

# Baileys Crossroads Streetscape Revitalization

Fairfax County, Virginia



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## PREFACE

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*This brochure highlights the major elements in the Baileys Crossroads Streetscape Plan designed by the consulting firm of HOH Associates, Inc. This plan is part of a larger area beautification project jointly coordinated by the Fairfax County Office of Comprehensive Planning's Commercial Revitalization Program and the Department of Public Works. Principal funding is provided by \$6.2 million in General Obligation bonds approved by the voters in 1988 as part of a \$17.1 million Commercial and Redevelopment Area Improvement Bond for the Baileys Crossroads, Annandale, and Springfield revitalization areas. These are the funds available to pay design and construction costs of the streetscape plan, and the cost of relocating overhead utility lines underground.*

*The County's Commercial Revitalization Program has been in operation since 1987. The goal is to bring the economic vitality back to existing older commercial areas in the County through organization, design, capital improvements, promotion, and economic restructuring. In Baileys Crossroads, the organization efforts have led to the establishment of the Baileys Crossroads Revitalization Corporation made up of local property owners, residents, and business and community leaders. Design efforts have resulted in new "Baileys Crossroads" gateway signs, preservation of the Payne Family Windmill as a local historic landmark, and, of course, the Baileys Streetscape Plan. The principal promotional effort has been the annual Baileys Day Festival which has celebrated the best of Baileys since 1988. Planned attempts at restructuring the area's business economy will proceed in cooperation with the Baileys Crossroads Revitalization Corporation.*

*This brochure highlights the principal elements in the streetscape plan, but this is only part of the picture. The Commercial Revitalization Program was established to demonstrate the County's commitment to the economic health of our older commercial areas, thereby encouraging reinvestment and attracting new investment. The available funding is inadequate to implement the utility undergrounding and streetscape plans as envisioned (most funds will be spent on utility undergrounding). Achievement of its lofty objectives will not be accomplished without significant private sector participation. It is hoped that this brochure creates the necessary excitement to get everyone involved in helping this plan to become a reality as soon as possible.*

*If you would like more information about revitalization efforts in Baileys Crossroads or other commercial revitalization areas, feel free to contact the Fairfax County Office of Comprehensive Planning, Planning Division, Commercial Revitalization Program at (703) 246-1339.*

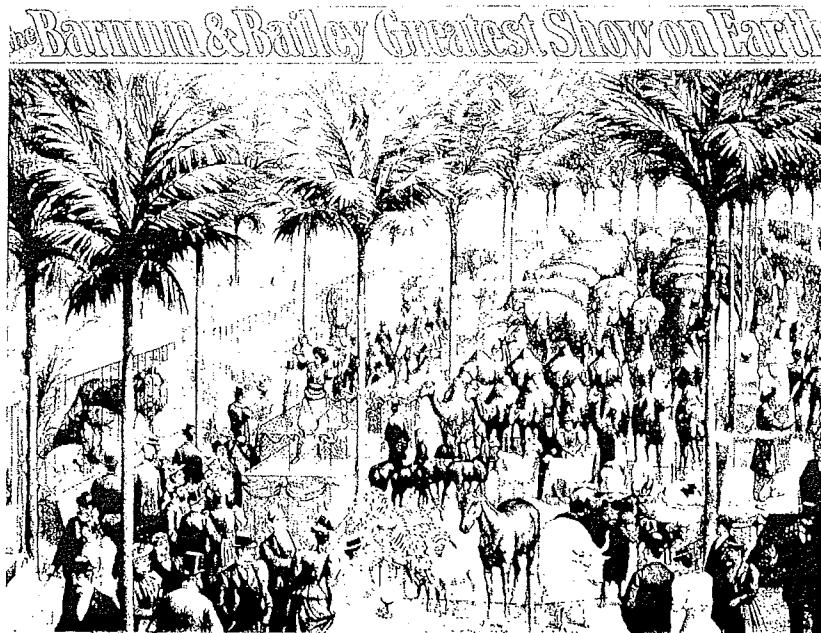
# I. INTRODUCTION

## Location and Character

The Baileys Crossroads Community Business Center is centered around the interchange of Leesburg Pike (Route 7) and Columbia Pike (Route 244), (Figure 1). It fans out along these major arterials covering approximately 530 acres. The area is characterized by local-serving shopping centers, stores, offices, and light industrial uses.

First an early farming community, Baileys Crossroads was also the wintering and animal training headquarters for the Zoological Institute, later known as Bailey's Circus, and "The Greatest Show on Earth, the Barnum and Bailey Circus." The Institute was located on 500 acres of land surrounding the intersection of Columbia Pike and Leesburg Pike, bought by Hachaliah Bailey, of Westchester, New York in 1837. \*

On November 20, 1861, General McClellan and President Lincoln reviewed 75,000 troops at Baileys Crossroads, with an additional 75,000 spectators

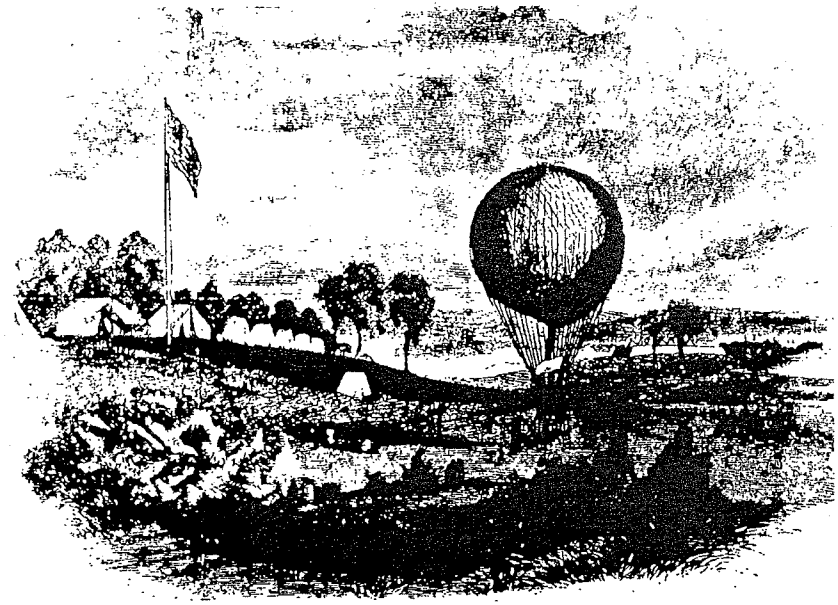


Advertisement of Barnum and Bailey's Menagerie, 1897. \*

in attendance.\* Civil War activities in this area reflect the strategic importance of the high ridge, which Leesburg Pike follows, with its clear view of Washington, D.C., five miles to the northeast. Confederate forces mounted dummy canons, "Quaker Guns," along this ridge to mislead the Federal command.

Baileys Crossroads location continues to be a major asset. Today, proximity to Alexandria, Arlington and the District of Columbia, and excellent access to major thoroughfares are complemented by reasonably priced real estate and stable residential neighborhoods.

Like many older communities, however, the commercial portion of Baileys Crossroads has been adversely affected by strip development oriented to the automobile, deterioration of public infrastructure, such as sidewalks and curbs, as well as inadequate maintenance of property. Moreover, the incremental nature of development and redevelopment has diminished the opportunity to develop a central focus and functional land use pattern.



Lowe's Balloon "Union" at Munson Hill. Harper's, 1861. \*

\* from Jane Chapman Whitt, Elephants and Quaker Guns (New York, Vintage Press, 1966)

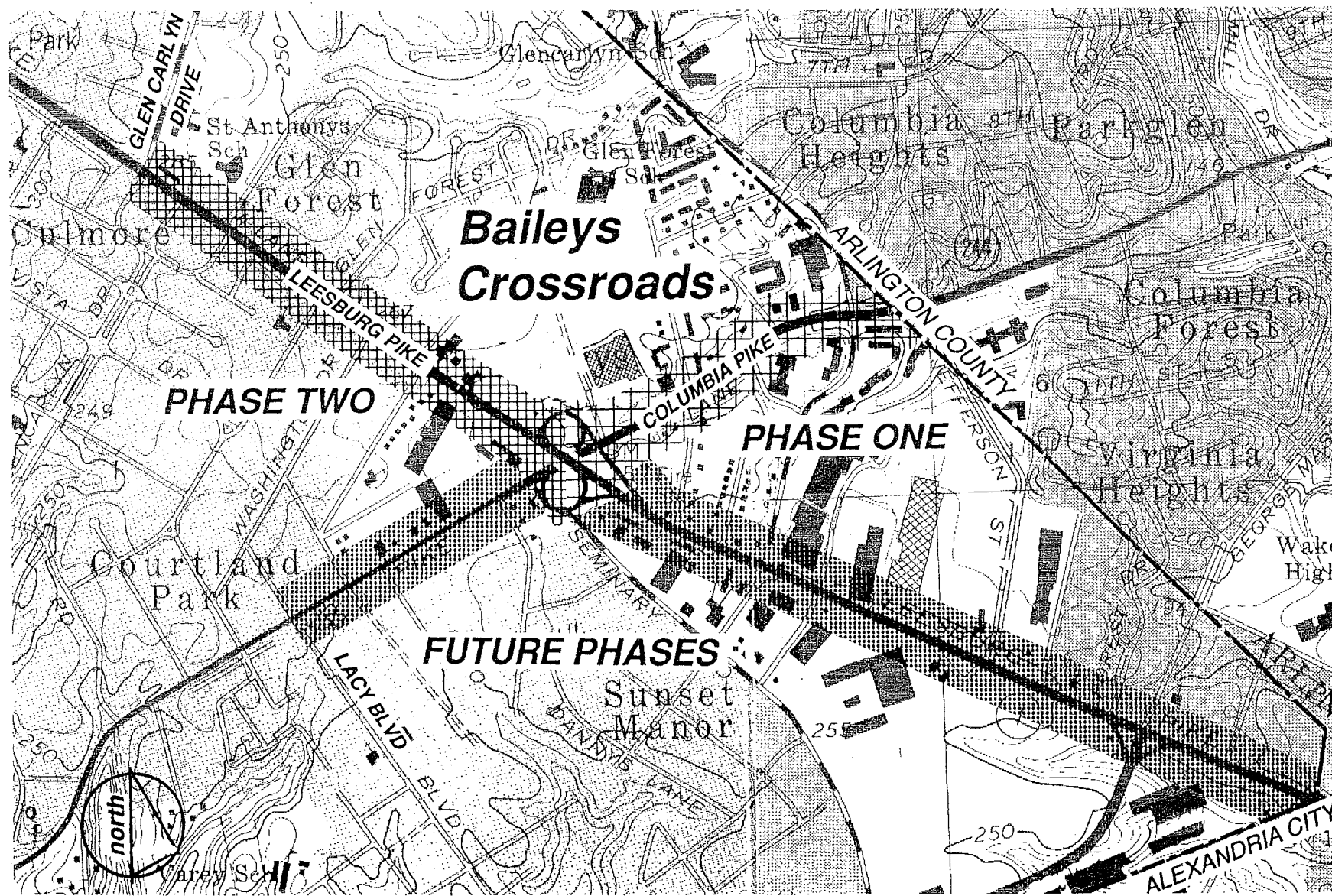


Figure 1. Vicinity Map

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### **Baileys Crossroads Streetscape Improvement Program**

To combat the deterioration of certain older shopping areas, in 1986 the Fairfax County Board of Supervisors designated three Commercial Revitalization Areas, of which Baileys Crossroads is one. This action is intended to support and encourage the preservation and enhancement of local-serving retail businesses and to protect stable residential neighborhoods from the commercial encroachment associated with redevelopment.

To achieve these goals, an integrated program of design improvements, community organization, promotion and economic restructuring was initiated. The implementation of design improvements was selected as the first priority because this investment would have dual benefits: that of demonstrating the County's commitment to the revitalization effort, and of providing tangible and visible results.

Representatives of the Baileys Crossroads community decided that the most effective approach to design improvements would entail a concentrated program of streetscape enhancement. Streetscape improvements, defined as upgrades within the public road right-of-way, consist of utility undergrounding, tree planting, landscaping, sidewalk construction, and the installation of other pedestrian amenities.

Fairfax County voters supported the proposal with the approval of a 1988 bond referendum to fund the design and installation of these streetscape improvements. As described in this brochure, the design is modeled on the characteristics of Leesburg Pike and Columbia Pike, where it will be first implemented. Since these publicly funded improvements are expected to be complemented through private development and redevelopment initiatives, the design provides examples of modules that can be integrated in a variety of settings throughout Baileys Crossroads.

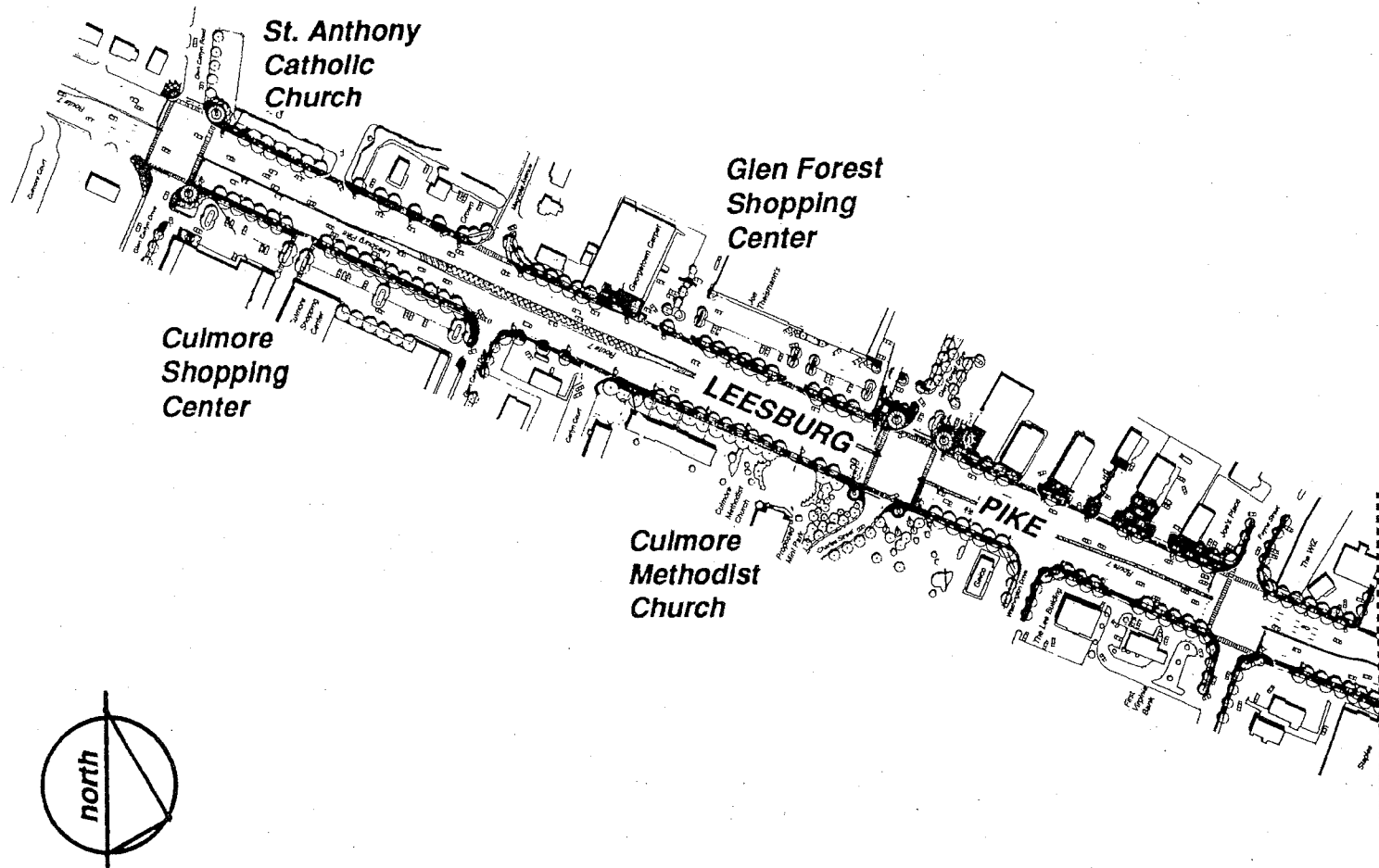
### **Community Participation**

The Baileys Crossroads Commercial Revitalization Program has benefited from the active involvement of community leaders. The Baileys Crossroads Revitalization Corporation, the newly incorporated guiding body of the Revitalization Program, began as an ad-hoc coalition of interested citizens, commercial property owners and merchants.

Highlights of community involvement include: a design workshop held prior to the bond referendum to assess the community's perception of opportunities and constraints in Baileys Crossroads; the on-going contribution of the Streetscape committee and the Task Force (as the group was known prior to its incorporation) which have actively shared in the development of the streetscape design; and the series of public meetings held to present and discuss the development of the streetscape design.

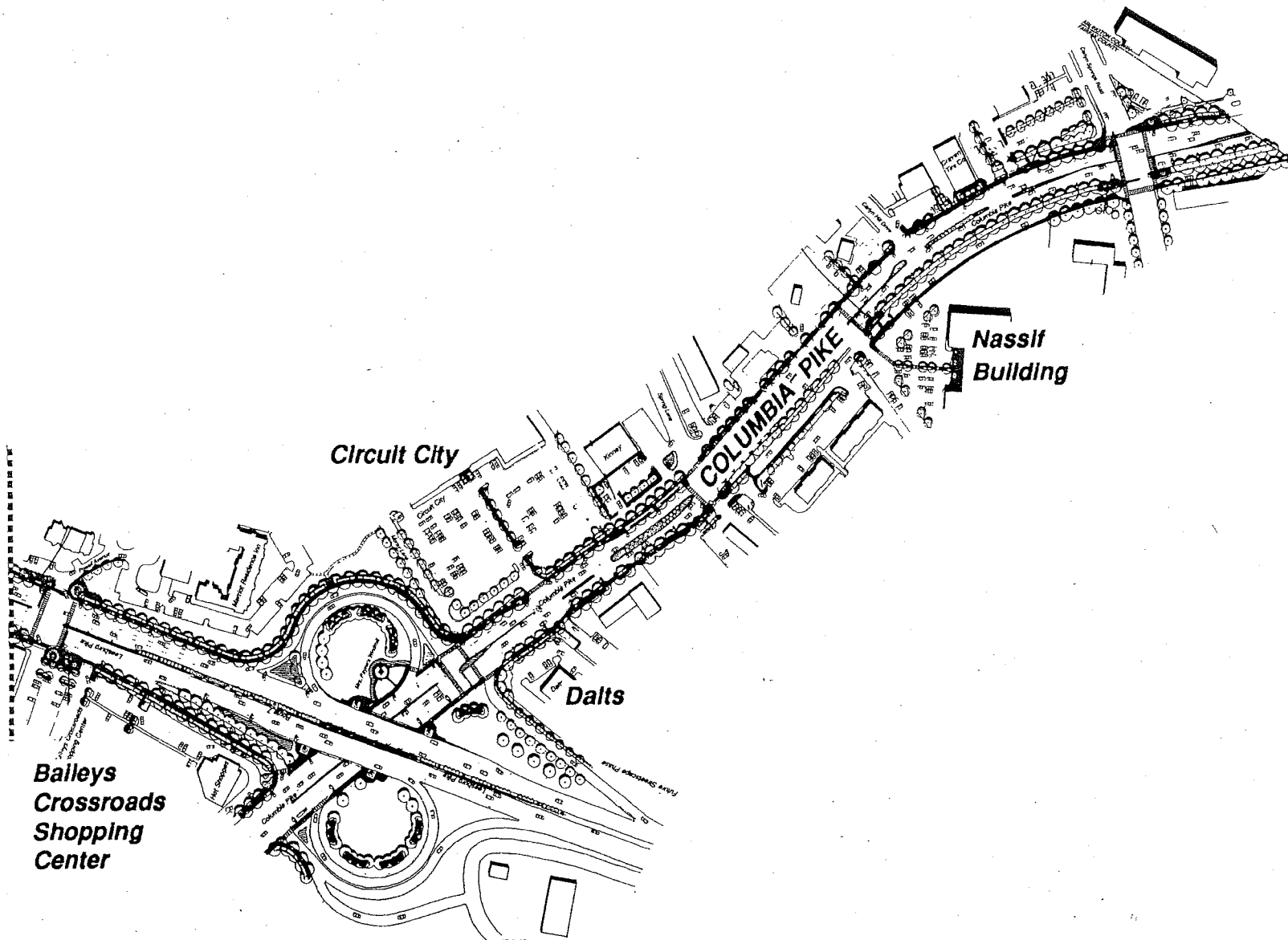
### **Project Area**

The Baileys Crossroads Capital Improvement Program proposes phased publicly funded streetscape improvements along Columbia Pike from the Arlington County line to Lacy Boulevard, and along Leesburg Pike from the City of Alexandria line to Glen Carlyn Drive. The Program is divided into four phases. The first two phases have received funding. These are the portions of Columbia Pike between the Arlington County line and the interchange, and Leesburg Pike between the interchange and Glen Carlyn. Later phases will address the design of Route Seven south of the interchange to the Alexandria City line and of Columbia Pike west to the limit of the revitalization district.



The consultants have been requested to investigate and depict a variety of streetscape elements in this conceptual design in order to present a total vision of streetscape improvements. However, these streetscape elements are presented for purposes of evaluation only. Pending completion of cost analysis, the Board of Supervisors will determine which elements will be constructed and/or maintained utilizing public funds.

Figure 2. Overall Illustrative Plan





## II. DESIGN DEVELOPMENT

### The Plan Area

The streetscape design was created through a multi-step process:

- Evaluation of the project area;
- Development and consideration of several alternative approaches;
- Selection of the most viable of these approaches; and
- Selection and refinement of one approach.

The first task of the streetscape design, the evaluation of existing conditions and the potentials and constraints posed by these conditions, formed the basis for later design recommendations. Deficiencies specifically noted include: the lack of pedestrian amenities; visual clutter attributable to signs, overhead power lines; lack of architectural uniformity; and lack of reference to the Baileys Crossroads historical legacy.

A number of general concept options were formulated in response to these issues. The Streetscape Subcommittee and County representatives recommended the further development of two of the options. The first option, the "Gateway Option," concentrated streetscape development at important intersections and entry points into Baileys Crossroads. The second option, the "Ultimate Option," provided a comprehensive vision of Baileys Crossroads streetscape. The Ultimate Option builds on the Gateway Option to suggest ways to in-fill between the areas developed under the Gateway Plan. These in-fill areas would be completed by future developers and/or by Fairfax County as funding permits.

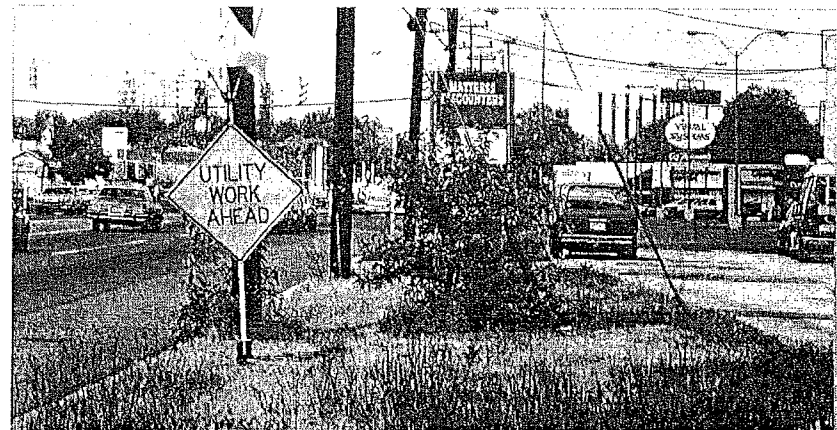


The dominance of automobiles inhibits pedestrian activity.

Next, using the two options as guidelines, schematic plans were developed to examine the interrelationship of streetscape elements. While the concept options provided information on a general level, the schematic plans depicted the improvements, such as sidewalk paving, benches, and trees in greater detail, and suggested the arrangement of the elements. From the schematic plans, the most desirable approach to realizing comprehensive design improvements was chosen. This approach was renamed the "Ultimate Plan" and endorsed by the Baileys Crossroads community.

A major objective of the improvement project is to encourage private investment to complement public expenditures. To permit replication of the streetscape design throughout the district, and especially along roadways not included in the scope of the streetscape project funding, a streetscape module composed of all proposed elements was designed. The module can be incorporated into an average right-of-way width of 16 feet.

As the final work product, illustrative plans, which detail how the Ultimate Plan will serve to present a visually unified streetscape with special places for pedestrians, were developed. The illustrative plans provide the full vision of what the merchants and residents of Baileys Crossroads can expect in the years to come, given determination and sustained enthusiasm.



Existing rights-of-way lack sidewalks and are cluttered with signage and utilities.

**The Typical Streetscape Module**

The Typical Streetscape Module was designed to incorporate all of the streetscape elements such as sidewalks, lighting, trees, etc. within an average right-of-way width of 16'. The module is simple and yet is easily adapted or changed to respond to the many variables and conditions along the streets.

Due to the weak definition of the streets by haphazardly placed buildings and varied setbacks, a double row of street trees is desirable wherever feasible or space will allow. Trees will be placed in staggered rows, 30' apart. Sidewalks will

be placed between the two rows of trees to provide the pedestrian with shade and protection from the street.

Vehicular lights are recommended to be placed at intervals of 90' on center and the pedestrian lights at 60' on center. This constitutes the basic module for the streetscape development at Baileys Crossroads (Figure 3). This typical streetscape plan module and section was presented along with the schematic design plans to the community and was subsequently approved by the streetscape committee.

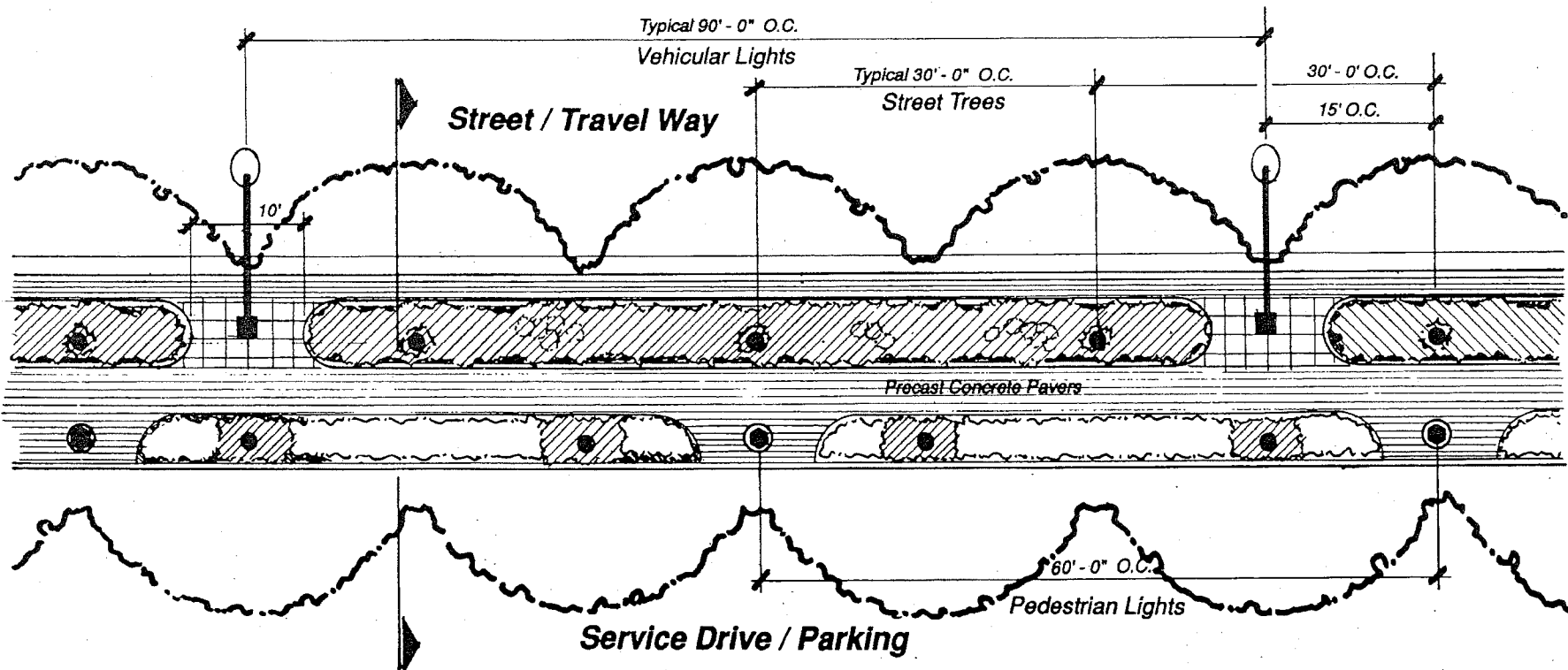


Figure 3. Typical Streetscape Module Plan



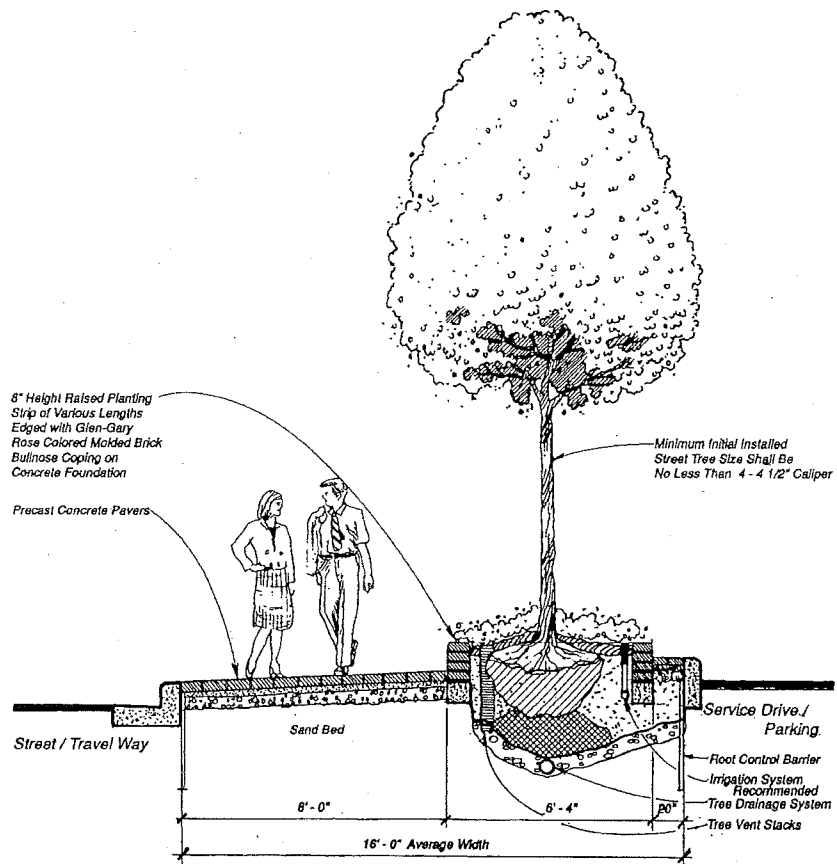


Figure 4a. Typical Streetscape Module Section - One Row of Trees

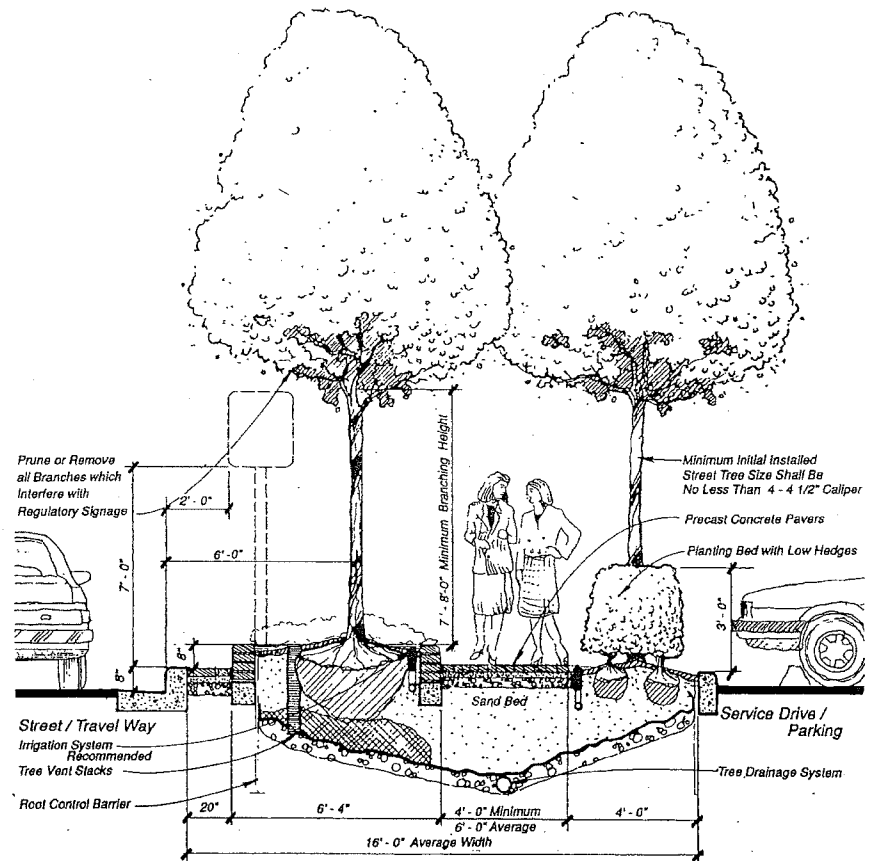


Figure 4b. Typical Streetscape Module Section - Two Rows of Trees

**Description of the Illustrative Plans**

The primary task of the illustrative plans was to further develop, refine and detail all of the schematic design plans based on the Ultimate Plan concept. The plans illustrate how the streetscape will serve to present a visually unified streetscape. The plans also illustrate the special places for pedestrians. These are found

at important intersections along Leesburg Pike and Columbia Pike. At these focal points pedestrians will find room to gather with benches, trash receptacles, bike racks, bus shelters. Gateway Pylons are placed at these points as landmarks which will also enliven the spaces.

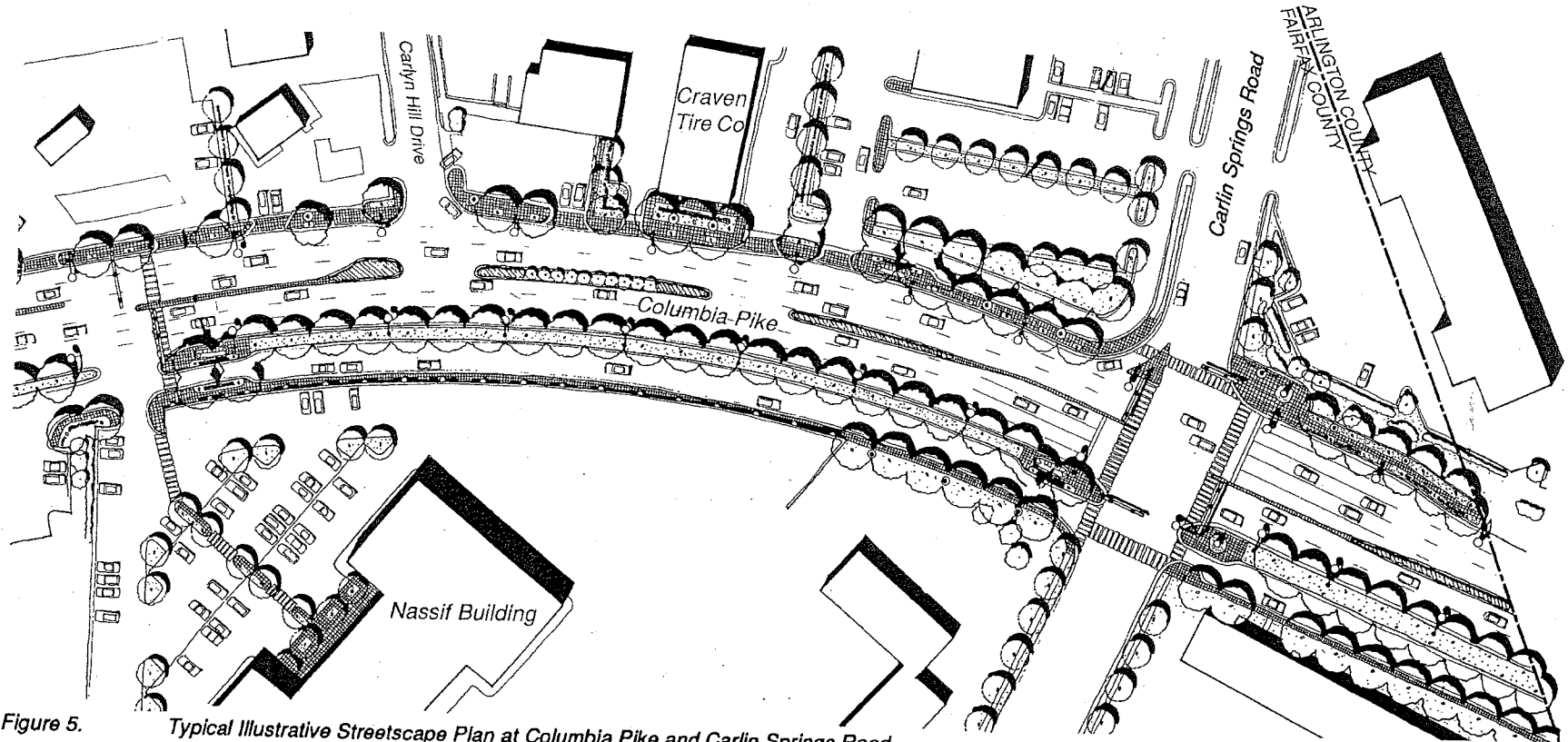


Figure 5. Typical Illustrative Streetscape Plan at Columbia Pike and Carlin Springs Road.

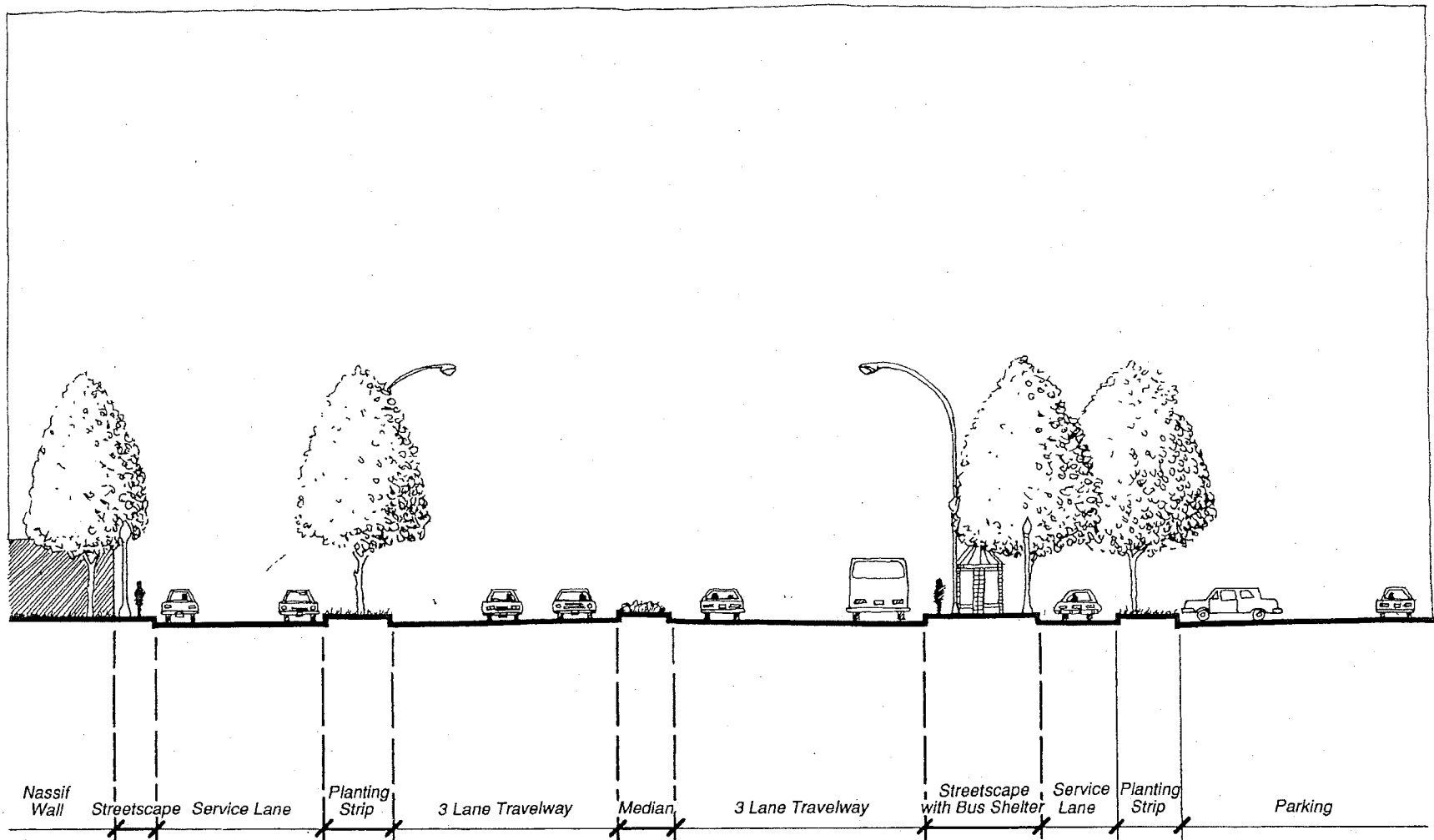


Figure 6. Typical Illustrative Streetscape Section

### III. THE STREETScape ELEMENTS

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#### *Image and Design Motif*

*In order to create a unique and 'special place' at Baileys Crossroads, an identifiable character and strong community image is required. During design development several motifs were explored. Documentation of the buildings in Baileys was used to study styles and materials that could be used to develop the materials for the streetscape. In addition, the historical and cultural legacies of Baileys were examined for the image which could best provide Baileys with a lasting identity.*

*Several themes emerged, but the image which had the strongest potential for development and was particularly unique to Baileys was the circus legacy. The Streetscape Subcommittee endorsed the circus motif as the central theme for the streetscape, provided that it could be developed in an aesthetic and refined manner.*

*The ultimate character and quality of Baileys Crossroads will be created through the blending and interrelationship of the various elements selected for the streetscape. Street trees, paving, lighting, and street furnishings all play an important role in defining the image for the streetscape.*

#### *Street Trees*

*The dominant element for the creation of the streetscape space will be the street trees. Due to the various building types and setbacks, the street trees will be the major determinant of the physical space and visual organization of the streetscape. The street trees, in fact, must act much like buildings in creating the spaces for social interaction. Trees arranged in an organized and structured manner can begin to create comfortable outdoor rooms for pedestrians.*

*As a result, the use of a double row of street trees, their crowns touching, to line the Avenues of both Columbia Pike and Leesburg Pike is recommended wherever possible. A double row of trees not only provides enough density to hold the wide streets together but also forms a protected human scale space. The creation of this space is extremely important because, for the most part, this sixteen foot wide pedestrian area is surrounded by cars in the street, parking lots, and service drives. Unless this zone is pleasant and safe, it will not be used.*

*Trees for the street have been spaced thirty feet apart with the second row ten feet behind on a staggered spacing. Major tree types should be used so their ultimate size is in scale with the existing roadways, and so they provide a ceiling and sense of enclosure for the streetscape.*

*Additional criteria for the selection of street trees is their adaptability to urban conditions such as compacted soils, heat and pollution. Street trees should also possess deep root structure and a high crown. Several varieties of trees are listed in the recommended Plant List with the preferred varieties being: Red Oak, *Quercus rubra maxima*; Willow Oak, *Quercus phellos*; Laurel Oak, *Quercus laurifolia*; 'Bloodgood' London Plane Tree, *Platanus x acerifolia*; and Black Gum, *Nyssa sylvatica*.*

*Additional plant material has been incorporated into the plan. Minor trees and ornamental plant material will be planted within the medians, public rights-of-way, open space and parking areas. In addition, shrubs, ground covers, annuals and perennials will be planted in areas to provide low hedges for screening parking areas or seasonal points of interest. A listing of these types of plants is provided on the next page.*

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## Recommended Plant Materials

### Major Street Trees

Red Maple	<i>Acer rubrum</i> 'October Glory'
Marshall's Seedless Ash	<i>Fraxinus pennsylvanica</i> 'Marshall's Seedless'
Black Gum	<i>Nyssa sylvatica</i>
'Bloodgood' London Plane Tree	<i>Platanus acerifolia</i>
Red Oak	<i>Quercus rubrum maxima</i>
Laurel Oak	<i>Quercus laurifolia</i>
Willow Oak	<i>Quercus phellos</i>
Silver Linden	<i>Tilia tomentosa</i>

### Minor Ornamental Trees

Amur Maple	<i>Acer ginnala</i>
Tatarian Maple	<i>Acer tataricum</i>
Serviceberry	<i>Amelanchier canadensis</i>
Smoke Tree	<i>Cotinus coggyria</i>
Leyland Cypress	<i>Cupressocyparis 'Leylandii'</i>
Nellie Stevens Holly	<i>Ilex 'Nellie R. Stevens'</i>
Canaert Cedar	<i>Juniperus virginiana 'Canaertii'</i>
Saucer Magnolia	<i>Magnolia soulangiana</i>
Aristocrat Pear	<i>Pyrus calleryana 'Aristocrat'</i>
Japanese Snowbell	<i>Styrax japonica</i>

### Shrubs and Groundcovers

Rosy Glow Barberry	<i>Berberis thunbergii 'Rosy Glow'</i>
Ground Broom	<i>Cytisus praecox 'Moon Glow'</i>
Burning Bush	<i>Euonymus alatus</i>
Lily Turf	<i>Liriope muscari</i>
Andorra Juniper	<i>Juniperus horizontalis 'Plumosa'</i>
Shore Juniper	<i>Juniperus conferta</i>
Hicks Yew	<i>Taxus media 'Hicksii'</i>

## Pedestrian Walks and Pavement

Pedestrian comfort and safety were important overriding concerns regarding the streetscape walks and paving. The concept addresses these concerns by thoroughly differentiating the pedestrian space, not only in terms of typical treatments in areas defined by curbs, but by extending the paving through entry drives and aprons.

This treatment immediately identifies the pedestrian zone to vehicles turning out of the public road, and also serves to unify the streetscape by reducing the number of breaks in the sidewalk paving pattern which would ordinarily occur at driveway aprons. To accommodate the vehicular traffic loads, concrete interlocking unit pavers were chosen for their high compressive strength and long term wear. In addition, these pavers are easy to install, maintain and replace. The specific color and patterns selected are shown in Figure 8.

### Street Tree Planting Methods

Much care and consideration have been given to the design of the streetscape which will promote the growth and maturity of street tree plantings. Instead of the traditional 4' x 4' cutouts in walkways, the streetscape module for Baileys Crossroads incorporates linear planting strips. This concept provides approximately 300 cubic feet of soil area per major tree for much improved soil to root oxygen transfer area.

Also incorporated into the planting of each street tree is an underdrainage system with vent stacks. The underdrainage system will tie directly into the storm sewer system. The importance of properly drained soil for ultimate tree growth cannot be overemphasized.

The raised planting beds will be edged by a 6-8 inch high coping of bullnose brick. The beds will vary in length and curve at each end to accommodate pedestrian traffic. The raised planting strips provide protection to the trees and other plants from road salts and snow removal operations, and serve as a second barrier to vehicular traffic.

Finally, an irrigation system is strongly recommended in order to promote lush and wholesome plant development throughout the growing season. The system should contain numerous isolation and drain valves to ease maintenance as well as a central computerized terminal for ultimate programmed operation.

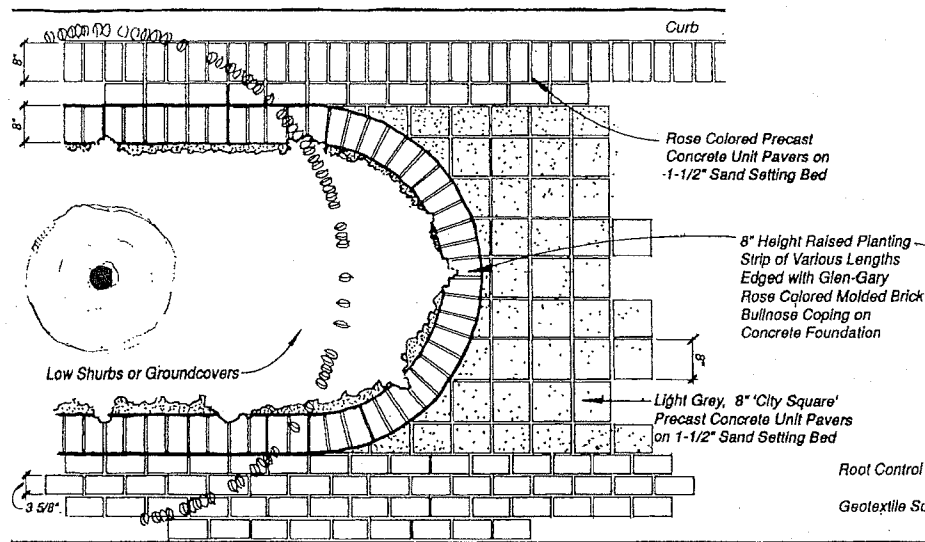


Figure 8. Paving Detail

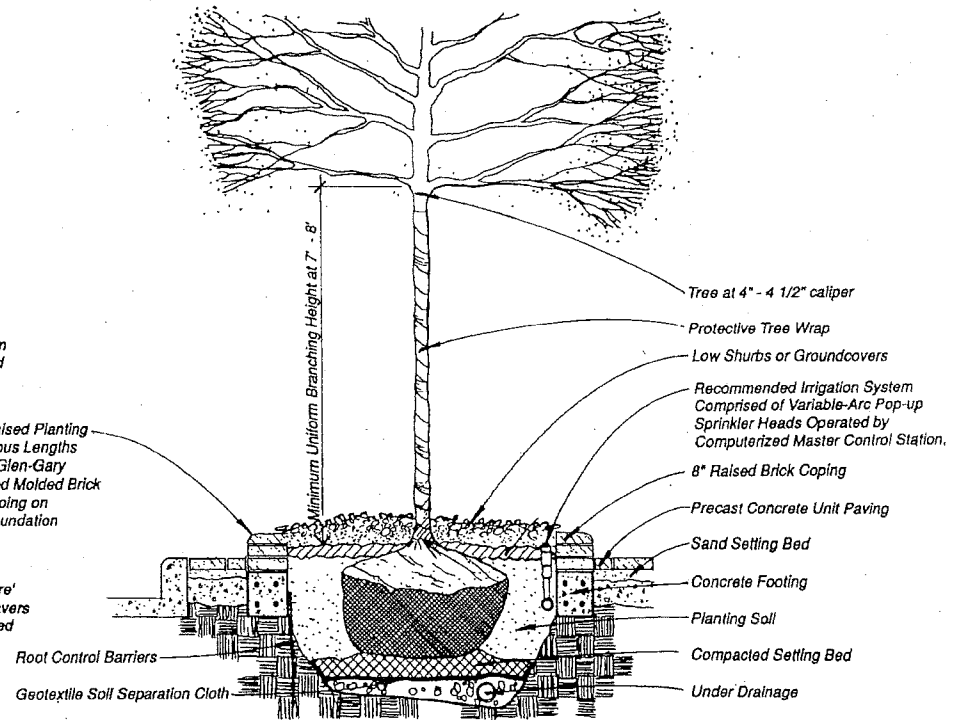


Figure 9. Planting Detail



## Street Furnishings

The furnishings for Baileys Crossroads were selected as a family of elements, in a style that harkens back to the turn of the century. The consistent use of these furnishings throughout Baileys will serve to visually unify the streetscape area.

The Canterbury International 1890's series street furnishings has been selected. This traditional style furniture is not only elegant but functional and durable. It will also relate to and complement the circus theme of Baileys.

## Bollards

Bollards are used in conjunction with the paving to further delineate pedestrian zones, at intersections, and where sidewalk paving continues across driveways, parking lot entries and service aprons. Due to the volume and relatively high speed of vehicular traffic throughout Baileys Crossroads, the use of bollards was deemed essential to further promote pedestrian safety and comfort. The bollards recommended are part of the Canterbury 1890's traditional street furniture.

## Benches

Benches are proposed at intersections, plazas, and other focal points along the street and at bus stops to augment seating in bus shelters. The park bench may be used in more passive parklike seating areas whereas the backless bench may be more appropriate at short term seating areas such as bus stops.

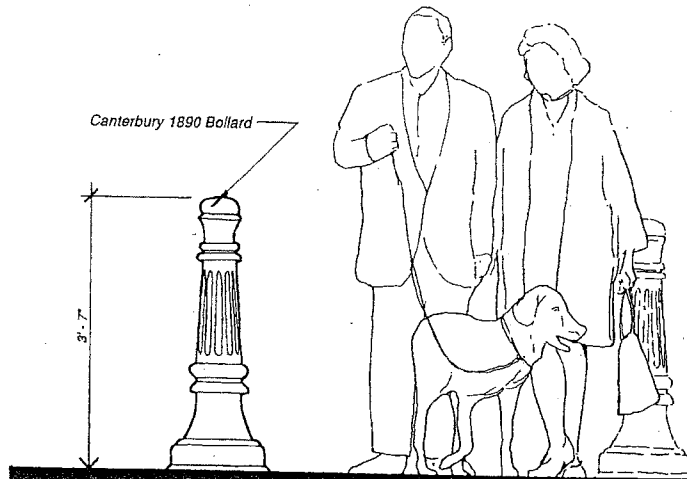


Figure 10. Bollards

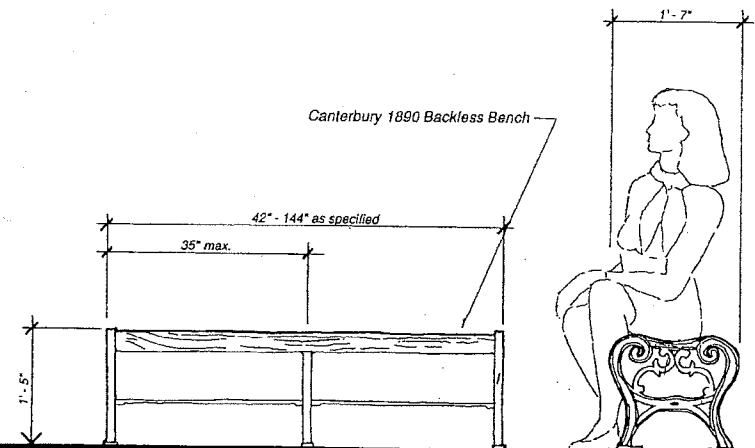


Figure 11. Benches

### Trash Receptacles

Generally trash receptacles will be placed wherever benches are located, particularly at bus stops, bus shelters and at intersections where gateway pylons are located. The Plan proposes using the Canterbury Pennsylvania Avenue receptacle with lid. The receptacle is constructed out of heavy duty cast aluminum welded construction with a rigid unbreakable plastic liner which can be easily removed for cleaning.

### Street Lights

There are two types of street lights recommended for Baileys Crossroads. Currently existing street lights primarily illuminate the roadway. These will require replacement when the existing overhead utilities are undergrounded. Utilization of the existing corbra head fixture mounted on a new pole of simple design to blend

unobtrusively with the other streetscape elements is recommended. The MILLERBERND model "LD-9" is a 35 foot high steel pole painted dark grey that will serve this purpose well. It will also incorporate an "H" type ASSHTO approved breakaway base. These poles will be spaced at 90 feet on center in order to fit within the street tree spacing.

The other street light will be strictly for pedestrian and ornamental use. A fixture which relates to the Canterbury street furnishings is the VISCO VI-M or VI-BOS-1 street light. The twelve foot cast iron pole will relate to and be in scale with pedestrians. The light incorporates a vandal resistant FP-118 polycarbonate globe with FP-110 finial. Lamps are to be long life 175W metal halide, utilizing a type II refractor, in order to defuse the light and reduce glare. The streetlights will be spaced sixty feet on center. Both street lights are recommended to be painted a neutral dark grey or charcoal color.

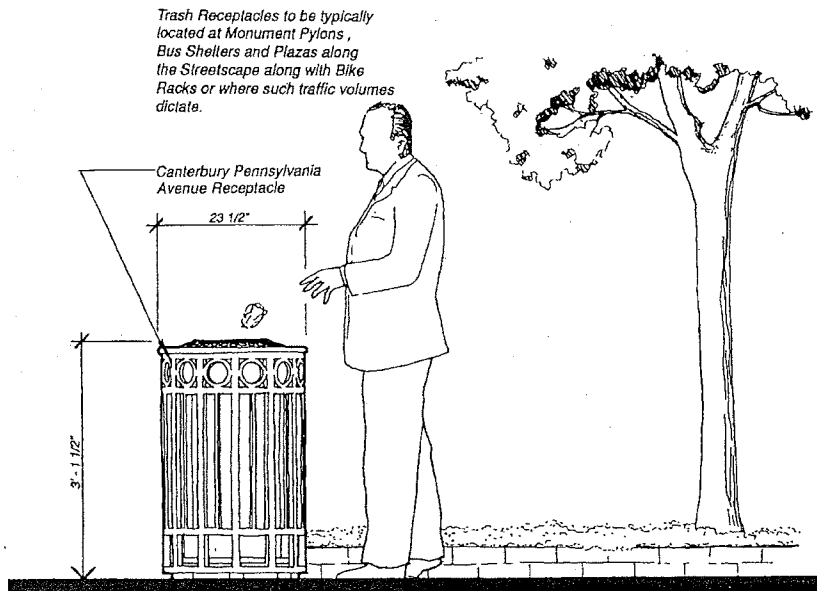


Figure 12. Trash Receptacle

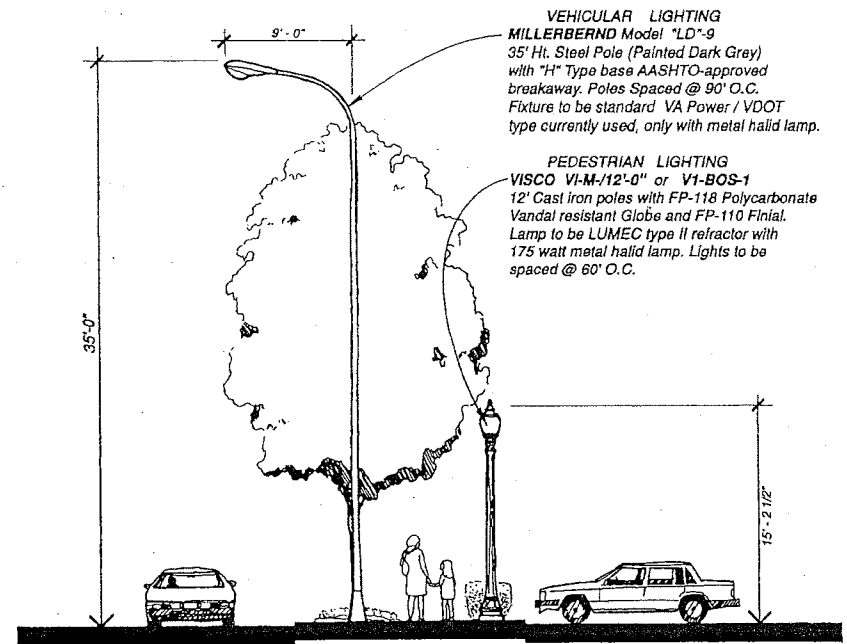


Figure 13. Vehicular and Pedestrian Streetlights

## Bus Shelters and Gateway Pylons

The final and perhaps most important architectural elements of the streetscape are the gateway pylons and bus shelters. Pylons and bus shelters have been designed to relate architecturally to the glass and neon decoration of Skyline Towers and Shopping Center. They also relate to the architectural styles and glass block materials used in some of the newer buildings recently constructed in Baileys Crossroads.

Glass block has proven to be easy to install and maintain, yet is extremely vandal resistant. It does not fade, yellow, rot, rust, or corrode and is also highly resistant to airborne pollution. Glass block is an elegant and innovative material that offers an array of dazzling design possibilities. By incorporating neon and glass block into the streetscape design it will evoke a festive atmosphere and bring added

color and night life to the many fine restaurants located throughout Baileys Crossroads.

The gateway pylons have been scaled to be visible to vehicular traffic, and to provide focal points for pedestrian gatherings along the street. The use of sculpture or other types of art can be used to further tie the circus theme into the streetscape of Baileys Crossroads, giving it a special and unique quality.

The bus shelters have also been drawn from the circus motif. The size of the shelters will vary from 18' to 24', depending on location and public transportation traffic demands. Each shelter will display images, photographs, maps, or drawings which depict the rich cultural and historical heritage of Baileys Crossroads.

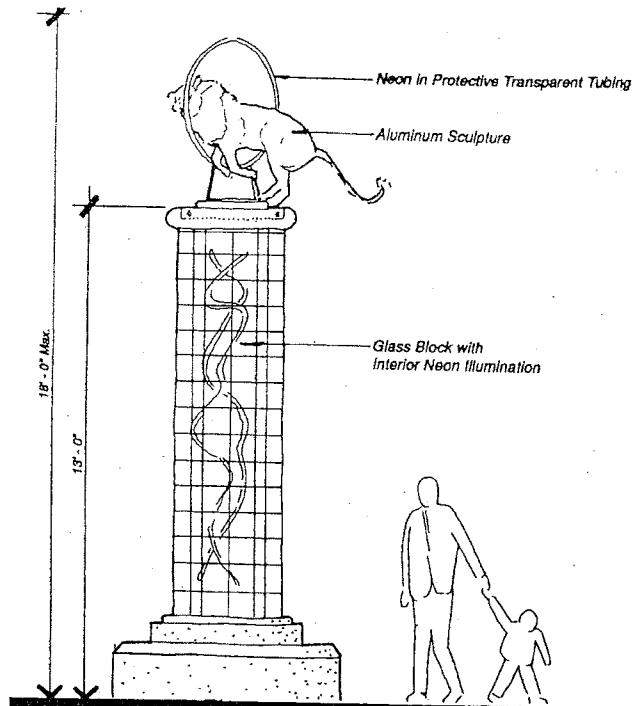


Figure 14. Minor Gateway Pylon

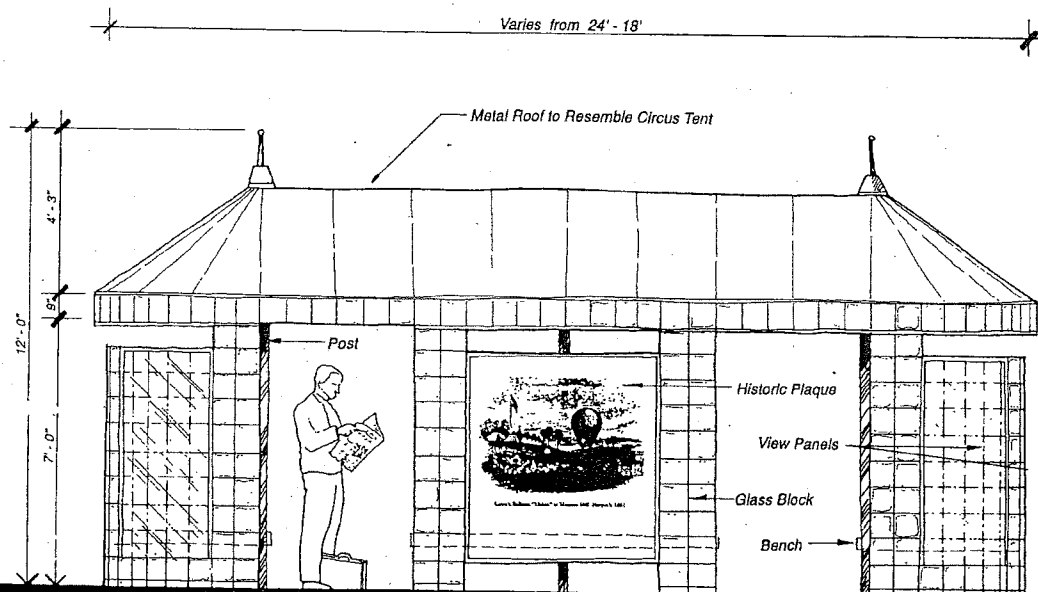


Figure 15. Bus Shelter

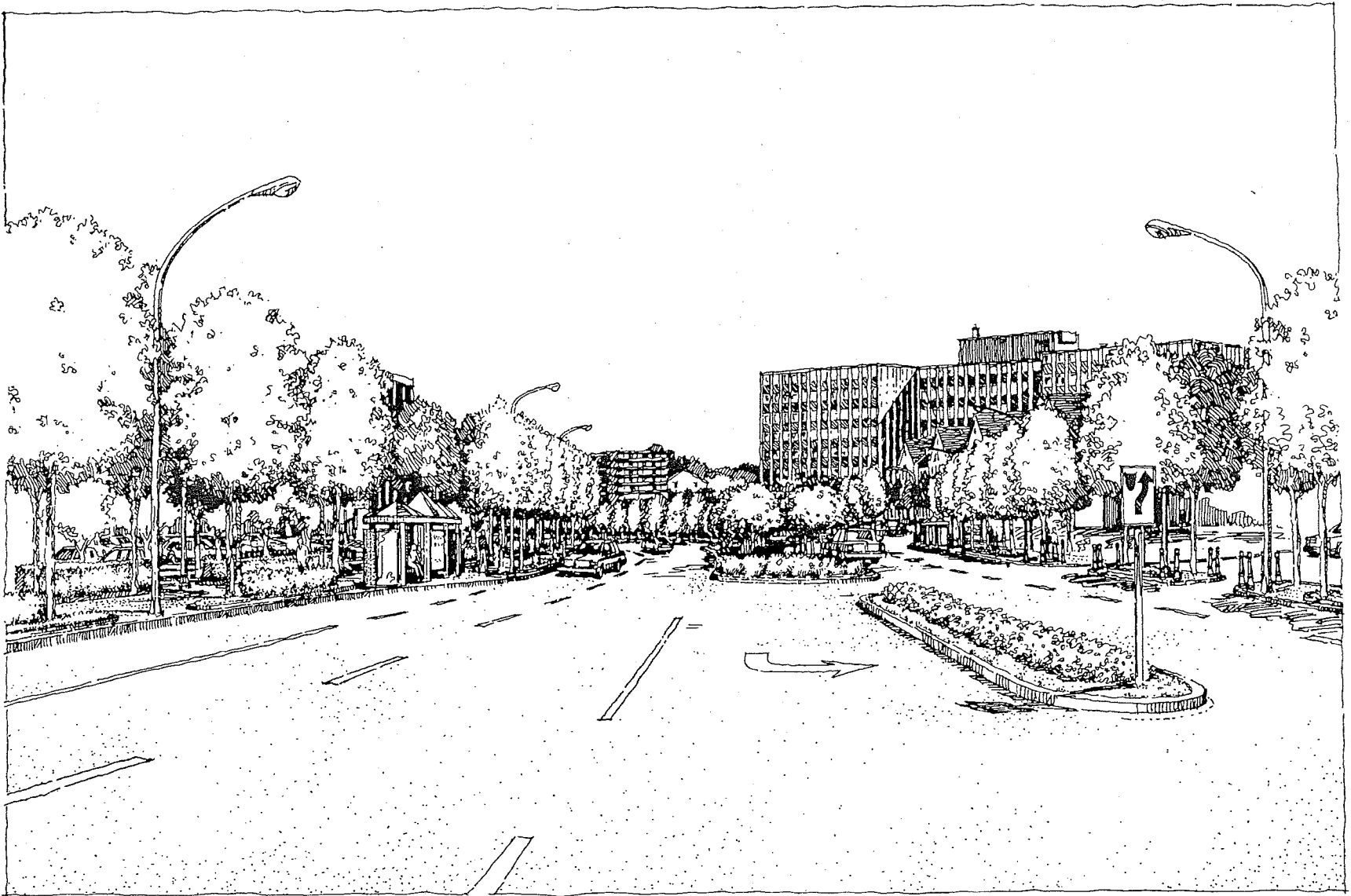


Figure 16. Illustrative Sketch of Columbia Pike. Looking East from Route Seven Interchange