide a greater variety of scale through material variation, detail and surface relief.

2. Buildings should generally provide a vertical fenestration pattern. Variation may be allowed if approved through the DSUP process.

3. The solid to void (or wall to window) ratio should consist of a minimum of 30% void for hotel buildings and 35% void for office buildings and may include spandrels. Mirrored reflective, frosted reflective or darkly tinted glass may be considered as part of the DSUP process. A higher percentage is encouraged where feasible.

4. Windows should 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. Windows should be well-proportioned and operable, if feasible.

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

7. Buildings should be architecturally differentiated through the use of color and materials.

3.2 - III. Ground Floor Uses

A. Retail

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, visibility 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 and, therefore, unique from adjacent storefronts. Storefront signage is addressed in Chapter 4, Section 4.7 of this addendum.

Retail Use and Retail Storefront Standards:

1. The minimum depth for retail spaces shall generally be 35 feet, with 50 feet preferable, for the entire length of the building frontage along all streets, open spaces, courtyards, and park frontages. The floor to floor height shall be a minimum of 15 feet, with 18 feet preferable.

2. The design of the retail storefronts shall be designed to to include "high quality materials, such as stone, metal, glass, wood, concrete, terra cotta, and tile and be administratively approved through the creation of retail storefront requirements that reflect the design intent herein.

3. For ground floor 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 Design Standards and Guidelines, and is approved by the Director of Planning and Zoning.

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

Retail Use and Retail Storefront Guidelines:

1. Corner retail storefronts are encouraged to extend at least 35 feet along the side street and/or park-open space, and should also be expressed in the architecture.

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

3. The retail storefronts should be designed to create a comfortable yet highly animated pedestrian environment by utilizing a rhythm of multiple retail entrances. Blank walls, where no glazing or architectural articulation is provided, are prohibited.

4. The design of retail should take into account:
    - how the storefront fits into the architecture of the building;
    - the 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.

B. Arts and Cultural Flexible Ground Floor Spaces

The goal of flexible ground floor spaces is to enable arts an cultural uses as defined in the OTN SAP within the plan area that diversify the City's economy, complement and enhance the neighborhoods, and provide locations for existing and new small businesses and emerging industries.

These uses typically require taller ceiling heights, and deeper bays than typical retail, and work is often showcased with large windows or garage bays at street level. Flexibility in space and design is a key element for these uses.

Arts and Cultural Use Standards:

1. The arts and cultural uses shall be subject to all applicable requirements of the Zoning Ordinance and associated policies and regulations.

2. The floor to floor height shall be a minimum of 15 feet, with 18 feet preferable. The minimum depth of each space shall be a minimum of 20 feet, or greater where feasible.

Arts and Cultural Use Guidelines:

1. Each ground floor arts and cultural use should provide a minimum of 40% transparency (garage doors, doors and windows) at the street level.

2. A garage door, folding wall systems, or comparable sized opening should be provided for each space or approximately every 20-30 feet, where feasible. Garage and/or roll up doors should be glass and metal.

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

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

3.2 - IV. 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. Elevation of the ground floor enables sufficient privacy for ground floor residential units, and an appropriate relationship between the pedestrian and the building.

Standards:

1. Residential buildings shall provide a front setback, as generally depicted in the CDD Concept Plan cross-sections, of 2-10 feet, where feasible, from the required sidewalk to provide space for landscaping, streetscape, and similar elements, unless art and/or live work spaces are provided.

2. Ground floor levels for all residential units shall be elevated a minimum of 12 inches and maximum of 4 feet above the adjoining sidewalk. 2-3 feet is desired. Where at-grade accessible units are needed or required, alternatives will be considered as part of the development review process.

Guidelines:

1. For multi-family buildings, where ground floor commercial space is not provided, building design should reinforce the pedestrian environment through active amenity areas at the ground plane with individual and functional entries are encouraged.

3.3 Building Entries

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

Standards:

1. The primary pedestrian entrance shall front along an activated street frontage.
2. Enhanced level of architectural design and treatment are required, and, where appropriate, landscape treatment shall emphasize the primary entrance as focal point.
3. For primary retail frontages, the width of residential and/or office lobbies shall be the minimum necessary to support desired retail activity as determined through the DSUP process.

Guidelines:

1. Building entrances should be given prominence on the street frontage. The size and scale of the entrance should be appropriate for the scale of the building and may include a change in material, wall plane, and/or color.
2. Awnings or canopies are encouraged for building entrances or first floor retail uses. These add color and vibrancy to the streetscape and protection from the weather for the pedestrian. Awnings and signage should be in compliance with the City's sign regulations under the Zoning Ordinance or as part of a Coordinated Sign Plan.
3. Residential and commercial entrances in mixed-use buildings should be architecturally differentiated.
4. Entries should provide protection from the elements, with canopies, recesses, or roof overhangs.

3.4 Building Roofs

The Design Standards and Guidelines for building roofs ensure a consistent and appropriate urban character, and that rooftop open space is provided to achieve the environmental goals of the OTN SAP and CDD. Building rooftop design should be aesthetically pleasing, integrated into the overall building design and function to conceal rooftop equipment from view of pedestrians from the adjoining streets and open spaces.

Standards:

1. Penthouse and rooftop amenity spaces shall be designed to be architecturally and materially compatible with the overall building design.

Guidelines:

1. Buildings with flat roofs should have green rooftops that may be utilized as high quality outdoor open spaces for the building's users and as an extension of the building's common areas.

2. The design of rooftop amenity areas should be integrated within the overall architecture of the building.

3. Parapets on flat roofs should be minimum of 2 feet in height above the roof, or as needed to conceal mechanical equipment.

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

5. Where visible from the street, roof penetrations such as vents, attic ventilators, flues, etc. should be placed to limit their visibility from the street. The material and color should match the color of the roof, except those made of metal, which may be left natural.

6. Sloped roofs should be metal, slate, tile, or other comparable high quality material.

3.5 Walls, Fences, and Railings

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

Standards:

1. The height, length, and visual impact of walls and fences shall be pedestrian scale and in no case shall they exceed 3.0 feet in height in the front or side yards. In the rear yards, 6 feet privacy fences may be provided, if approved as part of the development review process. Additional screening may be permited if located adjacent to industrial uses.

2. Materials for walls, garden screen walls, and/or retaining walls should be constructed of brick, stone, metal, architectural precast or other highly finished appropriate material.

3. Materials for fences shall be decorative metal or wood. Railing shall be metal to match the architectural character of the building.

Guidelines:

1. Green walls and living walls are strongly encouraged.

2. No walls, fences, or railings should be constructed in the right-of-way.

3. The size and species selection of landscape materials in green walls or hedges should be carefully considered. Landscape elements which are likely to impede pedestrian travel or use of sidewalks should not be installed.

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4

PUBLIC REALM-STREETSCAPE

CHAPTER 4: PUBLIC REALM - STREETSCAPE

The design of the public realm including the streets, sidewalks, landscaping, lighting, furniture, signage and other pedestrian amenities is intended for the safety and comfort of residents, workers, and visitors to the neighborhood and can provide opportunities for enhanced pedestrian circulation and visual interest.

In addition to improved pedestrian connectivity, the design of the public realm can help define the unique character of the neighborhood and character areas such as the Retail/ Arts and Cultural Areas and Corridors and Green Streets as established in the OTN SAP. The Streetscape Standards and Guidelines should be used in conjunction with the City's Complete Streets Guidelines and the Landscape Guidelines.

4.1 Streets

One of the measures to ensure that the redevelopment sites achieve an urban, pedestrian-oriented series of neighborhoods is to require urban, human scaled streets and block sizes similar in scale to the established grid in Old Town and Old Town North. Through the placement of the required framework streets for the former power plant site established in the OTN SAP, the block sizes are generally equivalent to blocks within Old Town: a model that is used as a national planning example due to their associated walkability. New and reconfigured streets shall comply with the cross-sections per the CDD Concept Plan and with the City's Complete Streets Design Guidelines.

Standards:

1. All new and reconfigured streets and sidewalks within the CDD plan area shall be generally consistent with the attached street cross-sections in the approved CDD Concept Plan.

Guidelines:

1. Streets within the CDD plan area are intended to be public streets, dedicated to the City unless otherwise approved as part of the CDD Concept Plan. Where private streets are provided, public access easments shall be provided. Unless otherwise noted, the property line is assumed to be at the edge of the public right of-way.

4.2 Block Sizes

One of the measures to ensure that the former power plant site where new blocks are being created will comply with the intent of the OTN SAP, is to provide urban, human-scaled block sizes that encourages pedestrian-oriented series of neighborhoods.

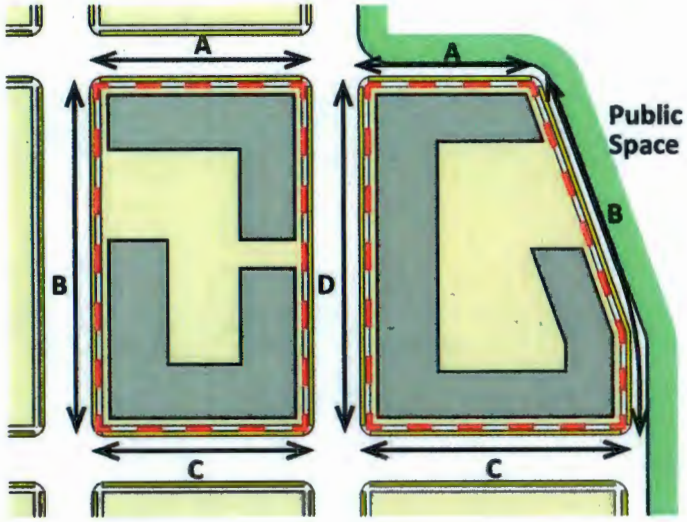
Standards:

1. Block sizes shall have a maximum perimeter of 1,600 feet The intent of this standard is to maintain the permeability of all blocks in order to facilitate pedestrian movement and to ensure the opportunity for blocks to accommodate uses that otherwise meet urban design goals of this document. Block perimeter shall be measured as the right-of-way perimeter adjacent to public streets (dedicated or public easements). See Figure 4.01.

Guidelines:

2. Non-standard paving materials in alleys should be approved by the Department of Transportation and Environmental Services as part of the development review process.

Figure 4.01: Block Perimeter



- Block Perimeter: A+B+C+D
- Block perimeter shall be measured as the right-of-way perimeter adjacent to public streets (dedicated or public easements).

4.3 Streetscape Improvements - General

A. Street Trees Guidelines:

1. Provide street trees in locations for a pedestrian-scaled streetscape and environmental benefits.
2. The size of canopy should fit to the site and conditions.
3. The placement of trees should take into account the growth pattern and mature size of the selected trees and the effect of canopy spread on pedestrian traffic, views of and from adjacent buildings, conflicts with the buildings themselves, and light dispersion from streetlights.
4. Diversify the street tree population. Projects should be encouraged to utilize street tree species that are not commonly found in the plan area but environmentally suited to the site's growing conditions and lower maintenance requirements.
5. For larger developments, a diverse approach to species selection should be encouraged, including some variation in species selection along a single block face.
6. The soil volume for the street trees and trees will comply with all applicable provisions of the Landscape Guidelines.

B. Street Furniture Standards:

Each project shall provide street and on-site furniture and amenities for public use. Street furniture shall include benches, bicycle racks, and trash receptacles, where required as part of the development review process. Non-standard street furniture, such as benches, bike racks, trash receptables, and street lighting should be approved by the Department of Transportation and Environmental Services as part of the development review process

i. Benches

Benches shall be located on public streets and shall be the Victor Stanley Classic Series CR-96, or any updated City Standard, as approved by the City of Alexandria, unless non-standard street furniture has been approved by the Department of T&ES as part of the development review process.

ii. Bike Racks

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, unless non-standard street furniture has been approved by the Department of T&ES as part of the development review process.

iii. Trash/Recycling Receptacles

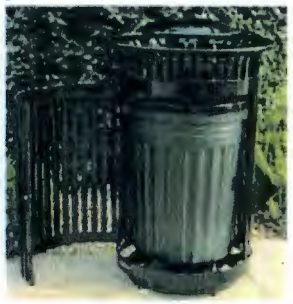
The trash receptacle to be used throughout the area is the Iron Site Bethesda Series Receptacle with domed lid (model SD-42) by Victor Stanley with black powder coat finish (or equal as approved by the City of Alexandria). Trash receptacles shall also include accommodations for recycling which will be in blue powder coat, unless non-standard street furniture has been approved by the Department of T&ES as part of the development review process.

Figure 4.02: Street Furniture

City Standard Bench

City Standard Bicycle Rack

Recycling Receptacle



Trash Receptacle

C. Lighting Standards:

1. All street light fixtures shall be single black Colonial lighting fixture with a standard black finish unless non-standard street lighting has been approved by the Department of T&ES as part of the development review process. (Figure 4.03).

2. Street lighting shall utilize LED technology and conform to City's design standards for lighting fixtures.

Lighting Guidelines:

1. Street lights should be placed to avoid conflict with street trees, and should not be located within the sidewalks but rather be placed between and in-line with the street trees.

2. Consideration for adequate lighting should be given for pedestrian/ bicycle trails and parks to maximize safety and comfort of parks and trail users.
3. All street lights should be designed to minimize light spillover. Where located next to residential uses, street lights should include shielding as needed to prevent lighting from directly entering residential windows or adjoining public parks.

D. Historic Interpretation

In an effort to recognize and celebrate the rich history of Old Town North, the Historic Interpretation Guide is intended to provide guidance for the implementation of historic interpretation, based on the key historical themes identified in the Old Town North Historic Interpretation Guide (See Related Studies in the OTN SAP Appendix). The interpretive design guide encourages creative and engaging interpretation. The end result will be a historic interpretation program that links various sites in the area with common themes, such as industry and transportation, while reminding residents, workers and visitors of the intriguing and varied past of Old Town North.

Early in the concept process, applicants should consult with staff from Planning & Zoning (Historic Preservation) and the Office of Historic Alexandria (including Alexandria Archaeology) regarding how to integrate historic interpretation into the site design and to consider options for historic interpretation related to the project, based on the OTN Historic Interpretation Guide.

Standards:

1. The site area will include forms of historic interpretation whether as a site-specific installation or part of a broad thematic approach.

Guidelines :

1. Creative approaches to historic interpretation are encouraged. Interpretive elements may be incorporated into the site and building design, and/or mobile/digital resources dedicated to the neighborhood. The OTN Historic Interpretation Guide offers strategies in Section V: Catalogue.

Figure 4.03 Black Colonial Lighting Fixture

4.4 Streetscape Improvements - Green Infrastructure

The landscape features within streets, outdoor space and as part of the building design offer opportunities to contribute the environmental goals of reducing the heat island effect, managing the effects of stormwater and increasing habitats.

Within the PRGS site, there is an opportunity to reduce the impact on the combined sewer system through managing stormwater overflows. There also exist opportunities where streetscape improvements are anticipated and where green infrastructure can be installed, particularly in wider sidewalk areas. Refer to the Complete Streets Guidelines and to the City's Green Sidewalks Guidelines for green infrastructure layout, dimensions and materials.

Guidelines:

1. For the Green Streets, green infrastructure improvements should be implemented to the extent feasible. The scale of the improvements to the right-of-way should be broadly commensurate with the scale of the project. For example:
   - Projects should treat the stormwater for the adjacent right-of-way (sidewalk and cartway) through green infrastructure as approved through the development review process.
   - Green Streets should include a higher level of green infrastructure facilities such as streetscape BMP facilities, large street trees, high proportions of pervious area, and enhanced planting.
2. Smaller scale projects should incorporate improvements such as permeable paving or other facilities where feasible.
3. Projects with frontages on Green Streets should consider the feasibility of green infrastructure from an early stage of design, with an intent that the streetscape design incorporate green infrastructure elements.
4. Green infrastructure should be integrated into the streetscape design and should form an inherent element of the street.
5. Adjacent projects are encouraged to coordinate green infrastructure improvements.
6. Locations for green infrastructure may include the sidewalk amenity zone, and in particular curb extensions (bulb out areas).

Permeable Pavers

Bio-retention Basins

4.5 Sidewalks

The sidewalk areas refer to the 'Pedestrian Zone' as outlined in the City's Complete Streets Guidelines, encompassing the area between the curb and the building face and/or property line.

I. Sidewalks and Pedestrian Access - General

The design of the 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 all be integrated to ensure the provision of pedestrian oriented streets. The distance for all new sidewalks from the building face to the curb are generally required to be a 20 feet, unless otherwise approved as part of the DSUP process. However, at some locations the distance to the building face may be greater if determined necessary as part of the development review process.

Standards :

1. Streets shall provide adjacent parallel parking spaces, as depicted in the CDD Concpet Plan, unless otherwise infeasible.

2. The sidewalks on the Required Retail Corridors as shown in the OTN SAP shall be determined and approved as part of the DSUP process. The remainder of the sidewalks within the plan area will be City Standard Concrete or as otherwise approved as part of the DSUP process.

Guidelines:

1. Where sidewalks are located on or partly on private property, perpetual public access and maintenance easements should be provided.

II. Sidewalks and Pedestrian Access - Curb Extensions (bulb outs)

Curb extensions provide a shorter crossing distance and better visibility for pedestrians. This provides traffic calming benefits while reducing conflicts between motorists and non-motorists. Curb extensions also reduce the amount of impervious surfaces consistent with the environmental goals of the OTN SAP.

Standards:

1. Curb extensions shall be consistent with the City's Complete Streets Guidelines. In order to avoid conflicts between vehicles and bicyclists, the width of the curb extension shall generally be one foot less than the width of the adjacent parking lane. At bus stop locations, the width of curb extensions shall be approved through the development review process. See Figure 4.04 for typical curb extension.

2. Curb extensions shall be provided at intersections on Green Streets and on blocks with required retail frontages.

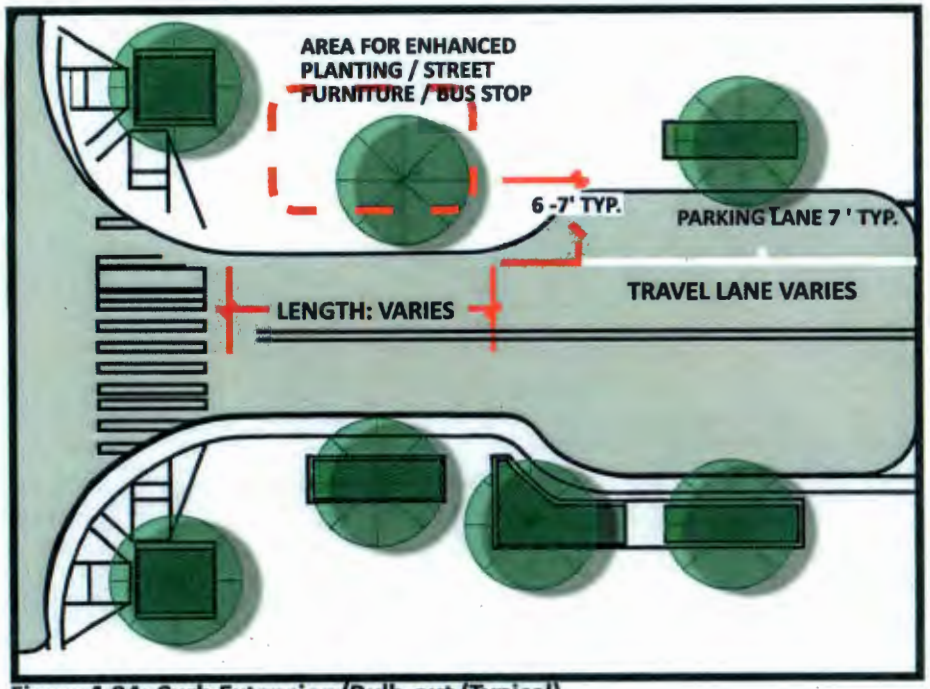


Figure 4.04: Curb Extension/Bulb-out (Typical)

Guidelines:

1. Curb extensions should be located at crosswalk intersections where feasible and where parallel parking is provided.

2. Curb extensions should be designed as an inherent element of the streetscape and should incorporate, where appropriate, uses such as bus stops, green infrastructure, street trees and/or enhanced planting.

3. Curb extensions should be located where feasible to minimize impacts for on-street parking areas.

4. Curb extensions should be paired where feasible and where space permits, but single curb extensions are allowable.

5. Where Green Streets and/or blocks with rprimary retail frontages intersect, paired curb extensions in both directions should be provided, where feasible.

Curb Extension Locations

Standard Corner Curb

Corner Curb Bulb-Out

Mid-Block Bulb-Out

4.6 Street Frontages

I. Residential Frontages

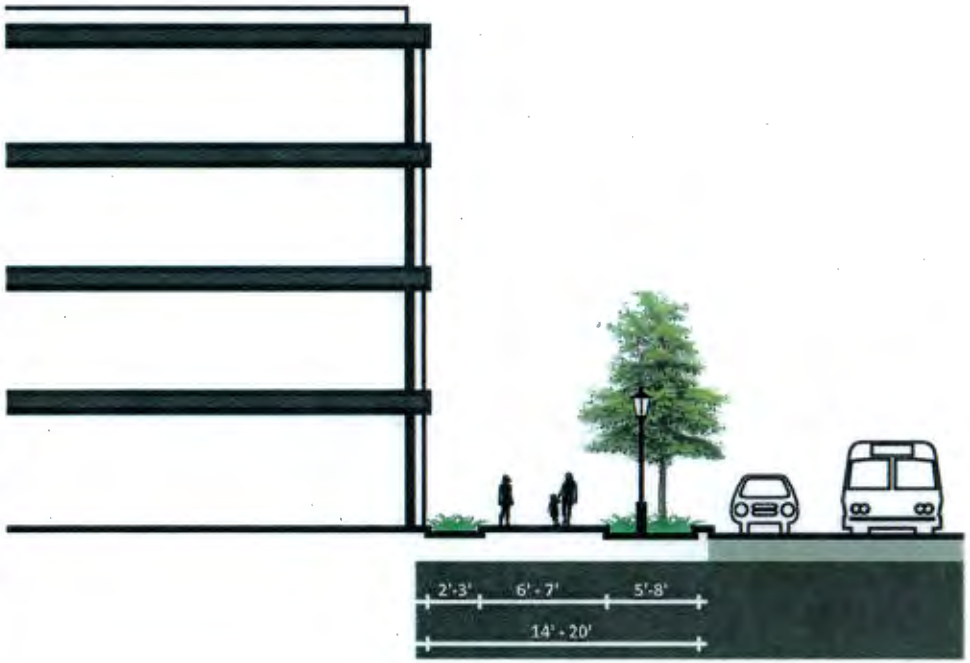
Standards:

1. New sidewalks shall meet the general dimensions of the CDD Concept Plan cross-sections.

Guidelines:

1. The selection of tree wells or landscape strips should be per the predominant context of the street.
2. Green Infrastructure and Best Management Practices (BMPs) should be per the City's Green Sidewalks Guidelines, where feasible.
3. Amenity zones, or the landscape zone between the curb and the sidewalk should be 5 feet to 8 feet wide per Complete Streets Guidelines.

Figure 4.05: Residential Frontage



Note. The section shown is for illustrative purposes and is for the intention of setting the general streetscape dimensions and relationships and that the building.

II. Retail Frontages

Standards:

1. New sidewalks in the Retail/Arts and Cultural Areas shall comply with the general dimensions of the CDD Concept Plan cross-sections.

2. For Retail Frontages and Arts and Cultural Areas, on-street parallel parking shall be provided, where feasible and with the exception of the woonerf area, to maximize the safety of the pedestrian.

4. Tree wells (rather than landscape strips) shall be provided for the Retail/ Arts and Cultural Areas.

Guidelines:

1. Sidewalks should be designed to maximize vibrant street uses such as gathering spaces, outdoor dining and pedestrian acess with a wider clear area and landscape layout to allow for parking and pedestrian movement.

III. Green Streets (Royal Street)

Green Streets are designed to prioritize pedestrian circulation, create attractive streetscapes, and strengthen connections between residential and commercial uses. Design treatments can include sidewalk widening, enhanced landscaping, green infrastructure and traffic calming measures.

Green Streets Standards:

1. For new sidewalks, the sidewalks will contain significant areas devoted to 'green' landscape elements such as a wide street tree amenity zone and environmental improvements. Dimensions as generally shown in the CDD Concept Plan street sections shall be met.

2. Landscape improvements on the Green Streets shall incorporate, where feasible, environmental improvements which add to the visual character, stormwater management, habitat and urban biodiversity. For example, street tree BMPs or landscape strips shall be incorporated into the green streets at new and retrofitted street locations as part of the development review process. See Section 4.4 Streetscape Improvements - Green Infrastructure.

3. Materials for street BMPs shall be per the City's Green Sidewalks Guidelines.

Green Streets Guidelines:

1. Trees and underplanting should be of native species to the extent feasible, including seasonal and evergreens.

2. The ultimate size of planting should be considered from an early stage, with the size of street trees maximized to achieve the intent of the Green Street.

3. Where feasible, and in particular at curb extensions, the alignment of street trees may be offset from the predominant alignment in order to visually increase the tree canopy when viewed from the travel lanes, offering a visual cue to drivers that the street visually narrows.

4. Curb extensions and other streetscape improvements such as green infrastructure features, as described in Section 4.4, should be provided for Green Streets.

Figure 4.06: Green Streets

Example of Green Infrastructure

4.7 Signage

The intent of the signage Design Standards and Guidelines is to encourage creativity, uniqueness, and high-quality graphics, while being compatible with the adjoining residential neighborhoods.

Standards:

In addition to complying with the Sign Regulations in the Zoning Ordinance Article IX, signs in Old Town North shall adhere to the following:

1. In addition to complying with the Sign Regulations in the Zoning Ordinance Article IX, signs in Old Town North shall adhere to the following:
2. Free standing signs for buildings are prohibited.
3. Retail shall provide projecting signs at the pedestrian level of the building.

Guidelines:

1. Signs should not obscure other building elements such as windows, cornices or decorative details, but should relate in placement and size to these elements.

5

OPEN SPACE

CHAPTER 5: OPEN SPACE

An important component of the urban environment are open spaces which are intended to serve as primary social gathering places for residents, workers and visitors. A successful open space network consists of a wide range of passive and active recreational opportunities, where people of all ages and abilities can gather, stroll, exercise, and play. It is critical to maintain a collection of open spaces that range in size and character and positively contribute to the vitality of the community and reinforce the area's biodiversity and ecology.

Open spaces also provide opportunities to implement the goals of the Eco-District through increased tree canopy, use of native plants, and stormwater management treatments.

5.1 Existing Open Space

Old Town North enjoys significant public open spaces including the ribbon of parks along the waterfront to include the parks adjacent to the PRGS site. The OTN SAP's goal for these spaces is to retain them, and where feasible, to enhance them.

Standards:

1. Public open spaces will be designed for the need for seasonal shade through the use of landscaping, shade structures of other comparable elements.

Guidelines:

1. Improvements to existing Waterfront open spaces and connectivity between open spaces should, where feasible, follow the City's approved Waterfront Plan Schematic Design and the approved Alexandria Waterfront Common Elements, unless otherwise approved as part of the DSUP process.

2. Identify opportunities for the incorporation of historic and cultural interpretation into public open space, particularly in conjunction with improvements to adjacent public or private space.

3. Identify opportunities for activating parks and open spaces through special events and public art installations. Special events shall comply with the City's Special Events Policies and Procedures.

4. Under-utilized existing open space should be studied for redesign or revision to improve the usability of the space and relationship to other open spaces.

5. Maintain and, where appropriate, enhance the tree canopy.

6. Enhance the habitat-potential. Convert areas of mown lawn or other areas of low biological diversity into "Green Corridors" with richer planting diversity to attract wildlife insect populations. For example, allowing meadow-type taller grass and wildflower areas may be provided in open spaces with less regular maintenance requirements.

7. Selection of materials, furnishings, systems and improvements and maintenance to existing open space within the CDD plan area shall be done in compliance with The Park Facility Standards Manual and all applicable City standards and policies unless otherwise approved as part of the DSUP process.

5.2 New Public Open Space & Public Access Easements - Open Space, Pathways and Connections

Through redevelopment, new neighborhood-serving open spaces within the CDD Concept Plan area are available at the former rail corridor and the former power plant site. These spaces may be publicly owned or privately owned but publicly accessible. This section addresses new open spaces which fall under the categories of publicly owned, or publicly accessible through public access easements.

Standards (General):

1. The former power plant sites shall be responsible for providing a minimum of 2-4 acres of additional open space adjacent to the existing waterfront park and a minimum of 1-2 acres adjacent to the existing rail corridor as generally depicted in the OTN SAP. Design of park on and adjacent to the rail corridor will take into consideration existing utilities and easements.

2. Public open spaces shall be designed for the need for seasonal shade through the use of landscaping, shade structures or other comparable elements.

3. Selection of materials, furnishings, and systems shall meet the City's Park Facility Standards Manual and all applicable City standards for any publicly owned or maintained areas, unless otherwise determined through the development review process.

Guidelines (General):

1. Open spaces should 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 green spaces 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. Pedestrian only and shared pedestrian/vehicular areas shall be designed to withstand the intended loading on paved or green surfaces.

2. Open space should incorporate significant green and pervious elements, offer shade relief and contribute to the City's tree canopy goals where possible.

3. Landscapes should 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 to the extent feasible, and that provide natural pest control.

4. Materials should 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 should reflect their importance as open space within the public realm.

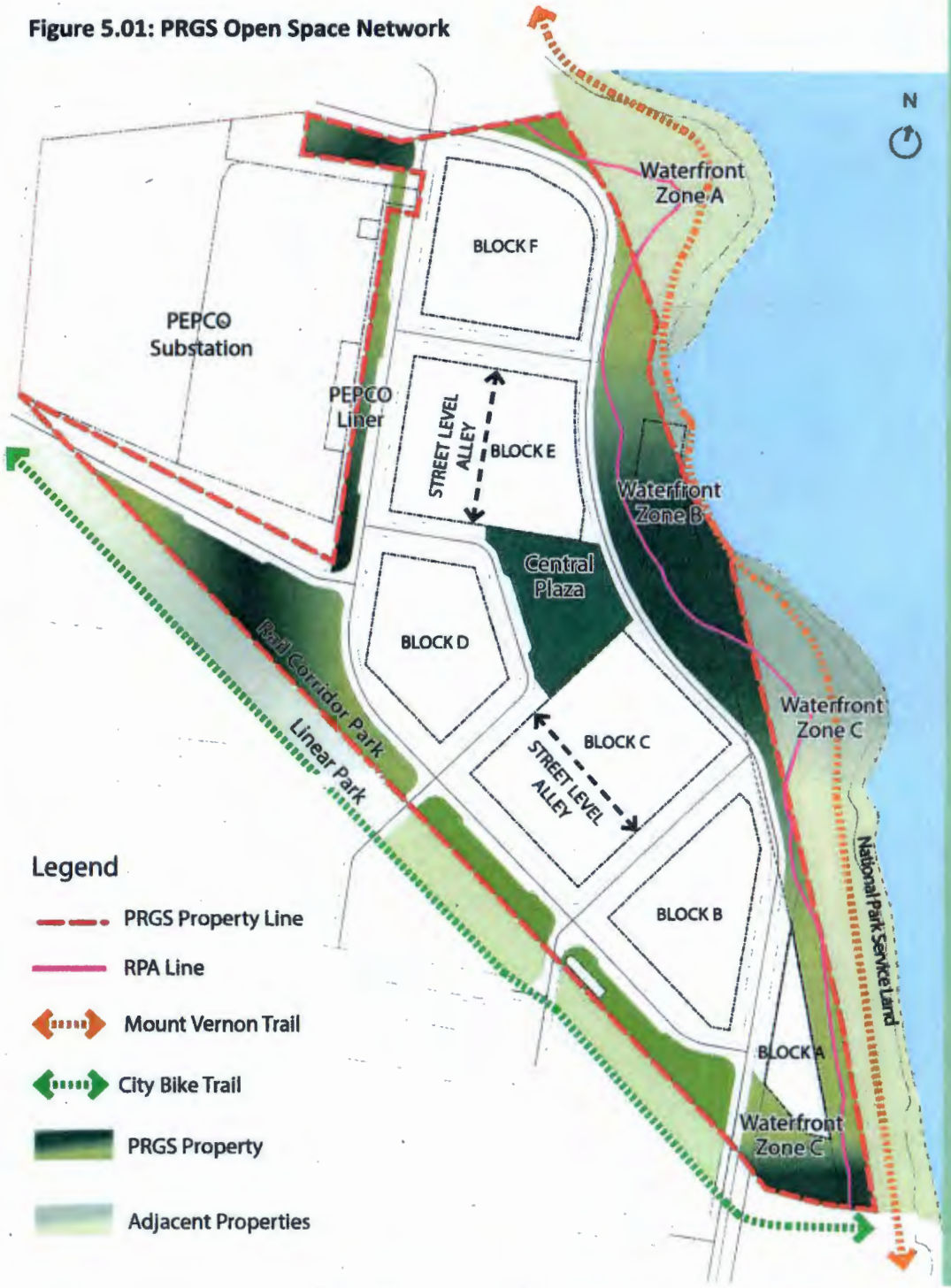
5. Garden screen walls and/or retaining walls should be constructed of brick, stone, architectural precast or other highly finished appropriate material. Pavement in open space should be brick, stone, concrete pavers, or concrete.

6. Open spaces should be designed with consideration of climate and sun exposure throughout the year. Where appropriate, provide opportunities for wind-protected, shaded and sunny areas for different year-round recreational activities.

7. Defined open spaces should have high visibility from sidewalks, streets, and buildings unless constrained by natural conditions. Open spaces should be directly accessible from the street.

8. In the case of a public plaza or other public open space that extends beyond the sidewalk but directly in front of

Figure 5.01: PRGS Open Space Network



the lobby, or along some portion of the building frontage, the plaza should be clearly designated and designed as public space while still allowing the lobby or public entrances to be visible and immediately accessible from the public right of way. To achieve cohesion, the plaza should also be successfully integrated as part of a recognizable block and street form. Open spaces should not be fenced, or demarcated in a way that prohibits public use with the exception of playgrounds, pools and dog parks.

9. Public open spaces and parks should include adequate amenities such as restrooms, storage facilities, and parking, where feasible.

10. Plantings should be consistent with the City's Landscape Guidelines and policy recommendations.

11. Mid-block pedestrian passages should be provided to promote porosity in the urban grid and enhance the street-level experience for pedestrians.

12. Pathways and connections should utilize appropriate lighting for enhanced pedestrian safety and comfort.

13. Outdoor seating and other passive and active uses should be permitted in areas with public access easements to promote vibrancy.

14. Children of all ages should have easy access to appropriately located, designed, and landscaped outdoor play areas suited to their development and play needs.

15. Within open spaces, large expanses of concrete without details, scoring patterns, or brick/stone banding are prohibited.

Former Power Plant Site Guidelines:

1. The design and implementation of the open space should incorporate the following elements:
   a. A mixture of active, and passive uses.
   b. Expanded open space areas along the waterfront, at the south-east portion of the site.
   c. A separation of pedestrian and bicycle facilities along the waterfront which tie into the existing trail system.to the extent feasible in coordination with NPS.
   d. Areas of open space should be of high quality design and should be environmentally sensitive in design and implementation. Further, such areas should take advantage of the waterfront, visually and physically.
   e. Area(s) of open space should reinforce the site's distinction and character as a former industrial site through historic interpretation. This may involve utilizing large-scale industrial elements of the site in creative adaptive re-use to tell the story of the site. The industrial elements should help to merge the open space and built development on site; should take advantage of the site's Waterfront location and reflect the large-scale character of the site.
   f. In order to implement the goals of the OTN SAP's Eco-District to maximize tree canopy as an environmental tool to improve carbon sequestration and stormwater retention, identify areas of the site which are suitable for both fast growing tree species and large canopy tree species. At these areas, tree species selection should be based on the environmental performance of trees, with significant plantings of both fast growing species and, separately, very large canopy species.

Rail Corridor Park & Linear Park Guidelines:

1. The design and implementation of the Rail Corridor Park and Linear Park should incorporate the following elements:
   a. The spaces should predominantly function and appear as a Linear Park and designed as a cohesive whole.
   b. The design should incorporate elements which allow for both recreational uses and more active uses, such as bicycle commuting.
   c. Separated pedestrian and bicycle facilities.
   d. A flexible layout which should not preclude a future transit use.
   e. Crossing points for any street extensions into the former power plant site which maximize the safety of park users and a physical and aesthetic appearance which compliment the park design.
   f. Physical and visual connections to the existing trail system and to the former power plant site, particularly at areas of adjacent open space and pedestrian/bicycle connection points.
   g. Additional screening as necessary, particularly for adjacent existing residential uses.
   h. Selective clearing of vegetation and grade changes to allow physical and visual connections.
   i. Enhance the tree canopy and underplanting in terms of additional planting, species diversity and the creation of visually stimulating landscape which includes strong seasonal interest.
   j. Improvements to drainage and sustainable stormwater management.
   k. Historic interpretation related to the railroad and industrial heritage should be incorporated into the park design both functionally and aesthetically.

5.3 New Development - Private Open Space

Guidelines:

1. New development should offer a mix of ground-level and rooftop open space, where feasible.

2. Residential development should consider including publicly accessible open space, particularly ground level, as part of the provided open space, where feasible.

3. Recreational open and public spaces are encouraged to be provided by individual properties for the use of building occupants. Design features should include (but not be limited to):

    - Common indoor and outdoor spaces for resident use included as part of development.
    - Roof gardens, balconies, terraces, decks, and recreation rooms.
    - Options for group and individual enjoyment.

4. Rooftop amenity space areas on buildings in close proximity to adjoining properties should be designed in a compatible manner to prevent adverse effects of noise and light.

5. As part of the new multi-family, office, or hotel buildings, explore providing a community meeting space.

6

SUSTAINABILITY

CHAPTER 6: SUSTAINABILITY

The Sustainability Design Standards and Guidelines are intended to reduce negative impacts on the environment, and optimize building performance to improve the health and comfort of residents and workers. These Design Standards and Guidelines are intended to be used in conjunction with the City's Environmental Action Plan, the City of Alexandria Green Building Policy and the Eco-City Charter, as well as the plans and policies listed in Appendix II.

6.1 Guidelines for Site Design:

1. Incorporate sustainable building practices in the site design, where feasible, such as orienting buildings to effectively benefit from sunlight exposure, solar energy collection, wind energy collection, and positive air flow within the building.

2. Implement stormwater management through green infrastructure and low-impact development such as bio-retention gardens, green roofs and permeable paving materials to reduce stormwater runoff. See Green Infrastructure Standards and Guidelines in Section 4.5.

3. New projects should aim to increase the tree canopy coverage on-site and/or contribute to off-site trees in the plan area.

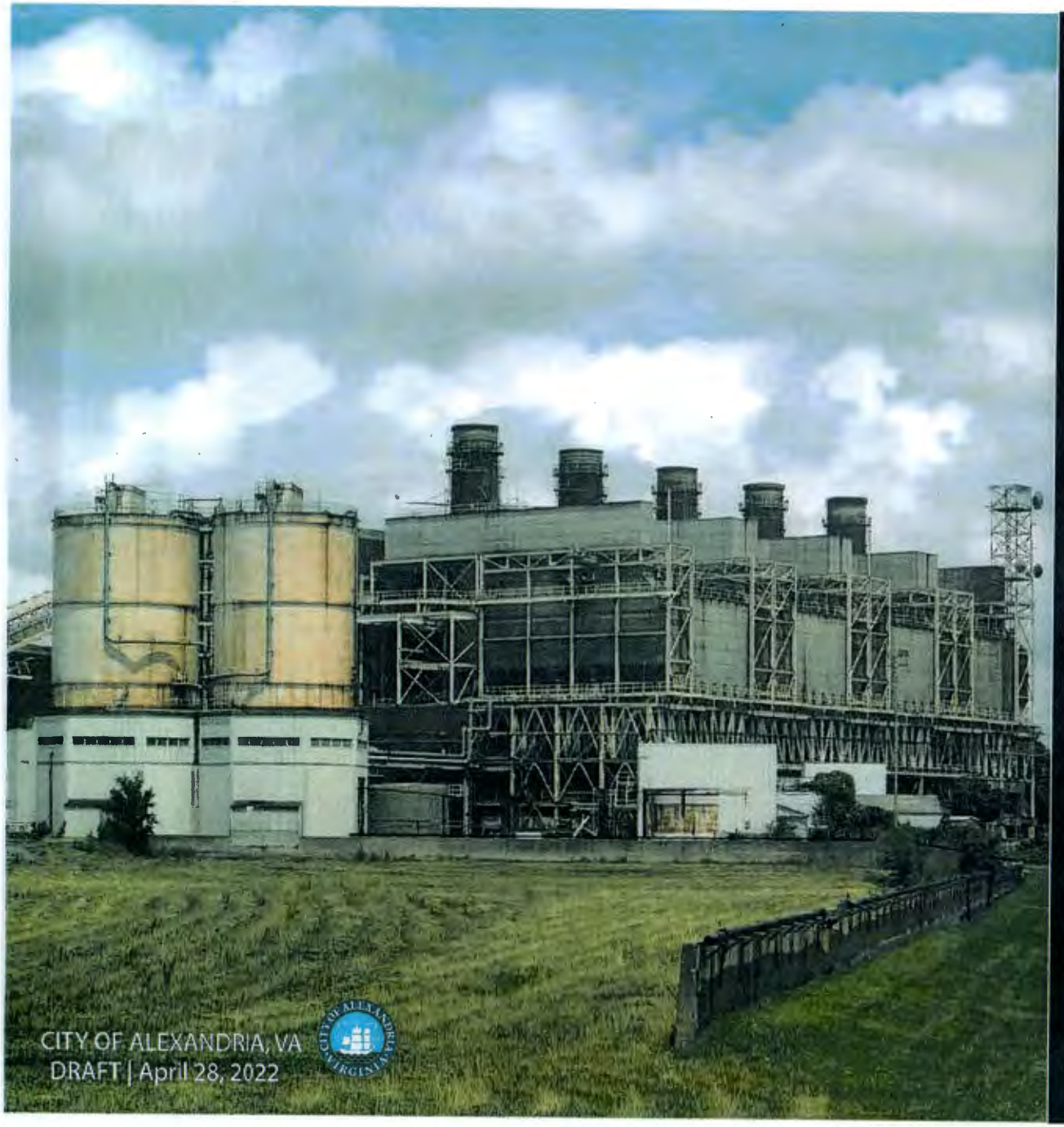
6.2 Guidelines for Building Design:

1. Prioritize energy efficiency and green building practices to reduce the overall carbon footprint, where feasible as stated in the CDD.

2. Incorporate green and/or solar roofs and high-reflectance building materials to mitigate the heat island effect, reduce building energy consumption, and manage stormwater.

3. Opportunities for rain water harvesting and re-use should be implemented within building systems. Low-flow fixtures and water re-use strategies should be used to conserve water.

4. New parking facilities should include parking spaces dedicated to electric vehicles.



CITY OF ALEXANDRIA, VA
DRAFT | April 28, 2022

Potomac River Generating Station

DESIGN EXCELLENCE PREREQUISITES + CRITERIA

Design Excellence

Design Excellence is the convergence of best practices and technologies in the design of sites and structures, exceeding the standard requirements of the Old Town North Urban Design Standards and Guidelines. Design Excellence implements an urban framework consistent with the Old Town North Small Area Plan (OTN SAP) and Coordinated Development District (CDD) Plan. It informs building volumes, forms and materials to create a dynamic street wall and screen utilitarian uses that distract from overall visual quality and the pedestrian environment, while implementing and integrating exceptional design, high-quality materials and high performing technologies. Below grade parking allows for building volume to be used for an active mix of uses (retail, office, residential, hospitality, arts and innovation) as well as the maximization of grade level open space and multimodal streets.

Design Excellence considers the environmental impacts of sites and structures. It utilizes high performing technologies to meet or exceed the City of Alexandria's standards for environmental sustainability and serve as a model of sustainable design.

Design Excellence is dynamic. The district encompasses a hierarchy of uses and all buildings reflect the hierarchy and the unique nature and character of the district. It applies to "iconic" buildings that stand out in their surroundings as well as "contextual" buildings that comprise the urban fabric. It is adaptable to site- specific challenges and characteristics; it understands that no two buildings or spaces are identical. It is inclusive and encourages use by all people.

Design Excellence can create a thriving community and an innovative place that is desirable for people to live, work and visit. It is achieved through application of the following Design Excellence Prerequisites and Criteria.

Design Excellence | Purpose & Process

Purpose

The Design Excellence Pre- Requisites and Criteria permit an Applicant a much greater degree of design flexibility and creativity than that permitted by the *Old Town North - PRGS Urban Design Standards and Guidelines (OTN-PRGS UDS&G)* in exchange for implementing exemplary building design, massing, detailing, materials and energy conservation that result in noteworthy landmark buildings and urban spaces that define the development as a premier expression of design excellence and sustainability on the Alexandria Waterfront.

Process

In order to be considered for the *Design Excellence* path, a building or group of buildings within the PRGS development must include all of the following pre- requisites outlined below and employ the following criteria convincingly and consistently, in such a way as to create a superior visual, user, or community experience that surpasses what could be achieved through the application of the *OTN-PRGS UDS&G* alone.

If pursued by the Applicant, the *Design Excellence Pre- Requisites & Criteria* would be reviewed in lieu of the *OTN-PRGS UDS&G* and made applicable to new development within the PRGS site that requires a DSP or DSUP. Upon verification by staff that the *Design Excellence Pre- requisites* have been met, the *Design Excellence Criteria* are intended to facilitate the Urban Design Advisory Committee's (UDAC) review of properties which fall within its geographically designated review area. UDAC is advisory to City staff to ensure compliance with the *Design Excellence Criteria.* For DSPs and DSUPs, UDAC will provide a written recommendation to the Planning Commission prior to public hearings. The Department of Planning and Zoning, the Planning Commission and the City Council will give consideration to the recommendations of UDAC on urban design aspects of public and private development applications.

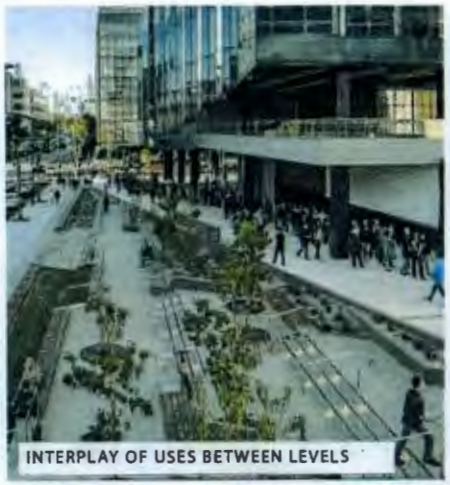
Contents

Design Excellence | Prerequisites

An individual Structures and Sites Development Special Use Permit (DSUP) application must first meet all of the following Design Excellence Prerequisites to be eligible to apply the Design Excellence Criteria. City Staff will review the application for consistency with the following:

P1 Superior Urban Form

Within an individual DSUP application, a building or group of two or more buildings, which, as a composition, create a unique and memorable urban place, through a combination of their spatial relationships, public spaces, exterior design, materiality, and massing. Blocks are planned with a mix of uses and developed and designed with site- wide consideration of individual buildings and spaces. Buildings or spaces in a rominent location or with a prominent use are designed to reflect their contextual importance, including key locations such as the North Fairfax and Slater's Lane gateways, and the central plaza.


INTERPLAY OF USES BETWEEN LEVELS

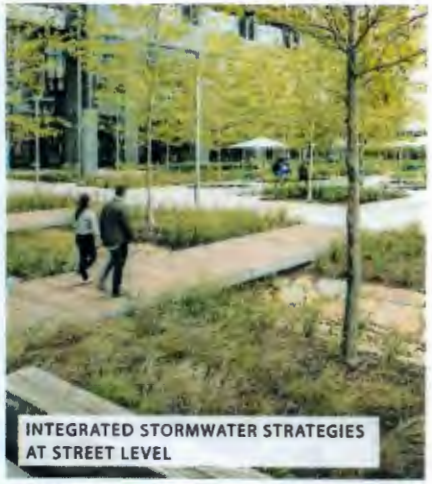

FORMS THAT FRAME WATER VIEWS


CONTROLLED RELATIONSHIPS BETWEEN GROUND PLANE AND UPPER LEVELS


ARCHITECTURE AND LANDSCAPE DESIGNED HOLISTICALLY

P2 Environmental Innovation Leader

Environmental Sustainability is integrated into the design of infrastructure, open spaces, and buildings. The Applicant will demonstrate an integrated approach to building design, open space and infrastructure to meet or exceed the sustainability goals as outlined in the Coordinated Sustainability Strategy. A building or group of buildings and site design must demonstrate a high level of commitment to environmental stewardshipand responsibility using innovative technology and a holistic environmental response. This may include visible environmental measures for educational and demonstrative purposes. The project will demonstrate,implement or meet the goals and targets established by the site's Coordinated Sustainability Strategy, OTNSAP, and voluntary Carbon Neutrality Analysis (CNA).

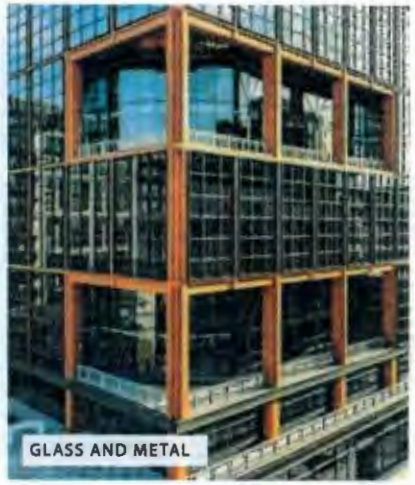


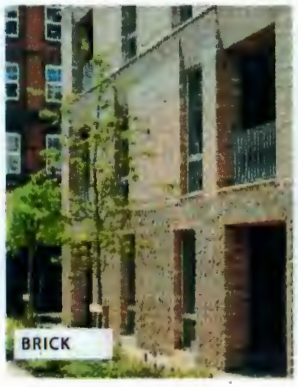
P3 Quality + Durable Building Materials are Specified

Exterior building materials will be limited to natural or engineered stone, metal, porcelain tile, terra cotta, brick, wood, concrete, photo- voltaic panels, glass or materials of equal quality, performance, and longevity.


GLASS AND ALUMINUM

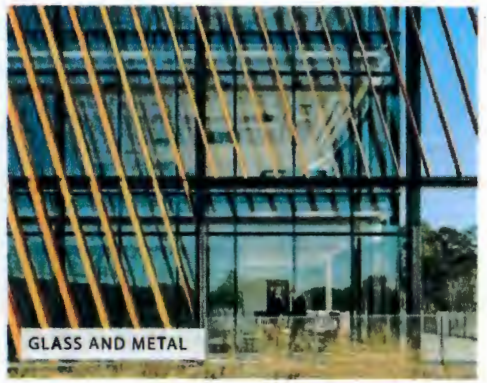

WOOD AND GLASS


GLASS AND METAL


BRICK

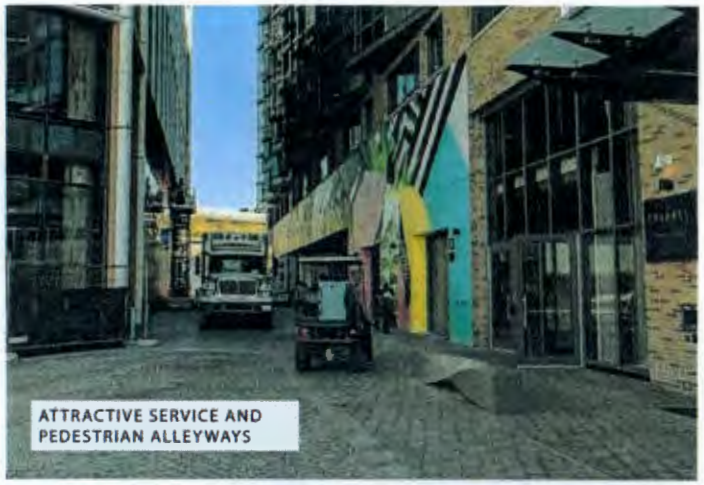

GLASS, METAL PANEL AND TERRA COTTA


GLASS, METAL PANEL AND TERRA COTTA


GLASS AND METAL

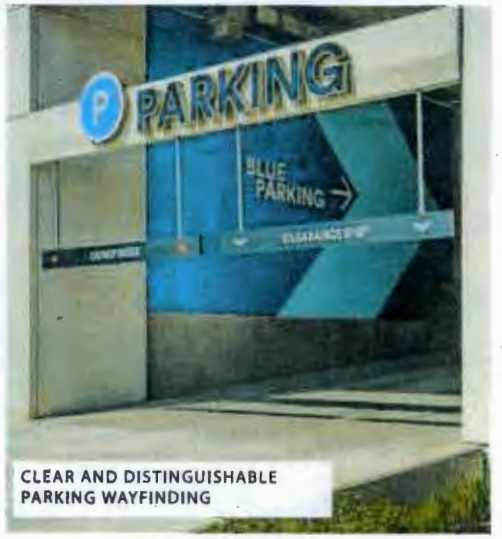
P4 Off-Street Parking is Located Below Grade

Off- street parking will be provided entirely below grade. Adequate soil depth above the below- grade parking must be provided to support canopy trees, surface paving materials, and innovative water management strategies at key locations. These features will be integrated into the site design and will be provided atgrade. Creative integration of parking and service functions enhances the public realm (e.g., combined parking and loading across the site with no on- street maneuvering, etc.).



ATTRACTIVE SERVICE AND PEDESTRIAN ALLEYWAYS

SHARED APPROACH TO VEHICLE AND PEDESTRIAN MOVEMENT



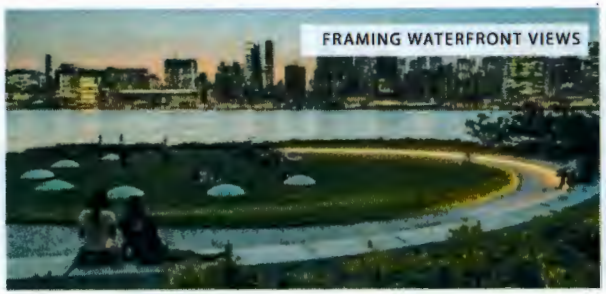
CLEAR AND DISTINGUISHABLE PARKING WAYFINDING

P5 Exceptional Site Response

A building or group of buildings that captures or enhances its setting in creative ways. This could include the integration of waterfront and city views with circulation, the relationship and engagement with public open space, and the creation of unique amenities within or on top of a structure, or subsurface structure with usable roof (such as the Pump House or other infrastructure).

ACTIVATION OF BUILDING ROOFS AS A "FIFTH ELEVATION"

BUILDING FORMS THAT FRAME OPEN SPACE AND WATERFRONT VIEWS



FRAMING WATERFRONT VIEWS

ENHANCED AMENITIES AT ROOF LEVEL

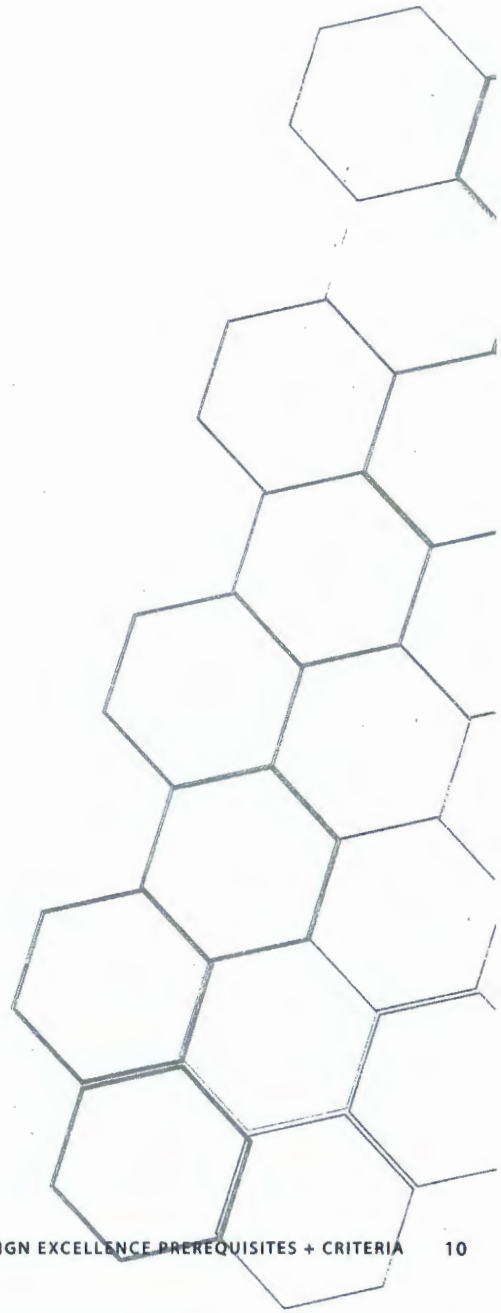
GREEN SPACE AT MANY HEIGHTS

Design Excellence | Criteria

An individual DSUP application must first meet all of the *Design Excellence Prerequisites* to be eligible to apply the *Design Excellence Criteria*. The DSUP application must incorporate the following *Design Excellence Criteria*:

C1 Architectural Excellence

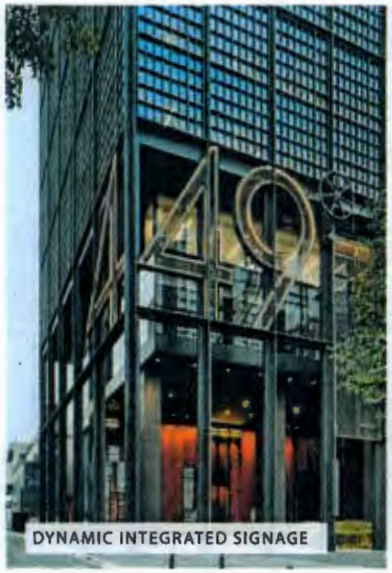
Architectural excellence should be achieved using one of thetwo following paths: Landmark/Iconic Structure; or Contextual Character.



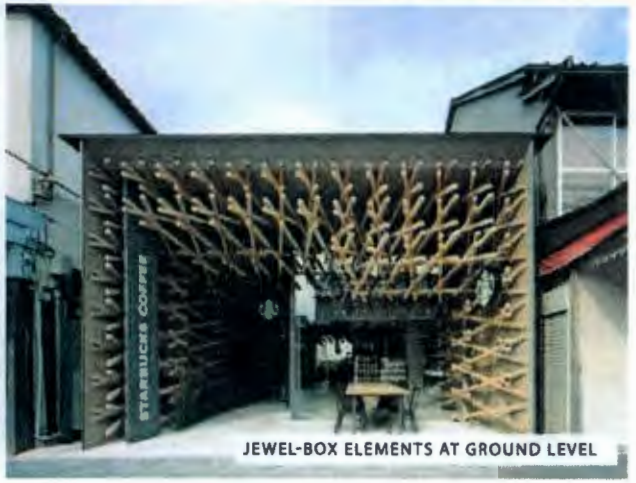
C1A Landmark/Iconic Structure (where identifed)

A single building that, through its architectural expression, unique massing, strong roof form or other element, solar response, or exterior cladding of exceptional quality, becomes a placedefining element for the site.

INTERESTING AND RESPONSIVE FORMS



DYNAMIC INTEGRATED SIGNAGE



JEWEL-BOX ELEMENTS AT GROUND LEVEL

C1B Contextual Character

A building or group of buildings whose design responds to its contextual location to create a meaningful place through its spatial relationships within the site and response to aerial views, waterfront views, and views from and to Old Town North.

C2 A Variety of Open Spaces/ High Quality Open Spaces

A variety of open spaces on, within, or adjacent to the site which contribute to the regional open space network, are provided. The site includes public and/ or private open spaces that support a variety of active, social, and passive uses in a mix of urban plazas, lawns, shared streets, rooftop open spaces, and recreational areas.

C3 An Active Public Realm

The public realm dynamically engages the pedestrian experience and ground floors of buildings include active uses, interior- exterior visibility, and high- quality architecture. A dynamic public realm will create street- level vibrancy through the design of differentiated and unique storefronts with a higher level of design detailing and quality of materials, innovative lighting, high-quality sign design, frequent building entries, and the potential integration of art into building façades.

Streetscape design incorporates the City's *Complete Streets Design Guidelines*, with amenities and infrastructure for pedestrians, bicyclists, and transit. Site design incorporates high quality paving materials, site furnishings, and lighting. Service areas will be designed to be compatible with the public realm and pedestrian experience while remaining as unobtrusive as possible.


AREAS FOR SHARED MOVEMENT


CONNECTED RETAIL AND OPEN SPACE


SPACES PLANNED FOR MULTIPLE USES


DISTINCTIVE AND FLUID STREETSCAPES

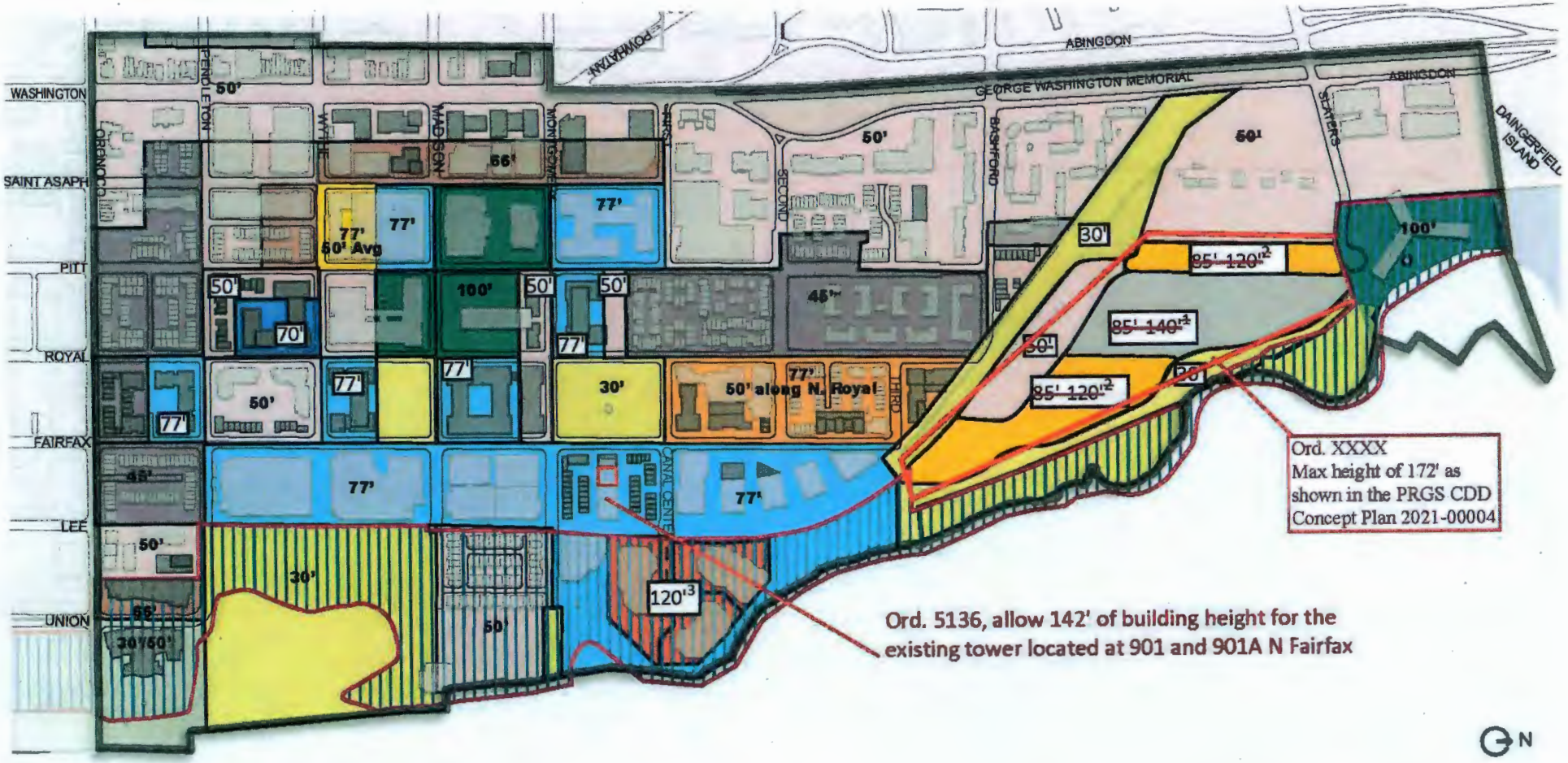
C4 Inclusive Design of Buildings and Open Spaces

Building and open space design responds to the needs of diverse users and meets or exceeds the requirements of the Americans with Disabilities Act. Across the site, buildings and open spaces invite users of different ages, interests, and abilities to engage with the spaces.

Figure 2.14: Recommended Height District Limits, as amended

Amended DATE, Ord. XXXX

OTN Small Area Plan



LEGEND

- 120'
- 100'
- 77'
- 77' (50' Max along N. Royal)
- 70'
- 77' Maximum 50' Average
- 66'
- 50'
- 30'/50'
- 45'
- 30'
- Area subject to the 1981 Settlement Agreement and the NPS document titled Alexandria Waterfront: Land Use Agreements, June 1992
- ## Existing Height Limit
- ## Recommended New Height Limit

Notes:

1. A limited number of buildings will be of heights up to 140'. The final number and location of those buildings will be determined through the development review process.
2. The height ranges shown on the former power plant site are intended to provide a variety of building heights for each building and within each block.
3. Any changes to building heights on Canal Center will require all applicable approvals by the NPS.