



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.

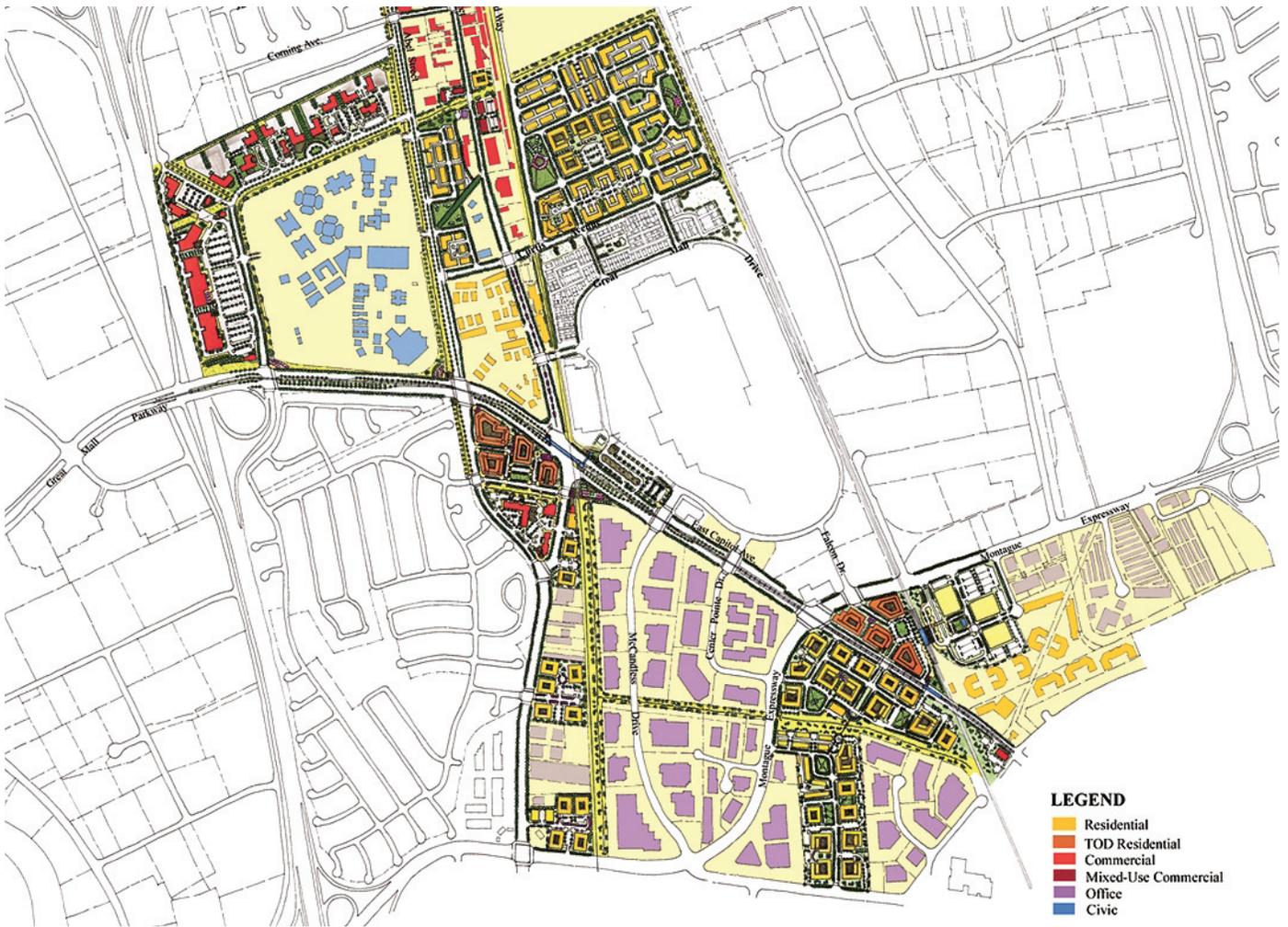


A T-intersection disperses traffic flow and reduces speed.

## 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.