

ENGLAND
INDUSTRIAL AIRPARK
& COMMUNITY

ALEXANDRIA
INTERNATIONAL
AIRPORT

**2009
Master Plan
Update**



Appendix F
Patterns for
Development

VISION

The vision for England Airpark is to create the premier business/residential/retail environment in the region. To achieve this goal, the design and planning concepts laid out in this document reflect the following principles:

- Promote development that is balanced, economically viable, and self-sustaining.
- Support a consistent, high quality physical character.
- Blend multiple uses, including industrial, residential, retail, office and aviation activities, into a safe and efficient environment.
- Promote sustainability through the economical use of land and building and infrastructure designs that are culturally appropriate, energy efficient, and environmentally sensitive.

PURPOSE OF PATTERNS FOR DEVELOPMENT

The purpose of the *Patterns for Development* document is to illustrate design and site planning practices that will support an attractive, visually coherent environment across England Airpark. An emphasis on quality in the design and layout of buildings, green spaces, and streets allows businesses to retain long-term value and appeal; attracts quality tenants and young, professionally-



View of England Airpark

oriented workers, residents, and consumers; and establishes a sense of place that differentiates a setting from other properties in the market.

This document is intended for use in two ways. England Airpark authorities can refer to the *Patterns* to ensure that broader public realm improvements, such as parks, landscaping, streets, trails and sidewalks meet the standards

of durability, sustainability, and visual quality. The *Patterns for Development* should also guide private builders/developers so that individual decisions about building layout and architectural design contribute positively to the sense of place. The concepts contained in this document are not mandatory. They are intended instead to give examples of appropriate development types and to set general parameters for retail, office,

warehousing and residential projects that are functional, appealing, and sensitive to context. As such, builders/developers should approach these concepts as a set of best practices that invite flexible, creative solutions.

The planning and design concepts in this document are primarily meant to shape public spaces and projects in the Town Core and England Estates neighborhood. The document also contains a section on more basic design principles appropriate for development in the Westside Business/Industrial Campus.

Building Materials and Architecture

The *Patterns for Development* document seeks to create an overarching physical identity that is distinctive to England Airpark and complements the character and culture of the Alexandria region. To accomplish this goal, the concepts that follow build on the design precedents set by the Airpark's high quality buildings and place-making elements such as decorative lighting, landscaping, signs, water fountains, and banners. The document references previous plans and established focal elements in the sections below to promote design continuity for the campus.

The classically designed brick commercial passenger terminal of the Alexandria International Airport, the bungalow-style brick club house of OakWing Golf Club and the Airpark fire



The Alexandria International Airport terminal



The Oakwing Golf Club

station establish a rich and varied, but consistent architectural theme. By continuing to incorporate select architectural styles through a similar palette of materials, the Airpark can create a unifying context. Where appropriate, building design, particularly for larger scale office, residential

and retail projects should continue to reflect this existing palette. Brick is clearly the most recognizable building material and lends itself to a broad application of architectural style and detail for uses envisioned in the Airpark.

- The use of classical elements, such as Greek in the Airport Terminal or other classical styles, should be reserved for civic buildings. In all cases, those classical styles should be expressed through columns and other elements integrated with brick as the primary wall material, in a Jeffersonian style similar to the Airport design
- Retail development must support the floor plan and height requirements of individual merchants, but should incorporate brick to the fullest extent possible. In projects where other materials are included on the elevations, brick should be present in columns, windows and door frame details, as well as in fascia and coping elements. The design should be articulated along its elevation to engage pedestrians as they walk by and through retail areas. Such articulation should be accomplished with contrasting materials: finish metals, canvas, and wood. Signage should be controlled to allow clear advertisement, but not overwhelm the elevation or create visual confusion.
- Housing styles will vary according to whether development is single or multi-family and whether projects are infill or an entire neighborhood subdivision. For housing, the

inclusion of brick as an architectural material will be a function of price-point and market. Brick should be evident in elevation elements like arches, sills, and headers. Placement of brick can support an array of housing styles and integrate them aesthetically into the Airpark architectural themes. Where brick may need to be mixed with other materials it can be placed along the house’s base or plinth and coursed up to sill height or detailed through quoins. In any combination of materials, elevations should be articulated in styles that are distinct and instill pride in ownership and community.

In general, architectural design should reinforce the following objectives:

- Design consistency in a sub-district of the Airpark, such as the Market Square or England



Pedestrian scale architecture

Estates.

- Human scale design.
- Integration of uses.
- Encouragement of pedestrian activity.
- Buildings that relate to and complement the street, open spaces and surrounding buildings.

Acadian Architecture

Where appropriate, housing styles should draw from the architecture commonly seen throughout central and southern Louisiana, particularly Acadian architecture. The climate of Louisiana spurred many of the design features characteristic of this vernacular architecture. European architecture evolved to a distinct regional style intended to provide relief from the sun and rain, while allowing as much breeze as possible to permeate a building. Typical features include large porches, high ceilings, large windows, slatted shutters, French doors, galleries, raised first floors and shaded gardens.

Acadian-influenced buildings are simple, well built structures, often found in rural settings, with steeply pitched gable roofing and large porches. The porch is typically recessed into the mass of the building. The ridge line of the roof usually runs parallel to the front of the building. Entryways are typically found underneath porches or overhangs, and gable dormers are common. The façade is generally broken up into equal proportions. The





Houses with front porches oriented to the street



Operable shutters are a common feature of Acadian architecture



A traditional iron gallery-style porch



Louver Style shutters

material finish is often wood or lap siding, brick, or light-finished stucco.

Key Architectural Design Features

Key elements of Acadian-influenced design include:

- Roofs - light-colored, reflective roofs protect from extreme temperatures and sun.
- Overhangs - as part of the roof condition, typically the southern side of the building has a larger overhang to protect the wall from the sun in summer, but still allow light inside.
- Porches - the provision for a shaded outdoor space in the form of a traditional porch or a gallery-style porch.
- Courtyards - small, private greenspaces are common additions to residences or businesses.
- Shutters – serving a dual purpose of limiting sunlight in the house in the summer, while permitting breezes to pass through, as well as insulating the house in the winter.
- Large Windows - typically facing north and east to improve ventilation.

HARDSCAPING

Hardscaping should consist of durable materials and maintain consistency with the overall aesthetic of the surrounding architecture. The use of locally available materials is encouraged. As an example, the simple technique of adding shell or local stone to the concrete aggregate enhances the aesthetic, creating a unique sense of place.



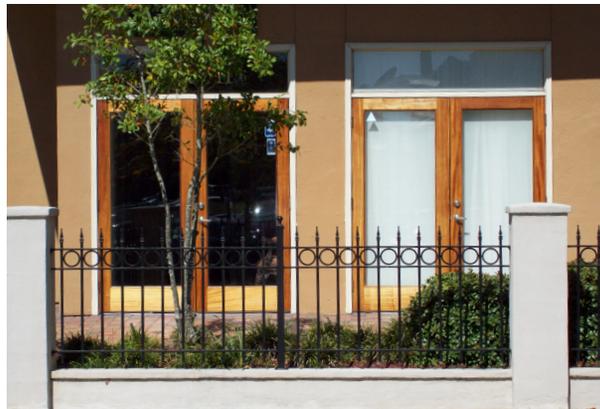
Concrete pedestrian path on the Oakwing Golf Course



Paved crosswalk at England Airpark

Pedestrian Paths and Trails

It is important to consider the intended users of the paths and trails when selecting a material and width. Paths and trails should be constructed from a durable material, such as concrete or asphalt and should remain consistent in materials, markings, and wayfinding elements throughout the site. Pervious materials are encouraged as they will reduce the amount of stormwater runoff. Trails and paths such as the proposed promenade should be of sufficient width (12 feet is recommended) to accommodate safe circulation by multiple users, including pedestrians and cyclists. Paths intended for cyclists, or other wheeled vehicles should be concrete or asphalt. If the path is intended for foot traffic, loose aggregates may be used so long as they maintain a compaction suitable for wheelchair accessible use.



Use of wrought iron to divide private from public space

Pavers

Flagstones were brought over during the shipping boom in the ballasts of ships coming to Louisiana and are still commonly found today in paving or flooring in the region. Flagstones should be used minimally, in courtyards or special focus areas, and places where they will not be under heavy foot or vehicular traffic. Brick is more often used in areas of low to medium traffic, such as the walkways of buildings. Other options for special paving situations may include the use of river rocks, pervious pavers, or crushed oyster shells.

Fences

Louisiana has a long history of using iron fences to separate public and private spaces. Fencing used at the Airpark should consist of brick at the base and corners and architectural metal for the rails and posts consistent with the architectural heritage of the region. Wooden picket fences are more appropriate to separate individual spaces from each other within a single public or private setting. Fence heights in public areas should not be greater than 42" to allow for a separation of space without obstructing visibility. Private areas of back yards may have fences up to 72".

Walls

Brick walls are commonly found in Southern and Central Louisiana, with the occasional use of



Use of architectural detailing to avoid creating a blank building wall

white-washed tabby stucco. Low retaining walls should consist of brick or stucco. Provisions for a seat well within the retaining wall are ideal, but precautions should be taken so that the top treatment of the wall does not encourage skateboard usage.

LANDSCAPE TREATMENT AND BUFFERING

Industrial and warehousing uses are dispersed throughout England Airpark and serve as major revenue generators for the property. The adjacency of industrial buildings to residential, commercial, and recreational uses can, however, cause visual conflicts. Industrial and warehouse buildings should incorporate a combination of architectural



Use of trees and landscaping to screen building



Perimeter buffering of parking lot

and landscape treatments to minimize visual incompatibilities and blend more harmoniously with surrounding Airpark tenants.

Building Façade Treatments

Industrial and warehouse buildings that are sited on prominent streets in the Airpark, such as Frank Andrews Boulevard, and that have unobstructed view lines from proposed or existing hospitality, retail or residential areas should be architecturally complementary of adjacent styles. High visibility front/side/rear elevations should incorporate brick and employ details, such as windows, entryways, decorative masonry patterns, variation in wall planes or other architectural features to avoid an expanse of blank wall facing the main corridor. Buildings sited in transitional areas along Frank Andrews Boulevard should be a minimum of 35 feet in height to visually screen interior Airpark uses from industrial activity. Building roofs in this area should also incorporate appropriate eave overhangs in a range of 5 to 7 feet. Main parking and service/loading areas should be oriented to the rear of the structure to reduce vehicular and aesthetic conflicts with adjacent spaces.

Buffers

In addition to building treatments, the use of landscape plantings can enhance the aesthetic quality of the Airpark. Incorporation of evergreen trees and shrubs at regular or staggered heights and spacing in front of high visibility elevations can effectively screen structures and protect views from developing mixed use, residential or hospitality areas.

Parking Lots

Surface parking lots in excess of 6 spaces should incorporate interior landscaping and perimeter buffering to reduce the visual impact and environmental effects of uninterrupted areas of pavement. The perimeter buffer between the public right-of-way of a visually prominent corridor and the parking area can consist of grass, decorative fences or masonry walls, vegetative screens or a combination of these materials sufficient to create a visual separation between the vehicles and sidewalk or street. The parking lot should also incorporate interior landscaped areas containing grass, trees, or shrubs that retain visibility. These interior areas should be used every tenth parking space to provide shade. Creative stormwater management solutions such as bioswales and pervious material are recommended reduce stormwater runoff and infrastructure costs.

RECOMMENDED TREE AND SHRUB SPECIES

Landscaping should incorporate trees and shrubs that are appropriate to the climate and character of central Louisiana. Native and culturally accepted southern garden plants that require minimum irrigation use are encouraged. Along Frank Andrews Boulevard and Chappie James Avenue, development should maintain consistency with the materials identified in the *Landscape Concept Plan for the Alexandria International Airport Entry Boulevard Planting*. Invasive species as listed by the USDA are not allowed. Below is a palette of locally compatible plant materials.



Black Gum Tree



Live Oak



Swamp Chestnut Oak.



Loblolly Pine



Willow Oak



Crape Myrtle



Southern Magnolia



Red Maple

Large Trees

Acer rubrum
 Acer barbatum
 Carya aquatica
 Magnolia grandiflora
 Nyssa aquatica
 Nyssa sylvatica
 Pinus glabra
 Pinus taeda
 Quercus falcata
 Quercus falcata x pagodifolia
 Quercus michauxlii
 Quercus nutallii
 Quercus phellos
 Quercus shumardii
 Quercus virginiana
 Sabal palmetto
 Taxodium ascendens
 Ulmus alata

Red Maple
 Southern Sugar Maple
 Water Hickory
 Southern Magnolia
 Tupelo Gum
 Black Gum
 Spruce Pine
 Loblolly Pine
 Southern Red Oak
 Swamp Red Oak
 Swamp Chestnut Oak
 Nuttall Oak
 Willow Oak
 Shumard Red Oak
 Southern Live Oak
 Cabbage Palm
 Pond Cypress
 Winged Elm

Small Trees

Aesculus pavia
 Cornus drummondia
 Crataegus marshallii
 Halesia diptera
 Ilex vomitoria
 Lagerstroemia indica
 Persea palustris
 Pistacia chinensis

Red Buckeye
 Roughleaf Dogwoodz
 Parsley Hawthorn
 Two-winged Silverbell
 Native Yaupon
 Crape Myrtle
 Swamp Redbay
 Pistachio



Inkberry Holly



Yaupon Holly



Florida Anise

Shrubs

Camellia sasanqua
 Cyrilla racemiflora
 Ilex
 Illicium floridanum
 Itea virginica
 Leucothoe axillaris
 Musa
 Myrica cerifera Southern
 Osmanthus fragrans
 Rosa
 Sabal minor
 Viburnum nudum
 Vitex agnus castus

Camellia
 Titi
 Holly
 Florida Anise
 Sweetspire
 Coast Leucothoe
 Banana
 Wax Myrtle
 Tea Olive
 Rose
 Dwarf palmetto
 Swamp Viburnum
 Chaste Tree



Monkey Grass



Hosta

Ground Covers, Ferns, and Perennials

Aspidistra elatior
 Cytomium falcatum
 Liriope muscari
 Ophiopogon japonica
 Crinum spp.
 Ginger spp.
 Iris spp.
 Hemerocallis spp.
 Lantana spp.
 Hostsa spp.

Cast Iron Plant
 Holly Fern
 Liriope
 Monkey Grass
 Crinum Lily
 Ginger
 Iris
 Daylily
 Lantana
 Hosta



Camellia Sasanqua

PLACE-MAKING ELEMENTS

Open Space

Common open space is a critical part of a vibrant and pedestrian-friendly community. Open space should be used to reinforce a sense of place and give visitors an opportunity to interact with the outdoors and with one another. Proposed mixed-use and retail/hospitality areas should incorporate passive green space in the form of an open lawn. Open space can include larger trees in massings, as screens, or as specimens. Large spaces should incorporate paths and trails to enhance the pedestrian experience and, where possible, connect to other spaces to form an overall system of circulation throughout the Airpark. Development should frame open space with active uses such as residential units or restaurants to put “eyes on the park” in support of a safe, comfortable environment.



Use of fountain as focal element

Restaurants and hotels, particularly in the Market Square and along Frank Andrews Boulevard should consider adding outdoor seating and cafe zones along the facades of the buildings that face open space. Office buildings should similarly consider outdoor seating areas and small courtyards for employee use.

Focal Elements and Public Art

Larger open spaces, such as parks, plazas and courtyards should where appropriate include a focal element that builds on the existing place-making character of the Airpark. Appropriate focal elements include water fountains, gazebos, and clock towers. All place-making designs should be of a scale consistent with the surrounding open space and should draw from the materials and styles seen in other parts of the Airpark.

Water

Fountains are commonly found in plaza settings in Louisiana. Small decorative fountains are more appropriate within the courtyards of residences and small businesses. Due to climate, all water used on site should be well aerated.



Simple Victorian style gazebo with cupola

Gazebos

Gazebos create a comfortable sense of enclosure and a convenient gathering place within a larger park setting. The choice of materials and design for the gazebo should complement the architectural character of surrounding buildings, drawing mainly from a simple Victorian style with a cupola element.



Houses fronting a common park space



The proposed concept for a mixed use center and square at England Airpark



A town green functions as the heart of a mixed use neighborhood



Outdoor café area



Use of wrought iron & bench to create a sense of place along the sidewalk



The Airpark’s military history is a major theme on which to base other place-making elements

Public Art

Where appropriate larger open spaces and parks should feature public art installations that celebrate the history and heritage of England Airpark, as well as the greater Alexandria area.



Carillon tower



Clock tower at the Alexandria International Airport

Tower

The Alexandria International Airport commercial terminal uses a striking clock tower element to create a focal point for community identity. Where appropriate, other open spaces in the Airpark, particularly signature spaces, should feature a clock tower or carillon to reinforce a unifying sense of place. The scale, design and materials of the tower element should be proportionate to the size of the open space and building and should complement surrounding architectural styles.



Monument style sign

Lighting, Signs, and Ancillary Structures

The signage and lighting used in mixed use, residential and retail/hospitality areas should be consistent with the overall aesthetic of the surrounding architecture and maintain consistency throughout the Airpark. Where appropriate, development should draw from the palette of lighting fixtures and sign colors and styles established in the Airpark.

Individual business signs should be designed to minimize visual clutter and should share a common style as to size, shape and material. Appropriate freestanding styles include monument type signs that draw from the colors of existing Alexandria Airpark signage. Building or wall signs should be architecturally related to the structure.



Lighting & banner treatment framing entry to the Airpark

Ancillary Structures

Ancillary structures, such as transit shelters, restrooms and kiosks should reflect the architectural styles evident in Airpark buildings to reinforce a consistent campus look.



Airport terminal sign



Existing transit shelter on the Airpark

STREETSCAPES

Though one purpose of the street network is to provide for the safe and efficient flow of vehicles to buildings, streets and their adjoining pedestrian zones also frame the much-used public spaces that make a community attractive, comfortable, and vibrant. Since the Airpark has a well-established grid of streets, new development should focus on

enhancing the streetscape: the area that contains sidewalks, street furniture, landscaping, or trees.

It is recommended that along all high visibility streetscapes, such as the mixed use Market Square area and the England Estates neighborhood that utilities be placed underground to protect visual quality.

Mixed Use Streetscape

In interior areas such as the Market Square, the sidewalk should be of sufficient width to accommodate heavier pedestrian activity (typically a total of 12 feet: 6 feet for a clear walking zone and 6 feet for trees and street furniture zone). Buildings should be placed as close as possible to the sidewalk and major parking areas and vehicular access should be oriented to the rear to create a pleasant street level experience. On-street parking is appropriate.



A typical mixed use streetscape features wide sidewalks, street trees & lighting, pedestrian friendly buildings, & on-street parking



A residential streetscape with sidewalk and street trees

Frank Andrews Boulevard Streetscape

New buildings should be placed at a moderate setback (20 feet is recommended) from the right-of-way to create a landscaped separation, permit a wide pedestrian path and support a consistent rhythm of development along the corridor. Major parking areas and vehicular access should be oriented to the rear of structures to minimize the visual impact of parking.



A rear alley providing access to residential lots



Proposed new urbanist residential development at England Estates



Roundabout

Residential Streetscape

Residential streetscapes should preserve the existing tree canopy whenever possible and include a five foot wide sidewalk on both sides of the street to maximize pedestrian circulation. Garages should be set behind houses in the England Estates neighborhood with rear 16-foot wide alleys functioning as the primary vehicular access to residential lots.

Roundabouts

The central islands of roundabouts allow for attractive landscaping and can include trees, shrubbery, and fountains. These islands can be designed to establish unique identities along the length of the street or boulevard. To provide adequate stopping sight distance for circulating traffic, the outer margins of the central islands should have low ground covers only.

WESTSIDE BUSINESS / INDUSTRIAL CAMPUS

The following design and site planning concepts are specifically intended for the Westside Business/Industrial Campus. The purpose of these recommended standards is to lay out simple, flexible guidelines to manage development of the park; enhance future investment in industrial and warehouse/distribution operations; and attract the highest and best uses possible for the land.

- Buildings where possible should include façade textures, such as brick, stone, glass or metal and emphasize earth tone colors. Examples of appropriate materials include face brick, smooth, tinted precast/poured concrete panels, cut stone, textured and/or colored metal panels and trim, and clear or lightly tinted glass. Uses should avoid prefabricated, pre-engineered metal buildings. Buildings can incorporate metal components as an exterior finish if the components fit the overall design of the structure.
- Compatibility of building materials and colors is desirable throughout a multi-building site.
- Loading and storage areas should be oriented away from the main corridor and be adequately screened from the public right-of-way.
- Main parking areas, such as those for employees should be placed on the side or behind buildings and should not be the primary visual focus of the site.



A well-designed brick industrial building



Loading areas that are internally oriented and less visible from the street

- Sites should contribute to a consistent landscape treatment along common property boundaries that screens parking and utility structures from off-site view; reinforces individual building identity; and supports a coherent look across the campus. Any storm water detention basins, bio-swales, or filter strips should be incorporated into site landscaping with rounded and varying slopes and appropriate vegetation. Integrated stormwater management solutions to collect run off from buildings and parking areas can provide valuable sources of water for irrigation systems and reduce the size and cost of traditional piped conveyance systems.
- Outdoor lighting should be screened or shielded to prevent visible glare on the public right-of-way. Dark sky compliant lighting is also encouraged to reduce light pollution. Areas requiring high levels of light need to be



A consistent landscape treatment and building design creates a coherent campus feel

screened from adjacent uses.

- Signs should be attached to the building or reflect a monument style consistent with the campus and community. Uses should avoid pole or freestanding signs.

SUSTAINABILITY

One of the fundamental elements of the England Airpark vision is to promote overall sustainability. In the context of development, sustainability is



The bayou is a critical part of the Airpark landscape

commonly understood to mean:

“Development which meets the needs of the present without compromising the ability of future generations to meet their own needs”

Though sustainable development can take on many forms, it is characteristically careful in its use of scarce resources, such as water, air, energy, and land.

The Strategic Land Use Framework sets a template for sustainable land use by encouraging quality living, working and retail choices in a compact, readily accessible, walkable environment and by promoting the re-use of existing infrastructure and previously disturbed land.



Sustainability promotes use of the natural environment both as an amenity and a functional element of the site, such as this stormwater treatment pond



Low impact design leaves the landscape intact and uses materials that complement the environment



LEED-certified buildings have features such as low-emitting interior finishes, water-saving technologies, recycled materials, and a white heat-reflecting roof to reduce heat and save energy.

Individual builders/developers can also contribute to sustainability on the Airpark by exploring the Leadership in Energy and Environmental Design (LEED) or other similar building and development practices. LEED, BREEAM, and Green Star certified practices emphasize performance in the areas of site planning, water management, energy, material use, and indoor environmental quality.

Buildings and their associated infrastructure are a major user of primary energy, are one of the heaviest consumers of natural resources, and account for a significant portion of the greenhouse gas emissions that affect climate change. In addition to protecting the environment and community health, green building practices can yield economic benefits to individual businesses, including reduced operation costs, higher employee productivity and satisfaction, and improved life-cycle economic performance.

With thoughtful planning and design, creative solutions using sustainable practices focusing on cultural, environmental, and economic sustainability England Airpark will provide for future generations.