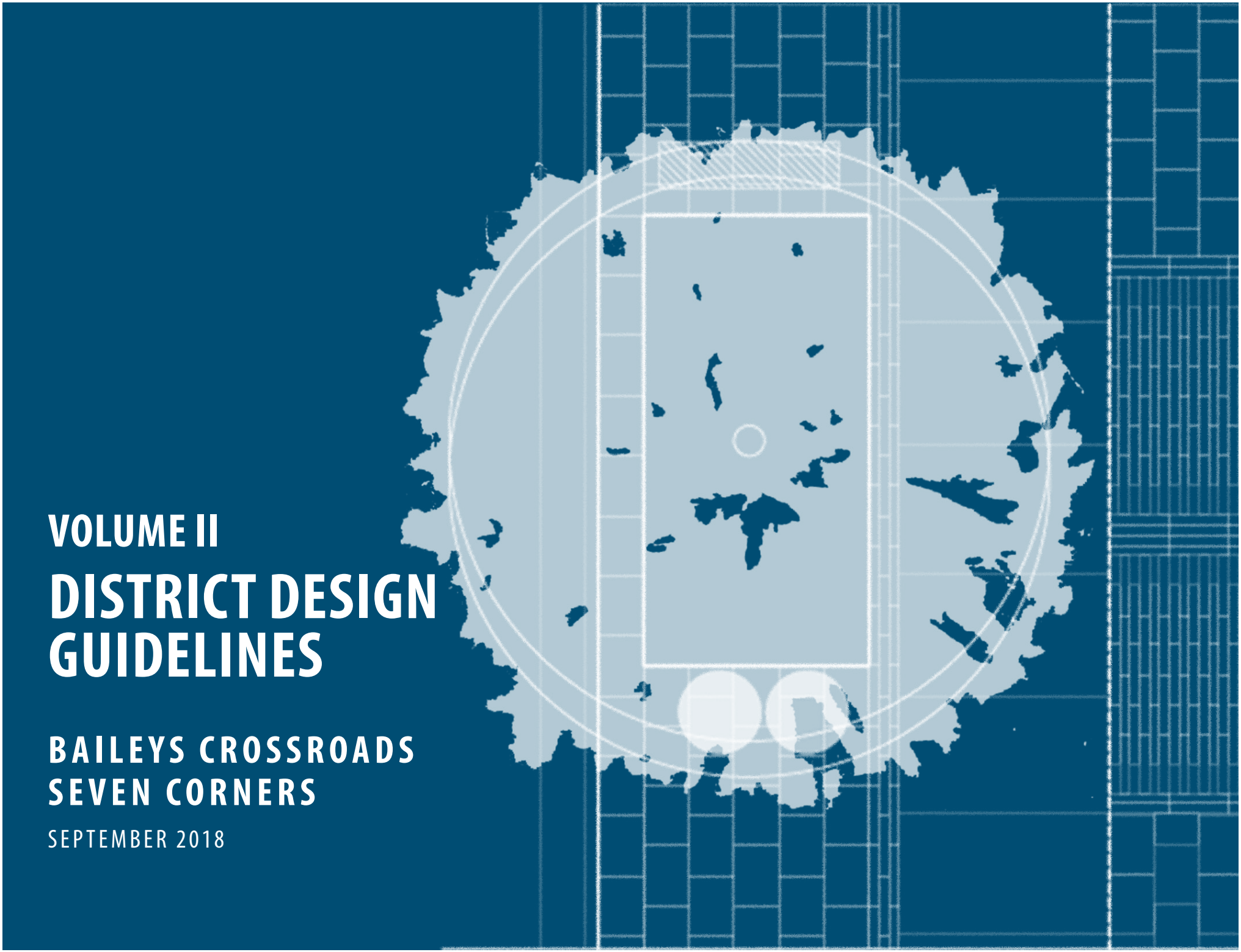

VOLUME II

DISTRICT DESIGN GUIDELINES

BAILEYS CROSSROADS SEVEN CORNERS

SEPTEMBER 2018

ACKNOWLEDGEMENTS

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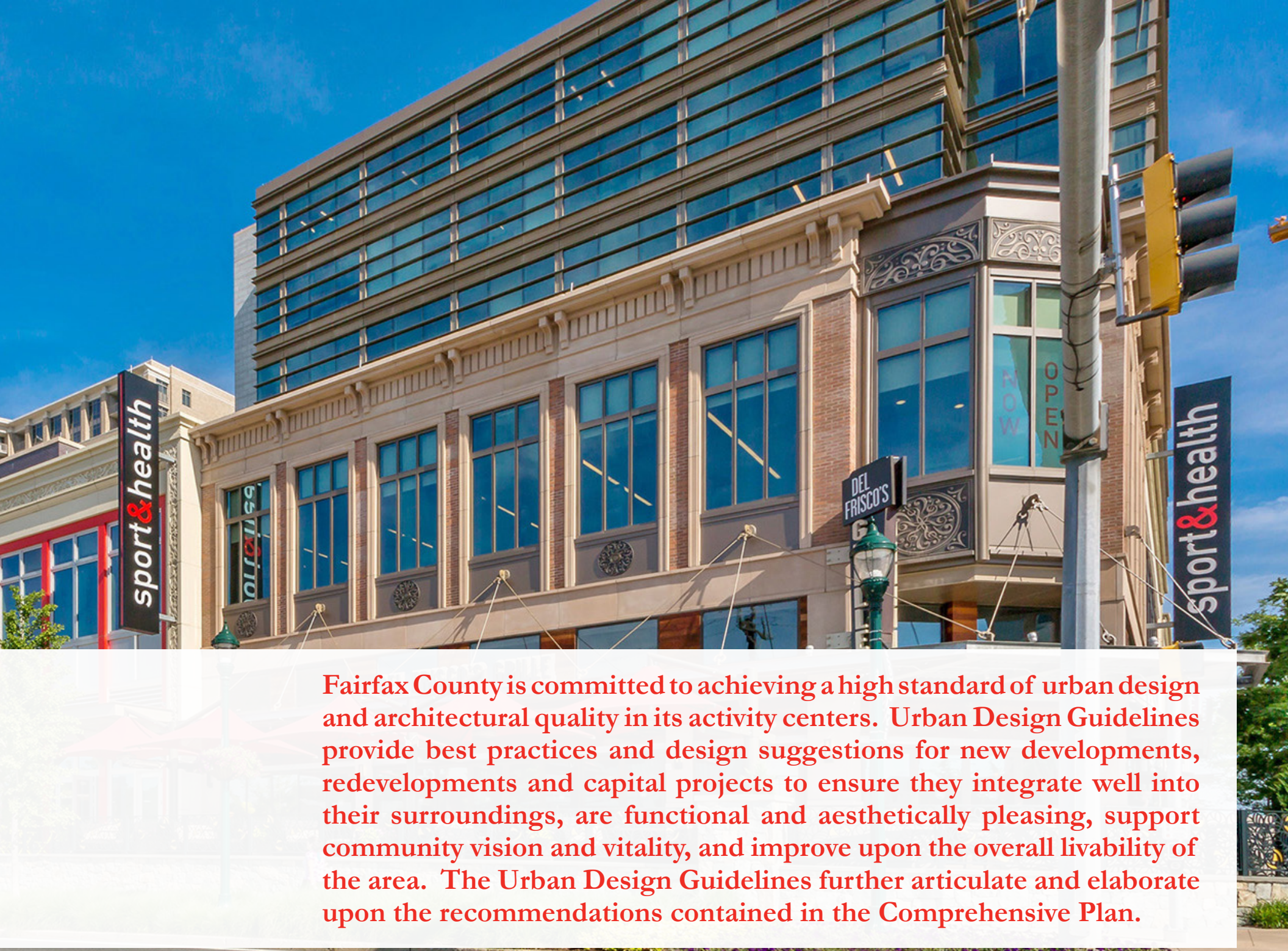


Fairfax County is committed to achieving a high standard of urban design and architectural quality in its activity centers. Urban Design Guidelines provide best practices and design suggestions for new developments, redevelopments and capital projects to ensure they integrate well into their surroundings, are functional and aesthetically pleasing, support community vision and vitality, and improve upon the overall livability of the area. The Urban Design Guidelines further articulate and elaborate upon the recommendations contained in the Comprehensive Plan.

1 INTRODUCTION

OVERVIEW OF THE TWO URBAN DESIGN GUIDELINES VOLUMES

The Urban Design Guidelines for the County's Commercial Revitalization Districts/Areas (CRDs/CRAs) are contained in two documents, collectively "the Design Guidelines".

– **Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas** contains urban design principles and strategies that are applicable generally to all of the CRDs and CRAs.

– **Volume II: District Design Guidelines** (District Guidelines) contains urban design guidelines that are tailored specifically for each individual CRD or CRA, based on the guidance contained in the Comprehensive Plan for the individual area.

The two volumes of the Guidelines should be used together to inform design decisions. There may be instances where guidance provided in Volume II may elaborate upon or contradict material provided in Volume I. In such instances, the guidance in Volume II would supersede the guidance in Volume I.

BACKGROUND AND PURPOSE

Baileys Crossroads and Seven Corners are important activity centers within Fairfax County and within the greater Washington, DC region. They are culturally diverse, offer a range of housing and employment options, and are retail nodes for the surrounding neighborhoods. Baileys Crossroads is located at the eastern edge of Fairfax County. It is bordered by Arlington County to the east and the City of Alexandria to the south. Seven Corners is situated north of Baileys Crossroads and is bounded by Arlington County to the east and the City of Falls Church to the north. Leesburg Pike is a key transportation link that connects the two areas to each other and to the larger community.

Map 1 depicts the boundaries (shown in yellow) for the Baileys Crossroads and Seven Corners Commercial Revitalization District (CRD). The boundaries were created in 1998 by the Fairfax County Board of Supervisors as part of the adoption of Commercial Revitalization Districts as overlay districts in the Zoning Ordinance.

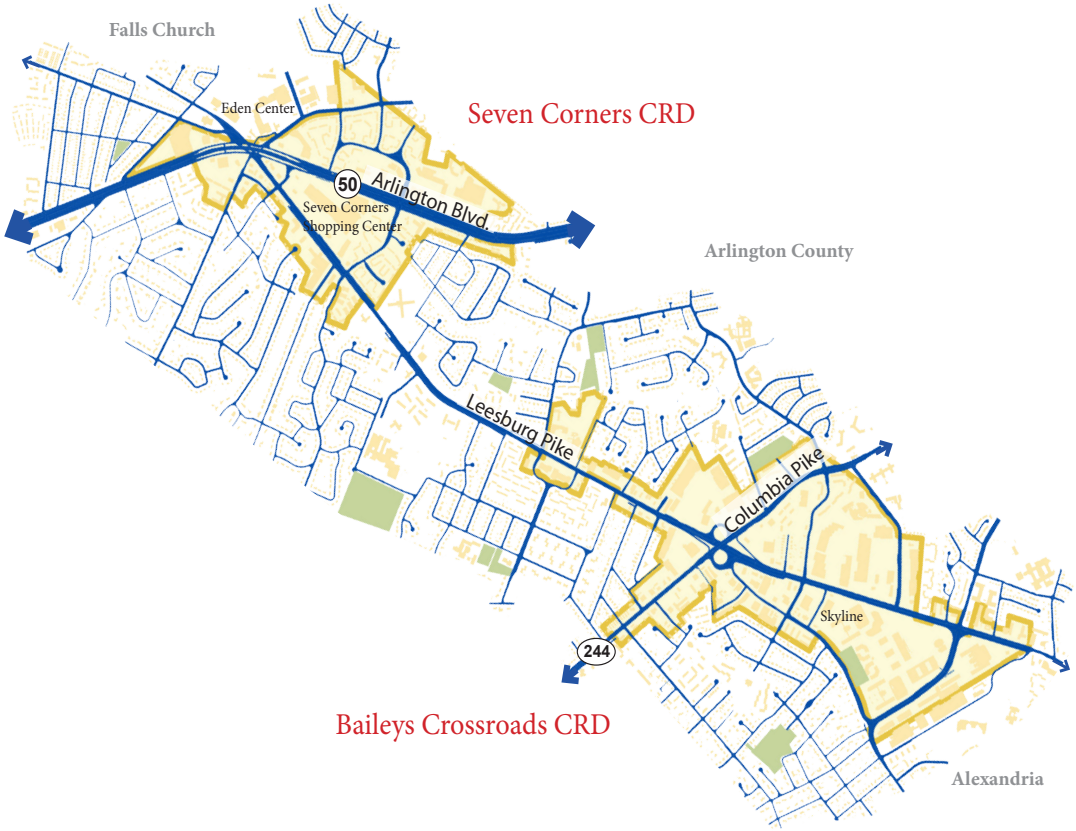
The communities of Baileys Crossroads and Seven Corners each developed a vision, embodied in each area's Comprehensive Plan, that encourages a pedestrian-friendly, mixed-use urban environment. The Comprehensive Plan establishes guidance for appropriate land uses, building heights, building types, multimodal streets, open space systems and street cross-sections, among other things. It offers general urban design guidance, but does not provide detailed design recommendations for new development or redevelopment. Volumes I and II of the Design Guidelines elaborate on the recommendations contained in the Comprehensive Plan, and provide suggestions as to how those recommendations may be implemented.

STRUCTURE OF THE DISTRICT GUIDELINES FOR BAILEYS CROSSROADS AND SEVEN CORNERS

The District Guidelines for Baileys Crossroads and Seven Corners are organized into five chapters. Chapter 1 introduces the District Guidelines and explains how and where they should be applied. Chapters 2 through 5 contain the urban design recommendations and address specific topics such as public space design; site and building design; the street network; roadway cross-sections; and, streetscape elements. In Chapters 3 and 5, the topical sections are organized as follows:

- **Design Principles:** provides a summary of the urban design element, defines the goals to be achieved, and explains the purpose of each urban design element, as well as the desired conditions needed to successfully achieve the intent.
- **Design Strategies:** includes concepts, schemes, dimensions, and details to articulate a means to implement the ideas contained in the design principles.
- **Suggested Specifications:** chapter 5 provides suggested products including model numbers, sizes, colors, and installation recommendations to illustrate the intended appearance and quality for certain elements described in these Guidelines.
- **Resources:** within the topical sections, online references may be provided for additional information via hyperlinks and website addresses.

MAP 1: BAILEYS CROSSROADS AND SEVEN CORNERS CRD



Map 1 depicts the boundaries (shown in yellow) of the Baileys Crossroads and Seven Corners CRD; Leesburg Pike connects the two areas as an east-west Boulevard; Arlington County, the City of Falls Church and the City of Alexandria border the CRD

Baileys Crossroads, VA

Baileys Crossroads CRD aerial depicts the intersection of Columbia Pike and Leesburg Pike on the left side of the graphic; the Town Center area is shown in the center of the graphic
Image Credit: Fairfax County

INTENDED USE

The District Guidelines apply to development proposals for all properties located within the boundaries of the Baileys Crossroads and Seven Corners CRD. They are intended to be used as a complement to the Comprehensve Plan by citizens, developers, land owners, designers, Fairfax County staff, the Fairfax County Planning Commission, and the Board of Supervisors when either proposing, designing or reviewing development proposals in the CRD.

As stated in the County's Strategic Plan for Economic Development, flexibility and agility in zoning and development review is necessary to respond to evolving development trends and technologies. The content in this document is designed to be applied as guidelines rather than as regulatory (mandatory) "one size fits all" requirements. The District Guidelines are meant to offer design guidance only and there is flexibility in how a design element may be realized, provided the design intent can be achieved. As such, these Guidelines are not prescriptive; architectural style, specific street furnishings, plant species, or exact paver types are not dictated. Rather, a palette is provided that allows for flexibility and innovation.

The District Guidelines are not a substitute for the codes and ordinance provisions associated with the development review process.

FLEXIBILITY IN APPLYING DESIGN GUIDELINES

There will be instances where the urban design and streetscape recommendations outlined in the Comprehensive Plan and these Guidelines cannot be accommodated in the manner envisioned, even with reasonable adjustment and flexibility. Where pre-existing site constraints are present, or where infill or expansion of buildings or other existing features limit the ability of a development to satisfy the urban design recommendations, or when modifications to the streetscape guidance are necessary to conform to applicable County and/or Virginia Department of Transportation (VDOT) requirements and guidelines, variations may be permitted on a case-by-case basis using the following criteria:

– The inability to conform to the recommendations is demonstrated through written and/or graphic evidence; and,

– Deviations are as minimal as possible; and,

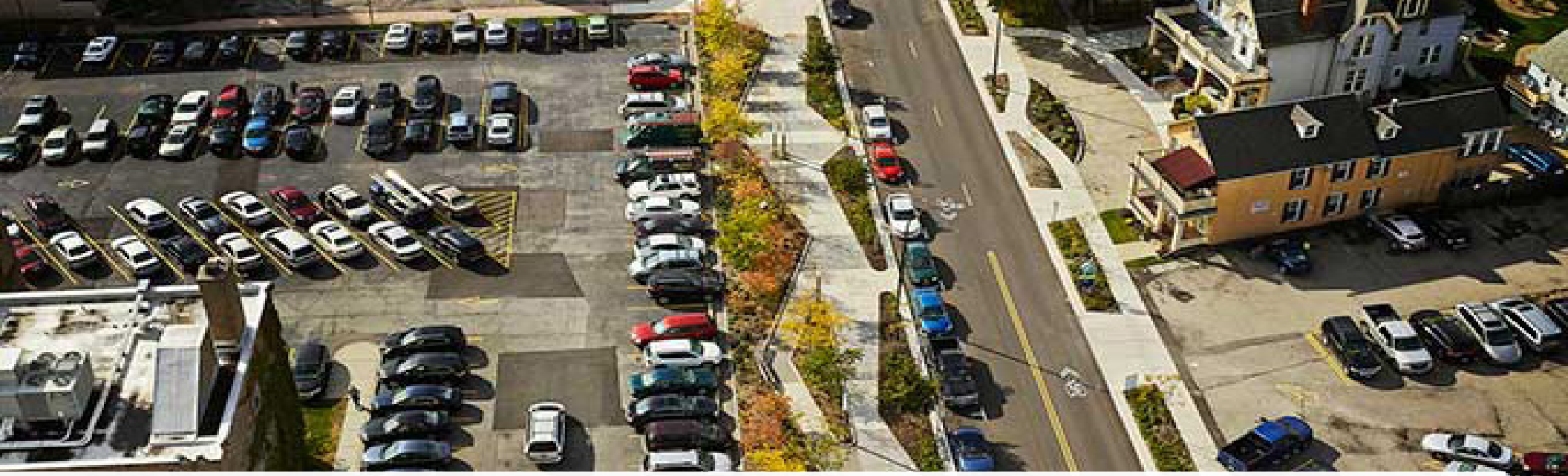
– Modifications still meet the intent of the Plan and the District Guidelines.

FUTURE AMENDMENTS

As Baileys Crossroads, Seven Corners, and their surrounding neighborhoods develop and evolve, the District Guidelines may need to be amended to respond to those changing conditions. In addition, new technologies, maintenance challenges, and innovations may provide opportunities for different design strategies, new products, materials, etc., which should be reflected in updated versions of these District Guidelines.

Seven Corners, VA

Seven Corners CRD aerial depicts the Seven Corners interchange of Arlington Boulevard and Leesburg Pike; the Town Center area is shown in the center-right of the graphic
Image Credit: Fairfax County



The Comprehensive Plans for Baileys Crossroads and Seven Corners envision that these areas will transform into distinct, vibrant and walkable destinations. They are planned to transition from the current suburban, auto-oriented development patterns to a more urban environment characterized by mixed-use developments that are organized around grids of streets and incorporate high-quality open spaces. The resulting environment will be more sustainable, will encourage healthier lifestyles, and will be safer for pedestrians and cyclists. These goals should be used to guide decisions related to the design of the built environment, including open spaces, streets, the location of parking, building setbacks and massing, and the location of uses within buildings.

The following text and maps related to the vision and land use descriptions for Baileys Crossroads and Seven Corners are extrapolated from the recommendations provided for these areas in the Comprehensive Plan; the Comprehensive Plan should be consulted for the complete set of recommendations affecting a development project.

2 DISTRICT VISION + OPEN SPACE

2A BAILEYS CROSSROADS VISION, LAND USE PLAN, AND URBAN DESIGN FRAMEWORK

VISION AND LAND USE PLAN

The vision for Baileys Crossroads features an enhanced public realm that will create a distinct sense of place. A new network of streets and open spaces is envisioned to connect people to active and passive recreation opportunities, civic uses and inviting places to eat, shop, stroll, and spend time. The land use plan calls for transforming a predominantly retail environment to one that balances retail, office, residential, civic, and open space uses in a manner that will serve adjacent stable residential areas and promote transit usage.

The Comprehensive Plan divides Baileys Crossroads into three districts. Each district is planned to have unique characteristics. **Map 2: Baileys Crossroads District and Land Units depicts the CRD boundaries and the three districts within the CRD.**

– **Town Center District,** located east of Columbia Pike and north and south of Leesburg Pike, is the priority redevelopment area. It is centrally located and has the most significant redevelopment potential for large scale, mixed-use projects. This district is planned for a new network of streets and smaller development blocks. A central street with a linear park is envisioned to be the Town Center's central feature.

– **Baileys West District,** located west of Columbia Pike, and north and south of Leesburg Pike, is anticipated to redevelop as a continuation of the residential, office and retail mix planned for the Town Center District.

– **Baileys East District,** located east of Gorham Street along Leesburg Pike adjacent to the boundaries with Arlington County and the City of Alexandria, is anticipated to be an area of minimum change. It is dominated by the Skyline Center that is anticipated to remain largely as is for the foreseeable future.

Map 3: Baileys Crossroads Land Use Plan depicts the general distribution of land uses and the proposed grid of streets.

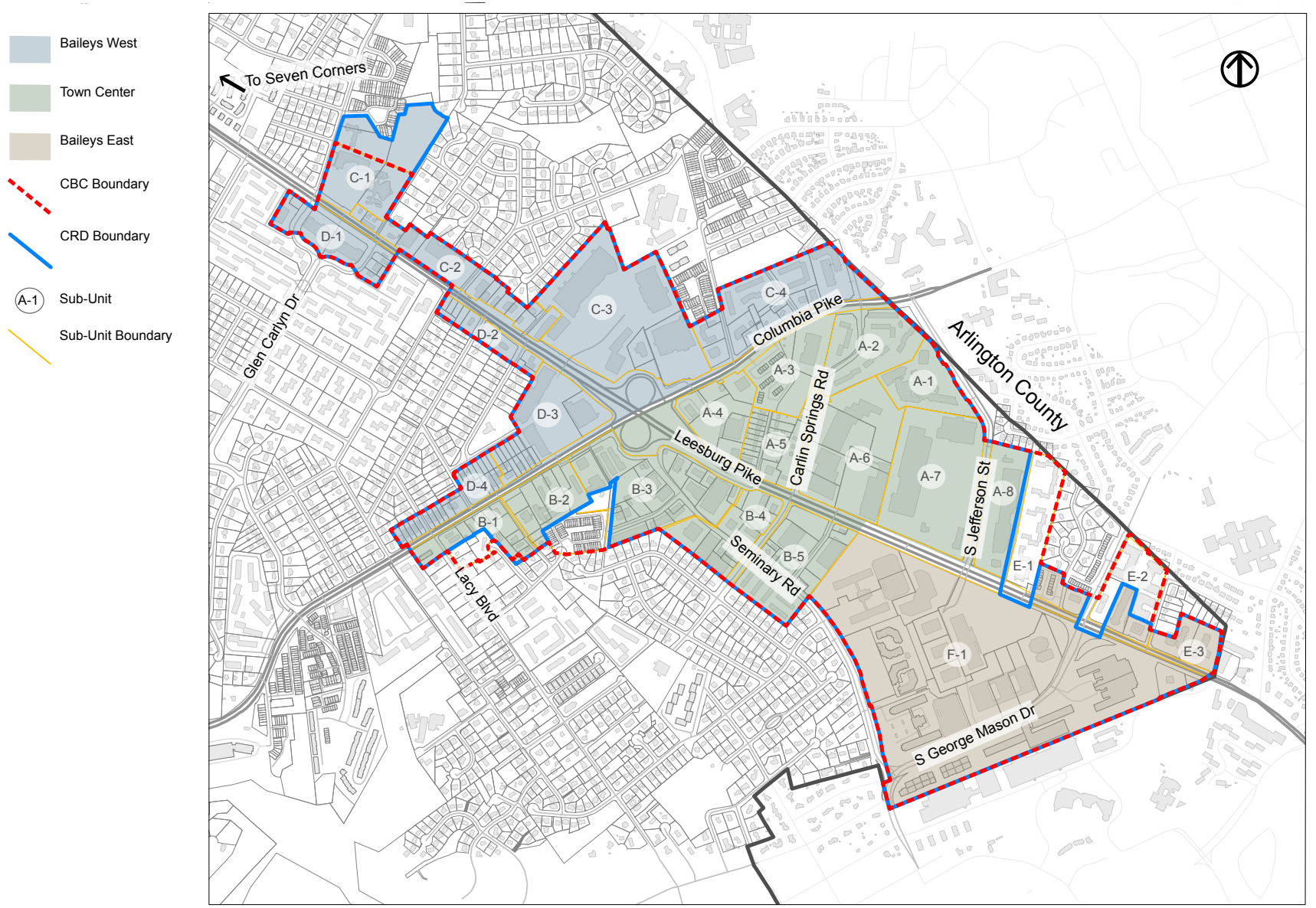
LEFT
The Town Center District planned for Baileys Crossroads is envisioned to incorporate features such as mixed use developments and a range of programmable open spaces similar to the features in the Reson Town Center
Image Credit: NOVA Magazine

Reston, VA

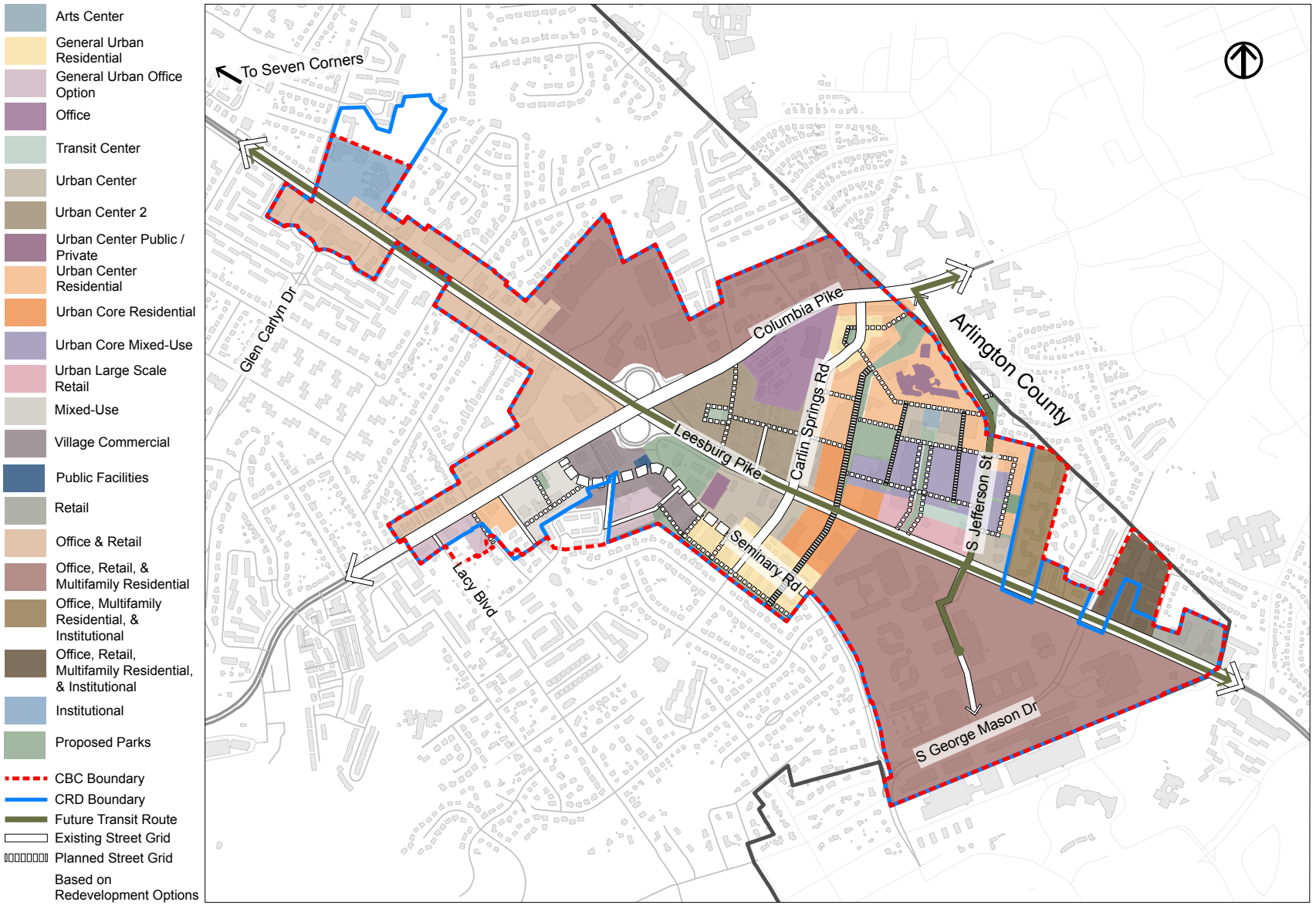
RIGHT
Baileys East District has been largely redeveloped with high density office, residential and retail
Image Credit: Biz Now

Skyline Complex, Baileys Crossroads

MAP 2: BAILEYS CROSSROADS DISTRICT AND LAND UNITS



MAP 3: BAILEYS CROSSROADS LAND USE PLAN



URBAN DESIGN FRAMEWORK

The urban design concept for Baileys Crossroads envisions that the public realm will be a major element in creating a walkable, distinct, vibrant destination where people will want to live, work, shop and play. The Comprehensive Plan contains Urban Design Guiding Principles to address site design, building form, street design, and the design of public spaces, as summarized below:

1 DISTINCT URBAN FORM

The urban form of the Baileys Crossroads CRD calls for locating the tallest buildings and highest densities in the Town Center District and shorter building heights and lower densities adjacent to surrounding neighborhoods that are located outside of the CRD.

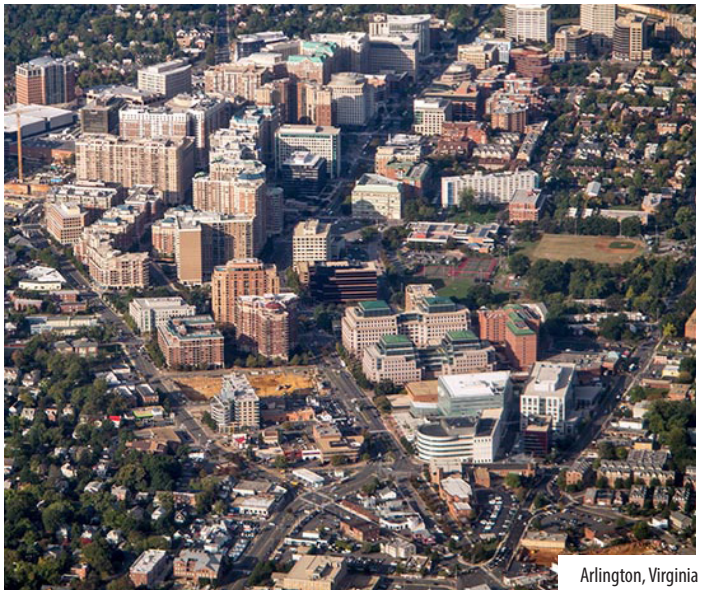
2 SUPPORTIVE LAND USES

Land uses should be arranged around a street network that encourages walking, biking, and utilizing public transit.

3 PEDESTRIAN-FRIENDLY STREETS

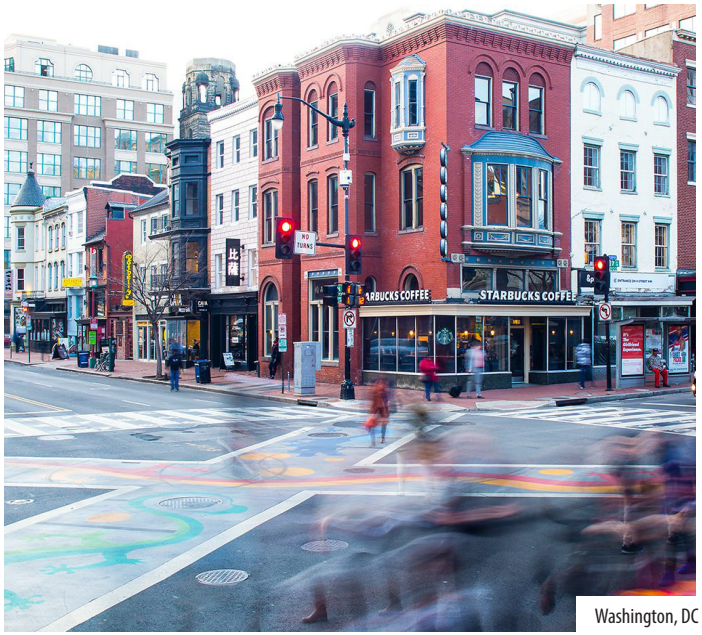
All new structures should be located according to the defined build-to lines. Developments should maximize the use of ground floor retail space in appropriate locations where it is supported by the market in order to encourage street level activity. When retail or other commercial uses are not supported by the current market, consider alternative uses or designs that create an "Activated Ground Floor" such as highly transparent lobbies and amenity spaces, live-work units, and residences with individual entrances and well-defined Building Zones.

Midblock (non-vehicular) connections may be necessary to achieve consistent, frequent pedestrian access between properties along Columbia Pike and the Town Center grid of streets.



Arlington, Virginia

TOP
Virginia Square and Ballston utilize the recommended urban form where the tallest buildings are located along Fairfax Drive; commercial and mixed use buildings transition down in scale when in proximity to residential neighborhoods
Image Credit: Mobility Lab



Washington, DC

BOTTOM
Residential and retail uses are mixed to support a walkable and bikable community
Image Credit: Rappaport Co.

Clarendon, VA

TOP
Parking facilities that are well integrated into buildings and minimize their impact on the pedestrian environment
Image Credit: Flickr Dan Reed

Union Square Park, New York, NY

BOTTOM
Public parks and green spaces are key components to creating a healthy and sustainable environment in Bailey Crossroads
Image Credit: Fairfax County

URBAN DESIGN FRAMEWORK (CONTINUED)

4 COMPLETE STREETS

Complete streets should be provided that are defined as streets and intersections which accommodate walking, biking, transit and cars, and that meet Americans with Disabilities Act (ADA) accessibility requirements.

5 PARKING FORM

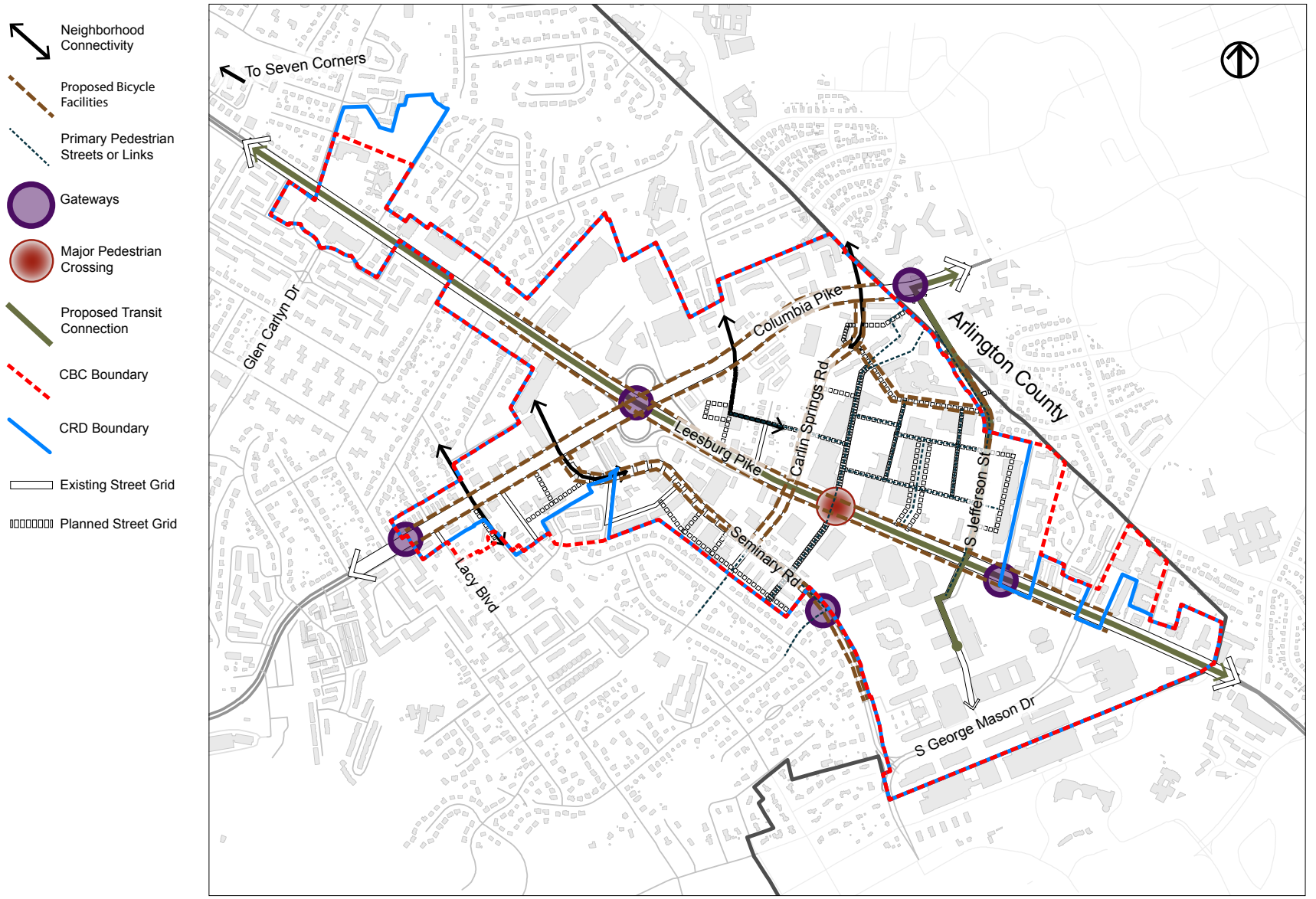
On-street parking is encouraged on most low speed roadways in Baileys Crossroads. Off-street parking should be located either in structures, including above-ground or underground parking, or if necessary, on surface lots that are unobtrusive from public view (i.e., behind buildings or to the side of buildings and screened by landscaping or low walls). Ensure that parking structures are not visible from the public realm; locate them behind buildings and/or wrap them with other uses. *Chapter 5 ("Parking and Access")* in the Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas provides detailed guidance and graphics on how to design structured and surface parking so that it minimizes its impact on the pedestrian environment.

6 URBAN PARKS

A variety of accessible, connected, usable public open spaces and urban parks are encouraged throughout each district. *See section 2C ("Open Space Networks in Baileys Crossroads and Seven Corners")* for detailed maps and information about the location and design for planned urban parks.

Map 4: Baileys Crossroads Urban Design Framework Plan summarizes many of the key Comprehensive Plan recommendations including the proposed grid of streets, the proposed location of key transit, pedestrian and bicycle connections, and identifies where gateway features are planned.

MAP 4: BAILEYS CROSSROADS URBAN DESIGN FRAMEWORK PLAN



2B SEVEN CORNERS VISION, LAND USE PLAN, AND URBAN DESIGN FRAMEWORK

VISION AND LAND USE PLAN

The vision for Seven Corners encourages redevelopment that will increase the residential population, as well as the number and variety of jobs, and will support the creation of a high-quality, pedestrian-oriented environment. The Comprehensive Plan promotes a vibrant mix of land uses that will enhance the quality of life for residents, enable businesses to prosper and actively contribute to the economic and social vitality of the area. Strategically located public open spaces are planned throughout the mixed-use areas to foster community interaction and provide places to hold civic events.

The Comprehensive Plan designates three Opportunity Areas within Seven Corners. **Map 5: Seven Corners District and Land Units** depicts the boundaries and the three Opportunity Areas within the area. The remainder is designated as transitional or as minimum change areas. Each Opportunity Area is intended to function as a separate activity node, with a distinct identity, as well as to function as an integral part of the larger area through an interconnected street system and with a network of open spaces. The individual identity of each Opportunity Area is defined through its respective land uses, building types, level of development intensity, open spaces, architectural design, and streetscapes, as summarized in the following descriptions.

- **Willston Village Center (Opportunity Area A),** located south of Wilson Boulevard and north of Arlington Boulevard, is envisioned to be a mixed-use neighborhood that retains its predominately residential character. The Willston Village Center is planned to include a Village Main Street where ground floor retail, a Common Green, outdoor dining, and community uses will be concentrated to create a lively village center.

- **Town Center (Opportunity Area B),** located between Arlington Boulevard and Leesburg Pike, is the site of the Seven Corners Shopping Center. The Town Center is planned for the highest intensity of development, with a mix of residential, retail, office, and hotel uses organized around a central plaza. The tallest buildings are planned nearest to the interchange to form a gateway feature into the area.

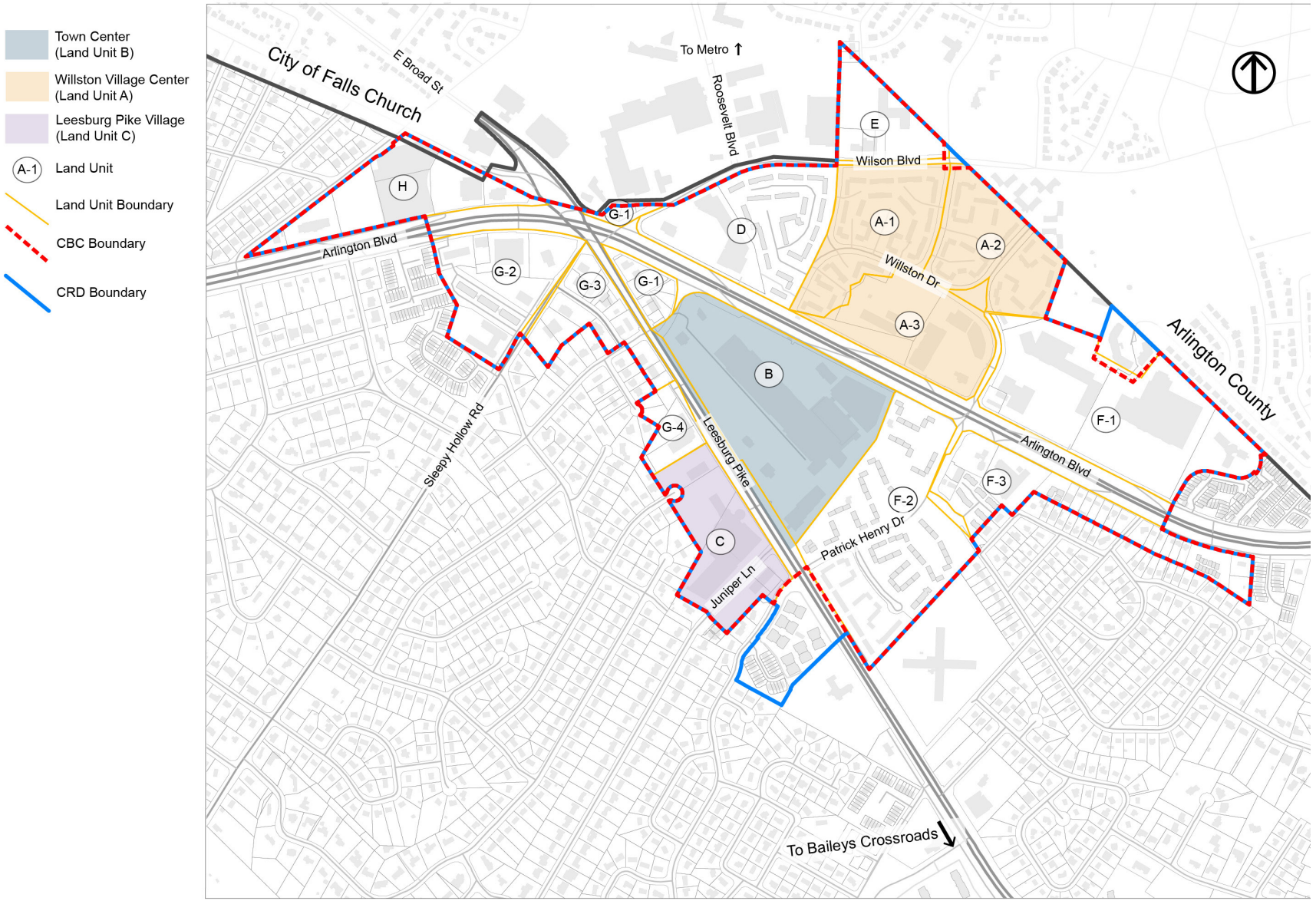
- **Leesburg Pike Village (Opportunity Area C)**, located south of Leesburg Pike near the intersection of Patrick Henry Drive, is planned as a mixed-use village that transitions in intensity from Leesburg Pike to the adjacent residential neighborhoods.

Map 6: Seven Corners Land Use Plan illustrates the general distribution of land uses and the proposed grid of streets.

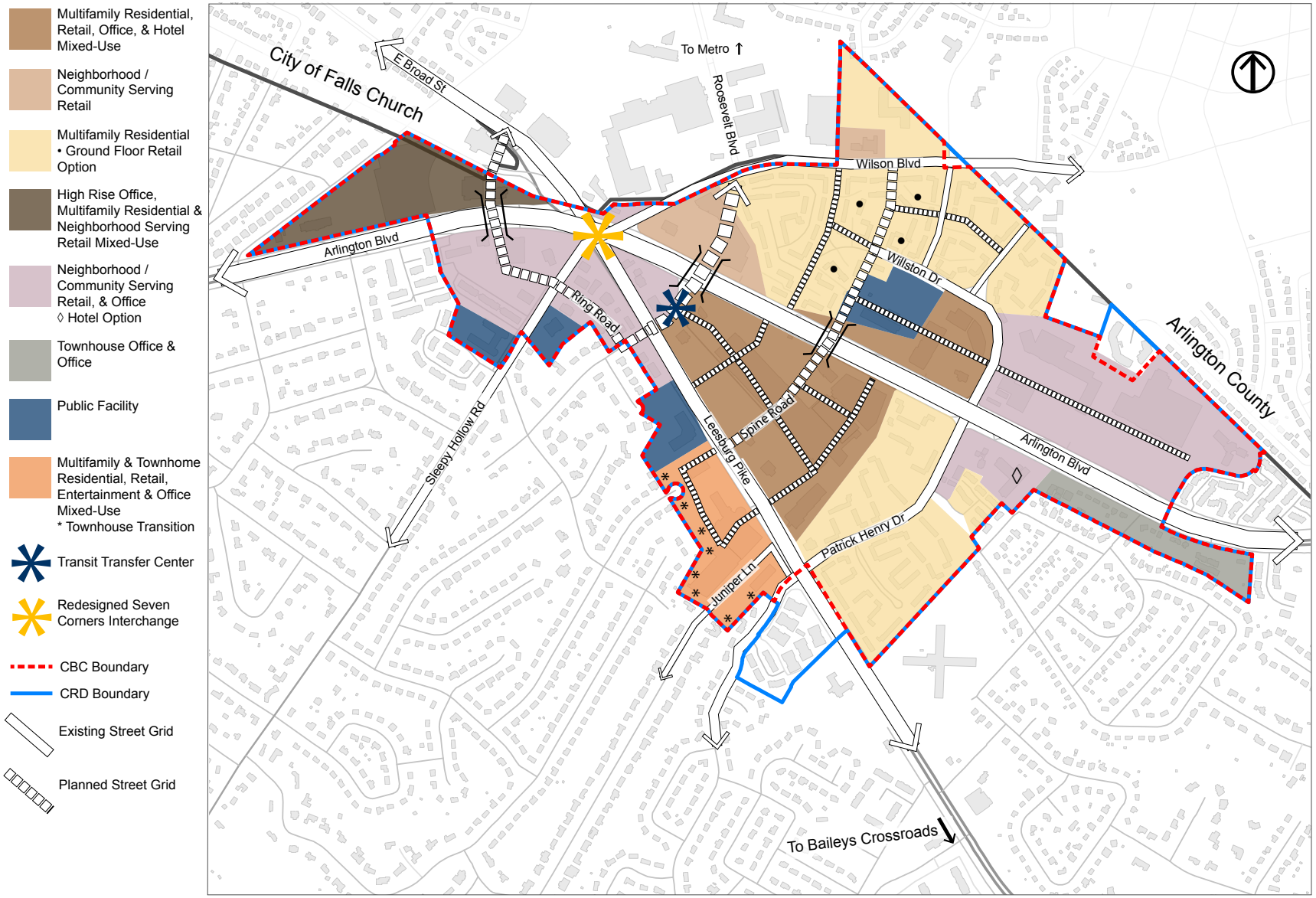
Shirlington Village, VA

RIGHT
The Town Center district planned for Seven Corners is envisioned to incorporate features such as mixed use development and high quality street design similar to the features in Shirlington Village
Image Credit: Federal Realty

MAP 5: SEVEN CORNERS DISTRICT AND LAND UNITS



MAP 6: SEVEN CORNERS LAND USE PLAN



URBAN DESIGN FRAMEWORK

The Comprehensive Plan contains recommendations about how high-quality urban design that addresses site design, building form, street design, and the design of public spaces should contribute to the redevelopment of Seven Corners. This guidance is summarized below.

1 CONNECTIVITY

Connectivity between Seven Corners' neighborhoods and commercial centers should be enhanced through an improved street network and grid of streets. Trails and pedestrian-friendly streets should be used to provide connectivity within each opportunity area, between the opportunity areas, and between the CRD and surounding areas.

2 MULTIMODAL STREETSCAPES

As recommended in these Guidelines, streetscapes should be incorporated in the reconstruction of existing roads and with the construction of new roads to achieve a system of interconnected complete streets to serve motorists, pedestrians, cyclists, and transit riders.

3 PEDESTRIAN-ORIENTED DESTINATIONS

Mixed-use developments should be encouraged where it is appropriate and where they can be supported by the market. Pedestrian-oriented "destination type uses," including restaurants and small-scale retailers, should be considered at key nodes or intersections to promote pedestrian movement and facilitate human interaction.

4 FOCAL POINTS

Focal points may be created within the Opportunity Areas using the planned street grid and proposed open space plan. Focal points are locations with concentrated activity and typically include retail, restaurants, parks, and/or special civic uses at key nodes or intersections.

Pike and Rose, North Bethesda, MD

TOP
Pedestrian-friendly street designed to improve multimodal connectivity within a mixed-use district
Image Credit: Fairfax County

Rockville Town Square, MD

BOTTOM
Open space is incorporated into the Town Center as a focal point to the community
Image Credit: WDG Architecture

Klyde Warren Park, Dallas, TX

TOP
The City of Dallas decked over a section of a freeway to reconnect two neighborhoods with programmed park space
Image Credit: Klyde Warren Park

Mosaic District, Fairfax, VA

BOTTOM
On-street parking provides multiple benefits by reducing the need for surface parking lots or parking garage space and acts buffers pedestrians from moving vehicles
Image Credit: Edens

URBAN DESIGN FRAMEWORK (CONTINUED)

5 OPEN SPACE SYSTEM

Within each development, a hierarchy of public and private open spaces connected by a pedestrian-oriented network should be provided. This hierarchy can include a range of civic gathering spaces, green spaces, and other public amenities, such as a community center or a cultural center. These spaces should be designed to contribute to a sense of place while supporting the diverse communities in Seven Corners so that residents, businesses and property owners have more opportunities to interact with one another.

6 DISTINCT URBAN FORM

A distinctive urban form is encouraged for Seven Corners with the tallest buildings and highest densities in the Opportunity Areas and lower density and heights adjacent to surrounding neighborhoods, outside of the CRD.

7 PARKING FORM

On-street parking is encouraged on most low speed roadways in Seven Corners. Off-street parking should be located either in structures, including above-ground or underground parking, or if necessary, on surface lots that are unobtrusive from public view (i.e., behind buildings or to the side of buildings and screened by landscaping or low walls). *Chapter 5 ("Parking and Access")* in the Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas provides detailed guidance and graphics on how to design structured and surface parking so that it minimizes its impact on the pedestrian environment.

Map 7: Seven Corners Urban Design Framework Plan summarizes many of the key Plan recommendations including the proposed grid of streets, the location of transit, pedestrian connections, and the location of planned gateway features.

MAP 7: SEVEN CORNERS URBAN DESIGN FRAMEWORK PLAN

2C
OPEN SPACE NETWORKS IN BAILEYS CROSSROADS AND SEVEN CORNERS

DESIGN PRINCIPLES

A network of parks, plazas, and recreational amenities in Baileys Crossroads and Seven Corners is planned to form the framework of public open spaces within each area. Creating a system of connected open spaces provides environmental and social benefits by improving access to outdoor amenities and provides opportunities for a range of activities to occur within these spaces.

The design of public open space systems in Baileys Crossroads and Seven Corners should consider the following design strategies. Information on locations and urban park types specific to each area is provided following the design strategies.

Passeig de Sant Joan, Barcelona

RIGHT
Linear park along a local street creates a multi-purpose amenity designed for daily use
Image Credit: Adrià Goula

DESIGN STRATEGIES

1 BUILD A CONNECTED NETWORK

Open spaces should link important destinations for pedestrians and cyclists. The network should consider opportunities for increasing wildlife habitats and include the creation of diverse environments for a variety of plant types.

Existing park spaces and community assets located in neighborhoods surrounding the CRD should be connected to new developments and park spaces within the Town Center and Village Centers through the provision of high-quality streetscapes, trails, and other pedestrian facilities.

2 INCORPORATE THE URBAN PARKS FRAMEWORK

Open spaces of different sizes that support a variety of programming should be incorporated into each CRD based on the typologies outlined in the Urban Parks Framework (located in Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas) which provides descriptions and character images for each park type. An evaluation of existing and planned open spaces within the CRD should be used to understand how the proposed development can fill unmet needs.

3 ORGANIZE DEVELOPMENT AROUND OPEN SPACES

Parks and plazas should be used as focal points of activity. Consideration should be given to organizing buildings and amenities around these spaces. The most significant Civic Plazas should be located in the Town Center of each area.

4 INTEGRATE EXISTING ASSETS

New open spaces should be designed to enhance existing amenities such as natural features, parks, retail areas, and pedestrian-oriented streets. They should incorporate historic sites, markers, and other significant heritage resources, as may be appropriate.

DESIGN STRATEGIES (CONTINUED)

5 PROVIDE A MULTIFUNCTIONAL SPACE

Open spaces should be activated through appropriate types of programming and be designed in a manner that supports their intended uses. The Project for Public Space is a resource for designing open spaces to meet the needs of a community. Open spaces should incorporate active and passive recreational features. Active spaces bring people together for events such as outdoor movies, play features, concerts, sports/fields opportunities, and hardscape places that include play areas, gathering spaces, and areas of respite. Passive spaces provide opportunities for seating, casual recreation and activities such as picnicking.

6 INCORPORATE COMMUNITY INPUT

Designers, county staff and community stakeholders should work together to identify potential programming, recreational activities and special events anticipated for each proposed open space. Including stakeholders during early stages of a project's design will encourage community building by creating places where residents desire to spend time.

Greenville, SC

TOP
Development centered around a public plaza where outdoor seating, a water feature, shaded areas, and public art create a pedestrian environment that supports the adjacent commercial uses
Image Credit: Greenville Journal

The Goods Line, Sydney, Australia

BOTTOM
Multiple types of programming can be integrated into small spaces; seating, table tennis, a dog park, and children's play equipment are integrated into this linear park
Image Credit: Aspect Studios

2C.1 BAILEYS CROSSROADS OPEN SPACES

DESIGN PRINCIPLES

The vision for open spaces in Baileys Crossroads calls for an enhanced public realm that will create a sense of place. While there are several existing parks with recreational amenities in the vicinity of Baileys Crossroads, an enhanced network of new open spaces is envisioned. This network can connect people to active and passive outdoor recreational opportunities (walking, playing games, and enjoying the outdoors); civic uses (centers for the arts and civic amenities); and inviting places to eat, shop, stroll and spend time.

Maps 8 and 9 depict the general location and type of planned open spaces in Baileys Crossroads, as derived from recommendations in the Urban Parks and Recreation and Land Unit sections of the Baileys Crossroads Comprehensive Plan. The letters A through G are associated with descriptions for each of the Town Center parks and correspond to locations depicted in Map 9. Frequent pedestrian connections across Columbia Pike (depicted in the map as Neighborhood Connectivity) should be provided so that residents of neighborhoods on the north can safely access parks within the Town Center.

TOWN CENTER PARKS

A A **Common Green** should be located near Columbia Pike and the border with Arlington County. It should transition to a Linear Park along Gorham Street; a parallel street to Carlin Springs Road. South of Leesburg Pike, Gorham Street should be converted into a green street.

B A **Civic Plaza** should be an organizing feature for development west of Carlin Springs Road. It should be a minimum of one-half acre in size, have a higher percentage of paved to planted area, and function as a gathering space for the neighboring buildings.

C A **Recreation-focused Park** along Gorham Street should be a community space that functions as a transition between the more residential and the mixed-use areas of the Baileys Town Center. It should be approximately 2 to 2.5 acres in size and include a flexible open space to accommodate large events, along with a small sports field.

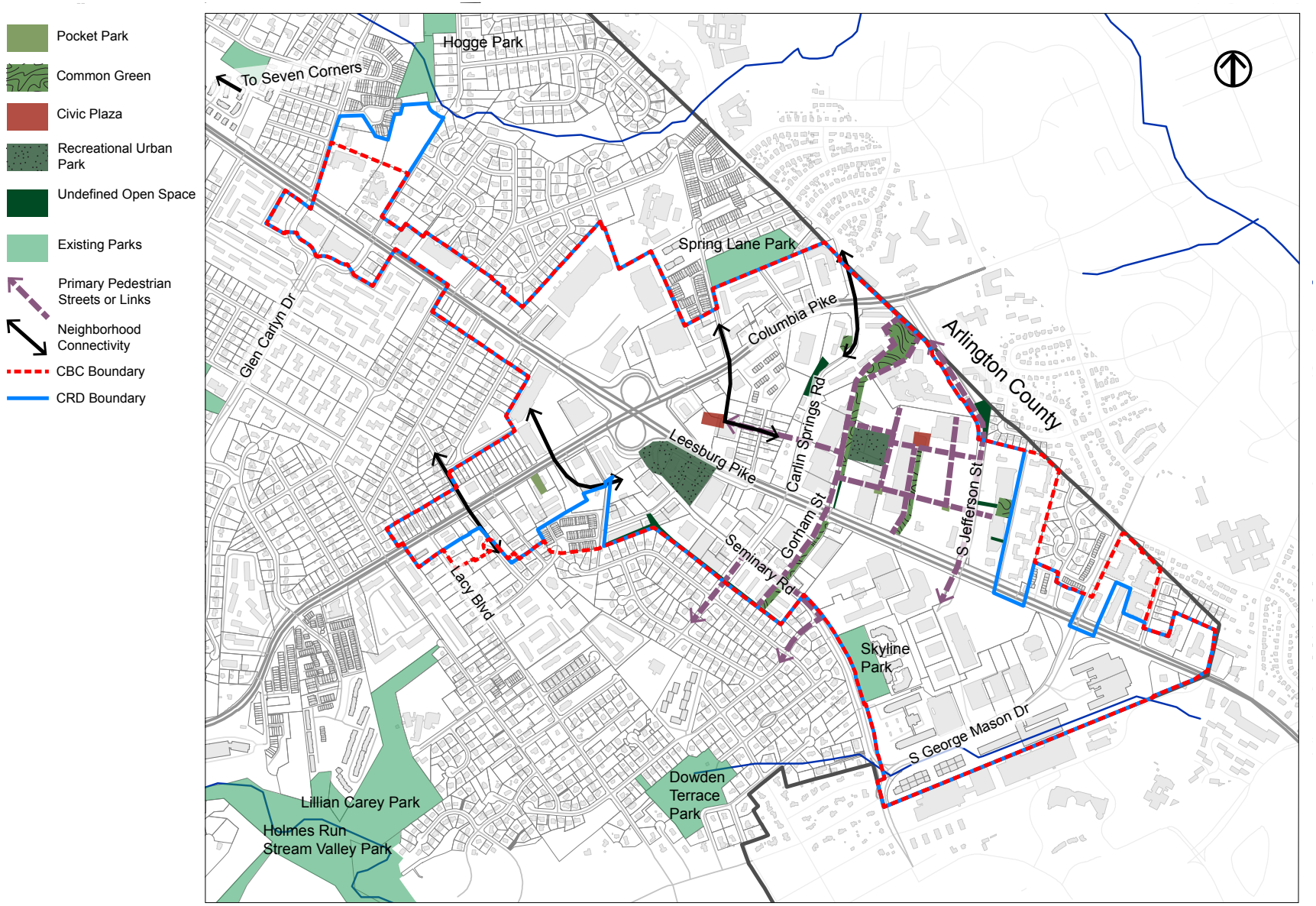
D A **Recreation-focused Park** south of Leesburg Pike should include a variety of recreational amenities and may incorporate indoor recreational activities in the existing hangar building.

E A **Linear Park and Civic Plaza** should be approximately 1 acre in size and should serve as a gateway from Leesburg Pike into the Town Center. It should be approximately 50 to 70 feet in width so there is sufficient room for walkways, plantings, play areas, public art, and possibly kiosks. Gateway features such as fountains, statues or public art should be provided at the entrance and could include space to commemorate events such as President Lincoln's Grand Review of Union Troops at Baileys Crossroads.

F A **Common Green** east of Jefferson Street should be approximately one-half acre in size and should serve as an amenity for the adjacent residential neighborhoods. It should be designed to be a green and shaded place for primarily passive uses.

G Several **Pocket Parks** are planned in the Town Center including at least two north of Leesburg Pike and one south of Leesburg Pike along Columbia Pike. These pocket parks should be less than one-acre and are typically incorporated into developments. They are designed for casual use by people working and living within the development or the immediate area. Their design may consist of hardscape elements or lawn and landscaped areas, seating and visual amenities.

MAP 8: BAILEYS CROSSROADS EXISTING AND PROPOSED OPEN SPACE



MAP 9: BAILEYS CROSSROADS EXISTING AND PROPOSED OPEN SPACE (TOWN CENTER FOCUS)

Note: Open space types, locations, and anticipated uses are derived from recommendations in the Urban Parks and Recreation and Land Unit sections of the Baileys Crossroads Comprehensive Plan.

2C.2 SEVEN CORNERS OPEN SPACES

DESIGN PRINCIPLES

The comprehensive park system for Seven Corners includes a large-scale Civic Plaza that is integral to the Town Center, a Common Green associated with the Willston Village Center, and Pocket Parks in Leesburg Pike Village, that collectively, serve the broader Seven Corners community. A network of parks and linear green spaces links the various parts of the area together. Ideally, this network will include a variety of urban park types in order to serve local leisure needs; support environmental sustainability goals; and, contribute to the area's sense of culture, liveliness, and identity. These publicly-accessible park spaces can be publicly owned, privately owned, or provided through public-private partnerships.

Maps 10 and 11 depict the general location and type of planned open spaces in Seven Corners, as derived from recommendations in the Parks, Recreation and Open Space and Land Unit sections of the Seven Corners Comprehensive Plan. The letters H through N are associated with descriptions for each of the Willston Village Center, Town Center, and Leesburg Pike Village parks and correspond to locations depicted in Map 11.

WILLSTON VILLAGE CENTER PARKS

H **Pocket Parks** should be incorporated into each major residential block, providing public common space for residents. The Pocket Park along the border with Arlington County should be located at the site of the historic District of Columbia boundary marker stone.

I Two **Recreation-focused Parks** should be provided for active recreation uses, expanding on existing active recreational opportunities, and establishing a connection to Upton Hill Regional Park.

J A **Common Green** should be located along the Village Main Street. It should be approximately 1 acre in size; should connect to the Civic Plaza via the spine road; and, should provide for leisure activities and community events such as a farmers market.

TOWN CENTER PARKS

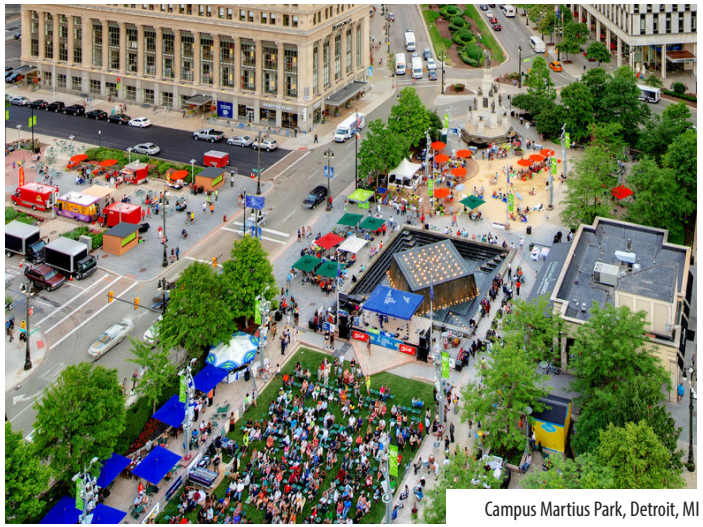
K A large-scale **Civic Plaza** should be located at the core of the Town Center and should function as the heart of the Seven Corners community. Major events attracting local and regional visitors should be planned for the space.

L Two or more **Pocket Parks** should complement the planned functions of the Civic Plaza to support the anticipated needs of the local residents and office/commercial employees.

LEESBURG PIKE VILLAGE PARKS

M A **Pocket Park** should be located adjacent to the residential neighborhoods and the Baileys Upper Elementary School to support the needs of the school and the neighbors.

N A **Pocket Park** that is integrated into the future development should provide a public common space to support retail uses and the adjacent residential properties.

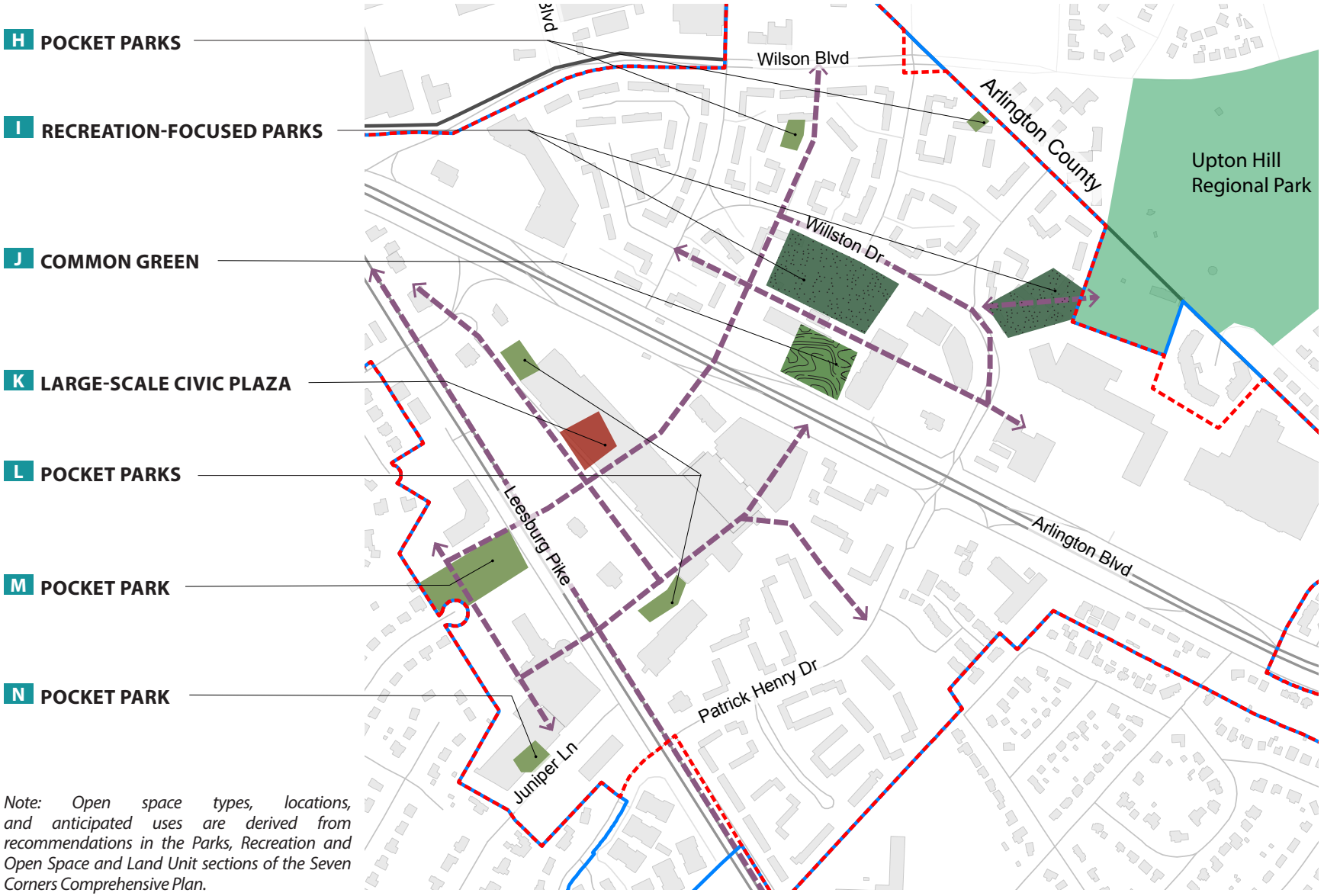


Campus Martius Park, Detroit, MI

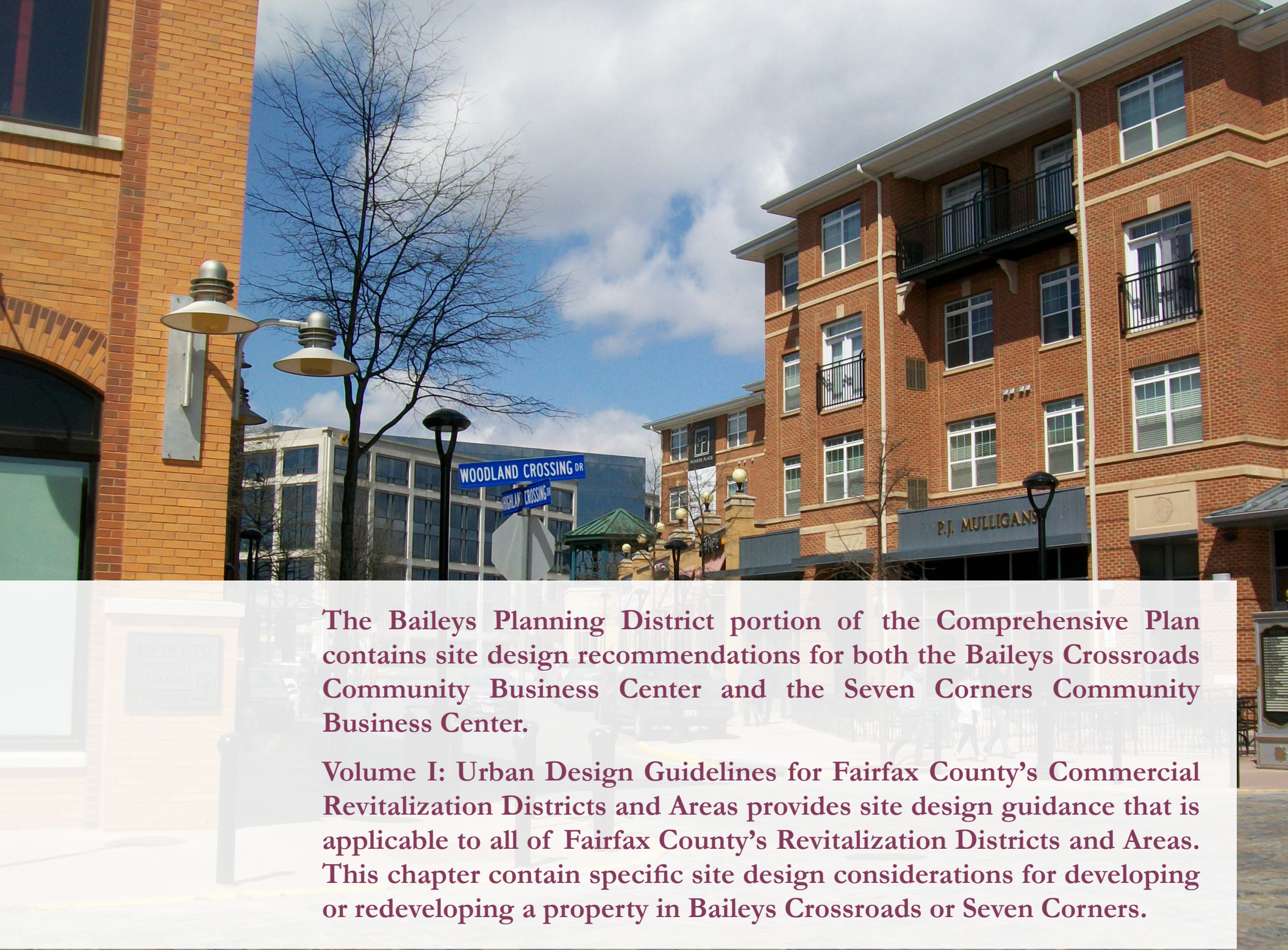
LEFT
Civic Plaza used as a revitalization tool to bring people to downtown and spur economic development
Image Credit: City of Detroit

MAP 10: SEVEN CORNERS EXISTING AND PROPOSED OPEN SPACE

MAP 11: SEVEN CORNERS EXISTING AND PROPOSED OPEN SPACE (OPPORTUNITY AREAS FOCUS)



Note: Open space types, locations, and anticipated uses are derived from recommendations in the Parks, Recreation and Open Space and Land Unit sections of the Seven Corners Comprehensive Plan.



The Baileys Planning District portion of the Comprehensive Plan contains site design recommendations for both the Baileys Crossroads Community Business Center and the Seven Corners Community Business Center.

Volume I: Urban Design Guidelines for Fairfax County's Commercial Revitalization Districts and Areas provides site design guidance that is applicable to all of Fairfax County's Revitalization Districts and Areas. This chapter contain specific site design considerations for developing or redeveloping a property in Baileys Crossroads or Seven Corners.

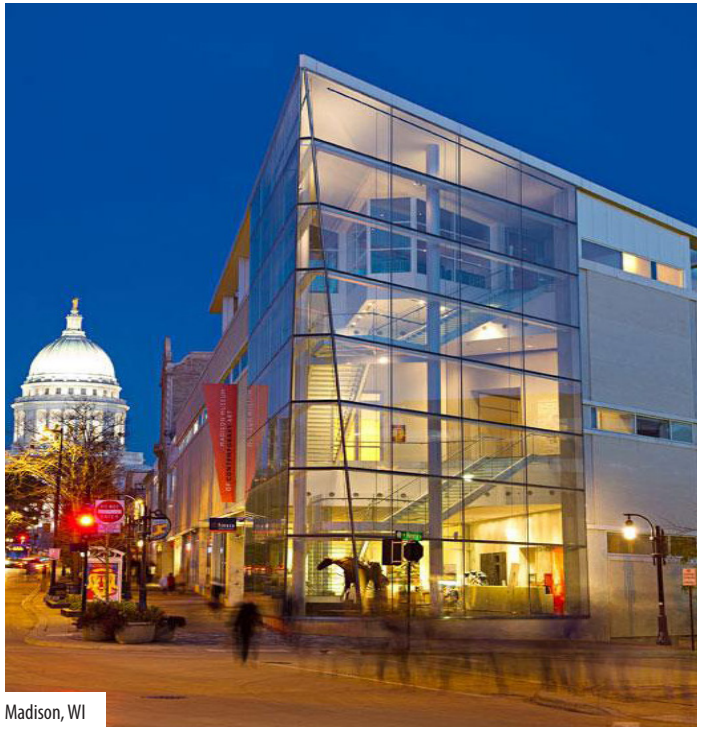
3 SITE DESIGN

3A SITE DESIGN IN BAILEYS CROSSROADS

DESIGN PRINCIPLES

Development and redevelopment in Baileys Crossroads should be compatibly integrated into the existing environment and contribute to it through high quality site, open space and landscape design. Site development that appropriately treats the parking, provides high-quality streetscapes, and establishes a consistent building-to-street relationship will result in sites that relate well to one another and foster a walkable environment.

The following design strategies should be used to create a vibrant pedestrian-oriented urban environment. The design strategies apply to the entirety of Baileys Crossroads; however, certain recommendations are specifically tailored to the Town Center district.



Madison, WI

RIGHT
Gateway building that creates a landmark through its architecture; the glass facade and internal illumination create a distinctive feature during the day and night
Image Credit: Midwest Living, Meredith Corporation

DESIGN STRATEGIES

1 FRAMEWORK PLANS

A. The Urban Design Framework plan and the Open Space Network plan in Chapter 2 of this volume should be used to determine where to locate nodes of activity such as gateways, pedestrian streets, and parks and plazas so that the new development supports the vision of the entire area and contributes to the creation of the desired urban form.

2 BUILDING LOCATION AND MASSING

A. Streets are the major organizational elements of the public realm and should be defined and framed by their adjacent buildings.

B. An appropriate relationship should be created between the building and the street by placing uses close to the edge of the streetscape. The building's scale (height and mass) and the building's form (step backs, fenestration, façade articulation, architectural design features, building details, distinctive features, and roof forms) are aspects that impact the building-to-street relationship. At the street level, the size and form of buildings should be scaled to the pedestrian.

C. Development plans should include cross-sections that depict the relationship of the building's size and form with the streetscape.

D. Build-to lines (a theoretical line on the ground along street frontages that all buildings should be aligned with) shown in Chapter 4 of this volume should be adhered to; the ground floors of all buildings in a block should be generally aligned with one another at the edge of the Building Zone. The build-to line generally applies to the podium (or base) of the building structure and excludes building towers, which may be set back further to allow for light and air to reach the street. Exceptions to the build-to line may occur to accommodate large seating areas, entrances, plazas, pocket parks, or

DESIGN STRATEGIES (CONTINUED)

spaces for public art. More information on the build-to line is available in Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas.

E. Maximum building heights range from 2 to 9 stories, with the tallest buildings planned to be located near the central portion of the Town Center, along the north side of Leesburg Pike. Along the northern and southern edges of the Town Center District where the properties are adjacent to existing residential neighborhoods, the building heights are planned to be two to three floors. Refer to the Town Center Building Heights map in the Comprehensive Plan for more information.

F. For developments with frontage on Leesburg Pike, the tallest buildings should be located in development blocks adjacent to Leesburg Pike. The recommended building heights along Leesburg Pike are generally 3 to 6 stories.

3 LEESBURG PIKE - SPECIAL CONDITIONS

A. Leesburg Pike is planned for enhanced transit facilities, with multiple stations/stops located within the Baileys Crossroads CRD.

B. Increased pedestrian and bicycle activity is anticipated following the installation of transit infrastructure, and this higher volume of pedestrians and cyclists should be accommodated by using high-visibility crosswalks at all intersections.

C. Commercial uses, building entrances, and open spaces should be oriented to transit stations/stops to create nodes of activity around the stations/stops.

D. A wide Building Zone (10-feet) is planned adjacent to the streetscape in order to accommodate a range of ground floor building uses and provide some relief for pedestrians along this busy street.

4 GATEWAY SITES

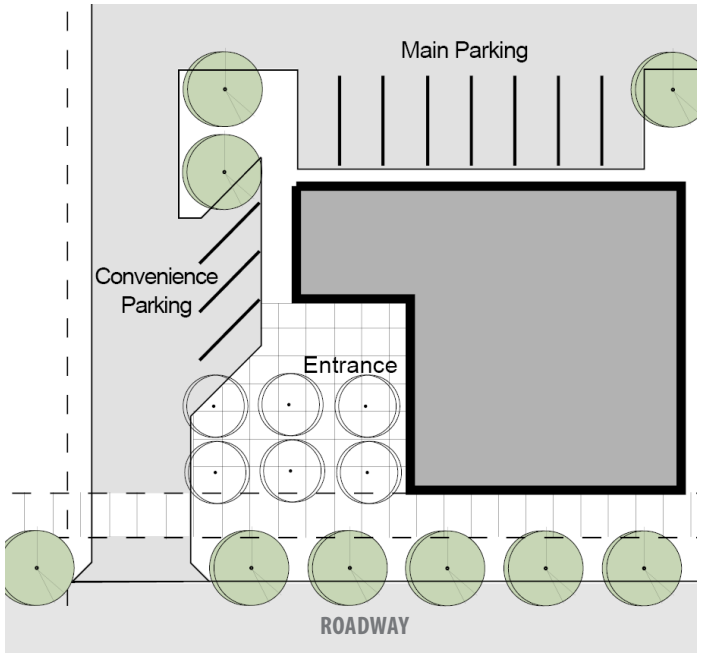
A. Gateways should contain significant features that serve as landmarks to announce to the pedestrian, rider, and driver that they have arrived at the CRD. The gateway features in Baileys Crossroads may include prominent architectural features, public art, landmark buildings, signage, enhanced landscaping, and parks or plazas. Locations of gateway sites are shown on the Urban Design Framework Plan in *section 2A ("Baileys Crossroads Vision, Land Use Plan, and Urban Design Framework")*.

Brookland Metro Station, Washington, DC

LEFT
Development, including commercial uses, building entrances, and open spaces, that is oriented around a transit station to create a focal point
Image Credit: Fairfax County

Seattle, Washington

TOP
Mixed-use building where the ground floor is positioned at the build-to line while residential floors are stepped back to create outdoor spaces and relief along the street; a unique architectural treatment is incorporated into the building corner
Image Credit: Hunters Capital



BOTTOM
Graphic illustrating how convenience (teaser) parking can be accommodated on a site
Image Credit: Fairfax County

DESIGN STRATEGIES (CONTINUED)

5 BUILDING FRONTAGES

A. Building facades, storefronts, window arrangements, outdoor cafés and seating areas along building frontages should be designed to create a vibrant and active street experience. A pedestrian-scaled relationship between the building and the street should be established by locating entrances, browsing areas for window shopping, arcades, sidewalk cafés and other urban design amenities along the streetscape, particularly on Primary Pedestrian Streets and links.

B. Long expanses of blank walls or facades on busy pedestrian streets should be avoided.

6 PARKING

A. On-street parking and structured parking, including underground, podium, and wrapped garages, should be used, as appropriate.

B. If necessary, surface parking should be located at the rear or sides of the building and should be screened from streets, open spaces, and public amenities.

C. A limited amount of convenience (teaser) parking may be provided in front of the building but should be limited to one row of parking.

D. New surface parking should not be visible from streets and public spaces, particularly from Leesburg Pike, Columbia Pike, or from busy pedestrian streets.

E. Preferred parking configurations, locations, and screening techniques are described in Chapter 5 of the Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas.

DESIGN STRATEGIES (CONTINUED)

7 SUSTAINABLE SITE FEATURES

A. Stormwater quantity and quality control measures, including Low-Impact Development (LID) techniques, should be provided above minimum requirements to reduce the total runoff volume or significantly delay its entry into the stream system.

B. LIDs that evapotranspire water, filter water through vegetation and/or soil, return water into the ground or reuse it, should be utilized as appropriate. As described in Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas, LID tools include rain gardens, vegetated swales, naturalized infiltration basins, pervious pavement, reforestation, and green roofs as well as other innovative treatments.

C. Increasing the tree canopy is an important component of the vision for the Baileys Crossroads CRD. Opportunities to increase tree canopy include: planting on existing park land, establishment of small groves of trees in urban parks, planting trees as part of the new urban streetscape, and on some rooftops.

D. Green building practices should be incorporated in accordance with the Environment section of the Policy Plan for Community Business Centers and the Environmental Stewardship section of the Baileys Crossroads Comprehensive Plan including the achievement of Leadership in Energy & Environmental Design (LEED) or equivalent third-party certification. Green building practices can include the incorporation of solar orientation and landscaping strategies for energy conservation, on-site renewable energy production, green roofs, low-energy lighting fixtures, the use of recycled materials during construction, and the reuse of gray water where allowed.

Hunters Point, Queens, NY

TOP
Bioswale LID technique incorporated into a Landscape Panel to capture, treat and absorb a portion of the rainwater runoff before it enters the stormwater system
Image Credit: Yuka Yoneda, Inhabitat.com

East 54, Chapel Hill, NC

BOTTOM
LEED-ND project built on a 10-acre brownfield site and used sustainable materials and LID techniques to capture and treat stormwater
Image Credit: Re:Vision Architecture

3B SITE DESIGN IN SEVEN CORNERS

DESIGN PRINCIPLES

Development and redevelopment in Seven Corners should be compatibly integrated into the existing environment and contribute to it through high quality site, open space and landscape design. Site development that appropriately treats the parking, provides high-quality streetscapes, and establishes a consistent building-to-street relationship will result in sites that relate well to one another and foster a walkable environment.

The Seven Corners Comprehensive Plan uses a form-based approach to guide site design and building form in the Opportunity Areas by emphasizing building scale, land use relationships, and urban design, while providing flexibility with respect to specific land uses and intensities.

The form-based approach is comprised of four major components: general land use, street design, building heights, and urban design. More information on the form-based approach is located in the Seven Corners Comprehensive Plan.

Reston, Virginia

RIGHT
Ground floor commercial use that is accessed directly from the sidewalk with a consistent building frontage; the upper floors are stepped back to provide relief from the building's mass along the street and accommodate outdoor rooftop seating
Image Credit: Fairfax County

DESIGN STRATEGIES

1 FRAMEWORK PLANS

A. Developments should use the Urban Design Framework Plan and the Open Space Network Plan in Chapter 2 of this volume when determining where to locate nodes of activity such as gateways, pedestrian streets, and parks and plazas so that the new development supports the vision of the entire CRD.

2 BUILDING LOCATION AND MASSING

A. The first 1 to 2 floors of buildings should provide consistently aligned facades that adhere to established build-to lines as shown in Chapter 4 of this volume, so that all buildings in a block are generally aligned with one other to form a consistent edge at the Building Zone. The build-to line generally applies to the podium (or base) of the building structure and excludes building towers, which may be set back further to allow for light and air to reach the street. Exceptions to the build-to line may occur where plazas, pocket parks, or spaces for public art are located. More information on the build-to line is available in Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas.

B. The location of a building should not create a barrier to pedestrians by interrupting the pedestrian circulation system.

C. Maximum building heights range from 3 to 12 stories, with the tallest buildings located near the Seven Corners interchange in the Town Center. Outside of the Town Center, buildings heights generally transition to, and complement, adjacent existing uses. Refer to the Seven Corners Building Heights map in the Comprehensive Plan for more information.

D. Building heights should be varied to create an interesting, dynamic environment. Along each block, building heights should be arranged to allow for light at the street level and to minimize long periods of shadow on the street, adjacent buildings, or within open space.

DESIGN STRATEGIES (CONTINUED)

E. For developments with frontage on Leesburg Pike, the tallest buildings should be located in development blocks adjacent to Leesburg Pike. The recommended building heights along Leesburg Pike are generally 6 to 10 stories.

3 GATEWAY BUILDINGS

A. Gateway buildings should be located adjacent to the Seven Corners interchange in the Town Center to complement the two existing 13-story office towers located on the opposite corner of the interchange. Tall buildings flanking the interchange will create a memorable gateway and vista that will distinguish Seven Corners from other areas.

B. Taller building heights are planned for the Willston Village Center where this area forms a gateway with the City of Falls Church.

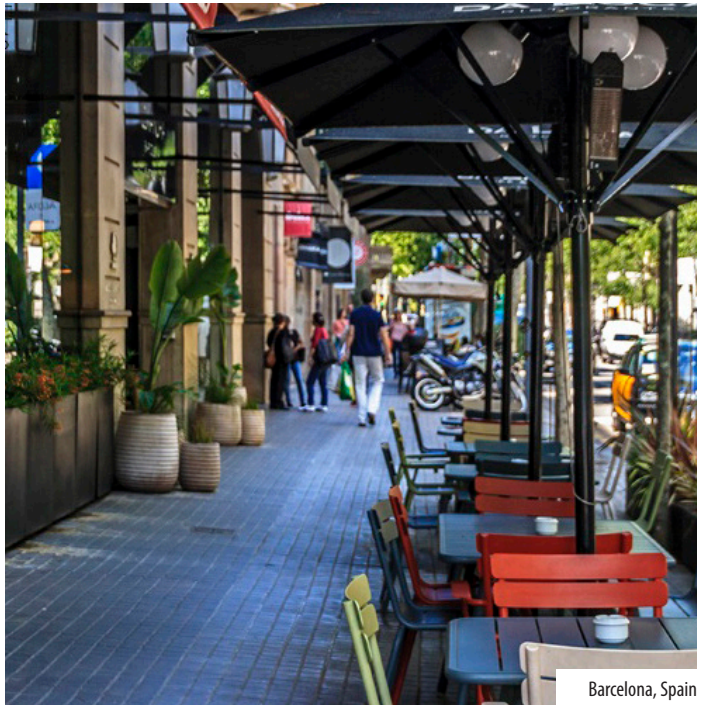
4 GROUND FLOOR

A. Ground floor commercial uses should be accessed directly from the adjacent public sidewalk or Building Zone. Front entrances should face the street.

B. Ground floor residential uses are encouraged to be grade-separated from the public sidewalk to distinguish the units and to provide some privacy. This creates the opportunity for stoops, bays, porches or entries that establish a distinct transition between private residential developments and the public realm. When grade separation cannot be achieved, a planted setback should be provided between residential uses and the public sidewalk. In lower density areas, front yards should be shallow and characterized by entry gardens, terraces, and low walls or fences that encourage a direct relationship between the building and the pedestrian realm.

Mueller, Austin, TX

TOP
Residential units front a busy pedestrian street; a grade-separated entrance and low wall help to establish a semi-private porch space
Image Credit: Fairfax County



Barcelona, Spain

BOTTOM
Ground floor commercial use that is accessed directly from the sidewalk and creates a consistent building frontage with programmed outdoor uses
Image Credit: Habitat Apartments

Naples, FL

TOP
On-street parking functions as a buffer between moving vehicles and pedestrians in the streetscape. Refuge strips provide space for pedestrians exiting vehicles to avoid stepping into tree wells and should be used on streets where a high turnover of parking vehicles is anticipated
Image Credit: James Dougherty, Towncrafting

N Street, Lincoln, NE

BOTTOM
Landscaped cycle track that protects cyclists adjacent to a busy roadway and incorporates stormwater retention
Image Credit: Alta Planning + Design

DESIGN STRATEGIES (CONTINUED)

5 PARKING

A. On-street parking and structured parking, including underground, podium, and wrapped garages, should be incorporated into developments, as appropriate.

B. If necessary, surface parking should be located at the rear or sides of the building and should be screened from streets, open spaces, and public amenities. New surface parking should not be visible from streets, especially Leesburg Pike or busy pedestrian streets.

C. A limited amount of convenience (teaser) parking may be provided in front of the building but should be limited to one row of parking.

D. Parking areas, loading docks, utility equipment, and other uses which detract from the pedestrian experience, should be located along service drives or placed internally to the building envelope to minimize their negative impacts.

E. Preferred parking configurations and screening techniques are described in Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas.

6 LEESBURG PIKE - SPECIAL CONDITIONS

A. Leesburg Pike is planned for enhanced transit facilities with multiple stations/stops located within the Seven Corners CRD. Increased pedestrian and bicycle activity is anticipated following the installation of transit infrastructure, and this higher volume of pedestrians and cyclists should be accommodated by using high-visibility crosswalks at intersections. Cyclists are planned to be accommodated with a landscaped cycle track on each side of the roadway.

B. Commercial uses, building entrances, and open spaces should be oriented to transit stations/stops to create nodes of activity around the stations/stops.

DESIGN STRATEGIES (CONTINUED)

C. A wide Building Zone (12-feet) is planned adjacent to the streetscape in order to accommodate a range of ground floor building uses and provide some relief for pedestrians along this busy street.

7 SUSTAINABLE SITE FEATURES

A. The Environment section of the Seven Corners Comprehensive Plan has specific recommendations for development applications for sites within Opportunity Areas that propose an intensity increase of more than 50 percent above existing development or a development density greater than 1.0 FAR. Recommendations include specific runoff volume rates, water quality measurements, and alternative means of compliance, including attaining the rainwater management credit for LEED or other stream protection, stream daylighting, and stream restoration efforts. The emphasis should be on LID techniques that evapotranspire water, filter water through vegetation and/or soil, return water into the ground or reuse it. As described in Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas, LID tools include rain gardens, vegetated swales, naturalized infiltration basins, pervious pavement, reforestation, and green roofs as well as other innovative treatments.

B. Green building practices for new and renovated buildings can include, but are not limited to, the incorporation of solar orientation for heating and cooling, onsite renewable energy production, low energy lighting fixtures, green roofs, low-maintenance landscaping, and the use of recycled construction materials. Construction waste should also be recycled, when possible. Graywater should be reused on site where feasible. Refer to the Environment section of the Seven Corners Comprehensive Plan for more information on Green Building.

Champs Elysees Street, Paris, France

TOP
Champs Elysees is a well-known example of boulevard with a wide sidewalk and Building Zone designed to provide relief along a busy roadway
Image Credit: Wikipedia Commons

Washington Mutual Center, Seattle, WA

BOTTOM
Green roof that combines stormwater capture, native plantings, and outdoor cafe seating
Image Credit: ASLA

The implementation of a street grid network and the creation of smaller sized development blocks is critical to a sustainable, walkable, and resilient urban environment. The Comprehensive Plans for Baileys Crossroads and Seven Corners call for a network of multimodal streets to provide this local connectivity, particularly in areas that are now comprised of large blocks that are not conducive to walking. This network of predominantly Local Streets augments the primary roadway system that includes Arlington Boulevard, Leesburg Pike, and Columbia Pike by providing alternative routes for navigating the area.

4 STREET NETWORK

4A PLANNED STREET NETWORK MAPS

OVERVIEW

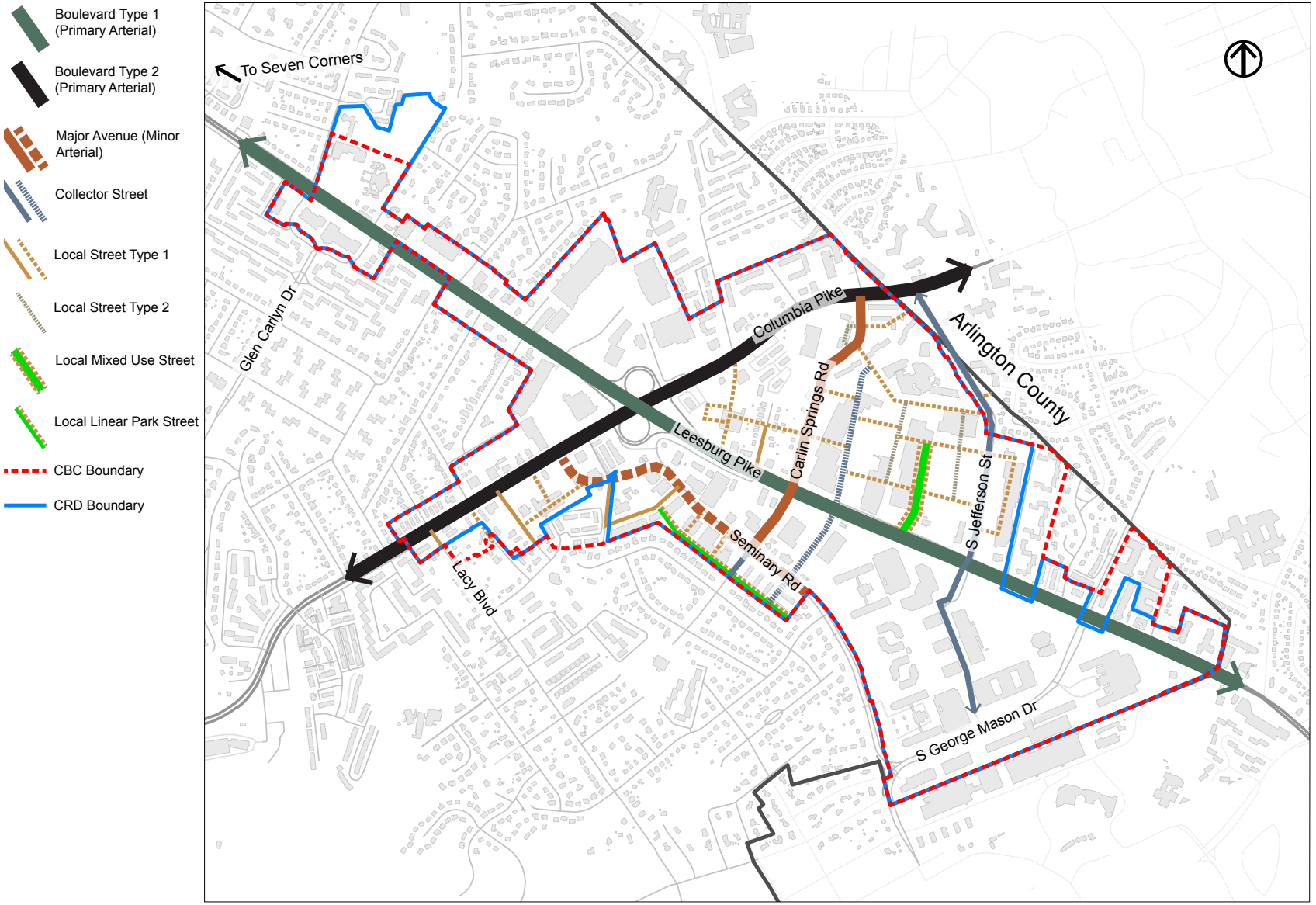
Maps 12 (Baileys Crossroads) and 13 (Seven Corners) are derived from each area's Comprehensive Plan and should be used to determine the location and classification of proposed new roadways or planned improvements to existing roadways. This chapter also includes information on the various street types, and provides descriptions and cross-sections for each type, including street and streetscape components to be provided within the right-of-way and in the Building Zone.

Chapter 2 of the *Volume I: Urban Design Guidelines for Revitalization Districts and Areas* provides a comprehensive explanation of all street and streetscape components and how they contribute to creating complete streets.

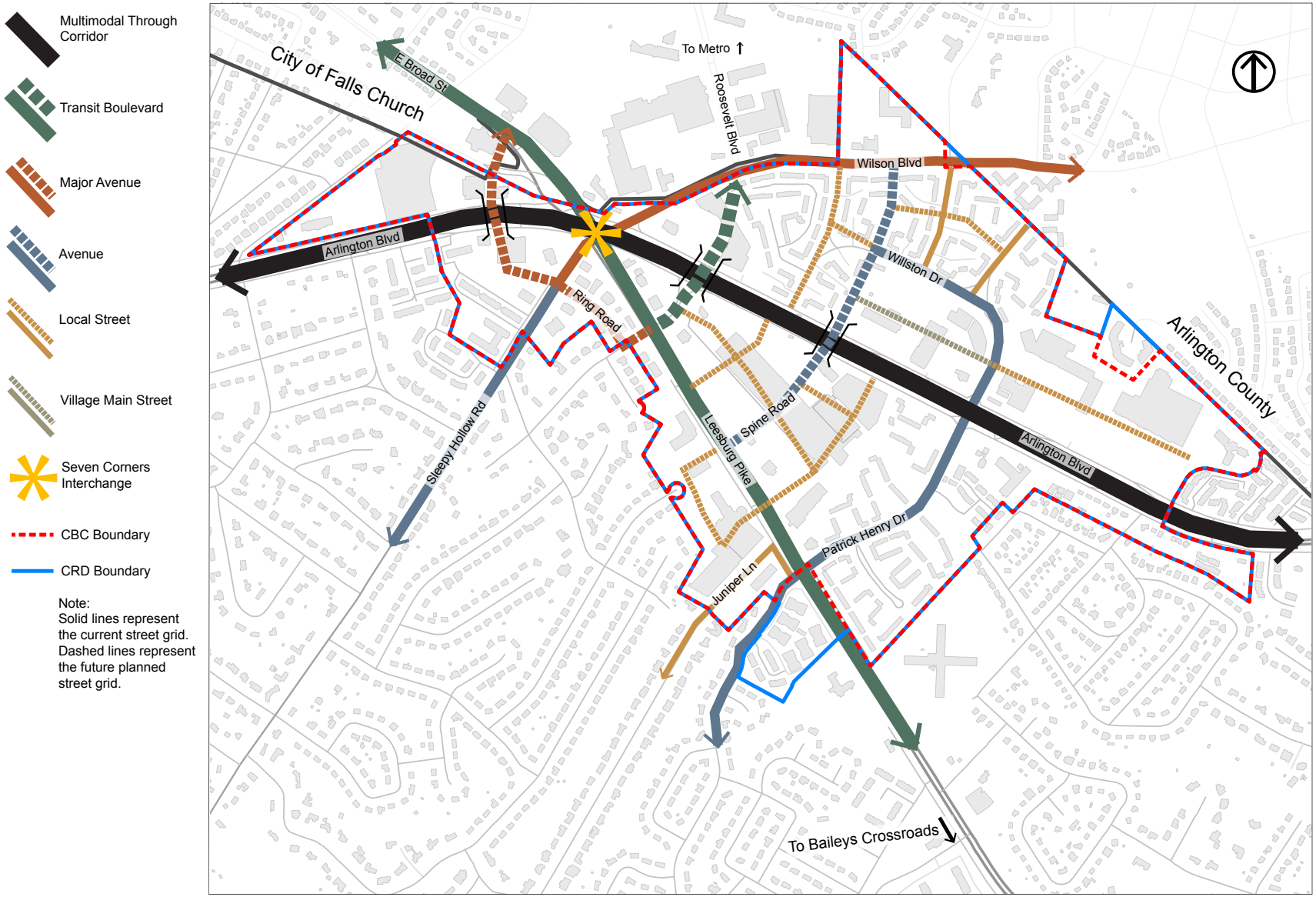
Baileys Crossroads, VA

RIGHT
Aerial of the existing roadway network for Baileys Crossroads; the interchange of Leesburg Pike and Columbia Pike is located in the center of the image
Image Credit: Fairfax County

MAP 12: BAILEYS CROSSROADS PLANNED ROAD NETWORK MAP



MAP 13: SEVEN CORNERS PLANNED ROAD NETWORK MAP



4A.1 MAJOR ROADWAYS IMPACTING CONNECTIVITY

DESIGN PRINCIPLES

Three primary roadways carry the majority of traffic through Baileys Crossroads and Seven Corners; these roads need to maintain the volume and flow of vehicular through traffic, while also accommodating local vehicular traffic, pedestrians, cyclists, and transit riders. Special streetscape and intersection designs were developed for Arlington Boulevard, Leesburg Pike and Columbia Pike in order to promote multimodal travel that better balances the needs of the various travel modes and addresses connectivity needs within these areas. These roadways are planned to have wider sidewalks, wider Building Zones, dedicated bicycle facilities to mitigate the adverse impacts to cyclists resulting from higher vehicle traffic volumes.

Local Streets complement the three primary roadways by helping to mitigate connectivity issues. Local Streets create alternative routes that provide options predominately for local residents.

Seven Corners, VA

LEFT
Aerial of the existing roadway network for Seven Corners; the Seven Corners interchange is located in the center of the image
Image Credit: Fairfax County

4B BAILEYS CROSSROADS STREET TYPES

Boulevard Type 1: Leesburg Pike

BOULEVARD TYPE 1: LEESBURG PIKE

Leesburg Pike (Route 7) extends from the City of Alexandria through Baileys Crossroads and Seven Corners to Tysons and into Loudon County. Leesburg Pike is classified as a Boulevard and serves as a major connector between Baileys Crossroads and Seven Corners.

The Comprehensive Plan for Baileys Crossroads recommends the Boulevard Type 1 cross-section for Leesburg Pike. However, high-capacity transit service is being planned for Leesburg Pike from the City of Alexandria to Tysons. If the plan for high-capacity transit service is adopted by the Virginia Department of Transportation (VDOT) and the County, consideration should be given to applying one of the Seven Corners Transit Boulevard cross-section options in *section 4C ("Seven Corners Street Types")* to the portion of Leesburg Pike that traverses Baileys Crossroads so that a consistent street section and transit facility are maintained along the length of the corridor. While specific cross-section dimensions for Leesburg Pike may change, it is essential to consider the continuous multimodal functionality of the entire corridor. In addition to transit, special pedestrian and bicycle facilities designed for high-speed, heavy vehicle volume carrying roadways are planned, including a cycle track located adjacent to the curb on both sides of the street.

RIGHT
Existing conditions for Leesburg Pike (Boulevard) in Baileys Crossroads
Image Credit: Fairfax County

STREET AND STREETSCAPE DESCRIPTION

The existing right-of-way width of Leesburg Pike in Baileys Crossroads ranges from 110 to 170 feet.

The right-of-way width necessary to implement the proposed cross-section ranges from approximately 137 to 145 feet and consists of the following components:

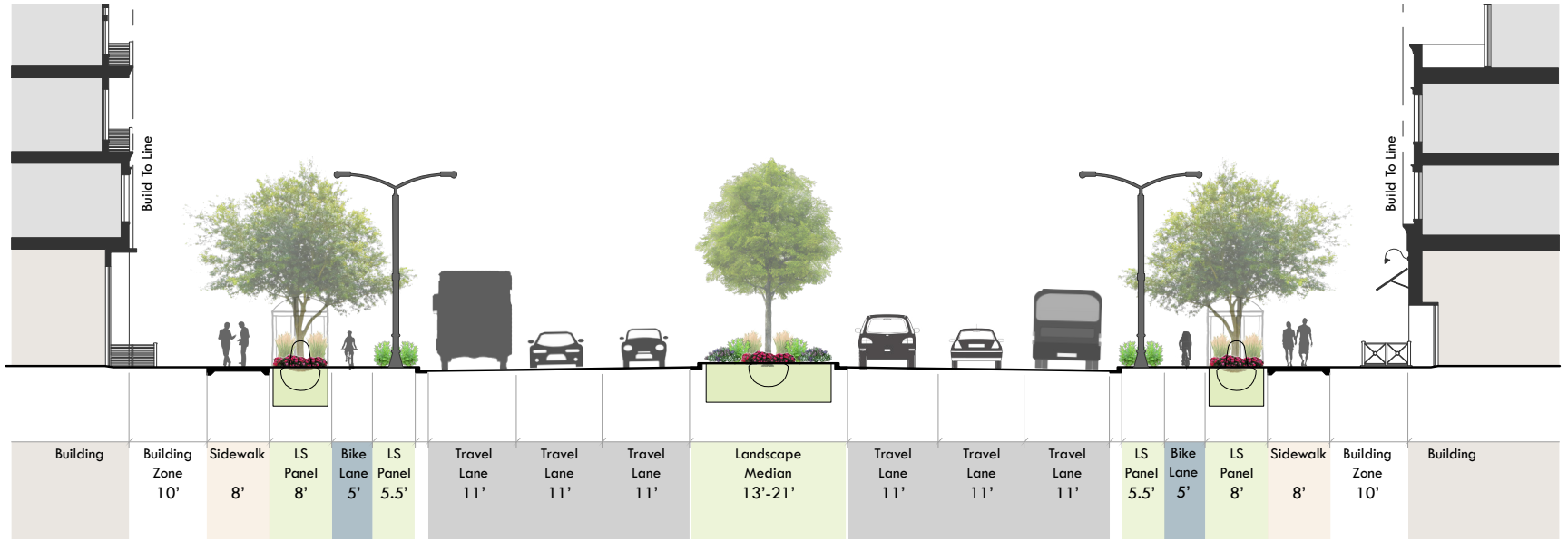
1 WITHIN RIGHT-OF-WAY

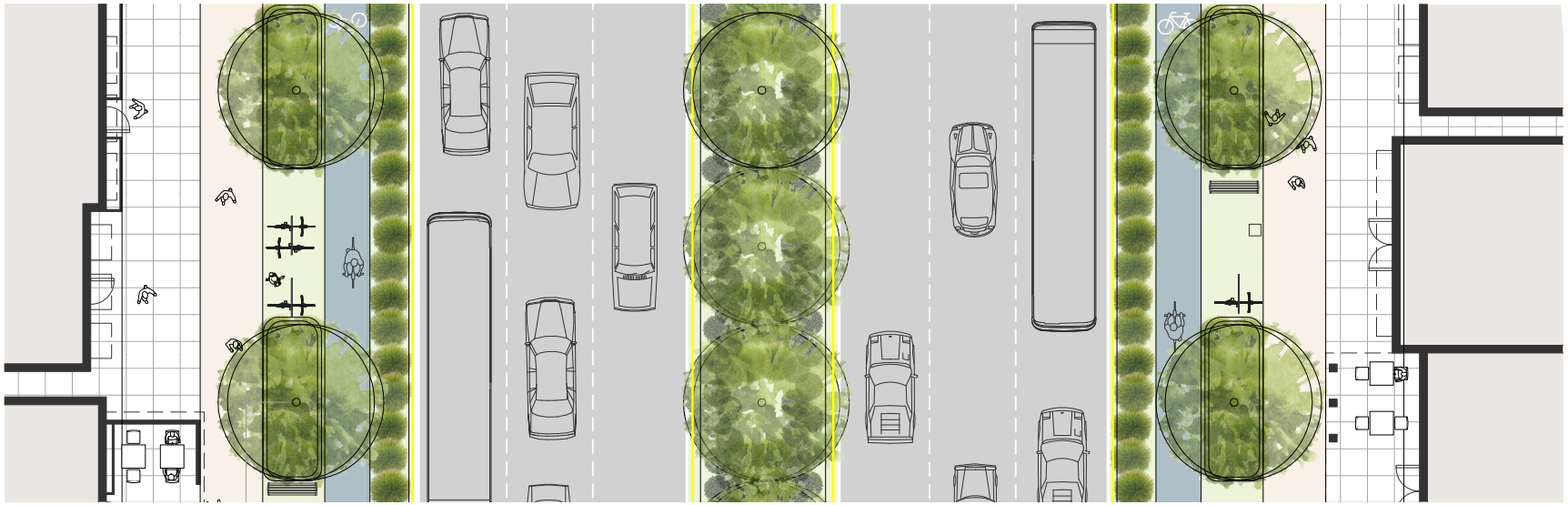
- 13 to 21 foot wide median that includes a pedestrian safe haven, landscaping, and curb and gutter
- 3 travel lanes along with a 2.5-foot curb and gutter in each direction
- 10.5-foot wide separated bike lane that includes a 5.5-foot wide Landscape Panel, and a 5-foot wide bike lane
- 8-foot wide Landscape Panel
- 8-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 10-foot wide Building Zone

SECTION AND PLAN: BAILEYS CROSSROADS BOULEVARD TYPE 1 - LEESBURG PIKE





4B BAILEYS CROSSROADS STREET TYPES

Boulevard Type 2: Columbia Pike

BOULEVARD TYPE 2: COLUMBIA PIKE

Columbia Pike (State Road 244) is a Boulevard Type 2 street designed to carry longer-distance through-traffic to Arlington County to the east and to Annandale to the west. Through Baileys Crossroads, Columbia Pike currently consists of 2-3 travel lanes with some streetscape improvements including planted medians, street trees, landscaping, pedestrian-scaled acorn street lights, and paver sidewalks.

Enhanced transit services are planned for the corridor. When the Comprehensive Plan for Baileys Crossroads was adopted, a portion of Columbia Pike was planned to have a streetcar as part of the redevelopment of that corridor. Since the Plan's adoption, Arlington County determined that it would not implement the plan for a streetcar and instead would evaluate other options such as a mixed-traffic Bus Rapid Transit (BRT) system for Columbia Pike.

RIGHT
Existing conditions for Columbia Pike (Boulevard) in Baileys Crossroads
Image Credit: Fairfax County

STREET AND STREETSCAPE DESCRIPTION

The existing right-of-way width for Columbia Pike ranges from 76 to 140 feet.

The right-of-way needed to implement the proposed cross-section is approximately 128 feet wide and consists of the following components:

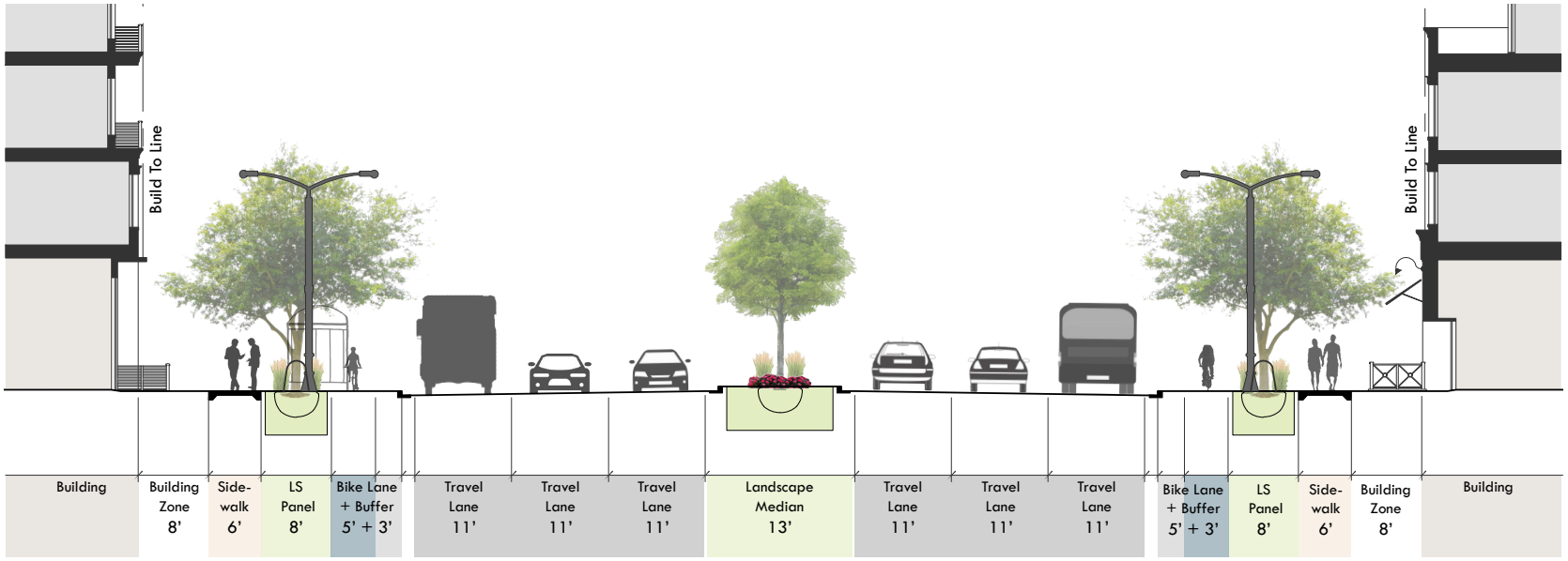
1 WITHIN RIGHT-OF-WAY

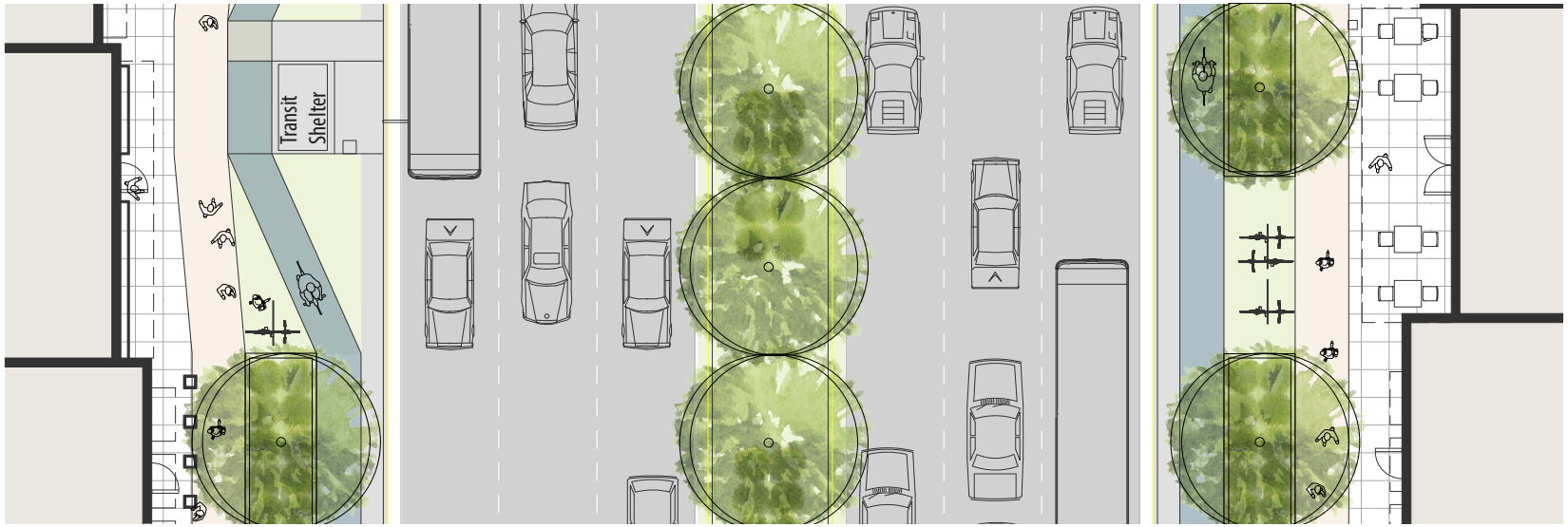
- 13-foot wide median that includes a pedestrian safe haven, landscaping, and curb and gutter
- 2-3 travel lanes in each direction along with a 2.5-foot curb and gutter in each direction
- 5-foot wide separated raised bike lane in each direction with a 3-foot wide buffer that separates the bike lane from the vehicle lanes, for a total of 8-foot in each direction
- 8-foot wide Landscape Panel that includes street trees, vegetation, and pedestrian elements to buffer pedestrians from vehicular traffic
- 6-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 8-foot wide Building Zone

SECTION AND PLAN: BAILEYS CROSSROADS BOULEVARD TYPE 2 - COLUMBIA PIKE





4B BAILEYS CROSSROADS STREET TYPES

Major Avenue Type 1 and Type 2

MAJOR AVENUE

Major Avenues are designed to connect high-volume facilities such as Leesburg Pike and Columbia Pike to Local Streets. In Baileys Crossroads, Major Avenues are designed with planted medians to increase the amount of planting along the corridor while accommodating turn lanes.

MAJOR AVENUE TYPE 1: CARLIN SPRINGS ROAD

Carlin Springs is classified as a Major Avenue with a Type 1 cross-section configuration. The average existing right-of-way on Carlin Springs Road is 66-feet. The right-of-way width needed to implement the proposed cross-section ranges from approximately 98 to 112 feet and consists of the following components:

1 WITHIN RIGHT-OF-WAY

- 13-foot wide median that includes landscaping, street trees, and curb and gutter
- 2 travel lanes in each direction
- 5-foot wide bike lane along with a 2.5-foot curb and gutter in each direction
- 5 to 12 foot wide Landscape Panel that includes street trees, vegetation, and pedestrian elements to buffer pedestrians from vehicle traffic. For Landscape Panels that are less than 8-feet wide, refer to *Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas* for alternative tree planting designs that meet minimum planting requirements
- 8-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 4-foot wide Building Zone

MAJOR AVENUE TYPE 2: SEMINARY ROAD

Seminary Road is classified as a Major Avenue with a Type 2 cross-section configuration. The average existing right-of-way on Seminary Road is 60-feet. The right-of-way width needed to implement the proposed cross-section ranges from approximately 94 to 102 feet and consists of the following components:

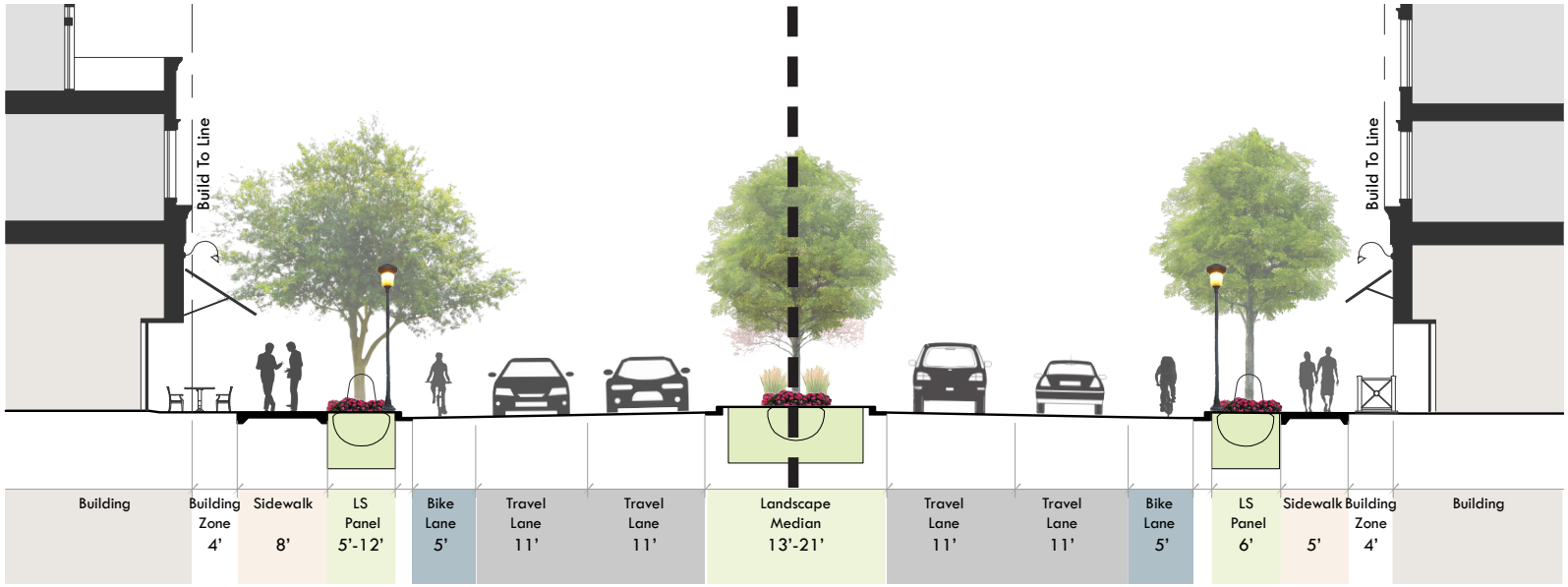
1 WITHIN RIGHT-OF-WAY

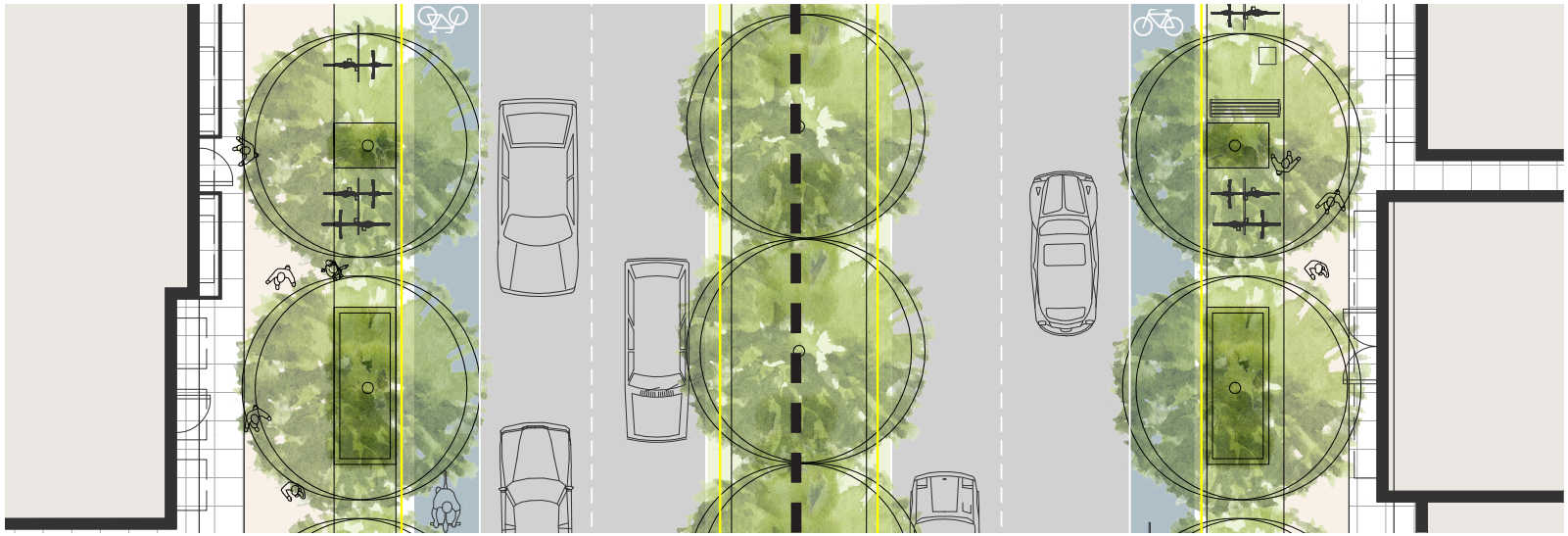
- 13 to 21 feet wide median that includes landscaping, street trees, and curb and gutter
- 2 lanes of traffic in each direction
- 5-foot wide bike lane along with a 2.5-foot curb and gutter in each direction
- 6-foot wide Landscape Panel that includes street trees, vegetation, and pedestrian elements to buffer pedestrians from vehicle traffic. For Landscape Panels that are less than 8-feet wide, refer to *Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas* for alternative tree planting designs that meet minimum planting requirements
- 5-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 4-foot wide Building Zone

SECTION AND PLAN: BAILEYS CROSSROADS MAJOR AVENUE TYPE 1 (LEFT) AND TYPE 2 (RIGHT)





4B BAILEYS CROSSROADS STREET TYPES

Collector Street (Avenue)

COLLECTOR STREET (AVENUE)

Collector Streets, also known as Avenues, in Baileys Crossroads are low-to-moderate-capacity roads which move traffic from Local Streets to arterial roads. Unlike arterials, Collector Streets are designed to provide access to residential neighborhoods.

Gorham Street and South Jefferson Street are examples of Collector Streets in Baileys Crossroads. Gorham Street has an existing right-of-way of 50-feet. South Jefferson Street has an average existing right-of-way of 83-feet.

South Jefferson Street is planned for enhanced transit facilities that connect the Skyline development to Arlington County.

RIGHT
Existing conditions for Gorham Street (Collector) in Baileys Crossroads
Image Credit: Fairfax County

STREET AND STREETSCAPE DESCRIPTION

The right-of-way width needed to implement the proposed cross-section ranges from approximately 97 to 105 feet and consists of the following components:

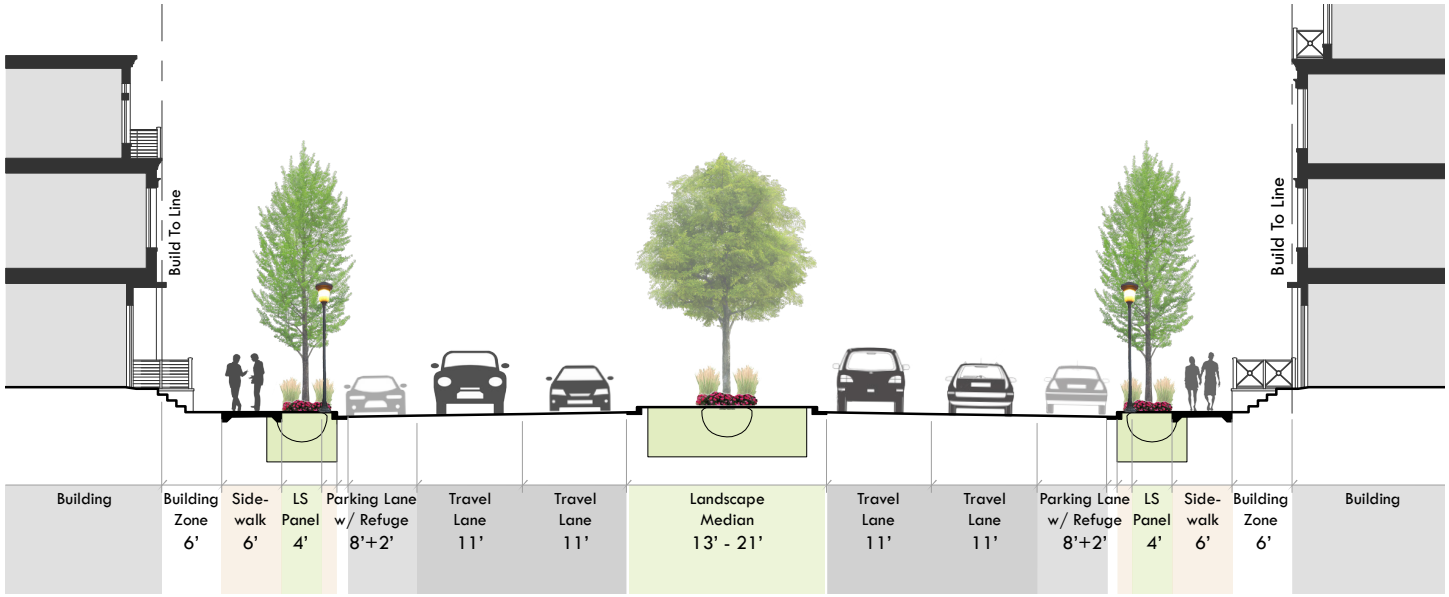
1 WITHIN RIGHT-OF-WAY

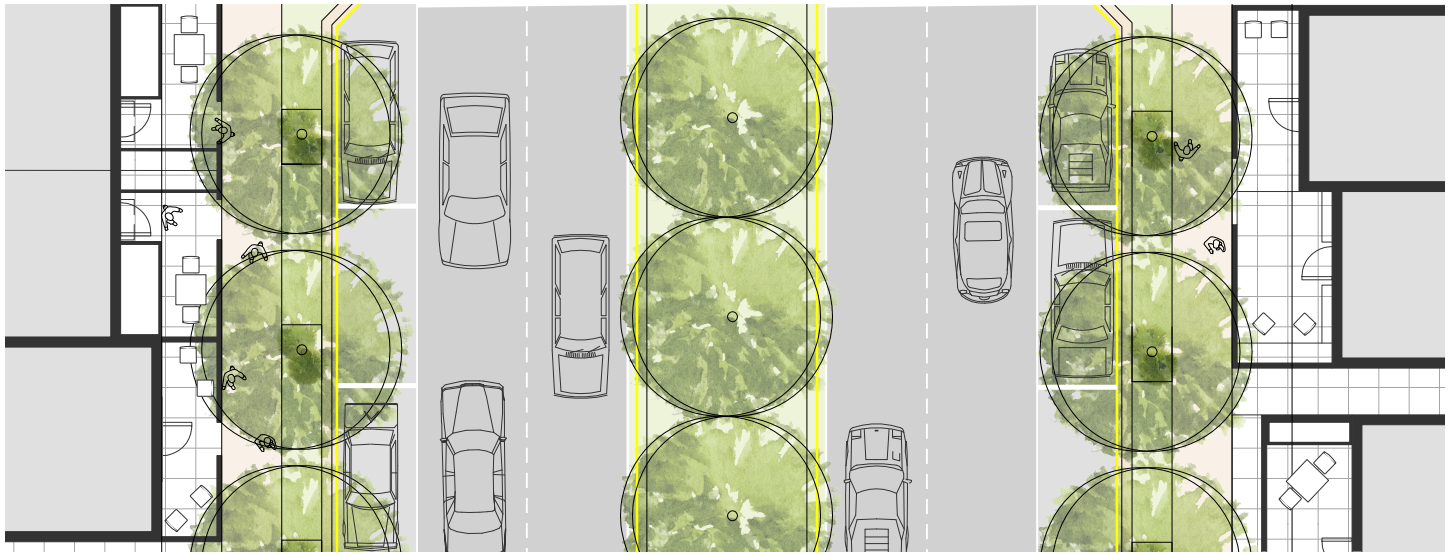
- 13 to 21 feet wide median that includes landscaping, street trees, and curb and gutter
- 2 travel lanes in each direction
- 8-foot wide parallel parking lane in each direction including the curb and gutter. A 2-feet wide step-off strip should be located between the parking lane and the Landscape Panel if on-street parking is present
- 4-foot wide Landscape Panel that includes vegetation to buffer the pedestrians from the road. For Landscape Panels that are less than 8-feet wide, refer to *Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas* for alternative tree planting designs that meet minimum planting requirements
- 6-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 6-foot wide Building Zone

SECTION AND PLAN: BAILEYS CROSSROADS COLLECTOR STREET





4B BAILEYS CROSSROADS STREET TYPES

Local Mixed-Use Street

LOCAL MIXED-USE STREET

Local Mixed-Use Streets in Baileys Crossroads are a highly specialized street type designed to create a multimodal connection from Leesburg Pike to the heart of the Town Center and are characterized by a wide median park in the center of the street. The median park should be used for bicycle and pedestrian connections between Leesburg Pike and the Town Center.

Ball Street, Arlington County, VA

RIGHT
Example of a central green activity area on a Local Mixed-Use Street
Image Credit: Google Maps

STREET AND STREETSCAPE DESCRIPTION

The right-of-way needed to implement the proposed cross-section is approximately 138-feet and consists of the following components:

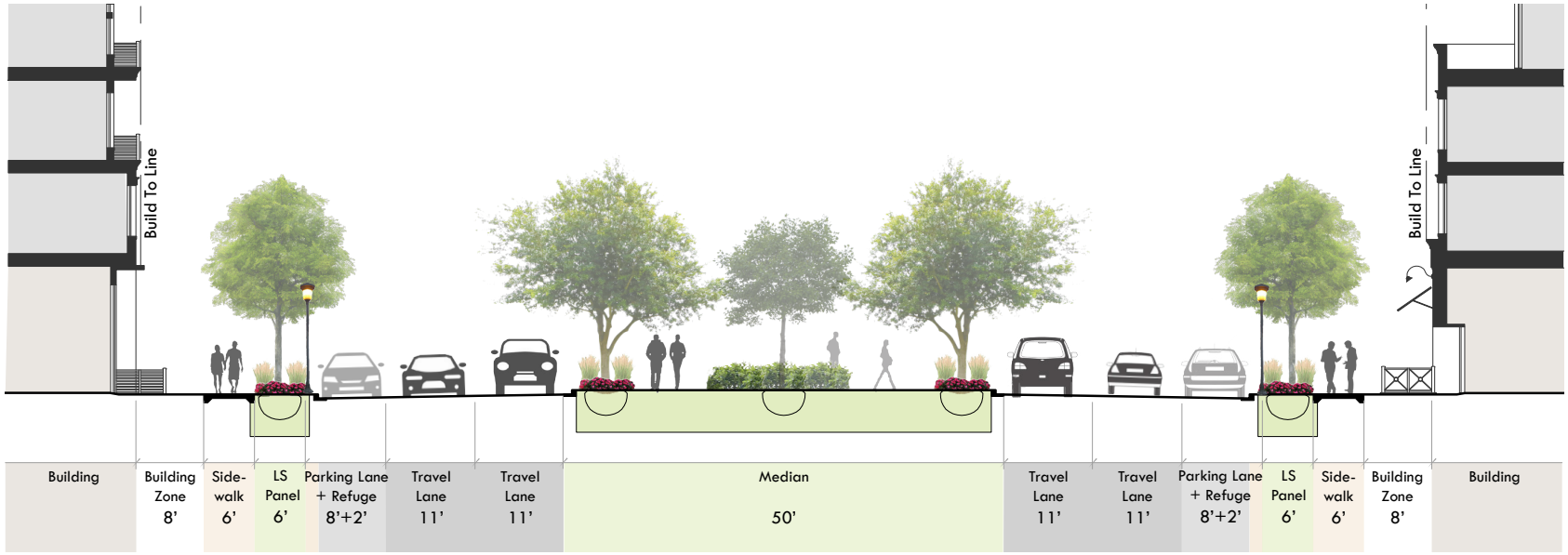
1 WITHIN RIGHT-OF-WAY

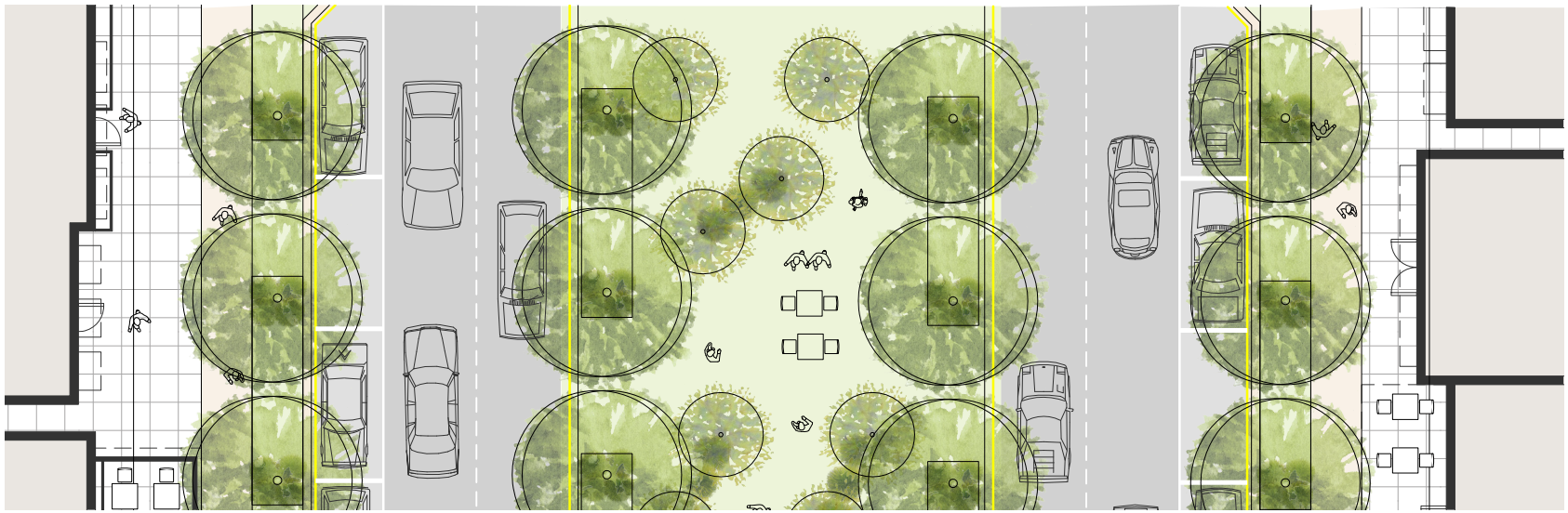
- 50-foot wide median that includes a central green activity area and the curb and gutter
- 2 travel lanes in each direction
- 8-foot wide parallel parking lane in each direction on the road inclusive of the curb and gutter, with a 2-foot wide step-off strip between the parking lane and the Landscape Panel ,if on-street parking is present
- 6-foot wide Landscape Panel that includes street trees, vegetation, and pedestrian elements to buffer pedestrians from vehicular traffic. For Landscape Panels that are less than 8′ wide, refer to *Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas* for alternative tree planting designs that meet minimum planting requirements
- 6-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 8-foot wide Building Zone

SECTION AND PLAN: BAILEYS CROSSROADS LOCAL MIXED-USE STREET



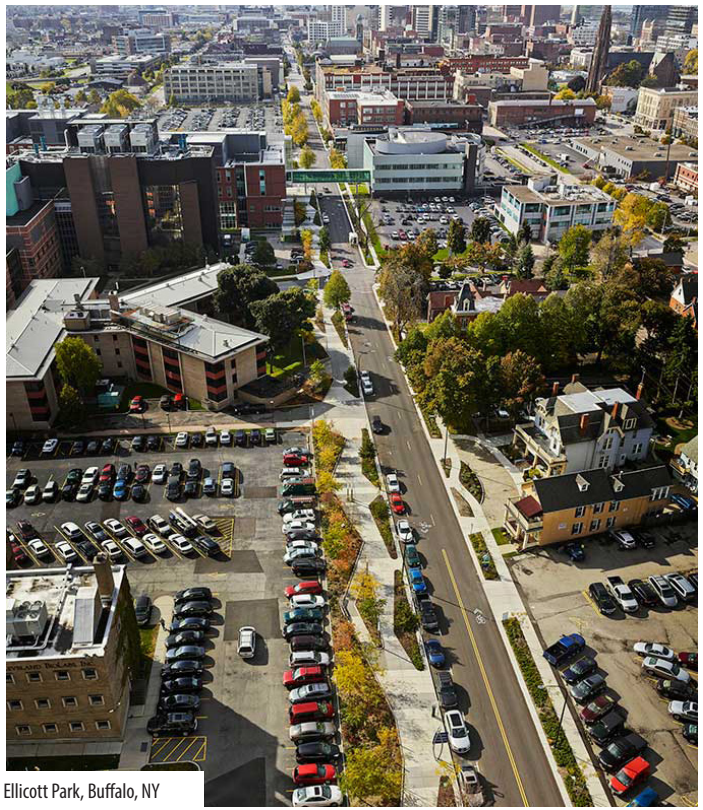


4B BAILEYS CROSSROADS STREET TYPES

Local Linear Park Street

LOCAL LINEAR PARK STREET

These streets generally include roadways that provide internal circulation within sites and through neighborhoods. They also incorporate linear green spaces which provide for pedestrian connectivity within Baileys Crossroads. These linear green spaces are designed for casual outdoor use and may include amenities and/or design features such as trailheads and wayfinding signage. The creation of continuous linear spaces for recreation such as jogging, dog walking, biking, walking, and general outdoor enjoyment provides an important amenity that can be linked with pedestrian and bicycle street elements.



Ellicott Park, Buffalo, NY

RIGHT
Linear Park adjacent to a local street introduces needed public spaces to the Buffalo Niagara Medical Campus
Image Credit: nARCHITECTS

STREET AND STREETSCAPE DESCRIPTION

The right-of-way needed to implement the proposed cross-section is approximately 64-feet and consists of the following components:

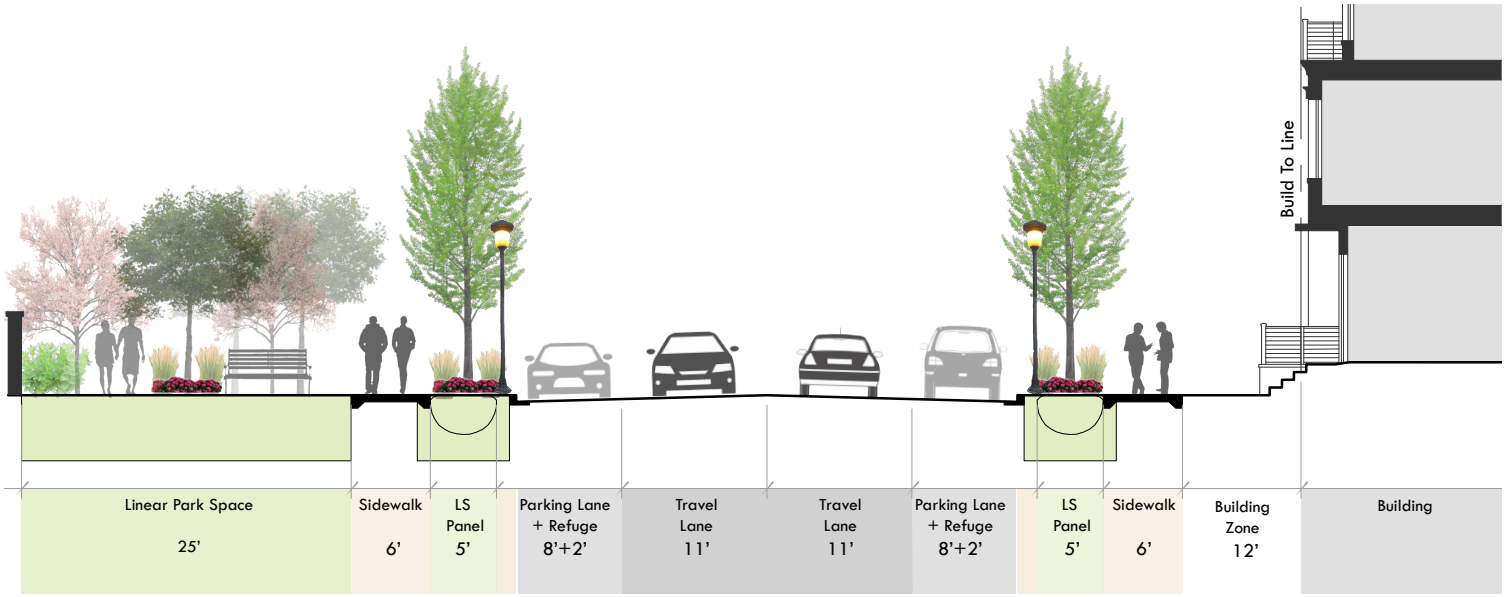
1 WITHIN RIGHT-OF-WAY

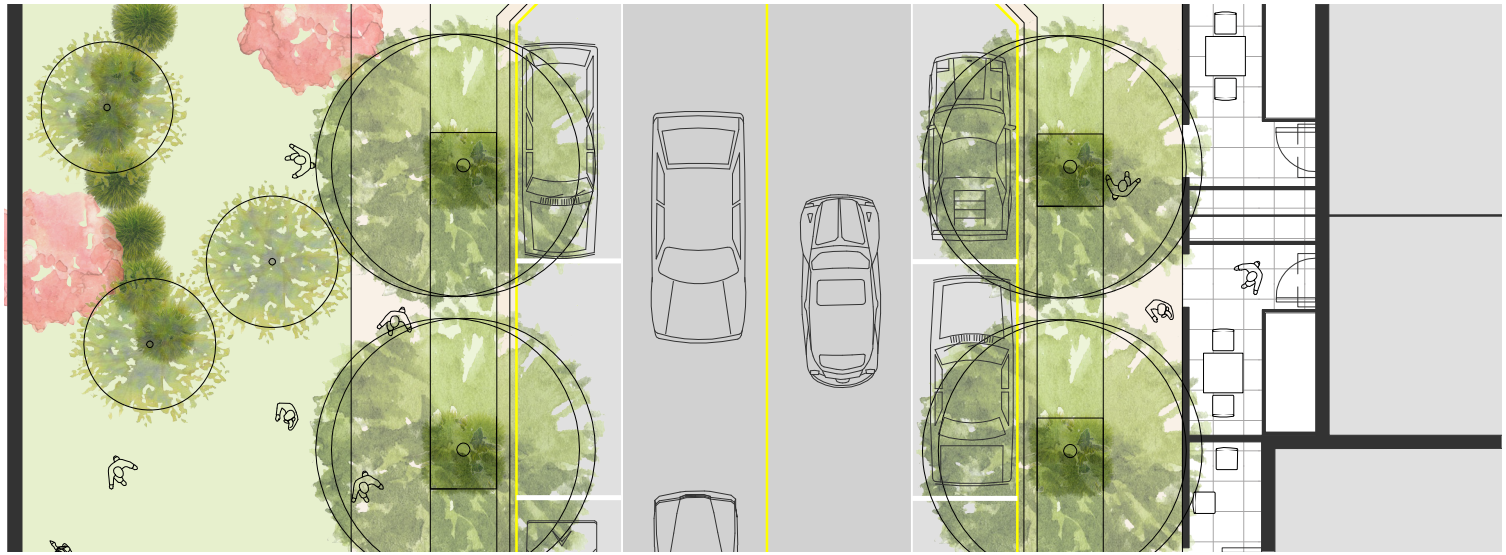
- 1 travel lane in each direction
- 8-foot wide parallel parking lane in each direction on the road inclusive of the curb and gutter, with a 2-foot wide step-off strip between the parking lane and the Landscape Panel, if on-street parking is present
- 5-foot wide Landscape Panel that includes vegetation to buffer the pedestrians from the vehicular traffic. For Landscape Panels that are less than 8-feet wide, refer to *Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas* for alternative tree planting designs that meet minimum planting requirements
- 6-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 12-foot wide Building Zone
- For portions of the street that include the linear park, the park should be a minimum of 25-feet in width and there should be a 6-foot tall screen wall along the property line to buffer adjacent rear residential yards

SECTION AND PLAN: BAILEYS CROSSROADS LOCAL LINEAR PARK STREET





4B BAILEYS CROSSROADS STREET TYPES

Local Street Type 1 and Type 2

LOCAL STREET

These streets generally include roadways that provide internal circulation within sites and through neighborhoods. Local Streets either connect to Collector streets or create an internal circulation network throughout the site. In the section and plan diagram on p. 4-19, the left side represents a Local Street Type 1 and the right side represents a Local Street Type 2.

LOCAL STREET TYPE 1

The right-of-way needed to implement the proposed cross-section is approximately 64-feet and consists of the following components:

1 WITHIN RIGHT-OF-WAY

- 1 travel lane in each direction
- 8-foot wide parallel parking lane inclusive of the curb and gutter, on each side on the road, with a 2-foot wide step-off strip between the parking lane and the Landscape Panel
- 5-foot wide Landscape Panel that includes vegetation to buffer the pedestrians from the vehicular traffic. For Landscape Panels that are less than 8-feet wide, refer to *Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas* for alternative tree planting designs that meet minimum planting requirements
- 6-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 9-foot wide Building Zone

LOCAL STREET TYPE 2

The right-of-way width needed to implement the proposed cross-section is approximately 51-feet and consists of the following components:

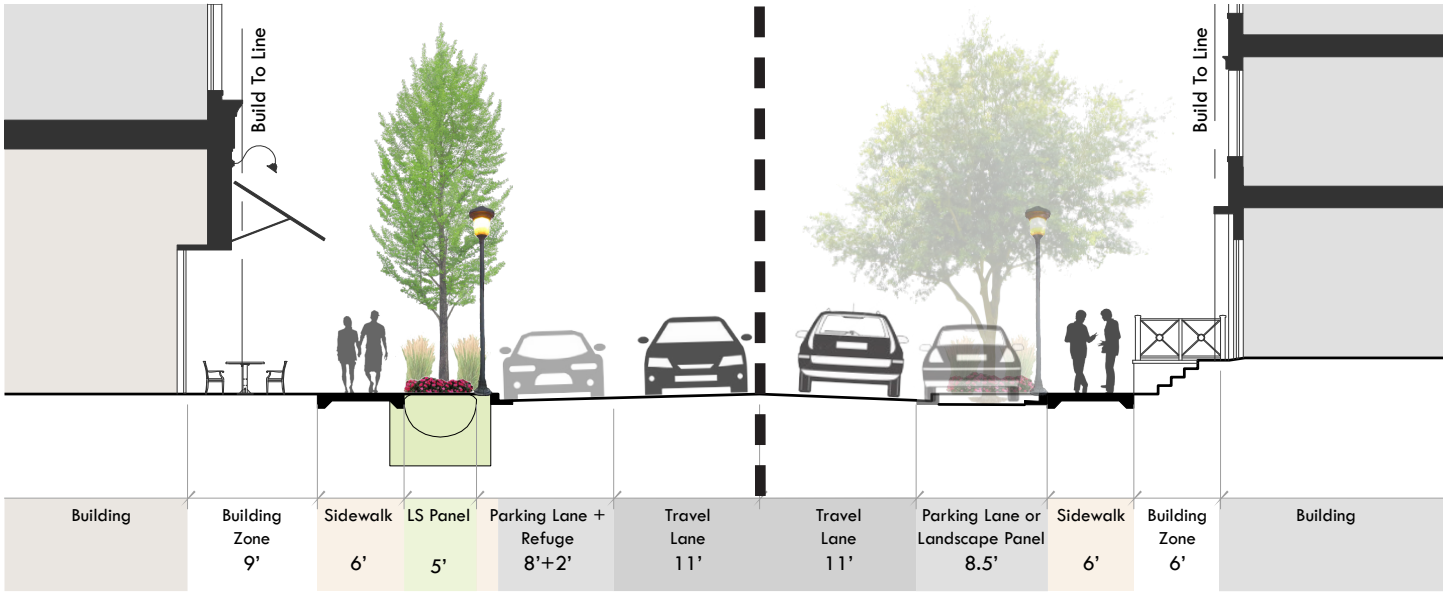
1 WITHIN RIGHT-OF-WAY

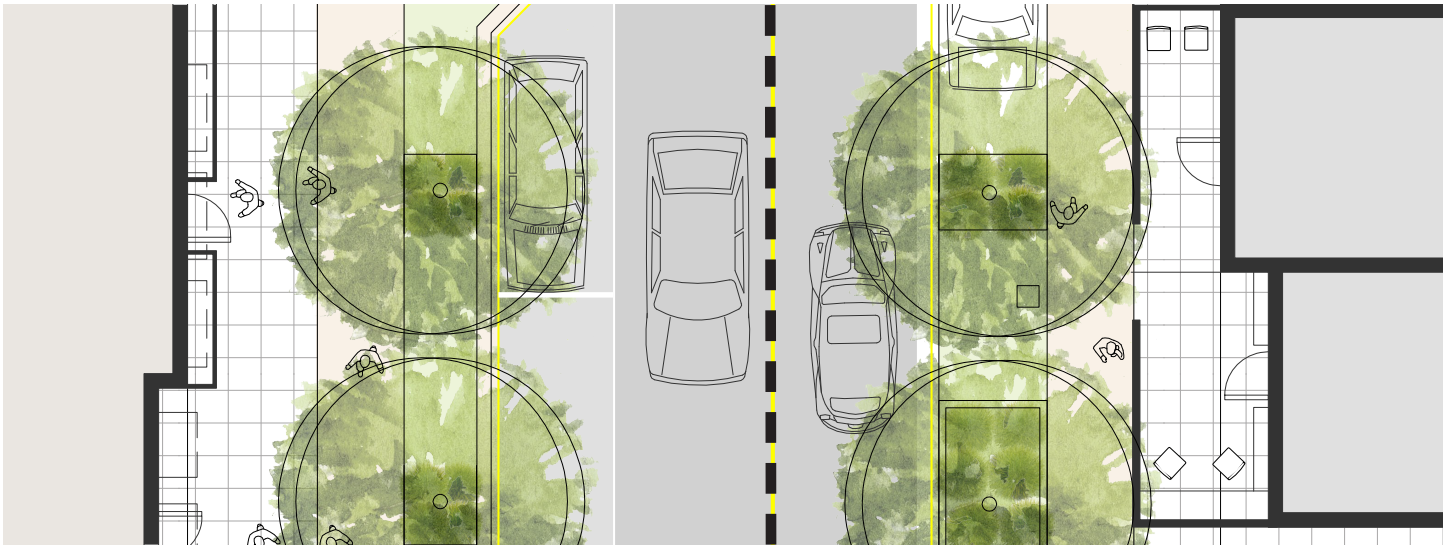
- 1 travel lane in each direction
- 8.5-foot wide parallel parking lane inclusive of the curb the gutter, on each side on the road. A landscaped area that includes street trees, vegetation, and pedestrian elements may be included intermittently as bump-outs within the parallel parking lane. Landscaping at intersections is encouraged
- 6-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 6-foot wide Building Zone

SECTION AND PLAN: BAILEYS CROSSROADS LOCAL STREET TYPE 1 (LEFT) AND TYPE 2 (RIGHT)





4C SEVEN CORNERS STREET TYPES

Multimodal Through Corridor: Arlington Boulevard

MULTIMODAL THROUGH CORRIDOR: ARLINGTON BOULEVARD

Multimodal Through Corridors are transportation facilities intended for longer distance and higher speed travel and carry a large volume of automobile traffic. Arlington Boulevard (Route 50) is the only roadway classified as a Multimodal Through Corridor in Seven Corners.

Arlington Boulevard connects multiple activity centers in the region and is designed to include three travel lanes in each direction. Medians are necessary to provide a pedestrian refuge and to accommodate rights-of-way for turn lanes. Additional vehicular and pedestrian crossings are proposed to improve connectivity between the Seven Corners Opportunity Areas. In addition to these new crossings, the Seven Corners interchange is planned to be redesigned to reduce the number of lanes and intersections that make pedestrian and bicycle crossing difficult.

Pedestrian and bicycle facilities along the corridor are planned to promote both commuting and recreation. These facilities should be effectively buffered from vehicles using trees, landscaping, and minor grade-changes.

RIGHT
Existing conditions for Arlington Boulevard (Multimodal Through Corridor) in Seven Corners
Image Credit: Fairfax County

STREET AND STREETSCAPE DESCRIPTION

The existing right-of-way width of Arlington Boulevard through Seven Corners is approximately 200-feet.

The right-of-way width needed to implement the proposed cross-section ranges from approximately 149 to 155 feet but may need to be wider at intersections to account for turn lanes and other features, and consists of the following components:

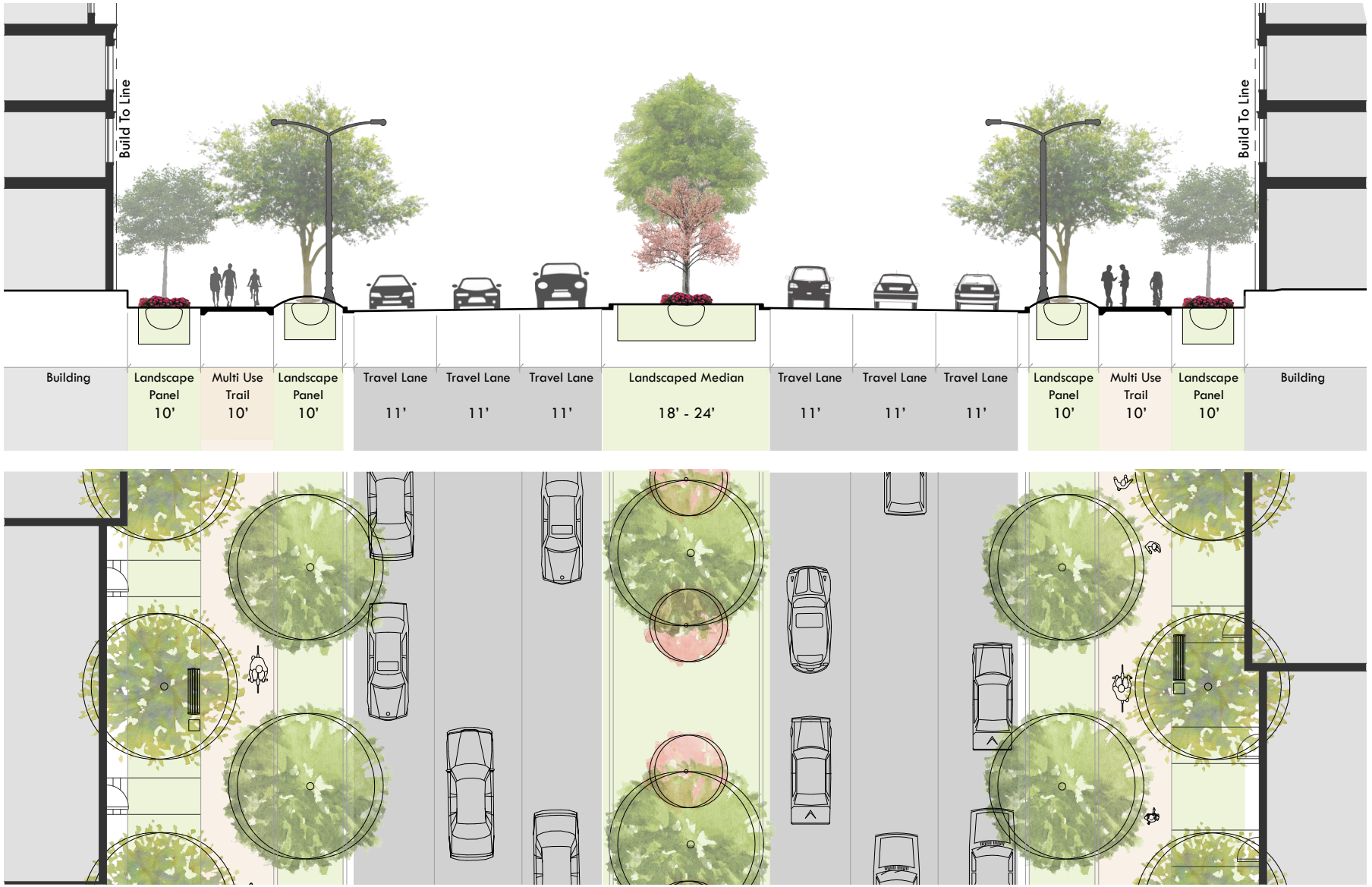
1 WITHIN RIGHT-OF-WAY

- 18 to 24 foot wide median that provides adequate pedestrian refuge and turn lanes, if necessary, inclusive of the curb and gutter
- 3 travel lanes along with a 2.5-foot curb and gutter in each direction
- 10-foot wide inner Landscape Panel should be located between the roadway and the Multi-Use Trail. This area should include major shade trees which should be staggered between the inner and outer Landscape Panels
- 10-foot wide Multi-Use Trail on both sides of the street to accommodate cyclists and pedestrians

2 OUTSIDE RIGHT-OF-WAY

- 10-foot wide outer Landscape Panel should be located between the Multi-Use Trail and the building. This area should include major shade trees which should be staggered between the inner and outer Landscape Panels

SECTION AND PLAN: SEVEN CORNERS MULTIMODAL THROUGH CORRIDOR: ARLINGTON BOULEVARD



4C SEVEN CORNERS STREET TYPES

Transit Boulevard: Leesburg Pike and Roosevelt Boulevard Extension

TRANSIT BOULEVARD: LEESBURG PIKE AND ROOSEVELT BOULEVARD EXTENSION

Leesburg Pike (Route 7) extends from the City of Alexandria through Baileys Crossroads and Seven Corners to Tysons and into Loudon County. It is classified as a Transit Boulevard and serves as the primary connector between Baileys Crossroads and Seven Corners. While specific cross-section dimensions for Leesburg Pike may change depending on the Comprehensive Plan recommendations for a specific area, it is essential to consider the continuous multimodal functionality of the entire corridor.

High-capacity transit service is being planned for Leesburg Pike. As this planning progresses it will be necessary to ensure that the cross-section for Leesburg Pike can accommodate transit facilities for light rail or Bus Rapid Transit (BRT). In addition to transit, special pedestrian and bicycle facilities designed for high-speed, heavy vehicle volume carrying roadways are planned, including a separated bike lane located adjacent to the curb on both sides of the street.

There are two Transit Boulevard options proposed in the Comprehensive Plan – Option 1 has transit running in the center median, and Option 2 has transit running along the curb. At the time of this publication, the preferred option had not yet been determined.

The existing right-of-way width of Leesburg Pike through Seven Corners ranges from 88 to 155 feet.

OPTION 1: MEDIAN RUNNING

The right-of-way needed to implement the proposed cross-section is approximately 153-feet wide but may need to be wider at intersections and at transit stops to account for turn lanes, transit facilities, and other features, and consists of the following components:

STREET AND STREETSCAPE DESCRIPTION

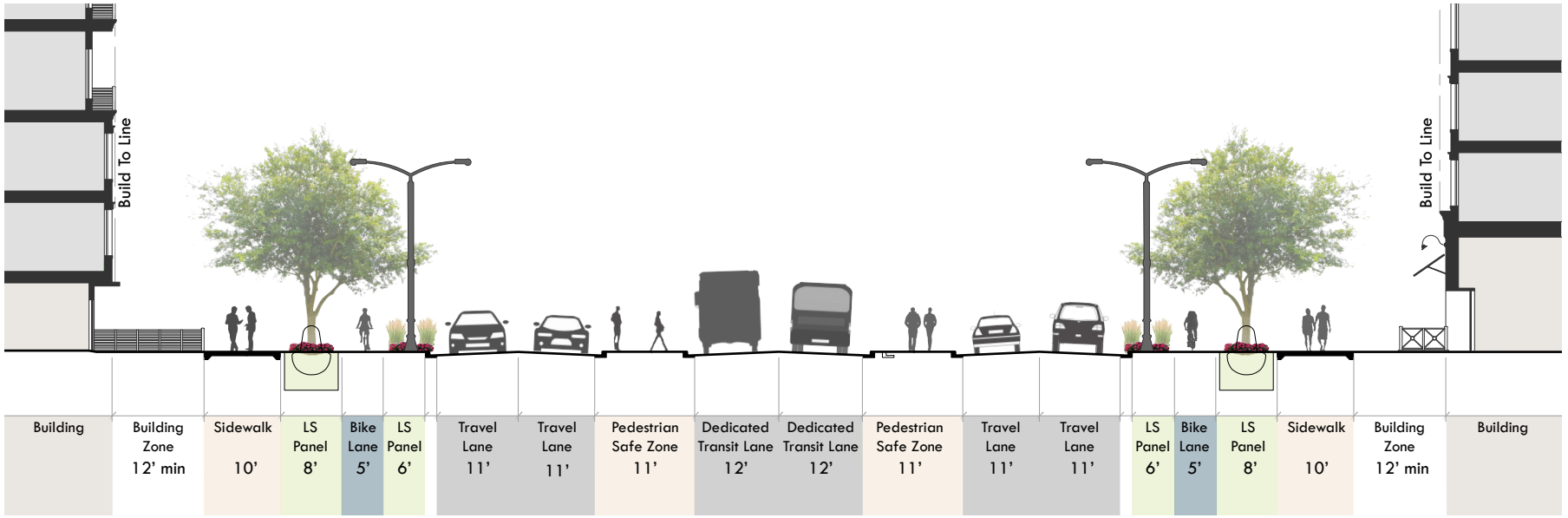
1 WITHIN RIGHT-OF-WAY

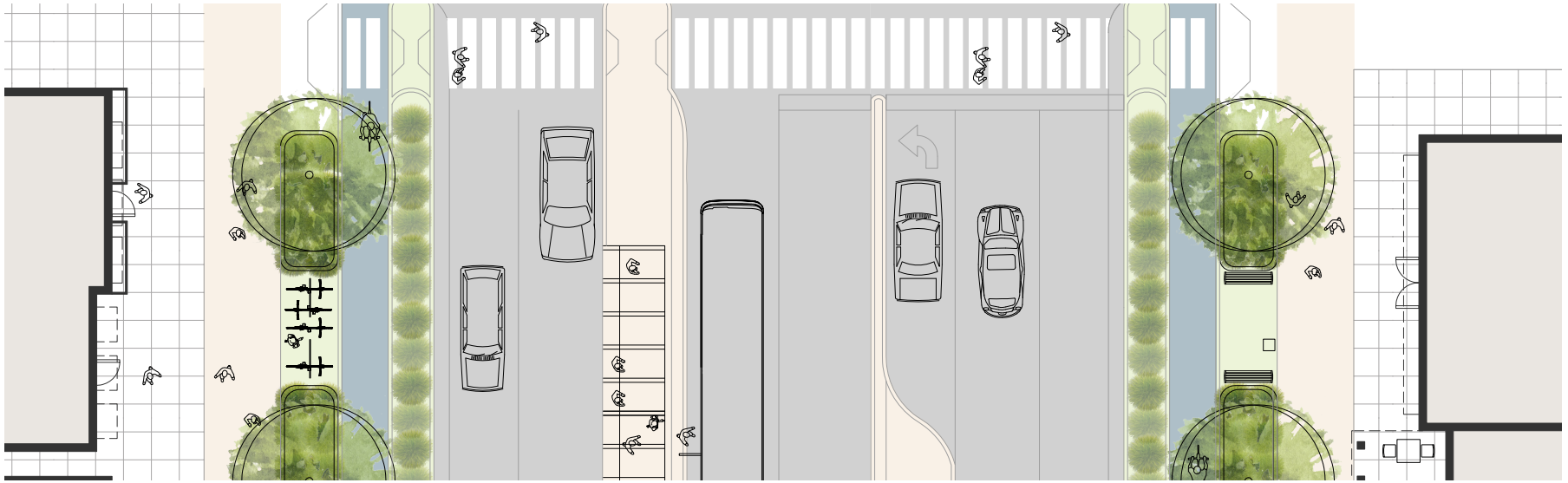
- 24-foot wide (wider at stops) dedicated transit-way with two transit lanes in the center of the Boulevard
- 11-foot pedestrian safe zone on either side of the transit-way where station platforms, walkways and landscaping may be included, inclusive of the curb and gutter. This design requires transit riders to cross the protected bike lane in order to access the transit facility
- 2 travel lanes along with a 2.5-foot curb and gutter in each direction
- 6-foot wide landscape buffer protects cyclists from the vehicle lanes
- 5-foot wide on-road and separated bike lane in each direction.
- 8-foot wide Landscape Panel between the protected bike lane and the sidewalk. Amenity Zones should be located in the Landscape Panel
- 10-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 12-foot wide Building Zone

SECTION AND PLAN: SEVEN CORNERS TRANSIT BOULEVARD: MEDIAN RUNNING





4C SEVEN CORNERS STREET TYPES

Transit Boulevard: Leesburg Pike and Roosevelt Boulevard Extension

TRANSIT BOULEVARD: LEESBURG PIKE AND ROOSEVELT BOULEVARD EXTENSION

OPTION 2: CURB RUNNING

The curb running transit option is a more compact cross-section design, which provides for high-capacity transit facilities along the outermost travel lane.

The right-of-way needed to implement the proposed cross-section ranges from approximately 135 to 145 feet wide but may need to be wider at intersections and at transit stops to account for turn lanes, transit facilities, and other features, and consists of the following components:

RIGHT
Existing conditions for Leesburg Pike (Transit Boulevard) in Seven Corners
Image Credit: Fairfax County

STREET AND STREETSCAPE DESCRIPTION

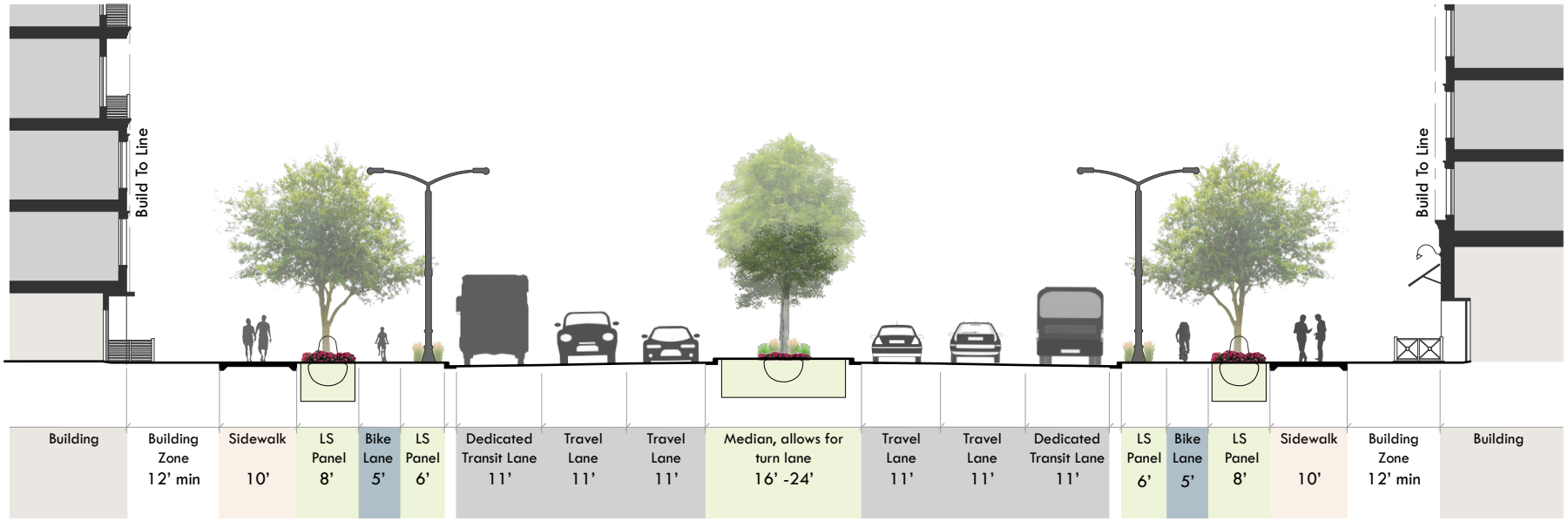
1 WITHIN RIGHT-OF-WAY

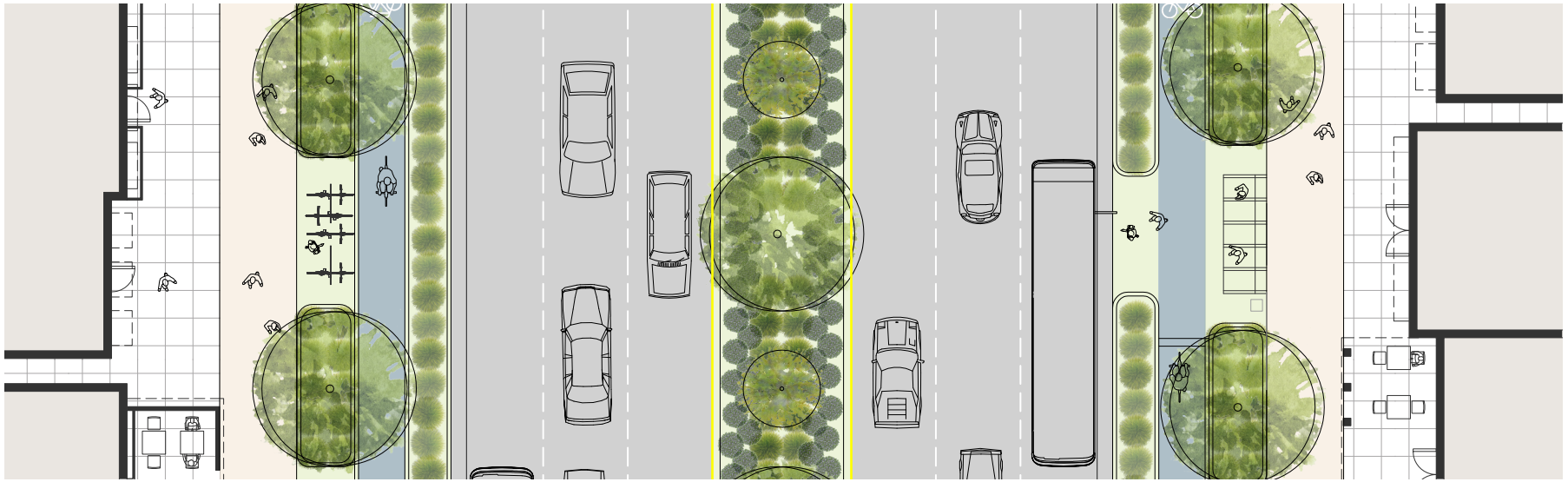
- 16 to 24 foot wide median that provides for an adequate pedestrian refuge and turn lanes, if necessary, inclusive of the curb and gutter
- 3 travel lanes in each direction along with a 2.5-foot curb and gutter in each direction. One travel lane may be converted as a transit lane with the transit stops incorporated into the Landscape Panel, as appropriate. This design requires transit riders to cross the protected bike lane in order to access the transit facility. Strategies to reduce conflicts between pedestrians and cyclists, such as stop bar markings, colored pavement, and signage should be employed
- 6-foot wide Landscape Panel that buffers the protected bike lane from the vehicle lanes
- 5-foot wide separated bike lane
- 8-foot wide outer Landscape Panel between the protected bike lane and the sidewalk. Amenity Zones should be located in the Landscape Panel
- 10-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 12-foot wide Building Zone

SECTION AND PLAN: SEVEN CORNERS TRANSIT BOULEVARD: CURB RUNNING





4C SEVEN CORNERS STREET TYPES

Major Avenue and Avenue

MAJOR AVENUE AND AVENUE

Major Avenues and Avenues within Seven Corners connect slower speed Local Streets to higher speed facilities like Transit Boulevards and Multimodal Through Corridors. Streetscape areas are consistent between Major Avenues and Avenues and differences focus primarily on design speeds, traffic volumes, and number of travel lanes. Avenues may include traffic calming elements such as more frequent intersections and bulb-outs at intersections. Wilson Boulevard and the Ring Road are classified as Major Avenues. Sleepy Hollow Road, Patrick Henry Drive, Willston Drive, and the Spine Road are classified as Avenues.

The existing right-of-way width of Wilson Boulevard is approximately 71-feet; Sleepy Hollow Road is approximately 58-feet; Patrick Henry Drive is approximately 79-feet; and Willston Drive is approximately 65-feet.

RIGHT
Existing conditions for Wilson Boulevard (Avenue) in Seven Corners
Image Credit: Fairfax County

STREET AND STREETSCAPE DESCRIPTION

The right-of-way width needed to implement the proposed cross-sections ranges from approximately 83 to 105 feet, and consists of the following components:

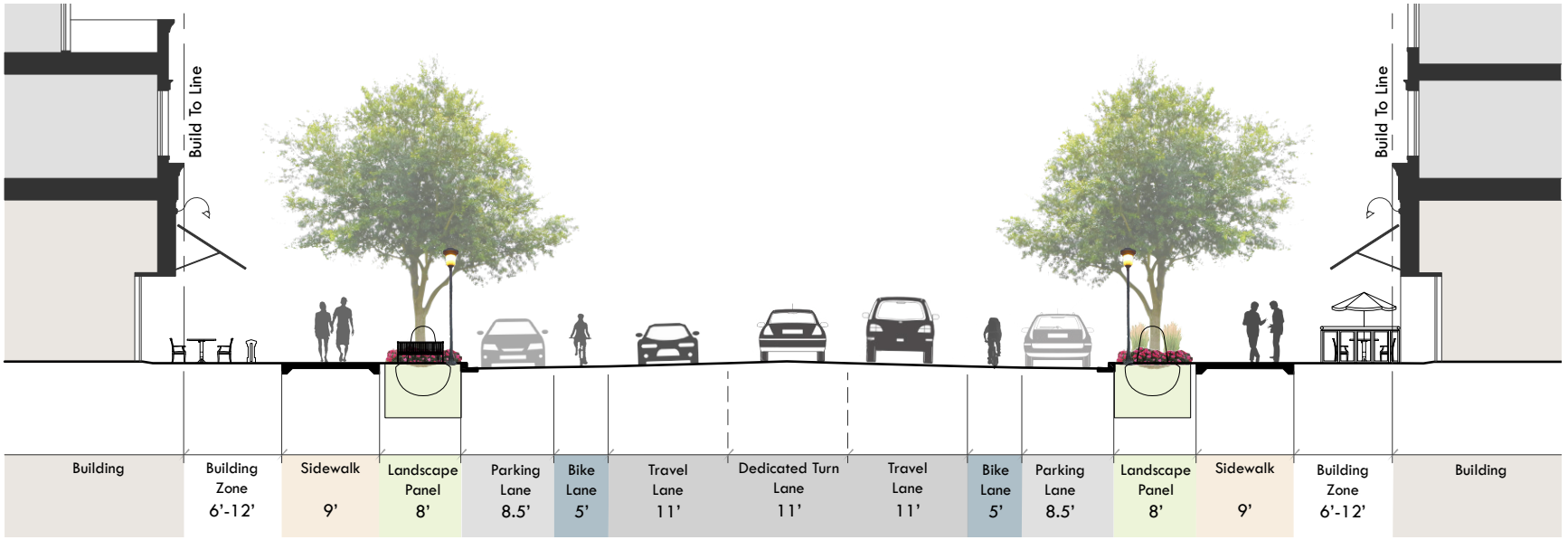
1 WITHIN RIGHT-OF-WAY

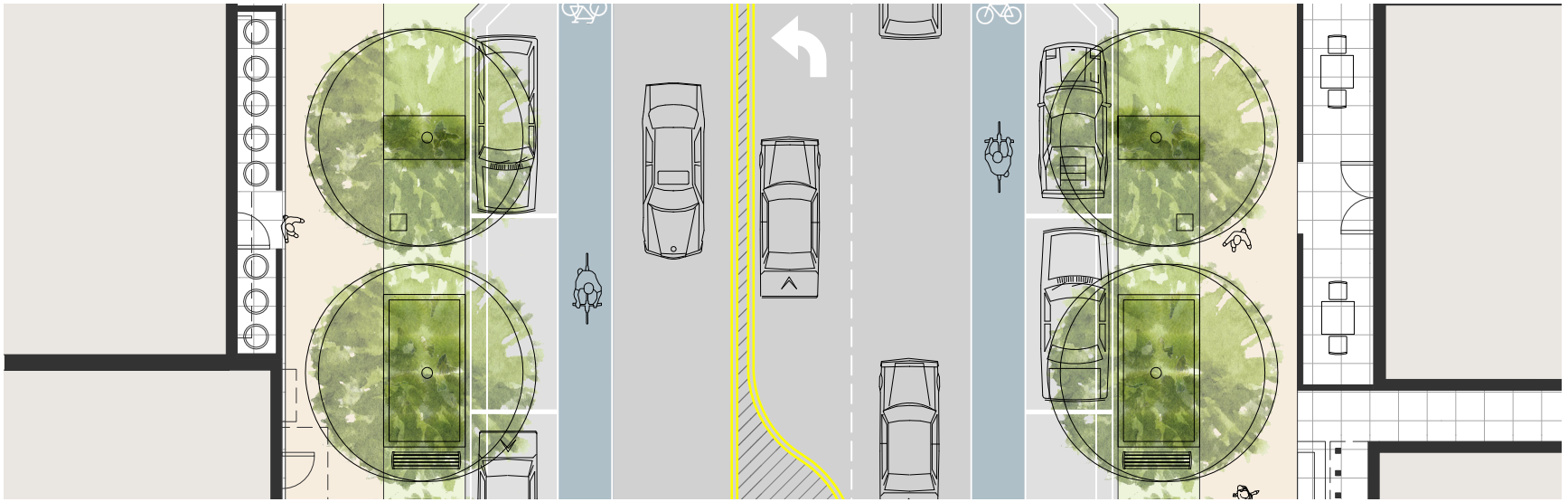
- 1-2 travel lanes in each direction
- 5-foot wide on-road dedicated bike lane
- 8.5-foot wide parallel parking lane in each direction, inclusive of the curb and gutter
- 8-foot wide Landscape Panel. Street trees should be evenly spaced and the Landscape Panel should include shrubs and ground cover. Amenity Zones should be located in the Landscape Panel
- 9-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 6 to 12 foot wide Building Zone. If the building contains ground level retail, this space should be used for retail browsing or outdoor dining. If the building does not have ground floor retail uses, supplemental plantings should be substituted

SECTION AND PLAN: SEVEN CORNERS MAJOR AVENUE AND AVENUE





4C SEVEN CORNERS STREET TYPES

Local Street

LOCAL STREET

Local Streets generally have the lowest volumes and the slowest moving traffic. Local Street cross-sections are narrow, with one travel lane in each direction, and are flanked by on-street parking lanes on both sides of the road. Due to low vehicle speeds, bicycles may be accommodated in the travel lane rather than in a dedicated bike lane. Traffic calming measures such as raised mid-block pedestrian crossings, small traffic rotaries, and curb and sidewalk bulb-outs at intersections may be appropriate.

Brookland, Washington, DC

RIGHT
Example of the desired character of a local street in Seven Corners
Image Credit: Google Maps

STREET AND STREETSCAPE DESCRIPTION

The right-of-way needed to implement the proposed cross-section is approximately 71-feet and consists of the following components:

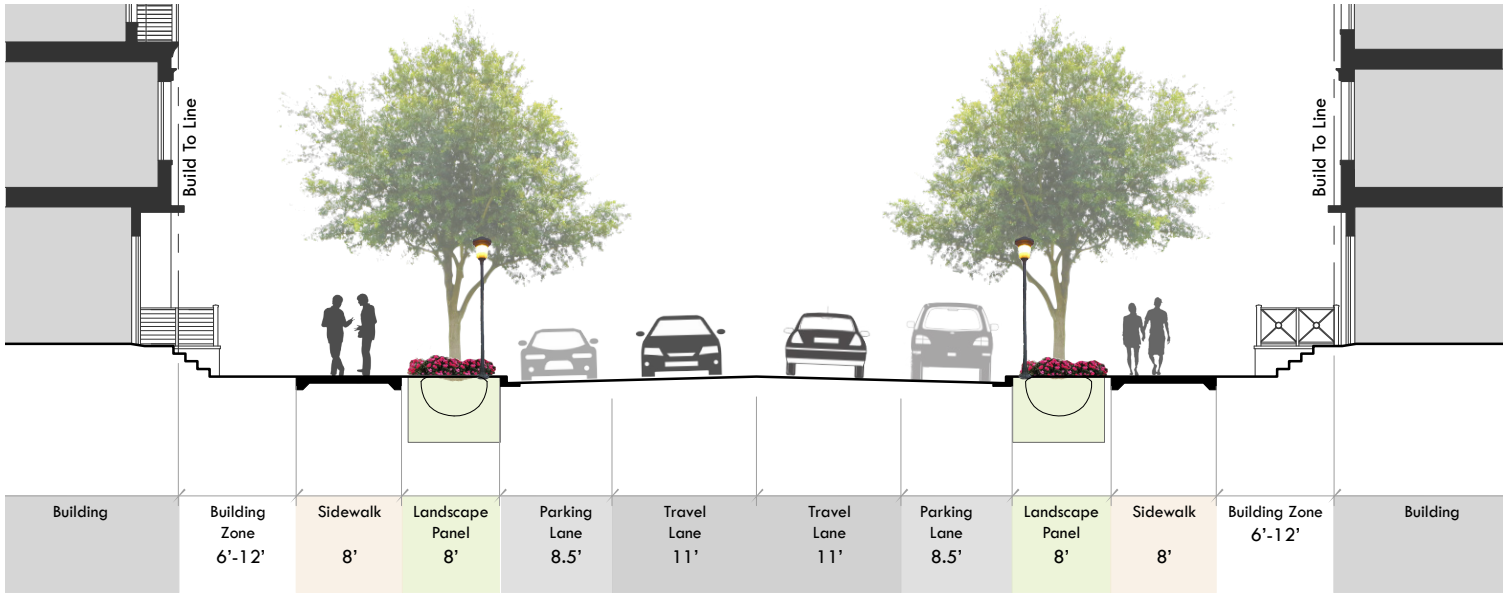
1 WITHIN RIGHT-OF-WAY

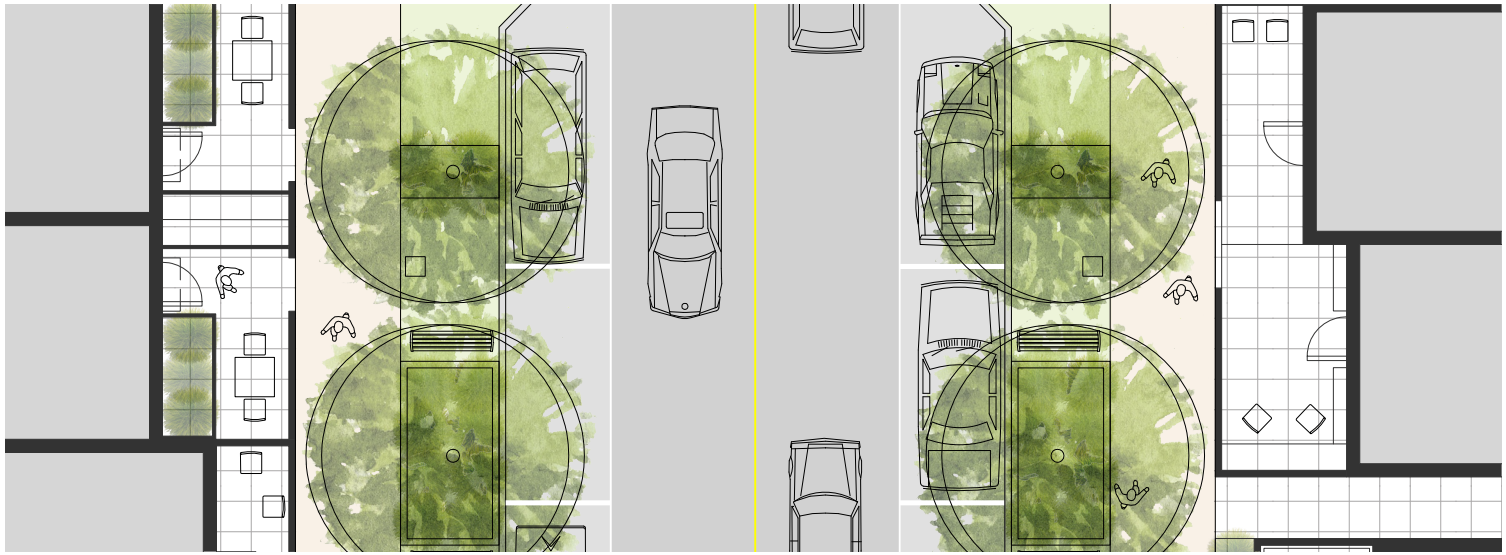
- 1 travel lane in each direction
- 8.5-foot wide parallel parking lane on each side of the street, inclusive of the curb and gutter
- 8-foot wide Landscape Panel on each side of the street. Street trees should be evenly spaced, and the Landscape Panel should include shrubs and ground cover. Amenities like bicycle racks, bus shelters, and seating areas may be located in the Amenity Zone within the Landscape Panel
- 8-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 6 to 12 foot wide Building Zone. If the building contains ground level retail, this space should be used to for retail browsing or outdoor dining. If the building does not have ground floor retail uses, supplemental plantings should be substituted

SECTION AND PLAN: SEVEN CORNERS LOCAL STREET





4C SEVEN CORNERS STREET TYPES

Village Main Street

VILLAGE MAIN STREET

The Village Main Street is a proposed street with a unique cross-section that intersects with the spine road to create a continuously activated pedestrian connection in the Willston Village Center.

The Village Main Street is envisioned as a lively street where ground-floor retail, an urban plaza, outdoor dining areas, and community uses will be located so as to create a place for pedestrians to walk and to spend time in the outdoors.

Berlin, Germany

RIGHT
When designed to appropriate dimensions and with high-quality pedestrian elements, streetscapes contribute to the formation of a dynamic public realm and provide economic development benefits.

STREET AND STREETSCAPE DESCRIPTION

The right-of-way needed to implement the proposed cross-section is approximately 77-feet and consists of the following components:

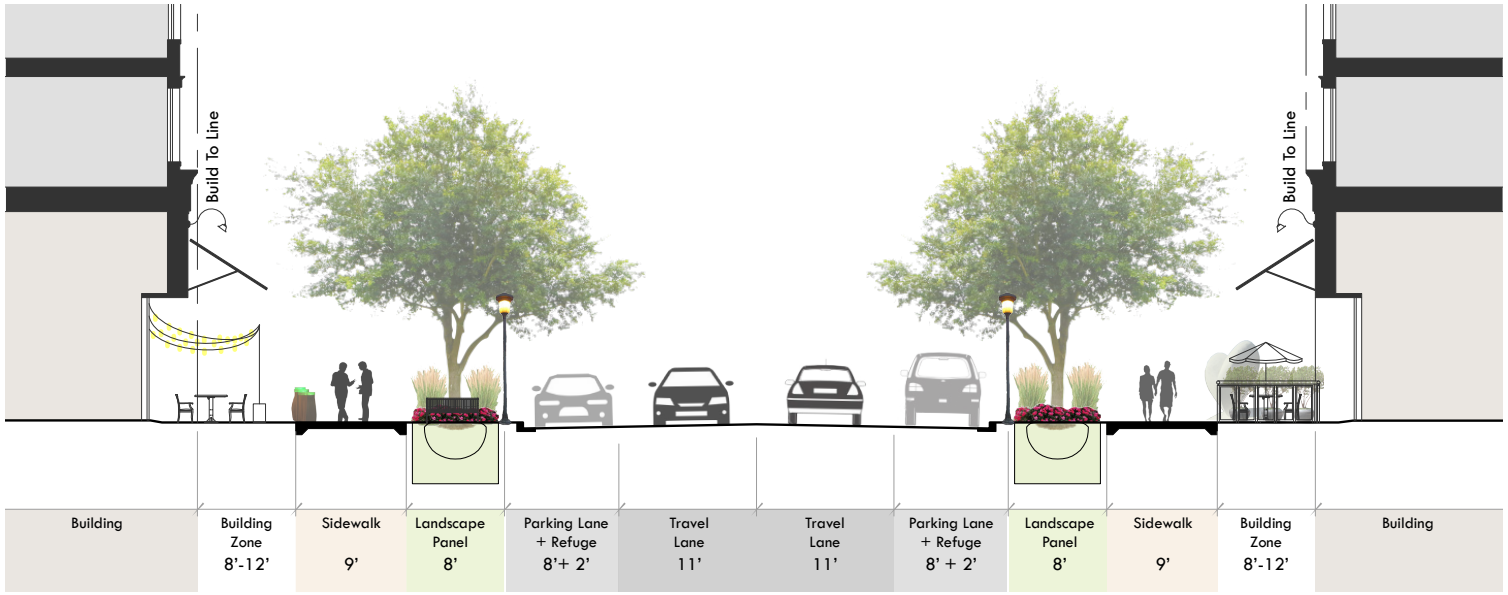
1 WITHIN RIGHT-OF-WAY

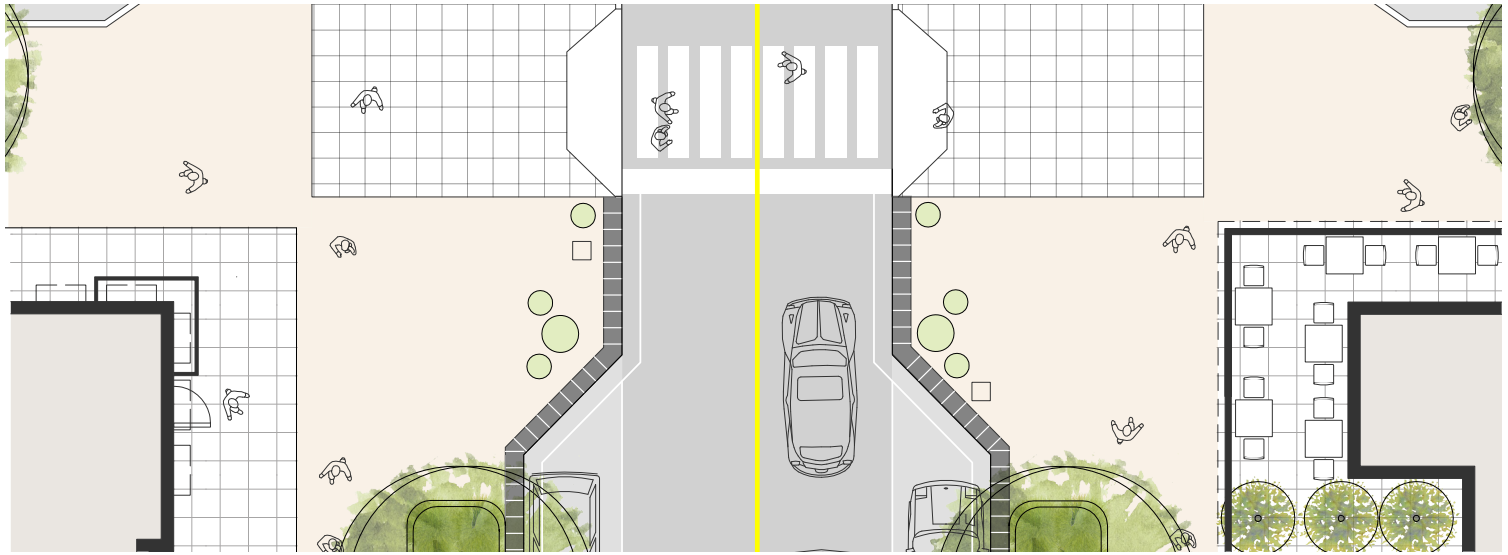
- 1 travel lane in each direction
- Bicycle traffic may be accommodated in the travel lane
- 8-foot wide parallel parking lane on each side of the street should be provided along the entirety of the street, where possible. A 2-foot wide step-off strip should be located between the parking lane and the Landscape Panel, and be inclusive of the curb and gutter
- 8-foot wide Landscape Panel on each side of the street. Street trees should be evenly spaced, and the Landscape Panel should include shrubs and ground cover. Amenities like bicycle racks, bus shelters, and seating areas may be located in the Landscape Panel. Seating areas where people can gather should be created, and should include paved areas within the Landscape Panel on which to locate benches or seating areas
- 9-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 8–12 foot wide Building Zone that should be used for browsing or outdoor dining space. Planters, low walls, fences or special paving materials should be used to delineate this zone

SECTION AND PLAN: SEVEN CORNERS VILLAGE MAIN STREET





As described in Volume I, the public realm, which includes streetscapes and public spaces, is the setting for street life and community activities. Public realm elements, including pavement, street furnishings, and public art, should reflect the community identity, evoke civic pride, support daily activities, and foster civic life in the community.

5 PUBLIC REALM ELEMENTS

Cleveland, OH

TOP
The public realm encompasses public areas including streetscape and open spaces such as those depicted in this plaza
Image Credit: James Corner Field Operations

Liverpool, England

BOTTOM
Mix of public realm features including sidewalks, trees and landscaping, seating, and bicycle parking on a local street
Image Credit: ADP Architecture

OVERVIEW

The public realm in both Baileys Crossroads and Seven Corners should incorporate unique physical elements that distinguish each area and help to establish their identities; that support an array of community activities; and, that create a high-quality environment where people will choose to spend their time and where civic life is fostered. To achieve this, public realm elements should:

- be an integral component of a place-making strategy that alerts visitors that they have "arrived";
- be human-scaled to promote comfort, safety and increased pedestrian activity;
- strike a balance between uniformity and diversity;
- create a functional and interesting streetscape by layering different styles, materials, and patterns in a manner that compliments the surrounding context; and,
- be adaptable to allow for new elements to be added and existing elements to be changed over time, as appropriate.

Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas contains general information related to elements such as street furniture, landscaping, and trees, including recommended tree and plant lists. This chapter describes the recommended design features and location of public realm elements specific to Baileys Crossroads and Seven Corners. Design Principles and Strategies in the following sections reflect the desired style and character in the public realm of these areas.

Options for specific manufacturers, materials, or colors that are reflective of the desired character are provided. However, the specifications contained in this section are not prescriptive; alternatives are appropriate if they meet the intent of these Guidelines.

5A STREETSCAPE CONCEPT

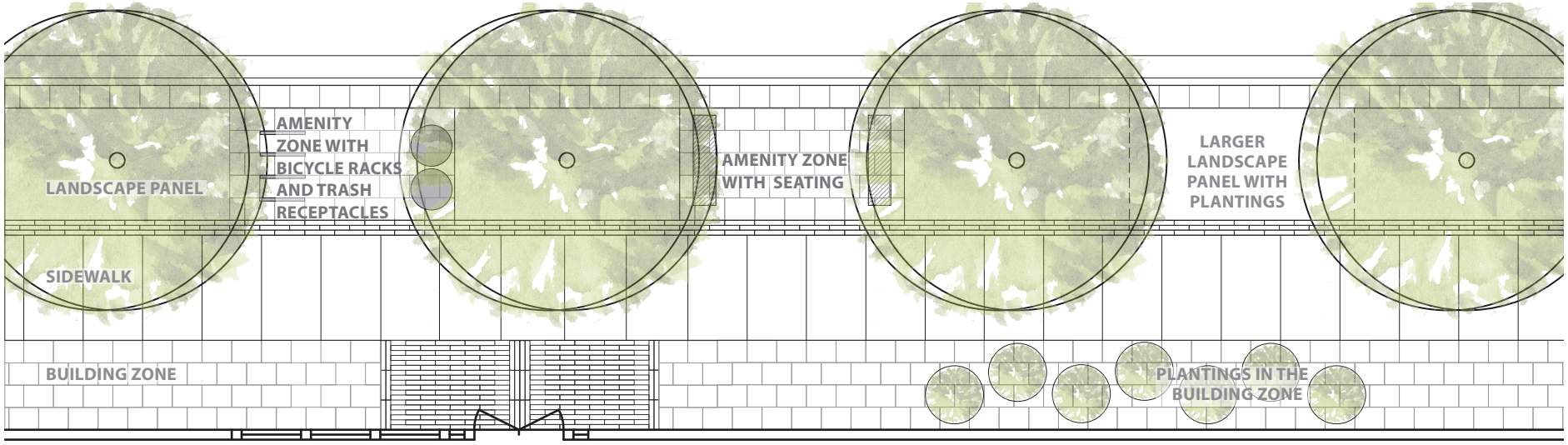
The recommended streetscapes for Baileys Crossroads and Seven Corners take into account accessibility, durability, ease of maintenance, and aesthetics. They emphasize the pedestrian experience by creating a comfortable place to walk, providing convenient access to adjacent buildings, and by offering places to stop along the way. They are intended to be adaptable to the surrounding context and to the specific design of new developments so that projects can have an individual identity while contributing to a cohesive appearance for the area through the use of some consistent features.

As described in Volume I, the streetscape is comprised of four zones (Landscape Panel, Amenity Zone, sidewalk, and Building Zone) that are designed to function as a unified space. The Landscape Panel, the Amenity Zone and the sidewalk are expected to be located within the public right-of-way, while the Building Zone will be located on private property. Street trees and landscaping are typically located adjacent to the curb in the Landscape Panel. Seating areas, lighting, transit shelters and other furnishings may be placed between Landscape Panels at regular intervals within an Amenity Zone. Sidewalks should be buffered by street trees. The design of the Building Zone is flexible depending on the adjacent land use(s), the character of the street, and the design of the adjacent building; however, the goal should be to should achieve a cohesive look to the entire streetscape.

Diagram 1 depicts the four streetscape zones and Diagram 2 depicts the common components of the streetscape design, including landscaping, furnishings and pavement locations that apply to most street types in Baileys Crossroads and Seven Corners (all components will not necessarily be incorporated into all streets).

DIAGRAM 1
Depicts common components of the streetscape

DIAGRAM 1: STREETSCAPE COMPONENTS



5B PAVING IN THE SIDEWALK AND AMENITY ZONE

DESIGN PRINCIPLES

Existing pavement materials in Baileys Crossroads is a mix of poured concrete and red clay colored concrete unit pavers. Over time, these pavers have faded, shifted, or become damaged, thereby increasing the demand for maintenance. In Seven Corners, the majority of the pavement consists of standard concrete sidewalks.

For both Baileys Crossroads and Seven Corners, the new streetscape paving design recommends gray, concrete pavers used sparingly in strategic locations, such as in Amenity Zones and in the Building Zone. All pavement materials, whether constructed of poured concrete or concrete pavers, should be in a range of gray tones. A mixture of gray tones will be resistant to fading and make maintenance more manageable because it will be easy to blend old and new pavement when replacement becomes necessary. The recommended pavement materials and patterns are designed to create versatile, neutral surfaces that help other elements, such as lighting and furnishings, stand out. The neutral color will contrast with the bright colors of plantings and public art and the rich dark tones of street furnishings. The new pavement design is intended to integrate well with existing pavement.

The recommended paver specifications include two different manufacturers. However, other manufacturers may be used if the material specifications are consistent with these options.

Poured concrete is the recommended material for sidewalks. Poured concrete is less expensive than brick or other pavers and requires less maintenance. The surface of poured concrete is generally smoother than most types of pavers and therefore can provide greater pedestrian accessibility. Using poured concrete as the dominant pavement material in the streetscape makes for a relatively inexpensive, consistent base and increases the ability of development projects to invest in other aspects of the public realm.

LEFT
Streetscape paving using different shades of gray; permeable materials in the Landscape Panel increase soil area for trees while the change in texture helps to delineate the sidewalk
Image Credit: Fairfax County

Philadelphia, PA

RIGHT
Pavement edging using different materials in gray tones; the change in material and color helps to delineate the edges of the sidewalk
Image Credit: Fairfax County

Montreal, Canada

DIAGRAM 2: DETAIL OF STREETSCAPE COMPONENTS

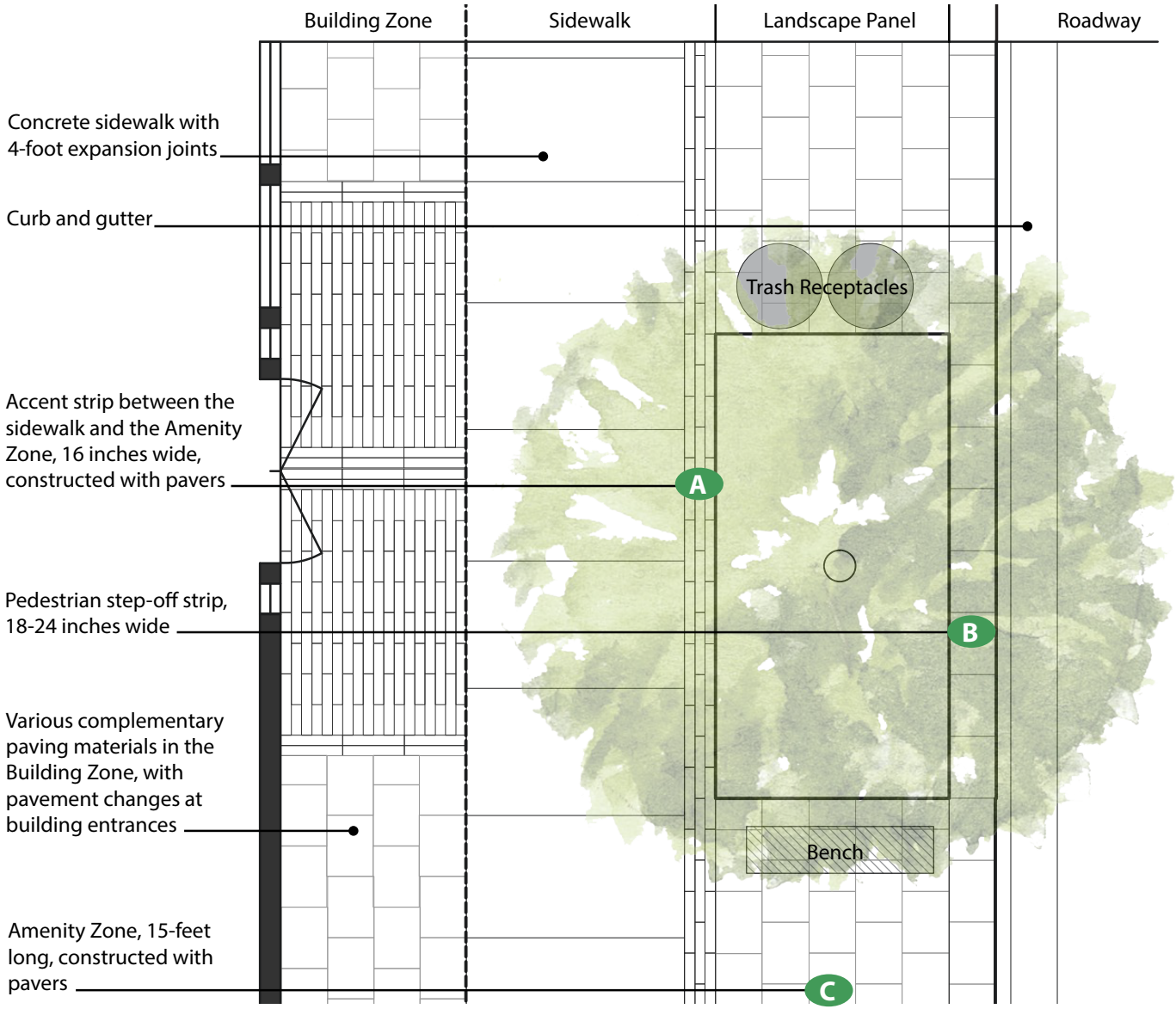


DIAGRAM 2
Depicts the locations of paving locations within streetscape areas; letters correspond to paving specifications listed on page 5-7

DESIGN STRATEGIES: SIDEWALK

Sidewalks should be made of contiguous, poured concrete with expansion joints at 4-foot intervals. Concrete should be brushed during installation to provide a lightly textured, non-slip surface. The Fairfax County Public Facilities Manual (PFM) has construction standards that should be consulted for the design and construction of public sidewalks.

San Francisco, CA

RIGHT
Concrete sidewalk with expansion joints spaced 4-feet apart as recommended for streetscape areas in Baileys Crossroads and Seven Corners
Image Credit: Andrea Cochran Landscape Architecture

DESIGN STRATEGIES: PAVERS

The following design strategies should be referenced when determining the material selections and installation methods for pavers within the streetscape, regardless of brand or manufacturer.

1 PAVER PLACEMENT

A. Pavers should be installed along the edges of the sidewalk or in the Amenity Zone and not within the main pedestrian through space.

B. Patterns that include staggered seams and/or running bond should be incorporated to avoid specialty or trendy patterns that will need to be updated over time.

2 PAVER MATERIALS AND STYLE

A. Large, rectilinear or elongated pavers should be used to minimize the number of joints and provide a contemporary appearance.

B. Permeable pavers should be used where feasible in the Amenity Zone and in the pedestrian step-off strip to improve the health of adjacent street trees.

C. Gray pavers should be used to blend with the concrete sidewalk and provide a neutral surface that resists fading.

D. A mix of tones in the gray family should be used to minimize the appearance of stains and so that it is easier to blend new pavers into existing areas when replacement becomes necessary.

Examples of manufacturer and installation recommendations that meet these Design Strategies are listed on the following page. Other manufacturers may be used if the material specifications are consistent with these options.

SUGGESTED SPECIFICATIONS: PAVERS

A ACCENT STRIP BETWEEN THE SIDEWALK AND THE LANDSCAPE PANEL

Linear plank-style pavers should be used to create an approximately 16-inch wide strip between the sidewalk and the Landscape Panel. Pavers should be installed with staggered seams.

OPTION A: BELGARD COMMERCIAL MODULINE PAVER

– 4 x 18-inch plank pavers, 80mm thick: Graphite color, smooth finish

OPTION B: HANOVER PERMEABLE PAVER

– 3 1/4 x 18-inch plank pavers, 3-inch thick: Natural/Charcoal Blend, natural finish

B PEDESTRIAN STEP-OFF STRIP

Pedestrian step-off strips should be located adjacent to the curb when on-street parking is provided. Step-off areas provide a small refuge for people exiting on the passenger side of a vehicle and allow passengers to avoid stepping in mulched or landscaped areas.

– Step-off strips should be 18-24 inches, inclusive of the curb.

– Material specifications are flexible and may consist of pavers similar to those in the accent strip, granite tiles, or other specialty paving materials, such as those with detectable warnings, also known as truncated dome pavers.

– Porous pavement should be used if the soil under the pavement is intended to count toward tree soil volumes.

C AMENITY ZONE

The Amenity Zone should be 15-feet long and as wide as the Landscape Panel it is located within, which can vary among street types. Pavers should be installed in a running bond pattern.

OPTION A: BELGARD COMMERCIAL MODULINE PAVER

– 18 x 24-inch pavers, 60 mm thick: Blend of two colors, Linen and Foundry, smooth finish

OPTION B: HANOVER PERMEABLE PAVER

– 12 x 18-inch pavers, 2-inch thick: Blend of two colors, Limestone Gray and Charcoal, natural finish

LEFT
Belgard Commercial Moduline Paver in Graphite and Linen colors; installed in a running bond pattern
Image Credit: Belgard Pavers

5C PAVEMENT IN THE BUILDING ZONE AND PUBLIC SPACES

Arlington, VA

TOP
A concrete sidewalk distinguishes the pedestrian-through area from the Landscape Panel and the Building Zone
Image Credit: Google Maps

San Francisco, CA

BOTTOM
Change of paving materials between the sidewalk and the outdoor dining area in the Building Zone helps delineate spaces and uses
Image Credit: Fairfax County

DESIGN PRINCIPLES

Paving materials and patterns in the Building Zone and within public spaces should complement the character of adjacent development and the design of the streetscape. There is significant flexibility for design of these areas because they are located on private property, outside of the VDOT right-of-way.

DESIGN STRATEGIES

A. Building Zone and public spaces should consist of a mix of landscape and hardscape areas.

B. Paving patterns within the Building Zone may be different from those in the sidewalk and in the Amenity Zone, although they should complement both the adjacent building and the other streetscape elements.

C. Changes in paving patterns should be employed to reflect adjacent land uses, delineate different zones, and help define areas by serving as a visual cue to changes in pedestrian traffic patterns. For example, paving patterns can change in front of building entrances or to delineate outdoor seating areas.

D. Pervious paving materials are encouraged to be incorporated within less traversed portions of the Building Zone and public spaces.

5D FURNISHINGS

DESIGN PRINCIPLES

Furnishings include lighting, seating, bus shelters, bollards, planters, and trash and recycling receptacles. In Baileys Crossroads and Seven Corners, furnishings in the public realm should be contemporary, with clean lines, but include some level of detail, color or other interesting features. Furnishing details should have slim proportions that are human-scaled.

Furnishings should be mixed and diverse so that the streetscape can evolve over time without newer elements appearing out of place. The finish and color of furnishings should provide a notable contrast to the pavement, act as visual cues to spaces prioritized for the pedestrian, and establish a distinctive sense of place that emphasizes visual landmarks. While variety in the style of furnishings is encouraged, developments should consider all furnishings and materials together as part of a unified palate that creates a cohesive appearance.

Specifications in the following sub-sections apply to furnishings located within the Amenity Zone and in public spaces. Furnishings that are located in the Building Zone or private open space areas should meet similar minimum performance specifications for size, quality, and durability. All street furnishings should be selected for durability, maintained appropriately, and replaced as warranted.

The incorporation of Smart City technologies within furnishings is encouraged. The use of such technologies can create operational efficiencies, improve sustainability, encourage economic development, and enhance quality of life factors for people living and working in an area. Examples include the incorporation of broadband services into benches, programmable street lighting, smart trash bins that monitor capacity, and transit shelters that provide real-time information. Smart City features are rapidly evolving and therefore suggestions in this chapter are only a starting point.

Philadelphia, PA

TOP
Moveable, colorful seating and tables allow people to customize the furniture layout to suit their needs
Image Credit: Fairfax County

San Francisco, CA

BOTTOM
Seating can be combined with other features such as trees and landscaping and can also serve multiple functions such as providing a buffer between moving vehicles and the sidewalk
Image Credit: BAR Architects

5D.1 STREET LIGHTS

DESIGN PRINCIPLES

Street lighting is a key organizing element that defines the night time visual environment in urban settings. Street lighting includes both roadway and pedestrian lighting. Quality street lighting helps to define the urban character of an area and supports night time activities. Street lighting should be designed not only for vehicular traffic on the roadways, but also for pedestrians to provide a sense of security; help alleviate safety hazards; serve as a wayfinding tool; and, contribute to the overall aesthetics.

Existing street lighting in Baileys Crossroads consists primarily of Cobra Head lights which are scaled and oriented primarily for the roadway, not the pedestrian areas of the streetscape. Portions of Columbia Pike, where streetscape improvements were installed, have traditional-style Acorn street lights, which are scaled for the streetscape. Additionally, the Skyline development has specialized street lighting on its private streets that are 16-foot tall modern, aluminum-finish lights. In Seven Corners, the majority of existing street lights are Cobra Head lights. A small number of redeveloped sites in Seven Corners have incorporated the Acorn street light.

The majority of street lights on state-owned roadways are owned and maintained by Dominion Energy. Dominion Energy offers a variety of Acorn street lights and a limited number of Cobra Head or Shoebox street lights with light emitting diode (LED) fixtures for energy conservation in its pallet of standard offerings.

The Dominion Energy approved traditional-style LED Acorn street light fixture on a fluted black pole is recommended for all streets in Baileys Crossroads and Seven Corners. For Boulevards and other major streets, the Acorn street light should be augmented with a Shoebox street light designed to illuminate the roadway.

DESIGN STRATEGIES

1 COMPREHENSIVE LIGHTING SYSTEM

A. All street lighting, exterior building lighting, and pedestrian-scaled lighting should be considered as part of a comprehensive lighting system. The level and quality of lighting, particularly in the streetscape, should take into account lighting from all sources.

B. For safety, lighting should not result in low-visibility areas. For example, a lighting strategy should be developed for the Multi-Use Trail along Arlington Boulevard where buildings may not directly face the trail.

2 LIGHTING PLACEMENT

A. Street lighting should be located behind the curb in the Landscape Panel and ideally within the Amenity Zones, wherever possible.

B. Spacing of street light poles is dependent on the type of light and the width of the street to be illuminated.

C. Placement of lighting should be coordinated with the landscaping so that conflict among trees, shrubs and the fixtures is avoided.

D. On Boulevards and other major streets where Cobra Head or Shoebox lights illuminate the roadway, pedestrian-scaled lighting should also be provided to illuminate the streetscape.

3 OTHER LIGHTING FEATURES

A. If permitted by the Zoning Ordinance, single or double flags or banners may be added to street light poles.

B. Smart City technology should be included in all light fixtures.

SUGGESTED SPECIFICATIONS: STREET LIGHTS

LED STREETLIGHT FIXTURE: ALL STREETS

- Manufacturer: Philips Hadco; Model: LED Carlyle Acorn, Catalog #C13353B
- 70W, 100W, and 150W HID equivalent fixture
- 3000K Color Temperature, Type III Lighting Pattern
- Internal glass refactor for light control
- Streetlight Pole: Black, 14-foot tall fiberglass fluted pole
- Flag Brackets (if desired and permitted): Black, aluminum brackets, ranging from 4.5 to 30-inches long, manufactured by Shakespeare Composite Structures.

LED STREETLIGHT FIXTURE: BOULEVARDS AND OTHER MAJOR STREETS

- Manufacturer: Acuity; Model: Mongoose LED, decorative shoebox
- 70W, 100W, and 150W HID equivalent fixture
- 3000K Color Temperature, Type III and Type IV Lighting Pattern
- Dark bronze housing (or black, if available)
- Streetlight Pole: Matching dark bronze square pole (or black, if available)

As of the production of this document, Fairfax County and Dominion Energy were having on-going discussions to increase the number of approved street lights (Schedule 150). If the Schedule 150 list is expanded, consideration should be given to amending the suggested street light specifications in this document.

Seven Corners, VA

TOP
Carlyle Acorn street light installed in the streetscape near the Seven Corners interchange
Image Credit: Fairfax County

BOTTOM
Mongoose LED Decorative shoebox
Image Credit: Acuity

5D.2 TRANSIT SHELTERS

DESIGN PRINCIPLES

In Baileys Crossroads, there are a number of older, black painted metal and glass transit shelters. In Seven Corners, most bus stops do not have shelters except for the bus transfer center on Arlington Boulevard adjacent to the Seven Corners Shopping Center. The older transit shelters are no longer recommended and should be phased out over time for the newer transit shelter design that has modern technology and improved features. Additionally, many existing transit stops do not have adequate pedestrian facilities that connect the transit shelter waiting area to sidewalks and trails.

It is anticipated that transit shelters will be installed in Baileys Crossroads and Seven Corners in conjunction with new development or as part of a streetscape or transportation project. New transit shelters should meet specifications set forth by the Fairfax County Department of Transportation, and are subject to its review. The transit shelter specifications provided in these Guidelines should be used to provide consistent transit facilities throughout the two areas.

Baileys Crossroads, VA

RIGHT
Existing transit shelter in Baileys Crossroads; the shelter is located behind the sidewalk because there is insufficient space to locate it within the Landscape Panel
Image Credit: Fairfax County

DESIGN STRATEGIES

1 SHELTER PLACEMENT

A. Transit shelters should be located within the Landscape Panel. As an alternative, if there is insufficient space in the Landscape Panel to locate the transit shelter without it protruding into the sidewalk, the shelter may be integrated into the Building Zone so long as a physically and visually clear pathway between the shelter and curb is provided. This can be accomplished by installing a free-standing transit shelter in the Building Zone or by integrating the shelter into the design of the adjacent building itself through the use of building overhangs or recesses. Transit shelters in the Building Zone may require additional pedestrian signage to adequately identify the facility.

B. On certain streets where the Landscape Panel is not wide enough to accommodate the transit shelter, the sidewalk may be bent around the shelter structure (without sacrificing the width of the sidewalk). In certain limited instances, it may be appropriate to slightly narrow the sidewalk adjacent to the transit shelter in order to fit the shelter within the Landscape Panel, so long as the sidewalk is no less than 5-feet wide.

2 PEDESTRIAN CIRCULATION

A. Transit shelters should be incorporated into the pedestrian circulation plan to ensure that appropriate and direct pathways are provided to the nearest pedestrian facility and lead to building entrances.

DESIGN STRATEGIES (CONTINUED)

3 TRANSIT SHELTER FEATURES

A. Bus stops should be co-located with pedestrian and bicycle amenities such as benches, bicycle parking, shaded areas, wayfinding signage, and trash receptacles. Benches (in addition to the bench located within the transit shelter) should be placed near the shelter if a high volume of transit riders is anticipated at that stop.

B. Transit shelters should be internally lit to provide greater visibility and safety at night, when possible.

C. Transit shelters should incorporate innovative and Smart City technology to provide, for example, up-to-date, real-time rider information. WiFi and other features to enhance rider experience should be included whenever possible.

D. Transit shelters should include sustainable elements including solar power or LED lighting.

SUGGESTED SPECIFICATIONS: TRANSIT SHELTER

Transit Shelter specifications can be found in Volume I, Chapter 2. The preferred option for Baileys Crossroads and Seven Corners is the Euro Shelter by Tolar Manufacturing but as an alternative, the Niagara Shelter may be used if requested by FCDOT.

LEFT
Euro Shelter is the preferred option for Baileys Crossroads and Seven Corners
Image Credit: Tolar Manufacturing

5D.3 SEATING

DESIGN PRINCIPLES

The style of benches and movable seating in Baileys Crossroads and Seven Corners should be contemporary and include details that provide visual interest. Comfort is a key consideration when selecting seating styles. Fixed seating should be provided within the Amenity Zone and in public spaces. Seating should never be installed within the sidewalk.

Movable seating refers to chairs, benches, or lounge chairs that users can move to change orientation or configurations. Movable seating is frequently preferred because users can customize the seating arrangement based on their individual needs. Movable seating is encouraged in public spaces and the Building Zone outside of the right-of-way. While not specified in these Guidelines, the features and style of movable seating should be comfortable, durable, and contribute to the character of the development through the use of vibrant colors and a mix of styles.

RIGHT
FMBF-324 Bench with steel frame and steel slats
Image Credit: Victor Stanley

DESIGN STRATEGIES

1 FIXED SEATING PLACEMENT

A. Seating that is installed in the Amenity Zones should be installed at intervals of no greater than 90 feet. Seating should be installed more frequently on Primary Pedestrian Links.

B. Seating placed within the Amenity Zone should be installed perpendicular to the roadway whenever possible in order to avoid people seated with their backs facing either the sidewalk or the roadway.

2 FIXED SEATING MATERIALS AND STYLE

A. Seating should be constructed of metal or metal and wood. High quality composite wood materials are preferred for durability. Metal should be matte or glossy powder-coated black or a color that is compatible with the adjacent building, so long as it is not white or gray. Wood should be a natural color or stained, not painted.

B. Seating with a backrest is strongly encouraged. Backed seating may be supplemented with additional backless seating.

C. Seating should be horizontal slatted or strap seat style.

D. Seating that is located along an Avenue, Local Street, or the Village Main Street should be similar in material and color in order to promote unity along the corridor, although the style may change to provide an eclectic atmosphere.

Examples of manufacturer and installation recommendations that meet these Design Strategies are listed on the following page. Other manufacturers may be used if the material specifications are consistent with these options.

SUGGESTED SPECIFICATIONS: SEATING

OPTION A: VICTOR STANLEY: FMBF-324 (STEEL FRAME WITH STEEL SLATS) OR FB-324 (STEEL FRAME WITH WOOD SLATS)

- Seating in this product line has slim curved steel legs that are complimented by clean lines. Contoured armrests continue to the front plane of the bench for comfort and ease of use.
- 4-feet, 6-feet, or 8-feet in length. Configuration should be selected based on site conditions and the desired seating arrangement so long as the bench does not impede into the sidewalk.
- Horizontal steel slat or wood slat seating style.
- An intermediate armrest (bolt-on) is optional.
- Finish: Black or Titanium powder-coated metal. Seating surface material is powder-coated metal or 'Ipe' Natural Hardwood.

OPTION B: VICTOR STANLEY: LILY

- Seating features clean lines, natural proportions, and slim profiles, on a steel frame.
- 4-feet or 6-feet in length. Configuration should be selected based on site conditions and the desired seating arrangement so long as the bench does not impede into the sidewalk.
- Horizontal steel slat or wood slat seating style.
- Pointed or curved armrests should be included. An intermediate armrest (bolt-on) is optional.
- Finish: Black or Titanium powder-coated metal. Seating surface material is powder-coated metal or 'Ipe' Natural Hardwood.

LEFT
FB-324 Bench with steel frame and wood slats
Image Credit: Victor Stanley

RIGHT
Lily Bench in Titanium
Image Credit: Victor Stanley

5D.4 TRASH AND RECYCLING RECEPTACLES

DESIGN PRINCIPLES

Trash and recycling receptacles are design elements that should reflect aesthetic as well as functional considerations. Receptacles should be selected from the same or similar design "family" as other site furnishings (benches, bollards, bike racks, etc.) and should be finished or painted to complement other site furnishings. A recycling receptacle should be co-located with a trash receptacle, whenever feasible. Material and paint selection should be durable and graffiti resistant. Trash receptacles should be located near high-activity areas such as retail streets, Primary Pedestrian Links, and near park and plaza spaces. Receptacles should be located with transit stops where riders are anticipated to linger.

Charlotte, NC

RIGHT
Trash receptacle integrated in the Building Zone near an entrance
Image Credit: Landscape Forms

DESIGN STRATEGIES

1 RECEPTACLE PLACEMENT

A. A co-located trash and recycling receptacle should be provided approximately every 90 feet along commercial streets in the Building Zone or the Amenity Zone.

B. Trash and recycling receptacles should be provided near intersection corners, but outside of the clear zone, and near transit gathering spaces.

2 RECEPTACLE MATERIALS AND STYLE

A. Receptacles should be constructed of durable, high-quality materials such as galvanized steel, cast aluminum or a combination of wood and metal.

B. Materials should be powder-coated black or match colors of other furnishings. Recycling receptacles may be powder-coated blue to distinguish them from the adjacent trash receptacle.

3 RECEPTACLE FEATURES

A. Trash and recycling receptacles are encouraged to include Smart City technologies, such as those with signal relay and capacity alerts, especially for large, multi-building developments. These features inform maintenance staff when receptacles are approaching capacity or need service.

Examples of manufacturer and installation recommendations that meet these design strategies are listed on the following page. Other manufacturers may be used if the material specifications are consistent with these options.

SUGGESTED SPECIFICATIONS: TRASH AND RECYCLING RECEPTACLES

OPTION A: LANDSCAPE FORMS, CONCORD COLLECTION, POE RECEPTACLE

- The Concord Collection of site furnishings is described as providing a modern-traditional design style that helps create a sense of place.
- Side-door opening style. Recycling litter signage is available with standard wording options.
- 34 gallon capacity
- Receptacle should be surface-mounted to the ground
- Finish: Black, Matte Black, Obsidian, or Titanium powder-coated metal

OPTION B: LANDSCAPE FORMS, FGP COLLECTION

- The FGP collection compliments other contemporary-styled furnishings with its organically-shaped frame and linear wood slats.
- Top lid hinged opening style.
- 17 gallon capacity
- Receptacle should be surface-mounted to the ground
- Finish: Black, Matte black, Obsidian, or Titanium powder-coated metal with 'Ipe' Natural Hardwood

LEFT
Poe Receptacle in matte black
Image Credit: Landscape Forms

RIGHT
FGP Litter Receptacle, note this photo does not reflect the finishes described in the suggested specifications
Image Credit: Landscape Forms

5D.5 BOLLARDS AND PLANTERS

DESIGN PRINCIPLES

Free-standing planters and bollards introduce plant materials and decorative elements that can complement the public realm as part of the overall design. They also help to enhance pedestrian and bicycle safety when located between the sidewalk and the roadway, where they can serve as a vertical barrier to stop off-course vehicles from entering the pedestrian space or as a visual element that increases pedestrian comfort. They can be used to separate vehicular and pedestrian circulation, particularly in areas where the two may cross, such as mid-block driveway entrances or adjacent to curbless street zones. Planters or bollards that function as buffers are especially beneficial when located along pedestrian Primary Pedestrian Links, at intersections where pedestrians are expected to wait, along higher speed roadways, and in areas where street trees cannot be located. Finally, they can serve to reduce the scale of large streets or developments by adding pedestrian-scaled elements to the streetscape.

The architectural character of a development can be extended into the streetscape using planters that are constructed of materials, colors and styles similar to the adjacent building and/or street furnishings. While not specified in these Guidelines, the features and style of planters should be durable and contribute to the character of the development through the use of vibrant colors and a mix of styles.

Fairfax, VA

RIGHT
Planters located between the sidewalk and the roadway to buffer pedestrians from moving vehicles
Image Credit: GoogleEarth

DESIGN STRATEGIES

1 BOLLARD AND PLANTER PLACEMENT

A. Bollards that are used to emphasize the separation between pedestrian and vehicular or bicycle traffic should be located at the edge of the curb in the Landscape Panel. If a 2-foot pedestrian refuge is designed adjacent to on-street parking, bollards should be located behind the refuge area in the Landscape Panel. Bollards should not be placed in open soil tree wells. Bollards are strongly encouraged to be placed between the sidewalk and the curb when street trees cannot be provided, such as on bridge overpasses or underpasses.

B. Planters should be placed to highlight entrances or define outdoor areas, but should not block pedestrian circulation or vehicular sight lines; for example, a series of planters could be used to separate an outdoor dining area from sidewalk traffic.

2 BOLLARD AND PLANTER MATERIALS AND STYLE

A. Bollards should be constructed of metal that is finished in matte or glossy powder-coated black, or of a color compatible with the adjacent building's trim or other street furnishings.

B. Free-standing planters should complement the architecture of the adjacent building or street furnishings. Large pots, hanging baskets and window boxes are examples of planters that may be appropriate. Planters made of plastic should not be used.

3 OTHER BOLLARD AND PLANTER FEATURES

A. Lighting can be incorporated within the bollard structure.

B. Irrigation systems for planters should be used where feasible because plant materials installed in free-standing planters tend to dry out more quickly than those installed in the ground.

DESIGN STRATEGIES (CONTINUED)

4 PLANTINGS

A. Appropriate planting materials for planters include perennials, ornamental grasses, small evergreen trees, and/or small shrubs. Annuals and other high maintenance landscape materials should be installed only when consistent, routine maintenance is anticipated. Trees and larger shrubs are not appropriate for planters.

B. Four-season plantings should be considered so that planters have an attractive appearance all year long, particularly during the fall and winter. Install evergreen plantings or remove the planters during unseasonable weather.

SUGGESTED SPECIFICATIONS

OPTION A: LANDSCAPE FORMS METRO 40 STOP

– Metro 40 Stop bollards aid in traffic control, separate pedestrian and vehicular traffic, and/or function as wayfinding fixtures. This bollard is a mix of aluminum (the outer sleeve), and stainless steel (the inner post); with a variety of mounting options including removable posts for security and access purposes. LED lights can be incorporated at the top of the post for improved wayfinding.

– Finish: Powder-coat finish on sleeve in black or a color that is complementary to the adjacent building finishes, with a post in standard matte black.

OPTION B: RELIANCE FOUNDRY R-7530-AL

– This bollard is lightweight aluminum, ideal for removable applications. The narrow body features decorative fluting and a spherical top, ideal for fitting into tight locations.

– Finish: Powder-coat finish in black or a color that is complementary to the adjacent furnishings.

LEFT
Metro 40 Stop bollard used to define the edge of the streetscape when street trees cannot be provided
Image Credit: Landscape Forms

RIGHT
R-7530-AL Bollard along the edge of a street
Image Credit: Reliance Foundry

5E
PUBLIC ART

Philadelphia, PA

TOP
Public art and seating feature at a gateway intersection entering the Avenue of the Arts
Image Credit: Fairfax County

Silver Spring, MD

BOTTOM
Playful features such as this interactive water fountain can integrate art into a project's design
Image Credit: Montgomery County

DESIGN PRINCIPLES

The integration of the arts into everyday life is a key element in building a sense of place in Baileys Crossroads and Seven Corners. Public art builds place identity, creates visual landmarks, and increases pride in the community. Public art may be used as a way of enhancing or personalizing otherwise impersonal spaces; as a means to activate civic dialogue; or, to provide a vehicle for the community to express its identity. From memorials and historical monuments to contemporary installations and performance events, the possibilities are numerous.

Baileys Crossroads and Seven Corners have a rich history that is encouraged to be commemorated through public art such as statues, sculptures, plaques and other monuments. During the Civil War, Baileys Crossroads was selected for a large troop review by President Abraham Lincoln and was the scene of many firefights. The name "Baileys Crossroads" originates from the Bailey family who first farmed the area and subsequently used it as a winter home for traveling circus animals. The Payne family is another prominent, long time landowner. A windmill located at the intersection of Columbia Pike and Leesburg Pike commemorates the farming history in the area.

Fort Buffalo in Seven Corners is the site of one of the major hill-top defensive works built by Union engineers during the Civil War to protect approaches to the District of Columbia. There is also a District of Columbia Boundary Stone located in Seven Corners. A pocket park is planned to be located in the vicinity of the Boundary Stone and public art and informative plaques are encouraged to be incorporated at this site to memorialize this important location. Refer to section 2C.2 in these Guidelines for more information on the location of the boundary stone Pocket Park.

DESIGN STRATEGIES

1 COMMUNITY ENGAGEMENT

A. The local community should be involved in the location, design, and selection of artwork so that it reflects community goals and character. Property owners should work with local community groups such as the Baileys Crossroads Seven Corners Revitalization Corporation (BC7RC) and organizations, such as Arts Fairfax, when determining the appropriate type of public art to be erected.

2 DESIGN CONSIDERATIONS

A. Opportunities to express local identity through functional and ornamental design elements should be identified. Art that is incorporated into functional elements in the public realm, such as mosaics in an interactive spray park, provide dual benefits to the community and are encouraged wherever feasible.

B. Public art should be provided at a variety of scales, to be experienced by both pedestrians and drivers, where possible.

C. If a development is proposed at or near a historic site, such as the District of Columbia Boundary Stone, projects should address the significance of the location through public art and a narrative describing the site's history.

D. If public art is to be permanent, maintenance and durability should be considered, particularly if the art will be exposed to the elements.

SUGGESTED SPECIFICATIONS

– None. Public art designs should be determined on a case-by-case basis.

Palm Desert, CA

TOP
Temporary, and seasonal art can be a destination that draws people to an area
Image Credit: Brendel Signature

Montreal, Canada

BOTTOM
Mural provides a colorful backdrop to the neighboring park space
Image Credit: Fairfax County

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