

STREETSCAPE DESIGN GUIDELINES



I. GENERAL (ALL DISTRICTS)

A. Statement of Intent

Streets, sidewalks, and parking areas play an important part in establishing Great Bridge Village's built environment. Although the physical appearance of these elements has changed with time, their earlier character can still be found throughout the Villages.

The guidelines provide a means by which to maintain the physical and spiritual integrity of each district and the "sense of place" of Great Bridge Village. They also seek to re-establish the street as a public domain which can and should accommodate both pedestrian and vehicular movement in comfort and safety.



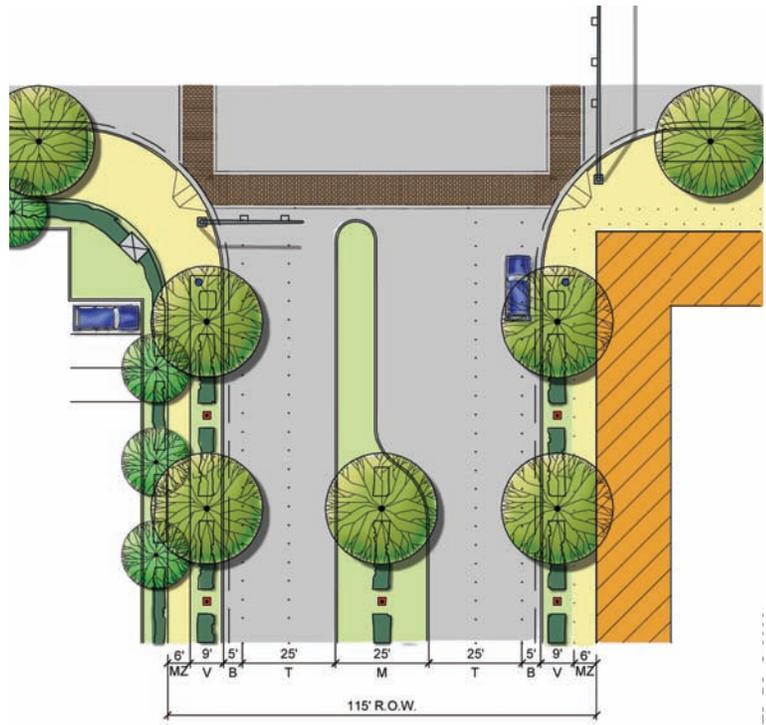


II. STREETS

A. Statement of Intent

Streets should provide the following:

- Improve traffic flow on Battlefield Boulevard by reducing the number of vehicle entrances and exits along Battlefield Boulevard.
- Efficient access to and from main and local streets within the District.
- Make the area more “pedestrian friendly.”
- Provide adequate parking throughout the District.
- Use landscaping to screen parking areas from residential/business areas.



B. Narrative

Battlefield Boulevard, Great Bridge Boulevard, Cedar Road, and Albemarle Drive carry the heaviest traffic volume within the Village area. Their low height (building) to great width (roadway) proportion does not create a strong sense of place nor does it convey a feeling of entering a special place. The physical treatment of these major boulevards as processional and of a grand scale would do much to heighten the Village's 'spirit'.

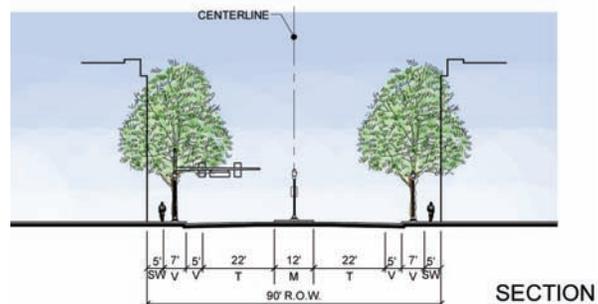
The boulevard sections and plans show the elements which comprise their Village and urban character.

Main streets (collectors) within the Village provide heightened opportunities for pedestrian activity. Vehicular movement remains, but more visual features and sidewalk amenities encourage pedestrians to traverse and shop within the Village area. The collector streets act as links between the boulevards and the numerous local streets.

While the boulevards also provide retail and commercial opportunities, business and service enterprises along main and local streets should place a greater emphasis on the pedestrian's role in these streetscape domains.

To provide for more effective vehicular movement on Battlefield Boulevard, individual vehicular access points should be limited; appropriately spaced traffic signals, and the use of right-in and right-out movements to streets. Provide vehicular access by way of arterial streets.

Local and cul-de-sac streets within the Village encourage pedestrian crossings over their width. Their curb-to-curb width may be the same as a main street, but its posted vehicular speeds are less. These streets are not meant to deter vehicular traffic, but to highlight the safety and significance of the pedestrian.



III. UTILITIES

A. Narrative

Overhead utility lines are a visual distraction. In addition to the visual clutter they create, the lines and poles detract from the streetscape quality and the free flow movement of pedestrians.

As resources permit, the overhead lines should be relocated or placed underground if feasible. New cable and wire utilities planned for the Village should be placed underground. Transformer boxes and other related equipment placed in the public realm should be screened or inconspicuously sited as possible.

Utility line placement underground should follow accepted urban standards for safety and construction.



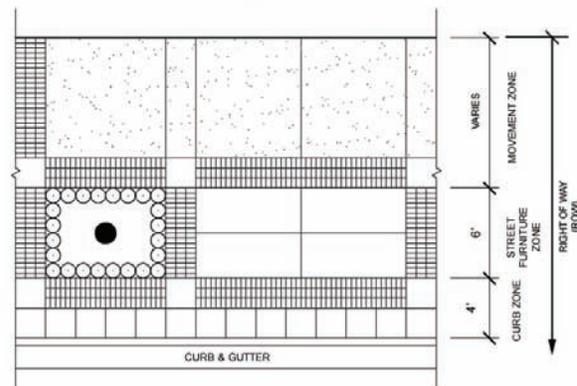
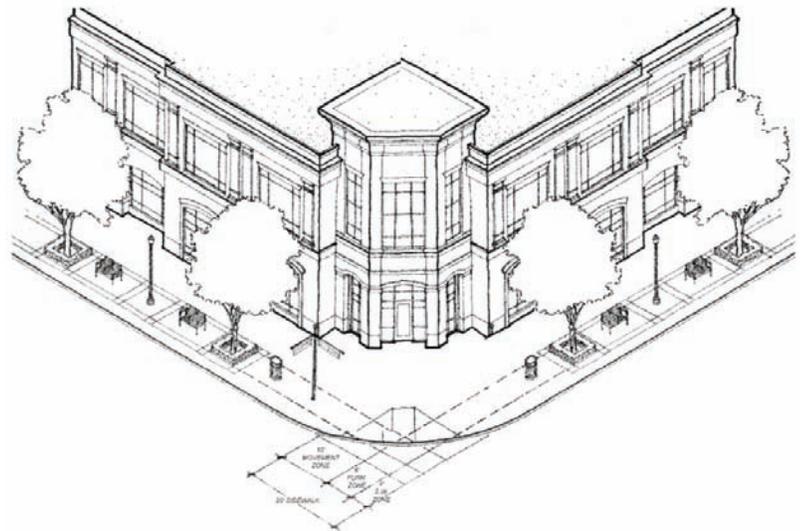
IV. SIDEWALKS AND PATHWAYS

A. Narrative

The success of the Great Bridge Village will lie in part to the constant use of its sidewalks by residents and visitors. The sidewalks will establish pedestrian patterns of use and connection that will contribute to the District’s and Great Bridge Village’s “sense of place” and community.

B. Guidelines

1. Finished surfaces of the sidewalks should be concrete, molded brick, stone, or concrete pavers. Paving patterns should emphasize the spatial elements of the walkway.
2. The finish materials and pattern of the sidewalk should be maintained through driveways, alleyways, and curb ramps.
3. Sidewalk corners should be referenced as a transitional space for a change in paving pattern and material where appropriate.





4. A single brick type and color should be considered for all brick paving patterns developed throughout the Village.
5. Pathways should connect parks and plazas to other public ways.
6. Where pathways must be segmented, provide visual cues – material, pattern, and finish – to tie the segments together.

V. CROSSWALKS



A. Statement of Intent

Crosswalks are intended for the purposes of

- Encouraging pedestrian access within and from adjoining districts;
- Slow vehicular traffic at intersections;
- Providing an additional sense of safety and comfort for pedestrians at intersections;
- Marking and extending the pedestrian sidewalk amenity across vehicular travel lanes.

B. Narrative

Crosswalks should span the full width of the street and terminate at the sidewalk curb ramp.

Crosswalks should convey the Village character in materials and finishes. Crosswalks leading into the area should be of the same character or finish materials as the Village's crosswalks.

Crosswalk widths should vary throughout the Village. Local and main street crosswalks should be a minimum of six feet wide, boulevard crosswalks should have a minimum width of twelve feet, and gateway crosswalks should be ten feet wide.

Where crosswalks are used at major boulevards on streets with two or more lanes of vehicular traffic each way, use island medians, to provide safe pedestrian crossing. Use pedestrian signal lights to increase pedestrian safety and effective overall traffic flow.



VI. STREET FURNISHINGS

A. Narrative

Street furniture makes our urban spaces habitable. It participates in the place making of the Village as a whole. They are the elements which help establish the quality of streets and plazas within the Village. In their own right, they become the street.

Attention to the design and detailing of street furniture objects is as important to the Village's aesthetics as is its architecture. If not well designed or related to the total streetscape, they can add to the visual chaos of the street and to confusion in pedestrian movement.

B. Guidelines

1. Street furniture should be located in the street furniture/landscape zone of the sidewalk.
2. Street furniture consists of seating, pedestrian lighting, bollards, trash receptacles, bicycle racks, postal boxes, newspaper boxes, telephone booths.
3. Street furniture should be placed in a coherent composition. It should have a fairly regular pattern of placement to let pedestrians know they can expect places of rest or cover every so often.
4. Style, materials and color of the street furniture shall form a cohesive design and complement each other.



C. Seating

1. Consider weather, sunlight shadow and views in the placement of seating.
2. Seating may be backless or with a back. The backless bench is popular for architectural composition reasons. The backed benches are favorites for lingering and relaxation by pedestrians.
3. Moveable chairs may be considered for plazas and gardens.



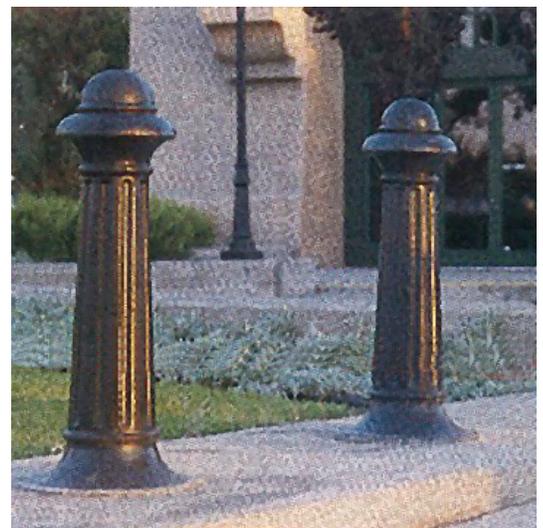


D. Bicycle Racks

1. Bicycle racks should be provided at parks and plazas and in the street furniture/landscape zone on the sidewalk.
2. Bicycle racks should coordinate with other street furniture elements.

E. Bollards

1. Bollards are used to channel both vehicular and pedestrian movement
2. Bollards may be metal, concrete, stone or a combination of these materials.
3. Bollards should be permanent installations, but may be removable, in some instances for vehicular accessibility.
4. Bollards may be lighted, but shall coordinate with the context of their setting.
5. Bollard spacing will vary with the design intent. Barrier-free passage between bollards will require a minimum clear zone of 3'.



VII. OUTDOOR DINING

A. Narrative

Outdoor dining areas can be a major venue within the Village and its Districts to activate and energize the street. The success of these spaces promotes business for adjoining shops and businesses, while enhancing the sense of place for the Village.

B. Guidelines

1. Design of the Outdoor Dining areas shall complement the architecture of the building and its streetscape context.
2. Place Outdoor Dining to take advantage of views toward off-site features and larger pedestrian movement zones.
3. Provide canopies, awnings or table umbrellas for sun protection, when necessary.



4. Outdoor Dining areas for any one existing establishment may have a maximum of 1,000 square feet. The area may setback from the build-to-line of the building a maximum of 20 feet.
5. Outdoor Dining areas may extend into the sidewalk area no more than 5 feet, as long as an 8 foot pedestrian movement zone is maintained.
6. The length of the Outdoor Dining area should coordinate with the restaurant's façade width it serves.
7. Outdoor Dining areas set behind the build-to-line may use paving material different from the established streetscape zone.
8. Perimeter railings should be considered for the outdoor dining where it adjoins the sidewalk. They should add to the aesthetic qualities of the architecture and the street.
9. Perimeter railings may be constructed for permanent or seasonal installation. Seasonal railings should be removed with other outdoor dining furnishings at the appropriate time.
10. Railings and posts may be of metal, or masonry. Landscape hedges may be used instead of fencing when design program goals and intent suggest such use. Plastic posts and rails may not be used.
11. Where outdoor dining is contemplated in a plaza area, serving multiple restaurants, area restrictions may be modified, based on the quality of the plan and materials.
12. Storage of outdoor dining furnishings should be concealed from public view.



VIII. MAJOR & MINOR PLAZAS

A. Narrative

Major and minor plazas can become civic symbols of Great Bridge Village, not only through their design, but because of the varied uses and events which take place in them.

Major plazas of the past have had as their focus outdoor dining, shopping, concerts, festivals, people watching, and bird feeding. Minor plazas are often small spaces nestled between buildings or found at the confluence of streets. These small plazas, too, can accommodate a variety of functions and activities more intimate in scale and focus.



B. Guidelines

1. Scale of the plazas is such that views within and from outside the space allow all parts of the plazas to be seen by users of the space and passersby.



2. The major plazas, which are part of the public realm, should be expressive and unique. They should connect with the popular imagination.
3. The minor plaza – closed and inner courts – is no larger than it has to be. The spatial definition of these plazas is determined by building placement and a disciplined build-to-line.
4. Locate plazas near cafés and storefronts where they will be used.



IX. PARKS

A. Narrative

Within Great Bridge Village, parks and other open spaces can be used to connect the different districts.

Parks can provide each district, and the Village, as well, with a special character. The features and activities found in the parks provide each with its own meaning within the individual districts.

Parks support Village life, and the celebration of community, and residents' universal link with nature.

B. Guidelines

1. Large parks and green spaces should relate to the street networks of the Village.
2. Parks within neighborhoods should relate to the design of the whole neighborhood.
3. Small parks should relate to the design of the block.
4. Employ features – a memorial, a water fountain, a monument, etc. to provide each park with a distinct place marker.
5. Parks, squares and village greens should be placed within a 10 minute walk of District edges, i.e. near the center.
6. Integrate landscape and plazas into streetscapes.



X. ORNAMENTAL STRUCTURES AND PUBLIC ART

A. Narrative

Ornamental structures and public art enrich the life of village residents and visitors and encourages continuous exploration of neighborhoods, districts and corridors. These elements create additional visual interest and accentuate the human scale of the street, plaza, square or park.

Installations of ornamental structures and public art should be located so they are highly visible, located along developed sight lines and coordinated with other village features, both man-made and natural.

The structures and art displays may be permanent or temporary. They may be themed or coordinated with various Village or District events. If temporary, the displays should be removed after a set time frame. It would be the responsibility of the artist/gallery to place and remove the piece.



B. Guidelines



1. Incorporate ornamental structures, public art or other special design features into plazas, parks, entrance corridors, gateways and street furniture zones.
2. Displays should coordinate with the architecture and street furniture pieces adjoining them.
3. All structures, art and special features for public display should be consistent with Sections 2-576 through 2-600 of the Chesapeake City Code, and coordinated with the Public Art Committee.
4. Consider a plinth, pedestal, or other means to designate art locations within the sidewalk zones. They can define the dimensional limitations of any art to be displayed there.
5. Consider water features where appropriate and as terminal points to sight lines in plazas, parks, squares or corridors.



XI. TRANSIT STOPS

A. Narrative

Transit stops are an element of the urban fabric which make a community function. They allow residents and visitors to experience Great Bridge Village and the community beyond at their own inclination and not because of its closeness.

B. Guidelines

1. Transit stops should be located near the center of neighborhood stops and institutions.
2. The pedestrian sheds for transit stops should be a 1/4 mile radius from each other.
3. Place transit stops within walking distance of each other and in convenient proximity to parking areas.
4. The design of transit stops, including bus shelters, shall be urbane, well designed shelters. Standard, prefab shelters are not desired.



XII. OUTDOOR LIGHTING

A. Narrative

1. Lighting extends the use of a district beyond the daylight hours and into the evening, providing for the continued use of the streets and public spaces throughout the diurnal cycle. Lighting provides a sense of security and safety for the pedestrian, giving a sense of continuous habitation and oversight. This makes it a prerequisite to consistent pedestrian activity throughout the evening hours. A well-lit environment establishes the basis for the vitality of evening activities promoting public attendance, whether they are theatrical performances, concerts, dining, or late-night shopping. Lighting reactivates urban spaces for evening use, and allows the district to be a nighttime destination point. The adequacy of outdoor lighting is vital to securing the ongoing vibrancy of a mixed-use district. Street lighting practices which minimize the use of energy and reduce glare are encouraged.



B. Standards



1. Provide lighting for the pedestrian along the street at the sidewalk, within plazas, and along pedestrian ways and access routes within parks, as well as in landscaped gardens and natural areas. Provide signalized traffic lighting in conjunction with the development of vehicular routes and traffic patterns. Develop the design and selection of building-mounted decorative fixtures in coordination with both the street lighting and the individual buildings. Provide lighting that both enhances the character of the district and subtly reinforces the distinct aspects of its neighborhoods.

2. Maintain outdoor lighting at a pedestrian scale that supplies adequate illumination for both pedestrian use of the sidewalk and street, and vehicular use of the street.

3. Lighting at the sidewalk along local streets in the district should maintain a pedestrian scale. A total height (pole and light fixture) of 12'-0" is preferred. Pole and fixture design should be complementary. A consistent street fixture should be provided throughout the district.

4. Building mounted fixtures will vary from building to building, but should be complementary to the overall character of the district as well as its individual buildings.



5. The lighting of selected building facades should contribute and reinforce the overall sense of building organization, massing, and façade treatment throughout the district. The light sources which illuminate building facades shall be located, aimed, and shielded such that light is directed only onto the building façade and not onto adjoining properties. Light fixtures shall not be directed toward adjacent streets or roads. The use of shields and baffles are recommended to help mitigate light spread.
6. In plazas, pocket parks, and along pedestrian pathways, consider the use of low-level outdoor lighting integrated into plaza walls, stair side-walls and/or risers, and even seat- walls. The lighting levels provided should illuminate changes in elevation such as steps, ramps, and steep embankments.
7. Bollards may also be internally lit, reinforcing the visual separation of vehicular and pedestrian routes.
8. All light fixtures throughout the district must minimize off-site lighting and night sky pollution (dark sky compliant outdoor lighting fixtures). Full “cut-off fixtures” to prevent “light pollution” should be used. All exterior light fixtures are to be metal halide or LED.

