Beauregard Small Area Plan Recommendation Matrix

Updated November 26, 2012

Chapter	Recommendation	Method of Implementation		
		Coordinated Development District (CDD)	Design Standards & Guidelines	Development Special Use Permit (DSUP)
	URBAN DESIGN RECOMMENDATIONS			
3.1	Urban Design Standards and Guidelines are required as part of any future rezoning(s) to ensure implementation of the recommendations and intent of the Plan.	X		
3.2	Require the streets and blocks depicted in the Framework Plan to be constructed as part of any redevelopment. The final location of the non-framework streets will be determined through the CDD zoning, design standards and development review process.	X		
3.3	The building setback for new buildings will be 30 feet on North beauregard Street, excluding the Required Retail areas, to enable a double row of street trees and 10ft. sidewalk-trail.		X	
3.4	The trees within the median and street trees on North Beauregard Street will be a minimum of 4″ caliper at installation.		X	
3.5	The building setback for new buildings on Seminary Road will be a minimum of 20 feet.		X	
3.6	Development blocks will be sufficiently sized for market acceptable building floor plates.		X	
3.7	The blocks as part of the redevelopment are recommended to generally be 400 ft. x 400 ft. Block sizes of 300 ft. x 300 ft. are encouraged. Ensure permeability of the blocks and streets to encourage walking and appropriate block sizes with mid-block connections and alleys.		X	
3.8	The residential multi-family and townhouse buildings without ground floor retail will have setbacks, front yards and/or courtyards. The final requirements will be approved as part of the Urban Design Standards and Guidelines.		X	
3.9	Create seven unique and identifiable neighborhoods, which will be compatible with the existing neighborhoods. The identity of each neighborhood will be reinforced through the use of scale, height, architecture and open space.	X		
3.10	Encourage the use of history as inspiration for the design of open space, public realm and buildings. Encourage the use of public art to reinforce the distinct neighborhood identities and create unifying themes for the neighborhoods.			X
3.11	Incorporate the parks –open spaces depicted in the Framework Plan within each neighborhood as a defining element of each neighborhood. (Figure 14).	X		
3.12	Encourage a mix of building types and innovative building types within each neighborhood.		X	
3.13	The neighborhoods should be connected to one another as much as possible.		X	
3.14	Explore the possibility of providing cultural and civic uses to reinforce the character of each neighborhood.	X		
3.15	While each neighborhood will have unique design and character, consistent and unified elements such as the streets and streetscapes will unify the neighborhoods.		X	
3.16	Improve and enhance the North Beauregard Street frontage with streetscape improvements, buildings, and landscaping. (Figure 16A)		X	
3.17	Bulb-outs are encouraged for all streets where parallel parking is provided.		X	
3.18	The Urban Design Standards and Guidelines will include streetscape standards for plantings, materials, street trees, sidewalks, street lights, and associated streetscape elements.		X	
3.19	North Beauregard Street will be configured to accommodate the dedicated transit lanes and transit stations.		X	
3.20	North Beauregard Street is central to the visual perception/image of the community and will be for an urban, tree-lined boulevard that will provide enhanced tree canopy over time.		X	
3.21	All townhouses are required to be rear-loaded townhouses with garage access from a rear alley. All other building types are encouraged to provide access from a rear and/or internal alley or provide access consistent with the street hierarchy requirements.		X	
3.22	Alleys are encouraged for each block to enable the loading, servicing and other vehicular functions to be located away from the pedestrian realm. Internal alleys are strongly encouraged to be designed and constructed in a manner to ensure that they will provide shared access for adjacent properties and buildings within each block.		X	

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3.23	The hierarchy of streets (Figure 17) is required to maintain a high-quality street environment and address a variety of needs. Alleys are not considered curb cuts for purposes of street hierarchy requirements. The street designations will be subject to the following:		X	
	"A" Streets		X	
	• Curb cuts, entrances to parking garages and service bays are prohibited. "A" streets are subject to the highest design standards:		X	
	• Buildings will front the street;		X	
	• Active uses will be located on all street frontages for each level of the building; and		X	
	• The highest quality of architectural façade and streetscape treatment will be used.		X	
	• Building(s) with frontages on both Seminary Road and new streets internal to the development could have their primary entrances on the street internal to the development		X	
	"B" Streets		X	
	• Buildings will front the street;		X	
	• Active uses will be located on all street frontages for each level of the building;		X	
	• Minimize the number of curbs cuts per block on each side of the street. Curb cuts for each building will be permitted if the curbs cut cannot be located on a "C" street and/or alley.		X	
	• Main building and pedestrian entrances will be located along "B" street frontages unless adjacent to an "A" street; and		X	
	• A high quality of architectural façade treatment is required.		X	
	"C" Streets		X	
	• Curb cuts for internal alleys and service will be located on these streets, unless it can be determined that it is infeasible to do so.		X	
	• Active uses will be located on street frontages.		X	
3.24	Require streets to emphasize the pedestrian and bicycles.		X	
3.25	The mid- block pedestrian connections as depicted in Figure 19 will generally be 30 to 60 ft. wide. Require the mid-block pedestrian connections depicted in the Plan. In addition, allow for internal pedestrian connections and alleys within the blocks. The Urban Design Standards and Guidelines will address more specific requirements such as individual entries, stoops and terraces adjacent to the mid-block connections.		X	
3.26	The height of units adjacent to the mid-block connections will be limited to a height of 45ft to 55ft.		X	
3.27	All existing above grade utilities and new utilities within or along the frontage of the redevelopment sites will be located below grade as part of the redevelopment.	X		
3.28	Create an urban building scale and relationship between buildings, streets and open spaces to encourage walkability and the use of transit.		X	
3.29	Buildings will have a variety of shapes and forms to avoid monolithic and uniform building forms.		X	
3.30	Balance the aesthetic and functional criteria of sustainable design for the site and the buildings.		X	
3.31	Active uses will be required adjacent to all street (excluding I-395) and park frontages. The requirements for the active uses will be part of the Urban Design Standards and Guidelines.		X	
3.32	All buildings are required to be oriented to the adjoining streets, parks or mid-block connections.		X	
3.33	Select appropriate building materials, textures, façades, and treatments that work together to establish a high quality urban environment that is durable and sustainable.		X	

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3.34	Buildings will provide architectural scaling and material elements to reduce the appearance of the height and length of building façades through the use of changes in wall plane, height, or materials.		X	
3.35	The Plan does not require a particular architectural style beyond the goal of using high quality materials and creating contemporary buildings that reflect the time and place in which they are built and using architectural styles to reinforce the character of each neighborhood.		X	
3.36	Require variety in building massing, design, and/or height to denote the required gateway locations (Figure 21). The gateway elements will be proportionate to the size and scale of the building.		X	
3.37	Require variety in height, building materials, orientation, and dimensions to create distinctive building tops for taller buildings.		X	
3.38	Require distinctive building forms and architecture for the signature facades (Figure 21).		X	
3.39	Integrate public art, which considers the history of the site, as well as thematic, artistic and cultural ideas into new development and the public realm, including the following areas: trails, transit infrastructure, open spaces, buildings, site furnishings (bike racks, benches, trash receptacles, etc.), lighting, gateways, wayfinding, sidewalks and fountains. If artwork is incorporated, consideration should be given to local artists.			X
3.40	The public art will be determined as part of the development review process. If a City-wide public art policy is approved, new development will be subject to any future city policy requirements for public art.			X
	LAND USE RECOMMENDATIONS	X		
4.1	The land use strategy is based on:	X		
	• Density at Transit Stops;	X		
	• A Balance of Commercial and Residential Uses;	X		
	• A Mix of Land Uses Within Each Neighborhood;	X		
	• Concentration of Retail at Transit Stops;	X		
	• Building Height at Transit Stops;	X		
	• Appropriate Height Transitions to Existing Neighborhoods;	X		
	• Transit Supportive Parking;	X		
	• Centrally located open space-park(s) within each neighborhood;	X		
	• A Greenway adjacent to the Winkler Botanical Preserve; and	X		
	• A variety of open spaces such as community gardens, athletic fields, passive open space, urban squares and neighborhood parks.	X		
4.2	The land uses within each neighborhood will generally consist of the following:	X		
	• Town Center Neighborhood - Mixed Use, with residential, office, retail, and hotel.	X		
	• Garden District Neighborhood - Primarily residential with a fire station and optional retail.	X		
	• Greenway Neighborhood – Residential	X		
	• Adams Neighborhood – Office use, Hotel and optional retail.	X		
	• Upland Park Neighborhood - Office, hotel, residential and retail.	X		
	• Southern Towers - Office, retail, hotel and existing residential.	X		

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	• Seminary Overlook Neighborhood - Existing and proposed residential.	X		
	Complementary land uses are encouraged in close proximity to each other so as to reduce dependency on the automobile and encourage residents, workers and visitors to use alternative modes of transportation.	X		
4.3	A mix of land uses and mixed-use zoning should be encouraged to enhance activity throughout the day and evening.	X		
4.4	Provide a balance of residential, office hotel and retail uses and open spaces to maximize walkability and transit use.	X		
4.5	The general character of the neighborhoods should allow for a variety of building types (townhouses, multi-family, office, hotel, accessory dwelling units, and retail) in a pedestrian-friendly public realm.		X	
4.6	Encourage flexibility for the existing senior housing facilities (Goodwin House and The Hermitage) to be consistent with the City's Strategic Plan on Aging. Any changes to the existing zoning for each site will require a rezoning and all applicable development approvals.	N/A		
4.7	Establish new CDD zoning for the designated redevelopment sites (Figure 8) to implement the Vision and recommendations of the Plan.	X		
4.8	The redevelopment for each neighborhood will be subject to the requirements and all applicable provisions of the Development Summary - Table 4	X		
4.9	Implement the maximum building heights for each neighborhood consistent with Figure 30 and Table 4. In addition to the maximum heights, the future zoning will establish minimum heights for each neighborhood.	X		
4.10	Encourage ceiling heights and depths for various uses which are flexible to encourage a broad range of uses within the multi-family, retail mixed-use and commercial buildings, particularly the ground floor.		X	
4.11	The new building(s) and development will be compatible with the scale of the existing homes and neighborhoods through the use of building shoulders, open space, building step-backs and setbacks.		X	
4.12	Within the primarily residential portions of the Plan area, a variety of building types and heights is encouraged.		X	
4.13	Implement transit-oriented parking maximums consistent with Table 3. Parking Management will be part of the development review process. The parking for Phase II (with operational transit) will be subject to a traffic/ parking analysis.	X		
4.14	Each building and block is required to provide a minimum of one full level of underground parking below the building. All of the parking for some of the blocks is required to be located below grade (Figure 32A).	X		
4.15	Above-grade structured parking (provided that a minimum of one level is below grade of the building) may be located within the central portion of the block, provided each level of the entire perimeter of each street and/or park frontage is devoted to active uses (residential, office or retail uses) for a minimum depth of 30 ft., unless additional depth is required to comply with the applicable retail requirements. Where high capacity transit stops are integrated as part of the building, they may be considered an active use for the first level. Above grade parking adjacent to I-395 may be permitted to be screened with architectural treatment and/or actives uses as required through the development review process and Urban Design Standards and Guidelines.	X		
4.16	On-street parking is generally required for all of the streets, excluding Seminary Road. A limited number of on-street parking spaces may be permitted on North Beauregard Street. Parking on the streets adjacent to the Dora Kelley Nature Park will be strategically located to be compatible with the adjoining Dora Kelley Nature Park.		X	
4.17	Encourage shared parking in commercial/mixed uses areas of the Plan area.	X		
4.18	On-street parking near the Required Retail (Figure 26) will be metered and managed.	X		
4.19	Surface parking lots for new development, other than parallel on-street parking, are prohibited.	X		
4.20	An interconnected park and greenway system will be implemented to provide residents, employees, and visitors' access to local and regional active and passive recreational amenities consistent with Figure 42.	X		
4.21	Ensure that there are connections between adjacent developments and public parks, school and other public buildings.		X	
4.22	Explore the possibility of collocating uses in open space, for example, entertainment, civic and cultural uses, historical interpretation and, public art.			X
4.23	A range of open space types should be provided including active and passive recreational opportunities.		X	

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4.24	Any new development must preserve the integrity, continued existence of Dora Kelley Nature Park, Chambliss Park, the Holmes Run Park, and the Winkler Botanical Preserve, ensure that there is a comprehensive system of pedestrian, and bike trails connecting to these parks.		X	
4.25	The additional approximately 7.4 acres being added adjacent to Dora Kelley Nature Park will be designed and landscaped in a manner to be a visual extension of the existing park. The edge of the park will be designed and landscaped in a manner to use the existing trails and minimize disturbance to the park.		X	
4.26	The street adjacent to Dora Kelley Nature Park will be designed in a manner to be compatible with the adjoining park through the width and treatment of the street consistent with Figure 16E. The final design details of the street will be part of the Urban Design Standards and Guidelines.		X	
4.27	The City will work with property owners to acquire the .85 acre open space adjacent to the Dora Kelley Nature Park depicted in Figure 33C using the DOD open space funds.	**Open Space Discussions Pending**		
4.28	Make development tree-friendly and hospitable to the "urban wildlife".		X	
4.29	Respect the "green landscaped and open heritage" of the Plan area.		X	
4.30	Employ sound urban forestry principles and practices to improve the City's tree canopy.		X	
4.31	The neighborhood parks shall be designed to serve a variety of uses and serve as gathering places for residents and visitors.		X	
4.32	The accessibility of parks, plazas, central gathering points, dog parks, retail and the like should invite walking rather than driving.		X	
4.33	Encourage family-oriented neighborhoods by providing open space and programming for children play areas (non-organized) and organized areas. A minimum of one tot-lot will be provided within each residential neighborhood. Additional tot-lots and/or children's play area may be required as part of the development review process. Consider the use of additional amenities such as water features for the children's play spaces.	X		
4.34	At least one fenced, public dog park to accommodate large and small breeds shall be provided within the Greenway Park. The dog park will be a minimum .5 acre and include water, double gates, shade, and be designed to all applicable City requirements. Additional dog-parks may be required as part of the development review process. Explore the possibility of locating these facilities on the roof-tops of the multi-family buildings. Dog parks will be located outside the resource protection area (RPA).	X		
4.35	Require the submission of a neighborhood comprehensive Open Space Plan to identify the programming within each park/public open space. The Plan will be submitted with the first development special use permit and updated with each subsequent development special use permit.	X		
4.36	The parks/open space required within the Proposed Open Space Plan (Figure 42) will be implemented with the development of each neighborhood.	X		
4.37	The Plan recommends that streams be improved and the RPA restabilized to maximize functional ecological potential.	X		
4.38	The Town Center open space-square should be designed to encourage programming, including:		X	
	a. Outdoor dining and public areas for retail shops and restaurants;		X	
	b. space for outdoor (and possibly indoor and/or covered) entertainment events;		X	
	c. public art; and		X	
	d. Outdoor shows, displays, craft fairs, ethnic fairs.		X	
4.39	The Greenway, Dora Kelley extension, and the park within the Upland Park neighborhood will be dedicated to the City. The remainder of the designated public open spaces will provide a perpetual public access easement and will be privately maintained. Public access easements are encouraged for the ground level open space, where appropriate.	X		
4.40	In addition to the open space-parks within each neighborhood, a minimum amount of ground level and roof-top open space will be required for each neighborhood as part of the rezoning(s).	X		
4.41	In addition to the ground level and roof-top open space, amenities such as swimming pools, exercise facilities etc. are encouraged as part of each building and/or block.	X		

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4.42	An athletic field, sized to accommodate multiple activities or sports (i.e. soccer, football, lacrosse, rugby) with synthetic turf and lighting will be located near William Ramsay School and should have access to sufficient parking, restrooms and trash receptacles.	X		
4.43	Two pedestrian bridges will be required within the Holmes Run – Turkey Run Greenway as generally depicted in Figure 34. The design parameters of the bridges will be part of the development review process.	X		
4.44	The Plan strongly encourages the provision of community gardens. A minimum of one community garden will be provided within the Greenway. The community gardens are an area where residents would be able to plant vegetables, herbs, and flowers. The garden area would need to have access to water and space for composting and storing equipment. Efforts should be made to locate the community gardens outside of the Resource Protection Area (RPA). In addition, private roof-top community gardens are encouraged as part of the multi-family residential buildings.	X		
4.45	The redevelopment areas are required to provide 40% tree canopy coverage, which may be provided on-site or as a combination of on-site and off-site improvements.	X		
4.46	Implementation of the plan by the City should consider creating an agreement early in the implementation process with a commercial tree grower for pre-contracted nursery stock needed in the Beauregard area for the next 10 to 15 years. The goal is to increase the caliper of trees planted in the planning area.	X		
4.47	The open space within the Adams neighborhood (Figure 37) will be available for public use including potential use by the adjoining school.	X		
4.48	The stormwater pond within the Greenway, will be designed to be integrated into the overall design of the park.	X		
4.49	The city-owned lot(s) at the intersection of Seminary Road and North Beauregard Street will be retained as open space as part of any future adjoining development. The future redevelopment will augment the existing city-owned land to create an approximately one acre open space-park.	X		
4.50	Locations with Required Retail will be provided as depicted in Figure 26. The amount of Required Retail provided within each location will be subject to all applicable provisions of Table 4.	X		
4.51	Encourage neighborhood-serving retail uses, including the potential provision of a grocery store within the Town Center and Upland Park/Southern Towers Neighborhoods.		X	
4.52	The optional retail depicted within Table 4, while not required may be permitted within each neighborhood as part of the development review process.	X		
	The optional retail will be approved by the Planning Commission and City Council as part of the development review process. The future zoning(s) will establish standards for the optional retail consistent with the intent and vision of the Plan.			X
4.53	Explore the possibility of allowing street carts-vendors within the retail areas of the Plan.	X		
4.54	Encourage opportunities for live-work and comparable ground floor uses.	X		
4.55	The Urban Design Standards and Guidelines will include:		X	
	a. Standards and guidelines for all retail uses, including large-format retailers; and		X	
	b. Standards for retail storefronts and signage.		X	
4.56	Require the submission of a comprehensive retail marketing strategy within each neighborhood for each Required Retail area prior to the submission of a development special use permit for the first building and update as necessary with each subsequent development approval. To the extent that optional retail is permitted, a management strategy for the optional retail may be required as part of the development review process.	X		
4.57	Require district-wide management of retail within each neighborhood (i.e. business improvement district, or other similar entity) for the Town Center, Southern Towers, and Upland Park Neighborhood retail.	X		
4.58	While grocery stores, fitness centers, cinemas and other similar retail uses may be appropriate within the Plan area through the DSUP process, the Plan area should generally not be the location for a large format destination retail stores.		X	
4.59	The City and the developer(s) of the designated redevelopment sites (Figure 8) will be responsible for coordinating with the existing Mark Center Transportation Management Plan (TMP) to ensure transit connections between the existing office building and the Required Retail areas.	X		

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	HOUSING RECOMMENDATIONS			
5.1	A minimum of thirty-two percent (32%) of the existing units (2,475) which are demolished will be replaced with 800 committed affordable and workforce rental housing, including a mix of units to serve households with incomes at or below 40%, 50%, 55%, 60%, and 75% , AMI. Committed affordable and workforce units will also be available to otherwise qualified participants in the Housing Choice Voucher/Section 8 rental assistance program.	X		
	Phase I - Tenant Assistance/Reach Back	X		
	An umbrella tenant assistance plan should be agreed upon between the City and the developers concurrently with the rezoning(s) contemplated by the Plan. Then, as DSUPs are proposed, developers will provide a specific tenant relocation plan to the City for its review and approval, and shall comply with the City's Voluntary Conversion Assistance Policy. As part of the Plan for affordable housing, the developer(s) will provide tenant assistance through a developer-sponsored relocation coordinator. Tenants will be surveyed and, depending on their qualification and income, will receive financial assistance and direction to comparably priced housing resources.	X		
	An agreement will also be developed between the City and the developers in the Plan area regarding the future process through which the City may reach back to acquire and preserve units constructed in the early years of development as "committed."	X		
	Phase II – Tenant Assistance and New Units	X		
	As part of the provision of committed affordable and workforce housing the developer(s) will be responsible for providing a monetary contribution based on square footage for each new building as part of the redevelopment. The Implementation Chapter of the Plan will detail the amount and structure of these contributions. During each DSUP process where residential units are included, affordable and workforce housing plans for each of the residential units in that DSUP shall be addressed.	X		
5.2	Affordable home ownership will not be subsidized through the Beauregard public amenities fund and/or through Beauregard developer voluntary affordable housing contributions. These sources will be dedicated to produce and/or preserve affordable and workforce rental housing since that is the type that is being redeveloped in Beauregard and can be most effectively maintained as affordable over the long term. Within the Plan area, home ownership assistance may be provided to qualified buyers within whatever City resources may exist for this purpose.	X		
5.3	All affordable and workforce housing should be distributed throughout the Plan area to the degree feasible. This would include units within market-rate buildings as well as individual buildings which had a mix of affordable housing incomes or had that mix of incomes including market-rate housing units.	X		
5.4	As part of the redevelopment process, explore the provision of innovative building types such as stacked units, back-to-back townhouses and accessory dwelling units.	X		
5.5	Explore parking that will incentivize affordable and workforce housing while also being consistent with the intent of the Plan.	X		
5.6	Utilize the green technologies and systems to provide energy efficient units to minimize utility bills. If preservation opportunities arise, the City will review plans for rehabilitation to ensure they are adequate to extend the function, efficiency and livability of the building throughout the proposed affordability period.	X		
5.7	In new construction, integrate universal design and/or accessibility features to accommodate multiple life stages and abilities, in compliance with applicable ADA requirements.	X		
5.8	Explore opportunities for public, private and non-profit collaborations to maximize the use of land and to leverage all available resources for the development and preservation of affordable and workforce housing. As an active participant in the redevelopment process, the City will facilitate public, private and non-profit partnerships as well as potential joint ventures in order to help access a range of funding and financing sources.	X		
5.9	Create perpetual affordable housing units through an option to extend thirty year affordable housing units by ten years, as well as create opportunities for non-profit and/or ARHA site or building acquisition during the plan implementation process.	X		
5.10	The portion of the Southern Towers property remaining in the Beauregard Small Areal Plan (BSAP) but not currently planned for redevelopment contains a large concentration of market rate and affordable housing. The City shall consider the BSAP to permit redevelopment of Southern Towers provided that any such redevelopment contains an affordable housing component.	X		
5.11	Any property owners that provide committed, dedicated units at the time of rezoning shall have such dedication count toward their obligation to provide 40 years of dedicated housing.	X		

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5.12	Prior to any rezoning the City shall complete a survey of current area tenants and that information shall be used to design the specific implementation plans of the affordable housing elements of the Plan	X		
5.13	Properties that are proffered or purchased to achieve affordable housing goals should be distributed throughout the Plan area and should provide a range of subsidies.	X		
5.14	Prior to rezoning the Affordable Housing Advisory Committee shall provide recommendations related to the provision of affordable housing to City Council and the Planning Commission. These recommendations will take into account the results of the tenant survey and the funding recommendations of the Plan.	X		
5.15	Due to the expected competition for affordable housing units in the BSAP, the Office of Housing should give preference to current, income-qualified tenants in the BSAP at the time of adoption, to obtain the affordable units	X		
5.16	The Office of Housing shall circulate among City employees, including firefighters, teachers, police officers, and sheriff's office, information regarding the avaialblity of units in the BSAP area.	X		
	URBAN ECOLOGY SUSTAINABILITY RECOMMENDATIONS			
6.1	Require the submission of a Sustainability Plan as part of the submission of the first development special use permit and amended for subsequent block(s) and/or building(s) that demonstrates the compliance with anticipated goals and recommendations of the Plan and the goal of district-wide sustainability measures.	X		
	a. All new development will subject to LEED-ND or comparable.		X	
	b. All new buildings will be subject to the City's Green building policy at the time of approval of the development special use permit approval for each building(s) and/or block.		X	
	c. New buildings and the site should express the environmental elements such as sunscreens, green walls, and integrated stormwater elements.		X	
	d. The majority of roofs are required to have more than one use such as open space, a green roof, power generation etc.		X	
	e. Encourage building footprint sizes and ceiling heights that will encourage different uses over the lifespan of the building.		X	
	f. Require the provision of low or ultra- low flow plumbing fixtures for all new development.		X	
	g. New public streets will incorporate green elements and stormwater management which will be integrated as part of the design of the street. The final design parameters for the streets will be part of the Urban Design Standards and Guidelines.		X	
	h. Install LED or comparable efficiency lighting that will also be dark skies compliant.		X	
	i. All new development will explore compliance with the potential strategies for implementing the goals of the Plan which shall consist of the following:		X	
	i. Salvage and Recycle Construction waste.		X	
	ii. Prefabrication		X	
	iii. Minimize land disturbance		X	
	iv. Recycled Content		X	
	v Regional Materials		X	
	vi Certified Wood		X	
	vii. Efficient use of water resources		X	
	j. Remove impervious surfaces within the resource protection areas as part of the associated redevelopment.		X	

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6.2	To the extent that stormwater facilities are coordinating multiple properties, require the submission of a comprehensive Stormwater Master Plan. The stomwater plan shall be updated with each building as part of the development review process. The Plan shall include the provision of a level II stormwater pond near Holmes Run which will provide efficient and economical stormwater detention to protect against flooding and act as a BMP to improve water quality. Combined with additional park land, high quality landscaping as well as an aquatic shelf for safety and planting to discourage geese, this feature provides functionality as well as aesthetics to the area. The pond is required to be integrated into the design of the park.	X		
6.3	Require stream restoration/stabilization of Turkey Run and of a portion of Holmes Run as part of the restoration of the Greenway.	X		
6.4	The development will meet the Virginia Storm Water Regulations for new development and/or the provisions of the Environmental Management Ordinance (Chesapeake Bay Preservation Act) in accordance with Article XIII of the City of Alexandria Zoning Ordinance for Storm Water Quality and Quantity, whichever is more stringent at the time of preliminary plan submittal. In any case, the goal is to have the efficiency of all BMPs be 40% or greater. No grandfathering shall be allowed.			X
	Aspirational Goals			
	In addition to the requirements of the Plan, the Plan recommends aspirational goals to achieve the vision of the Plan during the 20 to 30 year build-out of the Plan. The goals should consist of the following:		X	
	a. District Energy Systems		X	
	b. Cogeneration		X	
	c. Renewable Energy such as geothermal and/or solar		X	
	d. Photovoltaics		X	
	e. Rainwater capture		X	
	f. Grey water use		X	
	g. Green Building requirements consistent with Eco-City goals.		X	
	COMMUNITY FACILITIES RECOMMENDATIONS			
7.1	Adequate provision will be made to accommodate a four bay, two level fire station at the intersection of North Beauregard Street and Sanger Avenue as generally depicted in Figure 43, including all necessary dedication of land. The dedication will be part of the rezoning(s).	X		
7.2	Encourage the provision of daycare/childcare facilities as part of the community facilities, mixed-use, and/or office buildings. Daycare/childcare facilities will be permitted through an administrative approval within existing buildings, the administrative standards will be part of the rezoning(s).	X		
7.3	To the greatest extent feasible, community facilities will be -collocated, and be designed to provide for flexible use of interior spaces.	X		
7.4	Consider City public services amenities in the Plan area such as a Post office, DMV office (without road tests), city services, police substation or other comparable uses through the provision of a space or as shared space through the use of technology.	X		
7.5	Provide a comprehensive Community Facilities proposal depicting the general size and locations of community proposed facilities and/or public buildings and/or collocated services. This proposal will be submitted as part of the first development special use permit and amended as necessary to accommodate future uses and programming.			X
7.6	Every new or re-development proposal must include an effective sanitary sewer plan approved as part of the Development Special Use Permit by the City's Transportation and Environmental Services Department. Any required Alexandria Sanitation Authority (ASA) permits must also be obtained.			X
7.7	Ensure adequate sanitary sewer facilities are provided to serve the proposed development in any Development Special Use Permit application.			X
7.8	Improvements related to individual future development plans and the costs related thereto are borne by the respective property owner.	X		

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	TRANSPORTATION RECOMMENDATIONS			
8.1	The transportation network should be designed to mitigate traffic impacts associated with the Plan and to encourage non-single occupant vehicle (SOV) modes of transportation.	X		
8.2	To the extent possible, within the BSAP, a grid system of streets should be designed to distribute vehicular traffic, improve traffic flow, and increase pedestrian and bicycle accessibility to residences, businesses, and recreation and open spaces, and transit facilities.		X	
8.3	The street network should be designed in a manner to encourage walking, bicycling and transit usage to mitigate traffic issues.		X	
8.4	Consistent with the City's Complete Streets policy, consider all users in the future design of streets and streetscapes (i.e. vehicles, transit, pedestrians, bicyclists).		X	
8.5	Interior traffic circulation patterns should be designed so as to maximize vehicular, pedestrian and bicycle safety and movement.		X	
8.6	To the extent possible, the street pattern or grid should follow the natural terrain, minimizing alterations to the natural landscape.		X	
8.7	During the application for Development Special Use Permit (DSUP) staff shall evaluate additional options for the Beauregard-Seminary Road intersection to ensure that other options might be considered in terms of efficiency and level of service (LOS). While the ellipse configuration shows promise, this option should be evaluated along with other planned transportation improvements associated with BRAC and other alternatives identified in the DSUP process.	**COMPLETED (Alternatives Report)**		
8B	Transportation Phasing			
	Prior to the approval of any rezoning for the Plan area, a transportation infrastructure phasing plan will be approved by the City and will include all of the transportation improvements outlined in the Plan (Table 6). All transportation infrastructure required in the each of the phases of the Plan will be constructed and operational prior to the certificate of occupancy for that phase of development. The transportation infrastructure phasing plan must reflect the following:	X		
	• Construction of the Ellipse must be completed prior to issuance of a certificate of occupancy for 2,400,000 square feet of development.	X		
	• Construction of the transitway and any cash contributions shall be constructed and/or contributed according to the phasing plan outlined in the implementation chapter.	X		
	• Transportation improvements on property frontages must be constructed prior to certificate of occupancy for those blocks.	X		
	• Prior to granting any final densities (DSUP) considered in this plan, the transportation infrastructure projects described as well as any refinements to them should be found to address the goals laid out in this plan and should have a clear and reliable implementation plan.	X		
8.8	Streets			
8.8	(a) Consistent with City of Alexandria policy, streets should be designed as complete streets to accommodate vehicles, pedestrians on both sides of the street, existing and future transit and bicyclists. Sidewalks and pathways should be developed as an integral, aesthetic part of the community, that are much more than simply functional, but that feel like a part of the design plan.		X	
8.8	(b) All streets, including North Beauregard Street and Seminary Road should be walkable (i.e. adequate sidewalks, landscape buffers, lighting).		X	
8.8	(c) To the extent possible, all collector and local streets should have on-street parking and provide pedestrian refuges, as well as landscaping, be designed to reduce vehicular speed and promote pedestrian safety. Pedestrian bulb-outs, crosswalks and countdown signals should be provided where appropriate to improve pedestrian safety, visibility and minimize street crossing lengths.		X	
8.8	(d) Streets should be dedicated to the City, with the goal that all streets be public.	X		
8.8	(e) Adequate transportation infrastructure should take into consideration features within the planning area, including provision of a transportation hub, as well as connected infrastructure outside the planning area, such as the implementation plans for all of the Corridor C transit system.	X		
	Connectivity & Accessibility			

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8.9	(a) All new neighborhoods in the Plan area need to be connected to the street network within the Plan area; no neighborhood should be totally self-contained or functionally isolated.		X	
	(b) Pedestrian facilities should be designed at an appropriate width for the context in which they are located (i.e. wider in commercial and transit station areas) and be compliant with the Americans with Disabilities Act (ADA).		X	
	(c) Appropriately sized landscaped strips or tree wells with trees and/or plantings should be incorporated to provide an adequate buffer between the sidewalk and adjacent streets and parking spaces.		X	
	(d) Integrated systems of walking streets or trails should be established that connect the built environment and natural areas and open spaces within the Plan area.		X	
8.10	Street Furnishings & Lighting		X	
	(a) Streetscape appearances within the Plan area should be improved to include new sidewalks, street trees, landscaping, decorative streetlights, benches, trash receptacles, signage, bike racks etc.		X	
	(b) Lighting should be attractive, be pedestrian scale and promote pedestrian, bicycle and vehicular safety.		X	
8.11	Require dedication of right-of-way to accommodate the high-capacity transitway as approved by City Council and other needed transportation improvements as part of a rezoning and Coordinated Development District Concept Plan.	X		
8.12	The transitway alignment should be consistent with the concept approved by the City Council on September 17, 2011.	X		
8.13	Explore options to incorporate green technologies into the design of the dedicated transitway and associated stations.	X		
8.14	Transit stations should be attractive, compatible with neighborhood design, protect riders from the elements and be designed to include real-time transit information, innovative display technologies and rider information including route maps, schedules, and local and regional information.			X
8.15	Locate high-capacity transit stations to maximize accessibility and ridership, be operationally efficient and connect to other modes, including pedestrian and bicycle facilities, local and regional transit.			X
8.16	Rezoning of the properties is contingent upon the City and the landowners agreeing to a financial plan funding the transitway and other needed and identified transportation improvements.	X		
8.17	Examine the need to reconfigure existing transit service to better serve the neighborhood and connect to stops along the future transitway, and consider a potential transit circulator service within the Plan area.	X		
8.18	Provide adequate pedestrian and bicycle facilities to provide viable alternatives to motorized travel within the community.		X	
8.19	Incorporate a comprehensive and connected on and off-street bicycle network and signage within the Plan area, consistent with the proposed bicycle system (Figure 52).	X		
8.20	Provide improved pedestrian connectivity along the north side of Seminary Road across I-395 (between Mark Center Drive and Library Lane, as part of the VDOT ramp improvements.	**Addressed by VDOT**		
8.21	Intersections by schools will be designed to minimize crossing distances for pedestrians. Non-motorized connectivity, with sidewalks and shared-use paths, will be provided between schools and adjacent neighborhoods.		X	
8.22	Ensure that adequate bicycle parking (Class I and Class II), in compliance with Alexandria's Bicycle Parking Standards, is provided within public and private uses, including residential, commercial, recreational, office and transit areas, to serve all bicyclists' needs. Provide centralized, long and short term bicycle storage facilities, in visible locations near public recreation and open space, retail, office and other commercial uses, and transit facilities.			X
8.23	Provide pedestrian improvements along Seminary Road over I-395.	**Addressed by VDOT**		
8.24	The shared use paths should be designed to enhance pedestrian and bicycle safety, especially at driveways, street intersections and across the proposed ellipse. Shared use paths will be a minimum of 10 feet wide.		X	
8.25	Locations for future bike share facilities should be designated at key strategic locations within the Plan area, such as near the Mark Center Transit Center, the future transitway stations, and at major commercial or mixed use nodes.		X	
8.26	Commuter and recreational bicycle information should be available to residents, workers and visitors.			X
8.27	Crosswalks should be designed so that slow moving pedestrians (such as the elderly, disabled and parents with young children) are not deterred from walking by fear of crossing streets.		X	

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8.28	Amenities in the form of rest areas, benches, points of interest, public art and the like should enhance the walking experience and encourage people to stop/pause and interact with one another.		X	
8.29	Consider bike sharing program in new developments.	X		
8.30	Require participation in an area wide Transportation Management Plan (TMP) as part of any Development Special Use Permit (DSUP) application, consistent with the City's revised TMP ordinance.			X
8.31	Explore additional local-serving transit routes or circulators to connect locations within the BSAP to nearby communities and destinations.			X
8.32	Each development will be required to submit a comprehensive approach and policy regarding truck loading and deliveries as part of the development review process.			X
	(a) Dumpsters/trash areas must be well screened from public view to the extent possible and practicable;		X	
	(b) There should be defined hours during which dumpsters can be emptied;			X
	(c) Ensure adequately sized loading docks based upon use; and			X
	(d) Incorporate measures to mitigate potential noise impacts associated with truck loading.			X
8.33	Provide the installation of real-time parking occupancy technologies in new parking facilities in the Plan area to monitor and manage parking demand and to reduce traffic congestion.			X
8.34	Require unbundling the parking costs.	X		
8.35	Provide infrastructure for accomodating the use of electrical vehicles.			X

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