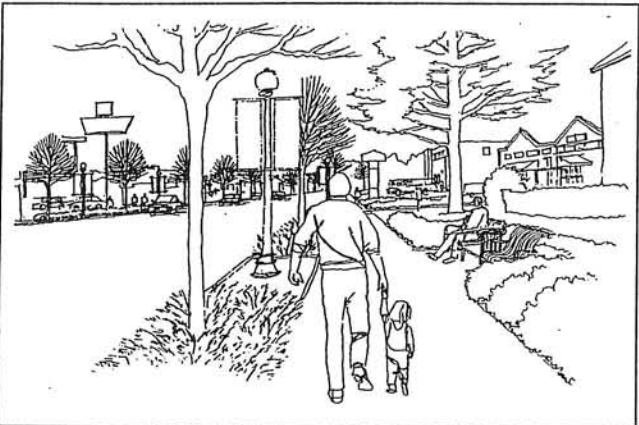
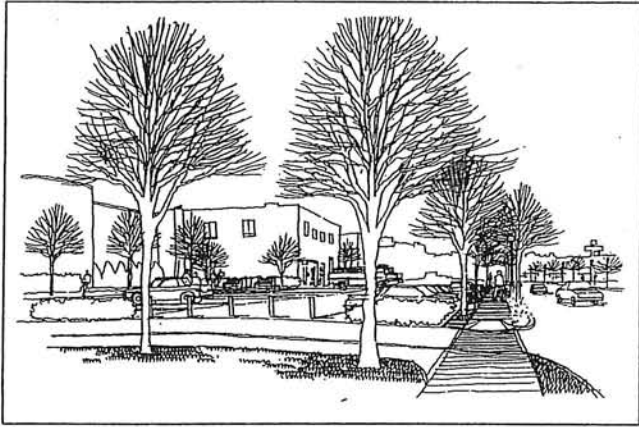


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Introduction

In the fall of 1988, the voters of Fairfax County approved a bond referendum that placed the citizens squarely behind the concept of revitalization as a means to improve older commercial areas of the County. The referendum provided the first phase of funding for improvements in Annandale.

Since that time the County and citizen representatives have worked diligently to guide the preparation of plans to improve the pedestrian environment along Columbia Pike in the center of Annandale. The County and interested citizens have provided input on a variety of proposed concepts.

That input has culminated in the concept illustrated in this document. The plan includes the placement of utilities underground along the corridor, sidewalk enhancements, improved lighting, public signage and the development of a central core area that provides an opportunity to gather for community events. This concept will set the standard for future improvements throughout the business district.

The goals of the design for the corridor are as follows:

- To enhance urban design and environmental quality;
- To enhance and upgrade pedestrian and vehicular circulation; and
- To enhance cultural and public facilities.

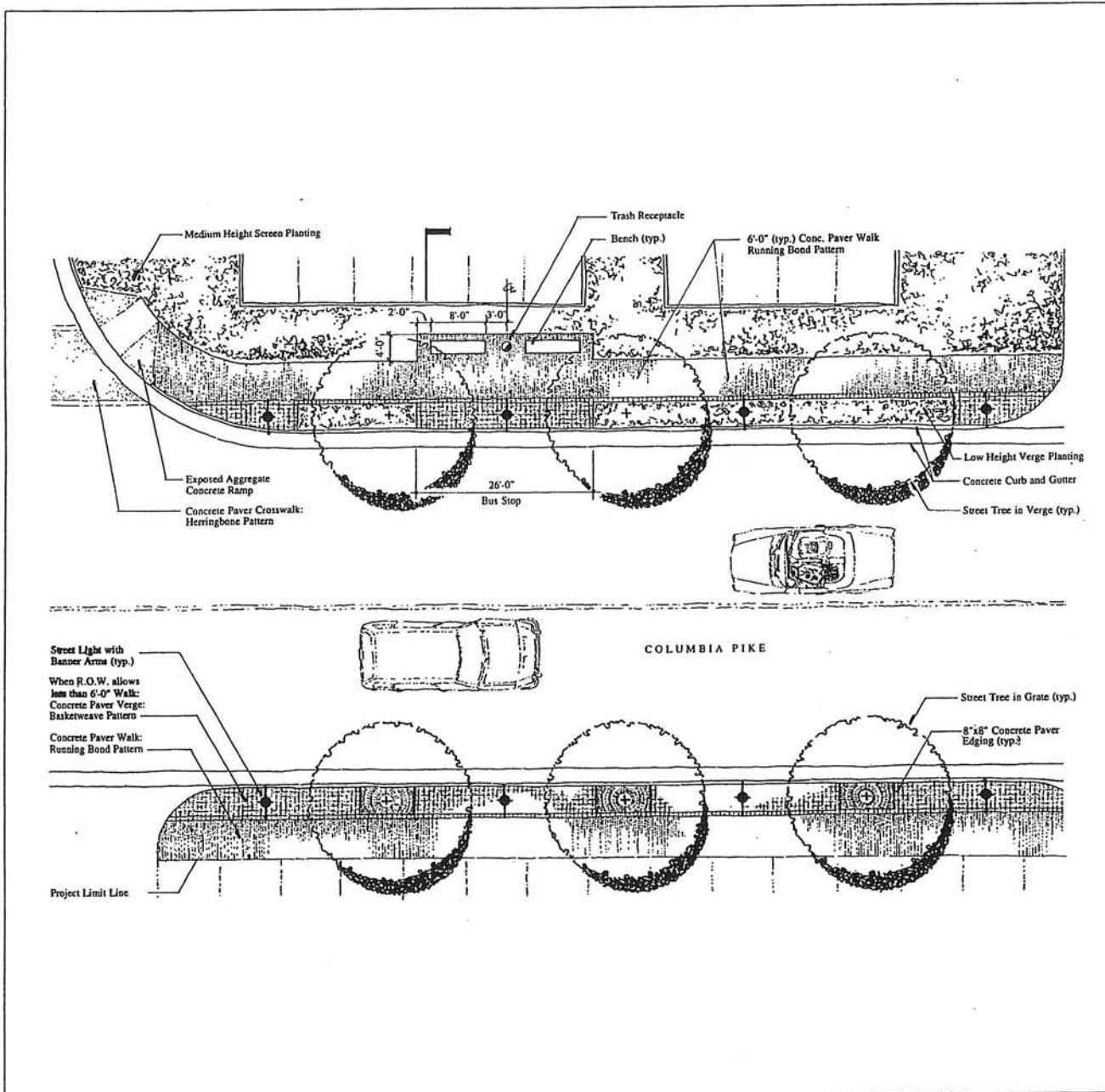
The concept illustrated in this document represents a merging of the desires of the residents and business community of Annandale. It introduces plantings, lighting and other pedestrian amenities within a limited space while still maintaining the integrity of the businesses along the corridor.

The Concept Plan

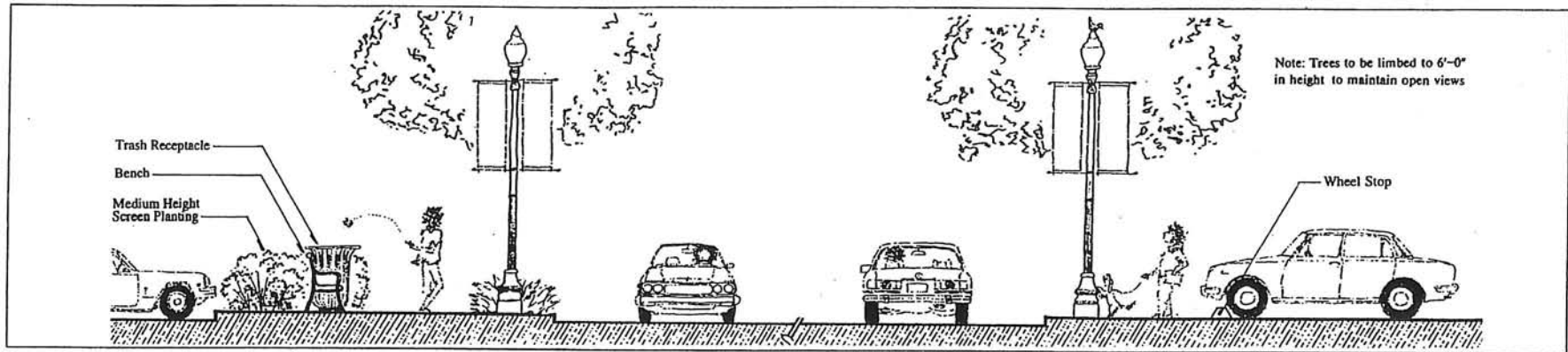
The Plan Area

The plan area extends along Columbia Pike connecting Little River Turnpike with Gallows Road. The corridor is 3,200 feet in length and is four lanes wide, the exception being a two-lane section between Little River Turnpike and Backlick Road, which is one-way westbound. At approximately the midpoint of the corridor there are properties that are in public and quasi-public ownership. These areas are considered opportunity areas along the corridor.

Over time the Columbia Pike corridor, like so many similar older commercial areas, has developed one parcel at a time. The result has been cluttered signage, unorganized parking areas, little inter-parcel access, excessive curb cuts, deteriorated public sidewalks, uncoordinated facades, insufficient lighting, and a lack of plantings in parking lots or along sidewalks. The streetscape concept is an attempt to begin to unify and enhance the visual image of the corridor to increase business sales as well as provide a pleasant shopping environment. While this concept is not intended to correct all of the existing conditions, it will contribute a meaningful first step toward reaching the goals established for the corridor.



Typical streetscape in plan view



Cross section of typical streetscape design

The Concept

Two types of pedestrian areas have been proposed along Columbia Pike. The first type is a linear pedestrian corridor that parallels the vehicular corridor, providing a safe, attractive and comfortable pedestrian environment on each side of the street. Pedestrian gathering areas—places in which to pause, meet a friend or gather for a community event—comprise the second type of pedestrian experience along the corridor.

The concept has been developed from a community vision that was interpreted and formalized in a vision statement. The vision statement expresses the desires of the community for the improvement of Columbia Pike and provides the framework for the development of the concept.

Where possible, the concept proposes a ten-foot-wide pedestrian area that incorporates a four-foot-wide planted verge, containing trees, low shrubs, and lighting, which buffers a six-foot-wide sidewalk from the busy street.

Where space allows, the concept provides additional planting beyond the ten-foot basic streetscape.

Backbone of the Concept

Several elements, taken together, form the backbone of the concept: street trees, street lights, sidewalks and the planted verge, or border. Together they form a ten-foot-wide zone for the pedestrian along the length of a busy transportation corridor.

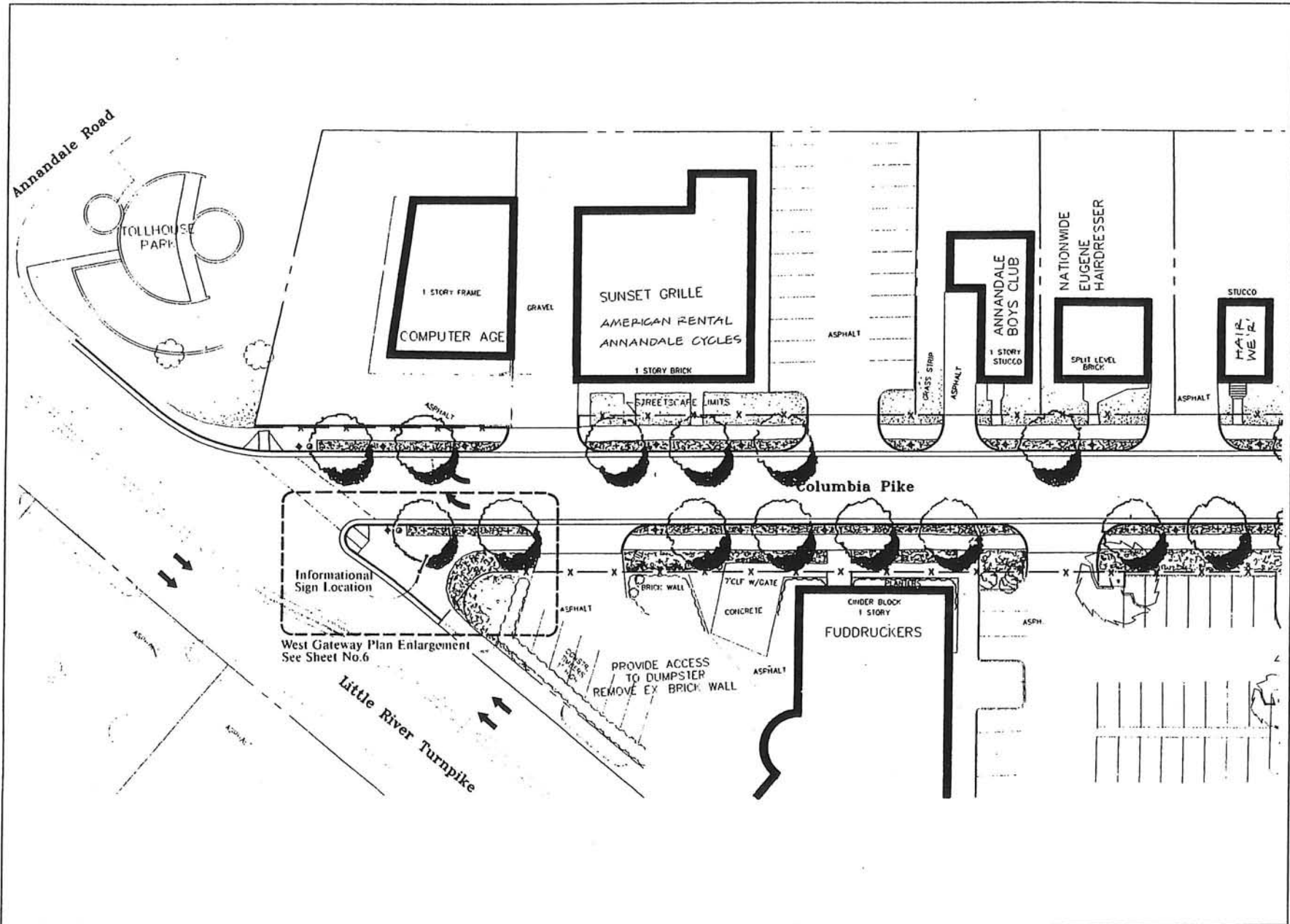
Among the strongest and most visible elements of this backbone are the street trees, which are placed along the entire length of the corridor. They are a principal element that provides a strong visual and unifying edge to the streetscape. The selected tree is Zelkova, a tall-growing tree with an upward arching elm-like crown that will, in time, create a feeling of canopy over the roadway. Zelkova has been used successfully in similar urban settings.

Street lights illuminate both the sidewalk and the roadway. The selected light is traditional in design and spaced at regular intervals, providing a strong and repetitive rhythm along the corridor. The light is currently in use in Tollhouse Park and has been selected for the intersection improvement project along Annandale Center Drive.

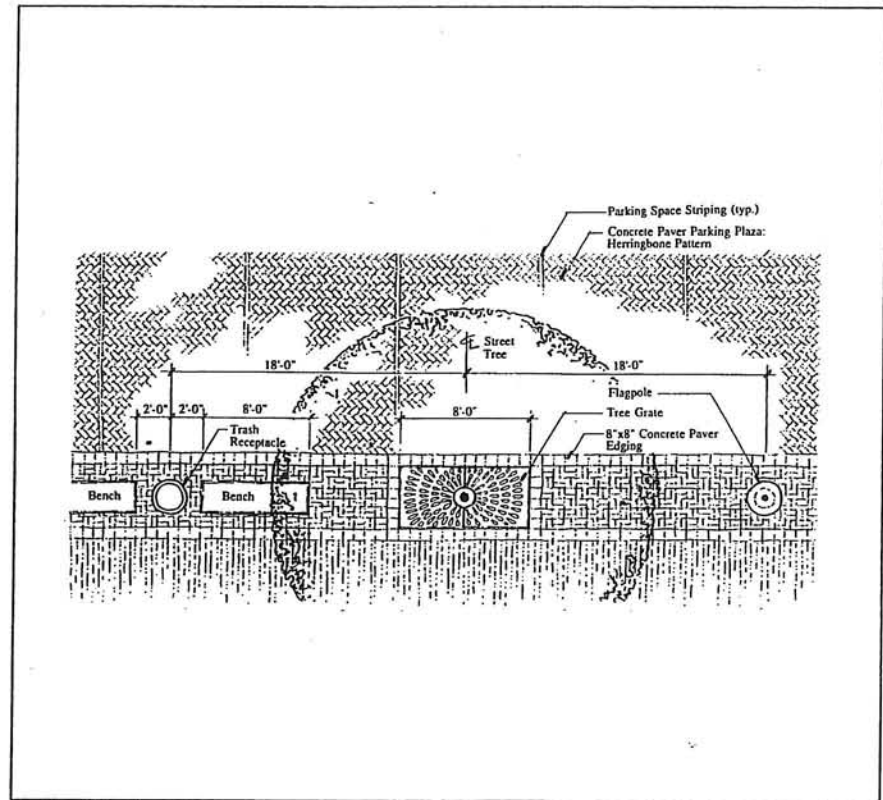
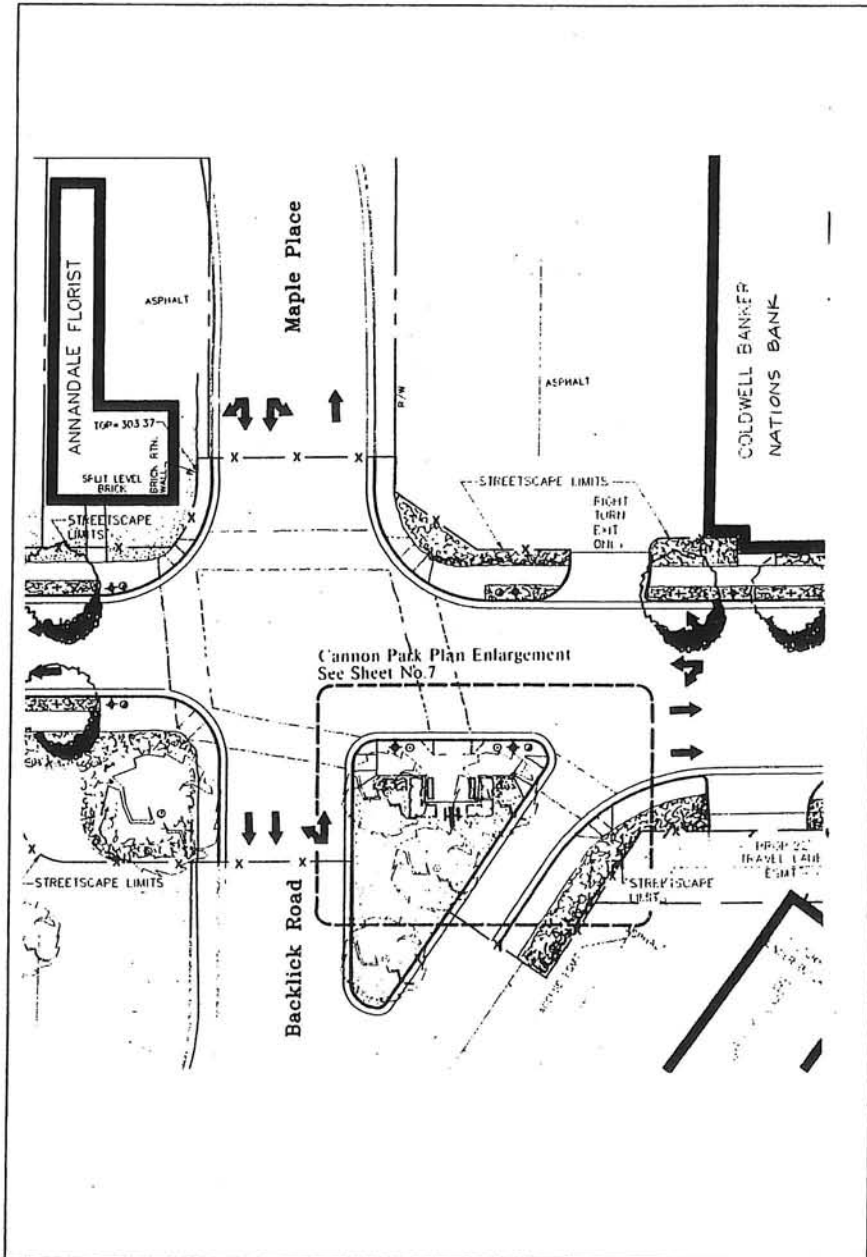
The sidewalk provides a uniform six-foot-wide ground plane of brick-colored concrete pavers interrupted only for commercial entrances along the corridor. The interlocking pavers are strong, very durable and provide a safe and attractive walking surface. The color selected is a blend of similar hues that offers subtle variations in color.

Separating pedestrians from vehicles is a four-foot-wide planted verge that contains street trees, street lights and low plantings. It is this introduction of a green swath along either side of the roadway that mitigates the visual impact of the asphalt, now so prevalent along the corridor.

COLUMBIA PIKE STREETScape PLAN



Streetscape Plan for Columbia Pike from Little River Turnpike to Coldwell Banker/Jiffy Lube



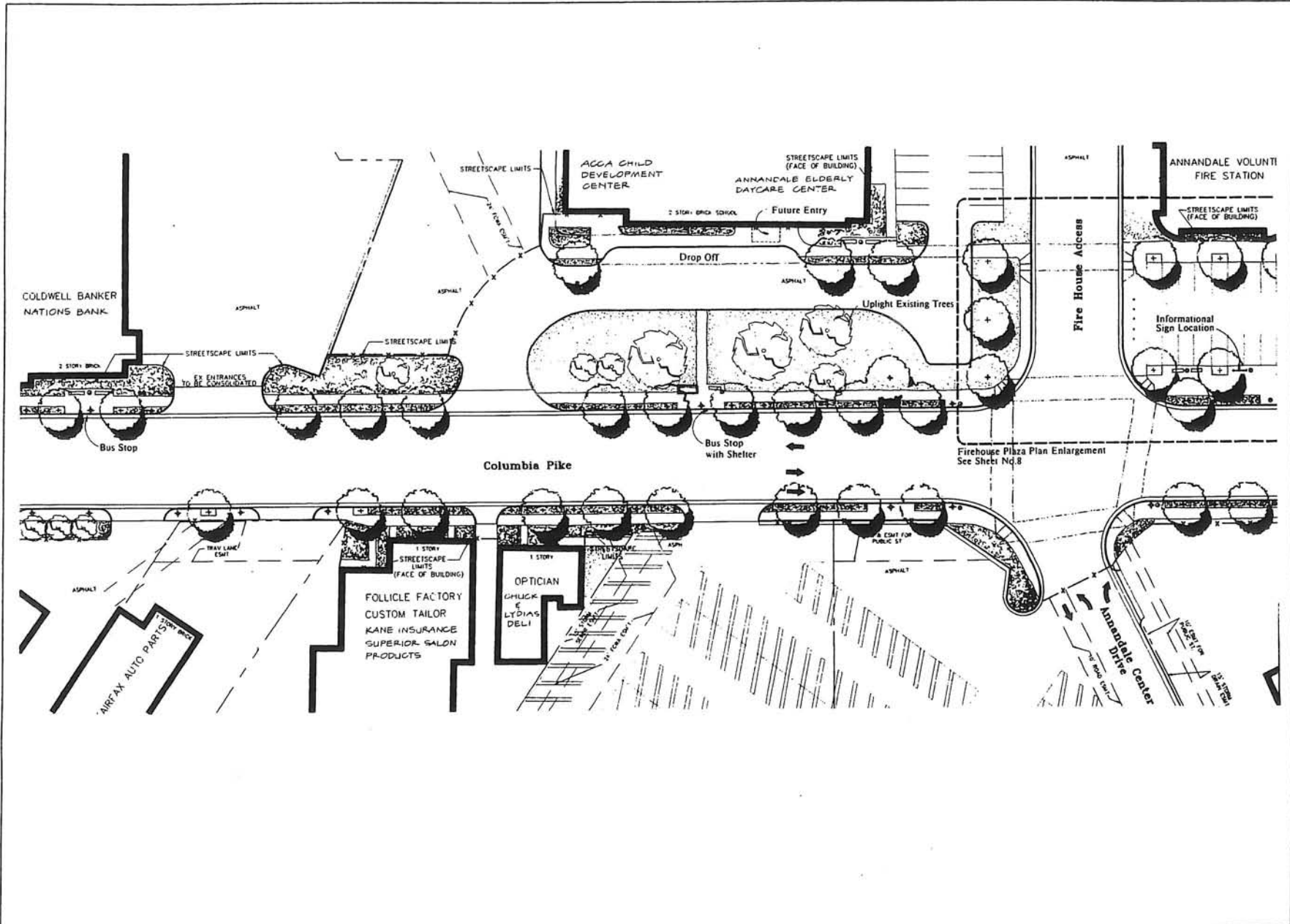
Paving detail

Key to Symbols

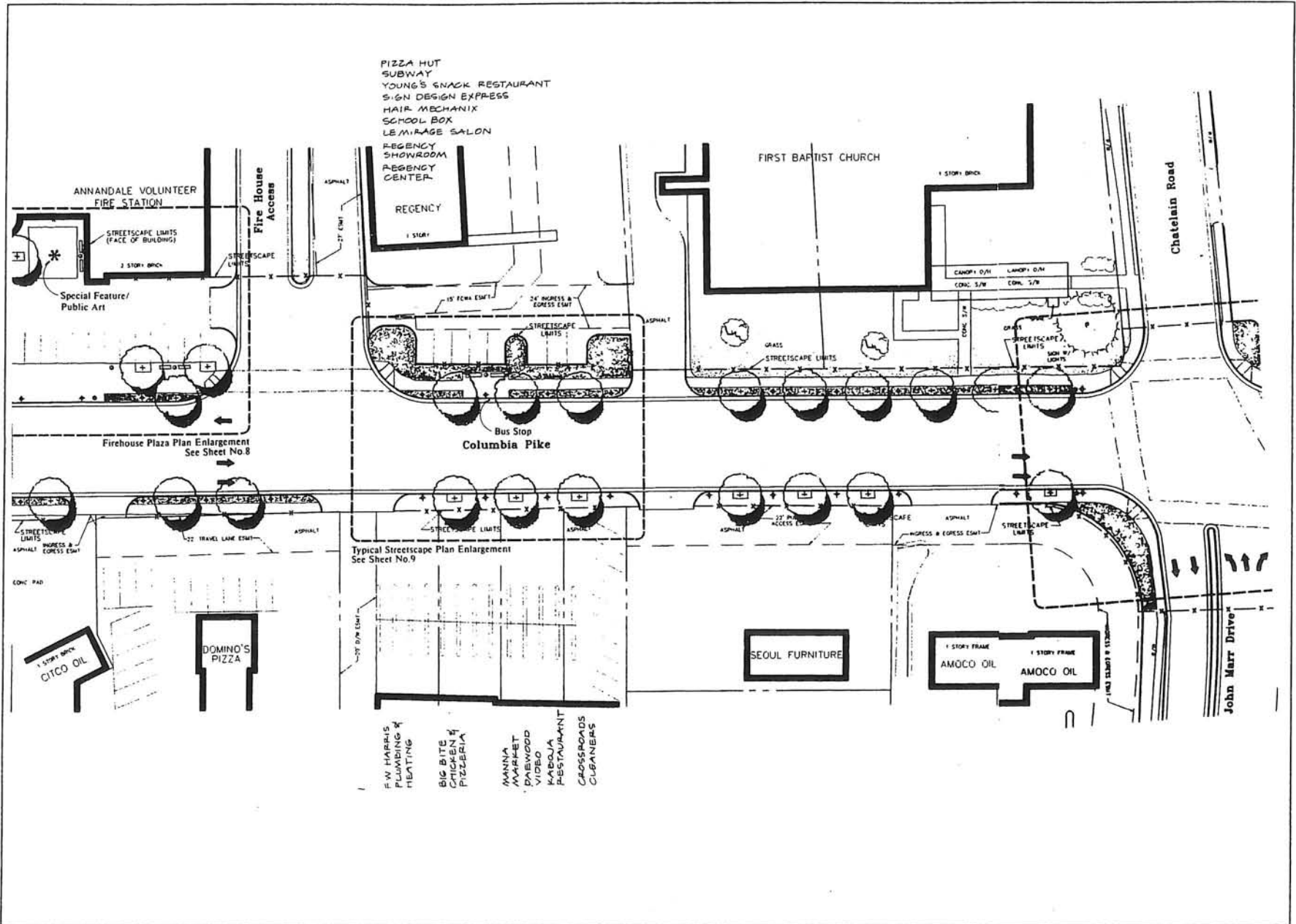
	Street Light		Project Limit Line
	Flag pole		Street Tree
	Trash Receptacle		Street Tree in Grate
	Bollard		Existing Tree
	Bench		Shrubs and Perennials
	Bus Shelter		Lawn

Legend for Streetscape Plans

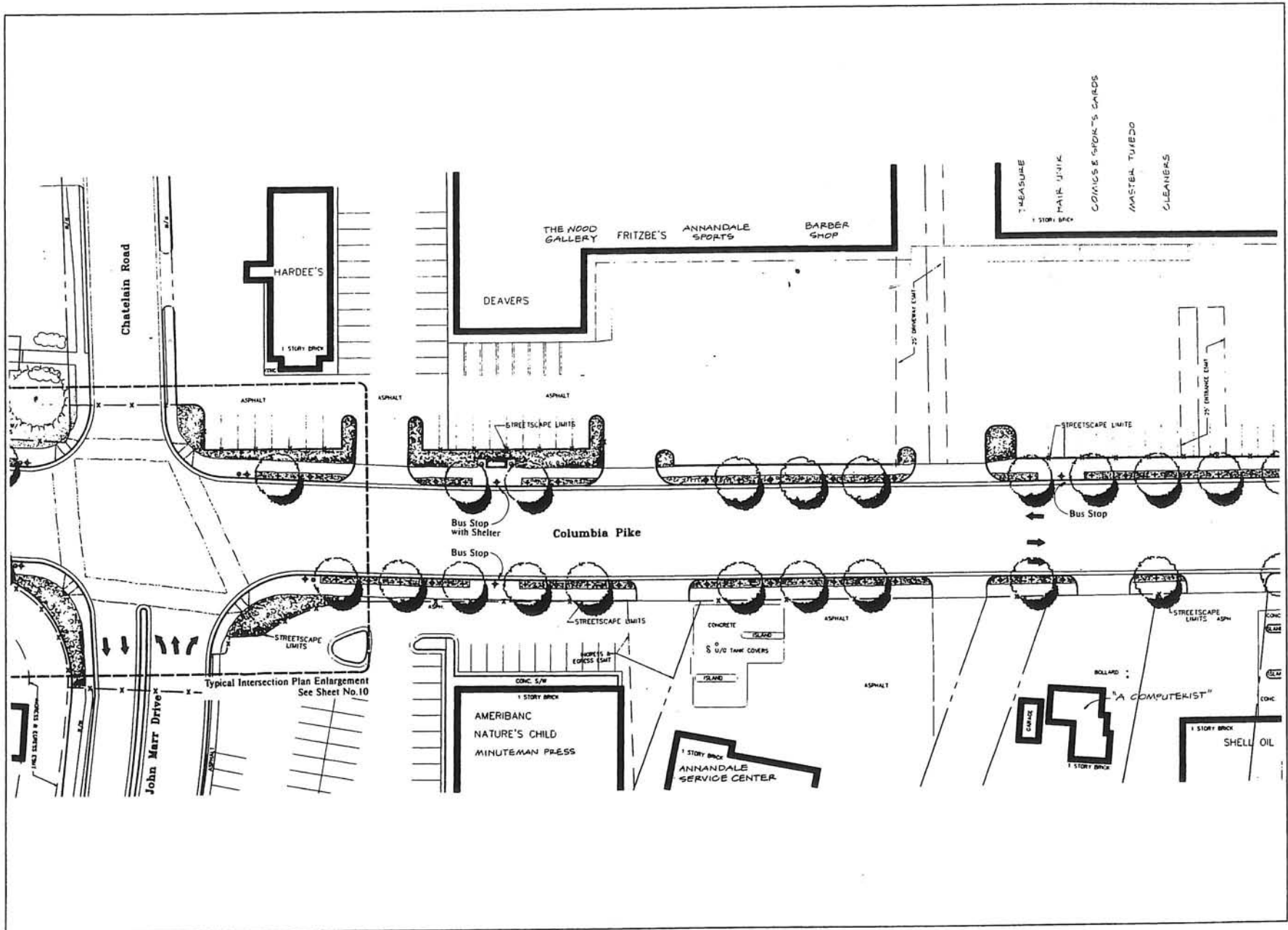
COLUMBIA PIKE STREETSCAPE PLAN



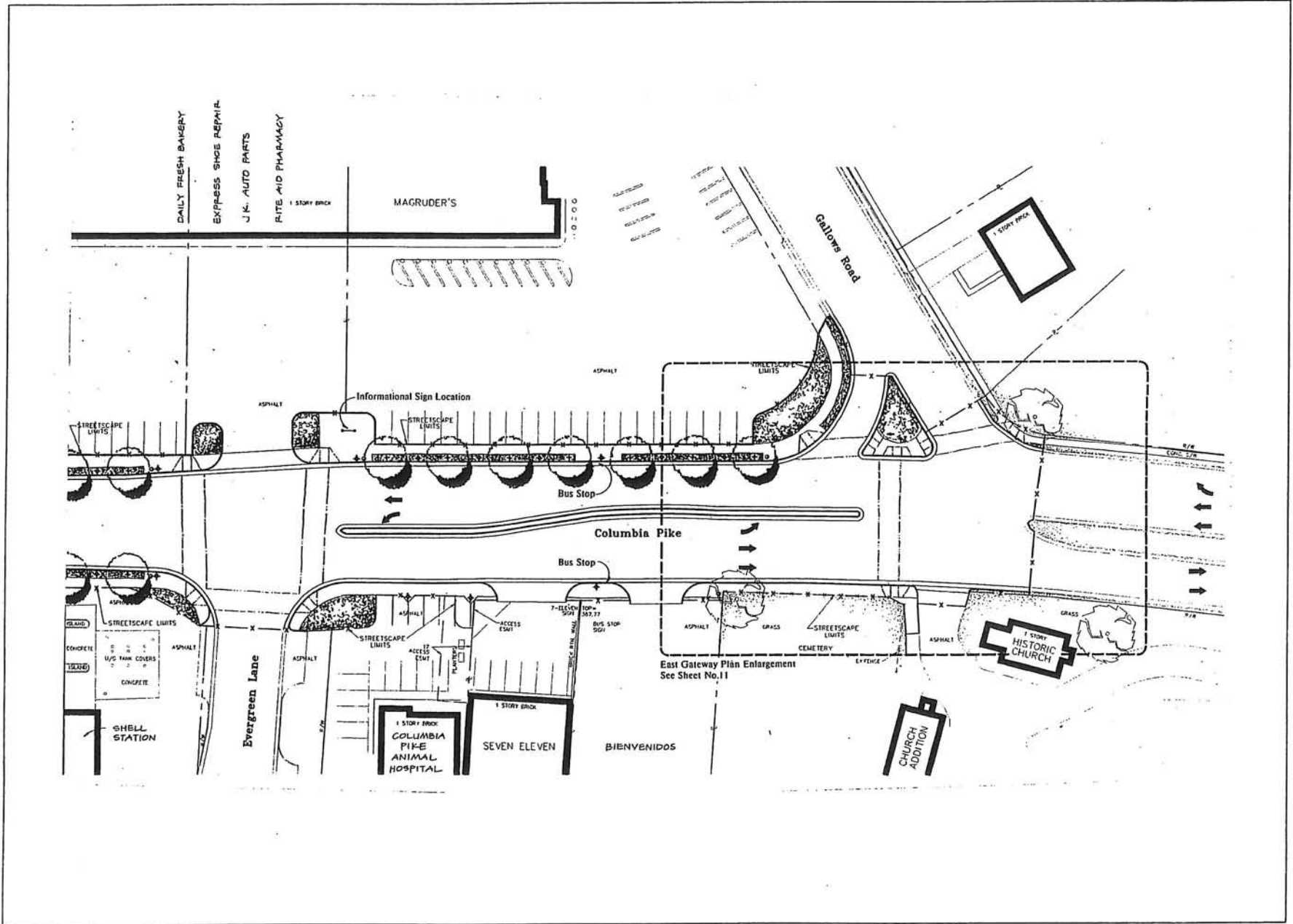
Streetscape Plan for Columbia Pike from Coldwell Banker/Fairfax Auto Parts to Chatelain Road



COLUMBIA PIKE STREETSCAPE PLAN



Streetscape Plan for Columbia Pike from Chatelain Road to Gallows Road



Opportunity Areas

Although the narrow public right-of-way along the entire length of the corridor limits the ultimate width of the streetscape, there are four locations that have fewer constraints and are considered opportunity areas. One of these is already developed as a park, one functions as a visual amenity for passing motorists, and two offer opportunities to create spaces for people to gather, meet friends or sit quietly. The locations are:

- Tollhouse Park
- Cannon Park
- The Annandale Christian Community for Action Center (ACCA) Lawn
- Fire Hall Plaza

Tollhouse Park

Tollhouse Park is already developed and lies at the western terminus of the Columbia Pike corridor, where Columbia Pike meets Little River Turnpike.

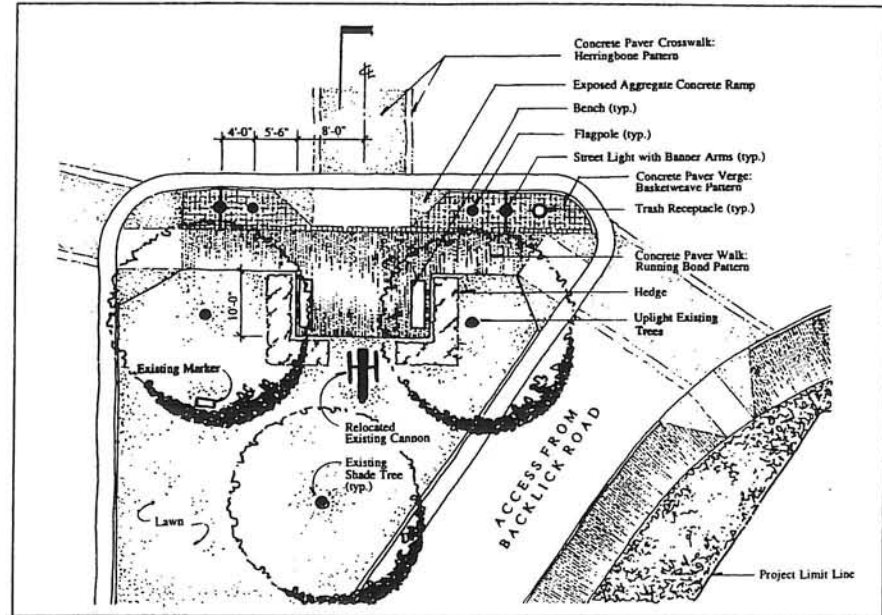
Cannon Park

There are several elements already present in Cannon Park: the cannon, a marker, mature trees and a flagpole. This concept organizes these elements, and provides a small plaza, benches and hedge to increase the pedestrian's enjoy-

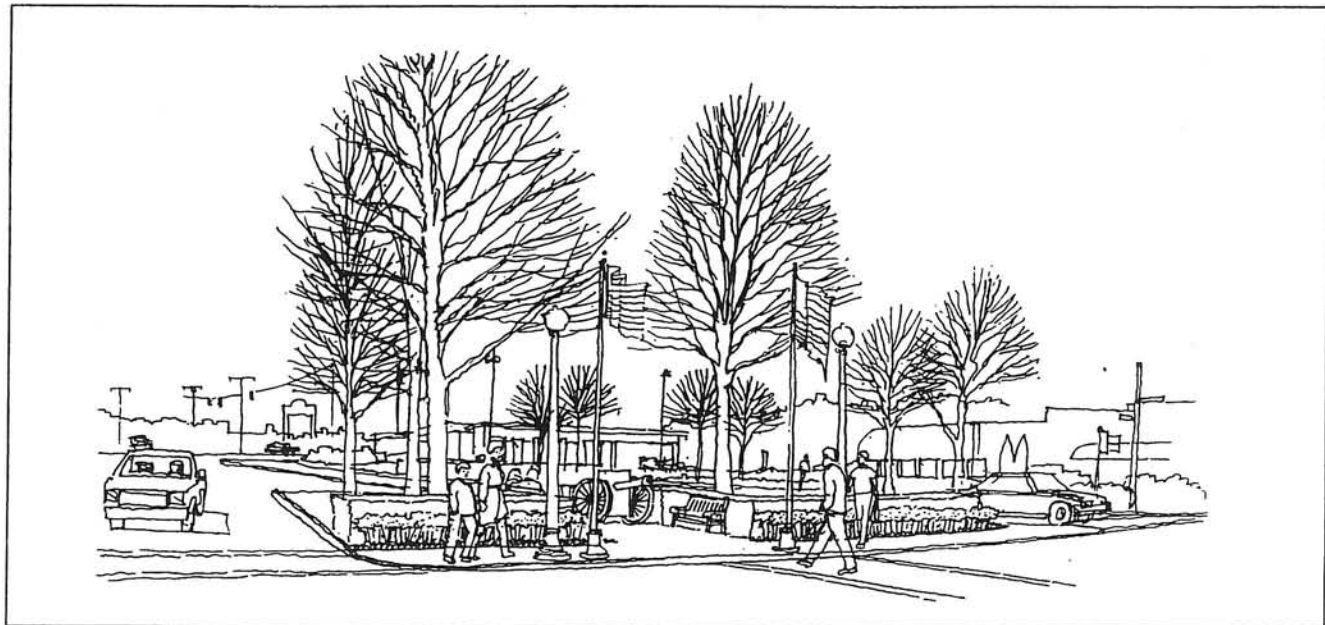
ment of this space by creating a place to pause and sit.

The ACCA Lawn

The ACCA site provides a public lawn, or green, along the corridor, which will be enhanced with benches and the addition of plant material.



Plan of Cannon Park



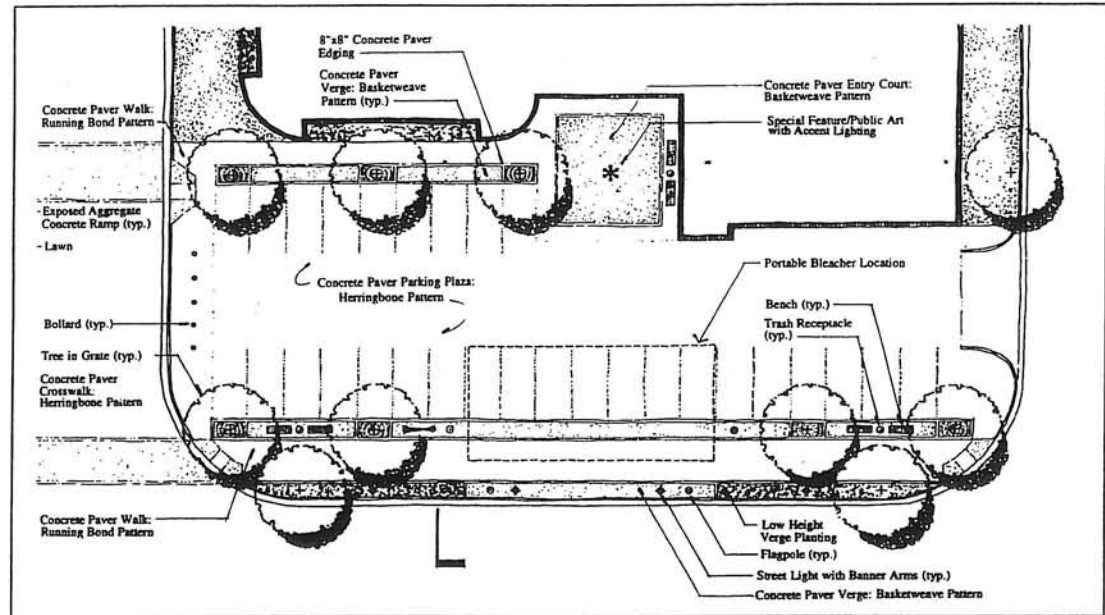
Perspective sketch of Cannon Park

Fire Hall Plaza

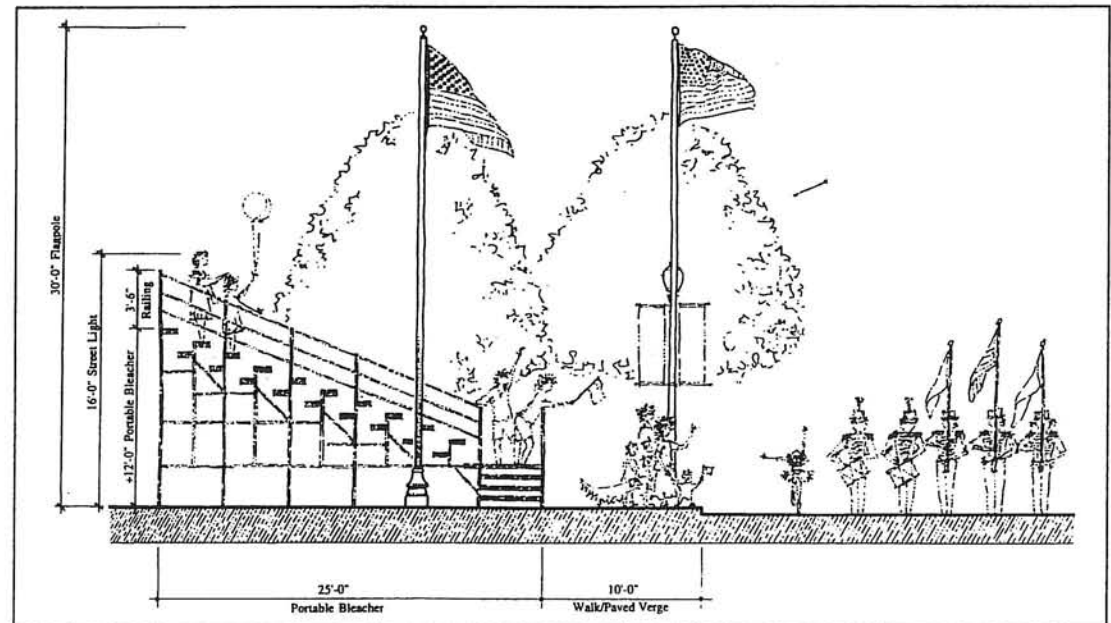
The front of the existing fire station offers an opportunity for a civic space when the Volunteers build their new facility to the rear of the current fire house. A paved surface is proposed in the front of the existing station that would function as a parking lot when needed to support the activities inside the building, and at other times could be transformed into a civic plaza for farmers markets, sidewalk art shows and other community events.

Parking Impacts of the Design

In projects of this type in older commercial areas, parking often becomes a major issue when businesses suffer parking losses. This concept absorbs all of the parking losses, accommodates parking for each lot, and for nine properties, the number of parking spaces proposed has actually increased above the numbers currently in use on those properties. In some instances there is even sufficient space to provide landscaping in parking lots where it is currently lacking.



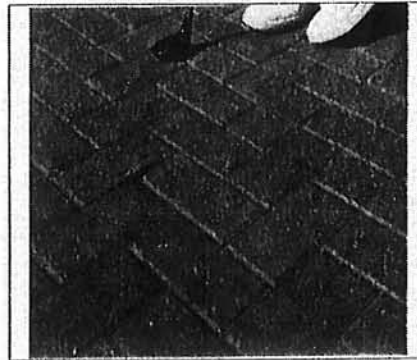
Plan of Fire Hall Plaza



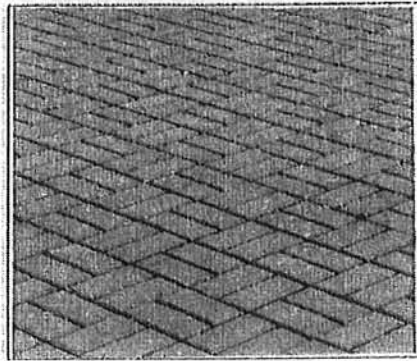
Section of Fire Hall Plaza

Streetscape Elements

The street furniture and other elements utilized in the streetscape are shown on the following pages. Although specific products and company names are shown, they are used for descriptive purposes only. Their selection was based on style, durability and cost. Any item similar in style and durability as good or better than the product specified may be substituted during the final design and construction phases.



Herringbone paving pattern



Basket weave paving pattern



Running bond paving pattern

Handicapped Accessibility

The entire streetscape plan is designed for handicapped accessibility in accordance with Americans with Disabilities Act (ADA) regulations.

Pedestrian Walks and Paving

The recommended pavement surface is interlocking concrete pavers. The pavers are similar to bricks in size, shape and color. The pavers are laid in a variety of patterns, depending on the location, but typically for the six-foot sidewalk area they are laid in a running bond pattern perpendicular to the curb. In the crosswalks and in Fire Hall Plaza, the pavers are shown in a herringbone pattern. In places where the verge is paved rather than planted, a basketweave pattern is utilized.

Special Vehicular Pavement Surfaces

All commercial drive entrances will use poured concrete.

Crosswalks are very important safety features for pedestrians in an environment dominated by vehicles. Crosswalks in the design are a minimum of twelve feet wide, constructed of the same concrete pavers as the sidewalks, but with an added flush band of concrete on either side of the pavers. The use of pavers alerts motorists to pedestrian areas so that pedestrians cross easily and conveniently in the designated areas.

Street Lights

The plan provides street lights that, in addition to providing sufficient light to safely light the road, are an important aesthetic component of the streetscape.

The selected light fixture is a traditional acorn-style light that stands sixteen feet high on a fluted pole. Light will be directed both onto the street and onto the sidewalk. The lights are spaced approximately every thirty five feet along the corridor to provide sufficient light to meet safety standards for the roadway.

Planting Materials

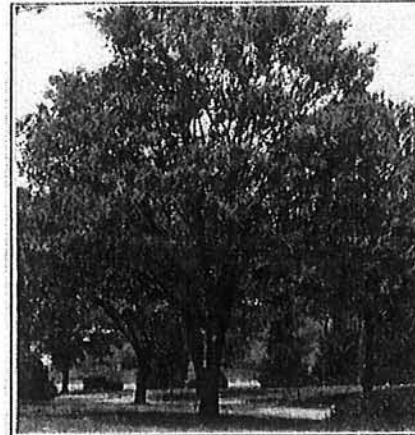
The recommended plant list for the sidewalk area consists of three types of material: Street trees, low shrubs for the planted verge, and higher shrubs for the space available outside of the ten-foot sidewalk corridor.

The recommended street tree is Zelkova, a tall-growing tree with an upward arching canopy which will provide the pedestrian with a strong sense of separation from the roadway. The regular spacing of the trees provides rhythm to the corridor.

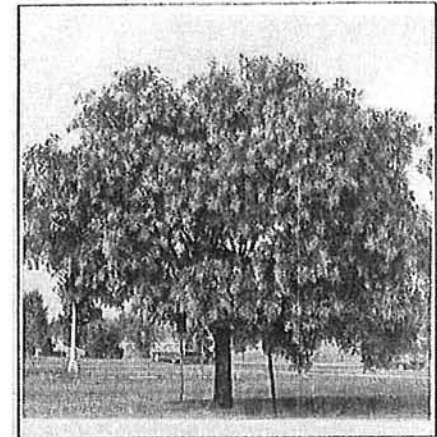
Particular care was taken to select a hardy street tree and one that can be trimmed to allow business facades and commercial signs to be visible from the passing vehicles.

The recommended list of trees and shrubs follows:

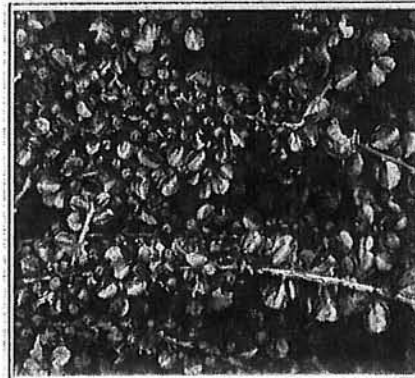
Botanical Name	Common Name
Street trees	
Quercus phellos	Willow Oak
Sophora japonica	Japanese Scholar Tree
Zelkova serrata	Japanese Zelkova
Verge Planting	
Cotoneaster dammeri 'Skogsholm'	Bearberry Cotoneaster
Hypericum calycinum	Aaron's Beard
Juniperus horizontalis 'Plumosa'	Andorra Juniper
Liriope muscari 'Variegata'	Variegated Lily-Turf
Sasa veitchii	Kuma Bamboo
Screen Planting	
Abelia 'Edward Goucher'	Edward Goucher Glossy Abelia
Forsythia x intermedia	Forsythia
Kerria japonica	Kerria
Rosa rugosa	Rugosa Rose



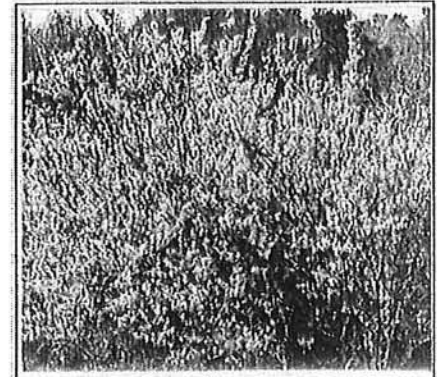
Typical street tree - Japanese Zelkova



Alternative street tree - Japanese Scholar Tree



Typical verge planting- Bearberry Cotoneaster



Typical screen planting- Forsythia

Street Furnishings

Street furnishings were selected to compliment each other. The recommended bench is the Renaissance bench, a durable yet stylish metal bench that is contemporary in material yet traditional in style. The litter receptacle, bollard, and bicycle rack were each selected to coordinate with the bench in color, material and style. The list of products follows:

Bench	Columbia Cascade Timberform Renaissance Series #28068
Litter Receptacle	Columbia Cascade Timberform Renaissance Series #2811 FY-P
Bollard	VISCO #V1 BO 14
Bicycle Rack	Columbia Cascade Super Cyclers #21758
Flag Pole	PLP Composite Tech #PLP 301
Bus Shelter	Columbia Equipment Company #7002
Light Pole	VISCO #V1-BOS-1
Tree Grate	Neenah Foundry #R8804-1

Litter receptacles are proposed for installation in conjunction with benches, usually at bus stops and at intersections. Bollards are proposed to delineate pedestrian zones from vehicular zones, particularly at Fire Hall Plaza. Additional complementary elements, such as planters, drinking fountains and the like may be selected during future phases, should they be appropriate.

Banners

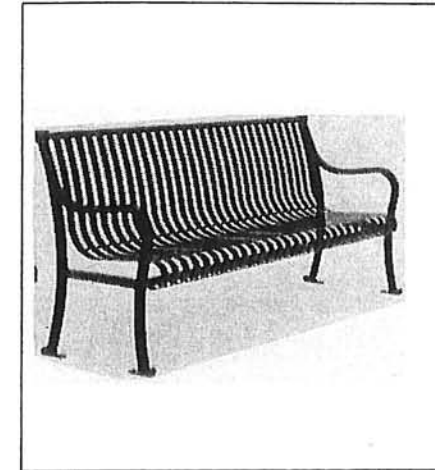
Banners, which lend a sense of celebration to the corridor, are proposed and would be attached to the light poles.

Bus Shelters

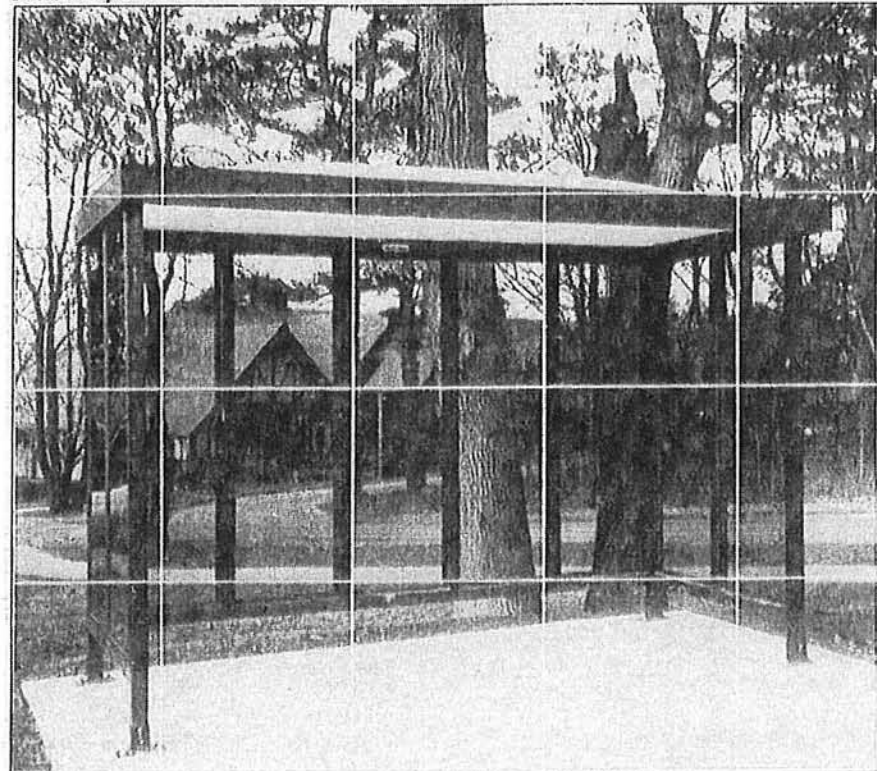
Although bus shelters will probably not be utilized at all bus stop locations because of limited space, when utilized, they will be the Washington Metro Area Transit Authority (WMATA) shelter and, if possible, feature the Annandale logo or the word "Annandale" etched onto the panels.



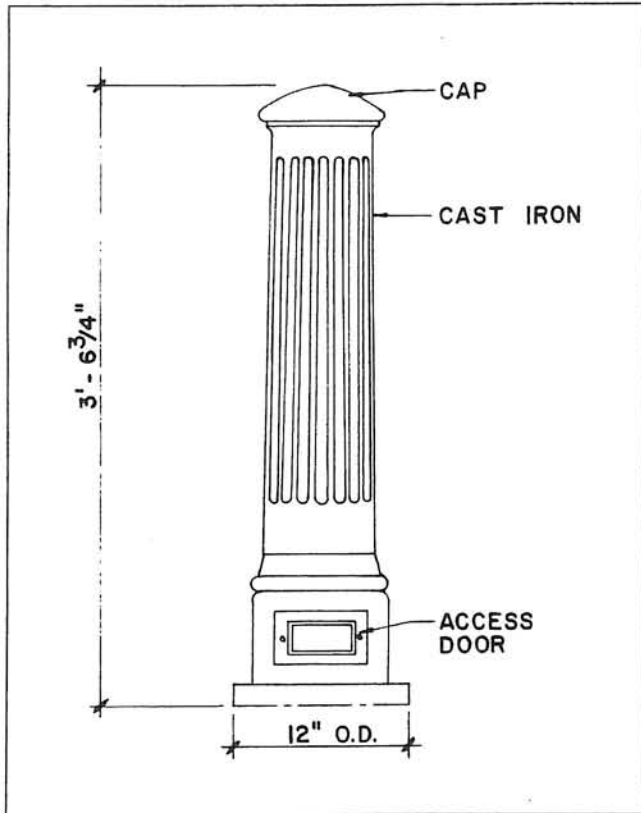
Trash receptacle



Bench



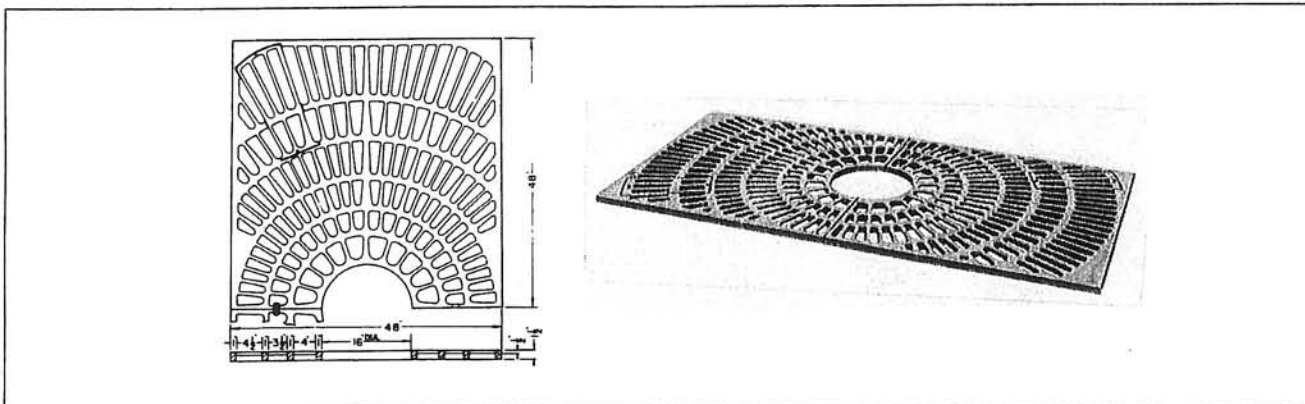
Bus shelter



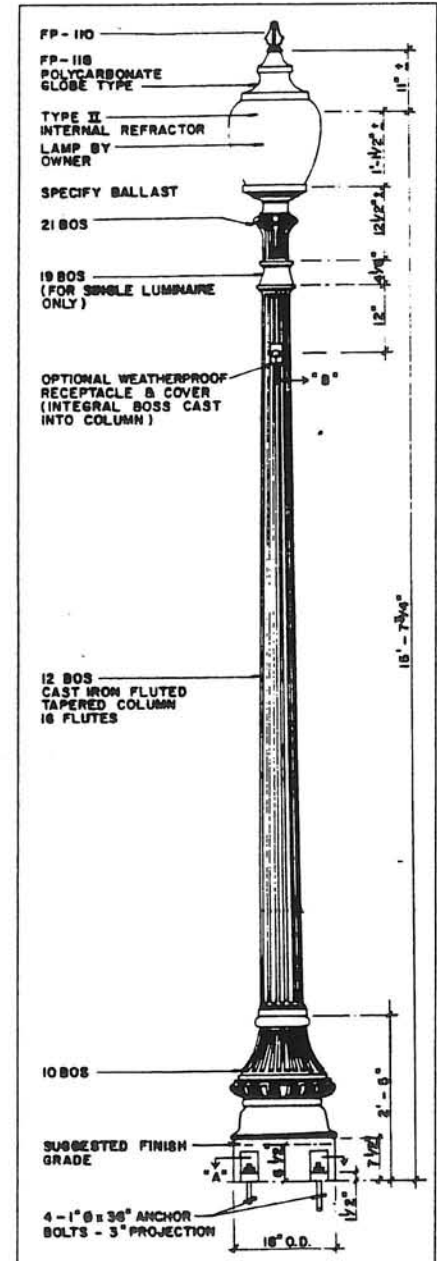
Bollard



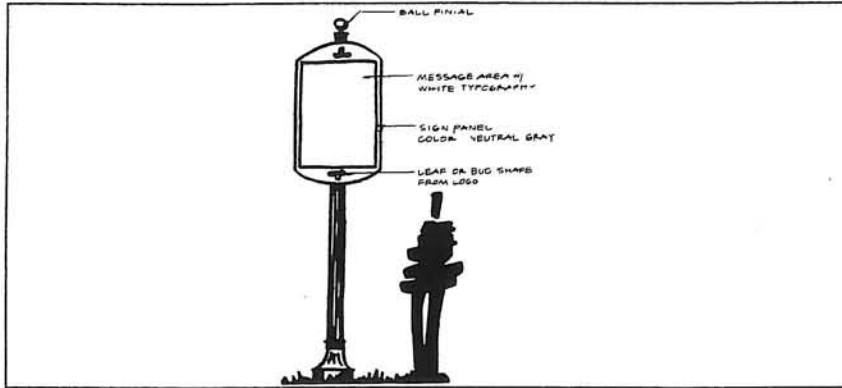
Bicycle rack



Tree grate



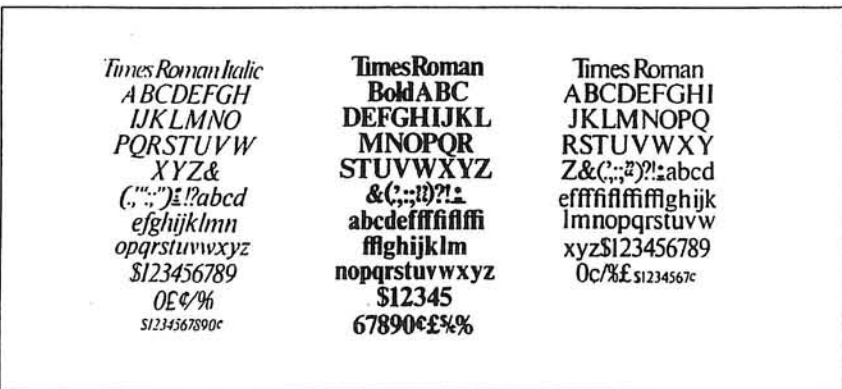
Street light



Typical signage guidelines



Signage logo



Signage typography

Public Signage

Improvements are also planned for public signs along the corridor, and the existing Annandale Village Center identification signs have been used as the model. The proposed signs will be easily seen, read and understood, and their numbers kept to a minimum. They will be orderly and thoughtfully placed and relate to, but not interfere with, street furnishings and pedestrian movement. Whenever possible, the signs will be combined on a common carrier panel to keep the number of poles to a minimum and eliminate clutter.

The proposed signs include the consistent use of shape, color and typography to provide a sense of unity, reinforce the desired image, and coordinate with the selected street furnishings. The use of a distinctive shape for the sign panel relates well to the existing Annandale Village Center identification sign and the sign panels are attached to decorative fluted poles similar to the pedestrian light poles.

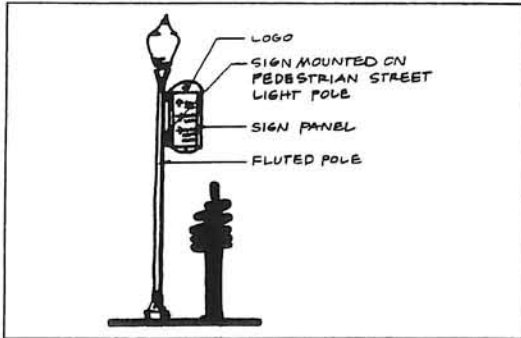
The proposed sign colors include a dark federal blue for poles, a soft neutral gray for sign panels, a cranberry for accent striping on pole bases and sign panels, and metallic gold for the round ball finials at the top of poles.

The existing Annandale tree logo is easily recognized and recommended for use on

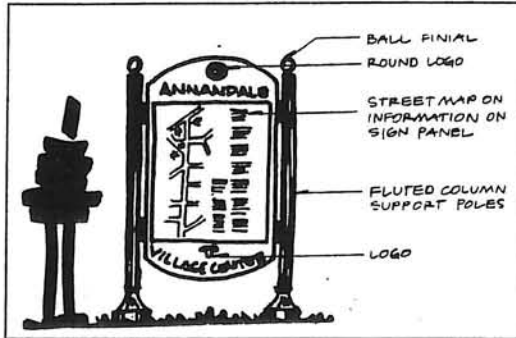
all signs whenever appropriate. A smaller, round version of the tree, without the accompanying lettering is recommended for use on public facility identification signs and most pedestrian-oriented signs throughout the Village Center. A small detail of the logo, a cluster of three leaves, is recommended for use as an accent detail on most vehicular-oriented signs. The leaf detail is reminiscent of the logo and allows the sign message to be easily and quickly read.

Different types of signs are proposed: identification signs are proposed for public facilities, points-of-interest, street names, and bus stops; vehicular and pedestrian wayfinding signs are proposed to help orient Village Center visitors and residents to their destinations quickly and directly; regulatory signs are proposed to smooth the flow of traffic through the Village Center; and specialty signs, such as banners mounted on light poles and flags, are proposed to add color, excitement and periodic change to the Village Center as they are changed seasonally or for special events.

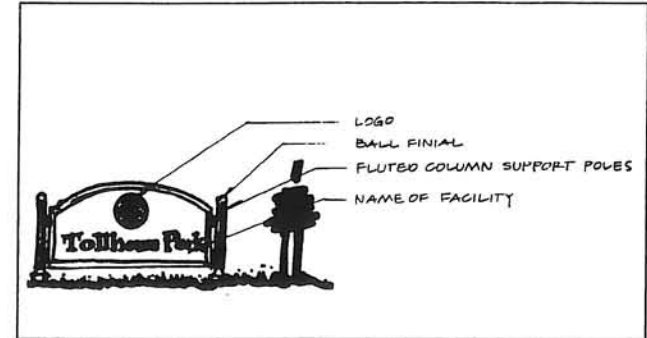
Private signs identify stores, shops and businesses in the Village Center. Although not part of these guidelines, they should not be overlooked. They express the individuality of the business and contribute to the overall theme and image of the Village Center.



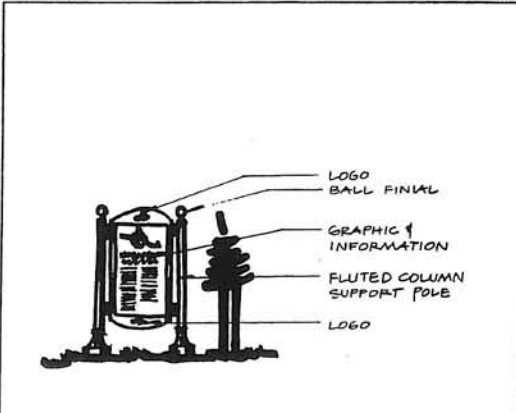
Typical pedestrian wayfinding sign



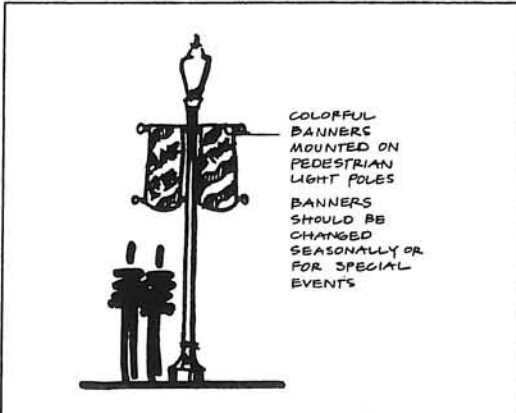
Informational sign



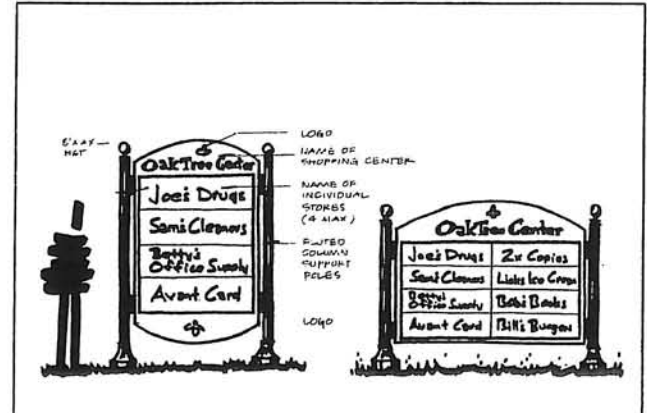
Point of interest identification sign



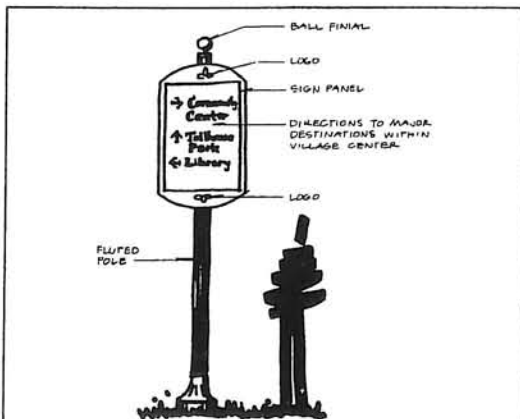
Historic interpretation sign



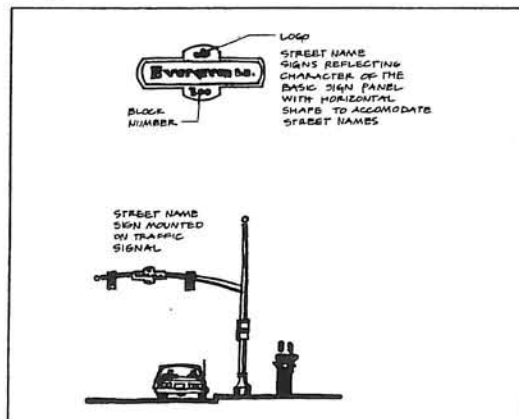
Light pole banners



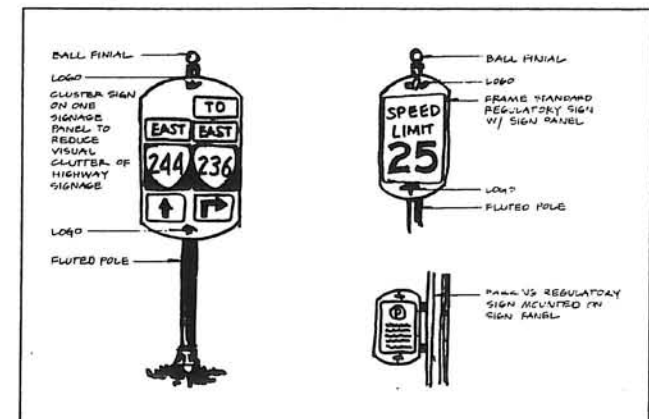
Private signs



Typical vehicular wayfinding sign



Street name signs



Vehicular oriented and regulatory signs

Implementation and Costs

This document highlights the principal elements in the streetscape plan, but this is only part of the picture. The Commercial Revitalization Program was established to demonstrate the County's commitment to the economic health of older commercial areas, thereby encouraging reinvestment and attracting new investment. The total cost for the Columbia Pike Improvements exceeds the amount currently authorized for the project. Over the coming months, options will be evaluated so that as much of the streetscape as possible can be installed without losing the integrity of the design presented herein.

Cost estimates shown are the best available information at the time of publication of this document, but are subject to change as the design becomes more detailed in future design phases.

Cost Estimate Section of Columbia Pike	Cost Estimate
Little River Turnpike to Backlick Road (both sides of street)	\$330,568
Backlick Road to Annandale Center Drive (both sides of street)	\$507,380
Annandale Center Drive to John Marr Drive (both sides of street)	\$451,340
John Marr Drive to Evergreen Lane (south side of street only)	\$186,645
Evergreen Lane to Gallows Road (south side of street only)	\$85,387
John Marr Drive to Gallows Road (north side of street only)	\$387,981
Day Care Entry / Fire Hall Plaza	\$338,100
SUB-TOTAL	\$2,287,401
Mast Arm Signal Upgrade	\$600,000
Undergrounding Electric Power	\$4,150,000
Undergrounding TV Cable	\$180,000
Undergrounding Telephone	\$561,750
TOTAL	\$7,779,151

Cost Estimate Notes

*Costs include the following elements:
Demolition, curb & gutter, asphalt patch, concrete paving, precast concrete paving with base, concrete aprons, site furnishings, street lights, banners, landscaping, irrigation system.*