



This plan is an example of infill development of several blocks where the existing street grid is maintained and new blocks are compatible in character with the existing pattern of development.



On an urban residential street, a consistent build-to line and uniform front yard setback are characteristics of the streetscape.



On-street parking, both parallel and angled, is convenient for shoppers on this mixed-use street. Resident parking is located to the rear.

## Site Planning

### STREET CONNECTIVITY

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. Mixed-use and infill projects should promote the following:

- Street alignments and blocks that are compatible in character with the existing pattern of 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;
- Connectivity with existing land uses and open space;
- 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, 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.



Boardwalks provide public access along waterfronts.



This sidewalk allows for multiple types of users to take advantage of the well-designed pedestrian-friendly system. .



A landscaped median distinguishes the main street within this planned community's downtown.



Bicycle paths give people an alternative way to move about their neighborhood and encourage healthy lifestyles.

## Site Planning

- Establish a system of interconnected roadway networks, pedestrian circulation systems and trails within a development and with adjoining developments.
- Establish an internal hierarchy of streets that are dependent on the anticipated amount of traffic volumes that would be carried.
- Avoid cul-de-sacs unless site conditions, such as topography, easements, and/or property configurations, offer no practical alternatives for connectivity. In such cases, pedestrian and bike connections with adjoining streets or developments should be provided if possible.
- 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.



Carlyle, in Alexandria, Virginia, has a distinctive interconnected system of streets and blocks, sidewalks, trails, and open space. Letters A, B, and C key the plan to the details on the right.



A. Federal Courthouse Square



B. U.S. Patent and Trademark Office



C. African American Heritage Park

## 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 destinations at the terminus of a street.
- Design intersections that interrupt straight internal streets to disperse traffic flow and reduce speeds. Terminate vistas with significant natural features, buildings, pocket parks, or other public spaces.
- Establish blocks that range from 300 to 500 linear feet between cross streets.
- In high visibility areas, provide destination land uses such as retail, restaurants, entertainment, and hotels that would benefit from and contribute to the vibrancy of the area. Complement signature tower buildings with lower buildings to provide street level visual interest and comfortable transitions to adjacent areas.
- Develop a cohesive parking strategy including on-street parking, surface lots, and parking structures. Shared parking opportunities should be explored.