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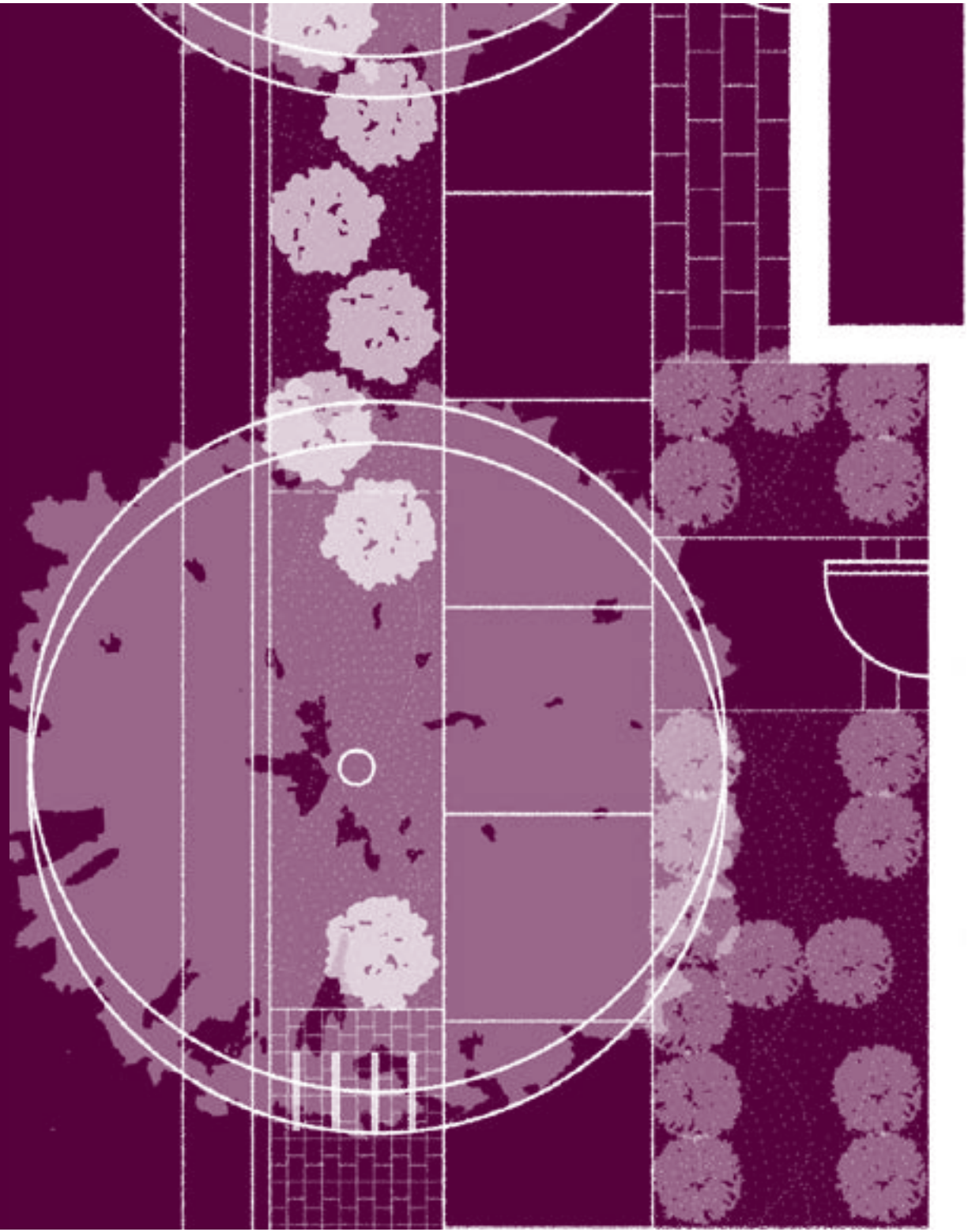

VOLUME II

DISTRICT DESIGN GUIDELINES

ANNANDALE

DECEMBER 2020

ACKNOWLEDGMENTS

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1 INTRODUCTION

WELCOME TO ANNANDALE

Located at the junction of two Colonial-era turnpikes (Columbia Pike and Little River Turnpike), Annandale is a transportation and commercial hub with easy access to Northern Virginia and the Washington Metropolitan area. Annandale encompasses approximately 200 acres in the heart of the Annandale Planning District. Today, the Annandale business core is a culturally diverse hub that contains more than 2 million square feet of commercial space, including shops, restaurants, and service businesses that draw customers from throughout the Washington Metropolitan area. As a result, excellent development opportunities exist within Annandale.

Fairfax County, in conjunction with area stakeholders, developed a concept to support the continued revitalization of Annandale as a town center consisting of a diverse mix of uses. The recommendations set forth in the Comprehensive Plan for the Annandale Commercial Business Center (CBC) utilize a form-based plan which provides significant flexibility for development that is consistent with the vision for Annandale.

Annandale, VA

RIGHT
Existing TD Bank building in Annandale CRD
Image Credit: Annandale Blog

COMMERCIAL REVITALIZATION DISTRICT

In 1998, the Board of Supervisors designated a portion of Annandale as a Commercial Revitalization District (CRD). The CRD is a Zoning Ordinance overlay district that provides for greater flexibility in applying certain zoning regulations, allows for the use of facilitated administrative procedures to expedite the development review process, and establishes distinct urban design measures for streetscape and landscaping.

BACKGROUND & INTENDED USE

These guidelines were produced in collaboration with the Annandale Central Business District Planning Committee (ACBDPC) to provide design direction to enhance the visual quality of the Annandale CRD. The guidelines will be utilized when developing a new site or improving an existing one, and are intended to be used as a complement to the Comprehensive Plan. Applicants should refer to this document when preparing zoning and site plan applications. It should be used by staff, the community, the Planning Commission and the Board of Supervisors when reviewing and approving development submissions. Similarly, by-right development projects are encouraged to abide by the design guidelines to assist in implementing the vision of the Comprehensive Plan.

The Annandale District Design Guidelines ("District Guidelines") apply to all properties within the CRD, and should be utilized to the extent feasible in the portion of the CBC that is not within the CRD, see Map 1: Annandale Land Units.

PURPOSE

The community has developed a vision for the Annandale CBC that envisions it to transition from a suburban form to a more pedestrian-friendly, mixed-use urban form. Based on the community vision, the Comprehensive Plan establishes guidance for appropriate land uses and physical parameters such as building heights, building types, and streetscape design. The Comprehensive Plan provides general urban design guidance, but does not provide detailed design recommendations for new development or redevelopment.

OVERVIEW OF THE TWO VOLUMES OF THE URBAN DESIGN GUIDELINES

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

DISTRICT GUIDELINES

The District Guidelines provide a framework of continuity and compatibility for new development and redevelopment in Annandale. The District Guidelines are intended to offer direction, but are not a substitute for researching codes and ordinance provisions associated with the entitlement and/or permitting processes. All applicable requirements and regulations established by the Zoning Ordinance, Building Codes, Public Facilities Manual, and/or any state or federal agencies must still be satisfied.

Annandale, VA

Annandale, VA

TOP
Existing commercial space in Annandale CRD
Image Credit: Fairfax County

BOTTOM
Existing commercial space in Annandale CRD
Image Credit: Fairfax County

ORGANIZATION OF THE DISTRICT GUIDELINES

The organization of the District Guidelines corresponds to elements of the Comprehensive Plan's urban design concept for Annandale. The District Guidelines expand upon the urban design concept by breaking down these elements into their individual components and by providing specific design suggestions for incorporating each component into development proposals. The major components include:

SITE AND BUILDING DESIGN (CHAPTER 2)

- Site Layout
- Building Form and Character
- Parking and Loading
- On-Site and Building Signage
- Townhouses

STREET NETWORK (CHAPTER 3)

PUBLIC REALM ELEMENTS (CHAPTER 4)

- Landscaping
- Hardscape
- Street Furnishings
- Gateway and Wayfinding Signage
- Street and Public Realm Lighting
- Public Art

REFERENCES TO VOLUME I

References to related additional guidance found in *Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas* are included for each section as applicable.

RESOURCES

Before initiating any redevelopment activity in Annandale, property owners, developers, and their representatives are strongly encouraged to meet with staff from the Department of Planning and Development (DPD) to become familiar with the opportunities for developing within the district. Meeting with the Mason District Supervisor's Office is also recommended to gain guidance. The following is a list of some of the most important resources that should be referenced during the design, development review, and permitting processes for those considering development in the Annandale.

Mason District Supervisor's Office
www.fairfaxcounty.gov/mason

Annandale Central Business District Planning Committee (ACBDPC)
www.annandalechamber.com/centralbusinessdistrictplanningcommittee.rhtml

Annandale Chamber of Commerce
www.annandalechamber.com

Department of Planning and Development (DPD)
www.fairfaxcounty.gov/planning-development/

Land Development Services (LDS)
www.fairfaxcounty.gov/landdevelopment/

Fairfax County Comprehensive Plan Area 1—Annandale Planning District - Annandale Community Business Center (CBC)
www.fairfaxcounty.gov/planning-development/comprehensive-plan/area-i

An Overview of the Development Review Process within CRDs/CRAs
www.fcrevite.org/community-revitalization-publications#x-info-bro

FLEXIBILITY IN APPLYING DESIGN GUIDELINES

There will be instances where the urban design and streetscape recommendations outlined in the Comprehensive Plan and the 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 there is an alternative approach that meets the intent, 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 Annandale and its surrounding neighborhoods develop and evolve, the District Guidelines may need to be amended to respond to 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.

Aerial showing existing development in Annandale CRD in 2017
Image Credit: Fairfax County

Annandale, VA

VISION AND LAND USE PLAN

The Plan for the Annandale CBC recommends a proactive and comprehensive transformation of the existing, suburban form into a walkable, urban, and active mixed-use center. It promotes the usage of urban design, streetscape, placemaking, and context sensitive techniques that will improve multi-modal connectivity, enhance street presence, integrate a diversity of land uses, and create a distinct built form. These design and transportation elements will contribute to and establish a cohesive and unique identity and brand for the Annandale CBC.

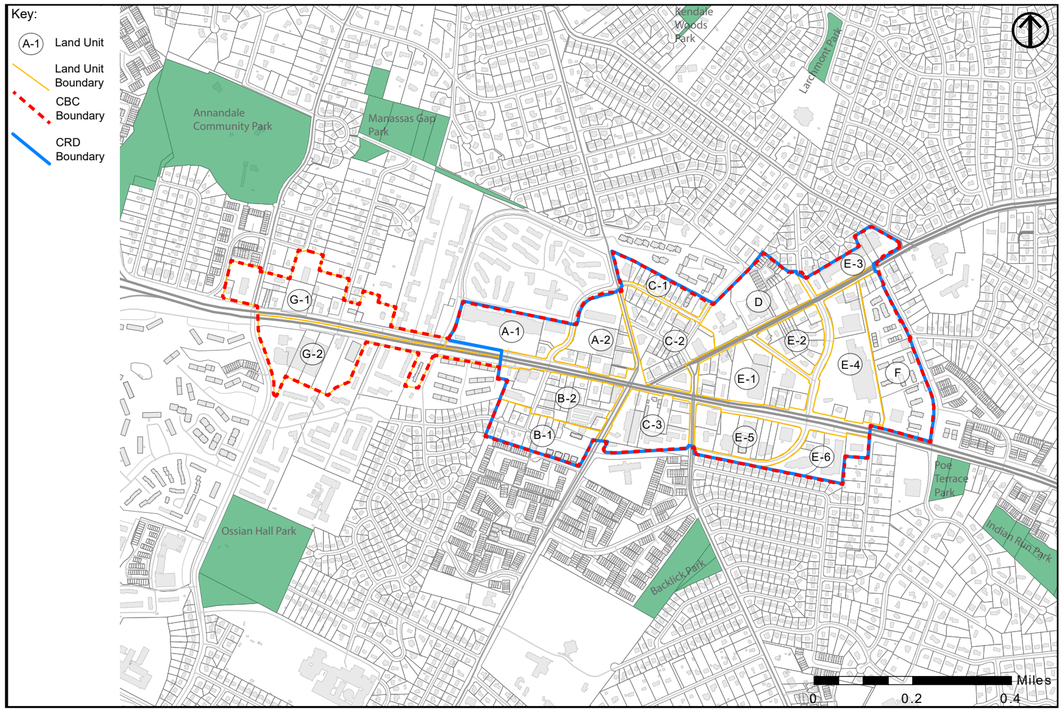
The Comprehensive Plan, Area I, Annandale Planning District, Concept for Future Development, states:

"The Comprehensive Plan for the Annandale CBC encourages redevelopment that will increase the residential population and promotes high-quality, pedestrian-oriented development. The Plan for the Annandale CBC envisions a vibrant mix of land uses that significantly enhances the quality of life for its own and neighboring residents, while enabling businesses to prosper and actively contribute to the economic and social vitality of Annandale. The concept will result in a series of focal points within the Annandale area in which people can live, work, and walk to shopping and entertainment uses in a pedestrian-oriented environment. The higher-density, mixed-use development will strengthen the street edge and reinforce a sense of place. By encouraging the highest quality development, the full potential of the area can be attained while protecting and strengthening the residential communities that surround the CBC. People in nearby residential areas will have attractive walking access to the CBC where their retail and entertainment needs can be satisfied, and their lives enriched by local community activities."

LEFT
Existing Annandale Volunteer Fire Station in Annandale CRD
Image Credit: Fairfax County

Map 1: Annandale Land Units (per the Comprehensive Plan) depicts the Land Units within the boundaries of the Annandale CBC and CRD.

MAP 1: ANNANDALE LAND UNITS (PER THE COMPREHENSIVE PLAN)



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2 SITE AND BUILDING DESIGN

2A SITE LAYOUT

The Comprehensive Plan, Area I, Annandale Planning District, Building and Site Design Recommendations, states:

"Building and site design must support the pedestrian realm to create a vibrant urban environment. The location of a building on a site should not create a barrier to pedestrians by interrupting the pedestrian circulation system. Typically, buildings should be located close to the sidewalk to allow for active storefronts and other uses that engage pedestrians. Uses like loading docks, mechanical rooms, utility vaults, and exposed parking decks should be oriented away from pedestrian-friendly streets. These uses, which detract from the pedestrian experience, should be located facing service streets or placed internally to the building envelope to minimize their negative impacts.

The scale of buildings in relationship to the street and sidewalk should also be considered. Tall, continuous buildings create canyon-like conditions which significantly detract from the pedestrian experience. Proposed developments should create building façades and frontages which are appropriate to pedestrians in scale and level of detail. In the same manner that excessive height along the sidewalk can feel uncomfortable to pedestrians, long expanses of blank walls or uniform materials can detract from the pedestrian experience and deter pedestrian movement."

OVERVIEW

How a building is placed on a site is critical to creating a "sense of place". Care should be taken regarding the placement of buildings in relation to the street, adjacent structures, parking and open space.

A goal is for development in Annandale to have a more urban relationship between buildings and their surroundings, with building frontages framing the streets, sidewalks, and pedestrian areas; main building entrances oriented to the street; ground floor retail activating sidewalks; and parking, service entries, and loading docks screened from public view. A consistent building line along the street and a strong pedestrian network will provide both visual and physical continuity throughout Annandale.

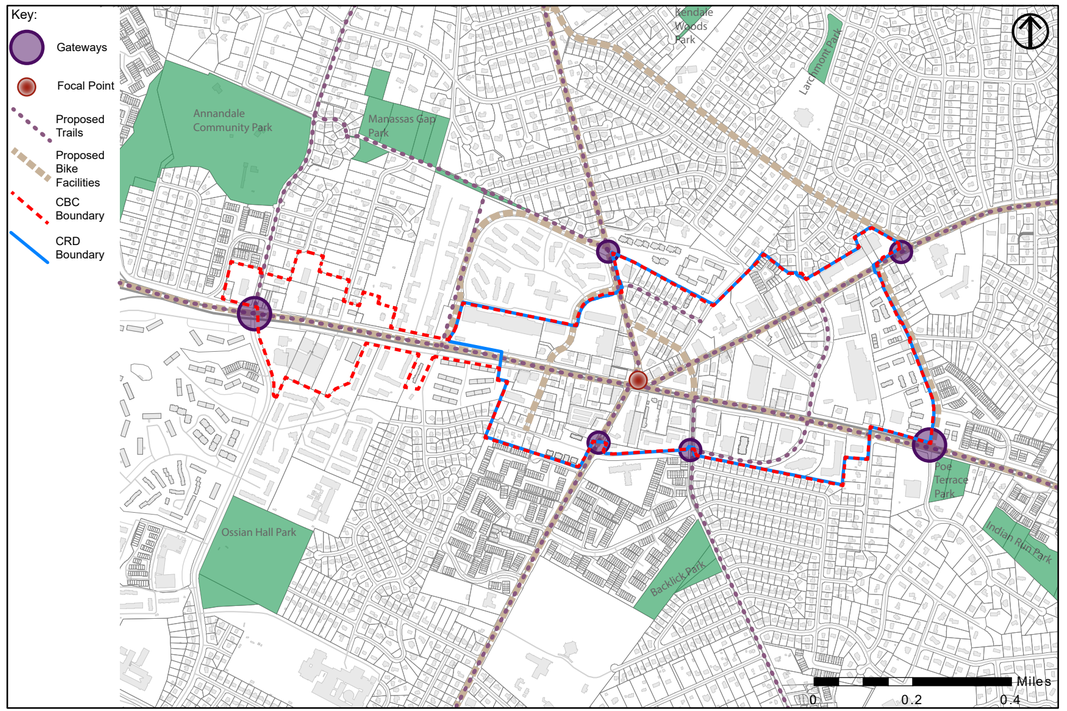
A framework plan is used to depict broad concepts in a concise manner. These concepts should be used to inform site and public realm design.

Map 2: Annandale Urban Design Framework Plan summarizes key Comprehensive Plan, Bicycle Master Plan, and Trails Plan recommendations, and depicts gateway signs and existing community focal point locations.

Rockville, MD

RIGHT
Walkable urban blocks with office, residential and retail buildings fronting the streetscape in a consistent manner
Image Credit: JBG

MAP 2: ANNANDALE URBAN DESIGN FRAMEWORK PLAN



2A.1 SITE DESIGN

DESIGN PRINCIPLES

Well-placed buildings are crucial to the provision of quality development. In a suburban model of development, surface parking often separates the building from the street. The urban design concept for Annandale calls for a build-to line which brings buildings closer to the sidewalk and the street to form a street wall. A well-designed site with a strong street wall helps define the public realm and encourages vibrant, people-friendly streets and public gathering places.

The Comprehensive Plan provides recommendations for the build-to line location based upon the type of streetscape. Setbacks greater than the recommended distance are typically only appropriate to allow for the creation of seating areas, plazas and/or pocket parks, but not for the provision of surface parking.

One of the most important aspects of the urban design concept is to foster a safe and walkable environment through a well-coordinated network of sidewalks and streets. Site layout should fully consider the needs and convenience of the pedestrian. Site design should include the provision of on-site sidewalks and trails, and provide off-site connections that encourage walking and reduce dependency on cars. All walkways to buildings and public spaces must provide access for the disabled in accordance with the Americans with Disabilities Act. Refer to the Public Realm Elements section for additional guidance on incorporating pedestrian access into the design of the streetscape.

REFERENCES FOR BUILDING PLACEMENT AND PEDESTRIAN ACCESS

Volume I Urban Design Guidelines for CRDs and CRAs (Sections 4A and 5C)

Americans with Disabilities Act Accessibility Guidelines (ADAAG)

DESIGN STRATEGIES

1 SITE LAYOUT

A. Consolidate parcels to allow maximum flexibility in the site layout, as recommended by the Comprehensive Plan.

B. Maximize building frontage on the main street, with parking located away from the frontage, when designing developments that consist of multiple buildings.

C. Provide pedestrian connections to adjacent properties and contribute to an area-wide pedestrian system.

D. Consider using walls or landscaping to align with the build-to line to create a physical and visual connection.

Clarendon, VA

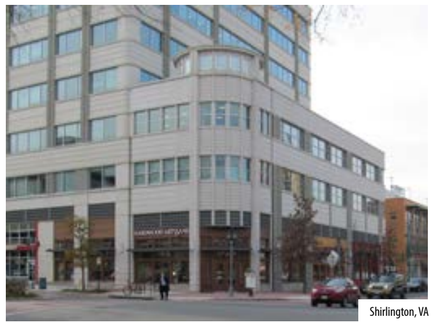
RIGHT
Multiple buildings and storefronts along the build-to line
Image Credit: Fairfax County

2A.2 BUILDING ORIENTATION AND ENTRANCES

DESIGN PRINCIPLES

The relationship between a building and the street can be strengthened through the orientation of the building. The primary façades and entrances of the building should face the street. This is particularly critical for Little River Turnpike, Columbia Pike, Annandale Road, Ravensworth Road and Backlick Road. In other situations, the primary entrance should face the highest-profile right-of-way.

Buildings located on the corners of primary streets should be designed to have a strong relationship with both streets. The intention is to create a vibrant and purposeful pedestrian environment. Building design should focus on creating a presence on the main streets, with welcoming, clearly marked entrances, and active ground floor uses opening directly onto the sidewalk.



Shirlington, VA

DESIGN STRATEGIES

1 BUILDING FRONTAGE

A. Provide easily identifiable primary building entrances from the main streets. Secondary entrances to buildings should be less dominant, while providing convenient access from adjacent buildings, sidewalks, parking, bike paths and transit stops.

B. Locate main building entrance(s) of corner buildings close to or at the corner; place entrances to retail, office and/or service-oriented uses at-grade level.

C. Locate retail, office and/or service-oriented uses on the ground floor to encourage interaction with pedestrians.

D. Use special paving, lighting and/or landscaping to highlight buildings entrances.

E. Differentiate the public and private spaces for residential uses by separating them by 18 to 36 inches above the sidewalk. In addition, entrances from side streets may be appropriate for residential uses to allow for greater privacy.

F. Provide an ornamental boundary or edge with planters or decorative posts and rails to delineate outdoor dining spaces in the building zone. Ensure compliance with alcohol control laws.

Wheaton, MD

LEFT
Building with a strong street presence and an entrance at the corner
Image Credit: Fairfax County

RIGHT
Special pavement and color highlights the building entrance location along the streetscape
Image Credit: Bonstra Haresign Architects

2A.3 OPEN SPACE AND URBAN PARKS

DESIGN PRINCIPLES

Open space and urban parks are important components of the fabric of a community. A safe and accessible pedestrian environment, an open space network, and an attractive mix of uses can help achieve a vibrant and successful place where people can live, shop, gather, work, and play. Such spaces should be an integral part of site design, and should provide a variety of outdoor opportunities for the community. They may include outdoor seating areas, small plazas positioned near active commercial uses, common lawns, public art, or recreation facilities. Public spaces must be designed in accordance with the Americans with Disabilities Act and should be designed with an understanding of maintenance needs.

Open spaces, urban parks, and enhanced pedestrian connections should form a cohesive network that serves as the common thread that unites the district. Ideally, this network will include a variety of urban park types in order to serve local recreation 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.

Map 3: Annandale Existing and Proposed Open Space depicts the general location and type of planned open spaces in Annandale, as derived from recommendations in the Comprehensive Plan.

Chicago, IL

RIGHT
Pedestrian connection between a common green park space and a recreation-focused playground space
Image Credit: Fairfax County

DESIGN STRATEGIES

A. Retain Tollhouse plaza and build upon this existing urban park as a focal point within the CRD.

B. Incorporate on-site publicly accessible open spaces and urban parks at a pedestrian scale, which include passive and active recreational facilities that meet the needs of the community.

C. Utilize pocket parks and plazas to expand sidewalks in strategic locations, particularly in high pedestrian traffic areas, to accommodate dining, landscaping, or seating. Plaza design should integrate with the ground floor design of the adjacent building frontages and be used as an opportunity to strengthen community identity and create focal points.

D. Use sidewalks and pathways to provide an ample and appealing pedestrian environment that is an integral part of each street and that provides connections to building entries, open spaces, and parking areas.

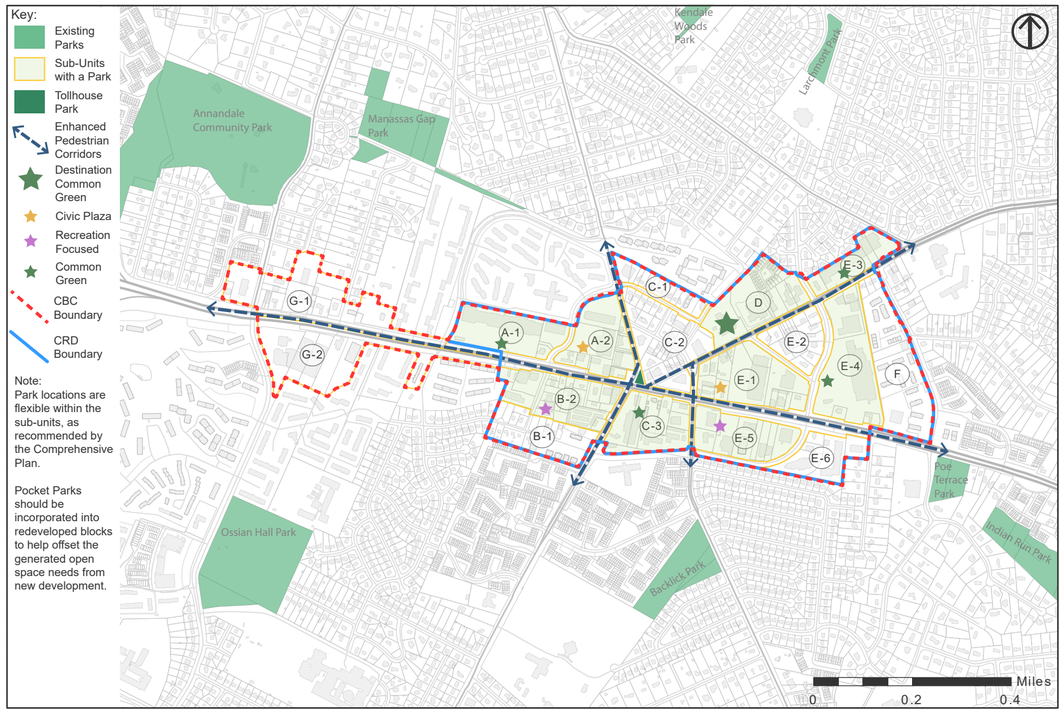
E. Maintain visual connections and appropriate pedestrian lighting between open spaces and the sidewalk and street for increased use and safety.

F. Improve connections by creating Enhanced Pedestrian Corridors, continuous trails to support general exercising and enjoying the outdoors, to create attractive linear pedestrians amenity areas for residents and visitors to utilize.

G. Improve connections to parks within and around the CRD whenever possible.

REFERENCES FOR OPEN SPACE AND URBAN PARKS
Volume I Urban Design Guidelines for CRDs and CRAs (Section 3B)

MAP 3: ANNANDALE EXISTING AND PROPOSED OPEN SPACE



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2B BUILDING FORM AND CHARACTER

OVERVIEW

Building form is driven by many factors, including use and location. The Annandale CRD is generally recommended to transition from suburban-style development to a more urban form to support a more walkable, mixed-used activity center.

The Comprehensive Plan recommends different building forms in a Building Types chart (Figure 10 in the Comprehensive Plan). This table provides guidance regarding the use, form, and general characteristics of proposed development. Typical commercial uses include retail, office, services, and similar uses. Residential uses include townhouses, multifamily, apartments, and similar uses. Civic uses include schools, parks, places of worship, fire stations and similar uses.

Building height is an important element of building form. Building heights are recommended to be highest in the center of the Annandale CRD, and generally taper down to the adjacent residential communities, thereby providing an appropriate transition from the more intense development. The tallest buildings are recommended to be located along or near Little River Turnpike, as the larger right-of-way width can best accommodate the increased height, without creating shadows or a tunnel effect. The additional height will help to create a focal point that emphasizes the center of Annandale, oriented around the Tollhouse Park. Also, the tallest buildings and most intense development are proposed to be located closest to transit opportunities. By contrast, portions of the CRD that are located along the perimeter are recommended to be lower in height to address impacts of scale on adjacent residential areas. Figures 12 and 13, Building Heights Maps, in the Comprehensive Plan should be consulted for building height guidance.

Other building form components include the massing of single buildings and groups of buildings, the form of the building itself, the shape of the roof, façade treatment and articulation, and the use of storefronts. Within the CRD, the desire is to have some continuity, consistency and careful transitions among buildings, while still allowing each to take on its own identity. When designing a building, a variety of scales need to be considered—from the pedestrian along the street, to the occupants of passing vehicles, to the overall street block.

The following design suggestions apply to new buildings, building additions and upgrades to the facade of existing buildings. Any additions should be architecturally consistent with the existing building, including style, scale, and materials.

Arlington, VA

RIGHT
Varying the vertical and horizontal surfaces of a building can help reduce the overall bulk of the structure
Image Credit: Fairfax County

2B.1 BUILDING HEIGHT AND ROOF LINES

DESIGN PRINCIPLES

The use of height is encouraged to facilitate a more urban building type. Taller buildings allow the same amount of square footage to be accommodated in a more compact building footprint, which allows for added flexibility in site layout.

Building design should incorporate distinctive roof types and roof lines to create a distinctive skyline and contribute to the character of Annandale. Techniques such as façade breaks, roof line modulation, balconies, and variations in materials can be used to break up the large vertical and horizontal massing of buildings. The predominant style for most new buildings and improvements in Annandale should be contemporary, which is characterized by flat roofs with broad, low, front facing gables. In addition, roof lines can provide transitions to adjacent structures.

REFERENCES FOR BUILDING HEIGHTS AND ROOF LINES
Volume I Urban Design Guidelines for CRDs and CRAs (Section 4B)

DESIGN STRATEGIES

1 ROOF LINE AND PARAPETS

A. Consider using height, rather than larger footprints, to accommodate building programs when designing new buildings or additions to existing buildings.

B. Step down the roof line to transition to adjacent buildings, particularly when adjacent to residential areas.

C. Create variety and interest in roof lines by incorporating features such as gables, dormers and vertical elements such as towers and spires, at important locations.

D. Use parapet walls or pitched roofs to create additional height on one or two story buildings.

E. Incorporate sloped roofs and balconies or terraces in the top story of buildings.

Clarendon, VA

West Hartford, CT

LEFT
Building step downs to match the buildings across the street with roof line accents
Image Credit: Fairfax County

RIGHT
Variety of building features that break up the mass of the building and highlight key locations
Image Credit: Turner Construction

2B.2 FACADE TREATMENT AND ARTICULATION

DESIGN PRINCIPLES

Architectural details bring a human scale to buildings and add visual interest. The proportion, style, and rhythm of the building's elements play a significant role in determining the style of the building and contribute to the visual character of the area. Variety is recommended depending upon use. More decorative detailing could be incorporated into residential and office buildings, while a more industrial look characterized by exposed structural connections is appropriate for institutional buildings. The façade treatment and building articulation should reflect the overall architectural style. Along streets where redevelopment has occurred, the architectural character of any new buildings should relate to recent development, while also introducing individuality.

The ground level façade is crucial to establishing the vitality of the retail and commercial uses as well as being important elements in creating an interesting pedestrian experience. Storefronts should be active and visually interesting with attractive window displays that are well-maintained and kept current. Blank walls should be avoided.

Exterior lighting, consisting of on-site and building mounted, should be utilized to highlight or accent a building. Such lighting can help establish or support the architectural theme of a building. Effective lighting should emphasize key building and site features, create a welcoming nighttime environment and promote safety throughout the site.

REFERENCES FOR FACADE TREATMENT AND ARTICULATION
Volume I Urban Design Guidelines for CRDs and CRAs (Sections 4B, 4C, and 4D)

DESIGN STRATEGIES

A. Limit blank walls to no more than 40 percent of a façade along the sidewalk. Mitigate blank wall segments with applied architectural elements, changes in material, murals, public art installations or special lighting to provide detail and visual interest.

B. Use continuous arcades or porches to create protected external walkways. Arcades can also be used to create a semi-public space when greater separation from the public sidewalk is desirable.

C. Install structural styled awnings so that the valance is a minimum of 8 feet above the sidewalk and extends to no more than 18 inches from the face of curb. Choose high-quality, structurally durable materials requiring little maintenance for awnings. All awning materials should be maintained appropriately.

D. Avoid internal or external window treatments that reduce window transparency at the ground floor, especially for commercial uses that block the windows, such as opaque window treatment, internal blinds, or tenant layouts.

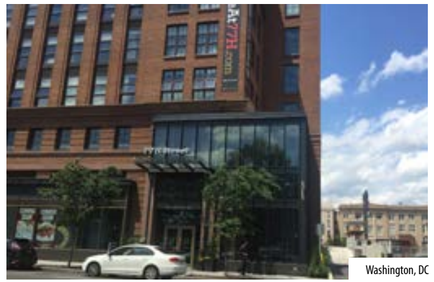
E. Ensure that the light fixture style is consistent with the architectural theme. For example, light fixtures with a clean modern design should be used to complement modern style buildings.

Austin, TX

RIGHT
Structural awnings and an arcade along the retail space create a shaded public realm
Image Credit: Fairfax County

DESIGN PRINCIPLES

A muted, earth tone color palette and unpainted brick are preferred as the primary building material in Annandale. Coordinated use of materials and colors across Annandale will provide cohesion to the area, while use of material and color accents provide an individual identity for each building.



Washington, DC

Austin, TX

2B.3 MATERIAL AND COLOR PALETTE

DESIGN STRATEGIES

1 BUILDING MATERIALS

A. Choose high-quality, structurally durable materials requiring little maintenance.

B. Use materials with rough textures, such as rough-faced concrete block, at lower sections of a façade and smooth textures, such as brick, for the upper sections. Textures should be appropriate for the size, proportion and architectural scale of the building.

C. Use brick as the predominant material for buildings and walls, particularly on primary facades. Other materials such as glass, metal frame, hardiplank, and wood may be used to provide accents and articulation. Limit the use of painted brick.

D. Avoid the use of vinyl siding. If used, limit the use of siding to sides and rear of buildings. Siding should not be used on the façades fronting on streets.

2 BUILDING ACCENTS AND SIGNAGE

A. Emphasize prominent entrances at intersections of primary streets by incorporating architectural features and accent materials.

B. Coordinate color schemes with adjoining buildings, while providing variety and interest along the street.

C. Use earth tones for large surfaces. Accent colors can be used for architectural elements such as doors and window frames, though no more than three different colors are recommended for any color scheme.

D. Coordinate signage colors with those of the building.

E. Choose canopy and awning colors that are in harmony with the overall building color scheme. Solid colors and stripes are appropriate.

TOP
Variations in window size and spacing leads to a visual change between the ground floor uses and the upper stories
Image Credit: Fairfax County

BOTTOM
Earth tone buildings with glass and metal accents at key entrances and corners
Image Credit: Fairfax County

2C PARKING AND LOADING

The Comprehensive Plan, Area I, Annandale Planning District, General Parking Design Recommendations, states:

"The following parking design recommendations are applicable to all areas of the Annandale CBC:

- Parking access should always be designed in such a manner as to minimize conflicts between vehicles and pedestrians and to take into account pedestrian safety. This should include reducing the number of parking access points and minimizing the widths of ramps and curb cuts where they intersect with the sidewalk.
- Vehicular access to parking lots and parking garages should be limited to local streets or service streets when feasible.
- Parking access should always be designed to be attractive and coordinated with the site plan and architecture.
- Certain uses, such as retail, civic or entertainment, may require highly visible or clearly signed parking. In these cases, the design of the parking and its access should be reflective of the activity that will occur within the building."

DESIGN PRINCIPLES

To successfully transition Annandale from a suburban to a more urban and sustainable environment, the location and form of parking must be reconsidered. The vision for Annandale focuses on the pedestrian and on the relationship of the building to the street, while still providing convenient vehicular access and parking in a manner that is appropriate for a more urban context. Parking should be located below grade or behind the primary building façade, as podiums for buildings. Surface parking areas should be avoided except for limited convenience parking. However, if it is provided, surface parking should be located behind or to the side of the primary building.

REFERENCES FOR PARKING AND LOADING
Volume I Urban Design Guidelines for CRDs and CRAs (Sections 2J, 4G, 5A, and 5C)

Fairfax City, VA

RIGHT
Low brick wall and street trees enhance the appearance of a surface parking lot, while also screening the lot
Image Credit: Fairfax County

DESIGN STRATEGIES

1 PARKING STRUCTURES

A. Locate parking structures underground or behind primary building façades, with access from side streets, when possible.

B. Integrate parking into buildings. For example, ground floor retail could be incorporated into the parking structure.

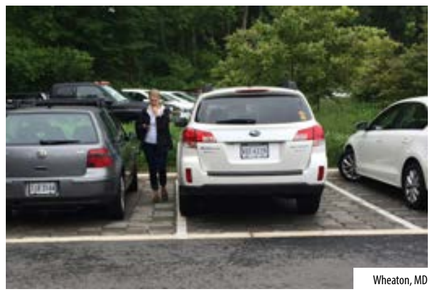
2 SURFACE PARKING

A. Use surface parking only if underground or structured parking is not feasible.

B. Incorporate on-street parking where appropriate to buffer sidewalks.

C. Locate a limited amount of teaser parking when appropriate behind or to the side of the primary building. Avoid locating surface parking along main streets.

D. Design parking lots to minimize the amount of impervious surface and to maximize landscaped areas. Consider using pervious parking materials to reduce stormwater run-off.



Wheaton, MD

3 LOADING

A. Locate major loading areas interior to buildings or sites whenever possible and avoid locating them along main streets.

B. Consider utilizing on-street parking spaces for loading zones only if no other alternatives exist, and if approved by the County.

4 ELECTRIC VEHICLE CHARGING STATIONS

A. Locate electric vehicle charging stations interior to buildings or sites whenever possible and avoid locating them along main streets.

B. Screen equipment with a fence, wall, berm, and/or evergreen landscaping, when they cannot be located interior to parking structures or the site.

Merrifield, VA

LEFT
Surface parking stalls with permeable pavers to collect rainwater, with bioswales between parking aisles
Image Credit: Fairfax County

RIGHT
Parking garage entrance and loading entrance are both located within the building on a secondary street
Image Credit: Fairfax County

2D ON-SITE AND BUILDING SIGNAGE

The Comprehensive Plan, Area I, Annandale Planning District, Signage, states:

"Generally, signage should be integrated with building architecture, and should not add to the visual clutter of the streetscape. Building-mounted signs or monument-style ground-mounted signs incorporated within a planting strip should be encouraged. Pole-mounted signs should be prohibited."

TOP
Free-standing monument sign at the intersection, pedestrian oriented blade signs on the building
Image Credit: Fairfax County

Annapolis, MD

Annapolis, MD

BOTTOM
Pedestrian and motorist scaled retail signage incorporated into awnings and blade signs
Image Credit: Fairfax County

DESIGN PRINCIPLES

The quality and quantity of signage plays a significant role in the aesthetic character of an area. The Annandale CBC is located within a Sign Control Overlay District (SCOD), established to restrict the sign area of freestanding signs in the more developed commercial areas of the county. The Zoning Ordinance provides guidance regarding the permitted types, size and location of signs, and addresses the replacement of non-conforming signs. All signs require permits which are reviewed and approved by the Zoning Administration Division of the Department of Planning and Development. Depending on the size, location, and illumination of the sign, building and/or electrical permits may also be required. Contact the Zoning Inspections Branch for information regarding the installation of signs and the sign area allowed.

Signage should be well-organized, neat, well-maintained, concise and legible. An inclusive plan for signage of the entire site is recommended, particularly for sites with multiple tenants, to foster a unified appearance while allowing for individuality among businesses. Signage should fit with the architectural style and scale of the building, using complementary materials and colors, and ideally be incorporated into the architectural elements of the structure.

REFERENCES FOR ON-SITE AND BUILDING SIGNAGE
Volume I Urban Design Guidelines for CRDs and CRAs (Sections 4E, 6A, and 5C)
Fairfax County Zoning Ordinance
Fairfax County Department of Planning and Development Zoning Administration Division

DESIGN STRATEGIES

1 LOCATION AND SCALE

A. Ensure that address signs are clear, unobstructed and legible for both pedestrians and motorists.

B. Locate signage so as to not present a visual obstruction to sight distances at intersections and vehicular entrances.

C. Use signage to add to street life and activity by building on the sense of place and character of the area.

D. Provide an orderly arrangement of signage that avoids blocking visibility into the interior of a building. For example, align the edges of signs or group signs according to lettering styles or background colors.

E. Limit the number of signs to provide a clean image, convey a clear message, and avoid visual clutter. On individual signs, limit the number of words to increase visibility.

2 MATERIALS AND STYLE

A. Use permanent, weather proof, well-designed signs constructed of durable materials. Replace signs as needed to maintain a high-quality appearance.

B. Scale typeface, characters and graphics of storefront signage to both the pedestrian and motorists. All typeface styles should be clear and legible with limited use of different styles. Serif style fonts are recommended for legibility.

C. Maximize legibility by providing adequate color contrast between lettering and background. For example, light colored lettering against a dark background provides superior readability and legibility.

D. Use individual cut letter signage if feasible; plastic-faced box signs generally should not be used.

National Harbor, MD

TOP
Buildings with pedestrian oriented signage along the base and building identification signage located near the top
Image Credit: BCT Architects

Santa Monica, CA

BOTTOM
Retail street with appropriately scaled and coordinated pedestrian and vehicular oriented signage
Image Credit: scotland.landscapeinstitute.org

2E TOWNHOUSES

DESIGN PRINCIPLES

The use of townhouses is encouraged to transition between higher density areas of the Annandale CRD and the surrounding single family residential neighborhoods. Townhouse design should follow the guidance in earlier Sections *2A Site Layout, and 2B Building Form and Character*, including step backs, modulations and material standards.

Chevy Chase, MD

RIGHT
Townhouse façade wraps the corner by incorporating windows, the front doors face the adjacent open space
Image Credit: Zillow

DESIGN STRATEGIES

1 BUILDING SETBACKS AND BUFFER AREAS

A. Encourage a direct relationship between the building and the pedestrian realm by incorporating entry gardens and terraces into shallow front yards within lower density areas and along the edge of the CRD. See the Local Street cross-section recommendations in Chapter 3 for details.

B. Provide landscaped areas in front setback areas with appropriate screening, noise mitigation, and privacy, while promoting an attractive environment along sidewalk areas. Examples of appropriate features include berms, plantings, and high-quality architectural walls, fences, or railings (height less than 4-feet).

C. Utilize grade-separation between primary unit entrances and adjoining sidewalk areas to establish a sense of privacy for the individual units while defining the public realm. If grade separation is not achievable, the area between the residential uses and the public sidewalk should be planted.

2 BUILDING PLACEMENT AND ORIENTATION

A. Orient the front façades of buildings to be generally parallel to the edges of streets, adjoining plazas, and/or open spaces.

B. Incorporate elements such as porches, stoops, entrances, and transparent windows in front façades of buildings to promote activated ground floor spaces.

C. Integrate windows and wrap façade treatments on both facades of corner units facing streets. Provide the main entrance for individual units along the primary street.

D. Organize units to ensure internal roadways do not terminate at public rights-of-way.

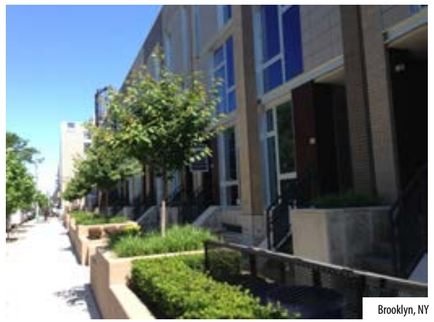
DESIGN STRATEGIES (CONTINUED)

3 BUILDING MODULATION

A. Incorporate creative façade breaks, step backs, offsets, bay windows and similar façade modulations to create visual variety, break up continuous building mass, and highlight individual units.

B. Reduce facade length by limiting a row to no more than seven units. Provide a gap of at least 10-feet between adjacent clusters of units. Utilize such gaps for landscaping and pedestrian access.

C. Step down contiguous building units or segments of buildings through the use of porches, stoops, or fenestrations, to maintain a similar relationship between ground floor elements and adjoining sidewalks where significant grade differences exist within a block.



Brooklyn, NY

4 PARKING / GARAGES

A. Locate garage and service access behind buildings, with access from secondary streets or alleys. Front-loaded townhouses should be avoided.

B. Consolidate garages and driveways between adjacent clusters of townhouses to create larger spaces for planting and to enhance the appearance of the streetscape.

C. Design garages to be at least 20-feet wide (measured from inside wall to inside wall) if two cars are intended to be parked side-by-side.

Hyattsville, MD

LEFT
Front yards and vertical separation set the residential uses back from the public realm
Image Credit: Fairfax County

RIGHT
Townhouse driveways spaced to incorporate landscaped areas between units
Image Credit: Fairfax County

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SITE AND BUILDING DESIGN

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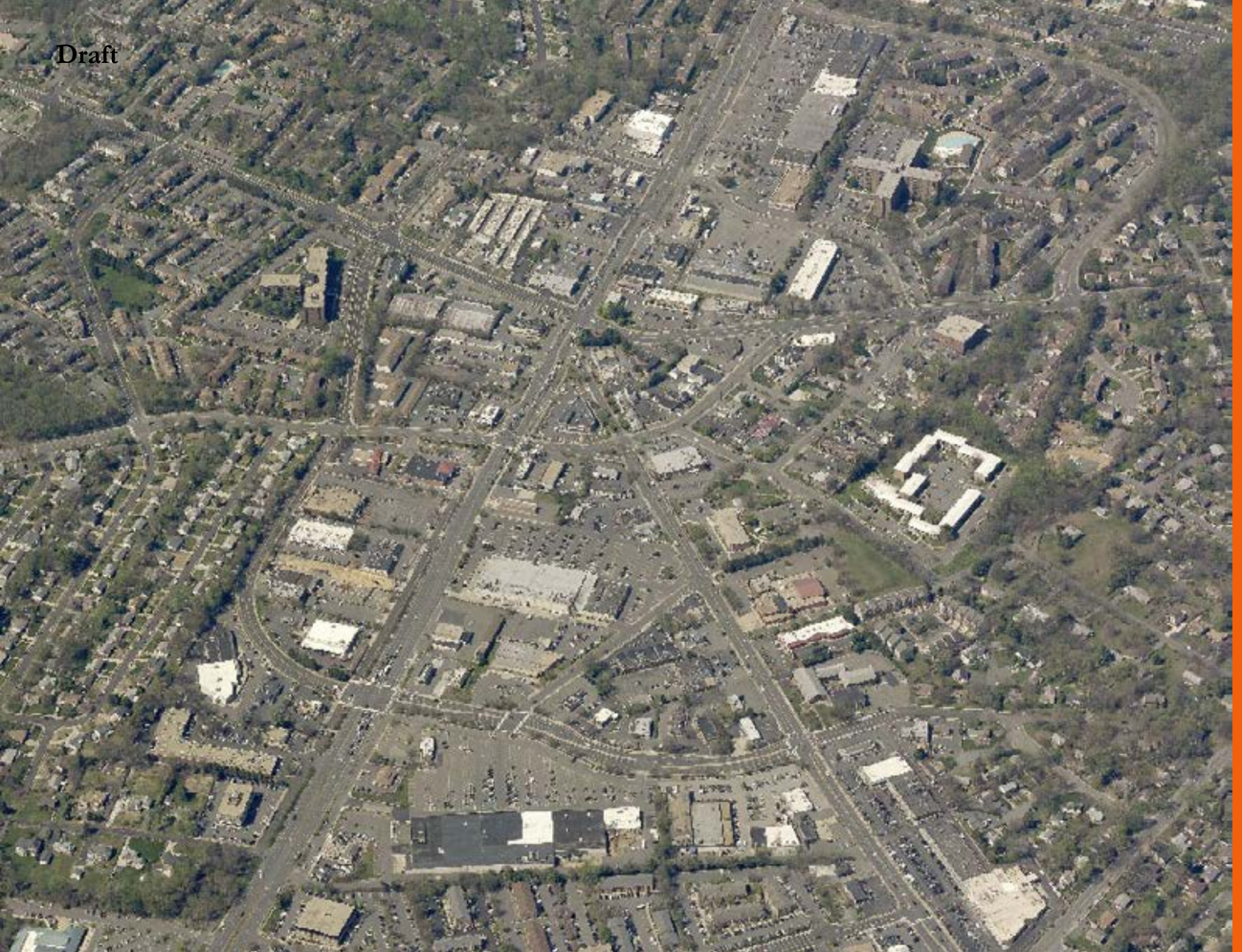

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3 STREET NETWORK

3A STREET TYPES

OVERVIEW

The Comprehensive Plan provides recommendations regarding streetscape dimensions and character for different street types. The street type designations, as shown in **Map 4: Annandale Planned Road Network Map**, are influenced by a number of factors, including the width of the street, the speed and volume of traffic, the existing and planned land uses adjacent to the street, and the overall hierarchy of pedestrian and bicycle circulation in Annandale.

The cross-sections that follow show typical conditions for five different street types. However, variations may be appropriate based upon the different modal emphasis of each road, traffic, bicycle and pedestrian volumes, adjacent land uses, and network function. These cross-sections represent a conceptual integration of policies and recommendations from multiple sections of the County's Comprehensive Plan guidance. Refer to the County's Comprehensive Plan for additional street-specific bicycle and trail facility recommendations within Annandale.

Chapter 2 of *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. The appropriate streetscape type should be referred to for guidance regarding sidewalk dimensions, planting widths, and build-to line location. The character of the streetscapes should generally be determined by the pedestrian activities generated by the adjacent land uses rather than the classification of the street. Further details regarding specific planting materials, hardscape, furnishings, fixtures, and signage are provided in Chapter 4 of this document.

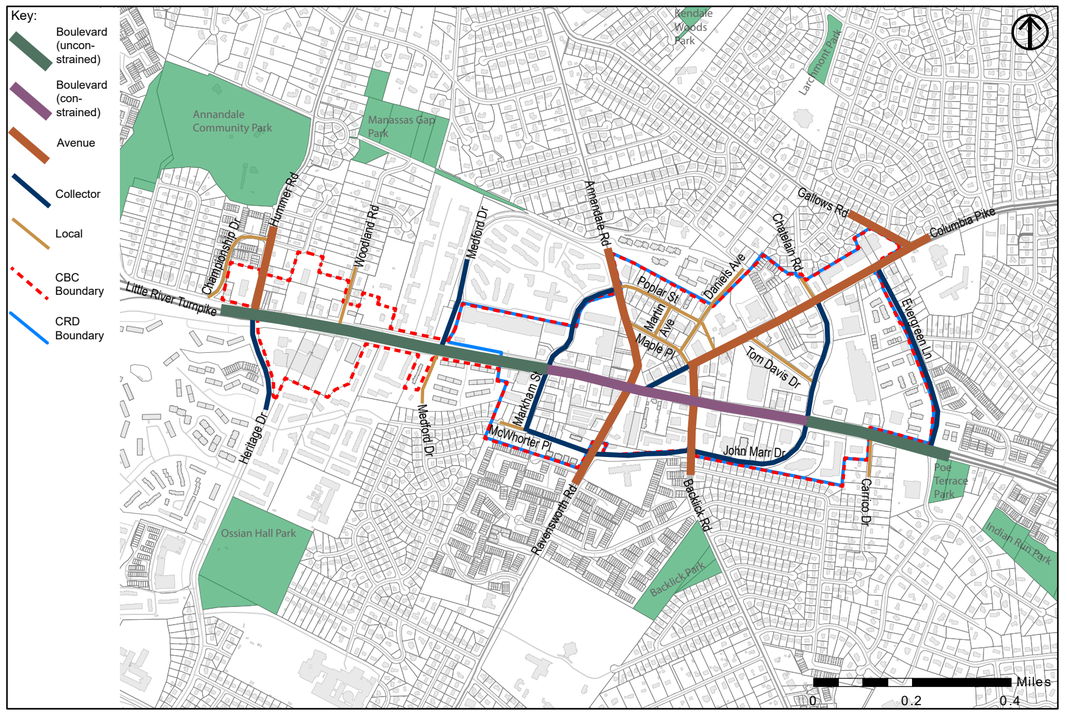
FUTURE UPDATES AND AMENDMENTS

The Virginia Department of Rail and Public Transportation (DRPT) published the "Multimodal System Design Guidelines" (DRPT Guidelines) in October 2013. The DRPT Guidelines establish a basic framework for multimodal planning in Virginia and are intended as a resource for local planners, engineers, designers, and policy and decision makers. The DRPT Guidelines discuss the integration of land use, transportation, and urban design to support multimodal connectivity and mobility in Virginia. In January 2014, Virginia's Department of Transportation (VDOT) adopted the DRPT Guidelines as its statewide "Multimodal Design Standards for Mixed-use Urban Centers" through the addition of Appendix B(2) to its Road Design Manual.

County Multimodal District Plans, maintained by Fairfax County's Department of Transportation (FCDOT), categorize streets networks in the Comprehensive Plan into corridor types (from "Boulevard" to "Local"). A Multimodal District Plan has not yet been developed and approved for Annandale. Once the submission and approval process with VDOT has been completed, the cross-sections for Annandale may need to be updated to reflect changes, as necessary.

In 2020, the County embarked on an Active Transportation Plan to update and consolidate recommendations for bicycle facilities and trails and integrate new best practices for all street users. Therefore, these cross-sections may be subject to change as a result of evolving County policy.

MAP 4: ANNANDALE PLANNED ROAD NETWORK MAP



STREET NETWORK

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3A STREET TYPES

Boulevard (Major Arterial)

BOULEVARD

Little River Turnpike serves as a Boulevard and is the most important multi-modal connector and thoroughfare within Annandale. In addition to carrying the largest volume of automobile traffic, it is envisioned to accommodate bus, bicycle, and pedestrian modes within the right-of-way.

The Boulevard streetscape concept features pedestrian and bicycle facilities, street trees, and medians with a variety of plantings. Street lighting should be distinctive and designed for pedestrians and vehicles. Two streetscape configurations have been developed to address varying right-of-way and parcel sizes along the roadway. For areas identified as "Constrained" on **Map 4: Annandale Planned Road Network Map**, an urban shared use path should accommodate pedestrians and bicyclists. All other areas of Little River Turnpike within the CBC should utilize the "Unconstrained" cross-section that has separated facilities.

TOP
Existing conditions for constrained portion of Little River Turnpike (Boulevard) in Annandale
Image Credit: Fairfax County

Bottom
Future conceptual rendering for constrained portion of Little River Turnpike (Boulevard) in Annandale
Image Credit: Fairfax County

STREET AND STREETSCAPE DESCRIPTION

The existing right-of-way width of Little River Turnpike in Annandale ranges from 89 to 187 feet.

The right-of-way width necessary to implement the proposed Boulevard cross-section ranges from approximately 129 to 164 feet wide but may need to be wider at intersections to account for turn lanes and other features. It consists of the following components:

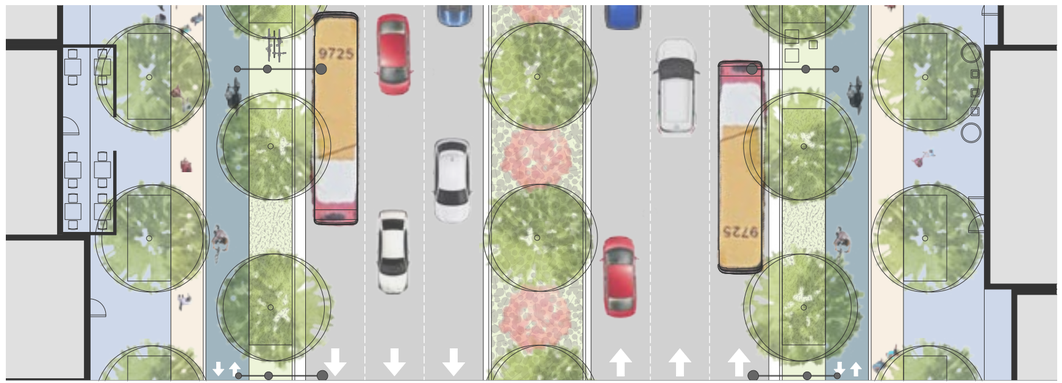
1 WITHIN THE RIGHT-OF-WAY

- 20-foot wide median that provides for an adequate pedestrian refuge and turn lanes, inclusive of the curb and gutter
- 3 11-foot wide travel lanes in each direction along with a 2.5-foot curb and gutter in each direction
- 8-foot minimum width Landscape Panel on each side of the street; 10-feet wide is strongly encouraged. 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 (found in areas between major plantings) within the Landscape Panel
- 8-foot two-way cycle track
- 6-foot minimum width sidewalk

2 OUTSIDE OF THE RIGHT-OF-WAY

- 15-foot minimum width Building Zone. This should accommodate a second row of trees and possibly additional plantings. Major shade trees should be planted in a manner to ensure that they have building clearance at their mature size. The trees within the building zone should be planted to achieve a staggered affect with those planted in the Landscape Panel. When ground level retail is provided in a building, a portion of the building zone should be used for retail browsing or outdoor dining in lieu of plantings

SECTION AND PLAN: BOULEVARD



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STREET NETWORK

3A STREET TYPES

Avenue (Minor Arterial)

AVENUE

Avenues within Annandale play a role in taking the pressure off of Little River Turnpike by diverting vehicular traffic from the Boulevard to the Avenues. Portions of Avenues may also accommodate transit and provide desirable locations for new business and residential development. These streets generally have two travel lanes in each direction, wide sidewalks, and bike facilities. Medians may be necessary depending on design, safety, operation, and capacity considerations. Medians may also include landscaping, where appropriate.

Annandale Road, Backlick Road, Columbia Pike, Gallows Road, Hummer Road and Ravensworth Road are considered Avenues as shown on **Map 4: Annandale Planned Road Network Map**.

RIGHT
Existing conditions for Columbia Pike (Avenue) in Annandale
Image Credit: Fairfax County

STREET AND STREETSCAPE DESCRIPTION

The right-of-way needed to implement the proposed Avenue cross-section ranges from approximately 83 to 131 feet wide and consists of the following components:

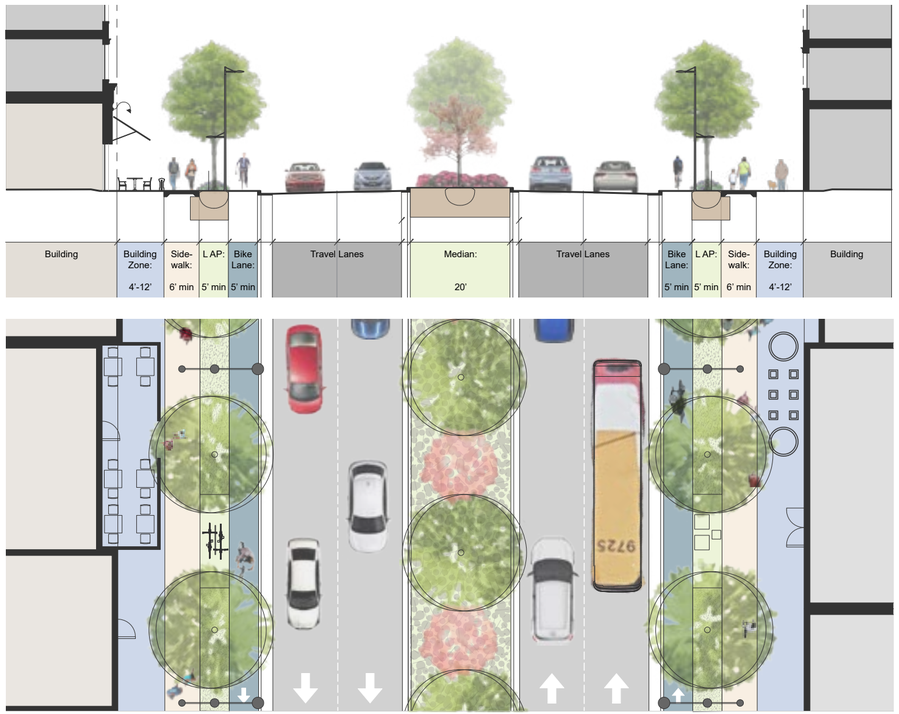
1 WITHIN THE RIGHT-OF-WAY

- 20-foot wide median that provides for an adequate pedestrian refuge, if necessary, inclusive of the curb and gutter
- 2 to 3 11-foot wide travel lanes in each direction along with a 2.5-foot curb and gutter in each direction
- 5-foot minimum wide elevated (not at road level) bike lane in each direction located behind the curb
- 5-foot minimum wide Landscape Panel. 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. 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 minimum wide sidewalk

2 OUTSIDE OF THE RIGHT-OF-WAY

- 4 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 provided instead

SECTION AND PLAN: AVENUE



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STREET NETWORK

3A STREET TYPES

Collector Street (Collector)

COLLECTOR STREET

Collector streets within Annandale will connect Local streets, with slow-moving traffic, to higher speed facilities like Avenues and Boulevards. Collector streets typically have one or two travel lanes in each direction. The lanes may include traffic calming elements such as bulbouts at intersections, frequent pedestrian crossings, parallel on-street parking, and bike facilities where appropriate. Wide sidewalks should be provided to maximize walkability. Medians are not preferred but may be necessary to provide pedestrian refuge, or turn lanes.

RIGHT
Existing conditions for John Marr Drive (Collector) in Annandale
Image Credit: Google Maps

STREET AND STREETSCAPE DESCRIPTION

The right-of-way width needed to implement the proposed Collector street cross-section ranges from approximately 73 to 121 feet and consists of the following components:

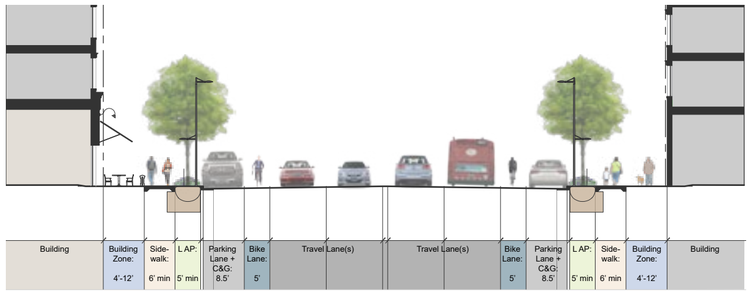
1 WITHIN THE RIGHT-OF-WAY

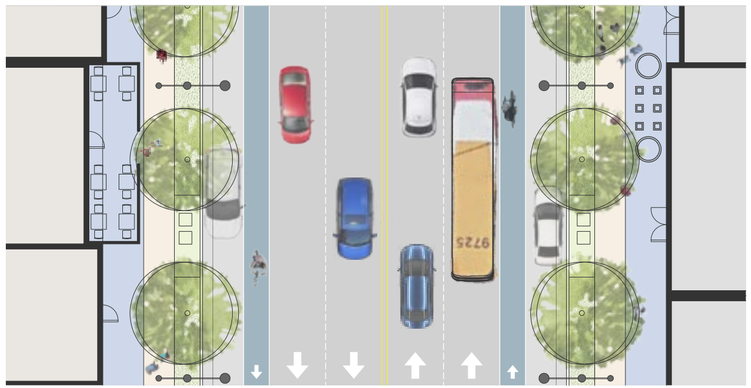
- 20-foot wide median that provides for an adequate pedestrian refuge and turn lanes, if necessary, inclusive of the curb and gutter
- 2 11-foot wide travel lanes in each direction; certain circumstances might warrant 1 travel lane in each direction
- 5-foot wide on-road dedicated bike lane in each direction, although elevated or buffered bike facilities may be appropriate under certain circumstances
- 8.5-foot wide parallel parking lane in each direction inclusive of the curb and gutter
- 5-foot minimum wide Landscape Panel. 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. 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 minimum wide sidewalk

2 OUTSIDE OF THE RIGHT-OF-WAY

- 4 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 provided instead

SECTION AND PLAN: COLLECTOR STREET





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3A STREET TYPES

Local Street (Local)

LOCAL STREET

Local streets will generally be the lowest volume streets within Annandale and will carry slow-moving traffic. Medians should not be considered. Local streets will serve residential and/or employment uses with building entrances opening on to the sidewalk. A majority of the new streets constructed as a part of redevelopment in Annandale will be designated as Local streets.

Local street cross-sections are generally narrow, with one lane in either direction, and may be flanked by on-street parking on one or both sides. Due to low vehicle speeds, bicycles may be accommodated in the travel lane rather than in a dedicated bicycle facility. For Local streets, traffic calming measures such as raised mid-block pedestrian crossings, small traffic rotaries, and curb and sidewalk "bulb outs" at intersections may be appropriate.

RIGHT
Existing conditions for Maple Place (Local) in Annandale
Image Credit: Google Maps

STREET AND STREETSCAPE DESCRIPTION

The right-of-way width needed to implement the proposed Local streets cross-section ranges from approximately 61 to 73 feet and consists of the following components:

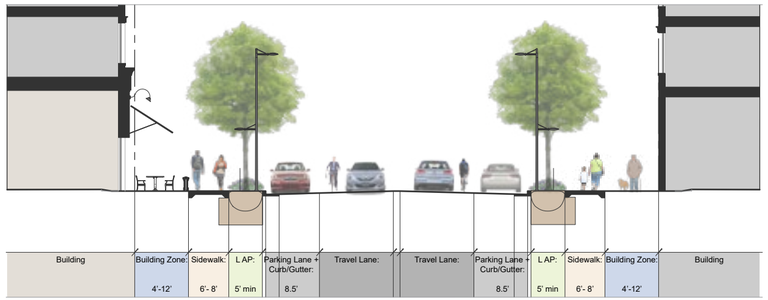
1 WITHIN THE RIGHT-OF-WAY

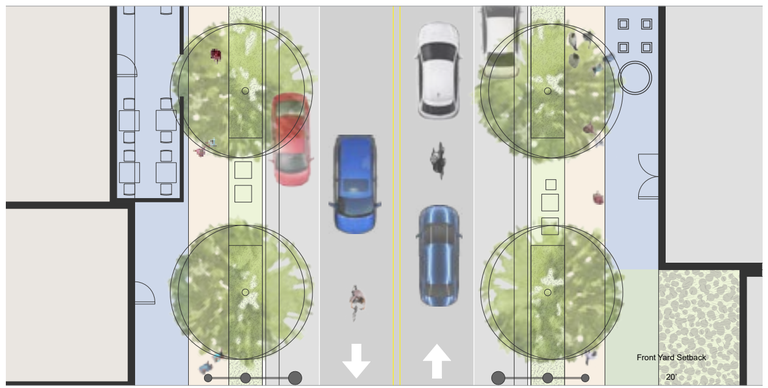
- 1 11-foot wide travel lane in each direction. 11-foot lane widths are preferred for residential streets, although 10-foot lanes widths may be appropriate in certain circumstances. Bicycle traffic may be accommodated in the travel lane and, where warranted, may include a separated on-road bicycle facility
- 8.5-foot wide parallel parking lane inclusive of the curb and gutter
- 5-foot minimum wide Landscape Panel. 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. 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 minimum wide sidewalk; an 8-foot sidewalk may be appropriate along commercial areas to accommodate anticipated pedestrian traffic

2 OUTSIDE OF THE RIGHT-OF-WAY

- 4 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 provided. A 20-foot wide Building Zone may be appropriate for lower-density residential uses and to transition to existing residential development along the edges of the CBC

SECTION AND PLAN: LOCAL STREET





Note: wider sidewalks and narrower building zones may be appropriate in commercial areas, while narrower sidewalks and wider building zones may be appropriate in residential areas. In instances where Redevelopment is proposed, and across the street is outside of the CRD, a Front Yard Setback may be appropriate to help transition

3A STREET TYPES

Service Street

SERVICE STREET

Service streets are very low speed, generally privately maintained facilities that typically run between buildings to provide access to parking garages, loading docks, waste management, utilities, and other back-of-house operations. Connections to Local streets and Collectors are encouraged. Service streets should be designed to maximize functionality for service vehicles. While they do not primarily serve pedestrians, they should provide a minimum level of accessibility and safety for pedestrians, including crossings, where applicable.

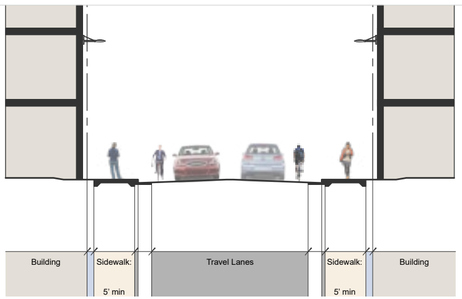
STREET AND STREETSCAPE DESCRIPTION

The right-of-way needed to implement the proposed Service street cross-section is approximately 40-feet and consists of the following components:

1 WITHIN THE RIGHT-OF-WAY

- No medians should be considered
- 1 travel lane per direction
- Street widths should accommodate expected service vehicles and may include dedicated loading zones
- On-street parking and bus access is not anticipated
- Landscaping should not conflict with large vehicle movements
- Mountable curbs should be considered
- 5-foot minimum wide clear sidewalk should be provided adjacent to buildings. No poles, utilities, or other appurtenances should be located in the sidewalk. Attractive street lighting should be provided to illuminate both the street and the sidewalk. In lieu of pole lights, attractive safety and wayfinding lighting may also be attached to the building face

SECTION AND PLAN: SERVICE STREET



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4 PUBLIC REALM ELEMENTS

OVERVIEW

The Comprehensive Plan, Area I, Annandale Planning District, Streetscape Design states:

"Attractive streetscapes include a well-designed road edge that contributes to area identity and provides a safe, high-quality pedestrian experience. The streetscape design should vary by the type of street and the adjacent land use, and should create a unifying theme along each of the roads. Elements of streetscapes include sidewalks, street furniture, streetlights, trees and other plantings, paving, crosswalks, bus shelters, bicycle racks, public art, and seating areas. The purpose of these elements is to enhance the quality of the pedestrian environment."

The streetscape is defined as the area that is located between the buildings and the street, which includes sidewalks and amenities such as exterior lighting, signage, landscaping and street furnishings. This space serves as the interface between the public and private realms. A coherent streetscape along all streets in Annandale will provide a common identity throughout the area. The streetscape area should create a safe and attractive environment for the pedestrian that is clearly separated from vehicular traffic. The following guidance for paving, light fixtures, plant materials, and street furnishings is intended to supplement the recommendations of the Comprehensive Plan.

The streetscape concept is intended to create a unifying theme in Annandale despite the differences in scale and intensity of the use of streets by automobiles, pedestrians and bicyclists. To achieve this, the streetscape concept establishes consistent guidance for street tree location, spacing, size, and type. Implementation will occur through development proposals addressing private property and adjacent public right-of-way. In situations where development or redevelopment is not likely to occur, implementing the streetscape design concept may require public/private cooperation in providing funding for these improvements.

When street trees and other plantings are to be located in proximity to roadways or within medians, special attention to clear zones, as well as safety and sight distance should be observed. It is important to note that coordination with VDOT is critical for any streetscape improvements planned within the right-of-way. Installations within rights-of-way, including any streetscape elements that may impact roadway clearance standards require a permit from VDOT. Modifications to the streetscape guidance outlined in this section may be necessary to conform to applicable VDOT requirements and guidelines.

LEFT
Mix of public realm features including sidewalks, trees and landscaping, and bicycle parking on an avenue
Image Credit: Fairfax County

Washington, DC

RIGHT
Mix of public realm features including sidewalks, trees and landscaping, and on-street parking on a local street
Image Credit: Fairfax County

Hyattsville, MD

East Falls Church, VA

LEFT
Mix of public realm features along a mixed use building, including sidewalks, trees and landscaping, and street lights
Image Credit: Fairfax County

Hyattsville, MD

RIGHT
Mix of public realm features along a commercial building, including moveable furniture, trees and landscaping, with a narrow building zone
Image Credit: Fairfax County

4A LANDSCAPING

OVERVIEW

Landscaping is an important component of the streetscape, introducing shade, color, texture and seasonal interest to the street corridor, while softening the overall appearance of the buildings and paved areas. In an urban context, landscaping has numerous applications that can complement and complete the design of the site; these include screening, defining space, and providing protection from the sun and wind. Plant material is one of the most versatile tools in site design. Depending upon the selection and application of plant material, landscaping can highlight features of a building or form a visual barrier between sites.

A proactive approach to maintenance is strongly recommended to ensure that plants remain healthy. Irrigation and maintenance are vital to the establishment of landscaping and to allow it to thrive. There are many forms of irrigation that may be appropriate such as underground systems or surface soaker hoses. Ongoing and seasonal maintenance (i.e. weeding, pruning, edging and dead heading) are necessary for plants to flourish and appear their best.

LEFT
Borders and shrubs help to define the street tree space and the pedestrian space, while planters are used as accents near doorways
Image Credit: Fairfax County

Fairfax, VA

RIGHT
Low plantings in planters are used as buffering between a parking lot and outdoor dining space
Image Credit: Fairfax County

DESIGN PRINCIPLES

Shade trees should be primarily used as street trees. They provide an important aesthetic function and serve as a unifying element. Interior to the site, shade trees offer protection from the sun and added privacy to outdoor spaces from floors above.

Ornamental plantings include flowering trees, shrubs and perennials, and should be planted at grade or in raised planting beds. These plantings provide seasonal interest, variety and individuality to the landscaping design of a site. Ornamental plantings should be used to supplement shade trees and are appropriate for entry points into Annandale and in other planting areas.

Planters can complement the overall landscape design by introducing plant material to soften the paved areas of the streetscape. The architectural character can be extended into the streetscape using planters that are constructed of similar materials, colors and styles as the building. Planters also provide flexibility in that they can be moved and plant material easily rotated on a seasonal basis. Pots, hanging baskets, and window boxes are examples of planters that may be appropriate. Planters require regular maintenance and watering to enable the plants to thrive.

REFERENCES FOR LANDSCAPING
Volume I Urban Design Guidelines for CRDs and CRAs (Sections 2F, 2I and A1)

Vienna, VA

DESIGN STRATEGIES

1 SHADE TREES

A. Plant shade trees in a continuous planting panel along the curb line, with high quality planting soil, proper drainage and irrigation. If tree pits must be used, size them to be at least 8 feet by 8 feet to allow sufficient room for proper root establishment and growth.

B. Use low plantings, curbing, or tree guards to prevent root compaction from pedestrian traffic.

C. Select street trees with an ultimate mature height that takes into consideration the height of any overhead utility lines.

D. Coordinate the alignment of the street trees along a street. To the extent possible, trees should be consistently spaced along a street and generally align with trees on the opposite side of the street. This will provide a coherent appearance to the streetscape as it is installed over time.

E. Avoid locating underground utilities within the Landscape Amenity Panel to avoid conflicts with tree roots.

F. Plant trees of no less than 2.5 inches in caliper at installation.

G. Replace trees if more than 30 percent of the crown or the central leader is dead.

2 ORNAMENTAL PLANTINGS

A. Use planting beds to define space and direct pedestrian flow.

B. Incorporate a seat wall into raised planting beds to provide outdoor seating where appropriate.

C. Plant flowering trees of no less than 2 inches in caliper at installation or 8 feet in height. Evergreen trees should be no less than 8 feet in height at installation.

D. Include a variety of species in plantings rather than a single species for interest and sustainability.

E. Consider seasonality of species and design planting beds to maintain appearance and interest year round.

3 LANDSCAPING WITH PLANTERS

A. Use planters with seasonal plantings to help soften and add color on properties with constrained opportunities for landscaping, and to create a sense of place on the ground floor.

B. Consider the use of planters to help define the street edge in areas that are too tight to plant street trees.

C. Consider irrigation systems for planters as they tend to dry out more quickly than in-ground materials. If unavailable, ensure proper watering is provided to ensure the viability and maintenance of the plantings.

D. Select planters made of wood, metal, terracotta, or other similar quality materials. Plastic containers should be avoided.

PUBLIC REALM ELEMENTS

Draft

4A.1 SCREENING AND TRANSITIONS

DESIGN PRINCIPLES

Well-designed landscaping can provide effective screening for parking, utilities and equipment, and can offer privacy between uses. As plants can take many years to fully mature, they may need to be installed at a large size to achieve the desired screening effect.

DESIGN STRATEGIES

1 SCREENING AND TRANSITIONS

A. Increase the plant size and decrease the spacing between plants to maximize the immediate screening effect.

B. Select plants that offer year-round screening such as evergreen or semi-evergreen trees and/or shrubs. If deciduous plants are used for screening, choose varieties with a compact form and/or dense branch structure.

C. Use shrubs maintained at a height of 2 ½-3 ½ feet to shield parked cars from public view while maintaining visibility into the parking lot for safety.

D. Maintain all plants in good condition; remove and replace plants that do not flourish or maintain an effective screen.

E. Consider use of architectural grates/trellis structures planted with vines for narrow spaces.

LEFT
Use of vines on a fence with architectural grates to screen private outdoor spaces from a public park
Image Credit: Fairfax County

RIGHT
Use of deciduous trees with a dense branch structure and evergreen trees used to screen the road on one side and a parking garage on the other
Image Credit: Fairfax County

Arlington, VA

Reston, VA

4A.2 PLANT SELECTION AND RECOMMENDED PLANT LIST

DESIGN PRINCIPLES

All plant material should be appropriate for urban conditions. In general, use of native species is encouraged. Plant selection should be done in consultation with the Fairfax County Urban Forest Management Division. The plant lists on the next four pages are recommended for use within Annandale, in concert with plant list recommendations included in Volume I. Consider the suggested location suitability for urban conditions included in the plant tables when developing the planting plan for a project.

REFERENCES FOR PLANT SELECTION AND RECOMMENDED PLANT LIST
Volume I Urban Design Guidelines for CRDs and CRAs (Sections 2F and A1)

Clarendon, VA

DESIGN STRATEGIES

1 PLANT SELECTION AND RECOMMENDED PLANT LISTS

A. Consider the maintenance implications of fruits, seeds, and leaves produced by plants when developing the plant list for a project.

B. Select plants appropriate for the sun exposure that exists on the site (full sun, partial sun, partial shade or full shade).

C. Properly install all plant material based on guidance in the latest edition of the American National Standard for Tree Care Operations—Tree, Shrub and Other Woody Plant Management—Standard Practices (Planting and Transplanting).

D. Size and space plants for adequate coverage upon installation. Shrubs and ground cover should be completely filled-in within one or two years. Use organic materials, such as mulch, for planting bed coverage in the interim.

E. Sod rather then seed any lawn area to be installed. Grass should be watered and maintained until it is fully established.

F. Consult VDOT for planting guidelines within state rights-of-way.

Carlsbad, CA

LEFT
Street trees and perennials planted in an urban condition
Image Credit: Fairfax County

RIGHT
Perennials combined with a low wall help to define the sidewalk and the private realm
Image Credit: Debora Carl Landscape Design

CATEGORY I, II, III, AND IV SHADE TREES, ORNAMENTAL TREES, AND EVERGREEN/SCREENING TREE LIST

COMMON NAME	SCIENTIFIC NAME	NATIVE	EVER-GREEN	SEASONAL INTEREST	PLAZA	STREET	PARK	LID	AVG. HGT/ SPREAD
Category IV									
Southern Magnolia	Magnolia grandiflora	X	X	X			X		50'/30'
London Planetree	Platanus x acerfolia 'Liberty' or 'Columbia'				X	X	X		60'-80'/50'-60'
Loblolly Pine	Pinus taeda	X	X				X		50'/30'
Virginia Pine	Pinus virginiana	X	X				X		50'/30'
White Oak	Quercus alba	X			X	X	X	X	60'-80'/60'
Green Vase Zelkova	Zelkova serrata 'Green Vase'				X	X	X	X	50'-60'/40'-50'
Category III									
Blue Atlas Cedar	Cedrus atlantica		X		X		X		40'-60'/30'-40'
Katsura Tree	Cercidiphyllum japonicum				X	X	X		40'-60'/20'-30'
Norway Spruce	Picea abies		X				X		40'-60'/30'-35'
Short Leaf Pine	Pinus echinatal	X	X		X		X		40'-50'/20'-30'
Japanese Scholar Tree	Sophora japonica				X	X	X		50'-70'/40'-50'
Category II									
American Holly	Ilex opaca	X	X				X	X	30'-60'/15'-35'
Eastern Redcedar	Juniperus virginiana	X	X		X		X	X	40'-50'/8'-15'
White Crape Myrtle	Lagerstroemia indica 'Natchez'			X	X		X		15'-25'/15'-20'
Star Magnolia	Magnolia stallata			X	X		X		15'-20'/10'-15'
Saucer Magnolia	Magnolia x soulangiana			X	X		X		20'-30'/20'-30'
Category I									
Nellie R. Stevens Holly	Ilex x 'Nellie R. Stevens'		X		X		X		20'-30'/10'-20'
Foster's Holly	Ilex x attenuata 'Fosteri'		X		X		X		15'-25'/8'-12'
Crepe Myrtle	Lagerstroemia indica			X	X		X		15'-25'/15'-20'

This plant list is recommended for use within the Annandale CRD, in concert with the plant list recommendations included in Volume I.

Blue Atlas Cedar

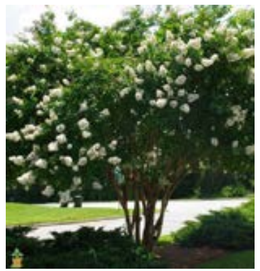
White Oak

Green Vase Zelkova

Norway Spruce

Saucer Magnolia

Eastern Redcedar



White Crape Myrtle

Foster's Holly

ORNAMENTAL SHRUBS, EVERGREEN/SCREENING SHRUBS, PERENNIALS AND ORNAMENTAL GRASSES

COMMON NAME	SCIENTIFIC NAME	NATIVE	EVER-GREEN	SEASONAL INTEREST	PLAZA	STREET	PARK	LID	AVG. HGT/ SPREAD
Shrubs									
Edward Goucher Glossy Abelia	Abelia 'Edward Goucher'		X		X	X	X		6'-8'/4'-6'
Azalea	Azalea sp			X			X	X	4'/4'
Smoketree	Cotinus coggygria			X			X		10'-15'/10'-15'
Cotoneaster	Cotoneaster dammeri			X	X				2'/6'
Nikko Deutzia	Deutzia gracillis 'Nikko'				X		X		2'/4'
Forsythia	Forsythia x intermedia			X			X		8'-10'/10'-12'
Sea Green Chinese Juniper	Juniperus chinensis 'Sea Green'		X		X		X		6'/6'
Kerria	Kerria japonica						X		3'-6'/6'-10'
Knockout Rose	Rosa radrazz			X	X	X	X		3'-4'/3'-4'
Carpet Roses	Rosa x (Any color, single or double)			X	X		X		1'-3'/2'-3'
Meadowsweet	Spiraea spp.			X	X		X		2'-10'/2'-10'
American Snowbell	Styrax americanus	X			X		X		6'-10'/6'-10'
Perennials and Ornamental Grasses									
Butterflyweed	Asclepias tuberosa			X	X		X		1'-3'/1'-2'
Siberian Iris	Iris sibirica 'Caesar's Brother'			X	X		X	X	36"-48"/24"-36"
Maiden Grass	Miscanthus sinensis 'Gracillimus'			X	X	X			4'-6'/3'
Dwarf Fountain Grass	Pennisetum alopecuroides 'Hameln'			X	X	X			18"-30"/18"-30"
Russian Sage	Perovskia atriplicifolia			X	X	X			36"/24"-36"
Black-eyed Susan	Rudbeckia fulgida 'Goldstrum'	X		X	X	X	X	X	24"/24"

This plant list is recommended for use within the Annandale CRD, in concert with the plant list recommendations included in Volume I.

Draft

PUBLIC REALM ELEMENTS

Edward Goucher Glossy Abelia

Nikko Deutzia

Forsythia

Knockout Rose

Siberian Iris

Dwarf Fountain Grass

Russian Sage

Black-eyed Susan

4B HARDSCAPE

OVERVIEW

Hardscape refers to the constructed elements of the streetscape, including sidewalks, crosswalks, plazas, raised planters and walls. The hardscape should be high-quality and help distinguish Annandale from surrounding areas. All materials should be durable and easily maintained. Traditionally, and as seen in portions of Annandale, the standard has been brick pavers. With time though, best practices for maintenance have moved away from this standard.

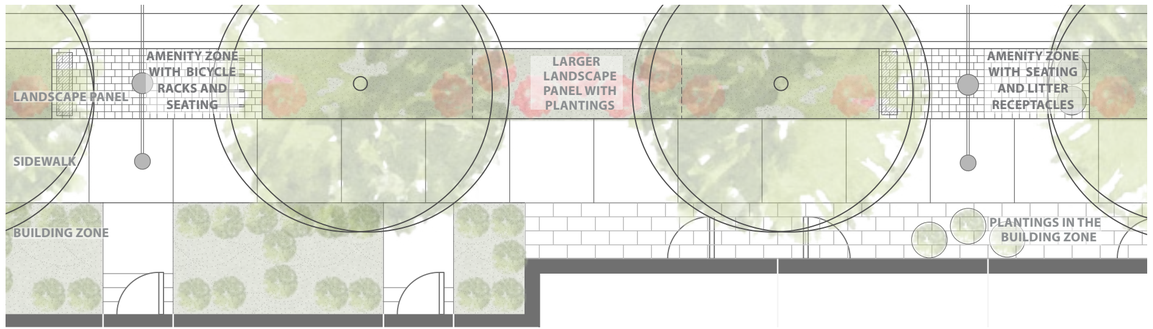
Moving forward, the primary paving material for sidewalks should be poured in place concrete. This change provides a cost saving for the overall project. The community expectation is that the money saved will be invested in better landscaping. Paved amenity zones should be provided to accommodate street furnishings as appropriate, otherwise connected tree pits are recommended for additional planting area.

Diagram 1 below and **Diagram 2** on page 4-14 depict the primary streetscape component material recommendations but do not include bicycle facilities. See the cross-sections in Chapter 3 for bicycle facility location recommendations, and page 4-13 for material recommendations depending on a shared versus separate facility type.

DIAGRAM 1
Depicts common components of the streetscape

REFERENCES FOR HARDSCAPE
Volume I Urban Design Guidelines for CRDs and CRAs (Sections 2C.2, 2G and 2I)

DIAGRAM 1: STREETSCAPE MATERIALS



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PUBLIC REALM ELEMENTS

4B.1 PAVING

SUGGESTED SPECIFICATIONS

A SIDEWALKS

- Use poured in place concrete for sidewalks. Score the concrete every 6-feet or the width of the sidewalk, perpendicularly to the street and building.
- Bring concrete driveway ramps up to the level of the sidewalk to provide a consistent and continuous sidewalk.

B AMENITY ZONE

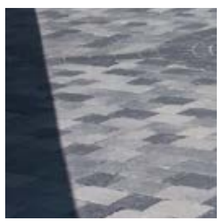
Use pavers to create an accent area where needed to support street furnishings within the Landscape Panel. Pavers should be installed with staggered seams in a pattern parallel to the sidewalk.

OPTION A: NICOLOCK RUSTICO PAVER

- 6 x 6-inch square pavers and 6 x 9-inch rectangular pavers, 2.375-inch thick: Granite City Blend color, Smooth finish

OPTION B: BELGARD LONDON COBBLE PAVER

- 6 x 6-inch square pavers and 6 x 9-inch rectangular pavers, 60 MM thick: Sable Blend color, Smooth finish



1 DEDICATED BICYCLE FACILITIES

Use asphalt for separate bike facilities.

2 URBAN SHARED USE PATHS

A. Use a warm gray shade of tinted poured in place concrete for urban shared use paths as shown in images below. Utilize saw-cut joints to minimize impact on wheeled users. Selected color should coordinate with other pavement colors.

B. Hexagonal pavers may be used at intersections to distinguish the facility.


Washington, D.C.

C-14 French Gray

FAR LEFT
Nicolock Rustico Paver in Granite City Blend with a Charcoal edge; installed in a herringbone pattern
Image Credit: Nicolock

CENTER LEFT
Belgard London Cobble Paver in Sable Blend; installed in a running bond pattern
Image Credit: Belgard Pavers

TOP RIGHT
Davis Colors tinted concrete around the reflecting pool
Image Credit: Brett Drury

BOTTOM CENTER
Cobblestone by Davis Colors for tinted concrete
Image Credit: Davis Colors

BOTTOM RIGHT
French Gray C-14 by Scofield Chromix Admixtures for tinted concrete
Image Credit: Scofield

DIAGRAM 2: DETAIL OF STREETSCAPE COMPONENT MATERIALS

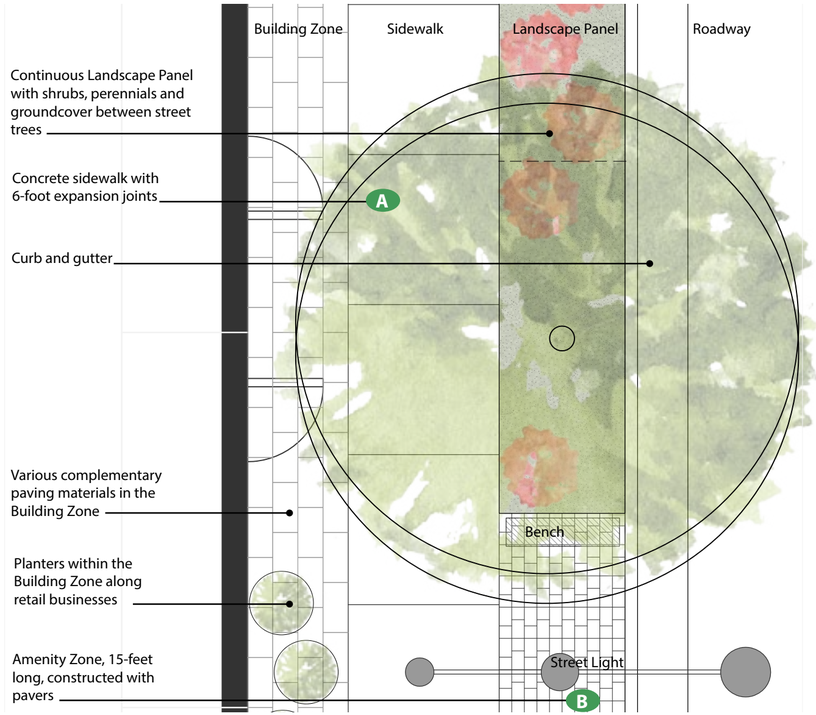


DIAGRAM 2
Depicts the locations of paving materials within streetscape areas; letters correspond to paving specifications listed on page 4-13

4B.2 SEAT WALLS AND RAISED PLANTERS

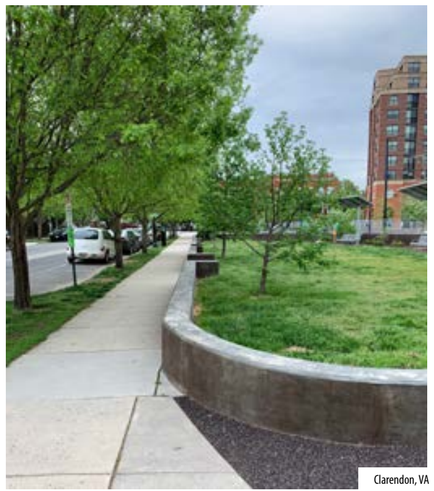
DESIGN PRINCIPLES

Seat walls and raised planters introduce verticality to the streetscape and can be used to define space and function as permanent, informal seating. Seat walls and raised planters are appropriate for plazas, pocket parks, seating areas, and other gathering spaces.

DESIGN STRATEGIES

A. Construct seat walls 18-24 inches high and 12-18 inches deep for comfortable seating.

B. Use a style, material, and details that complements the architectural character of the building. Brick veneer is suggested for the face of the wall with a decorative cap of brick, stone, or cast concrete.



Clarendon, VA

Bethesda, MD

LEFT
Planter wall at seat height, that creates an edge between the streetscape and park space, while accommodating grade changes between the two spaces
Image Credit: Fairfax County

RIGHT
Planter wall with seat wall at the correct height, planters defines the plaza space and helps to navigate topographic changes from the sidewalk to the plaza
Image Credit: Fairfax County

4C STREET FURNISHINGS

OVERVIEW

The public realm in Annandale should incorporate unique physical elements that distinguish the area and help to establish its identity, support an array of community activities, and 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;
- create a functional and interesting streetscape in a manner that complements 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. This section describes the recommended design features and location of street furnishings specific to Annandale.

The following suggestions have been chosen to complement the existing streetscape furnishings, while incorporating more curvilinear lines and details. It is anticipated that street furnishings will be installed in Annandale in conjunction with new development or as part of a streetscape or transportation capital project.

RIGHT
Benches and bike rack incorporated into the amenity panel to increase pedestrian comfort and streetscape functionality
Image Credit: Fairfax County

REFERENCES FOR STREET FURNISHINGS
Volume I Urban Design Guidelines for CRDs and CRAs (Section 2F)

DESIGN PRINCIPLES

Street furnishings include benches, litter receptacles, bollards, bike racks, and bus shelters. They are the amenities that allow the streetscape to become more than simply a walkway and that permit it to function as a public space. The furnishings should be conveniently located, and not block pedestrian circulation. They should be placed in areas where people will gather, such as plazas, pocket parks, and along primary pedestrian routes.

All furnishings should be metal with a glossy or matte powder-coated finish in black or coordinated with the accent colors of the adjacent building. The street furnishings included are recommended, although each property owner may choose their own furnishings. If other furnishings are used, the selections should convey coherency across the CRD while subtly reflecting the individual character of the building. Alternatives will be considered for appropriateness if they meet the intent of these District Guidelines. All street furnishings on a single site should be coordinated.

Tysons, VA

DESIGN STRATEGIES: SEATING

A. Locate seating at regular intervals for pedestrian respite and gathering.

B. Use the options recommended or select an option that has vertical slats for seat and backs, gentle curves incorporated into the overall frame, and has simple, clean details.

C. Provide seating with arm rests at either end. Benches greater than 6 feet in length should provide an intermediate arm rest.

SUGGESTED SPECIFICATIONS: SEATING

OPTION A: VICTOR STANLEY: PRSO-327 (OUTSIDE FACING) AND PRSI-227 (INSIDE FACING)

- An outside-facing curved bench or inside-facing curved bench. Solid steel frame and scrolled vertical steel slats give these benches durability and elegance. Flat armrests continue to the front plane of the bench before curving down to mimic the scrolled slats.
- 6-feet in length. Configuration should be selected based on site conditions and the desired seating arrangement so long as the bench does not protrude into the sidewalk.
- Vertical steel slat seating style.
- An intermediate armrest (bolt-on) is optional.
- Finish: Black powder-coated metal. Seating surface material is powder-coated metal.

TOP
PRSO-327 Bench with steel frame and scrolled vertical slats in black
Image Credit: Victor Stanley

OPTION B: LANDSCAPE FORMS: MELVILLE

- A graceful bench. Its elegant curved backrest is low in height, enabling sitters to lean into the curve and rest their arms comfortably along the top edge.
- 76-inch 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.
- Vertical steel slat back, with horizontal steel slat seat.
- An intermediate armrest (bolt-on) is optional.
- Finish: Black powder-coated metal. Seating surface material is powder-coated metal.

BOTTOM
Melville Bench shown in bronze
Image Credit: Landscape Forms

DESIGN STRATEGIES: LITTER RECEPTACLES

A. Locate litter receptacles in areas of high pedestrian traffic to encourage use, with at least one receptacle on each block. Recommended locations include near benches, bus stops, and intersections.

B. Size litter receptacles to anticipated waste volume.

C. Use option recommended or select an option with vertical slats, visible structural legs, clean lines and simple details for consistency across the CRD.

D. Ensure all receptacles are anchored to ground while still allowing easy access for trash removal.

E. Incorporate smart technology, if possible. To ensure future retrofit capabilities the trashcan should be side opening and have a dome cover.

SUGGESTED SPECIFICATIONS: LITTER RECEPTACLES

OPTION A: LANDSCAPE FORMS SCARBOROUGH RECEPTACLE

– Durably constructed of metal side panels and a spun metal top to meet the demands of active public spaces. Has vertical strap side panels.

– The receptacle top-opening lid lifts up and swings to the side for easy litter removal. Recycling litter signage is available with standard wording options.

– 30 gallon capacity

– Receptacle should be surface-mounted to the ground

– Finish: Black, or Matte Black powder-coated metal

OPTION B: FORMS+SURFACES URBAN RENAISSANCE RECEPTACLE

– A high volume trash receptacle featuring square support tubes and vertical grillwork.

– Hinged side-access doors for easy servicing. Recycling litter signage is available with standard wording options, integrated recycle bin above trash receptacle or split-stream models available.

– 36 and 45 gallon capacity

– Receptacle should be surface-mounted to the ground

– Finish: Black Gloss, or Black Texture powder-coated metal

LEFT
Scarborough receptacle with lid and steel slats shown in black powder-coated metal
Image Credit: Landscape Forms

RIGHT
Urban Renaissance receptacle with a split-stream recycling, custom labeling and steel slats shown in black texture powder-coated metal
Image Credit: Forms+Surfaces

DESIGN STRATEGIES: BOLLARDS

A. Use bollards to separate vehicular and pedestrian circulation particularly in areas where the two may cross, for example at mid-block driveway entrances.

B. Use options recommended or select an option that is cylindrical with ribbing at the top, has clean lines and is not overly ornamental.

SUGGESTED SPECIFICATIONS: BOLLARDS

OPTION A: LANDSCAPE FORMS ANNAPOLIS

– Annapolis bollards serve to separate pedestrian and vehicular traffic, and/or function as wayfinding fixtures. This bollard is a mix of aluminum (top and base) and steel (the post), with a variety of mounting options including removable posts for security and access purposes.

– Finish: Powder-coat finish in black or matte black.

OPTION B: RELIANCE FOUNDRY R-7835

– This bollard is clean, simple design suitable for any location. The steel body provides better impact protection. The body features decorative ribbing and a rounded top.

– Finish: Powder-coat finish in black.

LEFT
Annapolis bollard
Image Credit: Landscape Forms

RIGHT
R-7835 bollards edging a pedestrian plaza
Image Credit: Victor Stanley

DESIGN STRATEGIES: BIKE RACKS

A. Use bike rack option recommended or select an option with clean lines that is not overly ornamental. A circular style rack is preferred.

B. Allow adequate space to lock up multiple bikes.

C. Place in visible areas to promote use and security.

D. Locate no closer than 60 feet apart along the streetscape.

E. Reference the Fairfax County DOT Bicycle Parking Guidelines for bike rack spacing and location guidance.

SUGGESTED SPECIFICATIONS: BIKE RACKS

OPTION A: LANDSCAPE FORMS LOOP

– A simple, sweeping circle with a twist. Cyclists can lock one or two bikes around its cast aluminum frame.

– Rack should be surface-mounted to the ground

– Finish: Matte Black powder-coated metal

LEFT
Loop bicycle rack in silver powder coat.
Image Credit: Landscape Forms

DESIGN STRATEGIES: TRANSIT SHELTERS

A. New transit shelters should meet specifications set forth by Fairfax County DOT and are subject to its review.

B. Provide a wind screen and non-cantilevered roof.

C. Include a partial bench to accommodate wheelchair access.

SUGGESTED SPECIFICATIONS: TRANSIT SHELTERS

Transit Shelter specifications can be found in Volume I, Chapter 2. The preferred option for Annandale is the Euro Shelter by Tolar Manufacturing but, as an alternative, the Niagara Shelter may be used if requested by Fairfax County DOT.

RIGHT
Euro Shelter is the preferred option for Annandale, shown in silver powder coat
Image Credit: Tolar Manufacturing

Draft

PUBLIC REALM ELEMENTS

4D GATEWAY AND WAYFINDING SIGNAGE

DESIGN PRINCIPLES

Consistency in design and placement is fundamental to effective wayfinding signs, providing predictability for users and establishing a recognizable brand for the Annandale CRD. Different sign types (e.g., wayfinding and gateway/identity) may vary in appropriate locations, size and shape to serve their intended functions while sharing a consistent design motif and graphic style. Further, the design of wayfinding signage should be utilized and located in a consistent manner throughout Annandale. The primary purposes of public realm signage within Annandale should be to provide wayfinding information and to identify gateways.

REFERENCES FOR SIGNAGE
Volume I Urban Design Guidelines for CRDs and CRAs (Section 6A)

Rockville, MD

DESIGN STRATEGIES

A. Design the size, typeface, graphics, illustrations, and orientation of signs for the intended user based on where and by whom a sign will be viewed (e.g., by a pedestrian, by a driver, or by a passenger in a moving vehicle).

B. Utilize icons that are simple and easy to interpret in any language.

C. Design sign content including lettering and maps with a range of users in mind and include features such as contrasting sign content and clear lettering.

D. Locate maps and content that are intended to be viewed in close range between 35 and 55 inches above ground level.

E. Incorporate gateway signs within the public realm to strengthen the sense of place upon arrival.

F. Include wayfinding and other information within ground-mounted signs. These signs should be at the human scale (targeting people walking, riding bicycles, and riding micromobility modes). Ground-mounted signage should not exceed 10-feet in height, measured from ground level.

G. Provide vehicle-focused information, with large lettering for easy reading, on banners mounted on street light poles when permitted. Pole mounted signage should not exceed 16-feet in height, measured from ground level to the top of the banner.

LEFT
Vehicular oriented pole mounted signage that corresponds with the pedestrian oriented ground mounted signage with a locator map
Image Credit: Selbert Perkins Design

4E STREET AND PUBLIC REALM LIGHTING

The Comprehensive Plan, Area I, Annandale Planning District, General Streetscape Recommendations - Street Lighting, states:

"Street lighting should maintain the overall character and quality of the area, provide adequate lighting levels that ensure public safety without creating glare or light spillage, and conform to county ordinances. Light fixtures should be full cutoff and use energy-saving technology. Street lights should be located so as to not conflict with street trees at their projected maturity."

RIGHT
Pedestrian oriented street lights mounted in the amenity panel with seasonal banners
Image Credit: The Troyer Group

South Bend, IN

FAR RIGHT
Existing Basic Acorn light fixture in Annandale
Image Credit: Google Maps

DESIGN PRINCIPLES

The majority of street lights on state-owned roadways are owned and maintained by Dominion Energy. Dominion Energy currently 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 palette of standard offerings.

The primary light fixture in Annandale is the Cobra Head, which is scaled and orientated for the roadway. Furthermore, the Basic Acorn light fixture has been the preferred pedestrian-oriented street light and can be observed in parts of Annandale such as along Columbia Pike.

While the Basic Acorn light fixture has been a staple of Annandale's streetscape design for years, it is a non-cutoff fixture, meaning upward light pollution occurs. A transition to a LED, full cutoff fixture would reduce the light pollution in Annandale and improve energy efficiency. The specifications of a new LED, full cutoff Round Lantern streetlight is found on page 4-23. Meanwhile, Fairfax County continues to work with Dominion Energy on expanding the variety of street light options it offers for streetscape design. A second preferred street light in a transitional style is identified and shown on page 4-23, however, it is not available from Dominion Energy at this time. Where streets require additional lighting, such as Boulevards and other major streets, the LED, full cutoff Acorn street light should be augmented with a Shoebox street light designed to illuminate the roadway.

Finally, these light fixture recommendations are for the public realm. Alternative lighting fixtures may be proposed for private streets and the private realm if they meet the design intent of the District Guidelines and can gain acceptance. Private realm light fixtures should coordinate with these lighting types or may use these specificiations if deemed appropriate.

REFERENCES FOR EXTERIOR LIGHTING
Volume I Urban Design Guidelines for CRDs and CRAs (Sections 2F.3 and 4F)

DESIGN STRATEGIES

1 STREET AND PUBLIC SPACE LIGHTING

A. Provide a uniform level of light to the area to be illuminated through the number, location, and height of lighting fixtures.

B. Locate pedestrian lights at regular intervals along sidewalks and pathways. Spacing will vary according to fixture selection, but should provide a uniform level of light.

C. Utilize pedestrian-oriented light poles between 14-16 feet in height, either by direct burial or surface mounted; poles should not be mounted on large concrete pedestals.

D. Provide electrical outlets at the top of the pole for connecting holiday and event lighting, if feasible.

E. Coordinate the placement of lighting with the landscaping so that there is no conflict between trees and shrubs, and the light fixtures.

SUGGESTED SPECIFICATIONS

LED STREETLIGHT FIXTURE: ALL STREETS

- Model: LED Cutoff Round Lantern
- 70W, 100W, and 150W HID equivalent fixture
- 3000K Color Temperature, Type III Lighting Pattern
- Full cutoff - BUG rating has U of Zero
- 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

- Model: Shoebox (150W - 1000W EQ)
- 150W, 250W, 400W, and 1000W HID equivalent fixture
- 3000K Color Temperature, Type III and Type IV Lighting Pattern
- Black Housing
- Streetlight Pole: Black slim metal pole

TOP LEFT
LED Cutoff Round Lantern light fixture for all streets
Image Credit: Dominion Energy

BOTTOM LEFT
Paseo Cyclone Flat Lens LED light fixture for all streets
This is the future preferred street light fixture
Image Credit: Paseo

RIGHT
Shoebox 150W-1000W EQ for Boulevards and other Major Streets
Image Credit: TBD

4F PUBLIC ART

DESIGN PRINCIPLES

The integration of art into everyday life is a key element for fostering a sense of place. Public art builds place identity, creates visual landmarks, and increases pride in a community. Public art may be used to enhance or personalize 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.

Annandale has a rich history that is encouraged to be commemorated through public art such as statues, sculptures, plaques and other monuments.

Washington, DC

LEFT
"Resonance" fountain by Jann Rosen-Queralt activates the civic plaza and incorporates cultural influences from the surrounding community
Image Credit: Anne Delaney

DESIGN STRATEGIES

1 COMMUNITY ENGAGEMENT

A. Involve the local community in the location, design, and selection of artwork so that it reflects community goals and character. Property owners should work with local community groups and organizations, such as Arts Fairfax, when determining the appropriate type of public art to be erected.

2 DESIGN CONSIDERATIONS

A. Identify opportunities to express local identity through functional and ornamental design elements. Art that is incorporated into functional elements in the public realm provide dual benefits to the community and are encouraged wherever feasible.

B. Provide public art at a variety of scales, to be experienced by both pedestrians and drivers, where possible.

C. Address the significance of the location through public art and a narrative describing the site's history if a development is proposed at or near a historic site.

D. Give priority to locations for art along primary pedestrian corridors, in major parks and open spaces, and at building entrances.

E. Integrate art into planting design, building structure, or paving patterns outside of the public right-of-way.

F. Consideration should be given to maintenance and durability particularly if the art will be exposed to the elements.

G. Public art installations should comply with all regulatory requirements as applicable.

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PUBLIC REALM ELEMENTS

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