



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

- 5A Streetscape Concept
- 5B Paving in the Sidewalk and Amenity Zones
- 5C Paving in the Building Zone and Public Spaces
- 5D Furnishings
  - 5D.1 Street Lights
  - 5D.2 Transit Shelters
  - 5D.3 Seating
  - 5D.4 Trash and Recycling Receptacles
  - 5D.5 Bollards and Planters
- 5E Public Art

**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



Cleveland, OH

**BOTTOM**

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



Liverpool, England

**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.

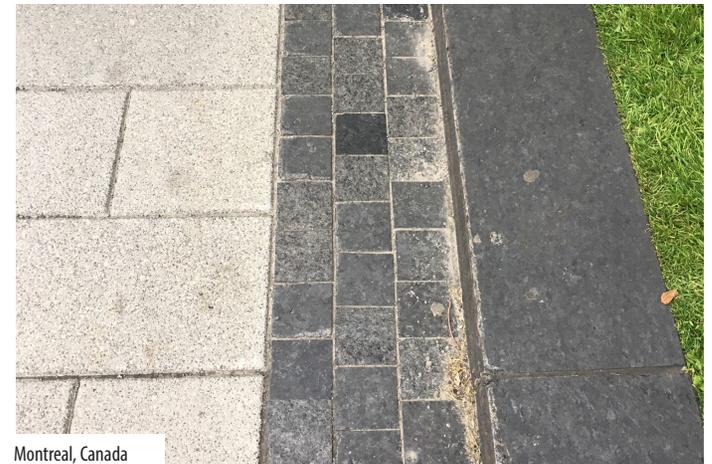
Poured concrete is the recommended material for sidewalks. Poured concrete is less expensive than brick or other pavers and requires less maintenance. The surface of poured concrete is generally smoother than most types of pavers and therefore can provide greater pedestrian accessibility. Using poured 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



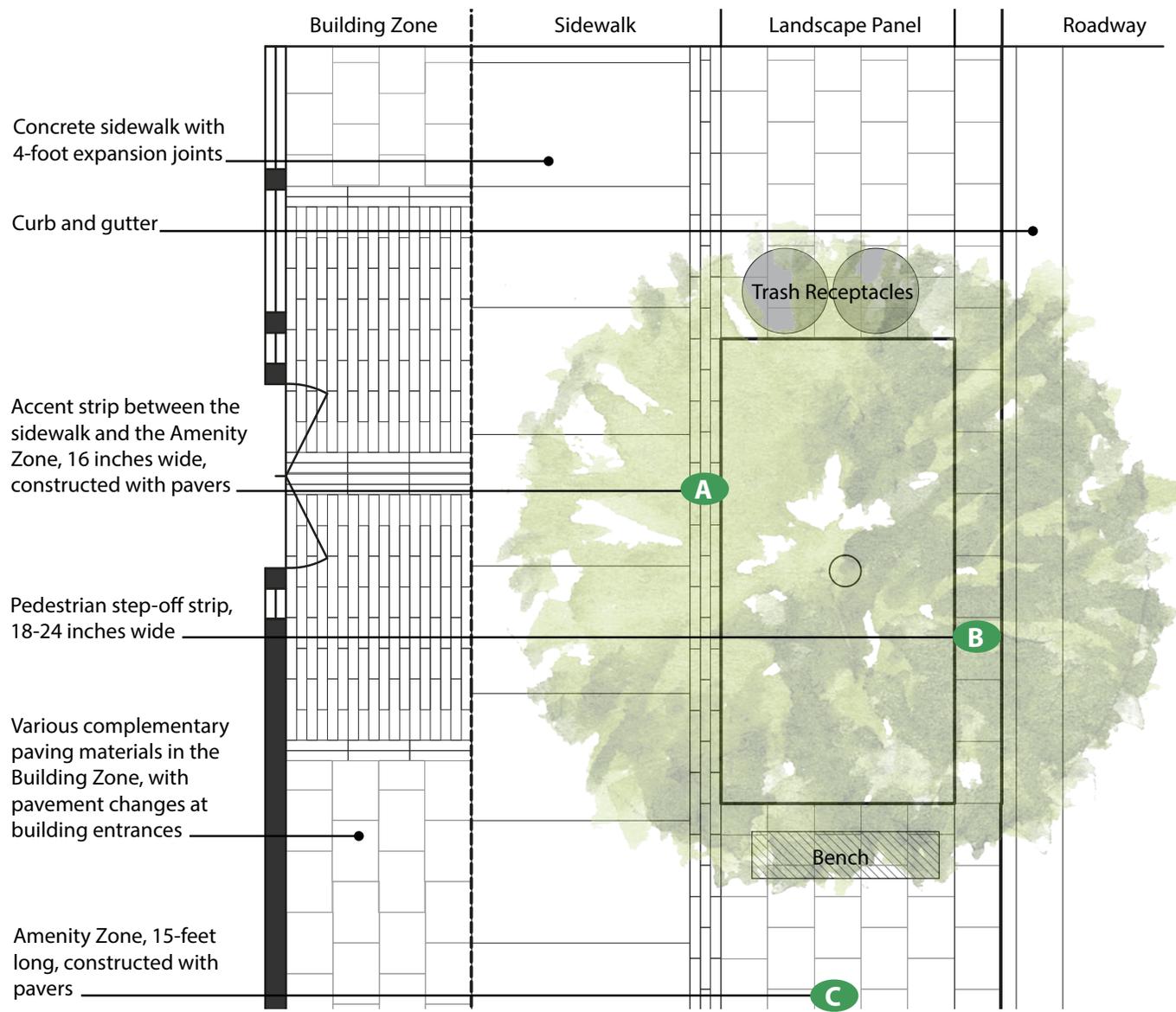
Philadelphia, PA

**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.



**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

San Francisco, CA

## 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

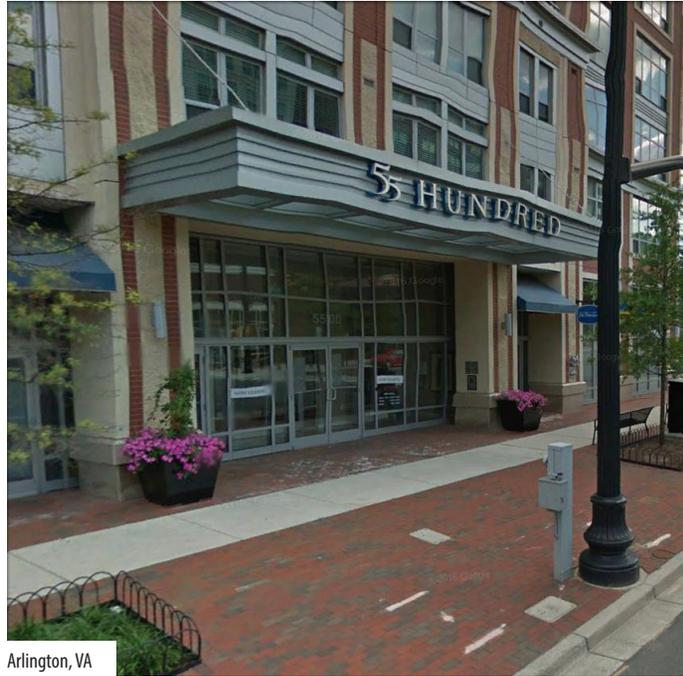


**LEFT**  
Belgard Commercial  
Moduline Paver in Graphite  
and Linen colors; installed in  
a running bond pattern  
Image Credit: Belgard Pavers

# 5C PAVEMENT IN THE BUILDING ZONE AND PUBLIC SPACES

## TOP

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



Arlington, VA

## 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



San Francisco, CA

## 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

- Building Zone and public spaces should consist of a mix of landscape and hardscape areas.
- 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.
- 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.
- Pervious paving materials are encouraged to be incorporated within less traversed portions of the Building Zone and public spaces.

# 5D FURNISHINGS

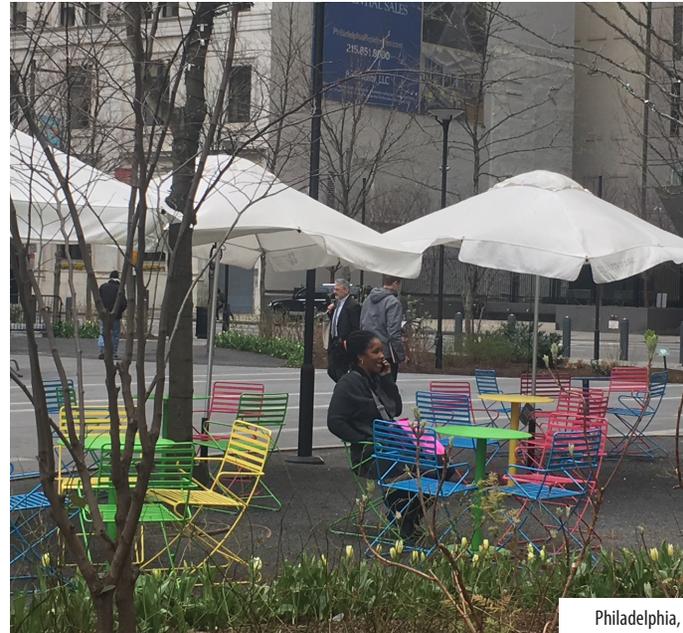
## DESIGN PRINCIPLES

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 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.



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

Charlotte, NC

### 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 curbside 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

## TOP

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



Philadelphia, PA

## BOTTOM

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



Silver Spring, MD

## 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







A Fairfax County, Virginia Publication.  
September 2018

Office of Community Revitalization  
12055 Government Center Parkway, Suite 1048  
Fairfax, Virginia 22035  
[www.fcrevit.org](http://www.fcrevit.org)



Fairfax County is committed to a policy of nondiscrimination in all County programs, services, and activities and will provide reasonable accommodations upon request. To request this information in an alternate format, call 703-324-9300 or TTY 711.