



CITY OF
**VIRGINIA
BEACH**

ATLANTIC AVENUE

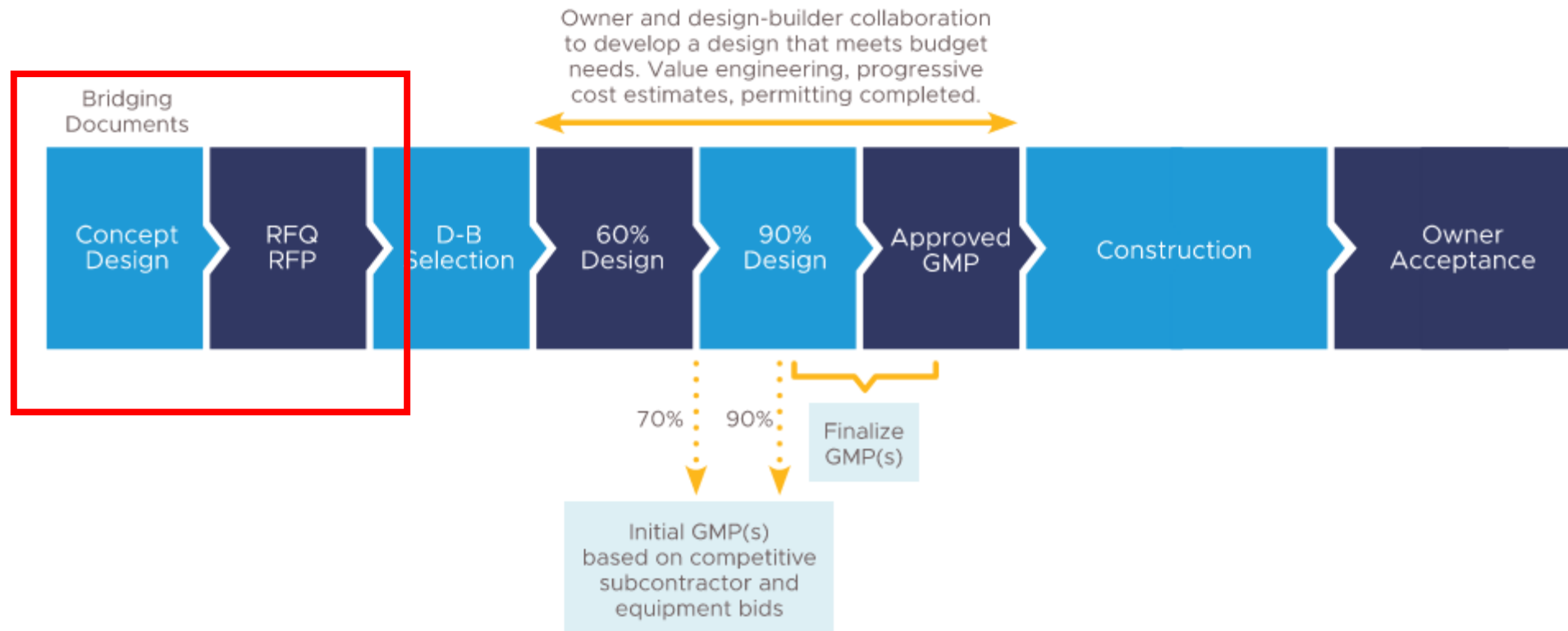
RESORT ADVISORY COMMISSION PRESENTATION

APRIL 2023



Progressive Design Build

Two-Step Best Value Selection for Design-Build Project Delivery



Project Schedule and Budget

The schedule and cost estimate are preliminary and may be subject to change.

Anticipated Schedule

Allowable Construction | October 1 to April 30

Additional limitations may be necessary based on special events.

RFQ Release	February 2023
RFP Release	April 2023
Design Start	Fall 2023
Construction Start	2024
Construction End	Spring 2028

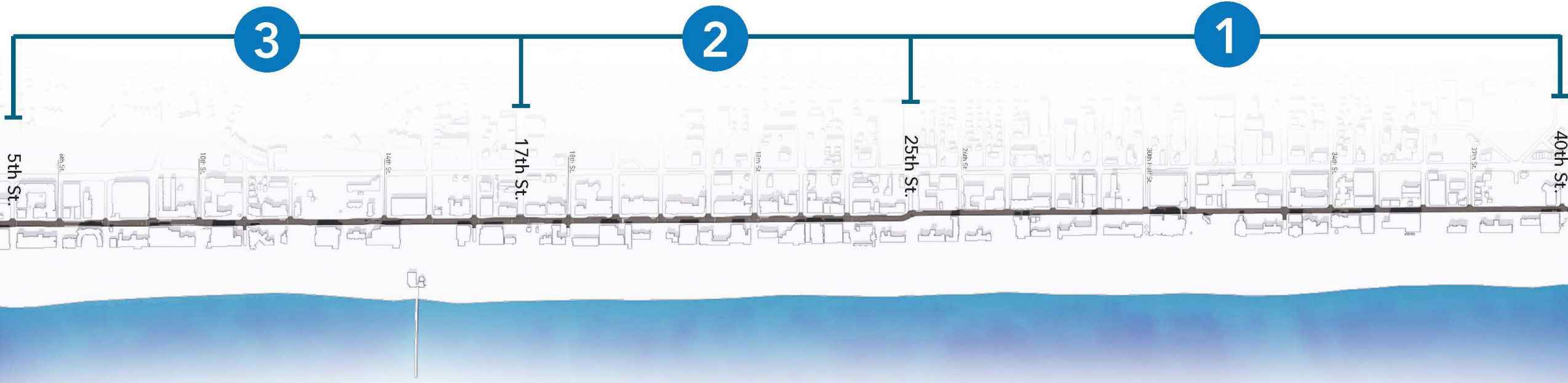
Estimated Project Cost

Design & Construction	\$48,100,000
<i>Fiscal Year 2023</i>	\$11,900,000
<i>Fiscal Year 2024</i>	\$11,000,000
<i>Fiscal Year 2025</i>	\$11,000,000
<i>Fiscal Year 2026</i>	\$7,900,000
<i>Fiscal Year 2027</i>	\$6,300,000

Streetscape Design Guidelines

STREETSCAPE SEGMENTS

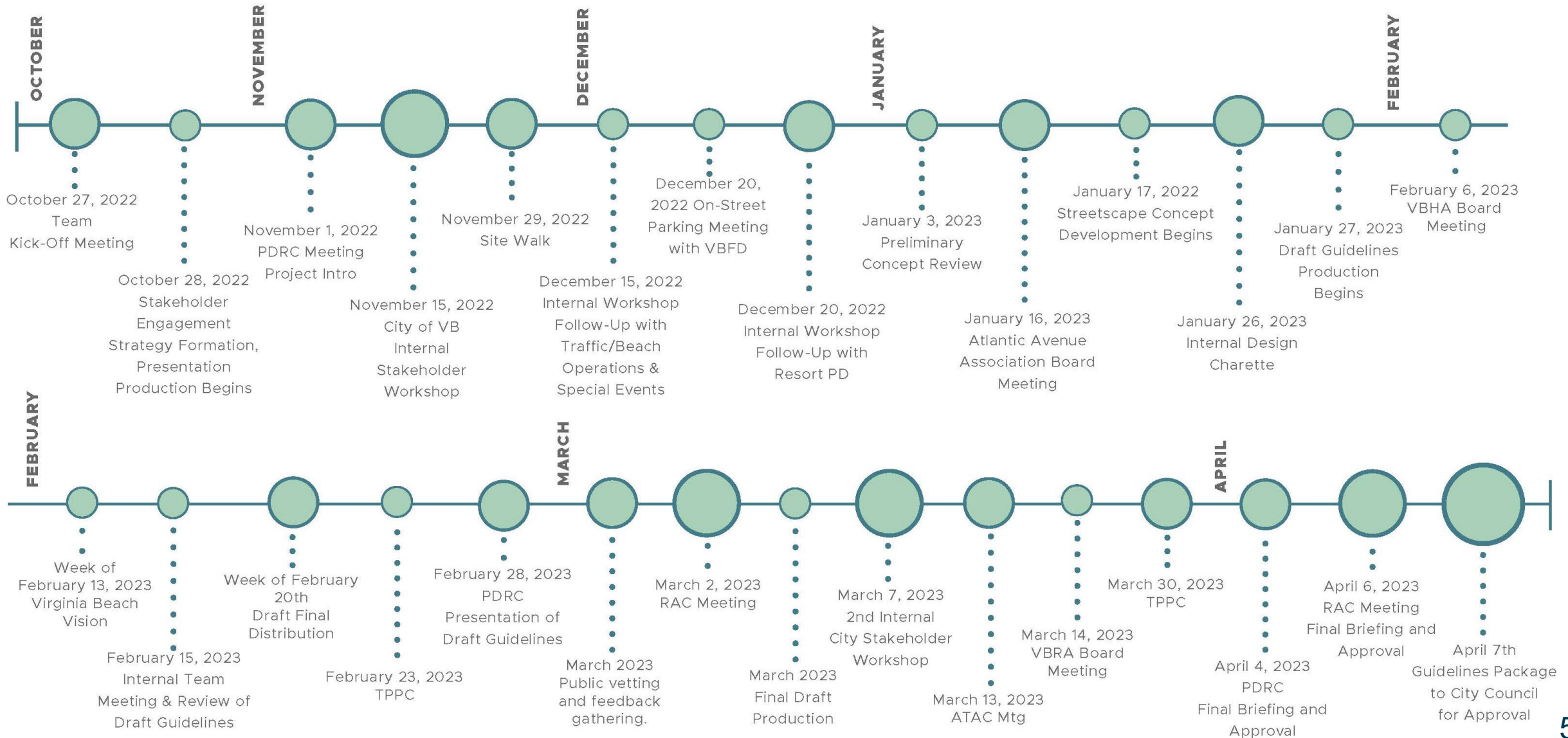
As shown in the Resort Area Mobility Plan (RAMP) document, the new Atlantic Avenue is divided into three distinct segments. Each segment contributes to the identity of the corridor even as it faces unique opportunities and constraints. Regardless of the segment, the reimagined Atlantic Avenue shall include enhanced sidewalks with amenity spaces, seating opportunities, accent lighting, a cohesive site furnishings theme, and expanded plant beds.



KEY MAP

Stakeholder Engagement and Guidelines Production

Between October of 2022 and May of 2023, the design team and City of Virginia Beach partners conducted a series of strategy meetings, site walks, meetings with City stakeholder groups, technical experts and community groups to understand which streetscape improvements would be the most beneficial to the community and strengthen the corridor identity. The feedback informed the conceptual design.



Challenges & Opportunities

The initial stakeholder engagement sessions discussed existing conditions, current challenges, and potential ideas for improvement. The following images were used to promote discussion and guide the conversation.

1. Landscaped Areas - Street Trees, Planters



Historically, it has been very difficult to keep plants within the Atlantic Avenue corridor alive. Small plant beds paired with harsh salt and wind conditions and trampling from pedestrians makes growing anything especially challenging. Only a limited palette has been successful.

2. Street Clutter - Literature Racks



Literature racks of all shapes, sizes and colors are piled up all along Atlantic Avenue, with many containing outdated, rotting material or even empty. Past efforts have been made to try to condense and organize them, but due to Freedom of Press, this has proved to be a very challenging endeavor with no real solution.

5. Site Furnishings - Seating



Very few benches exist currently, most have been removed due to mis-use.

6. Paving



Existing pavers are dated and inconsistent. Some are no longer stocked and difficult to match when replacements are needed. Settling has created uneven surfaces and ADA issues.



Larger plant beds with structural soil/modular suspended pavement systems and irrigation where possible combined with protection from crowds using curbs, railings, and/or built-in benches proposed.



New literature racks, similar to those used in other cities, condense and organize the street literature into dedicated bins. The racks will be sturdy, coordinate with other site furnishings, and provide the ability to promote events, city logos, information, maps, and/or QR codes for publications that have gone to a digital platform.



Sturdy, mounted seating to align with cohesive theme of other site furnishings. Style to deter mis-use, and skate deterrents required in the design. Strong potential for accent lighting opportunities.



Sawcut concrete, with clean lines are one idea to replace a portion of existing paver areas. This will ease maintenance efforts with the ability to pressure wash as needed. Accent pavers could be strategically located for aesthetic interest in amenity areas and to help delineate right-of-way lines. Pavers could be installed within intersections and/or within crosswalks, especially in key areas such as those within the entertainment zones.

3. Site Furnishings - Waste/Recycle Receptacles



Current waste receptacles fill quickly in high traffic areas. They need to be heavy and/or bolted down to prevent any mis-use or safety concerns.

4. Site Furnishings - Bicycle Storage/ Alt Transportation Modes



Several types/styles of bicycle racks exist along Atlantic Avenue, but there is no cohesive style. Bikes are regularly chained to other site items such as trees, light poles, etc., and are often blocking portions of the sidewalk. No dedicated areas for storage of e-bikes/scooters, low-speed vehicles (golf cart-type vehicles with license plates).

7. Events - Crowd Control / Vehicle Management

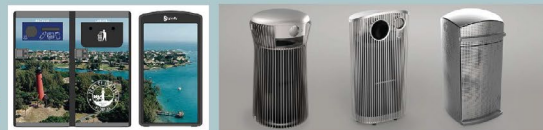


Events of all sizes are a regular occurrence along Atlantic Avenue. Barricades for pedestrians and vehicles are needed often. They are regularly left out and/or stacked in multiple locations.

8. Lighting



All pedestrian poles are in the process of getting upgraded to LED. They will be relocated along the Atlantic Avenue corridor as needed to facilitate the new design. There is some accent lighting that has been utilized on the pedestrian poles, more accent lighting is desired for a more welcoming nighttime presence.



New receptacles to be sturdy, mounted, and in-line with the new site furnishings design aesthetic. Solar powered compacting receptacles proposed in high traffic areas to alleviate excess waste. Potential for graphics to wrap receptacles and promote city events/logos/green initiatives.



Smaller capacity bicycle racks to be incorporated mid-block, aligned with the street or strategically placed to reduce sidewalk obstructions, and could include a theme. Majority of bicycles/e-bikes/scooters to be stored at bicycle corrals that occupy a parking space along side streets wherever possible. Possibly provide smaller parking spaces dedicated to low-speed vehicles in these locations.



Removable or automated bollards could be placed at strategic locations along the corridor to be used during events. Traffic arms are another option that could be added in key locations, and could be concealed within an artistic vertical element. Removable or portable bollards could be connected with a decorative metal piece or custom banners advertising an event or city logo.



Accent lighting could come in many forms including additional accent lighting at pedestrian poles, lighting at street trees, catenary lighting over the street in key locations (attached to artistic vertical elements, not business facades), lit bollards (with the option for power receptacles for events), and even strategically placed lit pavers.

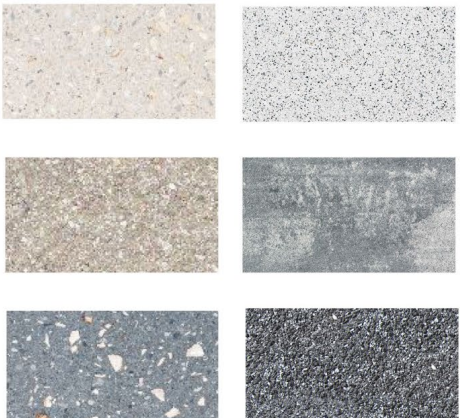
Streetscape Elements



Landscaped Areas + Seating



Hardscape



Receptacles



Crowd Control + Vehicular Management



Literature Racks



Bicycle Racks



Accent Lighting



CONCEPTUAL STREETScape DESIGN

The following chapter outlines conceptual framework options that respond to the constraints and opportunities identified during the visioning meeting with various City stakeholder groups. The options focus on pedestrian paving, landscape and amenities that create a clean, cohesive and safe modern streetscape.

Conceptual Streetscape Design

CONCEPTUAL DESIGN FOR PEDESTRIAN REALM

The pedestrian realm zone of the streetscape can be treated in numerous ways, from pavement layout and design, to plant bed shapes and sizes, to site furnishings types and locations. Three different schemes were created to engage stakeholder groups in discussion regarding preferences to help narrow the focus of the design and start to establish a cohesive theme.



OPTION A

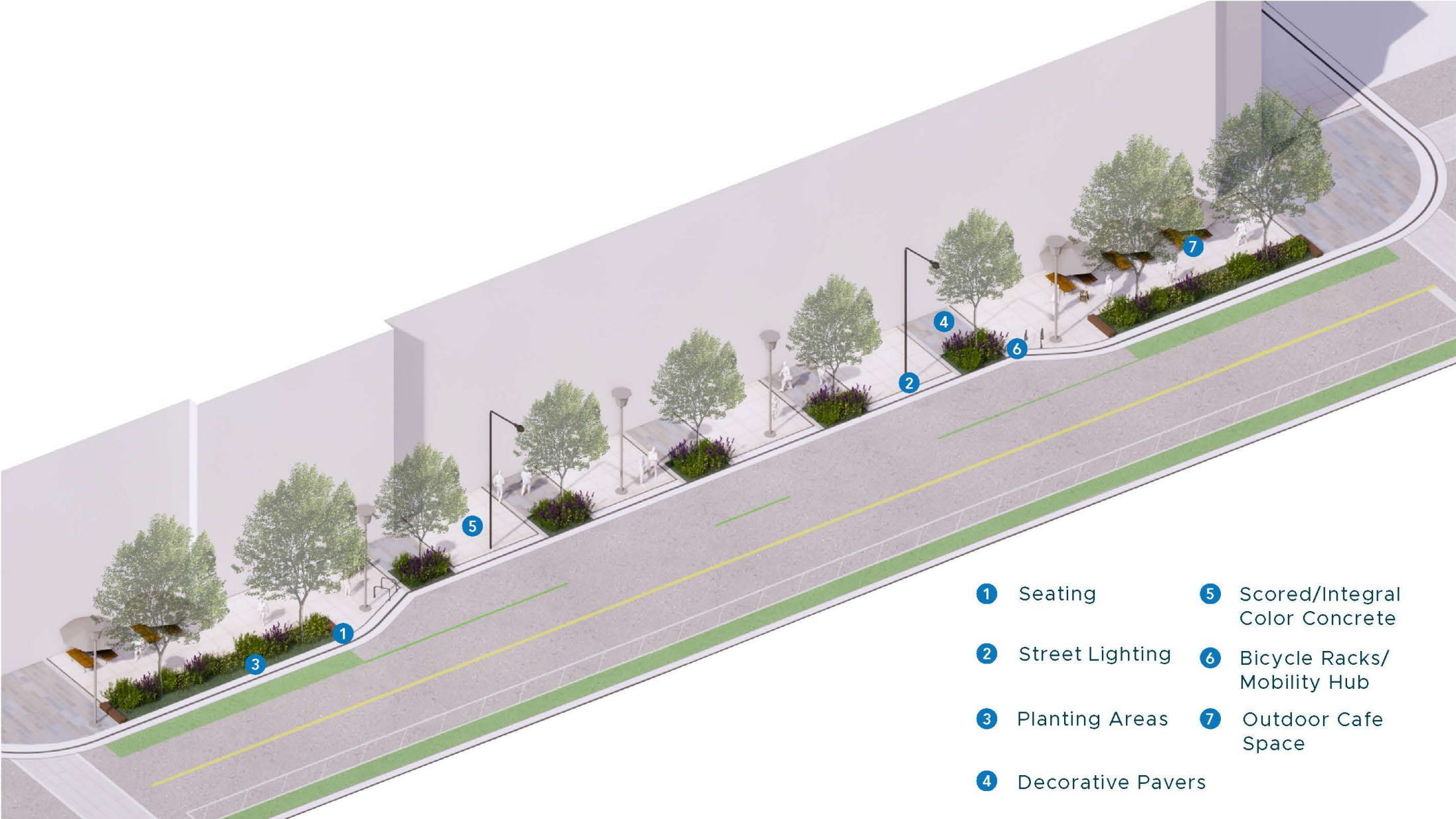


OPTION B



OPTION C

Conceptual Streetscape Design



TYPICAL BLOCK - SEGMENT II (17TH TO 25TH STREETS) - OPTION A

ISOMETRIC

Conceptual Streetscape Design



TYPICAL BLOCK - SEGMENT II (17TH TO 25TH STREETS) - OPTION B

ISOMETRIC

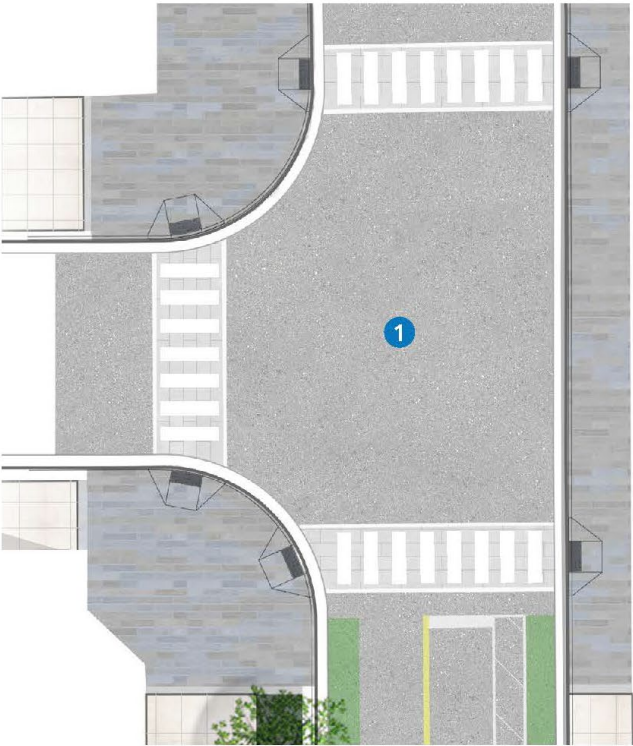
Conceptual Streetscape Design



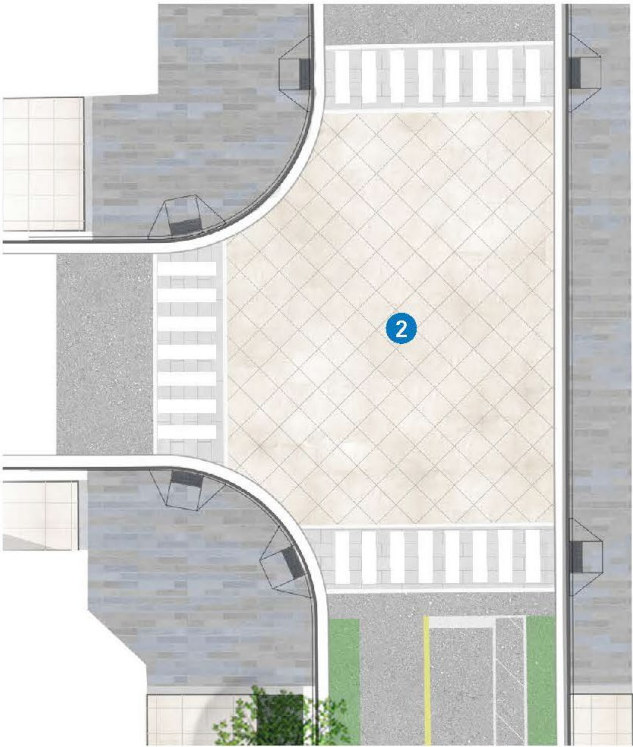
TYPICAL BLOCK - SEGMENT II (17TH TO 25TH STREETS) - OPTION C

ISOMETRIC

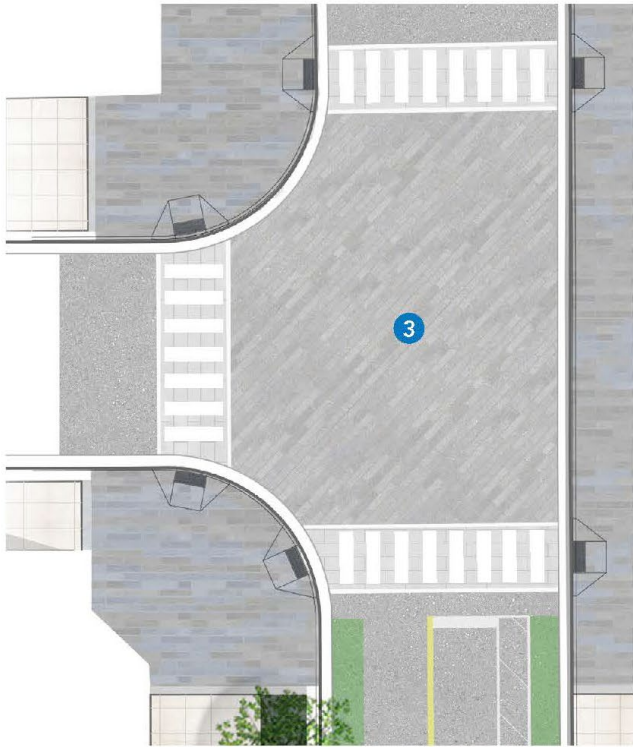
Conceptual Streetscape Design



ASPHALT



CONCRETE



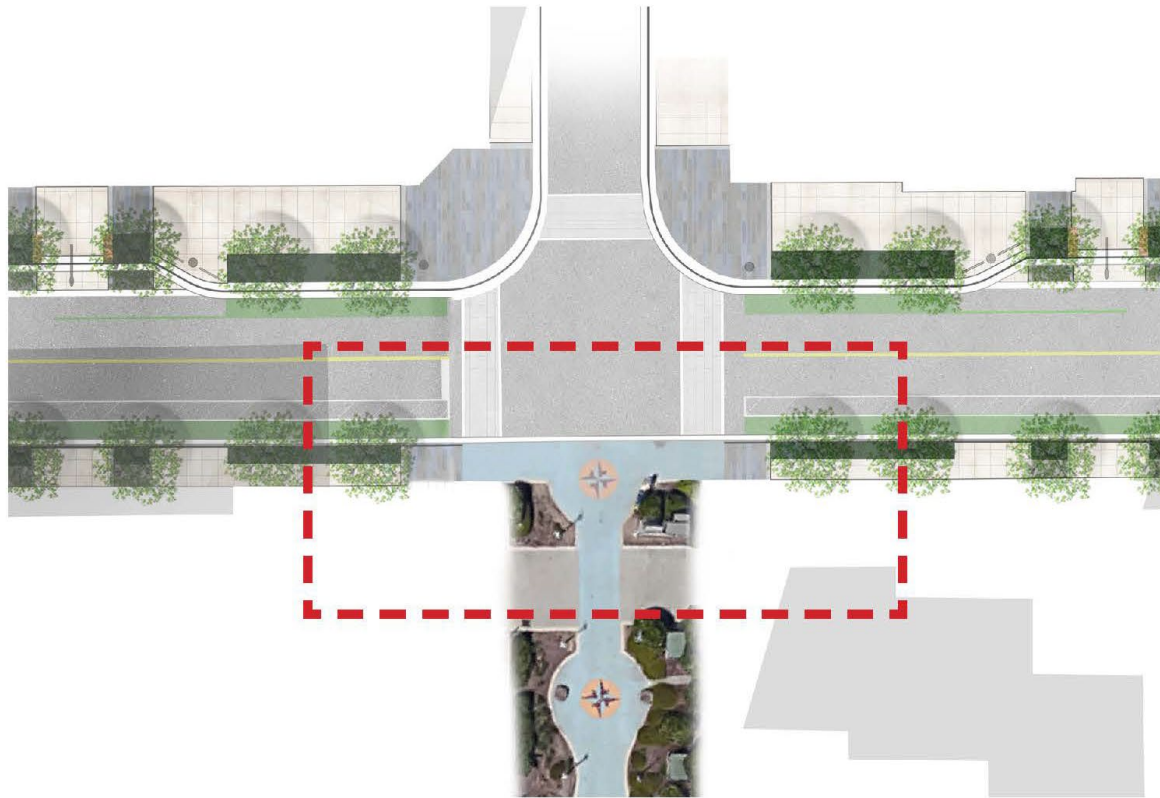
DECORATIVE PAVERS

- 1 Asphalt
- 2 Scored/Integral Color Concrete
- 3 Decorative Pavers

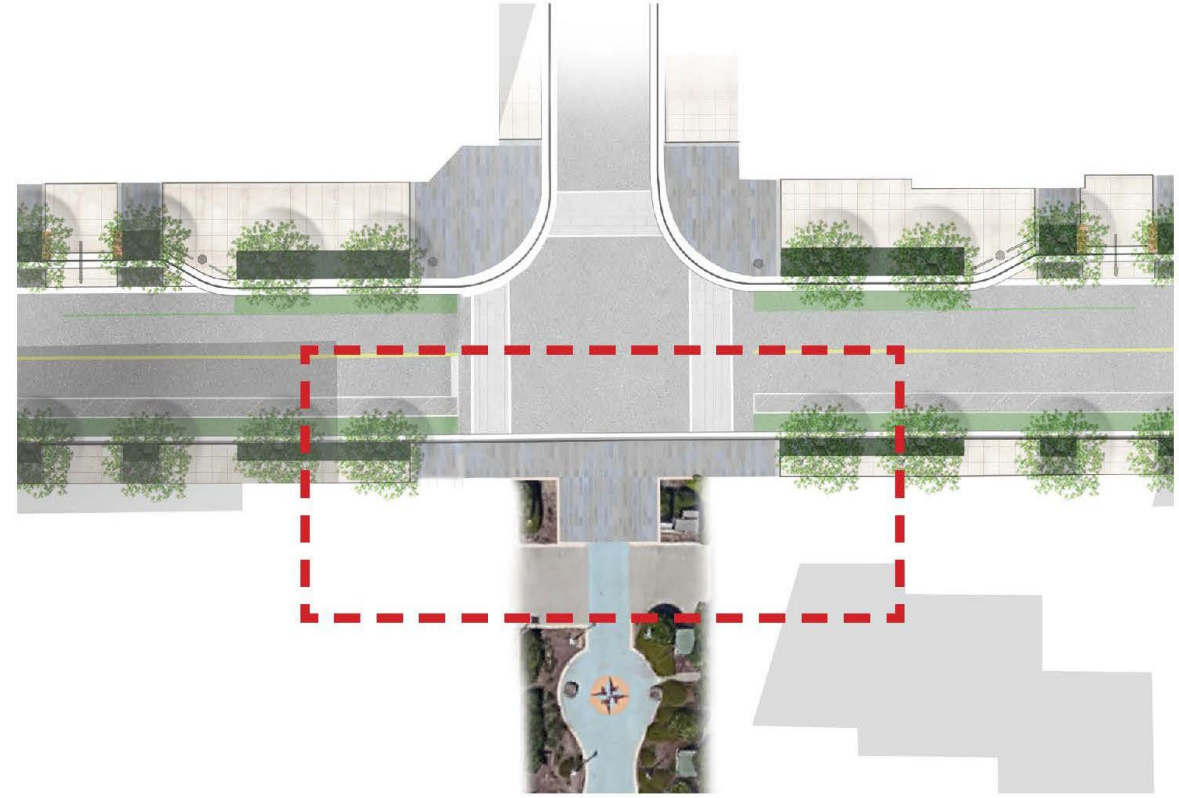
Conceptual Streetscape Design

CONNECTOR PARK TRANSITION ZONES

Connector parks exist in multiple locations, connecting beach goers from Atlantic Avenue to the boardwalk. Each park transition will need to be studied on a case-by-case basis to ensure the transition corresponds to the existing conditions and makes sense for each location.



CONNECTOR PARK TRANSITION - OPTION A

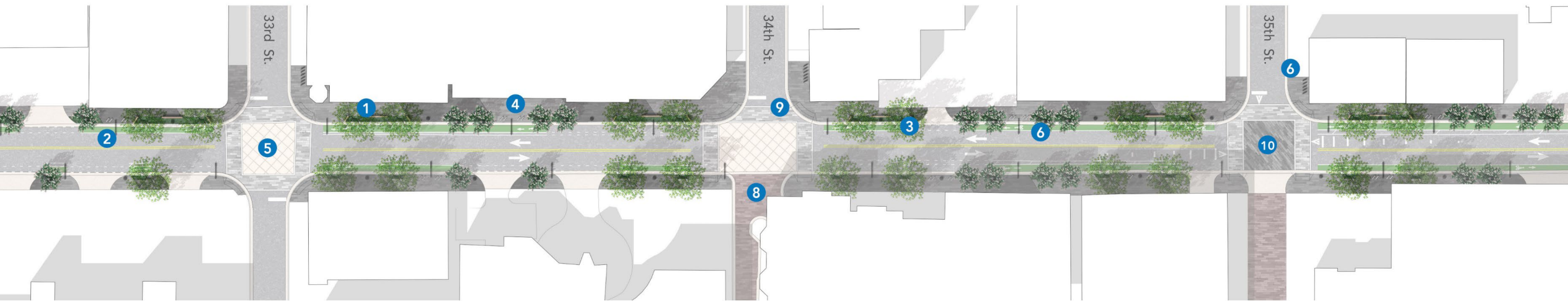


CONNECTOR PARK TRANSITION - OPTION B

PREFERRED OPTION

Following extensive community and City stakeholder engagement sessions, one preferred theme began to emerge and has become the basis for design for Atlantic Avenue. This concept is a clean, modern, cohesive design that incorporates a variety of site elements, furnishings, and large planters to create an inviting, safe experience for residents and visitors alike.

Conceptual Streetscape Design - Preferred Option



PLANVIEW

- 1 Seating
- 2 Street Lighting
- 3 Planting Areas
- 4 Decorative Pavers
- 5 Scored/Integral Color Concrete
- 6 Bicycle Racks/Mobility Hub
- 7 Outdoor Cafe
- 8 Connector Park Transition
- 9 Paver Crosswalk
- 10 Paver and/or Raised Intersection
- 11 Retractable Bollards

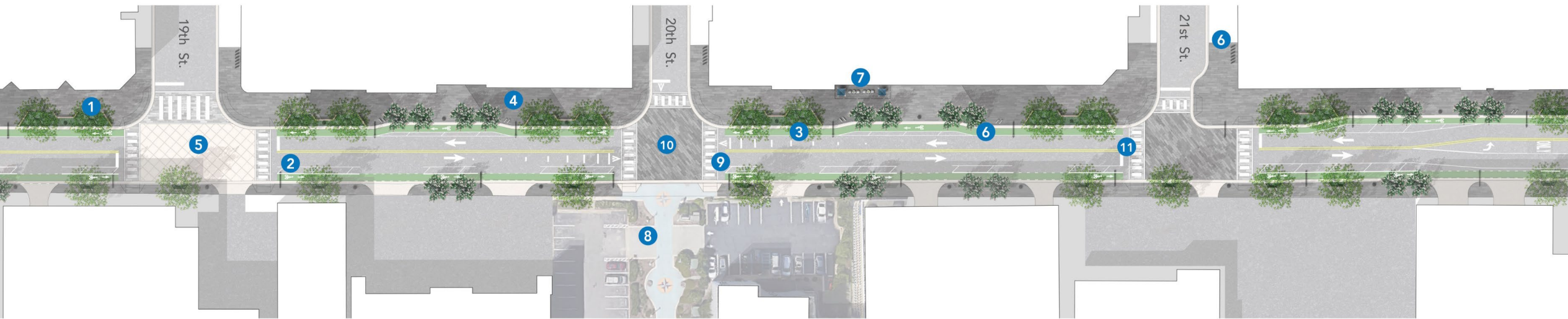
Conceptual Streetscape Design - Preferred Option



TYPICAL STREET - SEGMENT I (25TH TO 40TH STREETS)



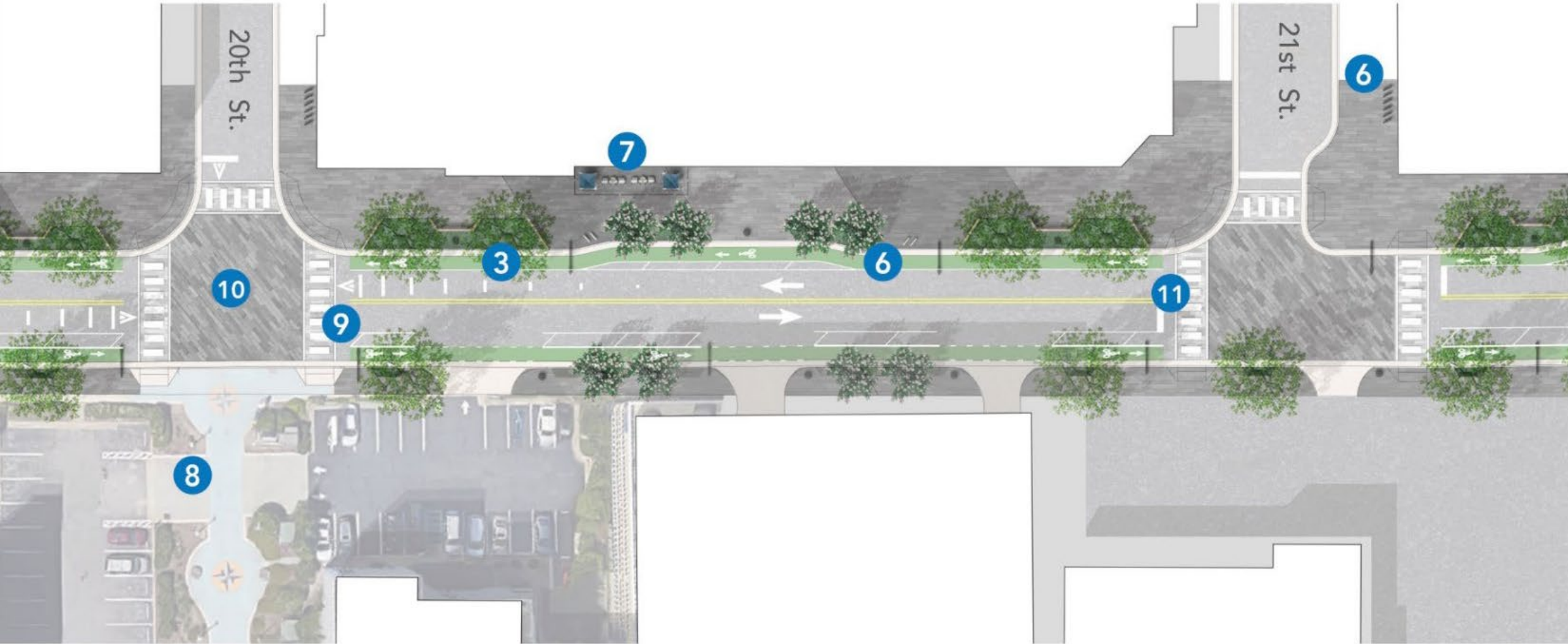
Conceptual Streetscape Design - Preferred Option



PLANVIEW

- 1 Seating
- 2 Street Lighting
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Conceptual Streetscape Design - Preferred Option

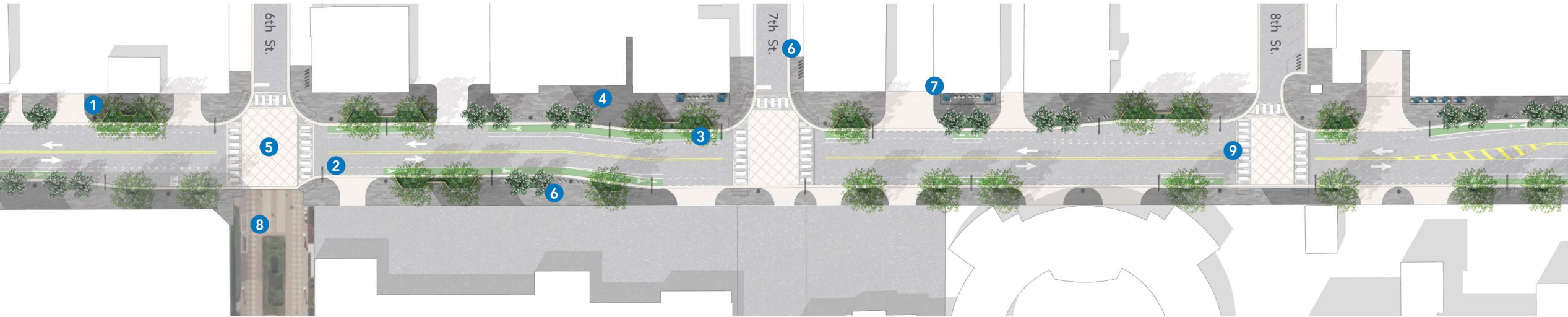


TYPICAL STREET - SEGMENT II (17TH TO 25TH STREETS)





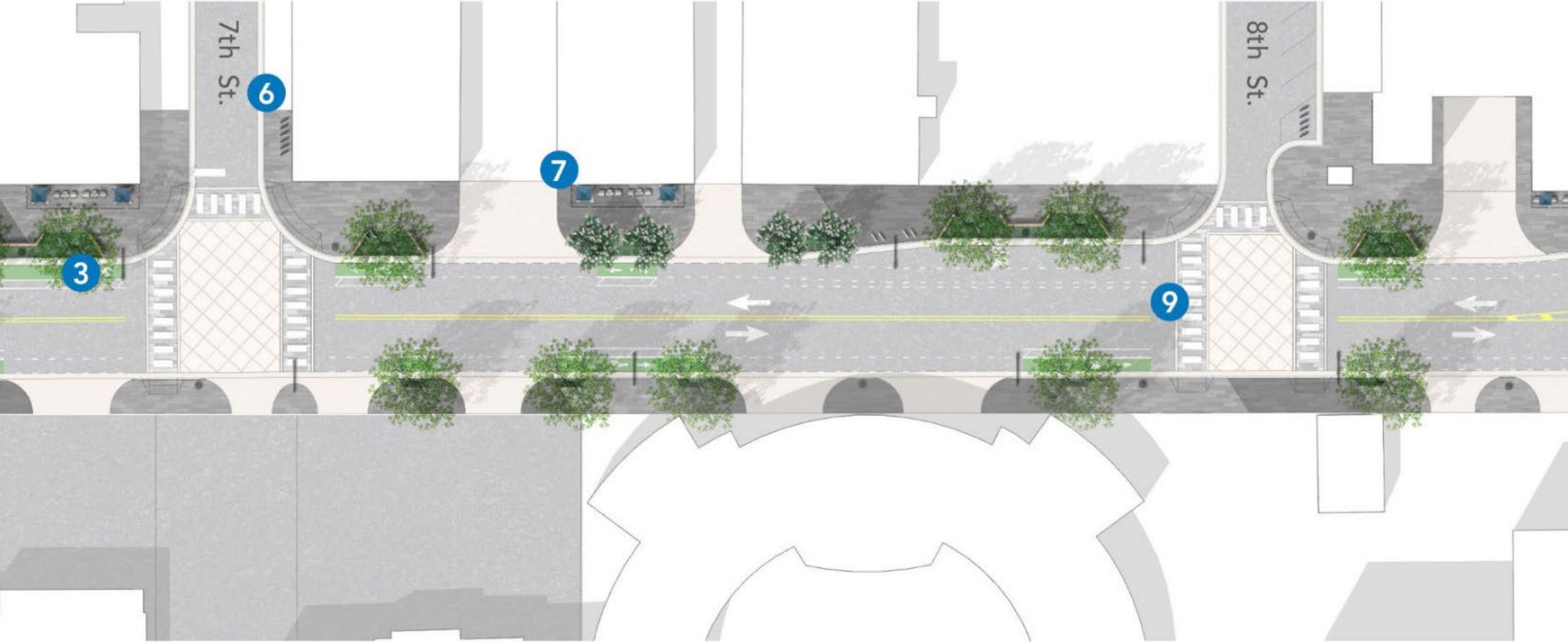
Conceptual Streetscape Design - Preferred Option



PLANVIEW

- 1 Seating
- 2 Street Lighting
- 3 Planting Areas
- 4 Decorative Pavers
- 5 Scored/Integral Color Concrete
- 6 Bicycle Racks/Mobility Hub
- 7 Outdoor Cafe
- 8 Connector Park Transition
- 9 Paver Crosswalk
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- 11 Retractable Bollards

Conceptual Streetscape Design - Preferred Option



TYPICAL STREET - SEGMENT III (5TH TO 17TH STREETS)



7th Street



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Streetscape Elements

STRUCTURAL SOIL

Healthy street trees and other vegetation are a high priority in the redevelopment goals of Atlantic Avenue. They are a critical component to the sustainability and resiliency of green infrastructure throughout the corridor.

Select trees and plants for diversity and microclimate suitability based on their harsh marine environment tolerance and low maintenance properties. Locate trees so that they don't block street lighting and cause safety concerns, and ensure there is ample visibility and clearance for signage, sidewalks, bike lanes, traffic signals, etc. Maintain vegetation to ensure visibility for the safety of all users.

A large volume of uncompacted soil, with adequate drainage are key to the healthy growth of trees. Maximize soil volume and incorporate strategies such as structural soil under pavement for trees to have the opportunity to thrive and grow to their full potential.



*Structural Soil Installation
Zuccotti Park, New York*



Structural Soil Installation



*Standard City Tree Pit
Inadequate Conditions for Tree Health*



*Trees Planted in Limited Soil Volumes Struggle
to Survive and Often Damage Adjacent Sidewalks*



*Access to Soil Volume Makes a Substantial
Difference in Tree Growth and Health*

Streetscape Elements

SOIL CELL PAVEMENT SYSTEM

Soil cells are designed to provide trees in urban environments with suitable conditions that promote healthy growth, without disturbing the structures above, and protecting existing infrastructure below. They can also be a great way to incorporate stormwater solutions in plant beds/tree pits.

In tree locations where space does not allow a larger plant bed, utilize tree pit coverings that promote soil aeration, allow for trunk diameter growth, and prevent waste to fall through, such as pave-stone grates or porous paving materials in colors that complement the streetscape design aesthetic.



*GreenBlue Urban
Soil Cell Pavement System*



*GreenBlue Urban
Paving Stone Grate*



*GreenBlue Urban
Soil Cell Pavement System Install*



*Capitol Flexi-Pave
Porous Paving
Polar White Marble*



*Capitol Flexi-Pave
Porous Paving
Misty Gray Marble*



*Capitol Flexi-Pave
Porous Paving
Salt & Pepper Granite*