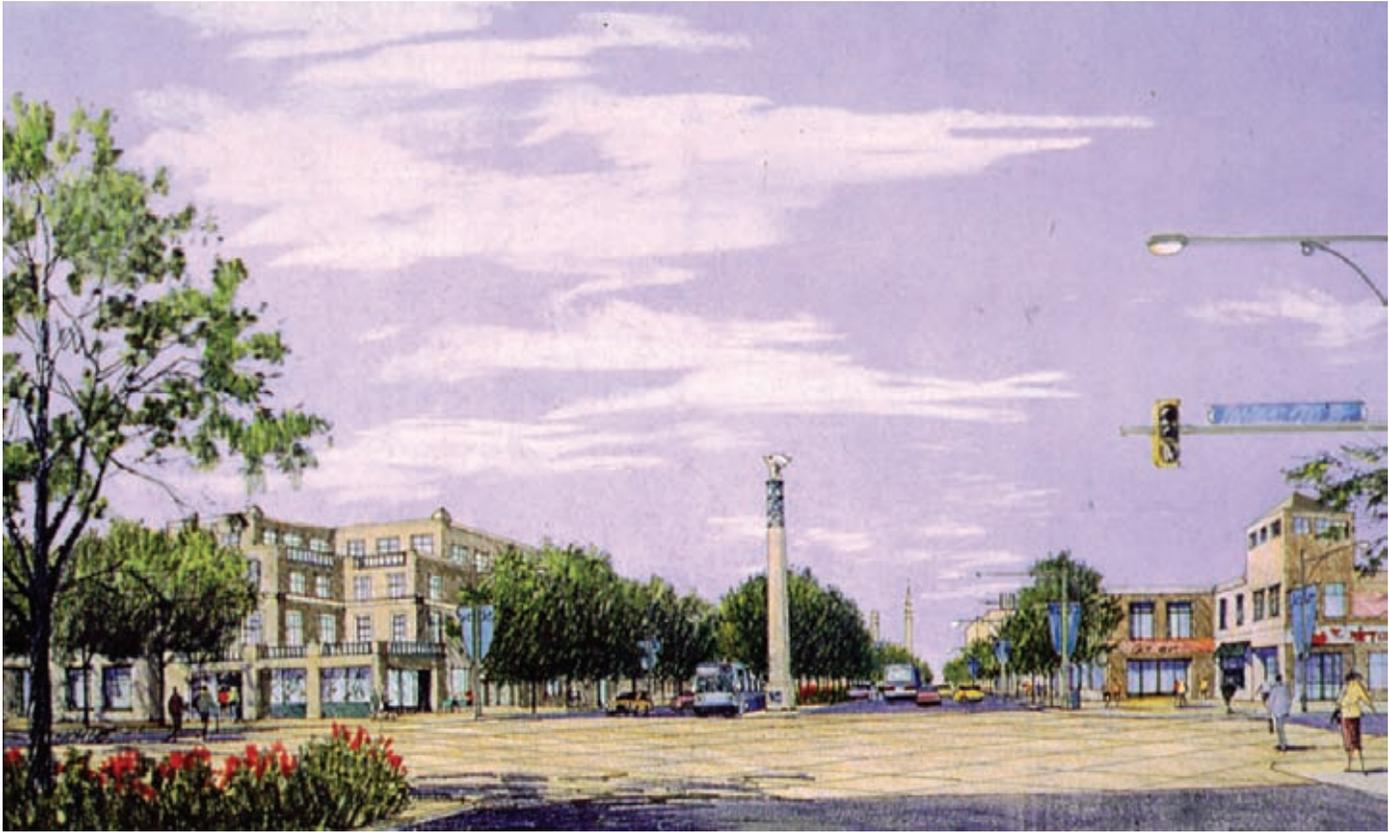


III. Mixed-use and Infill Development in the Suburban Overlay District



This perspective sketch of a suburban town center illustrates the low scale of buildings in relation to the the width of the streets and the height of the street trees.

Intent

The Suburban Overlay District, largely consisting of more recent development that includes single-family neighborhoods, shopping centers, and business parks, is primarily comprised of Western Branch, Deep Creek, Great Bridge, Edinburgh, and the Etheridge Manor area. The development pattern within the Suburban Overlay District is typically low- to medium density, is more horizontal in form, and is more open to the sky. These guidelines address mixed-use and infill development within the Suburban Overlay District.

A mixed-use development is a single unified development that incorporates two or more different uses within

walking distance of one another, and may include a variety of housing types.

There are generally two types of mixed-use developments: vertical mixed-use, the provision of multiple uses within a building, and horizontal mixed-use, the arrangement of multiple uses on a site in a complex of related buildings. Connectivity among uses should be achieved with an open space system of streetscapes and parks. As pedestrian-oriented communities, mixed-use developments are intended to reduce sprawl and automobile trips.

Mixed-use development may be regionally or locally focused. A regional mixed-use and infill development is

highly accessible from major highways and includes a mix of uses, such as retail, restaurants, entertainment, and hotel, to create a destination that attracts users from a broad area. Regional mixed-use development may be co-located with special attractions, such as a waterfront promenade, a marina, an historic site, or other natural and cultural resources. Local mixed-use development provides a mix of services for the convenience of the users and residents of the development and adjacent neighborhoods.

Mixed-use development within the suburban overlay district should be permitted in accordance with city procedures.



Infill development should contribute to the revitalization of the existing community and neighborhood where such development is proposed. The newer house (right) with the wrap-around porch meets the build-to line and traditional architecture of the older houses on the street and is a good example of infill development. The setback of the house with brown shutters (center) detracts from the quality of this residential street.

Intent

Infill developments, other than as-of-right developments allowed under existing zoning, may be permitted in accordance with city procedures.

Infill development should contribute to the revitalization of the existing community and neighborhood where such development is proposed. Existing infrastructure, including roads and utilities, proximity to a variety of existing uses, and the desirability of being part of an established neighborhood are incentives for the construction of new buildings or the expansion of existing buildings within older neighborhoods.

Mixed use and infill developments and gateways are especially well suited in relation to transportation corridors, accessible waterfronts, transportation facilities and multi-modal transit hubs, town centers, and areas designated for revitalization. Critical factors associated with mixed use and infill developments are land use and density, careful planning, phasing, the economic climate, and construction costs.

Mixed used and infill developments and gateways can help to “reduce the negatives,” such as under-utilized or abandoned buildings, unsafe areas, and

dilapidated streetscapes. They should create appealing built environments in which to live, work, and play.



This mixed-use village center is within walking distance of the adjacent residential neighborhood. Sidewalks and pedestrian crosswalks connect the various land uses. The community center (far right) is an anchor at the intersection of the retail and residential areas.

Land Use and Building Density

Land uses include commercial office, retail, restaurant and entertainment, hotel, and a variety of residential including single-family, townhouse, and multi-family. A variety of permitted uses is encouraged to provide a diverse and compatible development. Ground level retail, restaurants, and businesses accessible by sidewalk with residential and/or commercial uses above provides services for the daily needs of the immediate neighborhood.

Depending on the available land area and the adjacent uses and context, a variety of permitted uses is encouraged to provide a diverse and compatible development. For infill development within a mixed-use area, ground level retail, restaurants, and businesses accessible by sidewalk, with residential and/or commercial uses above, provide services for the daily needs of the immediate neighborhood.

The recommended mix of uses is 10% to 30% commercial office/hotel, 10% to 30% retail, and 20% to 80% residential. Residential densities should not exceed 16 dwelling units per acre.



Suburban neighborhoods are characterized by gently curving streets and significant areas of open space.

Neighborhood Framework

A neighborhood framework is defined by the arrangement of streets and blocks. Existing neighborhoods in the Suburban Overlay District are characterized by internal systems of curvilinear streets with limited connections to adjacent streets and neighborhoods. To improve the suburban overlay district's connectivity and sense of community, mixed-use developments should promote the following:

- A hierarchy of street widths that provides multiple travel options and multiple points of connection to existing streets (dead end streets and cul-de-sacs should be avoided);
- Blocks not longer than 500 feet;
- Buildings with consistent setbacks facing the primary street with limited side yards;
- Minimum street widths to support fire apparatus
- On-street parking that contributes to traffic-calming;
- Parking lots located primarily at the rear of buildings;
- Residential garages should be deemphasized by locating them to the rear of lots as separate ancillary buildings or attached with a minimum setback of two (2) feet from the primary façade of the house;
- Alleys that provide separate access to parking and garages and also accommodate fire apparatus;
- Sense of community identity as either a stand-alone project or as an integral part of an existing neighborhood;
- Pedestrian-friendly sidewalks for convenient access to residences, businesses, shops and restaurants, schools and cultural attractions, and active and passive open space; and
- Adjustments in the framework to preserve the natural environment.



In this plan, the central green is the focus of a mixed-use development.



To create a heightened sense of civic identity, a community building terminates this view down a street in Norfolk, Virginia.



In this plan, the community center is the focus of a mixed-use development.



Provide short and direct pedestrian and bicycle connections between residential uses, retail uses, and open space.

Site Planning

Site planning is the physical organization of a development on the ground plane. The site plan for a project should establish the relationships between land uses and the circulation system that help to create a vibrant and identifiable community.

STREET CONNECTIVITY

- Establish a system of interconnected roadway networks, pedestrian circulation systems and trails within a development and with adjoining developments.
- Avoid cul-de-sacs unless topographical and/or property configurations offer no practical alternatives for connectivity. In such cases, pedestrian/bike connections with adjoining streets/developments should be explored.
- Provide street stubs within development adjacent to vacant land to provide for future connections.
- Provide short and direct pedestrian and bicycle connections between residential uses and nearby existing and planned commercial uses, transit nodes, schools, parks, and other neighborhood facilities.
- Design the pedestrian system to accommodate the needs of a broad range of users, including people with disabilities, older pedestrians, and children.
- Establish an internal hierarchy of streets that are dependent on the anticipated amount of traffic volumes that would be carried.



This suburban neighborhood has an extensive open space system of parks and natural areas.

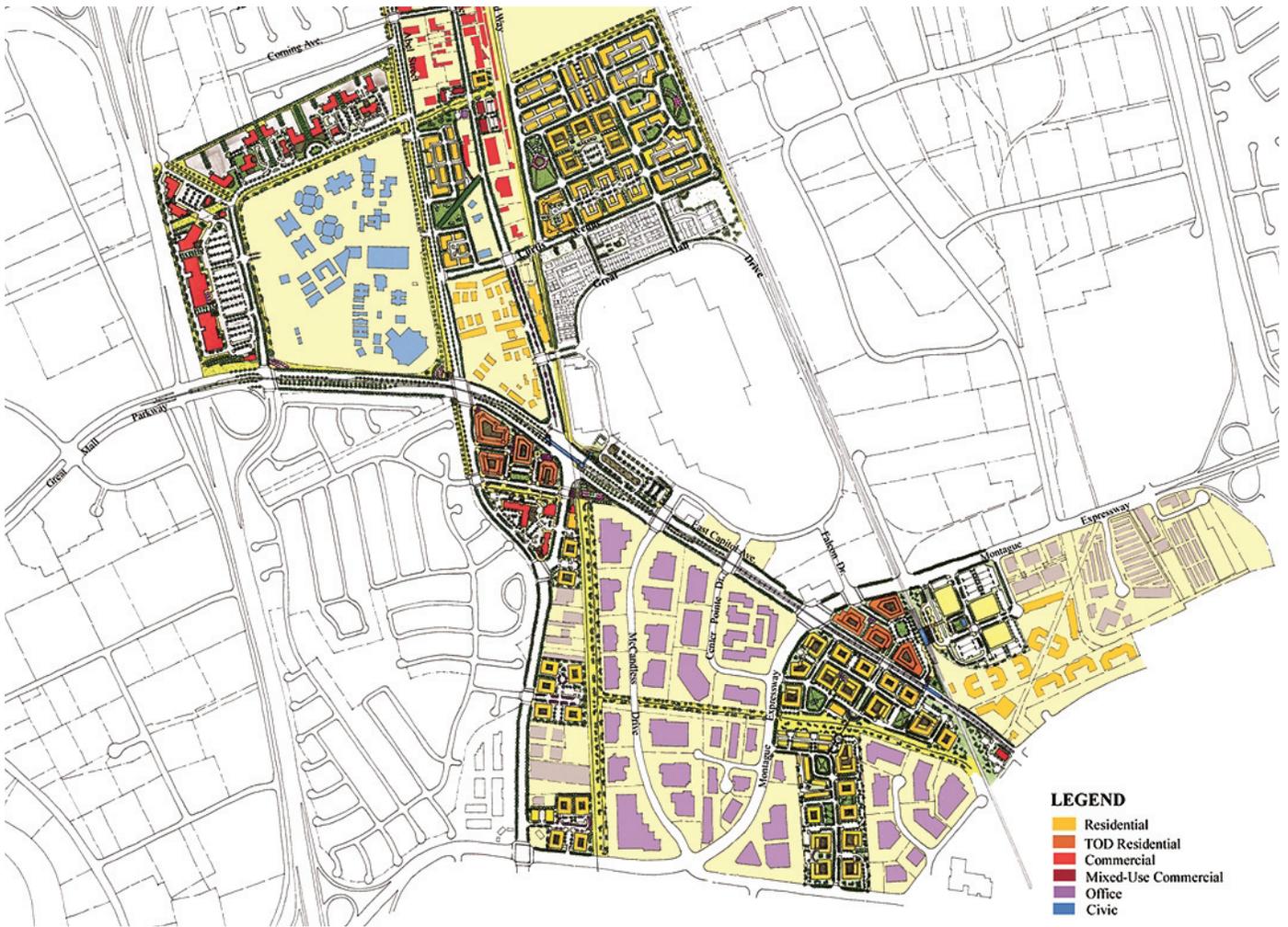


A T-intersection disperses traffic flow and reduces speed.

Site Planning

PLACEMAKING

- Develop the area with a unified image.
- Provide a range of open space including parks, squares and playgrounds, and distribute these throughout the development. Incorporate existing natural features such as streams and other water bodies into the open space system.
- Provide continuous public access along waterfront areas.
- Locate destination uses such as parks, restaurants, or marinas that draw people to the waterfront. Where appropriate, locate these destination places at the terminus of streets.
- Design intersections that interrupt straight internal streets to disperse traffic flow and reduce speeds. Terminate vistas with significant natural features, buildings, pocket parks, and other public spaces.
- Establish blocks that range from 250 to 500 linear feet between cross streets.
- In high visibility areas, provide retail uses or hotels that would benefit from these locations. Further, consistent with the existing 'low-profile development' common in Chesapeake, avoid single signature tower buildings; rather, articulate building masses into smaller modules that relate to each other.



This plan illustrates a mixed-use infill development within an existing suburban community.

Site Planning

Mixed-use and infill development projects in residential neighborhoods should promote the following:

- Street alignments and blocks that are compatible in character with existing neighborhood streets and blocks;
- Building lines and setbacks consistent with the neighborhood pattern;
- Parking located in the side or rear yard of each single-family residence; and
- Connectivity with existing land uses and open space.

Mixed-use and infill development projects on commercial streets should promote the following:

- Pedestrian-friendly streetscapes;
- On-street parking;
- Where possible, parking areas should be located primarily at the rear of buildings;
- Reduced curb-cuts through shared access drives;
- Pedestrian connectivity to neighboring uses;

- Pocket parks or plazas that provide gathering places along the commercial corridor; and
- Transit stops to encourage non-vehicular access.

In accordance with the growth management goal of the 2026 Comprehensive Plan, the mixed-use and infill development site plans should also:

- minimize impact on and preserve natural areas as much as possible; and
- co-locate development with public utilities, facilities, roads, and transit.



The open space system should provide connective elements, relate to natural resources, and enhance the suburban character of the landscape. .

Streetscape and Open Space

Mixed-use and infill development should maintain or enhance the existing character of the neighborhood and promote a safe, livable community. It should reinforce the existing architectural and landscape character. Streetscape design should provide and encourage safe pedestrian as well as vehicular travel.

VEHICULAR AND PEDESTRIAN CIRCULATION

Definition and Purpose: Mixed-use and infill developments in a suburban environment should show improved vehicular connections to surrounding

roadways, increased pedestrian amenities and pathways, and minimal pavement widths needed to meet functional and safety requirements. Care should be taken to provide landscaped boulevards that link neighborhoods with activity centers; these boulevards should be bordered by trails or sidewalks that connect to an overall open space trail system.

The following design guidelines are for streetscape, site furnishings, pedestrian walkways, parking lots within the Suburban Overlay District:

STREETSCAPE

- **Building setback:** Building setbacks should be consistent and front porches should be added to residences where possible. In areas where residential development occurs, larger setbacks can promote pedestrian comfort and safety by allowing for ample landscaping.
- **Pedestrian walkway:** 4-6' wide walks allow for wheelchairs and strollers as well as pedestrian groups and passing. A 12'-15' wide promenade is an adequate width to allow room for street furnishings such as benches,



This perspective drawing is a good example of how to illustrate the intended community landscape character and the relationship of buildings to open space, streets, and sidewalks.

Streetscape and Open Space

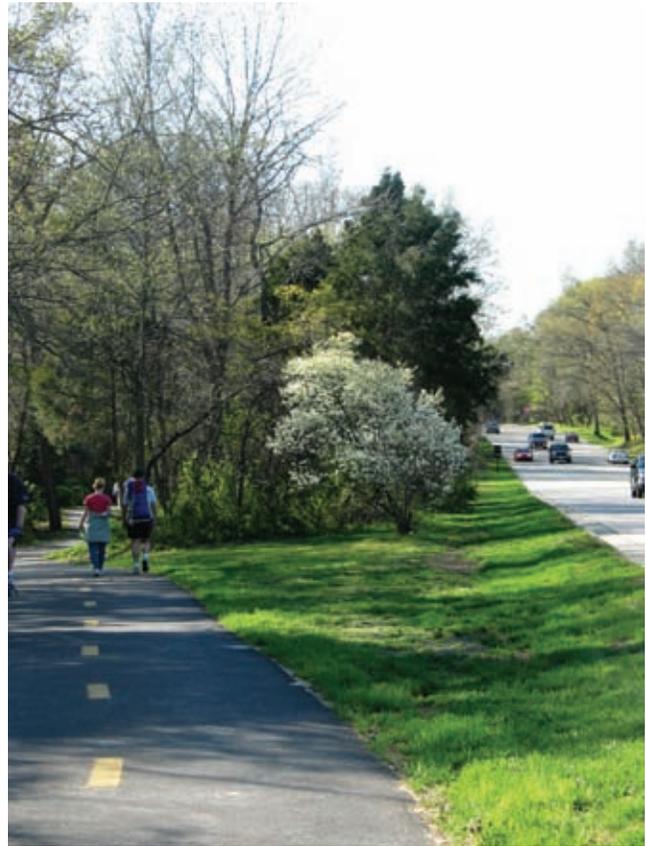
- planters, trash receptacles, lighting, newspaper stands, and possibly some small café tables, all of which should occur in suburban areas where pedestrians are prevalent.
- Planting area Width and Tree Pit Dimensions:** In planting areas where street trees will be located, the width should be as gracious as possible to allow ample space for root systems to grow. 10' wide planter strips are typical and possible in a suburban environment. Tree pits should be 5'x5' unless the City Arborist approves a smaller dimension which should never be less than 3'x3'.
- Parking Lane Width:** 7'-8' is an adequate width for on-street parking in a suburban environment.
- Bicycle Lane Width and Location:** It is recommended that a 4'-6' wide bike lane be integrated into existing or proposed travel lanes in select suburban settings. In this instance, the bike lane should be located next to the curb, or between the on-street parking lane and the outside travel lane. Given the allowable space that the Suburban Overlay District provides, an off-street bike path is another option that may be used more often in a suburban area.
- Driving and Turning Lane Width:** Ranges from 11'-12'.
- Median Width:** Recommended raised median width with tree plantings is 10' (or 6' minimum with the approval of the City Arborist) on street segments with infrequent driveways and intersections and 12'-16' wide on street segments with frequent driveways and intersections. Medians should also be used to provide zones of refuge for pedestrians crossing the street.



This sketch shows the lakeside park which is proposed to be the focus of a new community.



This landscaped median reduces the impact of paved surface.



Marking for pedestrian/bike path and planting separates pedestrian and vehicular traffic.

Streetscape and Open Space

- **Pavement Marking:** A coordinated pavement marking system should be provided on all Suburban Overlay District streets designating parking, bike paths, lanes, and pedestrian-oriented crosswalks that have a unique pavement texture from the rest of the street.



Provide seating in public areas.



Locate seating to take advantage of attractive views.



This pavilion with benches is a destination within this park in Alexandria, Virginia.



Site furniture can reinforce the character and identity of a neighborhood.

Streetscape and Open Space

SITE FURNITURE

- **Location:** Street furniture should be provided wherever there is pedestrian traffic, as it enhances the aesthetics, comfort, and safety of the pedestrian environment. In a suburban area, it is commonly located within the sidewalk's curb zone, near transit stops and building entrances, and at intersections where pedestrians are waiting to cross.
- **Type:** Bike racks, benches, trash receptacles, newspaper racks, bollards, transit stop shelters, and

streetscape amenities like chairs, tables, planters, and displays.

- **Materials:** Site furniture should be compatible with traditional and historic design features of both existing site furnishings and surrounding architecture where present. For establishing new areas, a consistent aesthetic furniture treatment should be followed.
- **Placement:** Trash receptacles, bike racks, newspaper boxes, transit stops, and bollards should be located in the curb zone, while benches and other streetscape amenities like cafe

tables and planters can be located in the building zone. A cluttered look should be avoided. Spacing of these elements varies with design intent, but all elements combined should provide a harmonious balance of space that results in a comfortable, convenient, and safe pedestrian environment that is also aesthetically pleasing.



Pedestrian walkways link residential developments to mixed-use areas.



Pedestrians should have convenient access to public open space, with lighted walkways throughout their neighborhood.



Provide controlled access to natural features, such as this pond.

Streetscape and Open Space

PEDESTRIAN WALKWAYS

- **Location:** Pedestrian walkways safely interconnect pedestrian traffic with parking, open space, and buildings. Therefore, pedestrian walkways should be located wherever there is a pedestrian presence. Strong pedestrian linkages to potential transit stop locations and to public open spaces should also be established or maintained within the Suburban Overlay District.
- **Type:** Types of pedestrian walkways in a suburban environment range from quiet narrow residential paths to commercial promenades, lively with community members and accommodated by street furniture and other amenities.
- **Materials:** Safety and pedestrian comfort should be enhanced through the use of durable low maintenance surface materials such as brick, pavers, or scored concrete. Within the Suburban Overlay District, colored and textured materials in keeping with the proposed character of an area should be used to draw attention to building entrances and areas of increased pedestrian activity as well as street crossings and other pedestrian points of interest such as transit stops and neighborhood parks.
- **Width:** Widths of pedestrian walkways in the suburban environment range from a narrow 4' wide walk to a 15' wide promenade.
- **Crosswalks:** Should be provided at every intersection for safety purposes. Each crosswalk in the Suburban Overlay District should be ADA accessible, and have distinguishing paving characteristics and textures to draw the pedestrian's attention and interest. Pedestrian refuges in medians should be created for safety.



This site plan illustrates the location, organization, and landscape design for parking lots located to the sides and rear of buildings.

Where the parking lot perimeter is adjacent to an abutting lot, a landscaping strip at least 6 feet in width shall be located between the parking lot or any associated paved surfaces, and abutting property lines.



On-street parking may be separated from walkways and other parking spaces with planting areas.



This bioretention swale divides a parking lot, solves a grading challenge, and slows storm water runoff.

Streetscape and Open Space

SURFACE PARKING LOTS

- Location:** Within the Suburban Overlay District, parking facilities should be located to the rear of the site and buildings toward the front to the extent possible. Land area for parking should be minimized by the use of structured parking, on street parking, and shared parking. Refer to the architectural section in this document for structural parking guidance. Structural parking may be located to the sides of buildings. When suburban parking locations do result in visibility from the street, screening should be used. Where the parking lot perimeter is adjacent to an abutting lot, landscaping strip at least 6 feet in width shall be located

between the parking lot or any associated paved surfaces, and abutting property lines.

- Type:** Parking surfaces should be broken into smaller areas separated by landscaping with a minimum of one shade tree space for every seven (7) car spaces, or tree save area(s), seating areas, or other pedestrian-oriented features. Parking areas should integrate continuous internal pedestrian walkways throughout. All focal points of pedestrian activity should be interconnected. Shared parking areas are encouraged as are shared access easements and internal circulation road stubs or connection points to future shared lots on undeveloped parcels.

- Materials:** While the common material for a parking surface is asphalt, concrete, or similar impervious surface, there are opportunities for incorporating permeable surfaces into parking lot design through the use of bio-swale plantings, gravel, lawn, or products such as grass-concrete for overflow parking. This is particularly true of the suburban environment where added space and greenways provide more design possibilities for permeable surfaces.
- Size:** In the suburban environment, parking facility sizes should meet the requirements of the building use while remaining as small and efficient as possible in order to have minimal impact on the environment and surrounding open space system.



Locate utility lines underground and away from planting areas.

Streetscape and Open Space

UTILITY PLACEMENT

- **Location:** Within the Suburban Overlay District, utility lines should be placed underground and separate from the tree planting zone whenever possible. Refer to the screening and fencing section of this document for guidance on placing utility equipment.
- **Type:** Water, electric, gas, and sewer lines.
- **Easements:** Required easements for utilities should be observed when placing street trees and other plant materials on a new development site.
- **Capacity:** Redevelopment in certain areas of the City may require utility line upgrades to support increased densities.



People’s enjoyment of this suburban town center is greatly enhanced by the common area landscaping, including a series of green parks and small plazas with fountains, seating, and a variety of plantings.

Streetscape and Open Space

LANDSCAPING

Definition and Purpose: A landscaped open space system should allow pedestrians convenient access to parks, public gathering areas, recreation spaces and natural areas within a suburban environment. Landscaping should be prevalent within an integrated open space framework and should be contiguous with natural areas to the extent possible.

Planting and selection of landscape materials should be such that sight lines remain open and clear and places of concealment are not fostered. Existing

vegetation and groves of mature trees should be retained wherever possible.

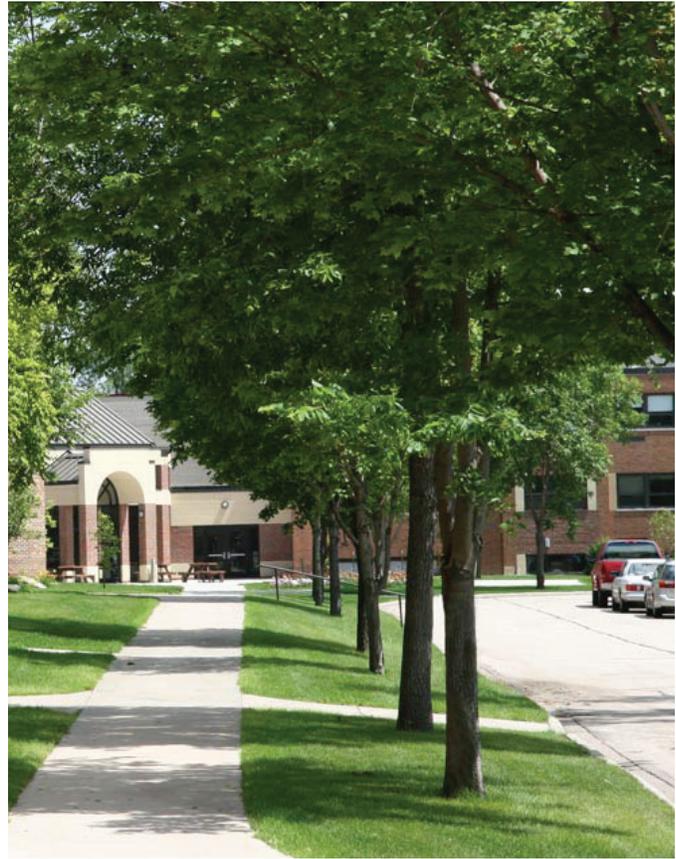
COMMON AREA LANDSCAPE

- **Location:** Within the Suburban Overlay District, special concentrations of landscaping should be created in medians, at intersections, and prominent focal points. Locations of common area landscaping can range from residential pocket and neighborhood parks to landscaped public gathering places and sensitively designed trails through connected open space systems such as stream valleys and greenways. Participation in open

space and landscape programs, such as Adopt-A-Spot, is encouraged.

- **Type:** Common area landscaping should always include trees for shade and if possible, a mixture of ornamental and evergreen trees, shrubs, and groundcover to add textural interest and variety as well as to define and contrast open areas for gathering.

Greenways are systems of parks and open space which connect communities and contribute to the health of the environment. Greenways should incorporate preserves of natural resources, including mature trees. Greenways should improve access



Street trees provide shade, contribute human scale, and encourage pedestrian activity.

Streetscape and Open Space

to waterfronts and recreational areas with pedestrian and bicycle paths and trails.

- **Size:** The size of planting masses in common areas should be in keeping with the scale of the surrounding existing or proposed buildings and pedestrian pathways. All elements combined should result in a harmonious balance of space that results in a comfortable and safe pedestrian environment that is also aesthetically pleasing.
- **Placement:** In suburban common areas, placement of plants should be designed for the future health and

growth of the plants in order to create massing and drifts of textures and heights resulting in a lush landscape. Plant spacing requirements are dependent upon species varieties and needs as well as design intent.

STREET TREES

- **Location:** Street trees should line all public and private streets in a suburban environment where pedestrians will be present on a regular basis. The locating of street trees, however, should avoid utility lines and easements above and below grade.

- **Type and Species:** Street tree species in suburban environments should be selected to survive within the allowable area for growth. Maintenance needs, potential pollution, and the possibility of disease and pests should also be considered. Tree species in retail areas should also be chosen to accommodate owner requirements for retail signage and store window visibility. Retail trees should branch up over first floor signs and have an open leaf habit.
- **Size:** Tree planters and pits should be at least 5'x5" (or 3'x3' minimum if approved by the City Arborist). As with planting areas, an effort should be made to design these as generous



The white picket fence is a traditional enclosure for residential gardens.



Planting can effectively screen utilities and parking.



The serpentine brick wall is an iconic architectural feature of the Virginia landscape.

Streetscape and Open Space

in size as possible, especially within the Suburban Overlay District. Street trees shall be planted in accordance with the city ordinance.

- **Spacing:** Street trees should be spaced approximately 25' and no farther apart than 40' on center in order to create the shading and comfort that is essential along a street. It is possible to space street trees as far as 60' on center in a suburban environment where pedestrians may not be regularly present. It is possible to space street trees as far as 60' on center in a suburban environment where pedestrians may not be regularly present.

SCREENING AND FENCING

- **Location:** Screening in the Suburban Overlay District should be used to detract from service, utility, or other unattractive views.
- **Type:** Fences, walls, berms, plantings, or a combination of one or more of the above.
- **Materials:** Materials should be in keeping with the surrounding existing or proposed architectural character of a site within the Suburban Overlay District. Examples of materials may include stonewalls, hedges, cast iron, and picket fences and gates. Excluded are chain link,

split rail, or stockade fences in suburban environments.

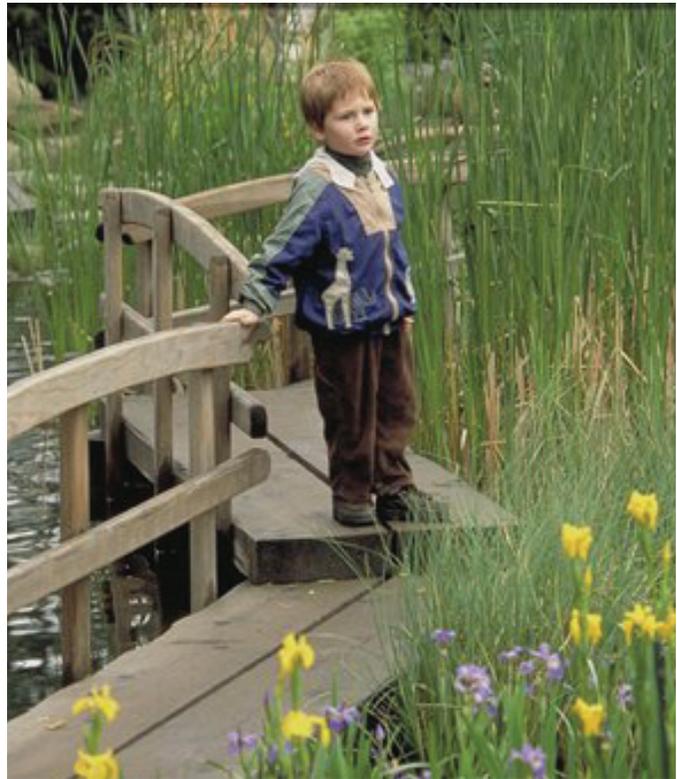
- **Height:** Screening height should be in keeping and in scale with the surrounding architectural structures and dimensions of the area. All screening fences, walls, and hedges are subject to height limitations as determined by the City of Chesapeake. Current zoning regulations should be consulted.
- **Buffers:** Incorporate buffers such as walls, berms and planting where new development property lines abut sensitive areas of parkland and residential neighborhoods.



Bioretention ponds can be aesthetically pleasing as well as functional.



This swale slows and cleans water before it enters a retention pond.

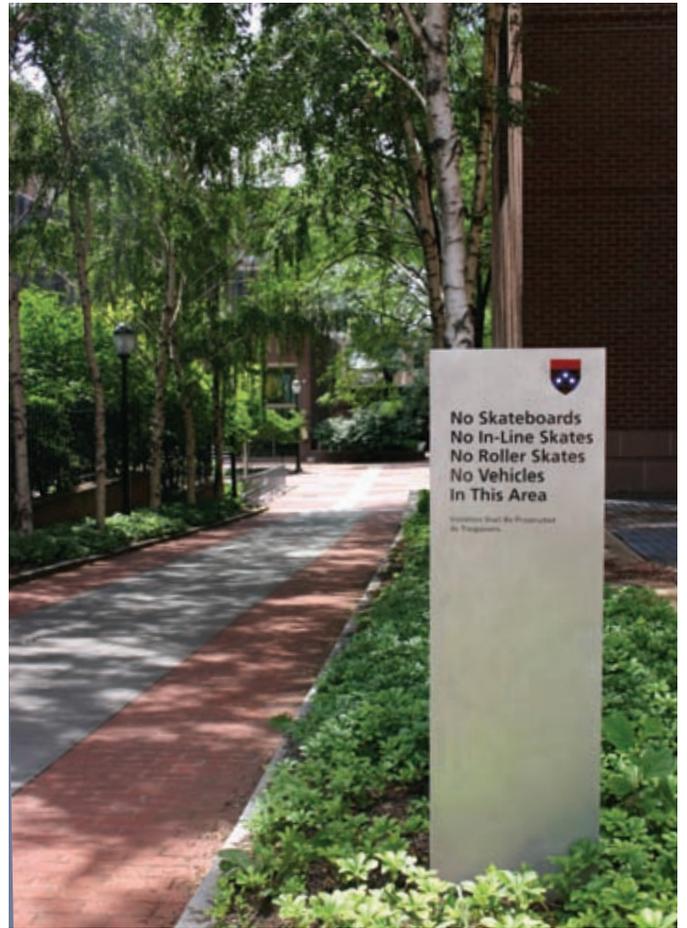


Boardwalks make ponds and wetlands safely accessible to the public.

Streetscape and Open Space

STORM WATER MANAGEMENT

- Purpose:** Innovative storm water management systems slow the velocity of water, reduce erosion, and filter pollutants. Some examples of innovative storm water management systems include bioswales, green roofs, and created wetlands.
- Location:** Storm water management systems should be located throughout the Suburban Overlay District to provide connectivity of natural and man-made implementation techniques, and existing and proposed drainage systems.
- Type:** Street trees and landscape plantings, permeable pavement, curbs, swales, detention basins, and street tree pits and planter strips.
- Materials:** Traditional storm water management systems involve man-made materials such as culverts, piping, and drainage basins. Natural storm water management systems utilize plant materials and drainage solutions that create a natural channel for water flow along a watershed.
- Storm water retention and detention systems should be carefully designed to integrate within a development as landscape amenities, such as an entrance feature or as part of the natural setting.



Coordinated sign systems at both pedestrian and vehicular scales contribute to a sense of community and provide identity, orientation, information, and local regulations..

Signage

An integrated, coordinated signage system at both pedestrian and vehicular scales will contribute to the overall image of the community, bringing clear directions and information to pedestrians and drivers alike. These design guidelines outline the following elements of a successful signage system: Programming Messages, Materials, Type Faces, and Hierarchy of Sign Types.

- **Programming Messages:** Use light text on dark backgrounds for readability and for reflective text on roadway signage. At a maximum, six messages can be comprehended by drivers in a moving vehicle while pedestrian signs can accommodate more messages, since users can linger and read. In both cases, destinations should be listed in the order that they will be encountered.
- **Materials:** Coordinate color and material selection to complement the overall development.
- **Type Faces:** Type faces should be consistent throughout the development and selected based on readability and style.



Well-designed signs that also comply with city design standards enhance community identity.



Signage should incorporate materials that are complimentary to their surroundings.



A system of vehicular and pedestrian signage should reinforce the overall theme of the architecture and streetscape.

Signage

- Hierarchy of Sign Types:** Signs within a sign hierarchy system should be unobtrusive in size and color and should complement the character of the architecture. This hierarchy of elements is to be developed as part of an overall sequence. Signs of similar hierarchical rank should be consistent and uniform and appropriate in size to their purpose. The sequence should begin upon entering the development and follows with drop-off and parking locations, and then on to specific building, office, or tourist

destinations. Where possible, signage should be presented in groupings in order to minimize individual free standing or pole signs. It is important to provide information in small amounts and with brevity, the fewest possible words, and a clear message. For a more in-depth explanation of signage regulations within the City of Chesapeake, see section 14-700 of the Zoning Ordinance.



Dramatic uplighting highlights the tree branches to create a magical seating area.



Lighting should be integrated with the landscape to create aesthetically pleasing environments during the evening.



These pedestrian light poles blend into their environment and are accented by banners and uplighting of the trees.

Lighting

Lighting should be designed as a coordinated system that is attractive, energy efficient, cost effective, and easy to maintain. Lighting is a key element in promoting safe and efficient pedestrian and vehicular travel. It should also be considered as part of the family of site furnishings that is complementary to the architectural character of the development. Lighting can also serve as gateway elements and intersection markers on suburban streets.

Road hierarchy also determines the overall size, selection, and organization of lighting.

- **Location:** Three basic types of lighting should be provided within a development: street lighting, pedestrian lighting, and building mounted lighting.
- **Type:** Selected lighting should blend with surrounding architectural styles to be complementary, while also being coordinated with street trees. The Director of Public Works should be involved in the preliminary plan approval process in order to make provisions for light fixtures that require higher maintenance than City standard streetlights. Lighting types should be selected to provide ambience to the overall streetscape, while

minimizing night pollution and preventing glare on adjacent buildings.

- **Size:** The height should be proportional to surrounding structures and in no case should exceed 35'.

Typical Street Lighting Height: 18'.

Typical Pedestrian Lighting Height: 12'.



The bandstand in the park and the tower down the street are complementary architectural features that contribute to a sense of community.

Architecture

Architectural design should express the unity of the mixed-use and infill development and the variety of uses and their functions.

Well-designed buildings organized within a strong site plan and attractive landscape and streetscape design are necessary to create a vibrant built environment in which to live, work, and play. A development of new buildings should present a consistent and distinctive overall identity. Architectural design should express the unity of the mixed-use and infill development and articulate the variety of uses and their functions.

Locate buildings in an orderly arrangement with human scale elements visible both from a distance and at street level. Relate the buildings through similar and compatible architectural features including building massing, rooflines, and palette of materials, finishes and colors.

COMPATIBILITY WITH LOCAL CONTEXT

Building form and design of new buildings and additions to existing buildings should be compatible with buildings on adjacent property and respect visual and historic characteristics of the area.



Buildings of varying height should be organized to create a visually distinctive, balanced, and memorable overall form.



Low-rise buildings are a maximum of 35 feet in height measured above the ground plane.



Rooftop embellishments such as cupolas and bell towers may be approved by city council with the approval of the master development plan.

Architecture

BUILDING HEIGHT

In accordance with the zoning ordinance, building height is the vertical distance measured from the level of the curb or the established curb grade opposite the middle of the front of the structure to the highest point of the roof if a flat roof; to the deck line of a mansard roof; to the mean height level between the eaves and ridge of a gable, hip or gambrel roof; or to the highest point of any other structure. For buildings set back from the street line, the height shall be measured from the average elevation of the ground surface along the front of the building.

Low-rise building: Maximum 35 feet in height measured above the ground plane or 3 floors.

Mid-rise building: Maximum 75 feet in height measured above the ground plane or 6 floors.

High-rise building: High-rise buildings are not permitted in the Suburban Overlay District

Heights exceeding the limit in the zoning ordinance may be approved by City Council within a planned unit development (PUD) or with the approval of a conditional use permit by City Council. There should be a transition in building height to minimize negative impacts of tall buildings on adjacent streets, open spaces, and buildings that are lower in height. Rooftop embellishments such as cupolas and bell towers may be approved by the city council with the approval of the master development plan.

New buildings should be constructed to a height compatible with existing adjacent buildings. New buildings should



Use horizontal expression lines to visually define the base, middle, and top of buildings and provide a sense of human scale.



Break up long building facades with a stringcourse between floors, projecting balconies, and roof overhangs.



Building form should be compatible with the local architecture.

Architecture

be within 10 percent of the average height of existing buildings as seen from the street and publicly accessible areas. Abrupt and overwhelming variations in building height should not be allowed.

BUILDING MASSING

Building massing—the building size, relationship of height to width, and overall shape of a building’s volume—is influenced by the building’s use, physical and legal site constraints (zoned height limitations and required setbacks), and existing adjacent buildings. Massing should express the building’s function, respect the local context and scale of adjacent buildings, and contribute to a pedestrian-friendly

environment. Massing should be compatible with the size, height, and shape of existing adjacent buildings as seen from the street and public areas and safeguard the provision of light, air, and views at street level. Where appropriate, building form should be compatible with existing adjacent buildings and reflect the prevailing local architecture.

Use consistent and/or complementary building materials.

Use horizontal expression lines to visually define the base, middle, and top and integrate perceptible human scale devices.

Step down to the street / step back from the build-to line with increasing heights.

Use building massing to define the street space, frame views, and establish gateways.

Buildings of varying height should be organized to create a visually distinctive, balanced, and memorable overall form when viewed from a distance.

Building massing should provide light, air, and views at street level. Organize buildings to control the impact of shadows and mitigate against the impact of wind.



Build-to lines should be established to define the pedestrian environment at street level, provide buildings with greater presence on the street, and provide adequate sidewalk space for pedestrian circulation and development of streetscape appropriate to the building uses.

Architecture

BUILDING LOCATION AND ORIENTATION

Locate and orient buildings to establish rhythm of buildings and the spaces between them.

BUILD-TO-LINES, BUILDING SETBACKS, AND PLACEMENT ON SITE

Build-to lines should be established to define the pedestrian environment at street level, provide buildings with greater presence on the street, and provide adequate sidewalk space for pedestrian circulation and development of streetscape appropriate to the building uses. The placement of a new building should reinforce the prevailing average setbacks of adjacent buildings and should be similar to prevailing side, rear, and topographic conditions.



Building façades should be composed to relate all of the parts (wall, doors, windows) to provide variety and interest, relate comfortably to human scale, and create a pedestrian-friendly environment.



Façades should be articulated by the spacing of openings, expression of structure, and surface relief such as projecting bays and pilasters. The selection of materials, finish, and color should reinforce the composition.

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BUILDING FACADES

Building façades should be composed to relate all of the parts (wall, doors, windows) to provide variety and interest, relate comfortably to human scale, and create a pedestrian-friendly environment.

Façades should be organized by horizontal expression lines incorporated between the base, middle, and top of the façade. Façades should be articulated by the spacing of openings, expression of structure, and surface relief such as projecting bays and pilasters. The selection of materials, finish, and color should reinforce the composition.

Buildings fronting on more than one street should address the streets with a consistent façade treatment. Building corners should be articulated. The street level façade should be the primary orientation and access for pedestrians and provide continuity of visual interest. The street level use at commercial street corners should be non-residential. Building exteriors visible to a public right-of-way or any property zoned or used for residential purposes should be consistent in architectural quality, materials, appearance, and detail to any other exterior of the same building. The rhythm of windows, doors, porches, or other projections should present a pleasing pattern and should vary along the street block to

avoid a monotonous and uninteresting appearance. Façades of new buildings located adjacent to existing buildings should relate to the pattern of existing façades and contribute to a consistent rhythm and continuity of features along the street. On streets where the majority of existing buildings have front porches, incorporation of porches in a new building should be considered as a compatible design feature to reinforce the prevailing architectural character and façade treatment.

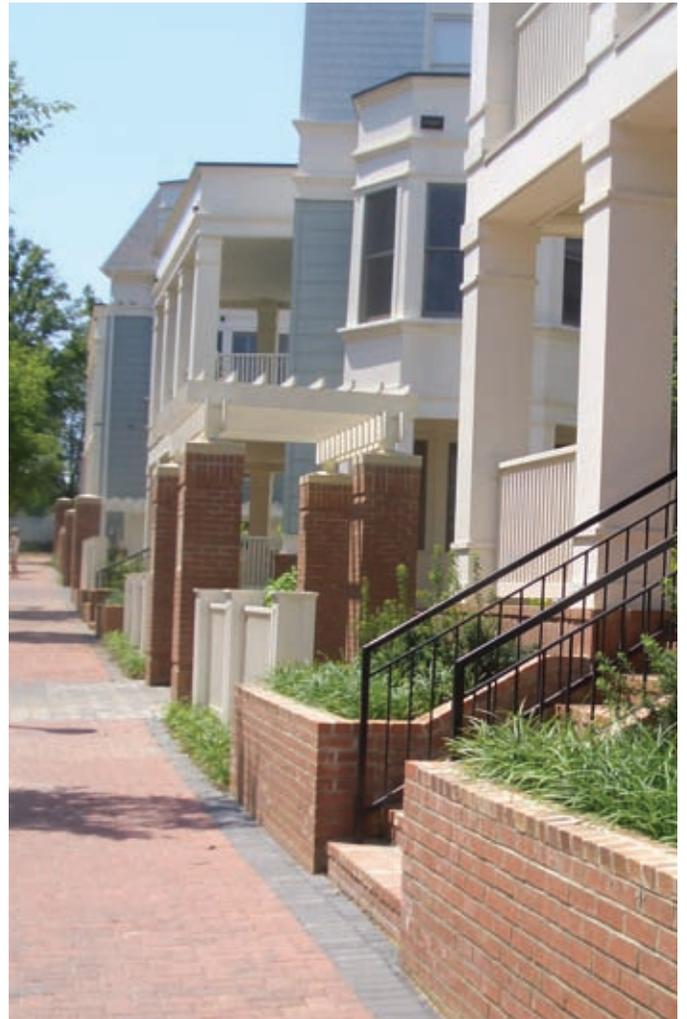
The directional expression of façades of new buildings, generally determined by the building structure and height, the placement and proportion of openings, and architectural detailing should



The pattern of solids and voids, of wall surfaces and the openings between them, and the proportion of openings to wall surface should be compatible with existing adjacent buildings.



This new house conforms to the prevailing building height, massing, roof form, the location of openings, and style of front porch of the neighboring houses in Alexandria, Virginia .



Architectural detail may include lintels, cornices, arches, chimneys, porches, overhanging roof eaves and other projections, and ironwork.

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be compatible with existing adjacent buildings, whether that expression be vertical, horizontal, or non-directional. The proportion, or ratio of width to height, of a new building's windows and doors should relate to the proportions of openings of existing adjacent buildings visible from the street and public areas. The pattern of solids and voids, of wall surfaces and the openings between them, and the proportion of openings to wall surface should be compatible with existing adjacent buildings.

Doors and windows should be spaced to create a pleasing pattern. Classical proportions should be followed to guide the design of fenestration. At least 60-percent of the street level façade

should be glazed area (i. e., windows and doors). Main entrances should be clearly identifiable. Retail, restaurant and business entrances should be on the street level to encourage pedestrian activity. Service entrances and loading docks should be located on side or rear façades and appropriately screened or located behind roll-down doors.

FACADE ARTICULATION

Architectural detail affects the play of light and shadow on a building façade, articulates the pedestrian environment at street level, and defines the skyline. The architectural detail and articulation of new buildings should relate to those of existing buildings. Such

details may include lintels, cornices, arches, chimneys, porches, overhanging roof eaves and other projections, and ironwork. Ground level façades should have the greatest level of detail where it is most visible to the pedestrian. Wall plane projections or recesses should be incorporated to modulate façades greater than 100 feet in length measured horizontally and visible to a public right-of-way or any property zoned or used for residential purposes.

LOWER LEVEL FACADES

Ground floor façades should have the greatest level of detail where it is most visible to the pedestrian. Provide the maximum amount of glazing at the



Awnings and canopies shade windows and doors.



The front porch serves as a transition space between public and private and identifies the entrance to the house..



Entryway design elements and variations are encouraged.

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ground and second floor levels. At a minimum, ground floor façades should be transparent between the heights of three feet and eight feet above the public walkway for no less than 60 percent of the horizontal length of the building façade. Ground floor façades facing public streets should incorporate a variety of the following features: recesses or projections, overhangs, articulated roof forms, raised corniced parapets, arcades, arches, display windows, parapets over entrances, awnings, and/or integrated landscaping such as planters or seat walls.

BUILDING ENTRANCES

All sides of a principal building that directly face an abutting street should feature at least one entrance. Where the principal building directly faces more than two abutting streets, this requirement should apply only to two sides of the building, including the side of the building facing the primary street and another side of the building facing a second street. Entryway design elements and variations are encouraged. Each principal building on a site should have clearly defined, highly visible entrances featuring not less than three of the following architectural features: canopies or porticos, roof overhangs, recesses or projections, arcades, raised

cornice parapet, peaked roofs, arches, outdoor patios, display windows, architectural ornament such as tile and moldings integral to the building design, or integral planters or wing walls that incorporate landscaped areas and or places for sitting.

AWNINGS AND CANOPIES

Awnings and canopies shade windows and doors and provide cover for the pedestrian and outdoor seating and dining areas. Awnings and canopies should be of a design, material, form, construction, and color appropriate to the architectural style and function of the building and visually integrated and



Building corners located at street corners may be articulated with chamfered or curved walls, vertical elements such as towers and cupolas, or bay windows.



Materials should be high quality, attractive, and durable.

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in harmony with other buildings and sites in the district.

BUILDING CORNERS

Building corners located at street corners may be articulated with chamfered or curved walls, vertical elements such as towers and cupolas, or bay windows.

MATERIALS AND FINISHES

Materials should be high quality, attractive, and durable. Primary materials should be brick veneer, natural stone, architectural metal, architectural precast, cementitious siding, stucco or stucco-like materials such as EIFS,

wood clapboard, wood shingles, board and batten wood siding, smooth-face synthetic siding such as Hardiplank, or glass. Where permitted, synthetic siding to simulate clapboard siding may be used. Textured or “wood grained” siding is discouraged. Use of alternative materials to the above listed preferred materials is subject to approval by the Planning Director. The selection of materials and textures for a new building should relate to the materials and textures used in the surrounding area and on existing adjacent buildings. In areas where strong continuity of materials and textures is a factor, the continued use of those materials should be strongly considered. Trim should not exceed 2 inches in actual thickness, be at

least 6 inches in width at corners and at least 4 inches in width around openings.

COLOR

The selection of colors for a new building should relate to the use of color in the surrounding area and on existing adjacent buildings. In areas where strong continuity of color is present, the continued use of existing colors should be considered. Exterior color should be low reflectance, subtle, neutral, or earth tone. The use of high intensity, metallic, black, or fluorescent colors is discouraged. Bright colors should be used only as accents. Mortar and caulking colors should be compatible with the predominant material.



Roofs of varying heights and forms adds visual interest to this proposed design.

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ROOFS AND ROOFLINES

Roofs should provide visual interest and become positive additions to the skyline. Roofs may vary from flat to sloping. Use of similar roof forms will create a more unified and cohesive development. Roof forms and heights should be appropriate to the architectural style of the development. Varying roof forms and heights to create an interesting skyline should be considered. The visual impact of roofs, roof overhangs, and parapets on adjacent open space, streetscape, and other buildings should be considered.

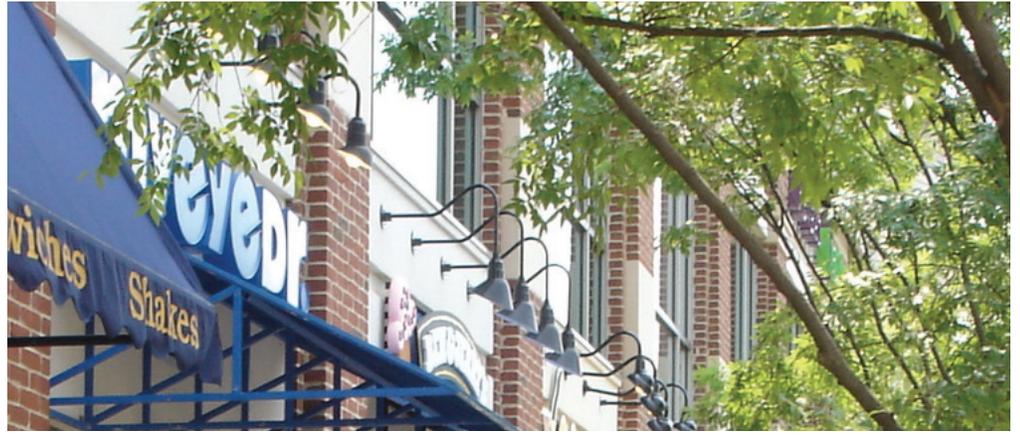
Roofs should be gable, hip, gambrel, or a combination, or flat if concealed from

view by a parapet. Gable roof ends should have a minimum roof overhang of 12 inches. The roofs of new buildings visible from the street and public areas should relate in shape, pitch, and materials to the roofs of existing adjacent buildings.

Overhanging eaves should extend no less than 3 feet past the supporting wall for no less than 30 percent of the building perimeter. Sloping roofs should not exceed the average height of the supporting wall, with an average slope greater than or equal to 1 foot of vertical rise for every 3 feet of horizontal run and less than or equal to 1 foot of vertical rise for every 1 foot of horizontal run.

The average height of parapets should not exceed 15 percent of the height of the supporting wall and should not exceed at any point one-third of the height of the supporting wall. Parapets should feature three dimensional cornices to provide visual interest and shadow lines and should not be of a constant height for a distance greater than 150 feet.

Dormers, cupolas, and other rooftop elements are encouraged to create interest, introduce human scale, and relieve building mass. The roofscape defined by the roofline of a building or buildings should be an integral part of the design with respect to form, material, and color.



Building-mounted lighting should be designed as an integral part of the architecture.



Rooftop mechanical units, flues, and vents should be screened from view.

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Sloped roof materials should be wood, tin, slate, terra cotta, standing seam metal, or dimensional fiberglass shingles. Porches and bay windows should have metal roofing. Roof penetrations should be on the rear slope of roofs and painted to match the color of the roof. Skylights should not be visible from any public area.

ROOFTOP EQUIPMENT

Rooftop mechanical units, flues, vents, or any other equipment should be organized and screened from views, including from adjacent buildings. Accessible rooftops and green roofs are encouraged.

LIGHTING

Building-mounted lighting should be designed as an integral part of the architecture and should not direct or reflect illumination on adjacent properties.

PARKING STRUCTURES

Parking structures provide convenient and sheltered parking adjacent to the uses that they support. When the cost to build parking structures is justified by the density of the development and site constraints, the design of the structures should be designed to integrate well with the adjacent buildings. Structured parking may be accommodated in

garages within buildings or in free-standing parking decks. Visible façades should be treated with materials, colors, finishes, and signage consistent with the overall quality and character of the development.