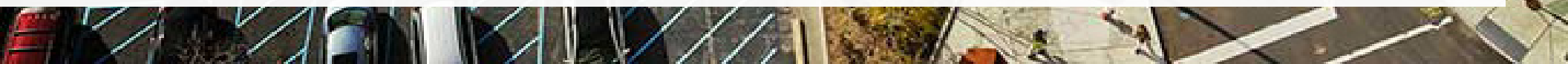




The Comprehensive Plans for Baileys Crossroads and Seven Corners envision that these areas will transform into distinct, vibrant and walkable destinations. They are planned to transition from the current suburban, auto-oriented development patterns to a more urban environment characterized by mixed-use developments that are organized around grids of streets and incorporate high-quality open spaces. The resulting environment will be more sustainable, will encourage healthier lifestyles, and will be safer for pedestrians and cyclists. These goals should be used to guide decisions related to the design of the built environment, including open spaces, streets, the location of parking, building setbacks and massing, and the location of uses within buildings.

The following text and maps related to the vision and land use descriptions for Baileys Crossroads and Seven Corners are extrapolated from the recommendations provided for these areas in the Comprehensive Plan; the Comprehensive Plan should be consulted for the complete set of recommendations affecting a development project.



2

DISTRICT VISION + OPEN SPACE

- 2A **Baileys Crossroads Vision, Land Use Plan, and Urban Design Framework**
- 2B **Seven Corners Vision, Land Use Plan, and Urban Design Framework**
- 2C **Open Space Networks in Baileys Crossroads and Seven Corners**
 - 2C.1 **Baileys Crossroads Open Spaces**
 - 2C.2 **Seven Corners Open Spaces**

2A

BAILEYS CROSSROADS VISION, LAND USE PLAN, AND URBAN DESIGN FRAMEWORK

VISION AND LAND USE PLAN

The vision for Baileys Crossroads features an enhanced public realm that will create a distinct sense of place. A new network of streets and open spaces is envisioned to connect people to active and passive recreation opportunities, civic uses and inviting places to eat, shop, stroll, and spend time. The land use plan calls for transforming a predominantly retail environment to one that balances retail, office, residential, civic, and open space uses in a manner that will serve adjacent stable residential areas and promote transit usage.

The Comprehensive Plan divides Baileys Crossroads into three districts. Each district is planned to have unique characteristics. **Map 2: Baileys Crossroads District and Land Units depicts the CRD boundaries and the three districts within the CRD.**

LEFT
The Town Center District planned for Baileys Crossroads is envisioned to incorporate features such as mixed use developments and a range of programmable open spaces similar to the features in the Reson Town Center
Image Credit: NOVA Magazine



Reston, VA

RIGHT
Baileys East District has been largely redeveloped with high density office, residential and retail
Image Credit: Biz Now

- **Town Center District**, located east of Columbia Pike and north and south of Leesburg Pike, is the priority redevelopment area. It is centrally located and has the most significant redevelopment potential for large scale, mixed-use projects. This district is planned for a new network of streets and smaller development blocks. A central street with a linear park is envisioned to be the Town Center's central feature.
- **Baileys West District**, located west of Columbia Pike, and north and south of Leesburg Pike, is anticipated to redevelop as a continuation of the residential, office and retail mix planned for the Town Center District.
- **Baileys East District**, located east of Gorham Street along Leesburg Pike adjacent to the boundaries with Arlington County and the City of Alexandria, is anticipated to be an area of minimum change. It is dominated by the Skyline Center that is anticipated to remain largely as is for the foreseeable future.

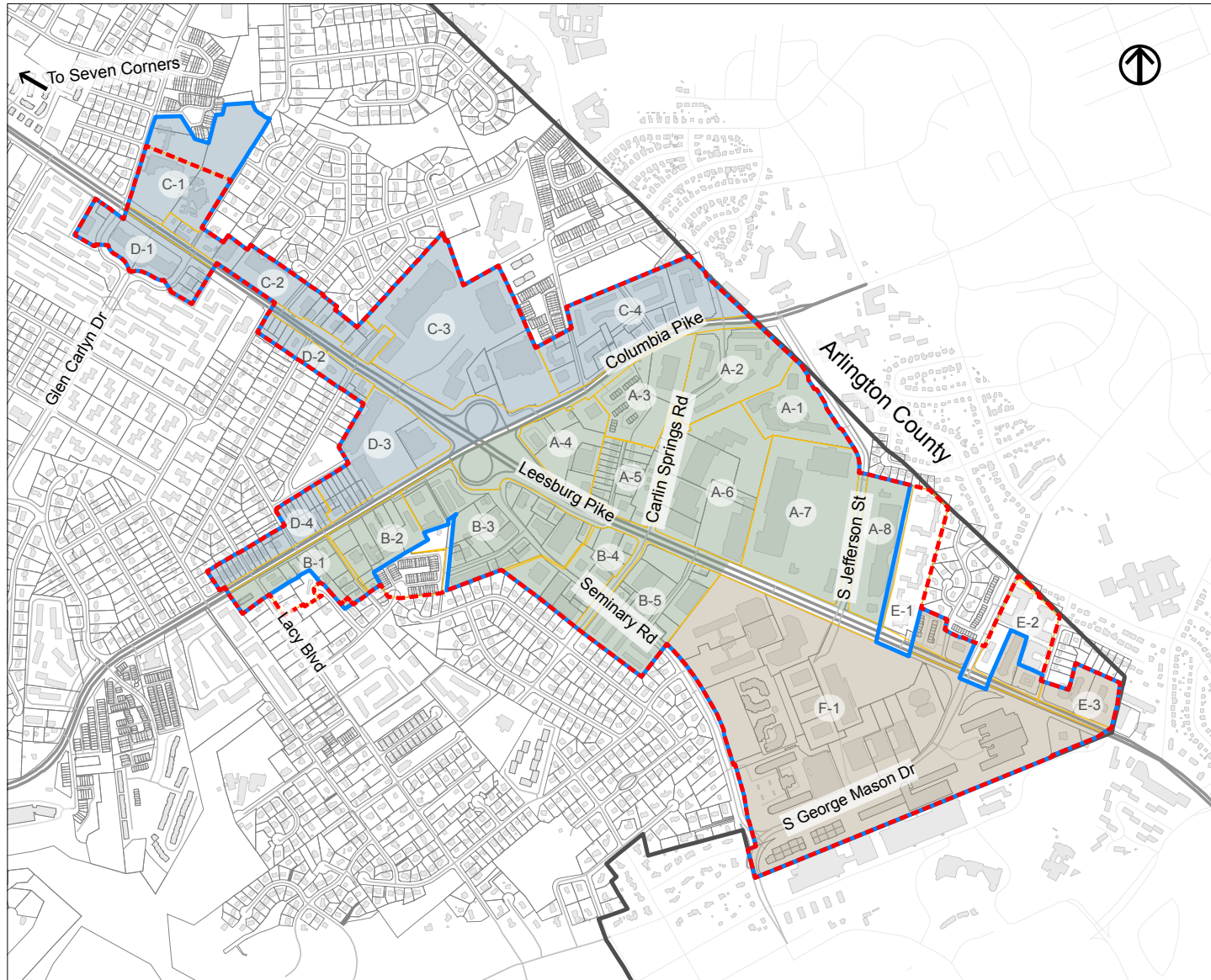
Map 3: Baileys Crossroads Land Use Plan depicts the general distribution of land uses and the proposed grid of streets.



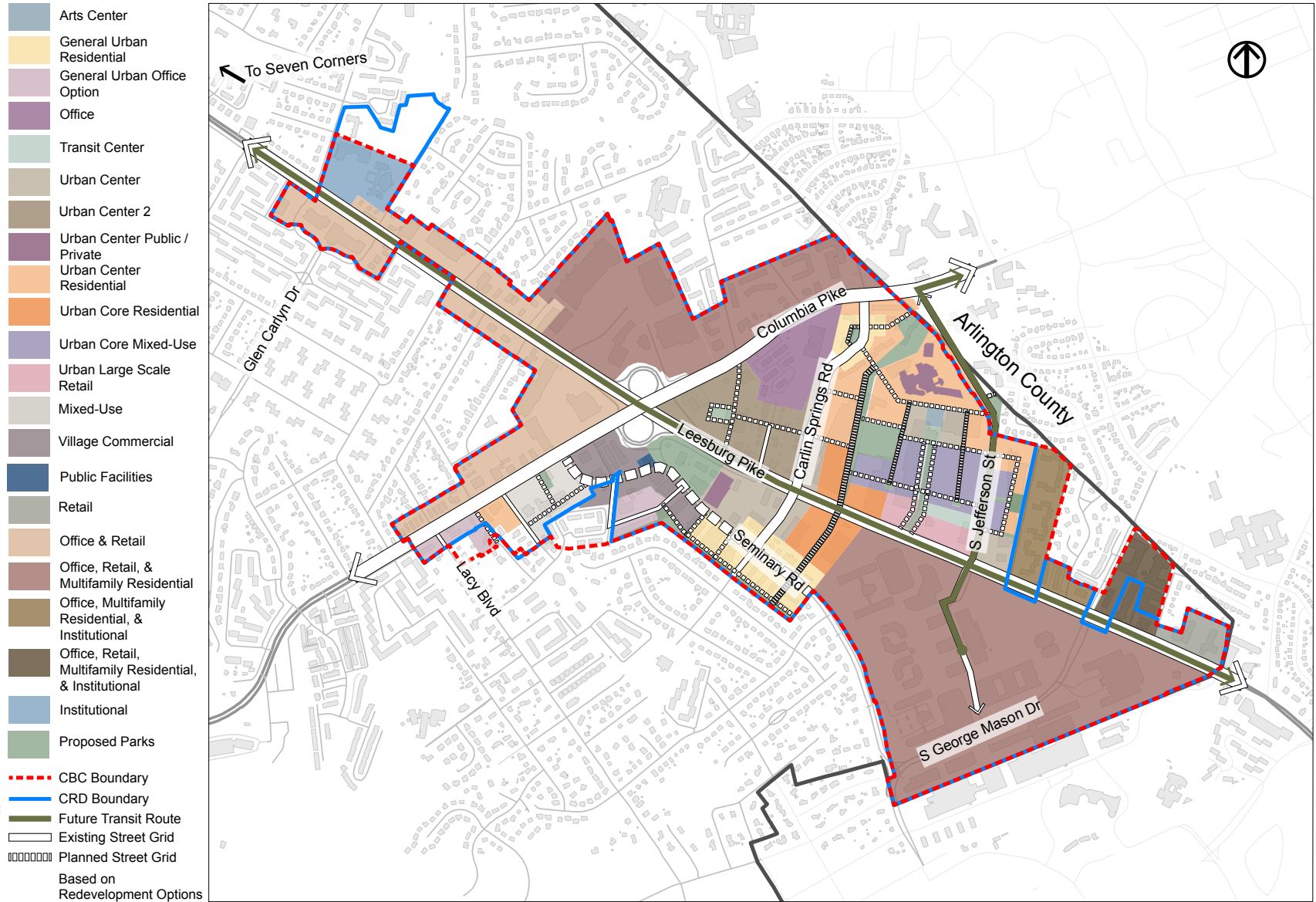
Skyline Complex, Baileys Crossroads

MAP 2: BAILEYS CROSSROADS DISTRICT AND LAND UNITS

- Baileys West
- Town Center
- Baileys East
- CBC Boundary
- CRD Boundary
- A-1 Sub-Unit
- Sub-Unit Boundary



MAP 3: BAILEYS CROSSROADS LAND USE PLAN



URBAN DESIGN FRAMEWORK

The urban design concept for Baileys Crossroads envisions that the public realm will be a major element in creating a walkable, distinct, vibrant destination where people will want to live, work, shop and play. The Comprehensive Plan contains Urban Design Guiding Principles to address site design, building form, street design, and the design of public spaces, as summarized below:

1 DISTINCT URBAN FORM

The urban form of the Baileys Crossroads CRD calls for locating the tallest buildings and highest densities in the Town Center District and shorter building heights and lower densities adjacent to surrounding neighborhoods that are located outside of the CRD.

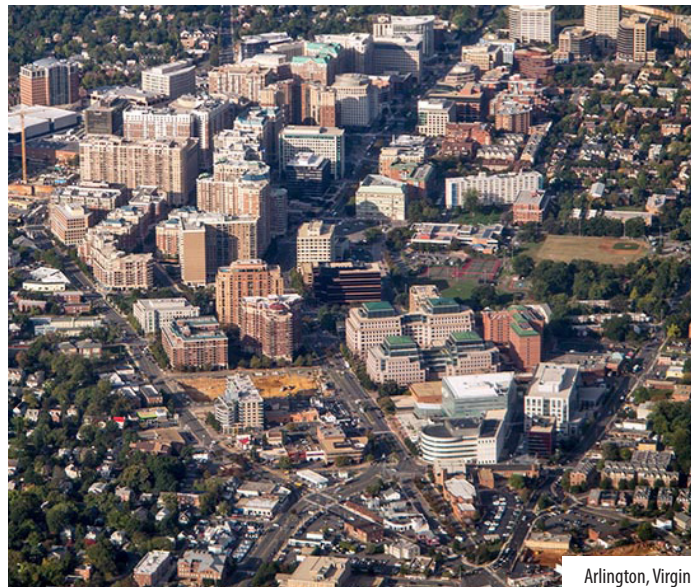
2 SUPPORTIVE LAND USES

Land uses should be arranged around a street network that encourages walking, biking, and utilizing public transit.

3 PEDESTRIAN-FRIENDLY STREETS

All new structures should be located according to the defined build-to lines. Developments should maximize the use of ground floor retail space in appropriate locations where it is supported by the market in order to encourage street level activity. When retail or other commercial uses are not supported by the current market, consider alternative uses or designs that create an “Activated Ground Floor” such as highly transparent lobbies and amenity spaces, live-work units, and residences with individual entrances and well-defined Building Zones.

Midblock (non-vehicular) connections may be necessary to achieve consistent, frequent pedestrian access between properties along Columbia Pike and the Town Center grid of streets.



Arlington, Virginia

TOP

Virginia Square and Ballston utilize the recommended urban form where the tallest buildings are located along Fairfax Drive; commercial and mixed use buildings transition down in scale when in proximity to residential neighborhoods
Image Credit: Mobility Lab



Washington, DC

BOTTOM

Residential and retail uses are mixed to support a walkable and bikable community
Image Credit: Rappaport Co.

TOP

Parking facilities that are well integrated into buildings and minimize their impact on the pedestrian environment
Image Credit: Flickr Dan Reed



Clarendon, VA

BOTTOM

Public parks and green spaces are key components to creating a healthy and sustainable environment in Bailey Crossroads
Image Credit: Fairfax County



Union Square Park, New York, NY

URBAN DESIGN FRAMEWORK (CONTINUED)**4 COMPLETE STREETS**

Complete streets should be provided that are defined as streets and intersections which accommodate walking, biking, transit and cars, and that meet Americans with Disabilities Act (ADA) accessibility requirements.

5 PARKING FORM











On-street parking is encouraged on most low speed roadways in Baileys Crossroads. Off-street parking should be located either in structures, including above-ground or underground parking, or if necessary, on surface lots that are unobtrusive from public view (i.e., behind buildings or to the side of buildings and screened by landscaping or low walls). Ensure that parking structures are not visible from the public realm; locate them behind buildings and/or wrap them with other uses. *Chapter 5 ("Parking and Access")* in the Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas provides detailed guidance and graphics on how to design structured and surface parking so that it minimizes its impact on the pedestrian environment.

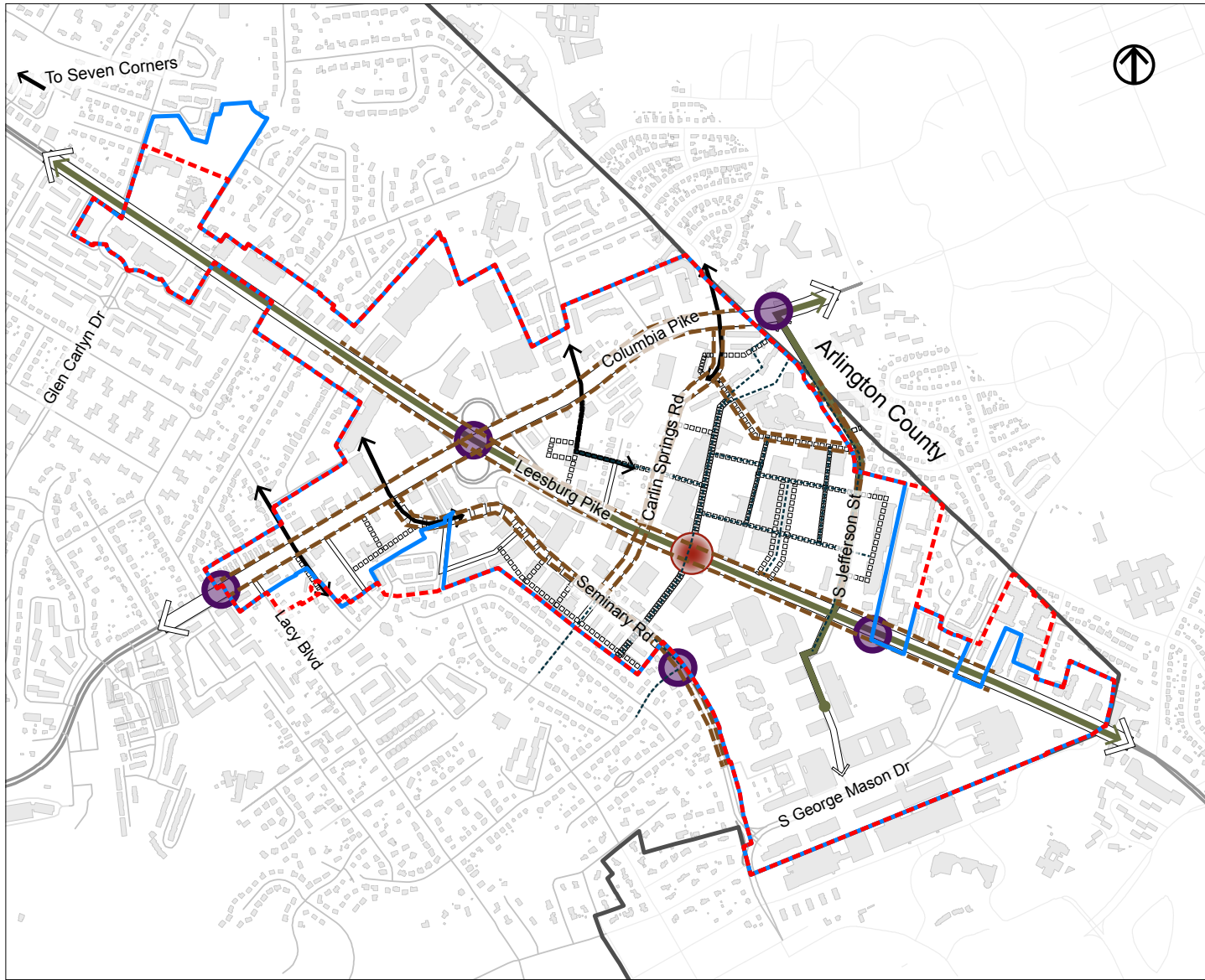
6 URBAN PARKS

A variety of accessible, connected, usable public open spaces and urban parks are encouraged throughout each district. See section 2C ("*Open Space Networks in Baileys Crossroads and Seven Corners*") for detailed maps and information about the location and design for planned urban parks.

Map 4: Baileys Crossroads Urban Design Framework Plan summarizes many of the key Comprehensive Plan recommendations including the proposed grid of streets, the proposed location of key transit, pedestrian and bicycle connections, and identifies where gateway features are planned.

MAP 4: BAILEYS CROSSROADS URBAN DESIGN FRAMEWORK PLAN

-  Neighborhood Connectivity
-  Proposed Bicycle Facilities
-  Primary Pedestrian Streets or Links
-  Gateways
-  Major Pedestrian Crossing
-  Proposed Transit Connection
-  CBC Boundary
-  CRD Boundary
-  Existing Street Grid
-  Planned Street Grid



2B SEVEN CORNERS VISION, LAND USE PLAN, AND URBAN DESIGN FRAMEWORK

VISION AND LAND USE PLAN

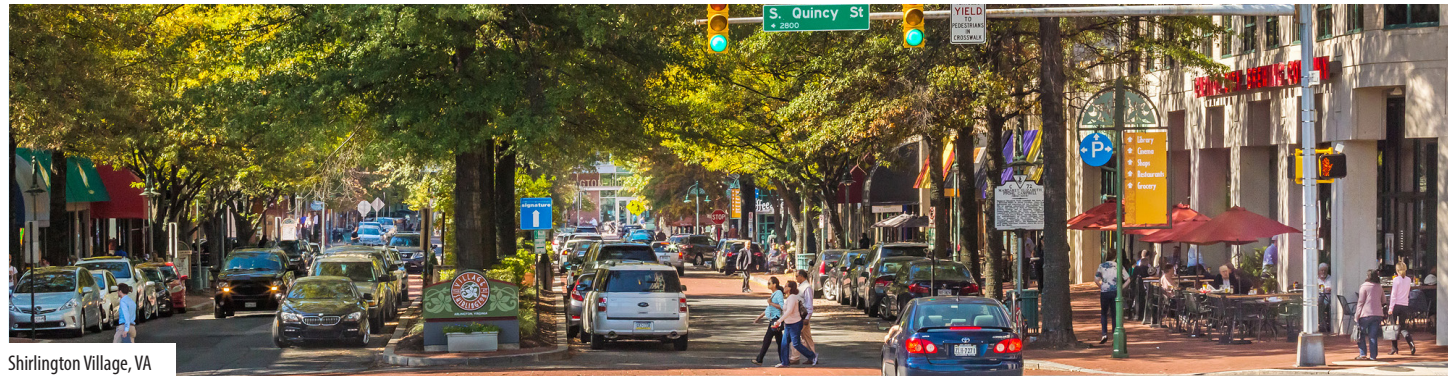
The vision for Seven Corners encourages redevelopment that will increase the residential population, as well as the number and variety of jobs, and will support the creation of a high-quality, pedestrian-oriented environment. The Comprehensive Plan promotes a vibrant mix of land uses that will enhance the quality of life for residents, enable businesses to prosper and actively contribute to the economic and social vitality of the area. Strategically located public open spaces are planned throughout the mixed-use areas to foster community interaction and provide places to hold civic events.

The Comprehensive Plan designates three Opportunity Areas within Seven Corners. **Map 5: Seven Corners District and Land Units** depicts the boundaries and the three Opportunity Areas within the area. The remainder is designated as transitional or as minimum change areas. Each Opportunity Area is intended to function as a separate activity node, with a distinct identity, as well as to function as an integral part of the larger area through an interconnected street system and with a network of open spaces. The individual identity of each Opportunity Area is defined through its respective land uses, building types, level of development intensity, open spaces, architectural design, and streetscapes, as summarized in the following descriptions.

- **Willston Village Center (Opportunity Area A)**, located south of Wilson Boulevard and north of Arlington Boulevard, is envisioned to be a mixed-use neighborhood that retains its predominately residential character. The Willston Village Center is planned to include a Village Main Street where ground floor retail, a Common Green, outdoor dining, and community uses will be concentrated to create a lively village center.
- **Town Center (Opportunity Area B)**, located between Arlington Boulevard and Leesburg Pike, is the site of the Seven Corners Shopping Center. The Town Center is planned for the highest intensity of development, with a mix of residential, retail, office, and hotel uses organized around a central plaza. The tallest buildings are planned nearest to the interchange to form a gateway feature into the area.
- **Leesburg Pike Village (Opportunity Area C)**, located south of Leesburg Pike near the intersection of Patrick Henry Drive, is planned as a mixed-use village that transitions in intensity from Leesburg Pike to the adjacent residential neighborhoods.

Map 6: Seven Corners Land Use Plan illustrates the general distribution of land uses and the proposed grid of streets.

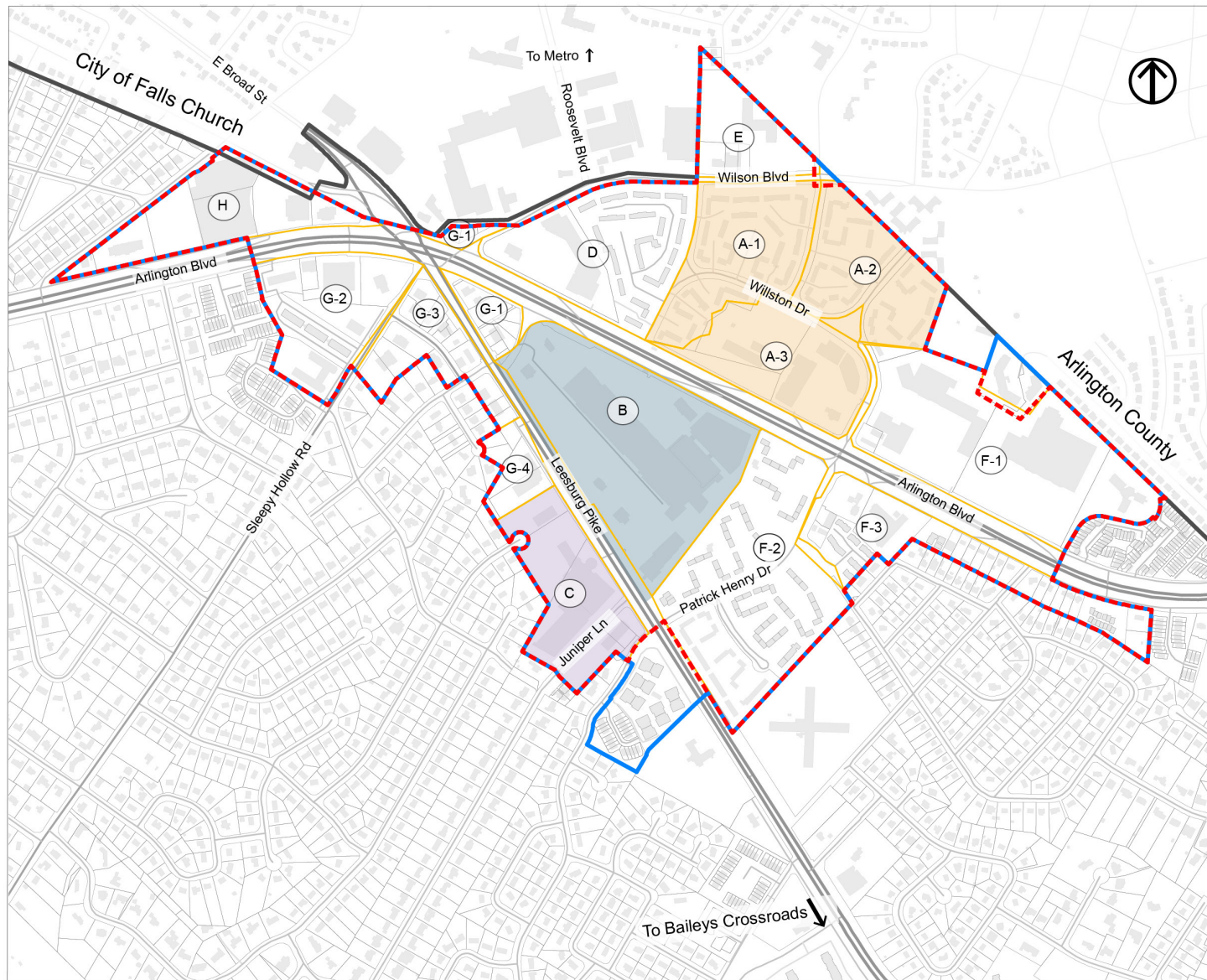
RIGHT
The Town Center district planned for Seven Corners is envisioned to incorporate features such as mixed use development and high quality street design similar to the features in Shirlington Village
Village
Image Credit: Federal Realty
















Shirlington Village, VA

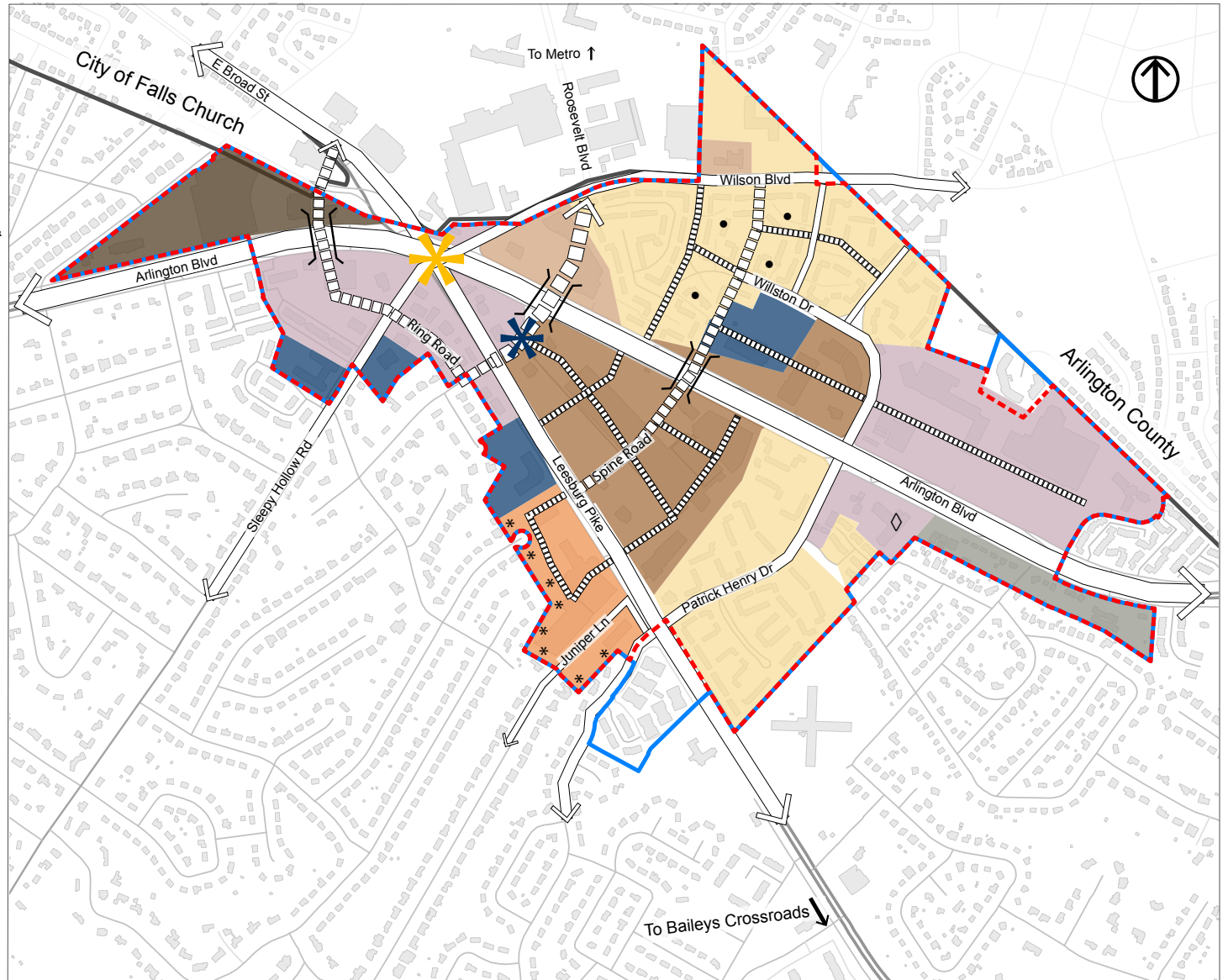
MAP 5: SEVEN CORNERS DISTRICT AND LAND UNITS

- Town Center (Land Unit B)
- Willston Village Center (Land Unit A)
- Leesburg Pike Village (Land Unit C)
- A-1 Land Unit
- Land Unit Boundary
- CBC Boundary
- CRD Boundary



MAP 6: SEVEN CORNERS LAND USE PLAN

-  Multifamily Residential, Retail, Office, & Hotel Mixed-Use
-  Neighborhood / Community Serving Retail
-  Multifamily Residential • Ground Floor Retail Option
-  High Rise Office, Multifamily Residential & Neighborhood Serving Retail Mixed-Use
-  Neighborhood / Community Serving Retail, & Office ♦ Hotel Option
-  Townhouse Office & Office
-  Public Facility
-  Multifamily & Townhome Residential, Retail, Entertainment & Office Mixed-Use * Townhouse Transition
-  Transit Transfer Center
-  Redesigned Seven Corners Interchange
-  CBC Boundary
-  CRD Boundary
-  Existing Street Grid
-  Planned Street Grid



URBAN DESIGN FRAMEWORK

The Comprehensive Plan contains recommendations about how high-quality urban design that addresses site design, building form, street design, and the design of public spaces should contribute to the redevelopment of Seven Corners. This guidance is summarized below.

1 CONNECTIVITY

Connectivity between Seven Corners’ neighborhoods and commercial centers should be enhanced through an improved street network and grid of streets. Trails and pedestrian-friendly streets should be used to provide connectivity within each opportunity area, between the opportunity areas, and between the CRD and surrounding areas.

2 MULTIMODAL STREETSCAPES

As recommended in these Guidelines, streetscapes should be incorporated in the reconstruction of existing roads and with the construction of new roads to achieve a system of interconnected complete streets to serve motorists, pedestrians, cyclists, and transit riders.

3 PEDESTRIAN-ORIENTED DESTINATIONS

Mixed-use developments should be encouraged where it is appropriate and where they can be supported by the market. Pedestrian-oriented “destination type uses,” including restaurants and small-scale retailers, should be considered at key nodes or intersections to promote pedestrian movement and facilitate human interaction.

4 FOCAL POINTS

Focal points may be created within the Opportunity Areas using the planned street grid and proposed open space plan. Focal points are locations with concentrated activity and typically include retail, restaurants, parks, and/or special civic uses at key nodes or intersections.



Pike and Rose, North Bethesda, MD

TOP
Pedestrian-friendly street designed to improve multimodal connectivity within a mixed-use district
Image Credit: Fairfax County



Rockville Town Square, MD

BOTTOM
Open space is incorporated into the Town Center as a focal point to the community
Image Credit: WDG Architecture

TOP

The City of Dallas decked over a section of a freeway to reconnect two neighborhoods with programmed park space

Image Credit: Klyde Warren Park



Klyde Warren Park, Dallas, TX

BOTTOM

On-street parking provides multiple benefits by reducing the need for surface parking lots or parking garage space and acts buffers pedestrians from moving vehicles

Image Credit: Edens



Mosaic District, Fairfax, VA

URBAN DESIGN FRAMEWORK (CONTINUED)

5 OPEN SPACE SYSTEM

Within each development, a hierarchy of public and private open spaces connected by a pedestrian-oriented network should be provided. This hierarchy can include a range of civic gathering spaces, green spaces, and other public amenities, such as a community center or a cultural center. These spaces should be designed to contribute to a sense of place while supporting the diverse communities in Seven Corners so that residents, businesses and property owners have more opportunities to interact with one another.

6 DISTINCT URBAN FORM

A distinctive urban form is encouraged for Seven Corners with the tallest buildings and highest densities in the Opportunity Areas and lower density and heights adjacent to surrounding neighborhoods, outside of the CRD.

7 PARKING FORM

On-street parking is encouraged on most low speed roadways in Seven Corners. Off-street parking should be located either in structures, including above-ground or underground parking, or if necessary, on surface lots that are unobtrusive from public view (i.e., behind buildings or to the side of buildings and screened by landscaping or low walls). *Chapter 5 ("Parking and Access")* in the Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas provides detailed guidance and graphics on how to design structured and surface parking so that it minimizes its impact on the pedestrian environment.

Map 7: Seven Corners Urban Design Framework Plan summarizes many of the key Plan recommendations including the proposed grid of streets, the location of transit, pedestrian connections, and the location of planned gateway features.

MAP 7: SEVEN CORNERS URBAN DESIGN FRAMEWORK PLAN



2C OPEN SPACE NETWORKS IN BAILEYS CROSSROADS AND SEVEN CORNERS

DESIGN PRINCIPLES

A network of parks, plazas, and recreational amenities in Baileys Crossroads and Seven Corners is planned to form the framework of public open spaces within each area. Creating a system of connected open spaces provides environmental and social benefits by improving access to outdoor amenities and provides opportunities for a range of activities to occur within these spaces.

The design of public open space systems in Baileys Crossroads and Seven Corners should consider the following design strategies. Information on locations and urban park types specific to each area is provided following the design strategies.



RIGHT
Linear park along a local street creates a multi-purpose amenity designed for daily use
Image Credit: Adrià Goula

Passeig de Sant Joan, Barcelona

DESIGN STRATEGIES

1 BUILD A CONNECTED NETWORK

Open spaces should link important destinations for pedestrians and cyclists. The network should consider opportunities for increasing wildlife habitats and include the creation of diverse environments for a variety of plant types.

Existing park spaces and community assets located in neighborhoods surrounding the CRD should be connected to new developments and park spaces within the Town Center and Village Centers through the provision of high-quality streetscapes, trails, and other pedestrian facilities.

2 INCORPORATE THE URBAN PARKS FRAMEWORK

Open spaces of different sizes that support a variety of programming should be incorporated into each CRD based on the typologies outlined in the Urban Parks Framework (located in Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas) which provides descriptions and character images for each park type. An evaluation of existing and planned open spaces within the CRD should be used to understand how the proposed development can fill unmet needs.

3 ORGANIZE DEVELOPMENT AROUND OPEN SPACES

Parks and plazas should be used as focal points of activity. Consideration should be given to organizing buildings and amenities around these spaces. The most significant Civic Plazas should be located in the Town Center of each area.

4 INTEGRATE EXISTING ASSETS

New open spaces should be designed to enhance existing amenities such as natural features, parks, retail areas, and pedestrian-oriented streets. They should incorporate historic sites, markers, and other significant heritage resources, as may be appropriate.

DESIGN STRATEGIES (CONTINUED)

5 PROVIDE A MULTIFUNCTIONAL SPACE

Open spaces should be activated through appropriate types of programming and be designed in a manner that supports their intended uses. The [Project for Public Space](#) is a resource for designing open spaces to meet the needs of a community. Open spaces should incorporate active and passive recreational features. Active spaces bring people together for events such as outdoor movies, play features, concerts, sports/fields opportunities, and hardscape places that include play areas, gathering spaces, and areas of respite. Passive spaces provide opportunities for seating, casual recreation and activities such as picnicking.

6 INCORPORATE COMMUNITY INPUT

Designers, county staff and community stakeholders should work together to identify potential programming, recreational activities and special events anticipated for each proposed open space. Including stakeholders during early stages of a project’s design will encourage community building by creating places where residents desire to spend time.



Greenville, SC

TOP
Development centered around a public plaza where outdoor seating, a water feature, shaded areas, and public art create a pedestrian environment that supports the adjacent commercial uses
Image Credit: Greenville Journal



The Goods Line, Sydney, Australia

BOTTOM
Multiple types of programming can be integrated into small spaces; seating, table tennis, a dog park, and children’s play equipment are integrated into this linear park
Image Credit: Aspect Studios

2C.1

BAILEYS CROSSROADS OPEN SPACES

DESIGN PRINCIPLES

The vision for open spaces in Baileys Crossroads calls for an enhanced public realm that will create a sense of place. While there are several existing parks with recreational amenities in the vicinity of Baileys Crossroads, an enhanced network of new open spaces is envisioned. This network can connect people to active and passive outdoor recreational opportunities (walking, playing games, and enjoying the outdoors); civic uses (centers for the arts and civic amenities); and inviting places to eat, shop, stroll and spend time.

Maps 8 and 9 depict the general location and type of planned open spaces in Baileys Crossroads, as derived from recommendations in the Urban Parks and Recreation and Land Unit sections of the Baileys Crossroads Comprehensive Plan. The letters A through G are associated with descriptions for each of the Town Center parks and correspond to locations depicted in Map 9. Frequent pedestrian connections across Columbia Pike (depicted in the map as Neighborhood Connectivity) should be provided so that residents of neighborhoods on the north can safely access parks within the Town Center.

TOWN CENTER PARKS

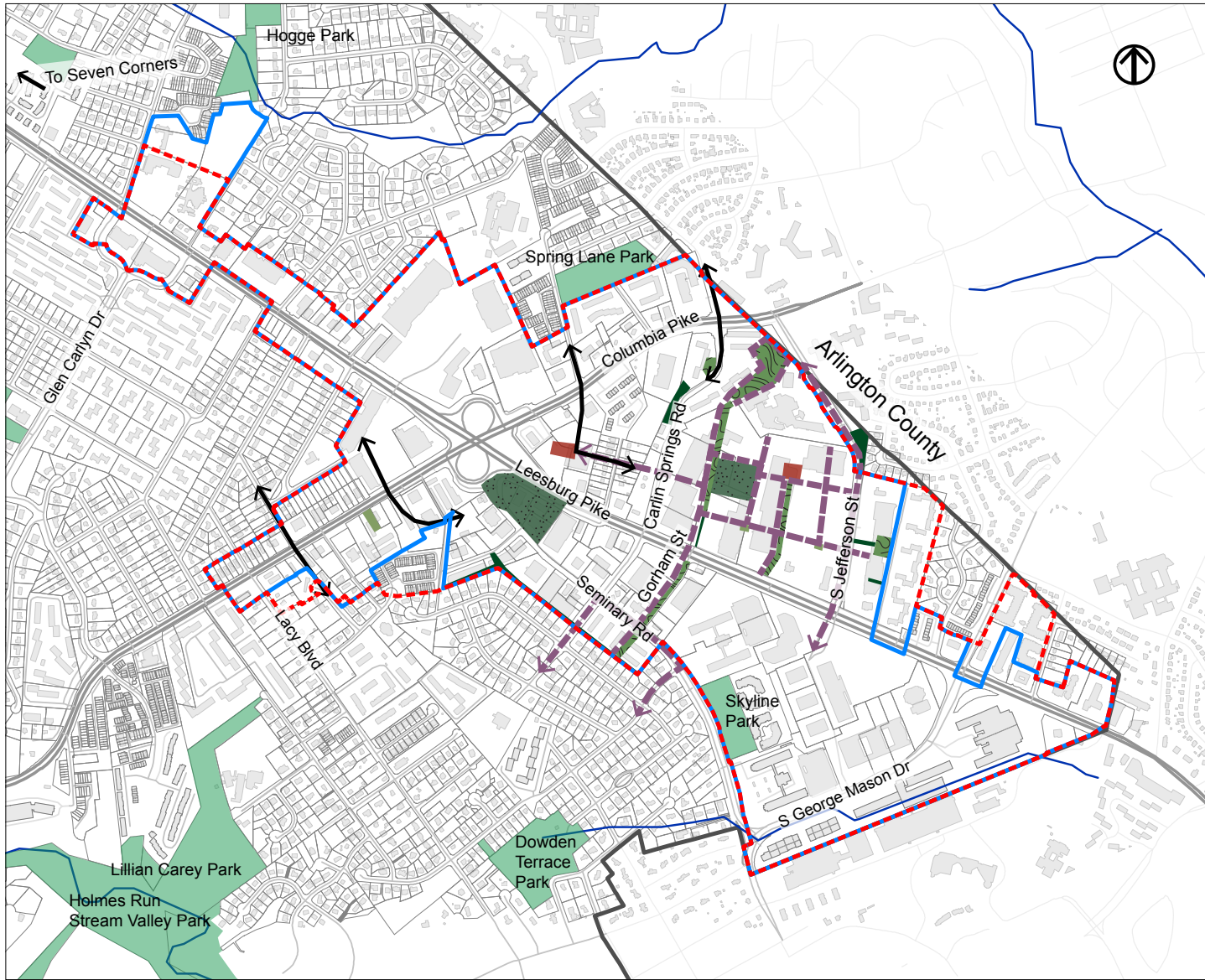
- A** A **Common Green** should be located near Columbia Pike and the border with Arlington County. It should transition to a Linear Park along Gorham Street; a parallel street to Carlin Springs Road. South of Leesburg Pike, Gorham Street should be converted into a green street.
- B** A **Civic Plaza** should be an organizing feature for development west of Carlin Springs Road. It should be a minimum of one-half acre in size, have a higher percentage of paved to planted area, and function as a gathering space for the neighboring buildings.
- C** A **Recreation-focused Park** along Gorham Street should be a community space that functions as a transition between

the more residential and the mixed-use areas of the Baileys Town Center. It should be approximately 2 to 2.5 acres in size and include a flexible open space to accommodate large events, along with a small sports field.

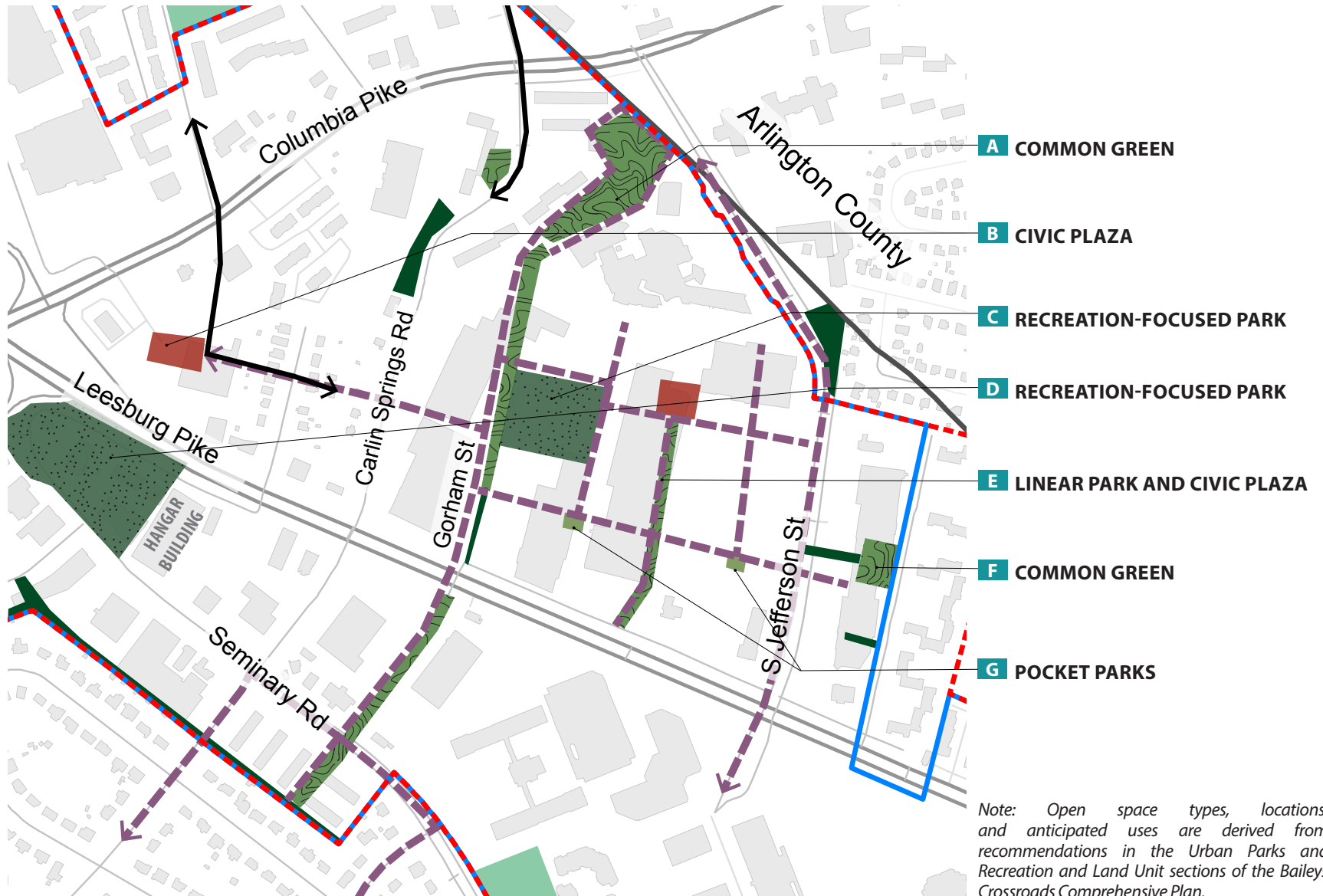
- D** A **Recreation-focused Park** south of Leesburg Pike should include a variety of recreational amenities and may incorporate indoor recreational activities in the existing hangar building.
- E** A **Linear Park and Civic Plaza** should be approximately 1 acre in size and should serve as a gateway from Leesburg Pike into the Town Center. It should be approximately 50 to 70 feet in width so there is sufficient room for walkways, plantings, play areas, public art, and possibly kiosks. Gateway features such as fountains, statues or public art should be provided at the entrance and could include space to commemorate events such as President Lincoln's Grand Review of Union Troops at Baileys Crossroads.
- F** A **Common Green** east of Jefferson Street should be approximately one-half acre in size and should serve as an amenity for the adjacent residential neighborhoods. It should be designed to be a green and shaded place for primarily passive uses.
- G** Several **Pocket Parks** are planned in the Town Center including at least two north of Leesburg Pike and one south of Leesburg Pike along Columbia Pike. These pocket parks should be less than one-acre and are typically incorporated into developments. They are designed for casual use by people working and living within the development or the immediate area. Their design may consist of hardscape elements or lawn and landscaped areas, seating and visual amenities.

MAP 8: BAILEYS CROSSROADS EXISTING AND PROPOSED OPEN SPACE

- Pocket Park
- Common Green
- Civic Plaza
- Recreational Urban Park
- Undefined Open Space
- Existing Parks
- Primary Pedestrian Streets or Links
- Neighborhood Connectivity
- CBC Boundary
- CRD Boundary



MAP 9: BAILEYS CROSSROADS EXISTING AND PROPOSED OPEN SPACE (TOWN CENTER FOCUS)



2C.2 SEVEN CORNERS OPEN SPACES

DESIGN PRINCIPLES

The comprehensive park system for Seven Corners includes a large-scale Civic Plaza that is integral to the Town Center, a Common Green associated with the Willston Village Center, and Pocket Parks in Leesburg Pike Village, that collectively, serve the broader Seven Corners community. A network of parks and linear green spaces links the various parts of the area together. Ideally, this network will include a variety of urban park types in order to serve local leisure 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.

Maps 10 and 11 depict the general location and type of planned open spaces in Seven Corners, as derived from recommendations in the Parks, Recreation and Open Space and Land Unit sections of the Seven Corners Comprehensive Plan. The letters H through N are associated with descriptions for each of the Willston Village Center, Town Center, and Leesburg Pike Village parks and correspond to locations depicted in Map 11.

WILLSTON VILLAGE CENTER PARKS

H **Pocket Parks** should be incorporated into each major residential block, providing public common space for residents. The Pocket Park along the border with Arlington County should be located at the site of the historic District of Columbia boundary marker stone.

I Two **Recreation-focused Parks** should be provided for active recreation uses, expanding on existing active recreational opportunities, and establishing a connection to Upton Hill Regional Park.

J A **Common Green** should be located along the Village Main Street. It should be approximately 1 acre in size; should connect to the Civic Plaza via the spine road; and, should provide for leisure activities and community events such as a farmers market.

TOWN CENTER PARKS

K A large-scale **Civic Plaza** should be located at the core of the Town Center and should function as the heart of the Seven Corners community. Major events attracting local and regional visitors should be planned for the space.

L Two or more **Pocket Parks** should complement the planned functions of the Civic Plaza to support the anticipated needs of the local residents and office/commercial employees.

LEESBURG PIKE VILLAGE PARKS

M A **Pocket Park** should be located adjacent to the residential neighborhoods and the Baileys Upper Elementary School to support the needs of the school and the neighbors.

N A **Pocket Park** that is integrated into the future development should provide a public common space to support retail uses and the adjacent residential properties.

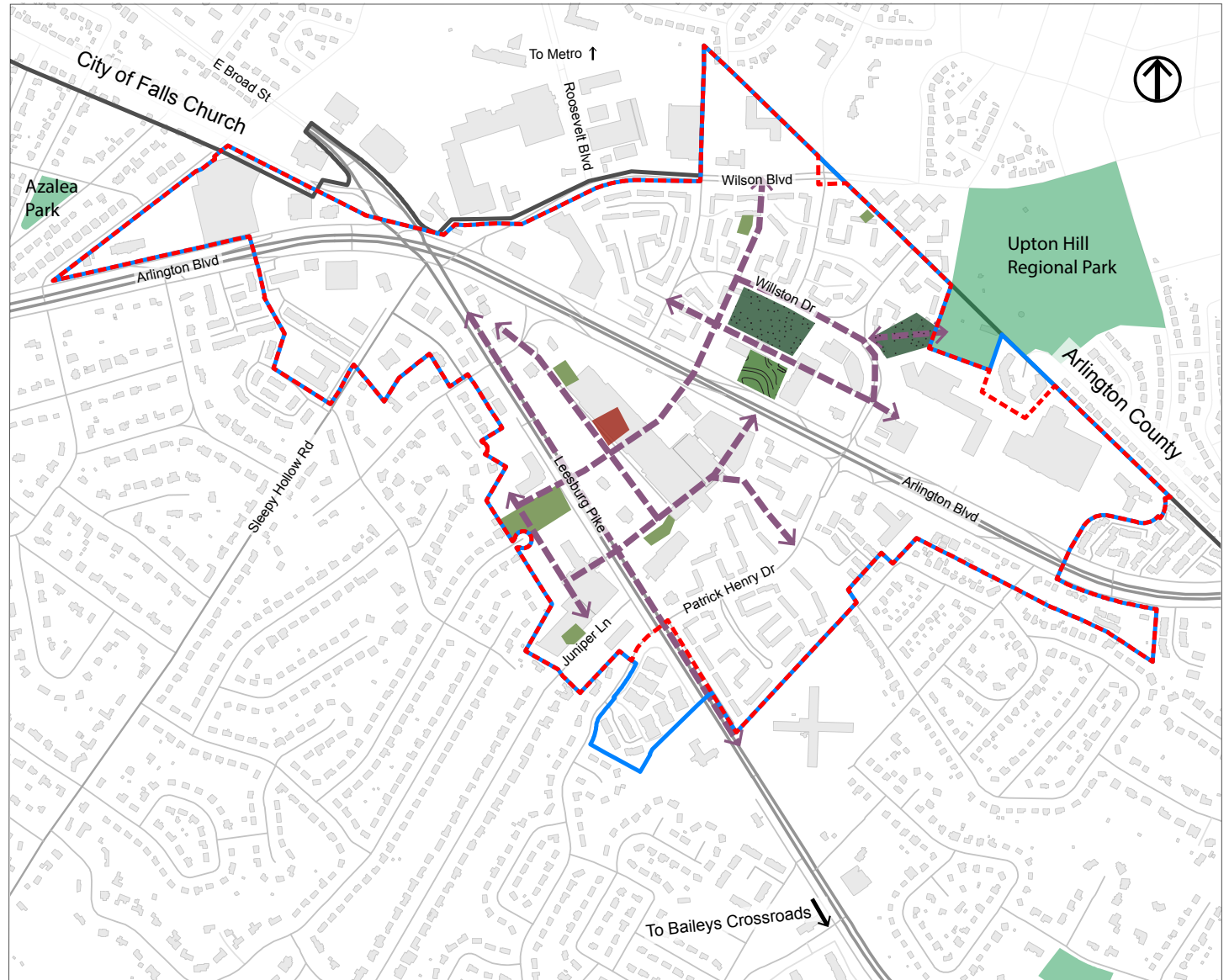


Campus Martius Park, Detroit, MI

LEFT
Civic Plaza used as a revitalization tool to bring people to downtown and spur economic development
Image Credit: City of Detroit

MAP 10: SEVEN CORNERS EXISTING AND PROPOSED OPEN SPACE

-  Existing Park
-  Civic Plaza
-  Common Green
-  Pocket Park
-  Recreation-Focused Park
-  Primary Pedestrian Streets or Links
-  CBC Boundary
-  CRD Boundary



MAP 11: SEVEN CORNERS EXISTING AND PROPOSED OPEN SPACE (OPPORTUNITY AREAS FOCUS)

H POCKET PARKS

I RECREATION-FOCUSED PARKS

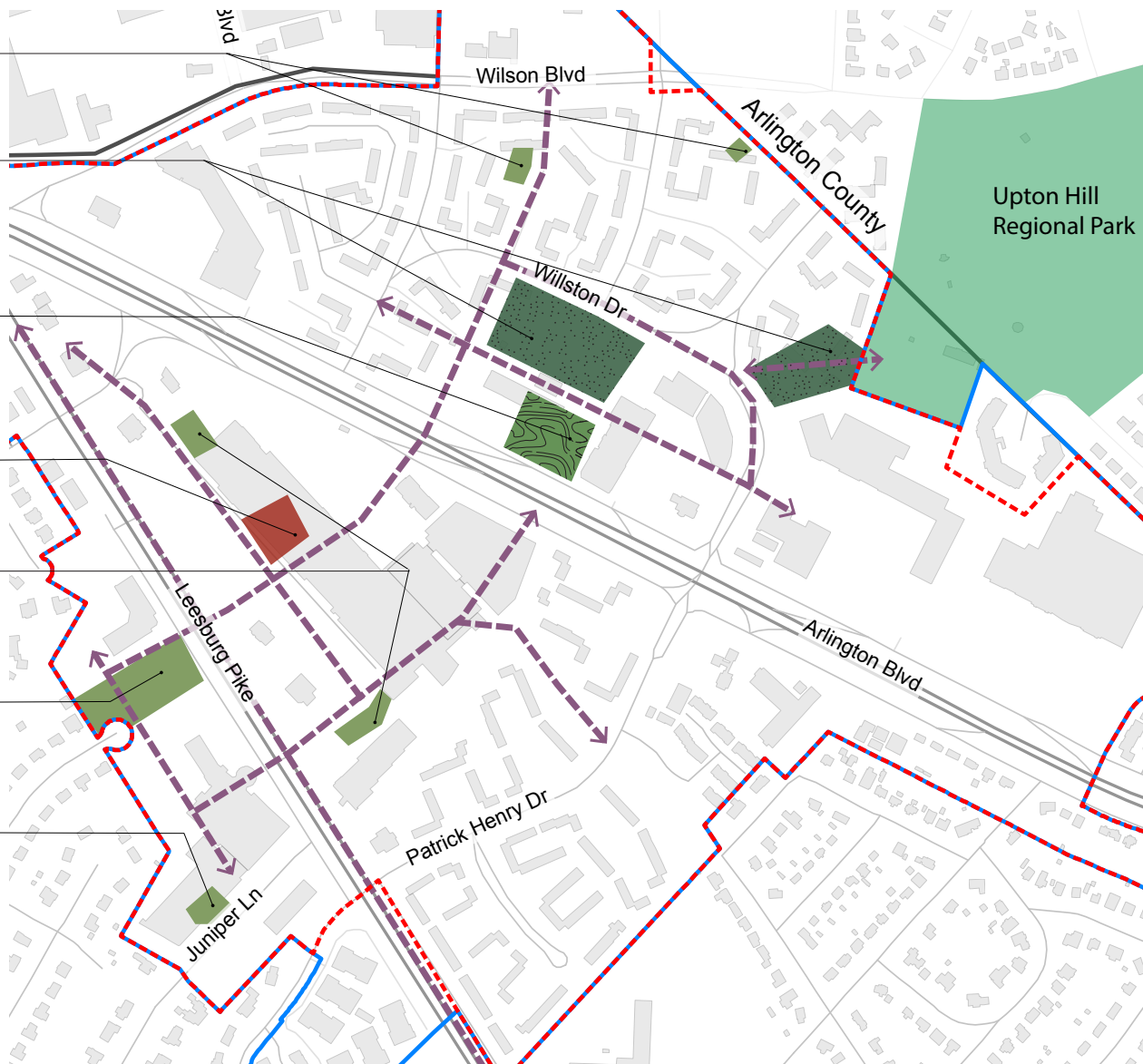
J COMMON GREEN

K LARGE-SCALE CIVIC PLAZA

L POCKET PARKS

M POCKET PARK

N POCKET PARK



Note: Open space types, locations, and anticipated uses are derived from recommendations in the Parks, Recreation and Open Space and Land Unit sections of the Seven Corners Comprehensive Plan.