



Example of infill within an urban grid street pattern: Locate infill buildings facing the primary street, with parking lots located to the rear, and provide sidewalks to promote pedestrian connectivity.



Example of commercial infill development within a curvilinear street pattern: Define the streets with uniform "build-to" lines. Provide multiple vehicular and pedestrian connections to the neighborhood.



In Arlington, Virginia, these retail buildings, with office and apartments above, provide a consistent setback along a primary street.



In Alexandria, Virginia, mixed-use and infill buildings, with street-level retail and offices and residential on upper floors, provide a consistent edge along King Street from the river to the metro station.

## Neighborhood Framework

A neighborhood framework is defined by the arrangement of streets and blocks. Within the Urban Overlay District, there are two existing frameworks: a rectilinear street grid, such as in the South Norfolk neighborhood, and a curvilinear pattern typical of the neighborhoods developed in the late twentieth century. To strengthen this district's distinctive character, mixed-use and infill developments should have frameworks with the following characteristics:

- 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 as separate buildings or setting back 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 street pattern to preserve the natural environment should be permitted.



Infill development of individual lots within an existing neighborhood.



Infill development of multiple lots within a block within an existing neighborhood.



Infill development of multiple blocks within an existing neighborhood.

## Neighborhood Framework

### STREET CONNECTIVITY

- Infill development within an existing neighborhood can range in size from a single lot to multiple lots within a block, to multiple blocks.

- Existing neighborhoods with a strong pattern of streets, blocks, and building fabric should be enhanced and revitalized with compatible infill development which reinforces the existing pattern.
- In an existing neighborhood that lacks a strong development pattern, infill development should develop its own neighborhood framework of streets and blocks, introduce build-to lines, adopt parking strategies, and create multiple connections to establish a pedestrian-friendly urban environment.