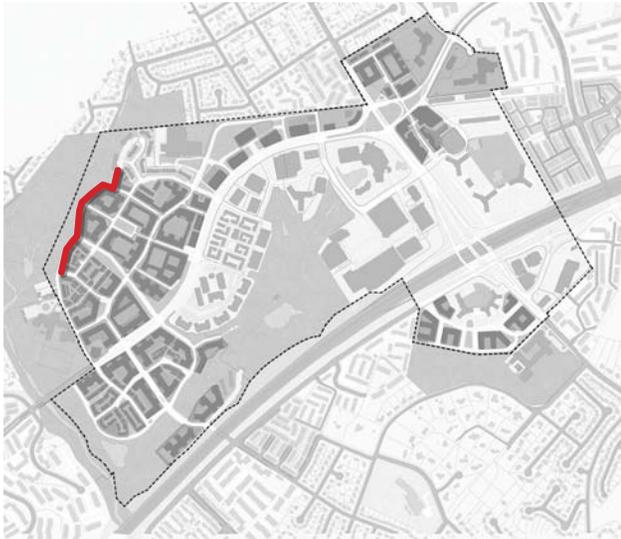
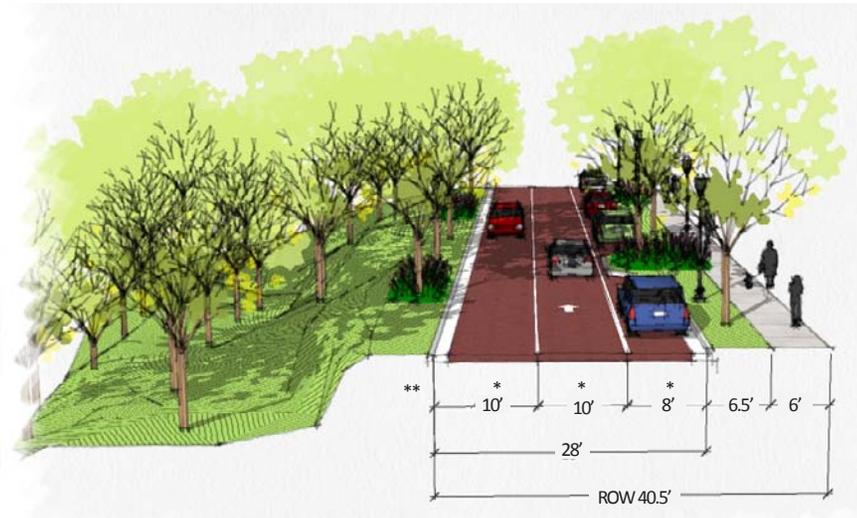


ST - 40.5 - 28



Notes:

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

## Chapter 8: Public Realm - Streetscape

The design of the public realm, including sidewalks and other pedestrian amenities is intended for the comfort of residents and visitors to the neighborhood and can provide opportunities for gathering, enhanced pedestrian circulation, and visual interest. Pedestrian amenities and public realm detailing may take many forms, including, but not limited to benches, bicycle racks, pavilions, gazebos and other amenity structures, bus shelters, and waste receptacles. Selected Items of the streetscape assembly are defined and illustrated in Chapter 10 - Definitions

### i. General Standards

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

### a) Sidewalks

#### i. Standards

- (1) Sidewalks shall be provided on each block and shall be continuous on each side of the street, which has adjacent development.
- (2) New sidewalks shall be a minimum width of 6 feet clear. Greater sidewalk widths shall be provided as required by the street cross sections as shown herein, or where retail is provided.
- (3) City maintained sidewalk materials shall be concrete. Brick sidewalks will not be allowed within the R.O.W.
- (4) Tree wells and landscape strips shall be planted with appropriate ground cover plantings.
- (5) Adequate pedestrian clearance shall be considered where transitway stops are located.
- (6) Pedestrian facilities shall be compliant with the Americans with Disabilities Act (ADA)
- (7) Bulb-outs are required on North Beauregard as depicted within the street cross-sections herein.
- (8) **Bulb-outs shall be provided for each intersection-crosswalk, where parallel parking is provided.**
- (9) Curb Radii shall be limited to 15 feet where curbside parking is provided and 25 feet where curbside parking is not provided.
- (10) Sidewalks shall align with one another and connect to open space trails and paths, providing an unbroken circulation system.
- (11) Except in open spaces, sidewalks shall be placed adjacent to the street with openings in the sidewalk to accommodate tree wells and/or landscape strips as depicted in the street sections Chapter 7.
- (12) Pedestrian paths through open spaces and mid-block connections shall serve as extensions to the street sidewalk system.



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

**ii. Guidelines**

- (1) In residential areas, bulb-outs should only be used at intersection where crossing time is significant and pedestrian refuge is needed.
- (2) Special paving and patterns are recommended for building entrances (excluding retail).

**b) Benches**

**i. Standards**

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

**ii. Guidelines**

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

**c) Bike Racks**

**i. Standards**

- (1) Bike racks or storage areas shall also be provided in parking garages.
- (2) Bicycle racks shall be capable of holding at least 2 bicycles.
- (3) Bicycle racks shall be permanently anchored in a concrete footing to promote stability and security.

**ii. Guidelines**

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

**d) Trash/Recycling Receptacles**

**i. Standards**

- (1) Waste receptacles shall be placed adjacent to building entrances, in selected locations along streets, sidewalks and trails, transitway stations, local transitway stops and in other locations determined by the property owners.
- (2) A minimum of one waste receptacle shall be provided at each intersection in mixed-use areas.
- (3) Waste receptacles shall be provided as per city standards.



## e) Bollards

### i. Standards

- (1) Bollards shall be at a height of 30 to 40 inches above grade, except in service areas where bollards shall be 30 to 48 inches in height, with a minimum diameter of 8 inches.
- (2) Bollards with lighting shall not exceed 4 feet in height and shall have a concealed light source.
- (3) Bollards in service areas shall be traffic yellow. In other locations bollards shall be black

## f) Street Trees

### i. Standards

- (1) Tree well surface openings shall be a minimum of 4 x 10 feet.
- (2) Continuity of street character shall be reinforced through the use of street trees. Contrasting species shall highlight special locations such as public parks and plazas.
- (3) Trees shall be planted in continuous planting strips or tree wells according to City Street Standards and cross-sections shown in Chapter 7. Planting strips should be a minimum continuous width of 4 feet. Tree wells shall be provided adjacent to on-street parking, within the Required and optional Retail Areas, while in residential areas landscape strips should be provided. See illustrated definition in Chapter 10 - Definitions
- (4) Street tree species selections shall contribute to street character through height, canopy, and foliage. Species shall be approved by the City.
- (5) Trees in public frontages shall provide, at maturity, a minimum vertical clearance of six feet at walkways, 13.5 feet at driveways and transportation ways, and 15 feet for loading areas.
- (6) Trees within the median and street trees on N. Beauregard St. shall be 4" caliper at installation.
- (7) A continuous spacing of street trees lining both sides of each street, 30 feet on center/average shall be provided.
- (8) Trees adjacent to the transitway and local transit stops shall not interfere with transit operations. There should be adequate vertical clearance for trees and transit vehicles.

### ii. Guidelines

- (1) Street trees should predominately be large shade trees and should provide a sufficient diversity of tree species/genus/family to prevent catastrophic loss.
- (2) Open space trees should follow the above stated diversity standards, and should be different from adjacent street trees.



## g) Lighting

### i. Standards

- (1) Street lighting fixtures shall be single, black Dominion Virginia Power acorn lighting fixtures with a standard black finish. The street lights on North Beauregard shall be selected as part of the final design for North Beauregard Street, and shall have a standard black finish. Other larger fixtures, if necessary, shall meet city standards.
- (2) Street lights shall be designed to minimize light spillover. Where located next to residential uses, streetlights shall include shields as needed to prevent lighting from directly entering residential windows. Upward cast stray lights shall also be excluded or significantly limited through fixture reflection/refraction or shielding.
- (3) Street lights shall be placed to avoid conflict with street trees and sidewalks, and shall be placed to be convenient to service.

### i. Guidelines

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

## h) Transit Stations and Stops

### i. Standards

- (1) Platforms at stations along the transitway shall be at minimum 10" in height and rundowns/run-ups from the platform to the station area must be ADA compliant.
- (2) All transitway stations shall be covered and include seating, a waste receptacle, and real time transit information.
- (3) Where feasible, local transitway stops shall include a bus stop bench, bus shelter including a bench, or a covered area such as an awning with seating beneath.
- (4) Bus stops shall be well illuminated.

## i) Stormwater Management Ponds

### i. Standards

- (1) The stormwater management pond shall not be fenced or otherwise segregated. Public safety shall be provided through the modification of slopes, water levels, or other design solutions.
- (2) Other than the Level II pond, stormwater treatment techniques shall not reduce usable open space or public access to the open space.

### ii. Guidelines

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



## Chapter 9: Neighborhoods Specific

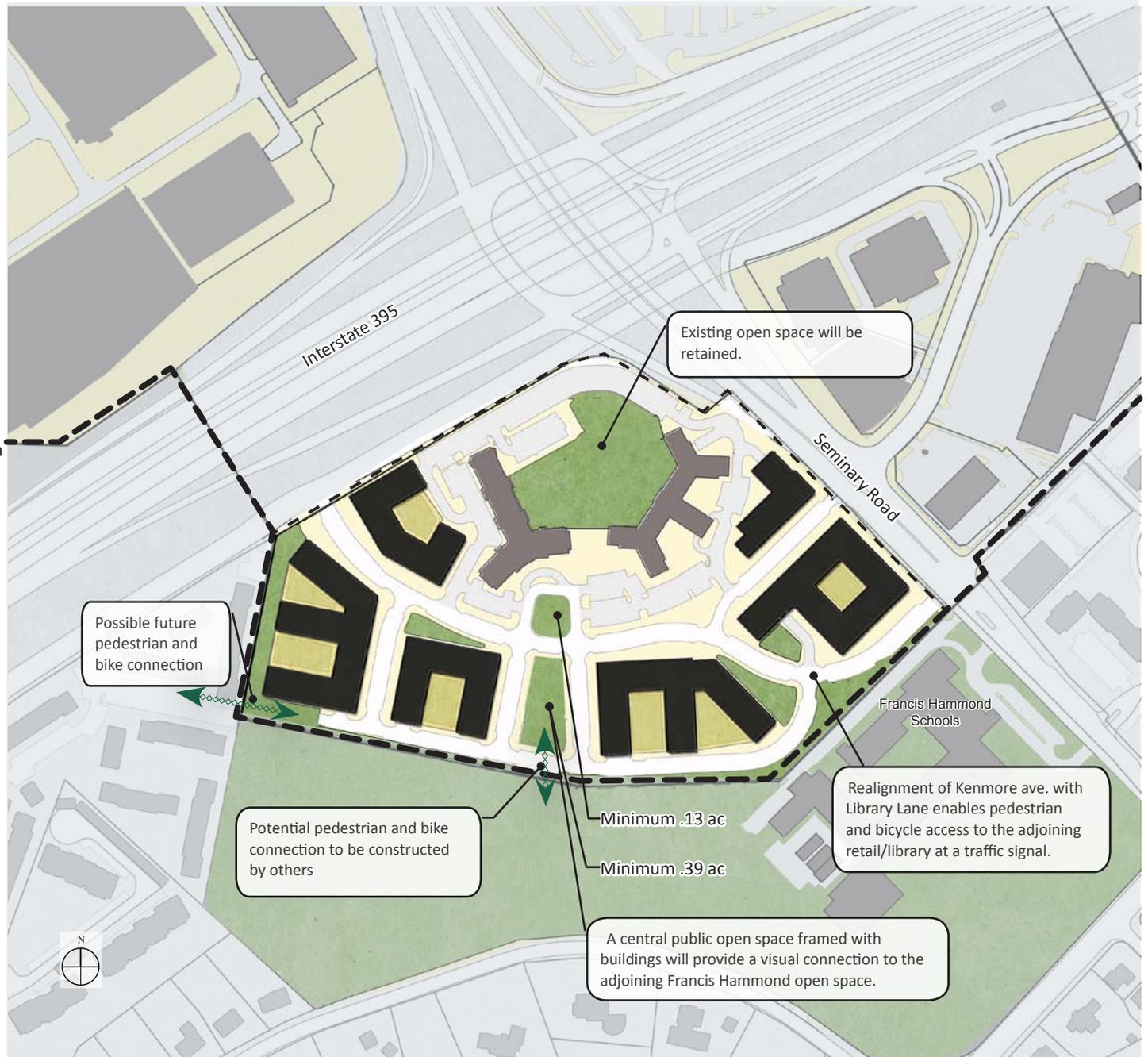
This chapter contains specific standards for each neighborhood in the CDD #21 and #22 area. These provisions will ensure the plan goals for a mix of uses, interconnected street network, and variety of high-quality open space are realized with plan implementation.



# a) Seminary Overlook

Diagram 9.a.1 Seminary Overlook Illustrative Plan

-  BSAP Boundary
-  Seminary Overlook Boundary
-  Existing Buildings to Remain
-  Proposed Buildings
-  Open Space
-  Parking Deck
-  Streets
-  Potential Pedestrian Connection



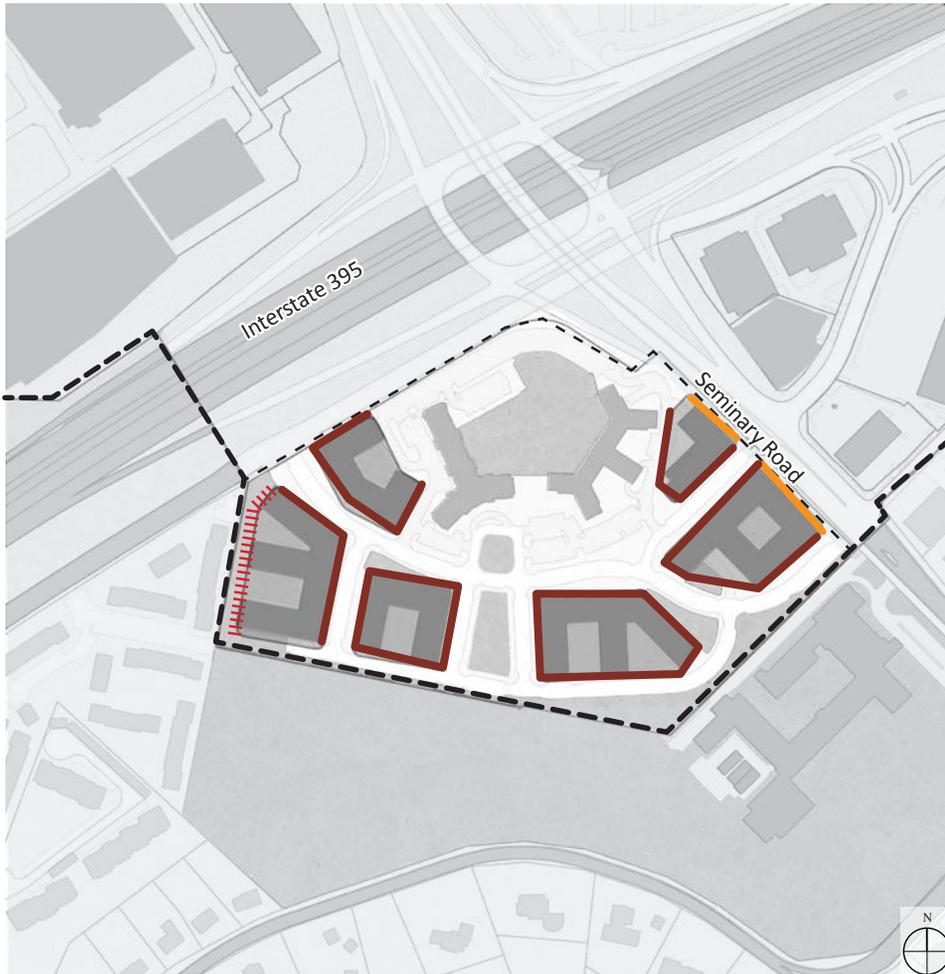


Diagram 9.a.2: Building Height Transitions and Setbacks

- ||||||| Required Building Transition (See Chapter 4, Section D)
- Frontage Setback Seminary Rd. (20' min. from edge of curb to building)
- Frontages shall have an average setback of 10 feet (from property line to building) for a minimum of 30% of the identified frontage for each building.

All other setbacks shall be by building use as described in Chapter 4, Section C.

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ST - 62-34

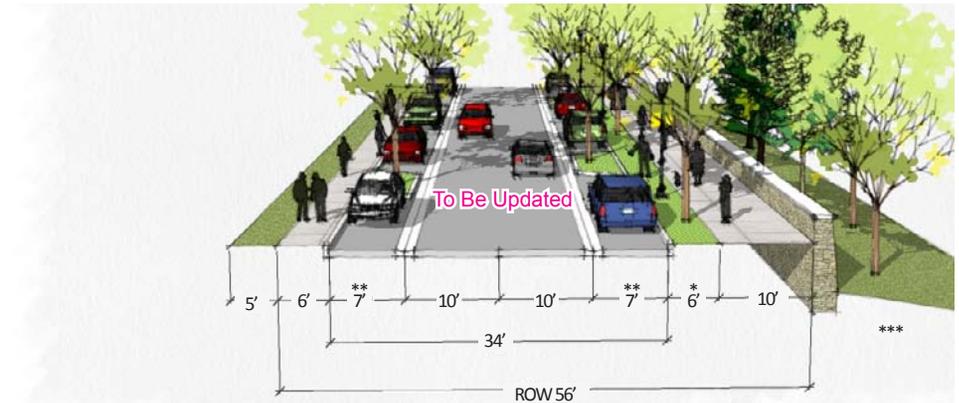
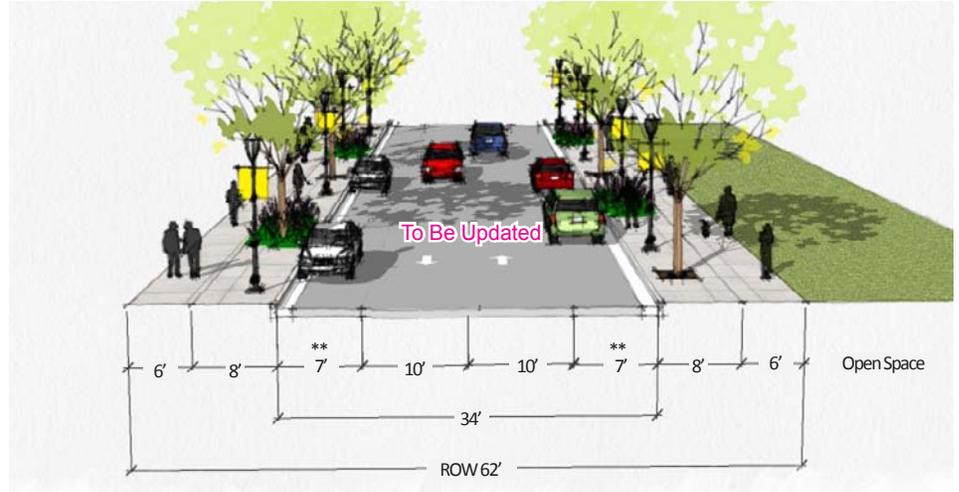


Diagram 9.b.3: Non-Framework Street Sections

- ST - 62 - 34
- ST - 56 - 34

Note:  
 R.O.W. based on existing condition  
 Sections may be finalized during the DSUP process  
 \*Planting strip at urban locations may be tree wells  
 \*\*On-street parking dedicated to Seminary Towers  
 \*\*\* Wall depicted for illustrative purposes only



## b) Southern Towers

Diagram 9.b.1: Southern Towers Illustrative Plan

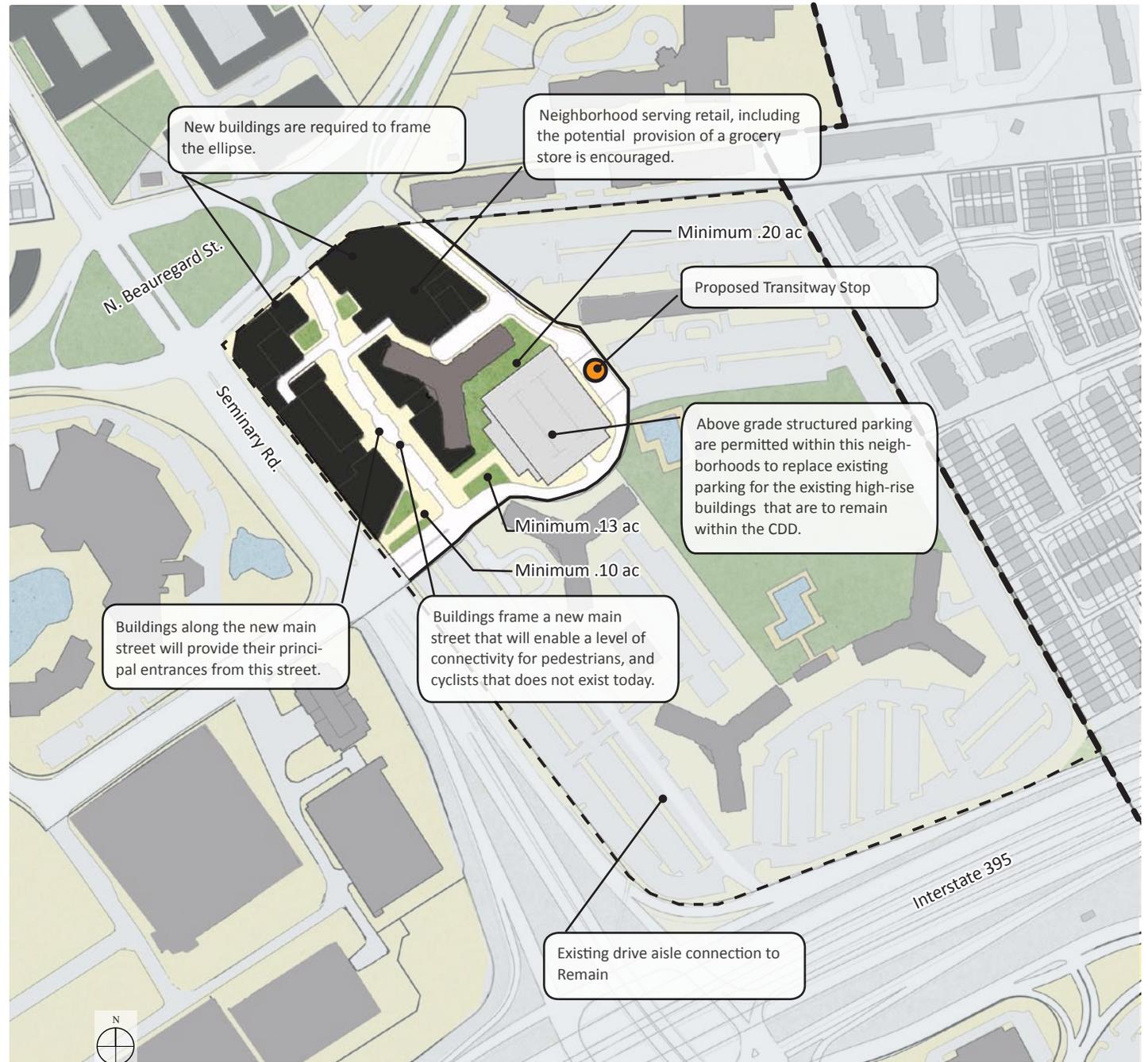
-  BSAP Boundary
-  Southern Towers Boundary
-  Southern Towers CDD #21 Boundary
-  Existing Buildings to Remain
-  Proposed Buildings
-  Open Space
-  Parking Deck
-  Parking Structure
-  Streets
-  Proposed Transitway Stop

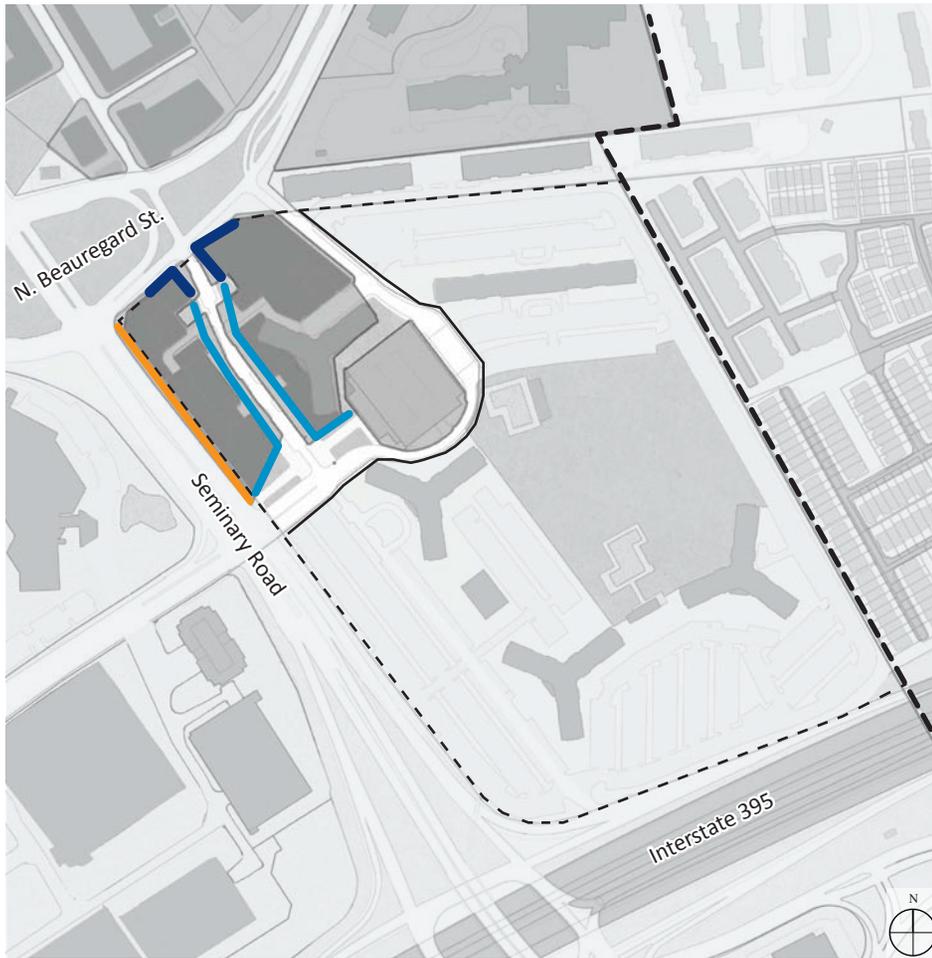


### Notes:

Southern Towers has existing buildings, infrastructure, and amenities which will remain in operation during and after the new development. Additionally many of Southern Towers surface parking lots will remain. In some circumstances, existing conditions may preclude the application of some of these standards.

In locations where there are existing vehicular/parking entrances, structures and/or development, some requirements of these standards may not be feasible including, but not limited to: surface parking lots and block size/thoroughfares.





All street section within Southern Towers neighborhood are framework streets and shown within Chapter 8 - Street Standards and Guidelines

Diagram 9.b.2: Building Setbacks

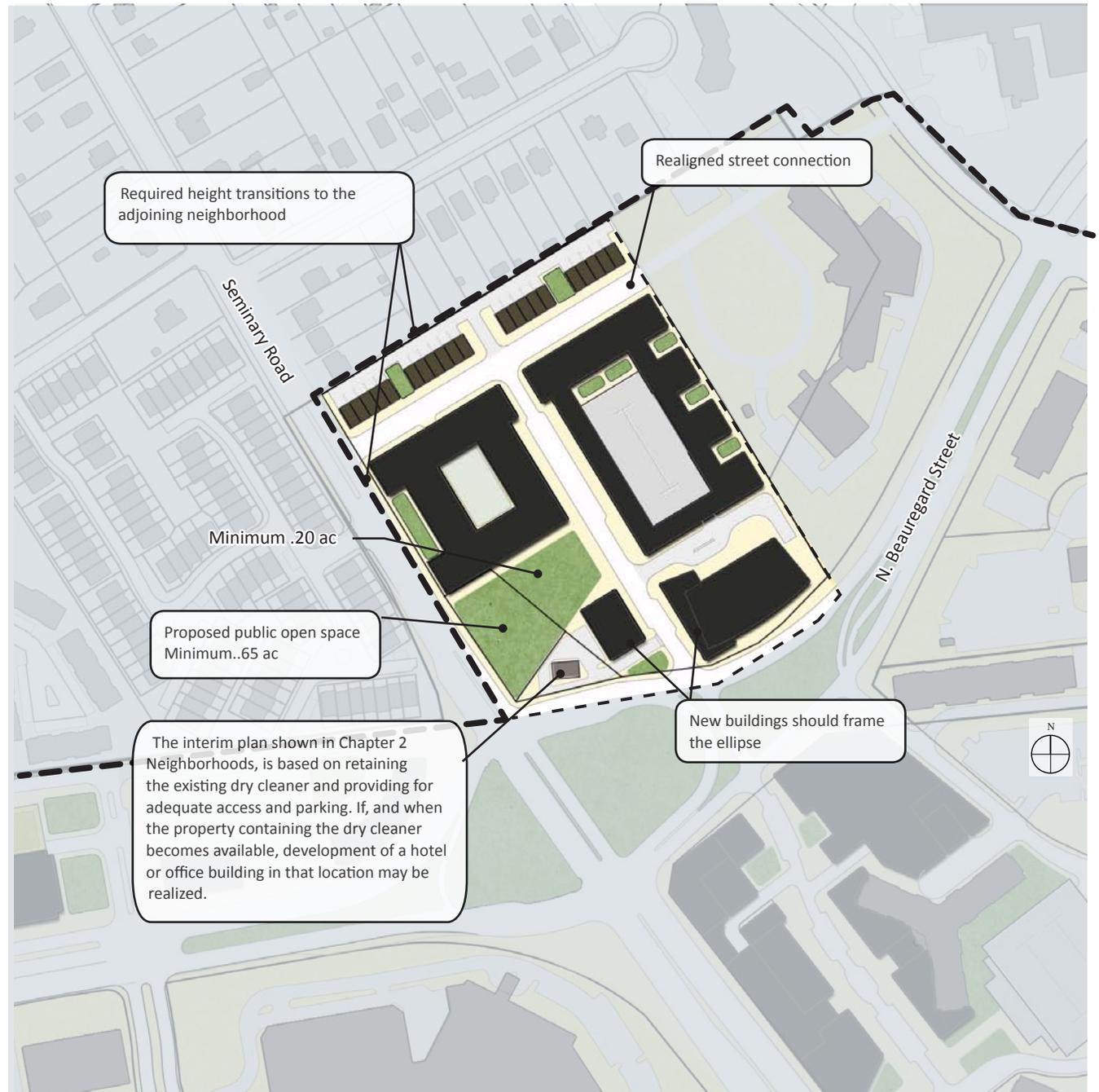
- Frontage Setback Seminary Rd. (20 feet min. from edge of curb to building)
- Frontage Setback for Required Retail (16 feet - 25 feet from edge of curb to building)
- Frontage Setback for Optional Retail
- ~~— Frontages shall have an average setback of 10 feet (from property line to building) for a minimum of 30% of the identified frontage for each building.~~
- ~~— Frontage Setback for N. Beaugard St. (10' min. from right of way to building)~~

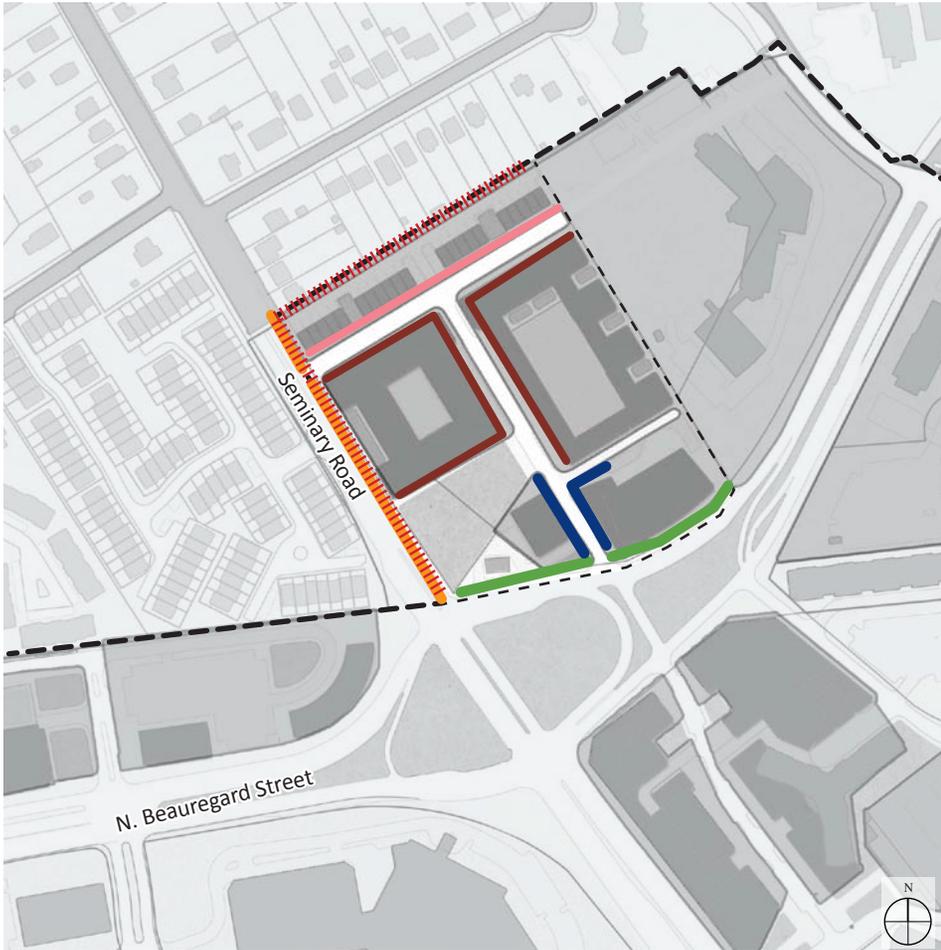
All other setbacks shall be by building use as described in Chapter 4, Section C.

### c) Upland Park

Diagram 9.c.1: Uplands Park Illustrative Plan

-  BSAP Boundary
-  Upland Park Boundary
-  Existing Buildings to Remain
-  Proposed Buildings
-  Open Space
-  Parking Deck
-  Parking Structure
-  Streets





All street section within Upland Park neighborhood are framework streets and shown within Chapter 8 - Street Standards and Guidelines

Diagram 9.c.2: Building Setbacks and Transitions

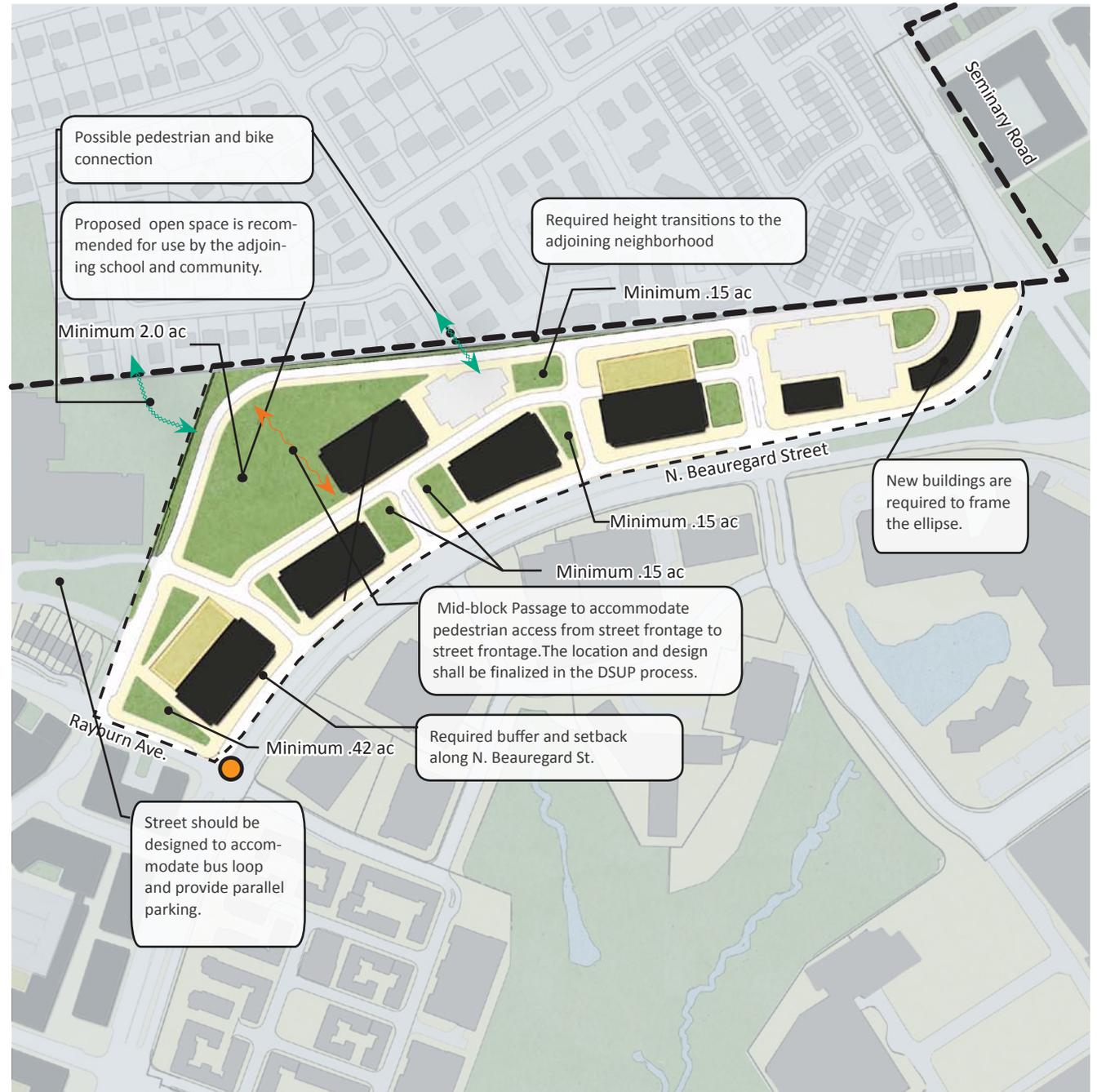
- Frontage Setback For Seminary Rd. (20' min. from edge of curb to building)
- Frontage Setback for N. Beaugard St. (10' min. from right of way to building)
- Frontage Setback for Retail (16 feet - 25 feet from edge of curb to building)
- Frontages shall have an average setback of 10 feet (from property line to building) for a minimum of 30% of the identified frontage for each building.
- Frontage Setback for Townhouses (5 feet minimum from right of way)
- ||||| Required Building Transition (See Chapter 4, Section D)

All other setbacks shall be by building use as described in Chapter 4, Section C.

## d) Adams

Diagram 9.d.1 Adams Illustrative Plan

-  BSAP Boundary
-  Adams Boundary
-  Existing Buildings to Remain
-  Proposed Buildings
-  Open Space
-  Parking Deck
-  Streets
-  Proposed Transitway
-  Stop Potential Pedestrian Connection & Bicycle Connection
-  Mid-block Passage





## e) The Town Center

Diagram 9.e.1: Town Center Illustrative Plan

-  BSAP Boundary
-  Town Center Boundary
-  Existing Buildings to Remain
-  Proposed Buildings
-  Open Space
-  Parking Deck
-  Parking Structure
-  Streets
-  Proposed Transitway Stop



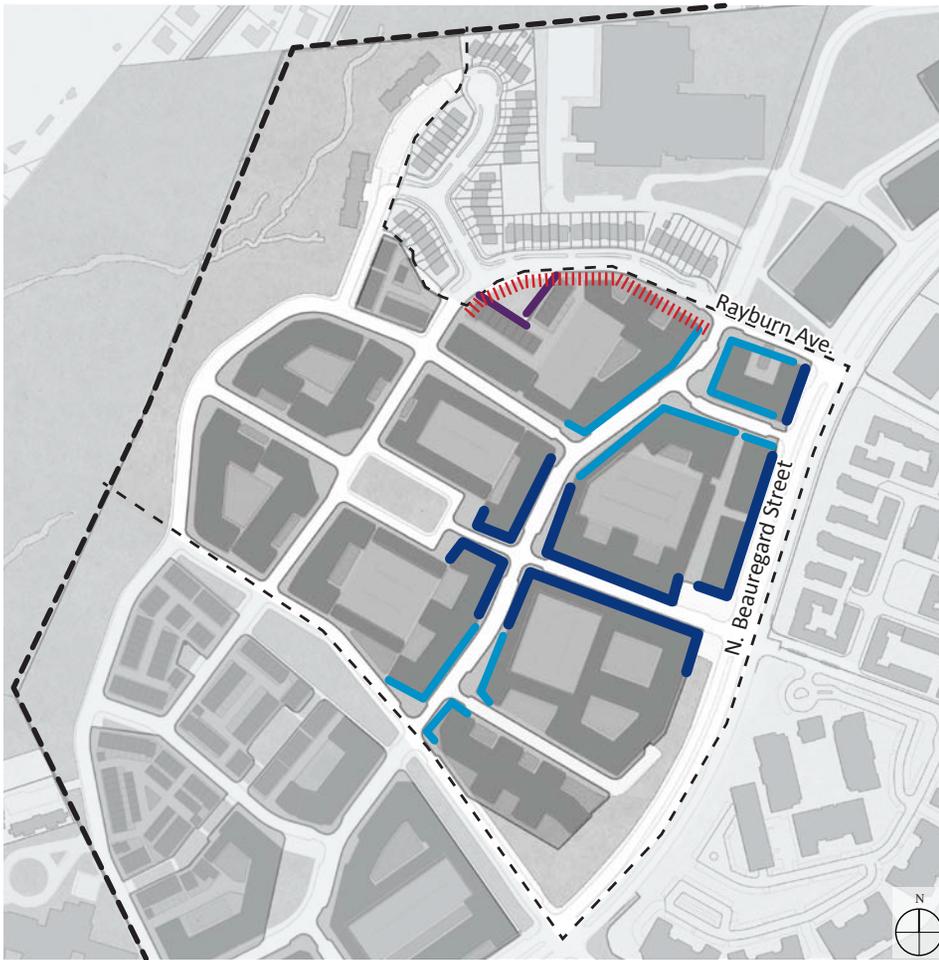


Diagram 9.e.2: Building Setbacks

- Frontage Setback for Required Retail (16 feet - 25 feet from edge of curb to building)
- Frontage Setback for Optional Retail
- ||||| Required Building Transition (See Chapter 4, Section D)

All other setbacks shall be by building use as described in Chapter 4, Section C.

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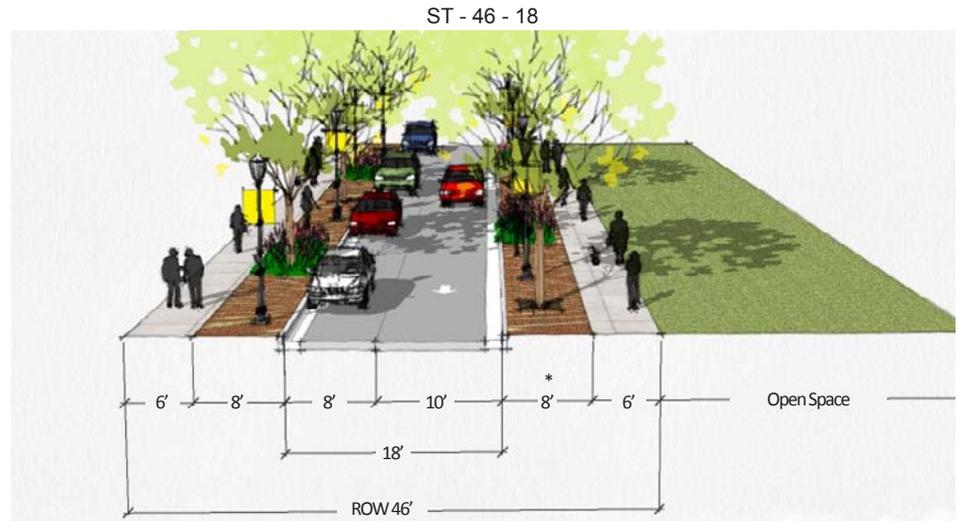


Diagram 9.e.3: Non-Framework Street Sections

— ST - 46 - 18

— ST - 64 - 36

Notes:

R.O.W.'s may vary based on existing conditions.

Sidewalks to be constructed of concrete

Sections may be finalized during the DSUP process.

\* The adjoining sidewalks will need to comply with all applicable City load rating requirements for fire truck as deemed necessary as part of the development review process..

\*\*Planting strip at urban locations may be tree wells

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

\*\*\*\* Along Dora Kelly park the sidewalk, verge and curb shall match the edge of ST-40.5-28 as shown on pg 7.14.



NEIGHBORHOODS SPECIFIC 9.11

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## f) Garden District

Diagram 9.f.1: Garden District Illustrative Plan

-  BSAP Boundary
-  Garden District Boundary
-  Existing Buildings to Remain
-  Proposed Buildings
-  Fire station
-  Open Space
-  Parking Deck
-  Parking Structure
-  Streets
-  Proposed Transitway Stop
-  Major Mid-block Passage





Diagram 9.f.2: Building Setbacks

- Frontage Setback for N. Beauregard St. (10' min. from right of way to building)
- Frontage Setback for Optional Retail
- Frontage Setback frontage along Major Mid-Block Passages and Dedicated Open Space

All other setbacks shall be by building use as described in Chapter 4, Section C.

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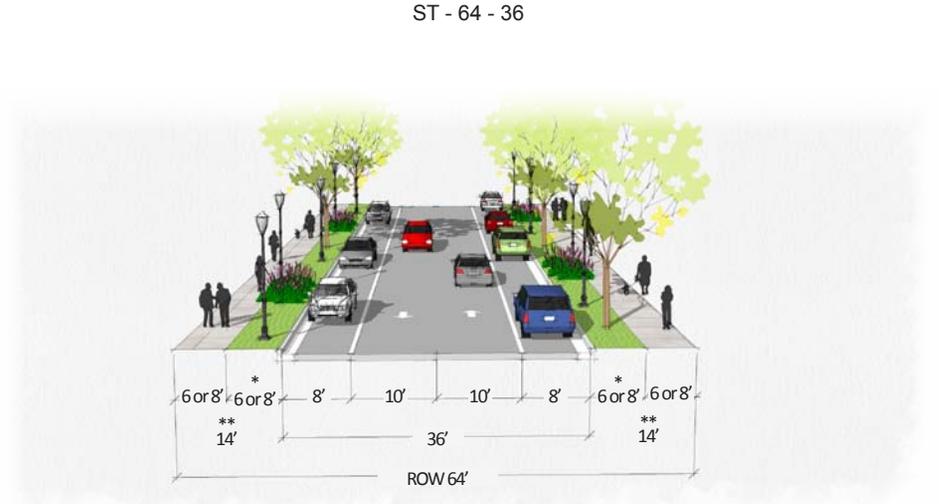
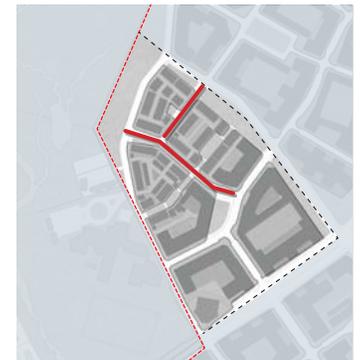


Diagram 9.f.3: Non-Framework Street Sections

— ST - 64 - 36

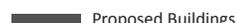
Note:

- R.O.W's may vary based on existing conditions.
- Sections may be finalized during the DSUP process.
- \* Planting strip at urban locations may be tree wells
- \*\* Where 6 feet sidewalk is provided the landscape strip or the tree wells shall be increased in width to 8 feet.



## g) Greenway Park

Diagram 9.g.1: Greenway Park Framework

-  BSAP Boundary
-  Greenway Boundary
-  Existing Buildings to Remain
-  Proposed Buildings
-  Open Space
-  Parking Deck
-  Streets
-  Proposed Transitway Stop
-  Required Pedestrian and Vehicular Connection
-  Major Mid-block Passage and Cross-block Passage
-  Pedestrian Bridges: The specific design and location will be determined during the DSUP process.



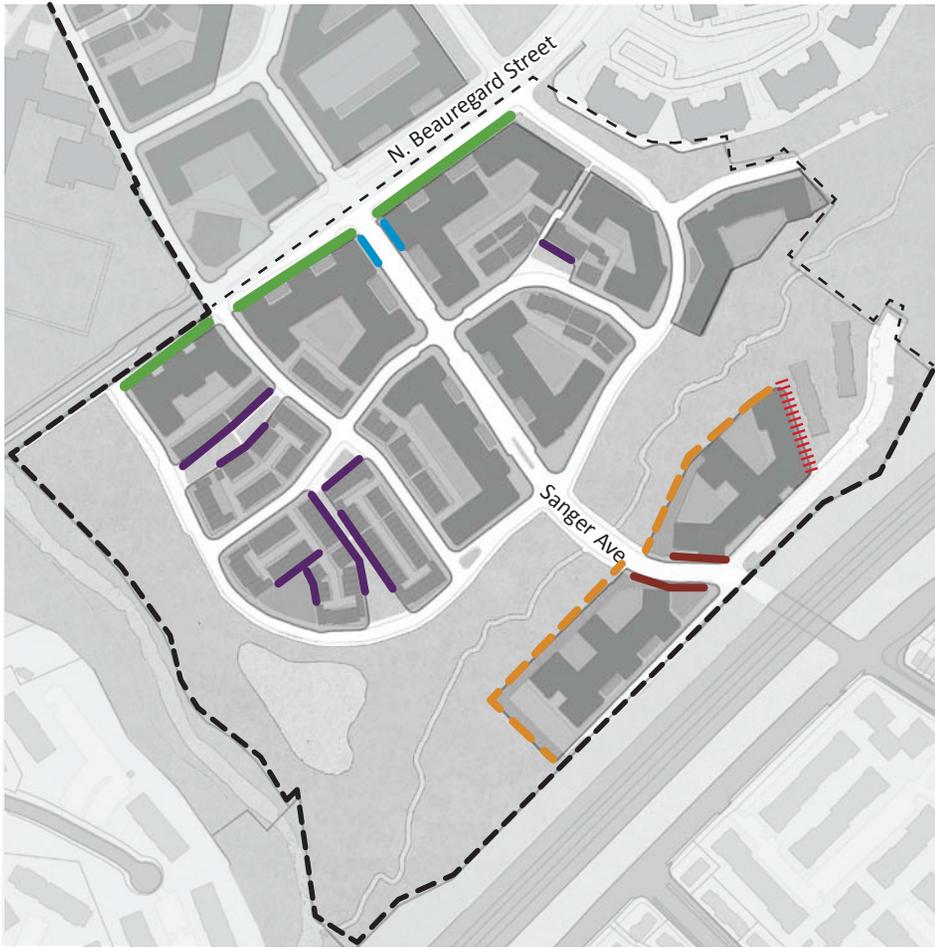


Diagram 9.g.2: Building Setbacks and Transitions

- Frontage Setback for N. Beauregard St. (10' min. from right of way to building)
- Frontage Setback for Optional Retail
- Frontage Setback frontage along Major Mid-Block Passages and Dedicated Open Space=
- ||||| Required Building Transition (See Chapter 4, Section D)
- Recommended Courtyard Building

All other setbacks shall be by building use as described in Chapter 4, Section C.

FEBRUARY 5, 2013

ST - 64 - 36

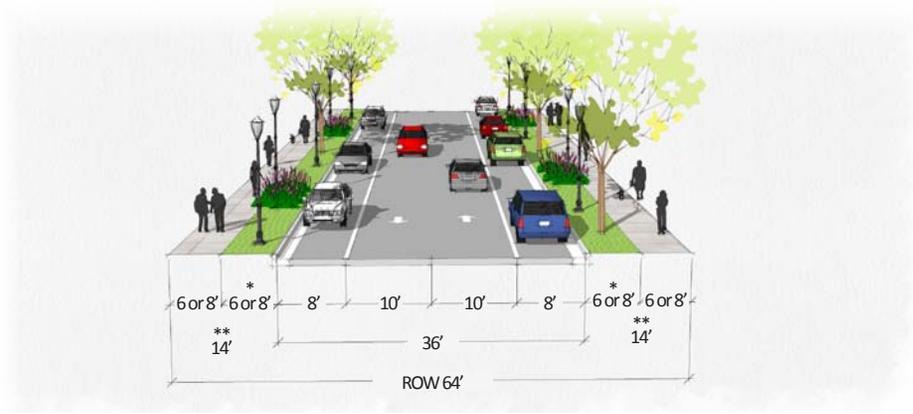


Diagram 9.g.3: Non-Framework Street Sections

— ST - 64 - 36

Note:  
 R.O.W.'s may vary based on existing conditions.  
 Sections may be finalized during the DSUP process  
 \* Planting strip at urban locations may be tree wells  
 \*\* Where 6 feet sidewalk is provided the landscape strip or the tree wells shall be increased in width to 8 feet.

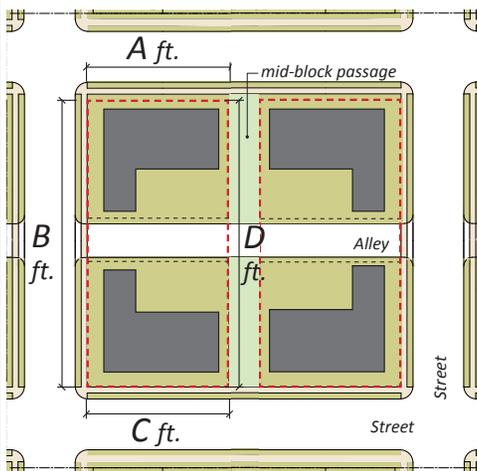


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# Chapter 10: Definitions

## ILLUSTRATED DEFINITIONS - URBAN STANDARDS & GUIDELINES

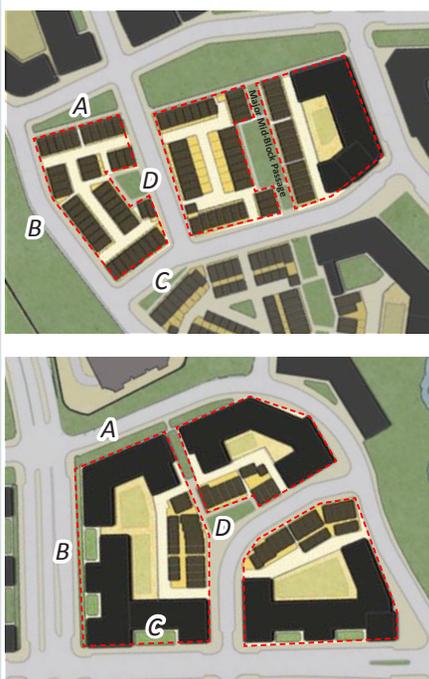
### BLOCK PERIMETER



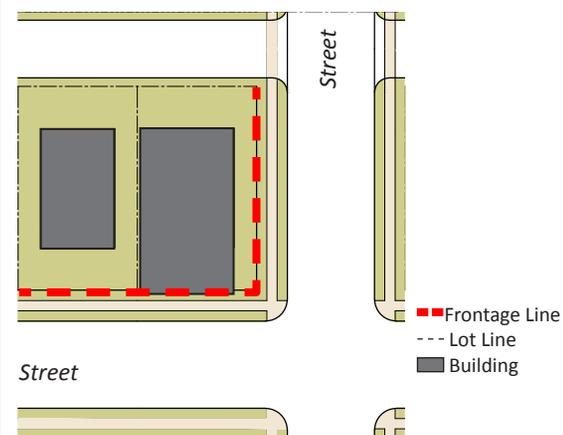
Block perimeter is measured as the right-of-way perimeter adjacent to public streets. If mid-block pedestrian connections are provided, the block perimeter shall be measured from public streets to the mid-block pedestrian connections as shown in the illustration above.

- - - Block Perimeter
- - - Lot Line
- Building

### IMAGE EXAMPLE



### FRONTAGE LINE AND LOT LINE



### Definitions

**Frontage Line:** a lot line bordering a public right of way.

## ILLUSTRATED DEFINITIONS - BUILDING HEIGHT TRANSITIONS

### BUILDING STEPBACK

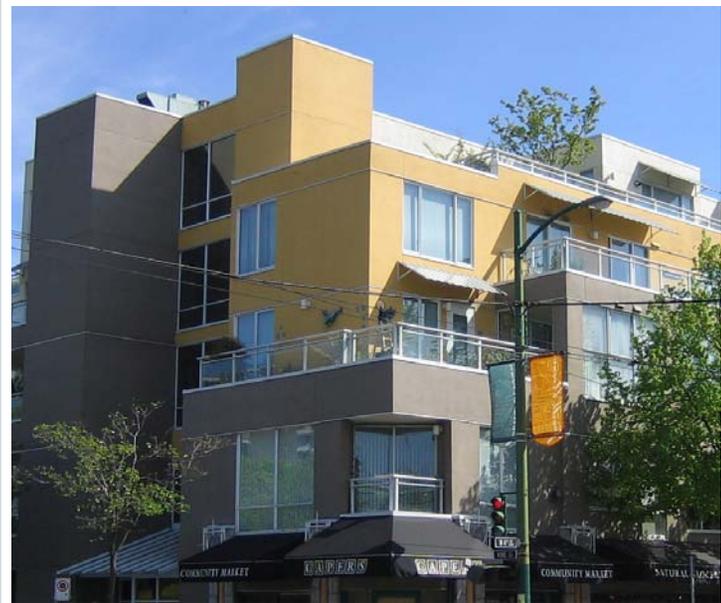


Image Example

### BUILDING SHOULDER



Image Example



## 10.2 DEFINITIONS

ILLUSTRATED DEFINITIONS - BUILDING HEIGHT TRANSITIONS

LANDSCAPE BUFFER

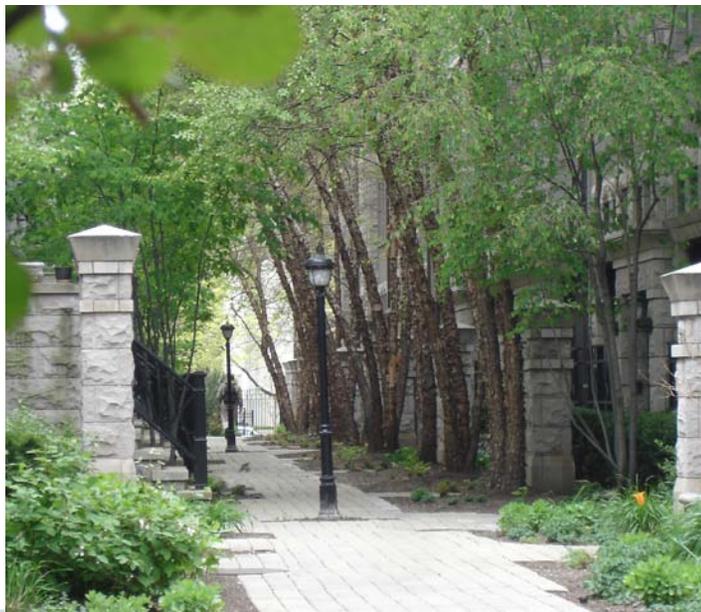


Image Example

COURTYARD



Image Example



### **Other definitions, not illustrated:**

**Active uses:** Permitted uses designed to encourage human presence within the space and screen above-grade parking garages. Active uses do not include mechanical rooms, storage rooms and loading docks.

**Alley:** A narrow service access to the rear of buildings and provides service areas, parking access, and utility easements. Syn.: Rear Lane

**Trail:** A pedestrian way traversing an open space. Trails should connect directly with the sidewalk network at the urban edge. Syn.: Path, Walk.

**Liner Building:** a shallow building conceived specifically to mask a parking lot or a parking structure.