



SMITH PROPERTY

# Design Guidelines

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Van Metre Companies  
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*Van Metre*

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## INTRODUCTION

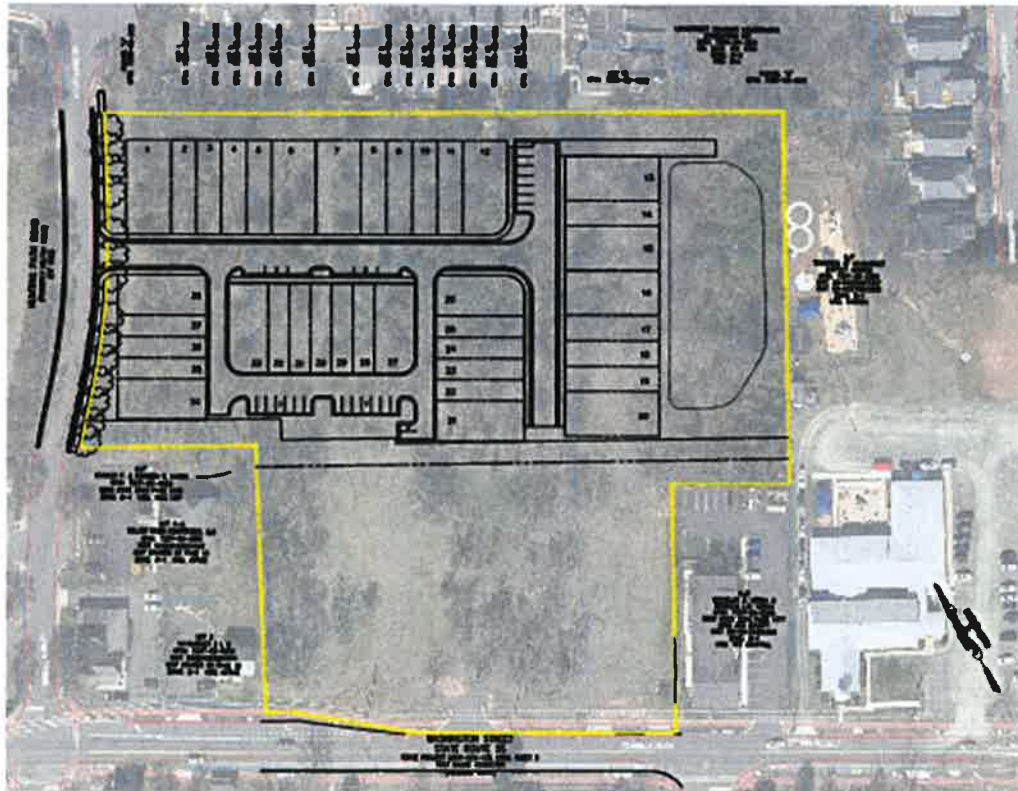
The Smith Property Design Guidelines are intended to be a framework for development to be used by developers, stakeholders, and municipalities, during the design process. They should be utilized as guiding principles for the vision of the community and to aid in the implementation of that design.

## DESIGN GOALS

- A development that creates a sense of enhanced community and neighborhood for its residents, through a plan that is pedestrian friendly and provides useable amenity spaces
- Ensure community longevity through the design of neighborhoods that will endure over time
- Creating visual interest throughout the development, by thoughtful architectural design, plantings, and public spaces.







## SITE LOCATION

The Smith Property is located in the Town of Haymarket along Washington Street (Route 55) bordered by Hunting Path Road to the west and Rising Sun Lane to the North. This site has been designed to be a residential townhome community. In addition to housing, the site has been designed to provide an integrated pedestrian network and amenity areas that may include a tot lot / park.

## PEDESTRIAN CONNECTIVITY

The development should strive to create a community with a safe and comfortable walking environment. On the interior of the site, sidewalks should connect residents to amenity areas, as well as providing access between parking and homes. The interior sidewalks should connect to existing pedestrian network along Hunting Path Road. This

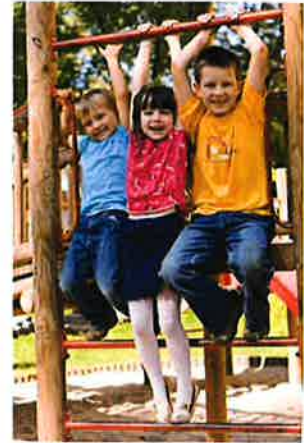


sidewalk will provide connections to the larger community outside the development, namely the Town of Haymarket. Accessible routes should be implemented throughout the community to provide access for people of variable abilities.

## OPEN SPACE / LANDSCAPE

### OPEN SPACE

Adjacent to the eastern site boundary, an approximate 0.7 acre open space area will be utilized for stormwater management (SWM) and amenities. This area will be carefully landscaped to create a useable passive recreation area for the residents to enjoy.



### LANDSCAPE OVERVIEW



Landscaping in The Smith Property should assist in the definition of space and community identity, soften the vertical space, and provide a comfortable pedestrian experience. Benefits of a well-designed landscape include helping to manage stormwater, reduce heat island effects, provide shade and protection of non-vehicular travelers, buffer parking areas from traffic, and dramatically improve the aesthetics of the space.

Large canopy trees and understory trees should be located along parking areas and in buffers. Buffers are areas that are planted in a naturalized manner and provide an edge to the community. These areas can include large canopy trees and understory to create a dense, layered effect. On the other hand, street plantings are laid out in an organized manner. A bio-diverse selection of tree species should be planted in groups or an alternating pattern along streets to help improve the long-term health and stability of the tree canopy. Obstructive plant materials may not be placed within the pedestrian zone.



Buffer and parking lot plantings must be provided in accordance with the Town of Haymarket Zoning and Subdivision Ordinance, Article XVII. Where Town standards do not apply, measures should be taken to utilize landscaping to provide sufficient visual and noise buffers from roadways, service areas, service drives, and any mechanical equipment needed to assist in building function (such as air conditioning units).

## PLANTING STANDARDS

The following are recommended for placement of street trees (large and medium shade trees) in the parking and open space areas.



**Lateral Spacing:** Trees should be spaced regularly throughout the available planting area or within defined groupings. Street trees should be spaced at the Town recommended spacing, or, where Town standards do not apply, trees should be spaced at a minimum of 25 feet and maximum of 40 feet on center.

Quantities required for buffer plantings and parking lot plantings/planting areas shall be provided as per Town requirements and in these design guidelines. Plant material and plant types should utilize plantings listed in the Town approved plant list as shown in the Zoning Ordinance, Article XVII.

Plant size is an important consideration in creating a safe and secure street environment. When considering the location and size of plant materials, vehicular sight triangles should be maintained according to appropriate engineering standards. At crosswalks, the maximum height of shrub plant material should be no more than 30 inches from the top of the adjacent roadway. Similarly, plants more than 30 inches in height should not be located within the sight triangle of driveways as measured from the adjacent roadway.

## MAINTENANCE

No landscape will be successful without adequate maintenance, and certain plants require more attention than others. For understory plantings, plants that are both hardy to urban conditions and native to the area should be used. Amenity areas will require a higher level of maintenance due to the kind of plants selected and a more manicured appearance. The buffer areas should maintain a naturalized appearance as they are intended to create a dense barrier that screens views. Street trees and shrub plantings need to be trimmed to maintain the appropriate sight distance.

## SUPPLEMENTAL PLANTINGS

In addition to trees within planting areas, the installation of shrubs and groundcover should be considered and are recommended plantings. The placements of these materials contribute to the quality of the streetscape by helping create a cohesive design. Caution should be taken when placing understory plant material so as to not negatively affect vehicular sight lines, pedestrian and bicycle clearances, and safety and security. Shrubs and groundcover should be of sufficient hardiness to withstand conditions within the planted environment.

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## LANDSCAPE AREAS

### 1. Parking Streetscape

A consistent tree canopy throughout the streetscape will create the appearance of the street corridor. Streetscape plantings primarily consist of large canopy trees that are limbed up as required by county standard to provide a safe environment. Street trees buffer homes and businesses from traffic, which creates a comfortable experience for both motorists and pedestrians. Additionally, they create an identity for the community and have an aesthetically please effect.



Surface parking lot areas should have sufficient interior (to the lot) and perimeter (between the lot and adjacent property or public right-of-way) landscaping to visually break up their appearance and reduce their visual impact. All surface parking areas should meet the minimum requirements of the Zoning Ordinance for interior landscaping.

## 2. Buffers

Buffers are areas of land set aside as a place to provide vegetation (and possibly include a man-made barrier) that will create a visual screen between two differing land uses. Composed of a variety of trees and shrubs, these buffers create a dense barrier that screens views, provides visual interest, and creates a habitat for wildlife. The width of the buffer is adjusted according to Zoning Ordinance standards to provide the appropriate amount of screening required for the adjoining uses.





### 3. Parks / Amenity Areas

Throughout the passive open space areas there will be amenities such as seating zones and tot lots which will reinforce the feeling of community and the development's identity. These spaces will be located in areas that are well-utilized and convenient to access. Plantings should include ornamental trees, shrubs, and accent perennials designed to create an aesthetically pleasing and comfortable environment for the community.



## STREETSCAPE ELEMENTS

### STREET FURNITURE

Street furniture supports pedestrian life along streets and elevates the quality of the streetscape by providing places for people to sit or gather, deposit trash, and store bicycles. Street furniture of similar style and quality will unify the streetscape and amenity areas within the development. The following images show general characteristics and examples of the family of street furniture for the Smith Property development.



### LIGHTING



All lighting should conform to the national lighting minimum standards. Pedestrian level lighting, building mounted lighting, and sign lighting may be used to complement roadway and streetscape lighting and to emphasize areas of importance (such as a pocket

park, gathering area). Light poles also offer the opportunity to mount banners or flags for special events, announcements, or community identity. All fixtures should be full cut-off luminaires to minimize light trespass, meet dark sky requirements, and will conform to standards put forth in the Zoning Ordinance.





The illustrations show examples of the quality and style of street lights to be used within the Smith Property development. Lighting of a similar style and quality should be used to create a cohesive streetscape within the community.

## SIGNAGE

One way of creating an identity for the development and community development is through signage and way-finding. Signage will maintain a consistent design throughout the development and support the overall character of the Smith Property. Materials utilized in signage will be used on building facades and vice versa. Signage size should be relative in scale to the audience that the sign is intended for. Signage to direct pedestrians should be of a smaller pedestrian scale; signage to direct vehicles should be of a larger, vehicular scale. Consideration will be made for colors that provide reflectivity and are visible at all hours of the day/night.

Shown are some examples of community signage and way-finding that are appropriate in scale and character for the Smith Property.



## ARCHITECTURE

### GENERAL GUIDELINES

In order to have a cohesive overall character for the development, a consistent design concept should be implemented in the building architecture, through a like palette of materials, colors, and architectural styles. To create visually engaging buildings, slight variations within the buildings should be worked into the design. These can include, but are not limited to, variation in wall planes, roof lines, detailing, and addition of



architectural elements such as balconies, canopies, gables, dormers, and awnings. Building materials should include, but are not limited to vinyl siding and trim, brick, and stone. All paint colors used must be complementary to one another and to the other building materials.

### BUILDING DESIGN

Building design should consider the pedestrian experience, and provide a proportional relationship between the buildings, landscape, and street to create a pleasant user experience. Buildings should also provide interest at pedestrian eyelevel, such as accent brick, decorative trim, and overhangs. All units should have an individual entrance to provide identity to the unit.



## UNIT TYPES

Two types of housing will be located within the residential neighborhood: front-load garage townhomes, located along northern and eastern sides of the parcel, and rear-load garage townhomes, located along southern and western sides of the parcel. The rear-load garage townhomes are grouped to orient the primary front elevation towards Hunting Path Road and the main internal entrance road.



Front-Load Townhome



Rear-Load Townhome

## **SPECIAL END AND REAR CONDITIONS**

The residential buildings closest to Hunting Path Road and most visible from internal streets should incorporate special end or rear conditions that will provide an enhanced façade for the portion of the building that will be more exposed. This can include additional brick features, siding, and decorative trim. These elements should provide an aesthetic appearance to vehicles traveling along the adjacent roadways, as well as those entering the community.

## **CONCLUSION**

These Design Guidelines are intended to establish guidelines to ensure that a high quality, attractive neighborhood is created at the Smith Property. The Design Guidelines are, as the name states, guidelines. They are meant to be flexible to accommodate new ideas that may arise during the many years that this project will be under development.