



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 contains 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

3B Site Design in Seven Corners

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.



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

Madison, WI

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

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

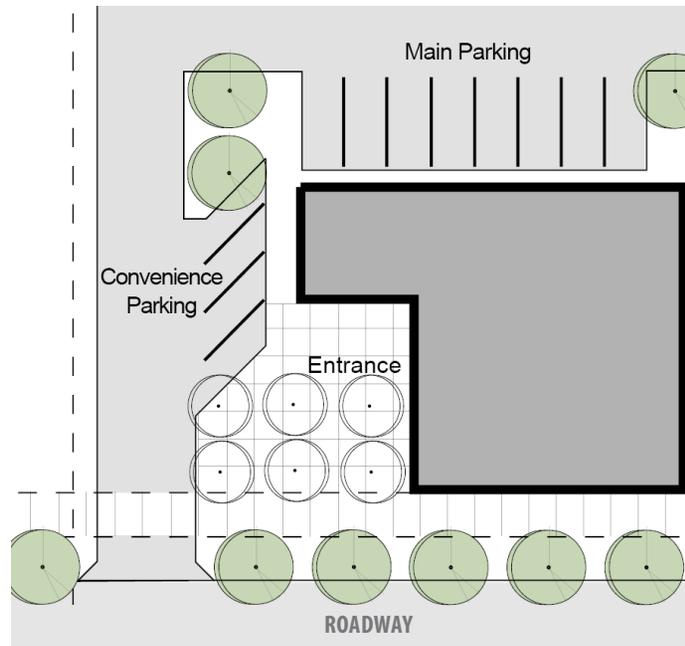


Seattle, Washington

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

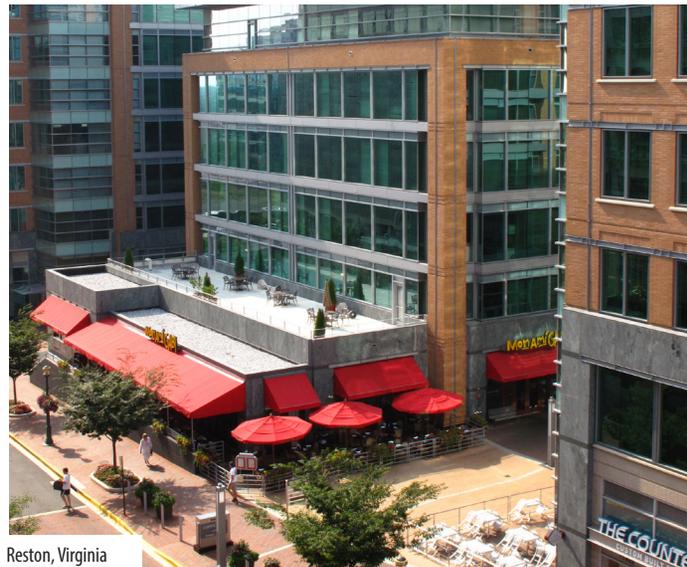
SITE DESIGN IN SEVEN CORNERS

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.



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

Reston, Virginia

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

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



Naples, FL

BOTTOM

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



N Street, Lincoln, NE

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