

Annandale Urban Design Guidelines

May 2011



Introduction



Annandale, Virginia

Welcome to Annandale!

Located at the junction of two Colonial-era turnpikes (Columbia Pike and Little River Turnpike), the Annandale Community Revitalization District (CRD) is a transportation and commercial hub with easy access to the Washington Metro area and Northern Virginia. 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, D.C., Metropolitan Area. As a result, excellent development opportunities exist within Annandale. Fairfax County, in conjunction with several area stakeholders, developed an urban concept to support the continued revitalization of Annandale as a town center consisting of a diverse mix of uses. The commercial center Annandale utilizes a form-based plan which is unique to Fairfax County and provides significant flexibility for development which is consistent with the vision of Annandale.

Annandale Design Guidelines

These guidelines were produced, in collaboration with the Annandale Central Business District Planning Committee, to provide design direction to enhance the visual quality of the Annandale Community Business Center (CBC). The guidelines will be primarily used by an owner or developer of a property within the CBC, who is considering developing a new building or improving an existing building.

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.

Introduction

Purpose & Intended Use

The community has developed a vision for the Annandale Community Business Center (CBC) that shifts development away 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.

The Annandale Central Business District Planning Committee (ACBDPC), a citizen group serving as an advocate for the revitalization of the community, expressed a desire for design suggestions extending beyond the recommendations of the Comprehensive Plan to help enhance the overall visual quality of the CBC. The resulting Annandale Design Guidelines (“the Guidelines”) have been created to supplement the Comprehensive Plan. And because the vision for the CBC will occur incrementally, the Guidelines provide a framework for continuity and compatibility for new development and redevelopment in Annandale.

Aerial photograph of the existing Commercial Center of Annandale



The Guidelines apply to all properties within the CBC. 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 Guidelines are intended to offer direction, but are not a substitute for researching codes and ordinance provisions associated with the permitting process. 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.

Organization of the Design Guidelines

The organization of the Guidelines corresponds to the two elements of Comprehensive Plan's urban design concept: 1) Building and Site Design, and 2) Streetscape Design. The Guidelines expand upon the urban design concept by breaking down these two elements into their individual components and by providing specific design suggestions for incorporating each component into development proposals. The major elements include:

Building and Site Design

- Site Layout
- Building Form
- Parking & Loading
- Signage
- Utilities & Equipment
- Materials & Color Palette

Streetscape Design

- Landscaping
- Hardscape
- Street Furnishings
- Exterior Lighting
- Public Signage

The Guidelines conclude with a list of resources that should be referenced during the design, development review and permitting processes.

Location & Comprehensive Plan Vision

The Annandale CBC encompasses approximately 200 acres in the heart of the Annandale Planning District. The Plan guidance recommends a proactive and comprehensive transformation of the existing, suburban form into a walkable, urban, and active mixed-use center. The guidance promotes the usage of innovative urban design, streetscape, placemaking, and context sensitive techniques that will improve multi-modal connectivity throughout the area. These techniques will enhance street presence, integrate a diversity of land uses, and create distinct built form along the streetscape. These design and transportation elements will contribute to and establish a cohesive and unique identity, and brand for Annandale.

Introduction



The Comprehensive Plan, Area I, Annandale Planning District page 18 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.”



The Annandale Flag

Building and Site Design



Market Street, Reston Town Center



Ground floor retail with residential units above at Market Common Clarendon

The Comprehensive Plan, Area I, Annandale Planning District, page 64, 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.”

Building and Site Design

1. Site Layout



Consistent building line along the street creating a 'street wall' in Charleston, SC



Building oriented to the street with parking behind

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

The goal is for a more urban relationship between a building and its surroundings, with building frontages framing the streets, sidewalks, pedestrian areas and open space; entrances oriented to the street; ground floor retail activating the 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 connections across the CBC.

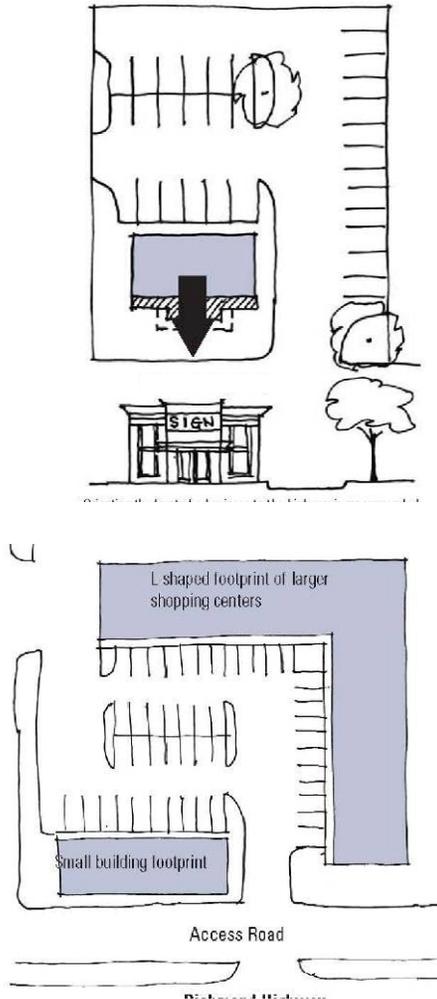
1. Site Layout

Building Placement

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 in Annandale calls for bringing buildings closer to the sidewalk and the street to form a street wall, or the edge of the building plane. The Comprehensive Plan provides recommendations for the build-to line location based upon the type of streetscape. Setbacks greater than the recommended distance are appropriate to allow for the creation of seating areas, plazas and/or pocket parks, but not for the provision of surface parking. A well-designed site with a strong street wall can help define the public realm and encourage vibrant, people-friendly streets and public gathering places.

Design Suggestions:

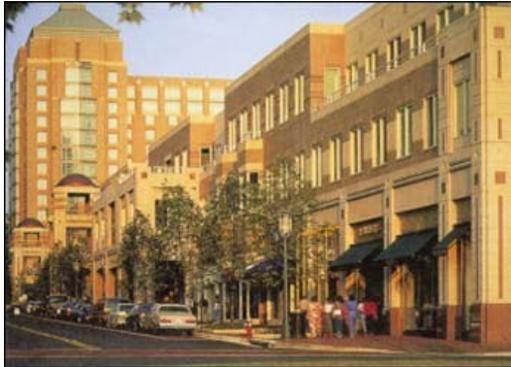
- Whenever possible, and as recommended by the Comprehensive Plan, consolidate parcels to allow maximum flexibility in site layout.
- Create a consistent street wall along the front of the property line by placing buildings at the inside of the sidewalk and locating parking at the rear of the site. As a general guideline, about 75 percent of the building frontage should be located at the sidewalk edge or along other public spaces.
- Design large developments that consist of multiple buildings, such as shopping centers, to maximize building frontage on the main street, with parking located away from the frontage.
- Building setbacks can be adjusted to provide for public spaces such as plazas or pocket parks.
- Design additions to existing buildings to increase the presence of the building on the street.



Street presence is increased by locating buildings along the street with surface

1. Site Layout

Buildings have a strong relationship to the street in the Reston Town Center



Building entrance at corner of primary intersection



Building Orientation & Entrances

The relationship between the building and street can be strengthened through the orientation of the building. The primary façades and entrances 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 these 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 of the CBC, with welcoming, clearly marked entrances, and active ground level uses opening directly onto the sidewalk that is part of an overall pedestrian circulation system.

Design Suggestions:

- 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.



Steps provide vertical separation from the public sidewalk for private residences

- 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.
- Locate retail, office and/or service-oriented uses on the ground level to encourage interaction with pedestrians.
- Use special paving, lighting and or landscaping to highlight buildings entrances.
- Use vertical separations of 18 to 36 inches above the sidewalk grade to differentiate between public and private space for residential uses. In addition, entrances from side streets may be appropriate for residential uses to allow for greater privacy.

1. Site Layout

Pedestrian & Vehicular Access

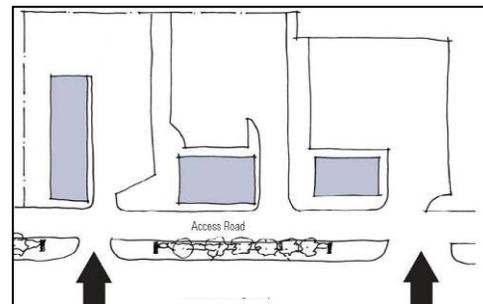
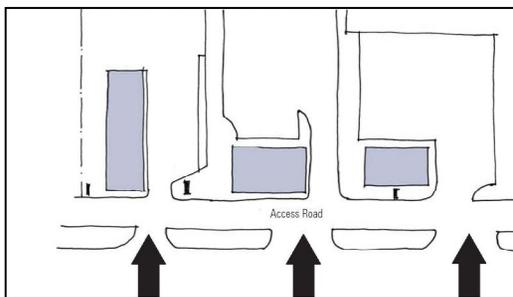
One of the most important characteristics of the urban design concept is a safe and walkable environment that consists of a well-coordinated network of sidewalks and streets. Site layout should fully consider the needs and convenience of the pedestrian. Site design should include the provision of on-site 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 Streetscape section for additional guidance on incorporating pedestrian access into the design of the streetscape.



Vehicular entrance to hotel in Georgetown is located so it does not interrupt the street wall or pedestrian flow

Design Suggestions:

- Whenever possible, consolidate vehicular access points to allow for clear vehicular traffic patterns that minimize conflicts between pedestrians and vehicles, and that permit more continuity in the street wall. Inter-parcel access may be preferred in some cases to assist in circulation and minimize pedestrian-vehicular conflicts.
- Carefully consider the interaction between pedestrians and vehicles on and around the site to maximize safety. The location of pedestrian crossings should be well coordinated with vehicular traffic to provide safe and convenient pedestrian flow.
- Provide pedestrian connections to adjacent properties and contribute to an area-wide pedestrian system.



Consolidating the number of access points from three (left) to two (right) provide a cleaner traffic pattern and reduces the conflict points with pedestrians.

- Locate service, loading and parking access from service streets whenever possible so that they do not interfere with pedestrian connectivity along the primary streets of the CBC.

1. Site Layout



Central plaza and park space at Rockville Town Center



Urban park at Merrifield Town Center

Open Space & Urban Parks

Open space and parks are necessary for the vitality of an area. Attractive publicly accessible open spaces include plazas, pocket parks, open lawns and landscaped areas, as well as outdoor seating areas associated with restaurants and cafes. To be most successful, these urban parks and open spaces should be fully integrated into the design of the site and should include a maintenance plan. Public spaces must be designed in accordance with the Americans with Disabilities Act. These spaces can be publicly or privately owned, but should always be publicly accessible.

Design Suggestions:

- Consolidate parcels to allow for the incorporation of on-site publicly accessible spaces and urban parks at a scale appropriate for the size of the development. The Fairfax County Park Authority has adopted an urban park service level standard of 1.5 acres per 1,000 residents plus 1 acre per 10,000 employees.
- Use plazas as transitions between the streetscape and building, as well as in between buildings.
- Provide direct pedestrian access to open space areas.
- Provide amenities such as seating, shade, trash cans, bike racks and lighting for user comfort and convenience.
- Incorporate water features, murals, sculptures, or other forms of public art as a focal point, helping to create an identity for the area and provide visual interest.
- Maintain visual connections between open spaces and the sidewalk and street for increased use and safety.

2. Building Form

Building form is driven by many factors, including use and location. In general, the Comprehensive Plan recommends for Annandale a transition from suburban-style development to one that is more urban in nature. This requires a shift in building form to support a more walkable, mixed-used neighborhood.

The Comprehensive Plan provides recommendations for building form by establishing guidelines in the Building Types chart (Figure 10). This table provides guidance regarding the use, form, and general characteristics of proposed development, in a way that is consistent with the vision of the future Annandale. Typical commercial uses include retail, office, services, and similar uses. Residential uses include single family, multifamily, apartments, and similar uses. Civic uses include schools, parks, places of worship, fire stations and similar uses. The Building Types that are recommended in each sub-unit are indicated in Figure 11.

The recommended building heights are another important element of building form. Building heights are highest around the center of the Annandale CBC, and generally taper down to the adjacent residential communities. This provides an appropriate transition from the more intense mixed-use development of the CBC, to the surrounding residential neighborhoods. 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, by limited shadows and reducing the tunnel effect. The additional height will help to create a focal point which emphasizes the center of Annandale, oriented around the Tollhouse Park. Further, the tallest buildings and most intense development should be located closest to transit opportunities. By contrast, portions of the CBC which are located along the perimeter are typically lower in height to address impacts of scale on adjacent residential areas. Figures 13 and 14 provide building height guidance.

Building form has many components including the massing of single buildings and groups of buildings, the form of the building itself, the form of the roof, façade treatment and articulation, and storefronts. Within the CBC, the desire is to have continuity, consistency and careful transitions among buildings while still allowing each to take on its own identity. When designing the 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—to assure the building functions on multiple levels.

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

2. Building Form

Building Massing

Massing describes the physical form of a building or group of buildings. A building's massing and proportion should be designed in a manner which is sensitive to adjacent structures. Large, boxy undifferentiated buildings should be avoided. At the edge of the CBC, buildings should provide transitions to neighboring residential areas in terms of their massing and scale.

Design Suggestions:

- Consider adding height, rather than enlarging the footprint, to increase building size when designing new buildings or additions to existing buildings.
- Reduce overall bulk by breaking the building into increments which correspond to surrounding buildings through variation in setbacks or roof heights. Stepping back the building face as height increases is an effective technique for reducing building mass.
- Design buildings at the edge of the CBC to provide transitions to adjacent areas. Variations in the setback of the building and step down of the roof line should be used to reduce massing as the building transitions to structures outside the CBC.



Varying the vertical and horizontal surfaces of a building can help reduce the overall bulk of the structure.

Building Heights & Roof Lines

Increases in height are encouraged in the Comprehensive Plan to facilitate a more urban building type with a stronger street presence. Taller buildings allow the same amount of square footage to be accommodated in a more compact building footprint. This allows for added flexibility in site layout. In addition, roof lines can provide transitions to adjacent structures.

Design Suggestions:

- Create variety and interest in rooflines by incorporating features such as gables, dormers and vertical elements such as towers and spires, at important locations.
- Use parapet walls or pitched roofs to create additional height on one or two story buildings.
- Capitalize on roof surfaces by incorporating roof top terraces, gardens and other outdoor spaces.



Green roof in Georgetown

2. Building Form

An example of a more contemporary architectural style in Washington, DC.

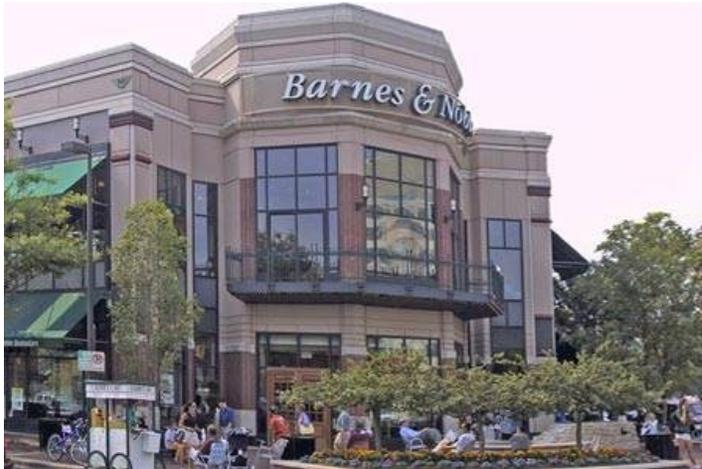


- Step down the roof line to transition to adjacent buildings, particularly important along the fringe of the CBC adjacent to residential areas.
- Use sloped roofs and balconies or terraces to incorporate the top story to achieve Comprehensive Plan height bonus.
- Accentuate corner buildings by creating a focal point through increased height.

Façade Treatment & Articulation

Architectural details bring a human scale to buildings and add 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. The predominant style for most new buildings and improvements in the Annandale CBC should be contemporary, which is characterized by flat roofs with broad, low, front facing gables, and exposed supporting beams and other structural members. In general, there is minimal traditional decorative detailing. Along streets where redevelopment has occurred, the architectural character of any new buildings should relate to recent development.

In Bethesda, the curved façade, large windows and landscaping emphasize a prominent corner.



Variety is recommended depending upon use. More traditional 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, while also introducing individuality.

Design Suggestions:

- Create building focal points through architectural details to divide and/or define the building mass. The vertical face of the building should be divided to emphasize building elements, such as floor levels and entrances.
- Emphasize prominent corner locations in the CBC through special treatment of façades, storefronts and/or entry areas.

Building Orientation & Character

2. Building Form

These sketches show three roof options for adding interest to a long horizontal profile. The top example uses a parapet wall of different heights and planes. The example in the middle is a combination hip and gable roof. The bottom example is a flat roof with a raised parapet wall.



Architectural details add interest to a large, rectangular building.



- Use decorative elements, such as masonry bands, to provide variety and scale to building facades. Include three-dimensional architectural elements such as cornices, moldings and window heads to create shadows and added interest.
- Incorporate architectural details and decorative elements to define the building's base at the street edge, making the scale more pedestrian.
- Enhance the visual appearance of long building facades by using variations in the wall plane, bays, and/or windows. Limit blank walls to no more than 40 percent of a façade along the sidewalk.
- Develop a rhythm on the façade by applying similar decorative elements at regular intervals. Use spacing of door and window openings to create a rhythm along street frontage.
- Choose windows based on the proportions and architectural style of the building. For example, windows more vertically proportioned (meaning they are taller than wider) are appropriate for a building that is more of a traditional architectural style.
- Use window groupings, and a mixture of large and small windows to create levels of interest. This can be particularly effective to highlight building entrances.
- 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.

Building Orientation & Character

2. Building Form



Storefronts

The ground level façade is crucial to establishing the vitality of the retail and commercial uses in mixed-use developments. Storefronts should be active and visually interesting with attractive window displays that are well-maintained and kept current. Blank wall should be avoided. Large, clear glass windows are recommended with minimal obstruction from window signs, permanent displays and/or blinds. Highly reflective glass is not recommended.

Design Suggestions:

- Consider the pedestrian when designing storefronts by locating windows, architectural details and other visual accents at eye level.
- Use glass or other transparent materials for at least 60 percent of the total first floor front wall area for storefronts to allow for visibility into the building. Clear glass windows located three to eight feet above grade are suggested to ensure good visibility into the building interior.
- Wrap storefronts around prominent corners for added visibility.
- Incorporate canopies and awnings into ground floor façades to provide variety and identification for businesses; these features have the advantage of being easy to change over time. Permanent canopies may also be integrated into the building design. Specific suggestions for awning and canopies include:
 - Use a high-quality, easily maintained material such as canvas for temporary awnings.
 - Install awnings so that the valance is a minimum of 8 feet above the sidewalk and end at least 18 inches from face of curb.
 - Size awnings and canopies to the scale of the building to avoid overwhelming the façade.



*Top: Storefront wrapping around corner in Alexandria.
Middle: Large display windows for visibility into shops.
Bottom: Use of canopies and awnings at Fairfax Corner.*

Building Orientation & Character

3. Parking & Loading



Examples of structured parking located behind buildings. In the top example, the architectural detailing of the adjacent building extends onto the façade of the parking garage.

The Comprehensive Plan, Area I, Annandale Planning District, page 68, 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.”*



To successfully transition Annandale from suburban to urban, 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. The Comprehensive Plan encourages locating the parking behind the primary building façade or below grade. Surface parking should be avoided. However, if it is provided, surface parking should be generally located behind or to the side of the primary building.

Building Orientation & Character

3. Parking & Loading



The façade of this parking structure was designed to look like a building. Architectural screens are used to shield the cars and ramps.



In Fairfax City, a low brick wall and street trees enhance the appearance of a surface parking lot, while also screening the lot.

Design Suggestions:

- Locate parking underground whenever feasible. Underground parking is particularly desirable for mixed-used developments.
- Incorporate structured parking when underground parking is not feasible.
 - The structure should be compatible with the adjacent buildings through the use of similar architectural style, materials and detailing. The parking structure should assume the appearance of a building, rather than a parking structure.
 - Locate parking behind primary building façades, with access from side streets, when possible.
 - Integrate parking into building as much as possible. For example, ground floor retail could be incorporated into the parking structure.
 - Shield cars and ramps to the extent possible through screens, trellis structures, or planting beds.
- Use surface parking only if underground and structured parking is not feasible.
 - Avoid locating surface parking along main streets.
 - Provide streetscape improvements to soften the appearance of the parking and enhance the pedestrian experience.
 - Design parking lots to minimize the amount of impervious surface and to maximize landscaped areas. Consider using pervious parking materials, such as Grasscrete, to reduce stormwater run-off.
 - Provide landscaped islands throughout parking area and along the periphery, at a minimum width of eight (8) feet to accommodate trees and shrubs. Landscape planting is recommended for 10 percent of the total parking area.
 - Use landscaping, fences and/or walls to screen parking from sidewalks, roads and adjacent uses.
- Locate major loading areas interior to buildings or sites whenever possible and avoid locating them along main streets.
- Discourage loading spaces on primary streets and provide access from side streets to loading areas located at the rear of buildings. On-street parking spaces may be utilized for loading zones only if no other alternatives exist, and if approved by the County.

4. On- Site Signage



Shopping center with coordinated signage



Illustration of how signage can be integrated into the overall design of the building.

The Comprehensive Plan, Area I, Annandale Planning District, page 69, 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.”

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 and industrial areas of the county. Article 12 of the Zoning Ordinance provides guidance regarding the permitted types, size and location of signs, while Section A7-100 of the Zoning Ordinance allows for some added flexibility in the replacement of non-conforming signs. All signs require permits which are reviewed and approved by the Zoning Inspections Branch of the Department of Planning and Zoning. Depending on the size, location, and illumination of the sign, building and/or electrical permits may also be required. Prior to submitting to the county, 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. A comprehensive signage plan for the entire site is recommended, particularly for shopping centers 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. For lighted signs, internal illumination is preferred, while neon is generally not recommended and is prohibited in some zoning districts. Where allowed, neon accents may be appropriate in limited circumstances. Individual cut letter signage is preferred, and plastic-faced box signs generally should not be used.

Design Suggestions:

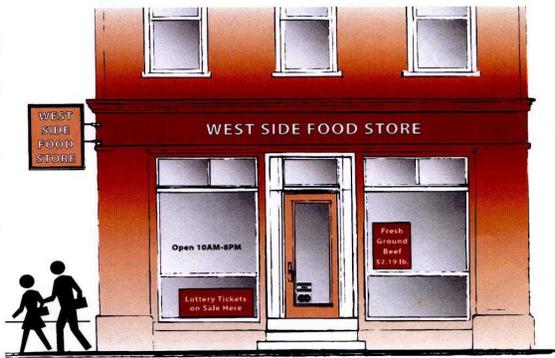
- Use permanent, weather proof, well-designed signs.
- Limit the number of signs to provide a clean image and convey a clear message. On individual signs, limit the number of words to increase visibility.

Building Orientation & Character

4. On- Site Signage



Storefront cluttered with signage above compared to the well-organized display below



Example of bilingual signage

- Clearly state the business name.
- Provide an orderly arrangement that maximizes visibility into the interior of the building. For example, align the edges of signs or group signs according to lettering styles or background colors.
- Limit the copy area to 40 percent of the sign, with the rest remaining open or negative space. The copy area is defined as the portion of the sign with letters, symbols, graphics and/or illustrations.
- 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.
- Pedestrian blade signs projecting from buildings should be mounted a minimum of 8 feet above the sidewalk. Sign should project no more than 4 feet from the building or one-third of sidewalk width, whichever is less.
- 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.
- Incorporate the Annandale logo, when appropriate, to help create an identity for the CBC.
- Use opaque background with translucent text and symbols for greater readability and reduced glare when using internally illuminated signs. Such signage is not recommended when adjacent to residential neighborhoods.
- Provide English translation for any text in another language.
- Typical corporate signage and logos should be modified to incorporate elements which reflect the unique character of the CBC.

5. Utilities & Equipment

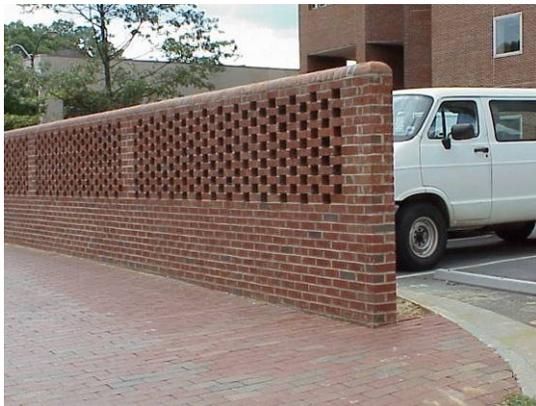


Utilities, equipment and service areas can be screened from public view using materials and details that relate to that of the building.

Utilities, building and maintenance equipment and service areas require attention during site layout to minimize their impacts. Whenever possible, utilities should be located underground. All utilities, equipment, dumpsters and trash containers, services areas and loading docks should be located to the rear of the site, behind buildings, and shielded from view in public areas.

Design Suggestions:

- Whenever possible, place utilities underground and, if feasible, collocate them in common trenches.
- Place noise-generating equipment such as air conditioning units away from neighboring properties, or use noise barriers and other means of reducing impact.
- Screen roof equipment from view using building setbacks, parapets, or screened enclosures, while landscaping, fences, or walls can be used for ground level equipment.
- Screen dumpsters using dumpster enclosures. Brick enclosures are preferred to board and chain-link enclosures.
- Use materials compatible with and integral to the building architecture when screening utilities and equipment..



Building Orientation & Character

6. Material & Color Palette



Although no specific regulations have been adopted regarding the use of color and materials in the Annandale CBC, the community has expressed a preference for a muted, earth tone color palette and unpainted brick as the primary building material. Coordinated use of materials and colors across the CBC will provide cohesion to the area, while use of material and color accents can be used to provide an individual identity for each building.

Design Suggestions:

- Use brick as the predominant material for buildings and walls, particularly on primary facades. Other materials such as glass, metal frame and wood may be used to provide accent and articulation. Limit the use of painted brick.
- The use of vinyl siding is discouraged. If used, limit the use of siding to sides and rear of buildings. Siding should not be used on the sides fronting on streets.
- Emphasize prominent locations at intersections of primary streets by material selection for corner buildings.
- Choose high-quality, structurally durable materials requiring little maintenance, particularly at the base of the building.
- Use materials with rough textures, such as rough-faced concrete block, at lower sections of a façade and smooth textures, such as brick or stucco, for the upper sections. Textures should be appropriate for the size, proportion and architectural scale of the building.
- 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.
- Coordinate colors of signage with that of the building.

Three examples of brick buildings using a muted color palette

6. Material & Color Palette

- Choose canopy and awning colors that are in harmony with the overall building color scheme. Solid colors and stripes are appropriate.
- Coordinate color schemes with adjoining buildings, while providing variety and interest along the street.
- Consider the use of murals and other decorative graphic images to enhance community appearance and develop an identity for the area.

Streetscape Design

The Comprehensive Plan, Area I, Annandale Planning District page 54 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.”

Recognizing the differences in scale and intensity of use of these streets by both automobiles and pedestrians, the streetscape concept is intended to create a unifying theme to be implemented throughout the CBC. To achieve this, the streetscape concept establishes consistent guidance for street tree location, spacing, size, and type as follows in these guidelines. Implementation will occur through development proposals addressing private property and adjacent public right-of-way, the County’s commercial area revitalization bond funds, and/or joint public/private funding efforts as these roadways are improved. 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.

In general, 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 in the design of streetscape elements for development proposals. Also, as part of general streetscape considerations, CBC-wide directional signs and distinctive CBC entry signs should be encouraged along with coordinated business sign systems that establish a distinctive theme and identity to the area while eliminating visual clutter. Modifications to the streetscape guidance outlined in this section may be necessary to conform to applicable Virginia Department of Transportation (VDOT) requirements and guidelines.

The design guidelines for Little River Turnpike and all other streets within the Annandale CBC, as found below, are similar to those described in the 1993 Columbia Pike Streetscape Plan which is being implemented in the Annandale CBC. A general description of the paving, light fixtures, plant materials, and street furnishings recommended in the 1993 Streetscape Plan includes:

- Interlocking concrete sidewalk pavers similar in shape and color to brick with concrete commercial drive entrances and trim bands;
- Traditional acorn-style light fixtures atop a fluted pole;
- A variety of hardy plant materials including street trees, low as well as high shrubs, and ornamental plantings; and
- Street furnishings including metal benches, trash receptacles, and bicycle racks, as well as metal fittings such as bollards and tree grates.

Streetscape Design

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 forms the ‘backbone’ for the urban framework of an area, and serves as the interface between the public and private spaces. The intention in Annandale is to create a coherent streetscape along all streets providing a common identity throughout the CBC. The streetscape area should create a safe and attractive environment for the pedestrian that is clearly separated from vehicular traffic.

The Comprehensive Plan provides specific recommendations for streetscape design in the Annandale CBC. Recommendations in the Comprehensive Plan incorporate elements of the 1993 Columbia Pike Streetscape Plan. The Streetscape Plan includes guidance for plantings, lighting, hardscape and pedestrian amenities and is used as the model for streetscape design throughout the entire CBC. The following includes guidance from the Streetscape Plan and offers additional guidance for incorporating streetscape elements into design proposals to supplement the recommendations of the Comprehensive Plan and Columbia Pike Streetscape

Plan.

It is important to note that coordination with the Virginia Department of Transportation (VDOT) is critical for any streetscape improvements planned within VDOT right of way. VDOT must issue a permit for installations within their rights-of-way, including any streetscape elements that may impact roadway clearance standards.

Streetscape in Bethesda

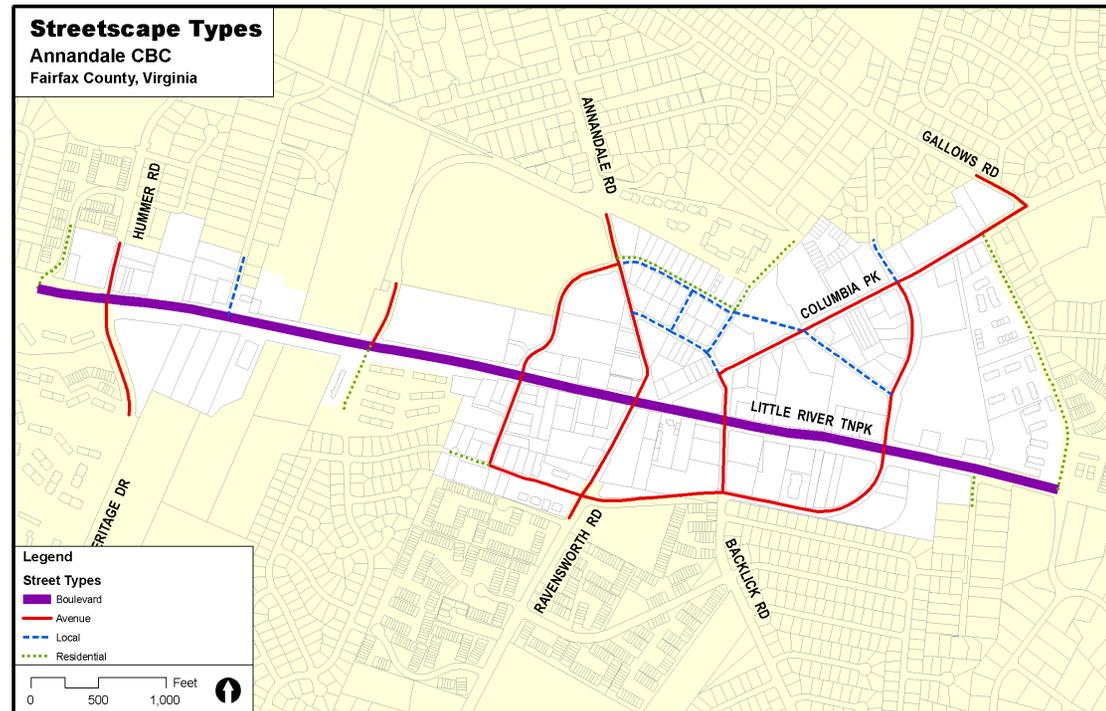


Streetscape Design

1. Street Types

The Comprehensive Plan provides recommendations regarding streetscape dimensions and character based upon the streetscape type. Each right-of-way is designated on Figure 18 (right). The designations are based upon the character of each street, and are influenced by a number of factors. These include the width of the street, the speed and volume of traffic, the existing and future land uses adjacent to the street, and the overall hierarchy of pedestrian circulation in Annandale.

Refer to the appropriate streetscape type for guidelines regarding sidewalk dimensions, planting widths, and build-to line location. Further details regarding specific planting materials, hardscape, furnishings, fixtures, and signage are provided in following sections.



Streetscape Design

1. Street Types

The Comprehensive Plan, Area I, Annandale Planning District page 58 states:

“Boulevard Streetscapes

The boulevard streetscape applies to Little River Turnpike. Boulevards will carry the largest volume of automobile traffic and will also accommodate buses, bicycles and pedestrians. See Figure 19.

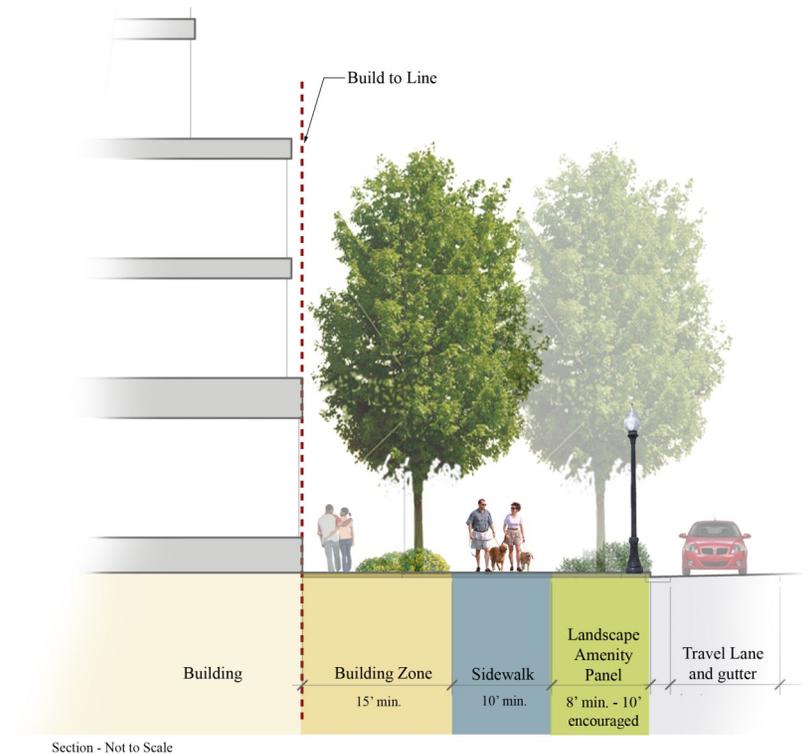
The streetscape concept for Boulevards features wide sidewalks, street trees evenly spaced, and medians with plantings of flowering trees, shrubs, and flowers. Street lighting should be distinctive, and designed for both pedestrian and vehicular use. The following recommendations are provided for achieving the boulevard streetscape character:

Landscape amenity panel: *This zone should be a minimum of 8 feet wide; however, a 10-foot wide panel is strongly encouraged. In addition to vegetation, this area should include amenities such as bicycle racks and bus shelters.*

Sidewalk: *A minimum 10-foot wide sidewalk that allows for uninterrupted pedestrian movement should be provided.*

Building Zone: *A minimum 15 foot wide multi-use zone that accommodates a second row of trees and possibly additional plantings could be provided. 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 amenity 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.”



*Streetscape—Boulevard Streetscape
(Figure 19, Comprehensive Plan, Area I,
Annandale Planning District)*

1. Street Types

The Comprehensive Plan, Area I, Annandale Planning District page 58 states:

“Avenue, Collector, and Local Street Streetscapes

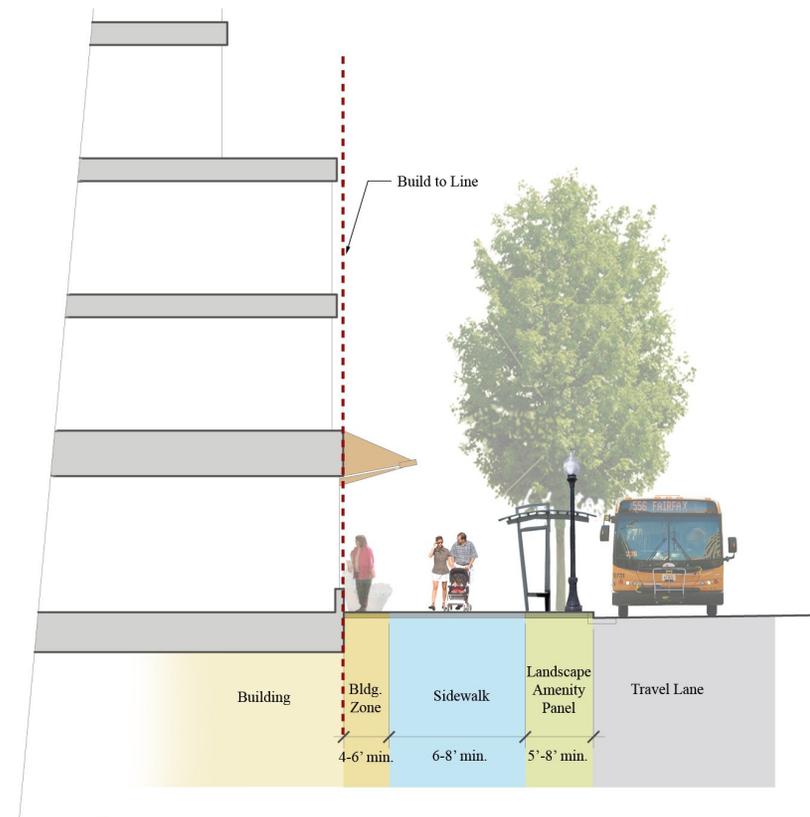
While avenues, collectors, and local streets serve different functions from a traffic perspective, their streetscapes are similar. The character of the streetscapes should generally be determined by the pedestrian activities generated by the adjacent land uses rather than the classification of the street. See Figures 20 through 23.

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...

Landscape amenity panel: This zone should be a minimum of 5 feet wide along avenues, collectors, and local streets. Street trees should be evenly spaced in ordered plantings. Vegetation may also include shrubs and ground cover. Amenities such as bicycle racks and bus shelters should be provided as needed to serve the adjacent land uses.

Sidewalk: Sidewalks along avenues and collectors should be a minimum of 6 feet wide. Sidewalks along local streets with ground floor commercial uses should be a minimum of 8 feet wide. Sidewalks along local streets with ground floor residential uses or where front yards are provided should be a minimum of 6 feet wide.

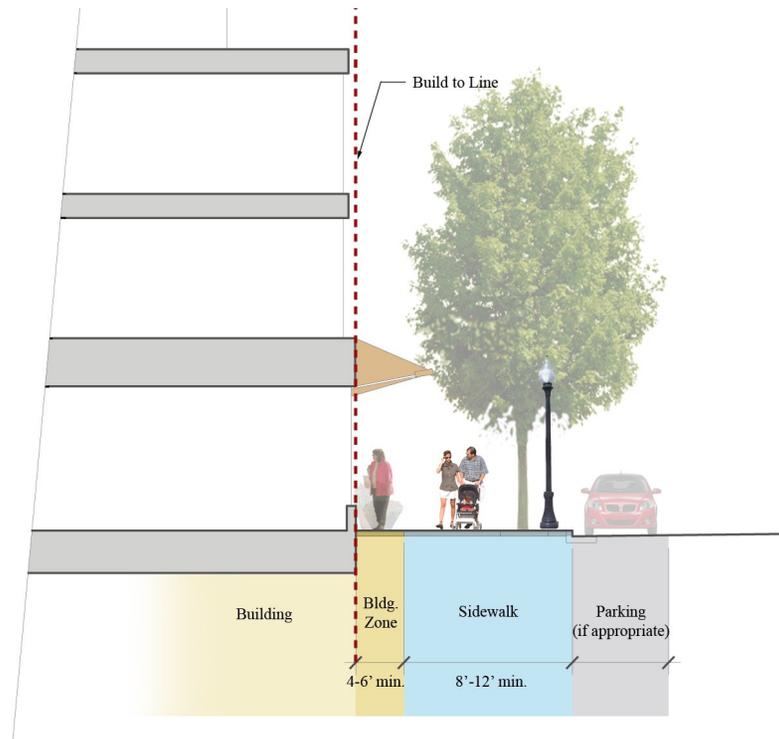
Building Zone: The width of this zone should range from 4 to 12 feet. When ground-level retail is provided in a building, a portion of this building zone should be used for retail browsing or outdoor dining. Supplemental plantings (to include shade and flowering trees, shrubs, flowering plants, ground cover, and grasses) may be provided for buildings without retail uses.”



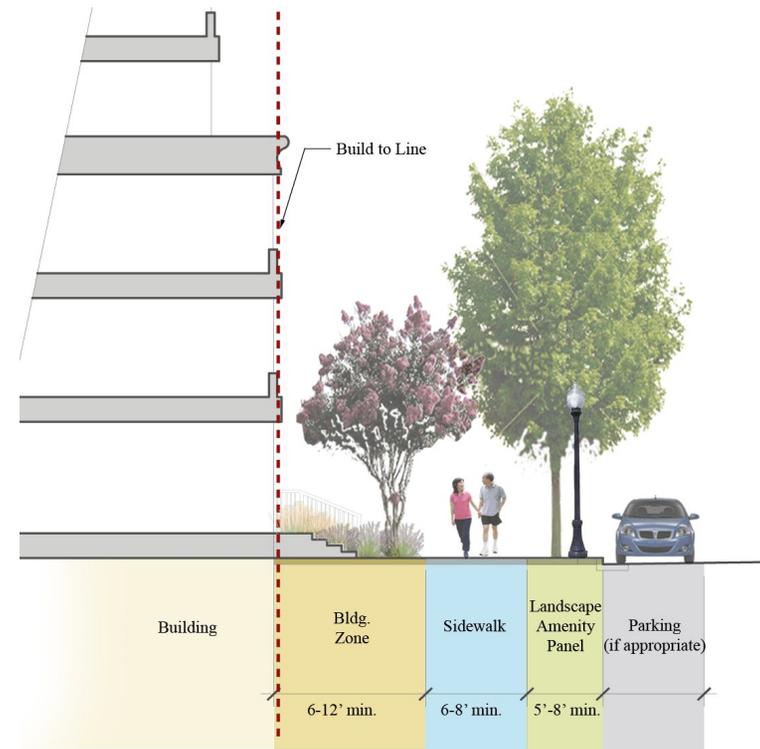
Streetscape—Avenue Streetscape
(Figure 20, Comprehensive Plan, Area I,
Annandale Planning District)

Streetscape Design

1. Street Types



Streetscape—Local Street Streetscape with Ground Floor Commercial Use
 (Figure 21, Comprehensive Plan, Area I, Annandale Planning District)



Streetscape—Local Street Streetscape with Ground Floor Residential Use
 (Figure 22, Comprehensive Plan, Area I, Annandale Planning District)

Streetscape Design

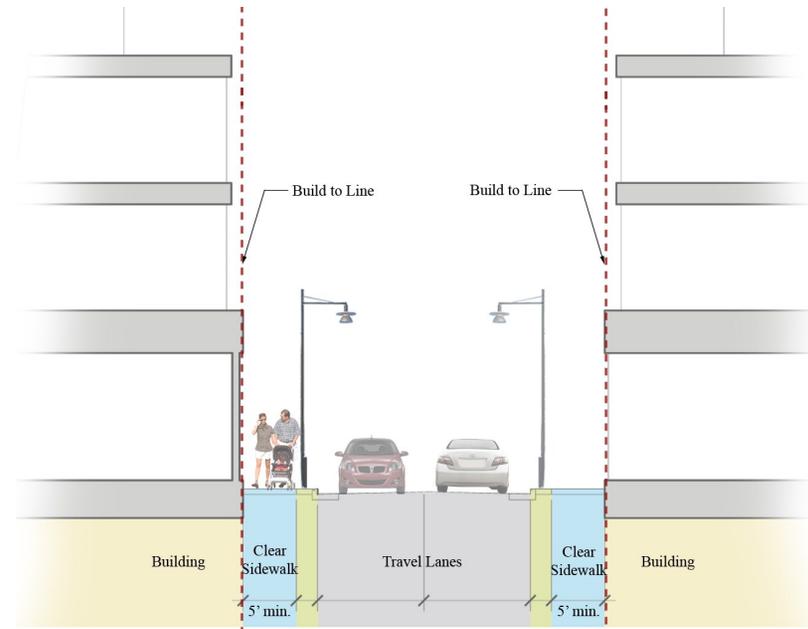
1. Street Types

The Comprehensive Plan, Area I, Annandale Planning District page 64 states:

“Service Street Streetscapes

Service streets are expected to provide access to parking, loading docks, waste management, utilities, and other back-of-house operations. While they do not primarily serve pedestrians, they should provide a minimum level of accessibility and safety for pedestrians, including crossings, where applicable. See Figure 24.

Sidewalk: *A minimum 5-foot wide clear sidewalk should be provided adjacent to buildings. No poles, utilities, or other appurtenances should be located in the sidewalk clear area. 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.”*



Streetscape—Boulevard Streetscape
(Figure 24, Comprehensive Plan, Area I,
Annandale Planning District)

Streetscape Design

2. Landscaping



A tree watering bag, often called a 'gator bag,' is a method for irrigating newly installed trees.

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. 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.

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. A proactive approach to maintenance is strongly recommended to ensure that plants remain healthy. In addition, vegetation should be trimmed to allow businesses to be visible to vehicular traffic.

Shade Trees

Shade trees are primarily used as street trees serving an important aesthetic function and providing a unifying element throughout the CBC. Interior to the site, shade trees offer protection from the sun and added privacy to outdoor spaces from floors above. The Comprehensive Plan recommends shade trees for the center median and curbside planting strip in the pedestrian area.

Design Suggestions:

- Plant shade trees in a continuous planting trough along the curb line, with drainage, irrigation and aeration provided. If tree pits must be used, size them to be at least 4 feet by 8 feet to allow sufficient room for proper root establishment and growth.
- Install trees as at least 4 feet from any restrictive surface including sidewalks, as stated in the Public Facilities Manual.
- Use curbing, tree guards or tree grates to prevent root compaction from pedestrian traffic. Refer to Street Furnishing section for guidance on selecting guards and grates.



Street tree with ornamental plantings protected by curbing in Falls Church

Streetscape Design

2. Landscaping



Street trees with tree guards to protect roots from compaction by pedestrian traffic



Tree pit with ornamental plantings.

- Select street trees with an ultimate mature height that takes into consideration the height of any overhead utility lines.
- 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.
- Structural soil and root barriers should be utilized to protect underground utilities
- For street trees, use same species along a street for consistency.
- Minimum size at installation should be no less than 3 inches caliper.
- Replace trees if more than 30 percent of the crown is dead.

Ornamental Plantings

Ornamental plantings include the flowering trees, shrubs and groundcover planted at grade or in raised planting beds. These plantings provide the seasonal interest, variety and individuality to the landscaping design of the site. Ornamental plantings can be used to supplement shade trees in the center median and in the curb side planting strip. It is also appropriate for entry points of the CBC and in other planting strips and/or the areas described in the Columbia Streetscape Plan as the 'planted verge.' In the Streetscape Plan, the planted verge refers to a landscaped area along the edge of the curb separating the street from the sidewalk.

Design Suggestions:

- Use planting beds to define space and direct pedestrian flow.
- Incorporate a seat wall into raised planting beds to provide outdoor seating.
- For flowering trees, minimum size at installation should be no less than 2 ½-3 inches

Streetscape Design

2. Landscaping



caliper or 8 feet in height. Evergreen trees should be no less than 8 feet in height at installation.

- Include a variety of species rather than single species plantings for interest.
- Consider seasonality of species and design planting beds to maintain appearance year round.

Free-Standing Planters

Planters can complement the overall landscape design by introducing plant material to 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.

Design Suggestions:

- Use style, material and scale that complement the architecture of the building. Plastic planters should not be used.
- Plant annuals, perennials, ornamental grasses and/or small shrubs in planters. Trees and larger shrubs are not appropriate.
- Place planters to highlight entrances or define outdoor areas, but do not block pedestrian circulation. For example, a series of planters could be used to separate an outdoor dining area from sidewalk traffic.
- Consider the appearance of planters during the winter. Install evergreen plantings or remove the planters during winter; planters that do not contain plant material should not be left in place.



Top: Perennials edging a parking lot add color to the streetscape during the summer.

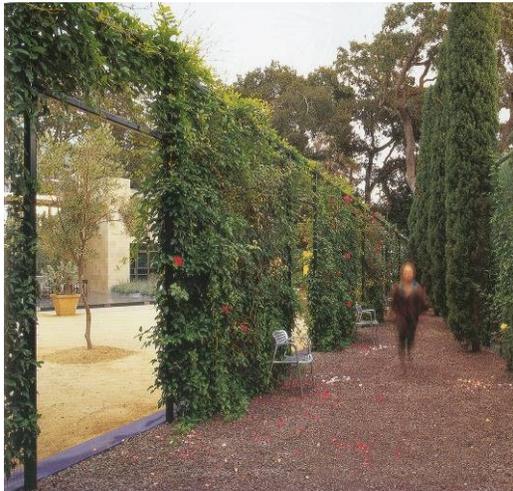
Middle & Bottom: Examples of free standing planters

Streetscape Design

2. Landscaping



Forsythia hedge provides screening while offering vibrant color in the early spring



Vines planted on a trellis structure offer privacy adjacent to a pathway

- Consider irrigation systems for planters as they tend to dry out more quickly than in-ground materials

Screening & Transitions

Well designed landscaping can provide effective screening for parking, utilities and equipment, and can offer privacy between public and private uses. As plants can take many years to fully mature, plants may need to be installed that are larger than typical (e.g. taller evergreen trees, larger caliper deciduous trees or larger pot size for shrubs) to achieve a screening effect initially.

Design Suggestions:

- Increase the plant size and decrease the spacing between plants to maximize the immediate screening effect.
- 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 such as forsythia.
- For parking lot screening, 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.
- All plants should be maintained in good condition; remove and replace plants that do not flourish or maintain an effective screen.
- Consider use of architectural grates/trellis structures planted with vines for narrow spaces.

Plant Selection & Recommended Plant List

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.

Design Suggestions:

- Consider the maintenance implications of fruits, seeds and leaves produced by plants when developing the plant list for a project.
- Select plants appropriate for the sun exposure that exists on the site (full sun, partial sun, partial shade or full shade).
- Properly install all plant material based on guidance in the latest edition of the *American Standard for Nursery Stock* published by the American Association of Nurserymen.

Zelkova street trees



- Size and space plants for adequate coverage upon installation. Shrubs and ground cover should be completely filled-in within one or two years.
- Sod rather than seed any lawn area to be installed. Grass must be watered and maintained until it is fully established.
- Note that the Virginia Department of Transportation has planting guidelines for state rights-of-way

The following plant lists expand upon the recommendations of the Columbia Pike Streetscape Plan. Golden Rain Tree (*Koelreuteria paniculata*) is the preferred tree of choice in Annandale due to its size, growth, and showy flowers. It has been planted widely throughout the CBC.

Streetscape Design

2. Landscaping



Ginkgos in the fall



Crape Myrtle bark



Red Bud in spring bloom

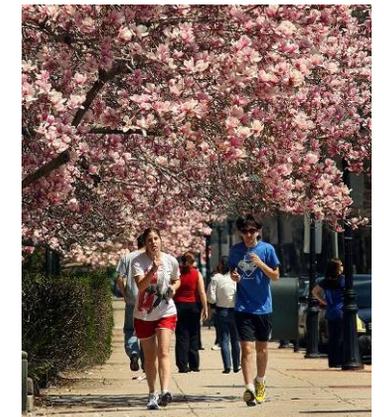
<u>Botanical Name</u>	<u>Common Name</u>	<u>Mature Height</u>	<u>Mature Spread</u>
SHADE TREES			
Acer rubrum	Red Maple	40'-60'	25'-45'
Acer rubrum 'Columnare'	Columnar Red Maple	60'	15'
Carpinus betulus	European Hornbeam	40'-60'	40'-50'
Carpinus betulus 'Columnaris' or 'Fastigiata'	Columnar European Hornbeam	30'-50'	20'-30'
Cercidiphyllum japonicum	Katsura Tree	40'-60'	20'-30'
Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo	65'	25'
Gleditsia triacanthos var. inermis	Honeylocust	45'-55'	35'-45'
Platanus x acerfolia 'Liberty' or 'Columbia'	London Planetree	60'-80'	50'-60'
Quercus alba	White Oak	60'-80'	60'
Quercus phellos	Willow Oak	40'-60'	30'-40'
Quercus rubra	Red Oak	75'	50'-60'
Sophora japonica	Japanese Scholar Tree	50'-70'	40'-50'
Tillia cordata 'Greenspire'	Greenspire Little Leaf Linden	40'-50'	30'
Zelkova serrata 'Green Vase'	Green Vase Zelkova	50'-60'	40'-50'
ORNAMENTAL TREES			
Acer ginnala	Amur Maple	15'-20'	15'-20'
Amelanchier arborea	Serviceberry	15'-25'	10'-15'
Cercis canadensis	Eastern Redbud	20'-30'	25'-35'
Cladrastris kentukea	Yellowwood	30'-50'	40'-55'
Cornus kousa	Kousa Dogwood	20'-30'	20'-30'
Halesia carolina	Carolina Silverbell	30'-40'	25'-35'
Koelreuteria paniculata	Golden Rain Tree	30'-40'	25'-35'
Lagerstroemia indica 'Natchez'	White Crape Myrtle	15'-25'	15'-20'
Magnolia stellata	Star Magnolia	15'-20'	10'-15'
Magnolia virginiana	Sweetbay Magnolia	10'-30'	10'-20'
Magnolia x soulangiana	Saucer Magnolia	20'-30'	20'-30'
Parrotia persica	Persian parrotia	30'-40'	15'-30'
Styrax japonicus	Japanese Snowbell	20'-30'	20'-30'



Hornbeam bark



Serviceberry fruits in winter



Saucer Magnolia in bloom

Streetscape Design
 2. Landscaping



Blue Atlas Cedar



Winterberry Holly berries



Inkberry Holly berries

EVERGREEN/SCREENING TREES			
Picea abies	Norway Spruce	40'-60'	30'-35'
Juniperus virginiana	Eastern Redcedar	40'-50'	8'-15'
Ilex opaca	American Holly	30'-60'	15'-35'
Ilex x 'Nellie R. Stevens'	Nellie R. Stevens Holly	20'-30'	10'-20'
Ilex x attenuata 'Fosteri'	Foster's Holly	15'-25'	8'-12'
Cedrus atlantica	Blue Atlas Cedar	40'-60'	30'-40'
ORNAMENTAL SHRUBS			
Azalea sp.	Azalea	4'	4'
Cornus sericea	Red Twig Dogwood	6'-10'	6'-10'
Cotoneaster dammeri	Cotoneaster	2'	6'
Deutzia gracilis 'Nikko'	Nikko Deutzia	2'	4'
Ilex verticillata	Winterberry Holly	3'-5'	3'-5'
Itea virginica	Virginia Sweetspire	3'-6'	3'-6'
Styrax americanus	American Snowbell	6'-10'	6'-10'
Prunus laurocerasus 'Otto Luyken'	Otto Luyken Cherry Laurel	4'	4'
EVERGREEN/SCREENING SHRUBS			
Abelia 'Edward Goucher'	Edward Goucher Glossy Abelia	6'-8'	4'-6'
Cotoneaster adpressus var. praecox	Creeping Cotoneaster	2'	6'
Forsythia x intermedia	Forsythia	8'-10'	10'-12'
Ilex crenata	Japanese Holly	4'-6'	4'-6'
Ilex glabra	Inkberry Holly	3'-5'	3'-5'
Juniperus chinensis 'Sea Green'	Sea Green Chinese Juniper	6'	6'
Kerria japonica	Kerria	3'-6'	6'-10'
Taxus x media 'Densiformis'	Densiformis Spreading Yew	4'	8'



Azalea in bloom



Virginia Sweetspire in winter



Flowers of Snowbell

2. Landscaping

PERENNIALS & ORNAMENTAL GRASSES			
Coreopsis verticillata 'Moonbeam'	Tickseed	18"	18"
Echinacea purpurea	Purple Coneflower	24"-36"	12"
Geranium sanguineum	Bloody Cranesbill	9"-18"	12"-18"
Hemerocallis sp.	Daylily	12"-48"	12"
Iris sibirica 'Caesar's Brother'	Siberian Iris	36"-48"	24"-36"
Liriope muscari 'Big Blue'	Big Blue Lily Turf	12"-24"	12"-24"
Miscanthus sinensis 'Gracillimus'	Maiden Grass	4'-6'	3'
Panicum virgatum	Switchgrass	3'	3'-6'
Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass	18"-30"	18"-30"
Perovskia atriplicifolia	Russian Sage	36"	24"-36"
Rudbeckia fulgida 'Goldsturm'	Black-eyed Susan	24"	24"
Salvia nemorosa 'May Night'	May Night Meadow Sage	18"	18"
Sedum 'Autumn Joy'	Autumn Joy Sedum	18"	18"-24"



Purple Coneflower



Tickseed



Switchgrass



Autumn Joy Sedum



May Night Meadow Sage



Black-eyed Susan

3. Hardscape



Herringbone pattern above,
basketweave pattern below



Plaza paving pattern at Fairfax Corner

The Columbia Pike Streetscape Plan, page 12, states:

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

Hardscape refers to the constructed elements of the streetscape such as sidewalks, crosswalks, plazas, raised planters and walls. The hardscape should be high-quality and help distinguish the CBC from surrounding areas with their standard concrete or asphalt sidewalks. All materials should be durable and easily maintained.

Paving

The Columbia Pike Streetscape Plan, page 3, states:

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

As recommended in the Columbia Pike Streetscape Plan, the preferred pedestrian paving material is interlocking concrete pavers similar to brick. As an alternative, stamped and colored asphalt resembling brick may be used. All paving must be ADA compliant.

Design Suggestions:

- Use paving patterns to highlight building entrances and to define outdoor gathering spaces.
- Create clear and well-defined crosswalks by using stamped and colored asphalt

3. Hardscape



Crosswalk

resembling brick edged by a band of flush concrete on each side to distinguish it from the road. The stamped brick pattern for the crosswalk should be the same pattern used for the sidewalk.

- Refer to VDOT standards for crosswalks in VDOT-controlled streets.
- Use exposed concrete aggregate for curb ramps.
- Use poured concrete for commercial drive entrances.

Seat Walls & Raised Planters

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



Design Suggestions:

- Construct 18-24 inches high and 12-18 deep for comfortable seating.
- Use style, material and details that complement 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.

Brick veneer walls with cast concrete caps

Streetscape Design

4. Street Furnishings

The Columbia Pike Streetscape Plan, page 14, states:

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

Bench—Columbia Cascade Timberform, Renaissance Series #28068

Litter Receptacle—Columbia Cascade Timberform, Renaissance Series #2811 FY-P

Bollard—VISCO #V1 B0 14

Bicycle Rack—Columbia Cascade, Super Cyclers #21758

Flag Pole—PLP Composite Tech #PLP 301

Bus Shelter—Columbia Equipment Company, #7002

Tree Grate—Neenah Foundry #R8804-1”



Bench

Street furnishings are the amenities that allow the streetscape to become more than simply a sidewalk and that permit it to function as a public space. All furnishings should be metal with a glossy or matte powder-coated finish in black or coordinated with the accent colors of the building. The street furnishings included in the Columbia Pike Streetscape Plan are recommended, though each property owner may choose their own furnishings. If other furnishings are used, the selections should convey coherency across the CBC while subtly reflecting the individual character of the building. All street furnishings on a single site should be coordinated.

The furnishings should all be conveniently located, while not blocking pedestrian circulation. They should be placed in areas where people will gather, such as plazas, pocket parks and primary pedestrian routes.

Design Suggestions:

Benches

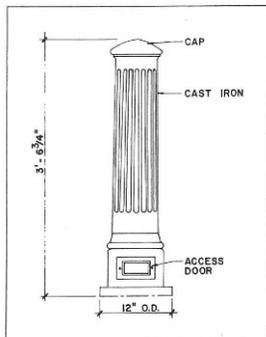
- Locate at regular intervals for pedestrian respite and gathering.
- Use model recommended in Streetscape Plan or select model with vertical slats for seat and backs, as well as simple details for consistency across the CBC.

Streetscape Design

4. Street Furnishings



Litter receptacle



Bollard



Bus shelter

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

Litter Receptacles

- Locate in areas of high pedestrian traffic to encourage use, at least one on each length of block. The Columbia Pike Streetscape Plan recommends locating receptacles near benches, bus stops and intersections.
- Size to anticipated waste volume.
- Use model recommended in Streetscape Plan or select model with vertical slats, clean lines and simple details for consistency across the CBC.
- Ensure all receptacles are anchored to ground while still allowing easy access for trash removal.

Bollards

- Use to separate vehicular and pedestrian circulation particularly in areas where the two may cross, for example at mid-block driveway entrances.
- Use model recommended in Streetscape Plan or select model that are cylindrical with clean lines that is not overly ornamental.

Bike Rack

- Use model recommended in Streetscape Plan or select model with clean lines that is not overly ornamental. An inverted “U” style rack, for example, is preferred.
- Allow adequate space to lock up multiple bikes.
- Place in visible areas to promote use and security.
- Locate no less than 60 feet apart along the streetscape.

Bus Shelter

- Provide a wind screen and non-cantilevered roof.
- Use model recommended in Streetscape Plan or select model with clean lines that is not overly ornamental.
- Include a partial bench to accommodate wheelchair access.
- Incorporate the Annandale logo or the word “Annandale” onto the panels if possible, as

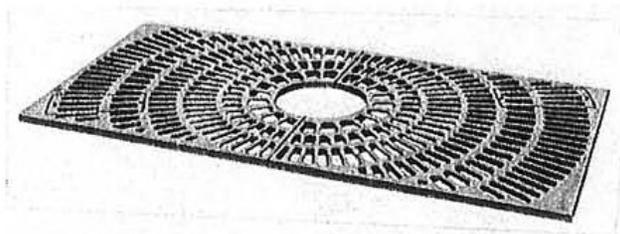
Streetscape Design

4. Street Furnishings

recommended in the Columbia Streetscape Plan.

Tree Grate and Guards

- Use to protect tree roots from compaction by pedestrian traffic.
- Install tree guards at edge of planting pit.
- Size tree grate to anticipated mature size of the tree trunk or use expansion rings that are removed as the tree grows.
- Use model recommended in Streetscape Plan or select model with clean lines that reflect architecture detail on building.



Tree grate from Streetscape Plan

Streetscape Design
5. Exterior Lighting



Acorn light fixture by
Cooper Streetworks



Washington fluted pole by
Shakespeare Composite

The Comprehensive Plan, Area I, Annandale Planning District, page 55, states:

“Street Lighting: 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.”

The Columbia Pike Streetscape Plan, page 12, states:

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

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

Consisting of all on-site, building mounted and streetscape fixtures, the exterior lighting provides for safety, while also highlighting or creating building accents. Such lighting can help establish or continue 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.

In Annandale, the acorn light fixture has been selected as the preferred street light as reflected in the Columbia Pike Streetscape Plan and under the Streetscape Design Guidelines in the Comprehensive Plan. The acorn light fixture and fluted pole used by Fairfax County’s Department of Public Works and Environmental Services is recommended for the Annandale CBC:

- **Acorn Streetlight Fixture**—Cooper Streetworks Westminster, 150 watt high pressure sodium, 14,000 lumen. Catalog number WST15SR2_33X1X. Clear globe.
<http://www.streetworkslighting.com/common/brands.cfm?pg=Detail&brandName=Streetworks&category=Decorative&id=11538>
- **Streetlight Pole**—Black fiberglass fluted poles manufactured by Shakespeare composite Structures, Washington model.
<http://www.skp-cs.com/poleproducts/decorative/jefferson.asp>

Streetscape Design

5. Exterior Lighting



Downtown Mall, Charlottesville



Storefront illumination and streetscape fixtures

All streetlights should be metal posts with metal and glass lanterns. The metal color should be glossy or matte powder-coated black.

Design Suggestions:

- Use full-cut off fixtures to reduce glare for all walkway, parking lot, canopy and building/wall mounted lighting. Full-cut off fixtures are defined as a lighting fixture in which light only shines from the bottom of the fixture. Accent lighting must also be a full cut-off fixture or have a shield that controls the light so that it is focused only on the object that is being illuminated. Refer to the county's Lighting Standards in Article 14 of the Zoning Ordinance for specific regulations.
- Consider the travelway, building mounted and pedestrian fixtures as a complete lighting system. It should provide security, help alleviate safety hazards, serve as wayfinding and contribute to the overall aesthetics of the site.
- Provide a uniform level of light to the area to be illuminated through the number, location and height of lighting fixtures. Two foot-candles of light should be adequate for parking lots and pedestrian areas.
- Poles should be 14-16 feet in height, either by direct burial or surface mounted; do not mount poles on large concrete pedestals.
- Electrical outlets should be provided at top of pole for connecting holiday and event lighting.
- Coordinate placement of lighting with the landscaping so that there is no conflict between trees and shrubs, and the light fixtures.
- Space poles approximately 35 feet apart along pedestrian pathways for those poles at the recommended mounting height.

5. Exterior Lighting

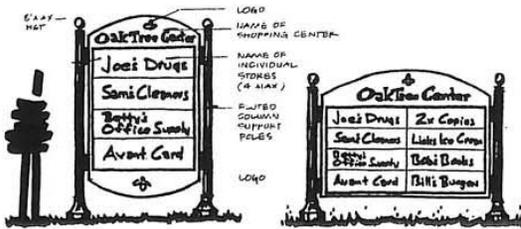
- Provide internal and external storefront illumination to create an inviting pedestrian environment.
- Ensure on-site architectural theme and light fixture style consistency. For example, light fixtures with a clean modern design should be used for modern style buildings, while more traditional fixtures should be used with buildings of a more traditional architectural style.
- Use accent lighting to highlight elements of the building facades, architectural details, and site features such as specimen planting, public art pieces and/or signage.
- Locate pedestrian lights at regular intervals along pathways. Spacing will vary according to fixture selection, but should provide a uniform level of light.

Streetscape Design

6. Public Signage



Annandale flag with logo



Sketch of private signage from Streetscape Plan

The Columbia Pike Streetscape Plan, page 16, states:

“The proposed signs will be easily seen, read and understood, and their numbers kept to a minimum. They will be orderly and thoughtfully placed and related to, but interfere with, street furnishings and pedestrian movement. Whenever possible, the signs will be combined on a common carrier panel to keep the number of poles to a minimum and eliminate clutter.

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

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

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

Coordinated public signage can help provide a recognizable identity for Annandale. While building and storefront signage can convey the individuality of the use, the wayfinding, informational and entry signage should be consistent throughout the CBC and in conformance with the recommendations of the Columbia Streetscape Plan. Coordinated business signs are encouraged, particularly for shopping centers, to limit visual clutter while still allowing a presence along the streetscape.

Article 12 of the Zoning Ordinance provides guidance regarding the permitted types, size and location of signs, while Section A7-100 of the Zoning Ordinance allows for some added flexibility in the replacement of non-conforming signs. All signs require permits which are reviewed and

Streetscape Design

6. Public Signage



Light pole mounted banner



Example of entry signage

approved by the Zoning Inspections Branch of the Department of Planning and Zoning. Depending on the size and illumination of the sign, building and/or electrical permits may also be required. Prior to submitting to the county, contacting the Zoning Inspections Branch is highly recommended for information regarding the installation of signs and the sign area allowed.

Design Suggestions:

- As recommended in the Comprehensive Plan, use building-mounted signs or monument-style ground-mounted signs incorporated within a planted strip, rather than pole-mounted signs.
- Use light pole mounted banners for special events or seasonal displays. Mount above head level and orient toward pedestrian circulation. Banners should be colorful.
- Temporary signage for events and festivals should be coordinated and approved by the appropriate local agencies and stakeholder groups
- Incorporate ornamental plantings at base of signs to enhance the overall appearance of the site.
- Use Times Roman font style, as recommended in the Columbia Streetscape Plan or other serif style such as Garamond or Georgia.
- Determine if the sign is intended for the pedestrian or vehicular traffic. The size, typeface, graphics, illustrations and orientation of the sign should be designed for the intended user.
- Incorporate Annandale logo, when appropriate, to help create an identity for the CBC. Gateway signage should include the logo.

Resources

Before initiating any redevelopment activity in the Annandale CRD, property owners, developers, and their representatives are strongly encouraged to meet with OCRR and DPZ staff to become familiar with the opportunities of developing within the district. Meetings with the Mason and Braddock District Supervisor's Offices are also recommended to gain guidance. The following is a list of some of the most important resources for those considering development in the Annandale area.



Annandale, Virginia

Braddock District Supervisor's Office

www.fairfaxcounty.gov/braddock
(703) 425-9300

Mason District Supervisor's Office

www.fairfaxcounty.gov/mason
(703) 256-7717

Annandale Central Business District Planning Committee (ACBDPC)

Mason District Governmental Center
(703) 256-7717

Annandale Chamber of Commerce

www.annandalechamber.com
(703) 256-7232

Department of Planning and Zoning (DPZ)

www.fairfaxcounty.gov/dpz
Planning—(703) 324-1380
Zoning Evaluation—(703) 324-1290

Department of Public Works and Environmental Services

www.fairfaxcounty.gov/dpwes/

Fairfax County Comprehensive Plan

Area 1—Annandale Planning Area
www.fairfaxcounty.gov/dpz/comprehensiveplan/

Office of Community Revitalization and Reinvestment (OCRR)

www.fcrevit.org
(703) 324-9300

Overview of Planning & Zoning Process in CRD/CRA's

www.fairfaxcounty.gov/dpz/revitalization/crdbrochure.pdf