



The implementation of a street grid network and the creation of smaller sized development blocks is critical to a sustainable, walkable, and resilient urban environment. The Comprehensive Plans for Baileys Crossroads and Seven Corners call for a network of multimodal streets to provide this local connectivity, particularly in areas that are now comprised of large blocks that are not conducive to walking. This network of predominantly Local Streets augments the primary roadway system that includes Arlington Boulevard, Leesburg Pike, and Columbia Pike by providing alternative routes for navigating the area.



4

STREET NETWORK

- 4A Planned Street Network Maps**
 - 4A.1 Major Roadways Impacting Connectivity**
- 4B Baileys Crossroads Street Types**
 - Boulevard Type 1**
 - Boulevard Type 2**
 - Major Avenue Type 1 and Type 2**
 - Collector Street**
 - Local Mixed Use Street**
 - Local Linear Park Street**
 - Local Street Type 1 and Type 2**
- 4C Seven Corners Street Types**
 - Multimodal Through Corridor**
 - Transit Boulevard: Option 1 Median-Running,
Option 2 Curb-Running**
 - Major Avenue and Avenue**
 - Local Street**
 - Village Main Street**

4A PLANNED STREET NETWORK MAPS

OVERVIEW

Maps 12 (Baileys Crossroads) and 13 (Seven Corners) are derived from each area's Comprehensive Plan and should be used to determine the location and classification of proposed new roadways or planned improvements to existing roadways. This chapter also includes information on the various street types, and provides descriptions and cross-sections for each type, including

street and streetscape components to be provided within the right-of-way and in the Building Zone.











Chapter 2 of the *Volume I: Urban Design Guidelines for Revitalization Districts and Areas* provides a comprehensive explanation of all street and streetscape components and how they contribute to creating complete streets.

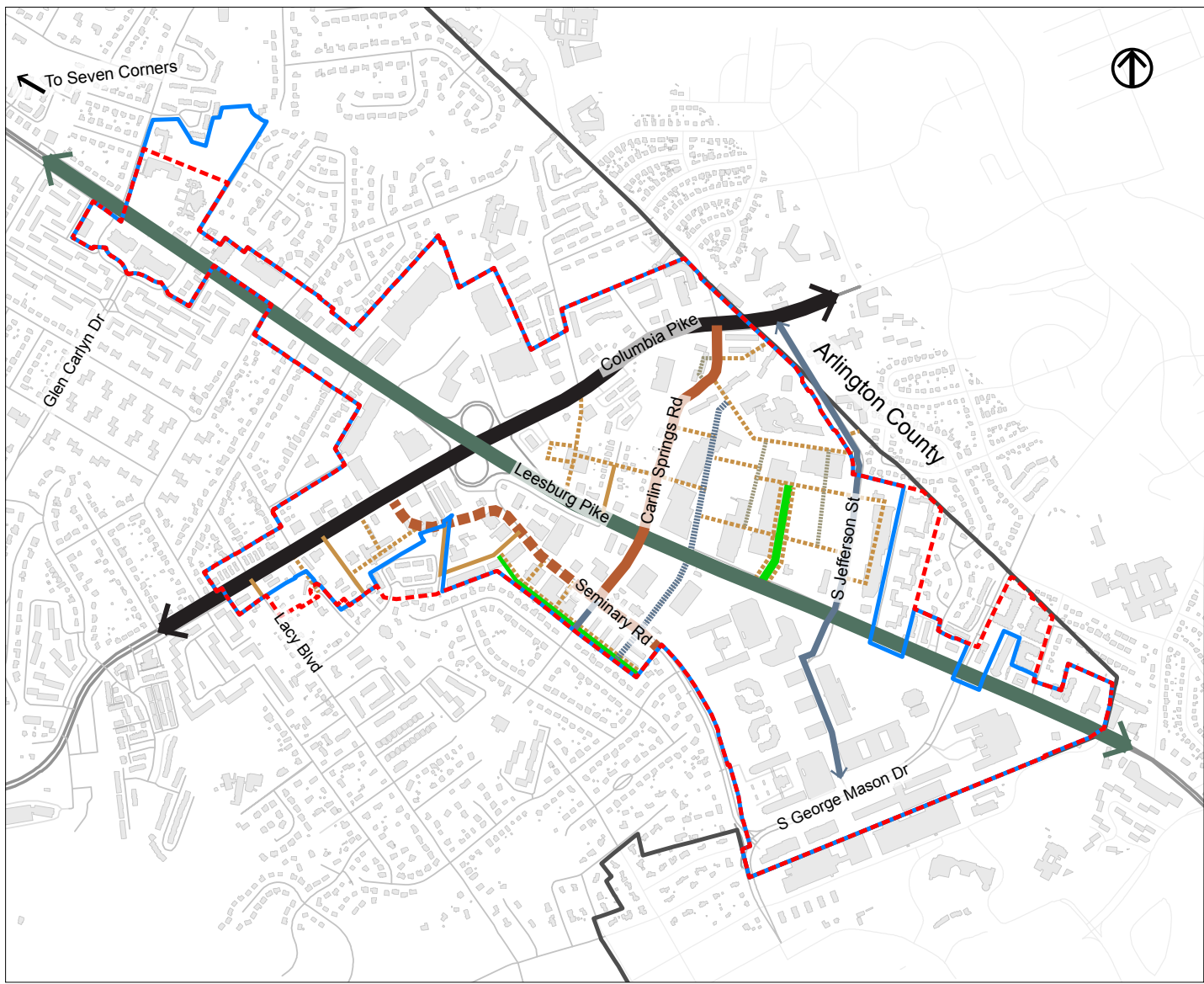


RIGHT
Aerial of the existing roadway network for Baileys Crossroads; the interchange of Leesburg Pike and Columbia Pike is located in the center of the image
Image Credit: Fairfax County








Baileys Crossroads, VA

MAP 12: BAILEYS CROSSROADS PLANNED ROAD NETWORK MAP

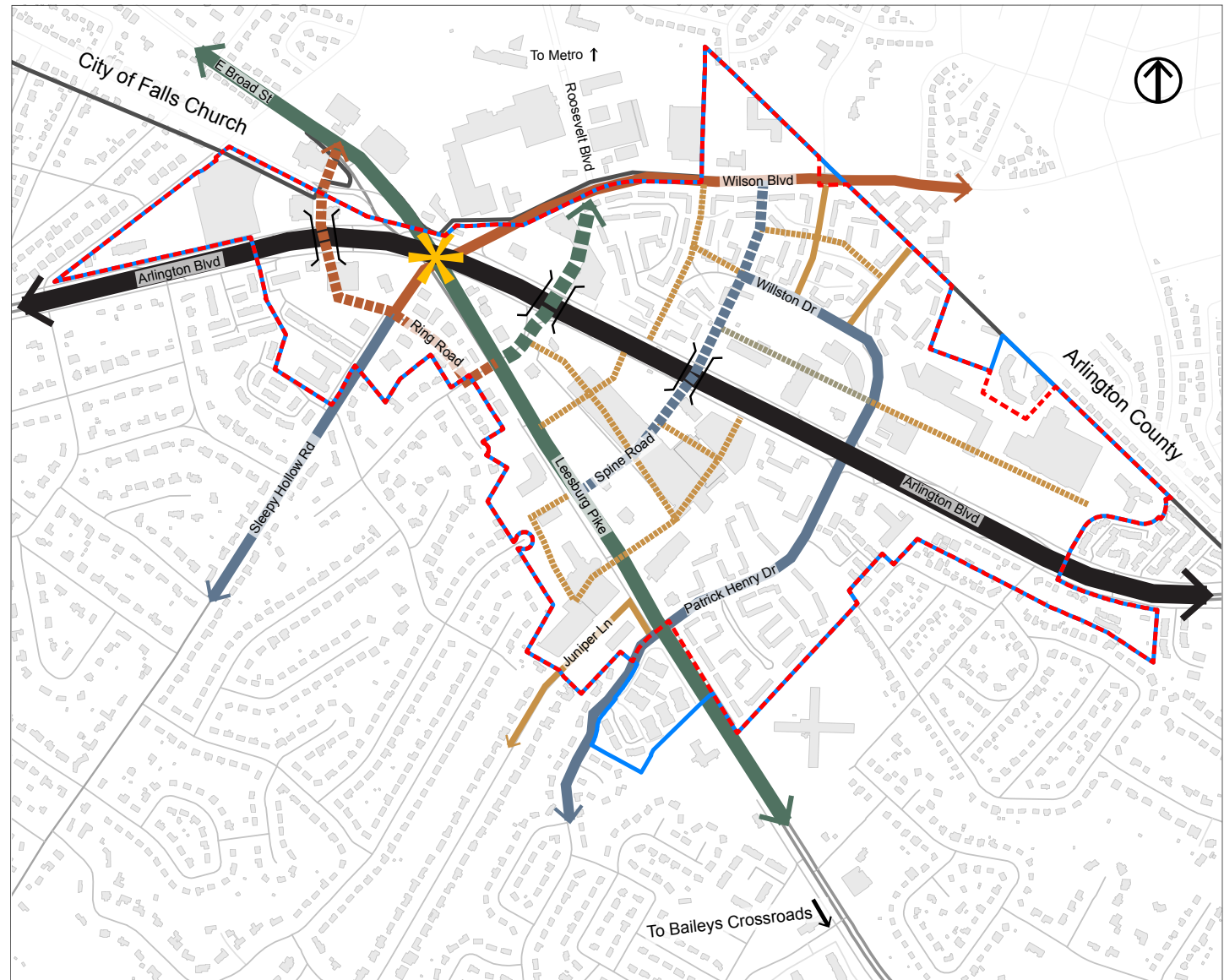
-  Boulevard Type 1 (Primary Arterial)
-  Boulevard Type 2 (Primary Arterial)
-  Major Avenue (Minor Arterial)
-  Collector Street
-  Local Street Type 1
-  Local Street Type 2
-  Local Mixed Use Street
-  Local Linear Park Street
-  CBC Boundary
-  CRD Boundary



MAP 13: SEVEN CORNERS PLANNED ROAD NETWORK MAP

-  Multimodal Through Corridor
-  Transit Boulevard
-  Major Avenue
-  Avenue
-  Local Street
-  Village Main Street
-  Seven Corners Interchange
-  CBC Boundary
-  CRD Boundary

Note:
Solid lines represent
the current street grid.
Dashed lines represent
the future planned
street grid.



4A.1 MAJOR ROADWAYS IMPACTING CONNECTIVITY

DESIGN PRINCIPLES

Three primary roadways carry the majority of traffic through Baileys Crossroads and Seven Corners; these roads need to maintain the volume and flow of vehicular through traffic, while also accommodating local vehicular traffic, pedestrians, cyclists, and transit riders. Special streetscape and intersection designs were developed for Arlington Boulevard, Leesburg Pike and Columbia Pike in order to promote multimodal travel that better balances the needs of the various travel modes and

addresses connectivity needs within these areas. These roadways are planned to have wider sidewalks, wider Building Zones, dedicated bicycle facilities to mitigate the adverse impacts to cyclists resulting from higher vehicle traffic volumes.

Local Streets complement the three primary roadways by helping to mitigate connectivity issues. Local Streets create alternative routes that provide options predominately for local residents.



Seven Corners, VA

LEFT
Aerial of the existing roadway network for Seven Corners; the Seven Corners interchange is located in the center of the image
Image Credit: Fairfax County

4B

BAILEYS CROSSROADS STREET TYPES

Boulevard Type 1: Leesburg Pike

BOULEVARD TYPE 1: LEESBURG PIKE

Leesburg Pike (Route 7) extends from the City of Alexandria through Baileys Crossroads and Seven Corners to Tysons and into Loudon County. Leesburg Pike is classified as a Boulevard and serves as a major connector between Baileys Crossroads and Seven Corners.

The Comprehensive Plan for Baileys Crossroads recommends the Boulevard Type 1 cross-section for Leesburg Pike. However, high-capacity transit service is being planned for Leesburg Pike from the City of Alexandria to Tysons. If the plan for high-capacity transit service is adopted by the Virginia Department of Transportation (VDOT) and the County, consideration should be given to applying one of the Seven Corners Transit Boulevard cross-section options in *section 4C (“Seven Corners Street Types”)* to the portion of Leesburg Pike that traverses Baileys Crossroads so that a consistent street section and transit facility are maintained along the length of the corridor. While specific cross-section dimensions for Leesburg Pike may change, it is essential to consider the continuous multimodal functionality of the entire corridor. In addition to transit, special pedestrian and bicycle facilities designed for high-speed, heavy vehicle volume carrying roadways are planned, including a cycle track located adjacent to the curb on both sides of the street.



RIGHT
Existing conditions for
Leesburg Pike (Boulevard) in
Baileys Crossroads
Image Credit: Fairfax County

STREET AND STREETScape DESCRIPTION

The existing right-of-way width of Leesburg Pike in Baileys Crossroads ranges from 110 to 170 feet.

The right-of-way width necessary to implement the proposed cross-section ranges from approximately 137 to 145 feet and consists of the following components:

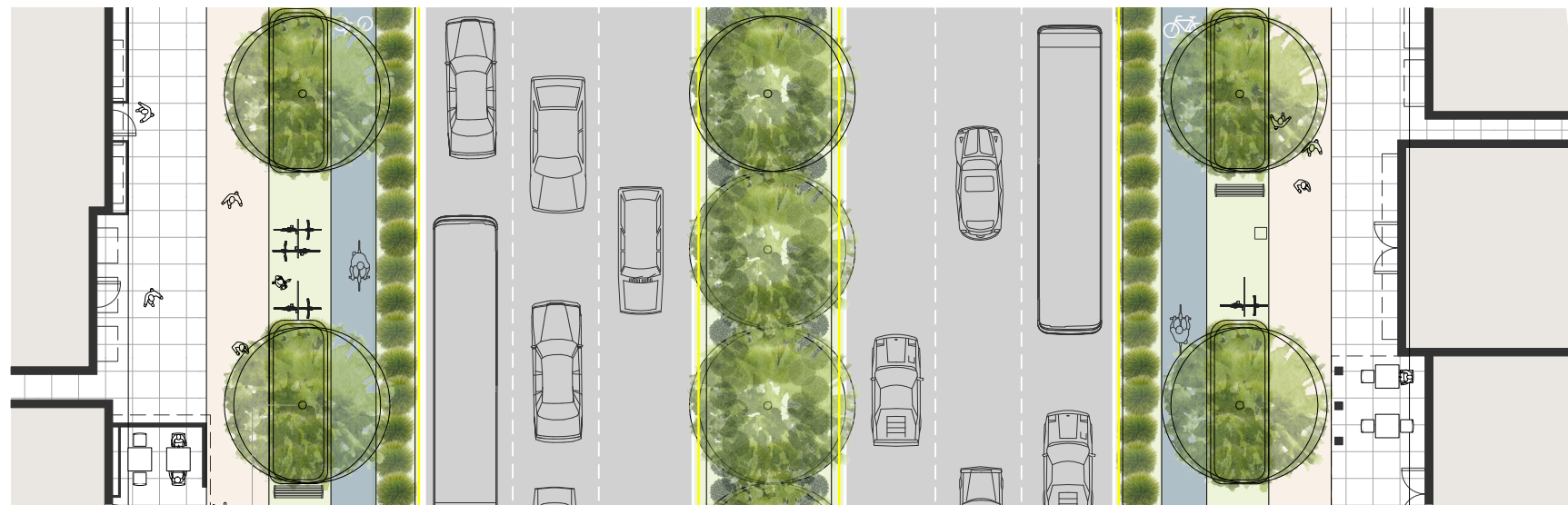
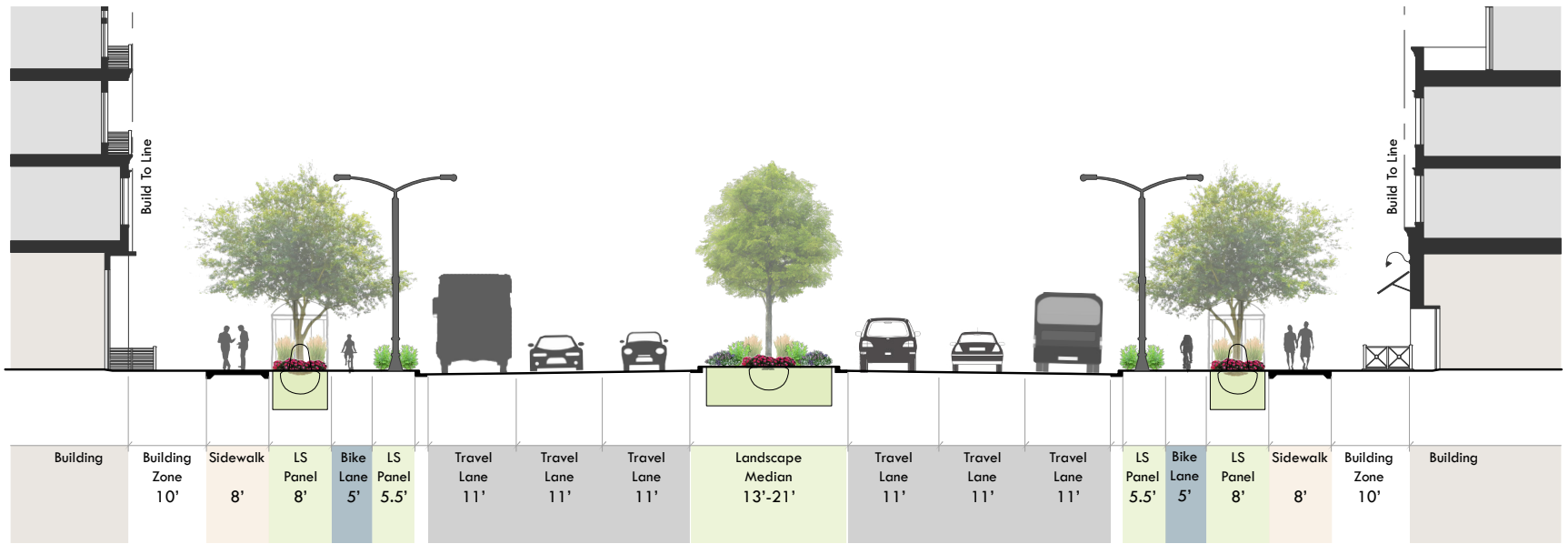
1 WITHIN RIGHT-OF-WAY

- 13 to 21 foot wide median that includes a pedestrian safe haven, landscaping, and curb and gutter
- 3 travel lanes along with a 2.5-foot curb and gutter in each direction
- 10.5-foot wide separated bike lane that includes a 5.5-foot wide Landscape Panel, and a 5-foot wide bike lane
- 8-foot wide Landscape Panel
- 8-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 10-foot wide Building Zone

SECTION AND PLAN: BAILEYS CROSSROADS BOULEVARD TYPE 1 - LEESBURG PIKE



4B

BAILEYS CROSSROADS STREET TYPES

Boulevard Type 2: Columbia Pike

BOULEVARD TYPE 2: COLUMBIA PIKE

Columbia Pike (State Road 244) is a Boulevard Type 2 street designed to carry longer-distance through-traffic to Arlington County to the east and to Annandale to the west. Through Baileys Crossroads, Columbia Pike currently consists of 2-3 travel lanes with some streetscape improvements including planted medians, street trees, landscaping, pedestrian-scaled acorn street lights, and paver sidewalks.

Enhanced transit services are planned for the corridor. When the Comprehensive Plan for Baileys Crossroads was adopted, a portion of Columbia Pike was planned to have a streetcar as part of the redevelopment of that corridor. Since the Plan's adoption, Arlington County determined that it would not implement the plan for a streetcar and instead would evaluate other options such as a mixed-traffic Bus Rapid Transit (BRT) system for Columbia Pike.



RIGHT
Existing conditions for
Columbia Pike (Boulevard) in
Baileys Crossroads
Image Credit: Fairfax County

STREET AND STREETScape DESCRIPTION

The existing right-of-way width for Columbia Pike ranges from 76 to 140 feet.

The right-of-way needed to implement the proposed cross-section is approximately 128 feet wide and consists of the following components:

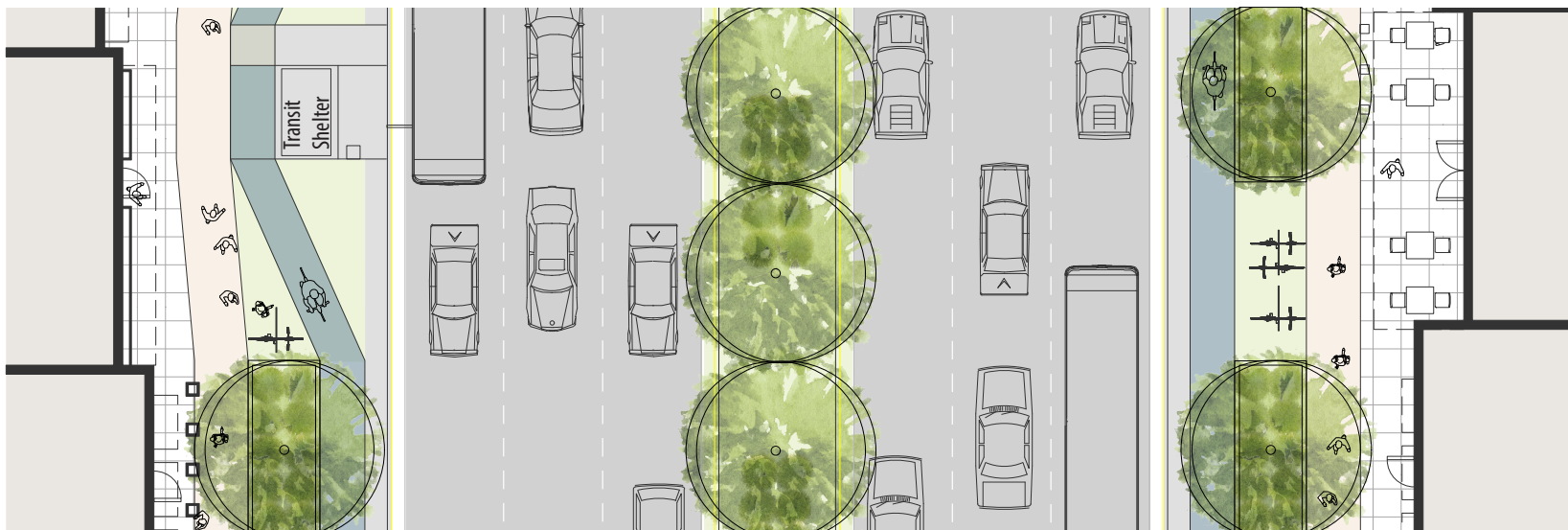
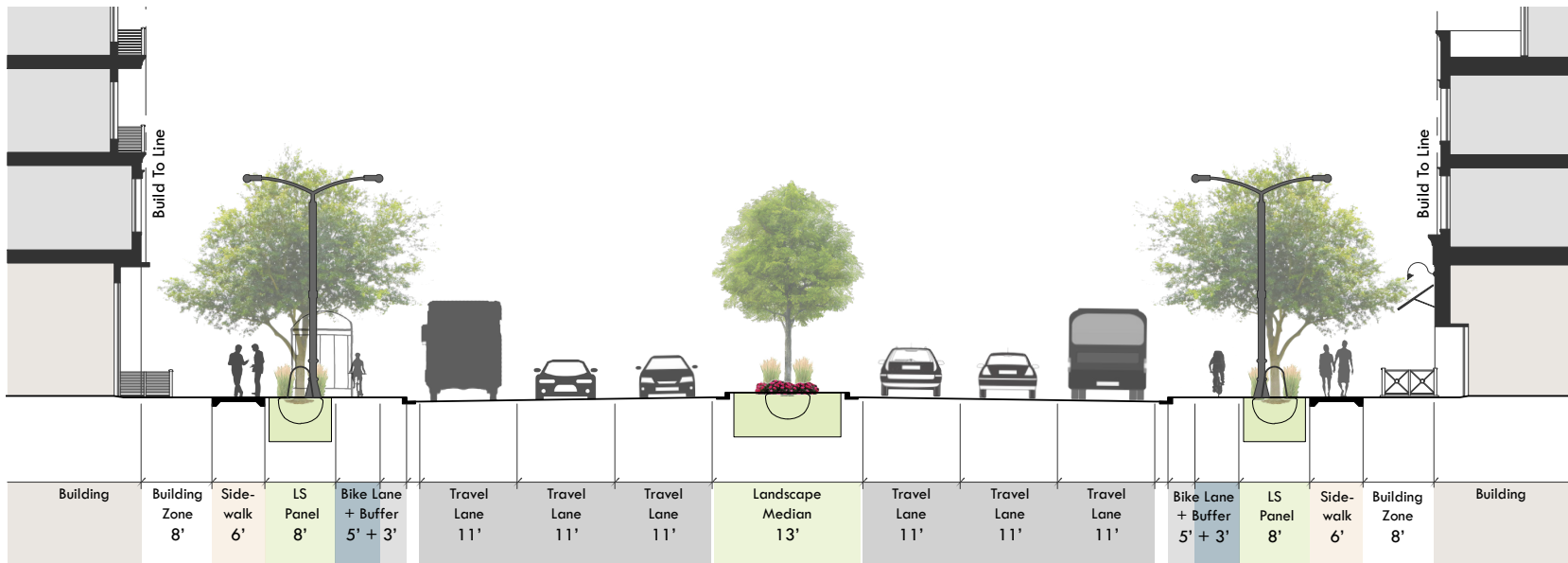
1 WITHIN RIGHT-OF-WAY

- 13-foot wide median that includes a pedestrian safe haven, landscaping, and curb and gutter
- 2-3 travel lanes in each direction along with a 2.5-foot curb and gutter in each direction
- 5-foot wide separated raised bike lane in each direction with a 3-foot wide buffer that separates the bike lane from the vehicle lanes, for a total of 8-foot in each direction
- 8-foot wide Landscape Panel that includes street trees, vegetation, and pedestrian elements to buffer pedestrians from vehicular traffic
- 6-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 8-foot wide Building Zone

SECTION AND PLAN: BAILEYS CROSSROADS BOULEVARD TYPE 2 - COLUMBIA PIKE



4B

BAILEYS CROSSROADS STREET TYPES

Major Avenue Type 1 and Type 2

MAJOR AVENUE

Major Avenues are designed to connect high-volume facilities such as Leesburg Pike and Columbia Pike to Local Streets. In Baileys Crossroads, Major Avenues are designed with planted medians to increase the amount of planting along the corridor while accommodating turn lanes.

MAJOR AVENUE TYPE 1: CARLIN SPRINGS ROAD

Carlin Springs is classified as a Major Avenue with a Type 1 cross-section configuration. The average existing right-of-way on Carlin Springs Road is 66-feet. The right-of-way width needed to implement the proposed cross-section ranges from approximately 98 to 112 feet and consists of the following components:

1 WITHIN RIGHT-OF-WAY

- 13-foot wide median that includes landscaping, street trees, and curb and gutter
- 2 travel lanes in each direction
- 5-foot wide bike lane along with a 2.5-foot curb and gutter in each direction
- 5 to 12 foot wide Landscape Panel that includes street trees, vegetation, and pedestrian elements to buffer pedestrians from vehicle traffic. For Landscape Panels that are less than 8-feet wide, refer to *Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas* for alternative tree planting designs that meet minimum planting requirements
- 8-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 4-foot wide Building Zone

MAJOR AVENUE TYPE 2: SEMINARY ROAD

Seminary Road is classified as a Major Avenue with a Type 2 cross-section configuration. The average existing right-of-way on Seminary Road is 60-feet. The right-of-way width needed to implement the proposed cross-section ranges from approximately 94 to 102 feet and consists of the following components:

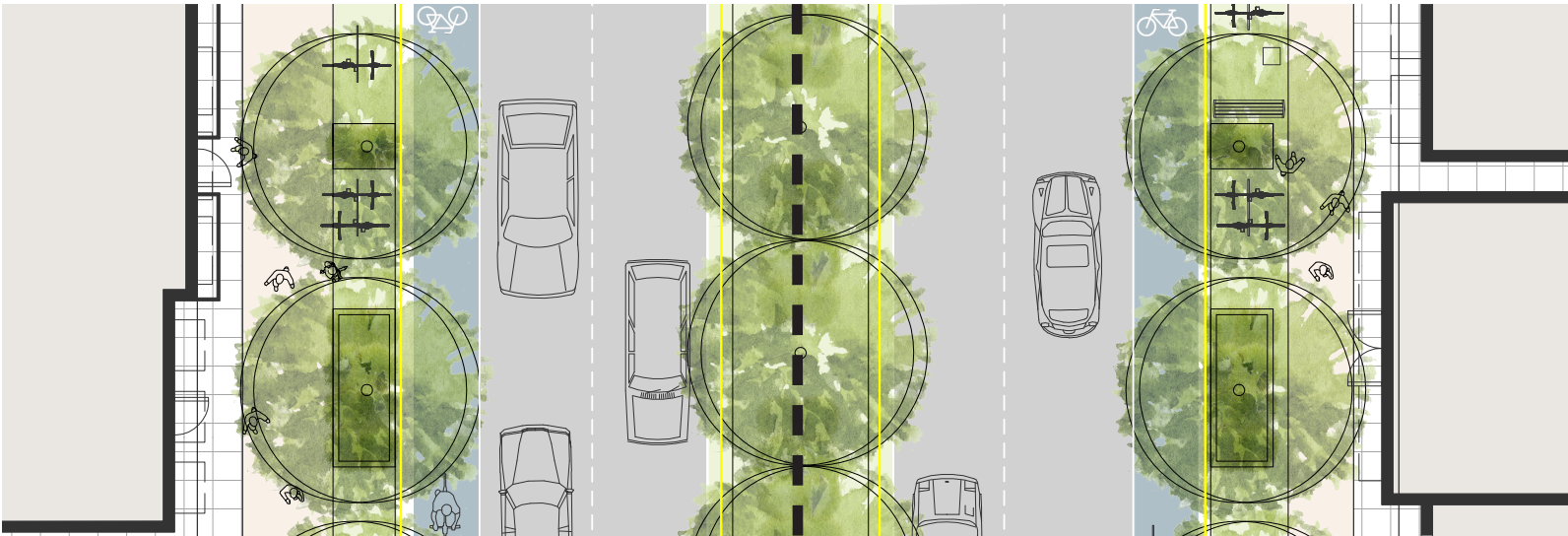
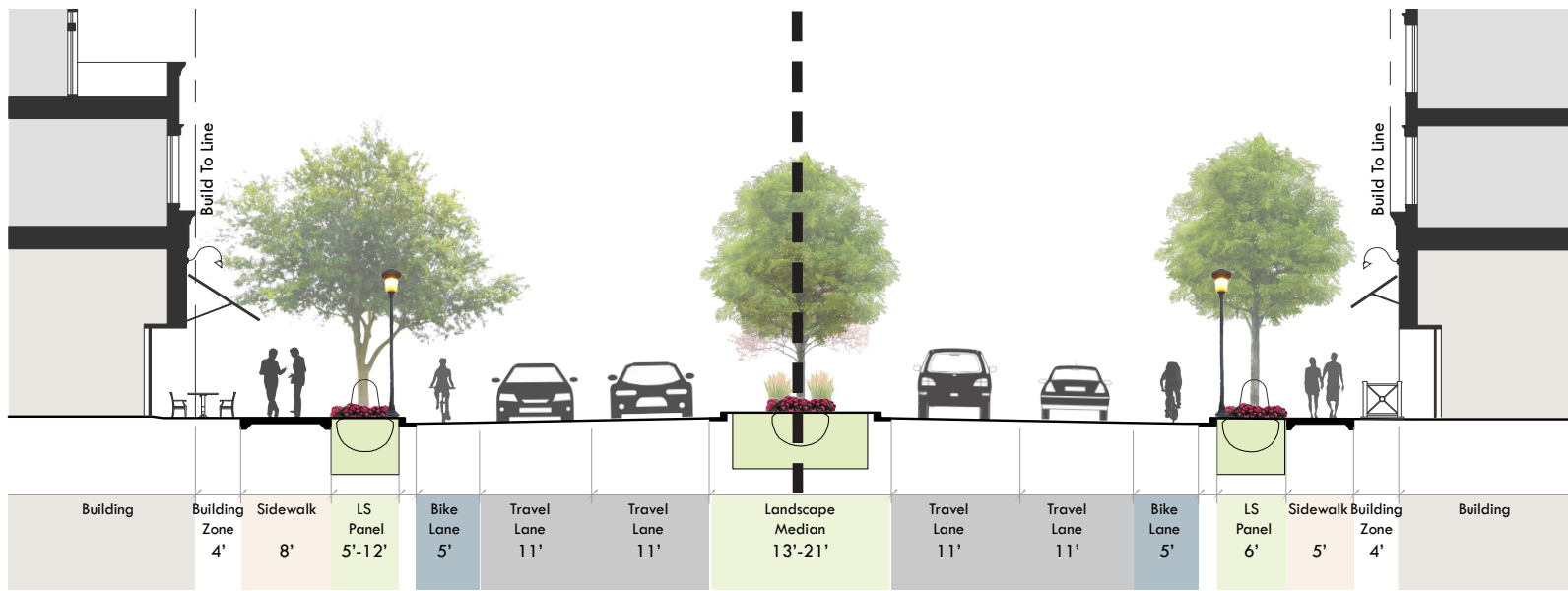
1 WITHIN RIGHT-OF-WAY

- 13 to 21 feet wide median that includes landscaping, street trees, and curb and gutter
- 2 lanes of traffic in each direction
- 5-foot wide bike lane along with a 2.5-foot curb and gutter in each direction
- 6-foot wide Landscape Panel that includes street trees, vegetation, and pedestrian elements to buffer pedestrians from vehicle traffic. For Landscape Panels that are less than 8-feet wide, refer to *Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas* for alternative tree planting designs that meet minimum planting requirements
- 5-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 4-foot wide Building Zone

SECTION AND PLAN: BAILEYS CROSSROADS MAJOR AVENUE TYPE 1 (LEFT) AND TYPE 2 (RIGHT)



4B BAILEYS CROSSROADS STREET TYPES

Collector Street (Avenue)

COLLECTOR STREET (AVENUE)

Collector Streets, also known as Avenues, in Baileys Crossroads are low-to-moderate-capacity roads which move traffic from Local Streets to arterial roads. Unlike arterials, Collector Streets are designed to provide access to residential neighborhoods.

Gorham Street and South Jefferson Street are examples of Collector Streets in Baileys Crossroads. Gorham Street has an existing right-of-way of 50-feet. South Jefferson Street has an average existing right-of-way of 83-feet.

South Jefferson Street is planned for enhanced transit facilities that connect the Skyline development to Arlington County.



RIGHT
Existing conditions for
Gorham Street (Collector) in
Baileys Crossroads
Image Credit: Fairfax County

STREET AND STREETScape DESCRIPTION

The right-of-way width needed to implement the proposed cross-section ranges from approximately 97 to 105 feet and consists of the following components:

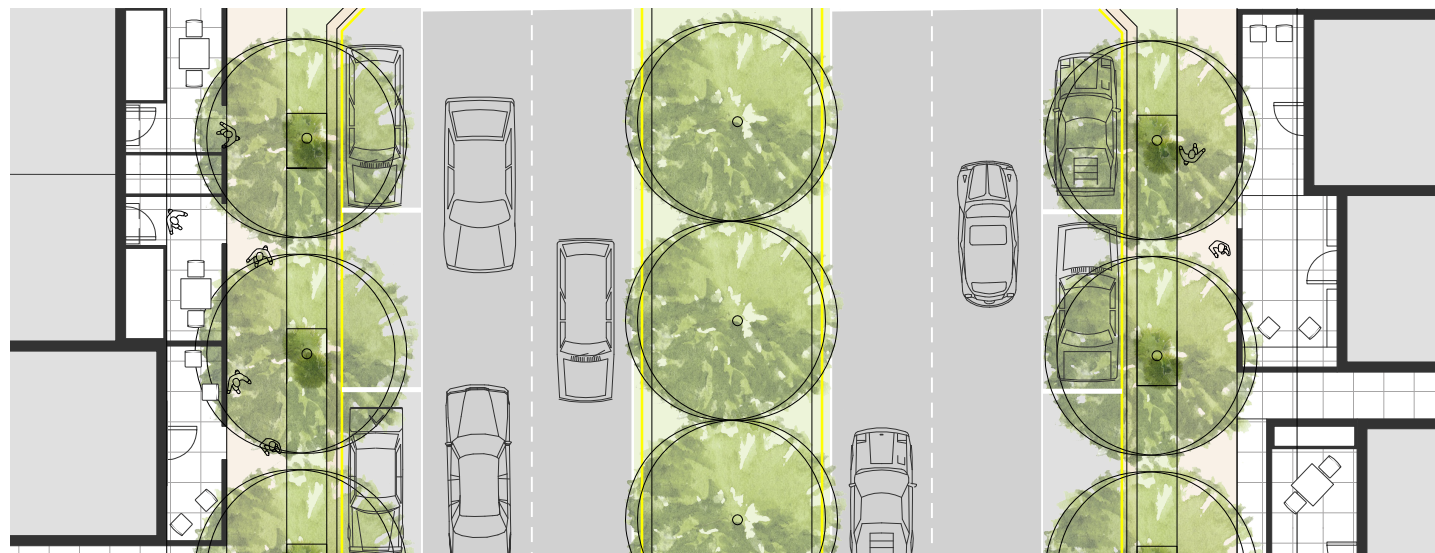
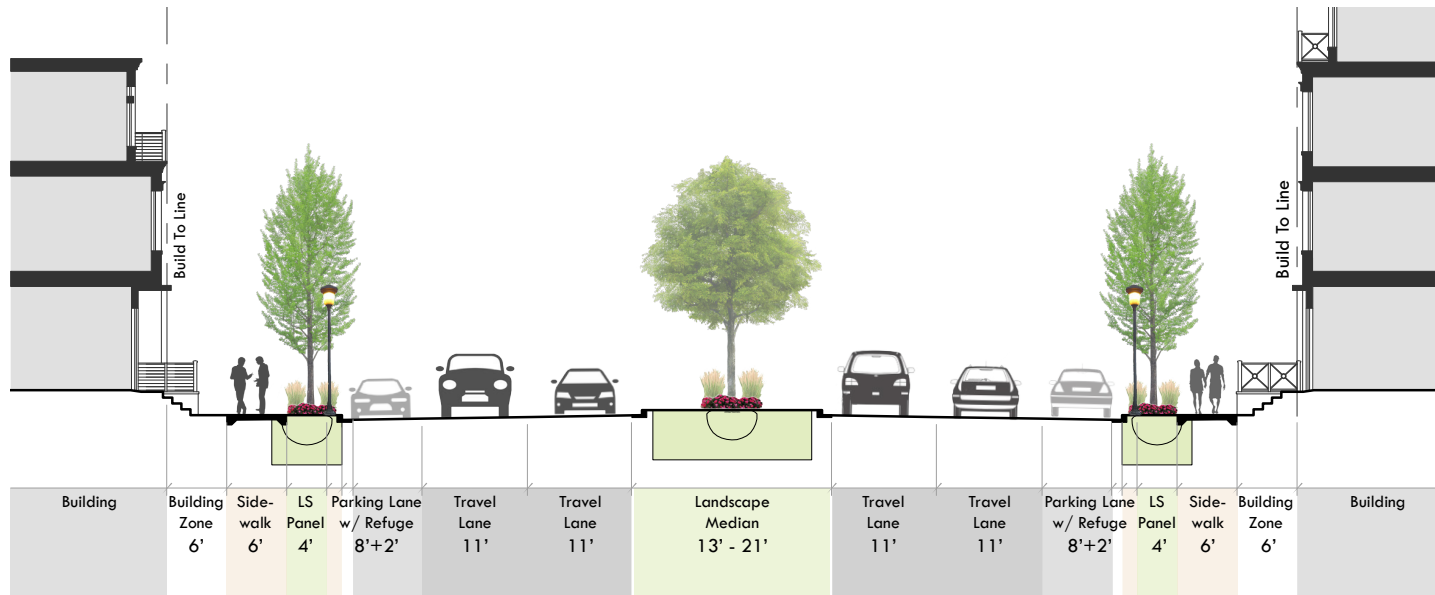
1 WITHIN RIGHT-OF-WAY

- 13 to 21 feet wide median that includes landscaping, street trees, and curb and gutter
- 2 travel lanes in each direction
- 8-foot wide parallel parking lane in each direction including the curb and gutter. A 2-foot wide step-off strip should be located between the parking lane and the Landscape Panel if on-street parking is present
- 4-foot wide Landscape Panel that includes vegetation to buffer the pedestrians from the road. For Landscape Panels that are less than 8-feet wide, refer to *Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas* for alternative tree planting designs that meet minimum planting requirements
- 6-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 6-foot wide Building Zone

SECTION AND PLAN: BAILEYS CROSSROADS COLLECTOR STREET



4B BAILEYS CROSSROADS STREET TYPES

Local Mixed-Use Street

LOCAL MIXED-USE STREET

Local Mixed-Use Streets in Baileys Crossroads are a highly specialized street type designed to create a multimodal connection from Leesburg Pike to the heart of the Town Center and are characterized by a wide median park in the center of the street. The median park should be used for bicycle and pedestrian connections between Leesburg Pike and the Town Center.



RIGHT

Example of a central green activity area on a Local Mixed-Use Street
Image Credit: Google Maps

Ball Street, Arlington County, VA

STREET AND STREETScape DESCRIPTION

The right-of-way needed to implement the proposed cross-section is approximately 138-feet and consists of the following components:

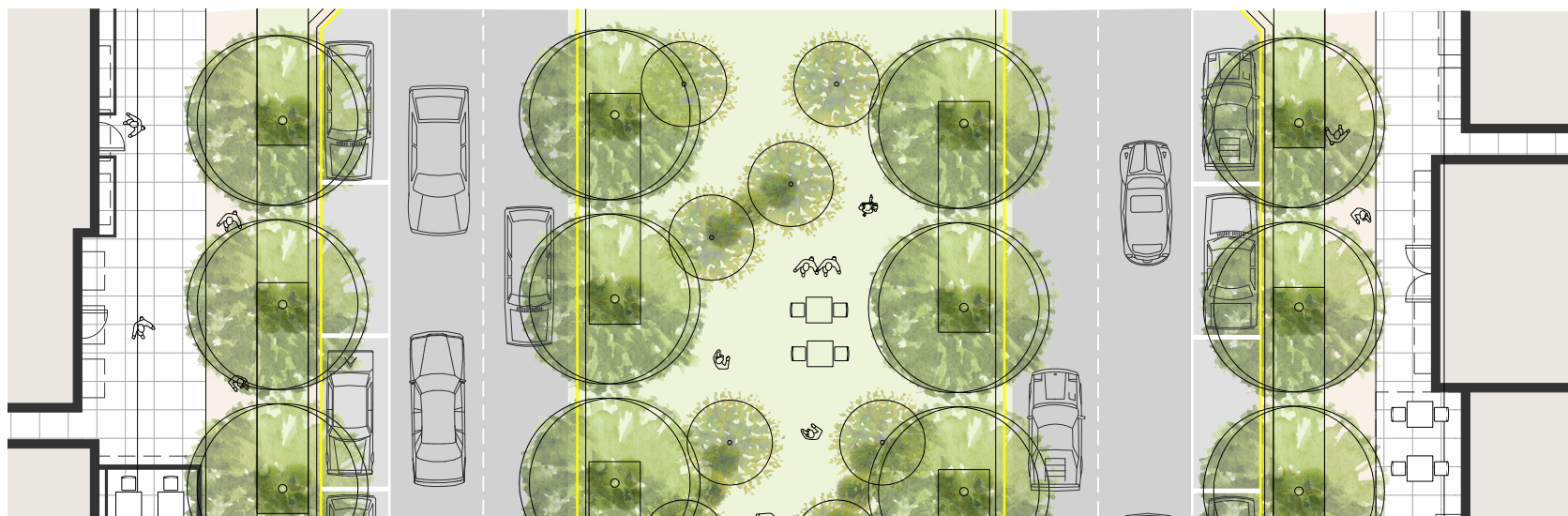
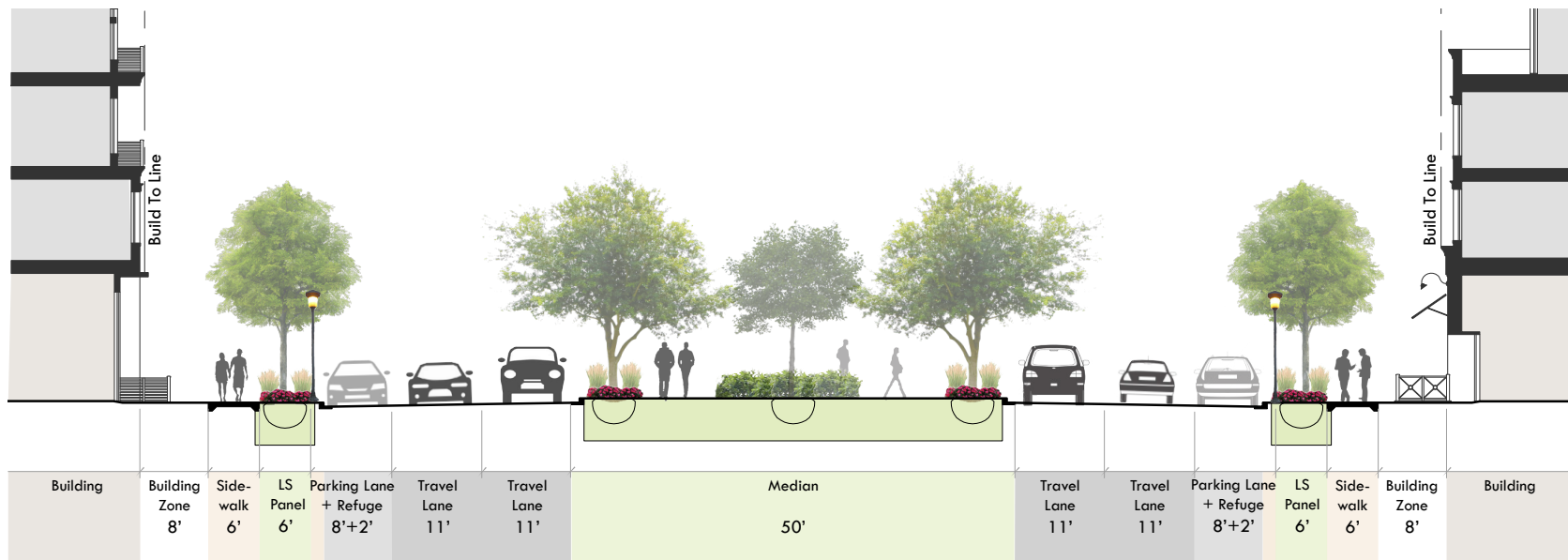
1 WITHIN RIGHT-OF-WAY

- 50-foot wide median that includes a central green activity area and the curb and gutter
- 2 travel lanes in each direction
- 8-foot wide parallel parking lane in each direction on the road inclusive of the curb and gutter, with a 2-foot wide step-off strip between the parking lane and the Landscape Panel ,if on-street parking is present
- 6-foot wide Landscape Panel that includes street trees, vegetation, and pedestrian elements to buffer pedestrians from vehicular traffic. For Landscape Panels that are less than 8' wide, refer to *Volume 1: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas* for alternative tree planting designs that meet minimum planting requirements
- 6-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 8-foot wide Building Zone

SECTION AND PLAN: BAILEYS CROSSROADS LOCAL MIXED-USE STREET

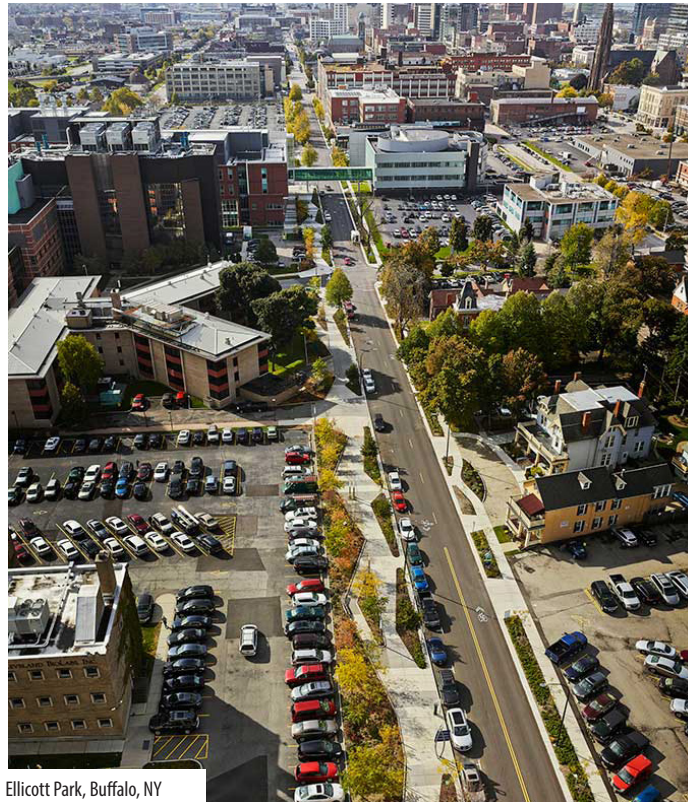


4B BAILEYS CROSSROADS STREET TYPES

Local Linear Park Street

LOCAL LINEAR PARK STREET

These streets generally include roadways that provide internal circulation within sites and through neighborhoods. They also incorporate linear green spaces which provide for pedestrian connectivity within Baileys Crossroads. These linear green spaces are designed for casual outdoor use and may include amenities and/or design features such as trailheads and wayfinding signage. The creation of continuous linear green spaces for recreation such as jogging, dog walking, biking, walking, and general outdoor enjoyment provides an important amenity that can be linked with pedestrian and bicycle street elements.



Ellicott Park, Buffalo, NY

RIGHT
Linear Park adjacent to a local street introduces needed public spaces to the Buffalo Niagara Medical Campus
Image Credit: nARCHITECTS

STREET AND STREETScape DESCRIPTION

The right-of-way needed to implement the proposed cross-section is approximately 64-feet and consists of the following components:

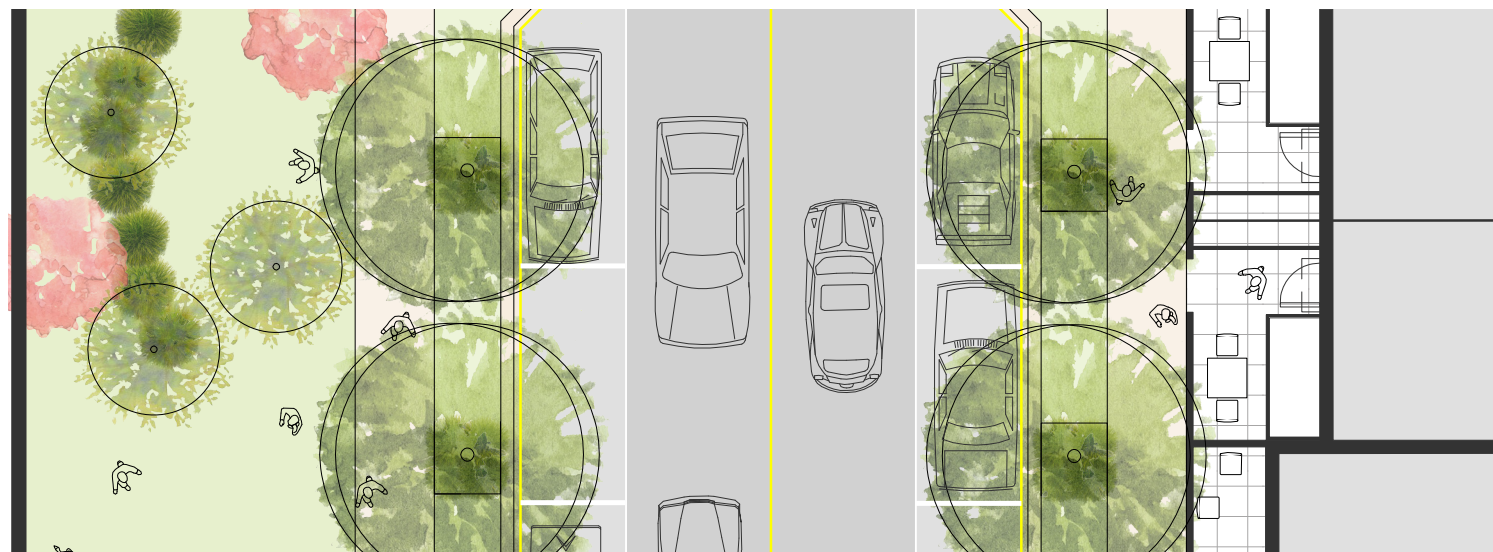
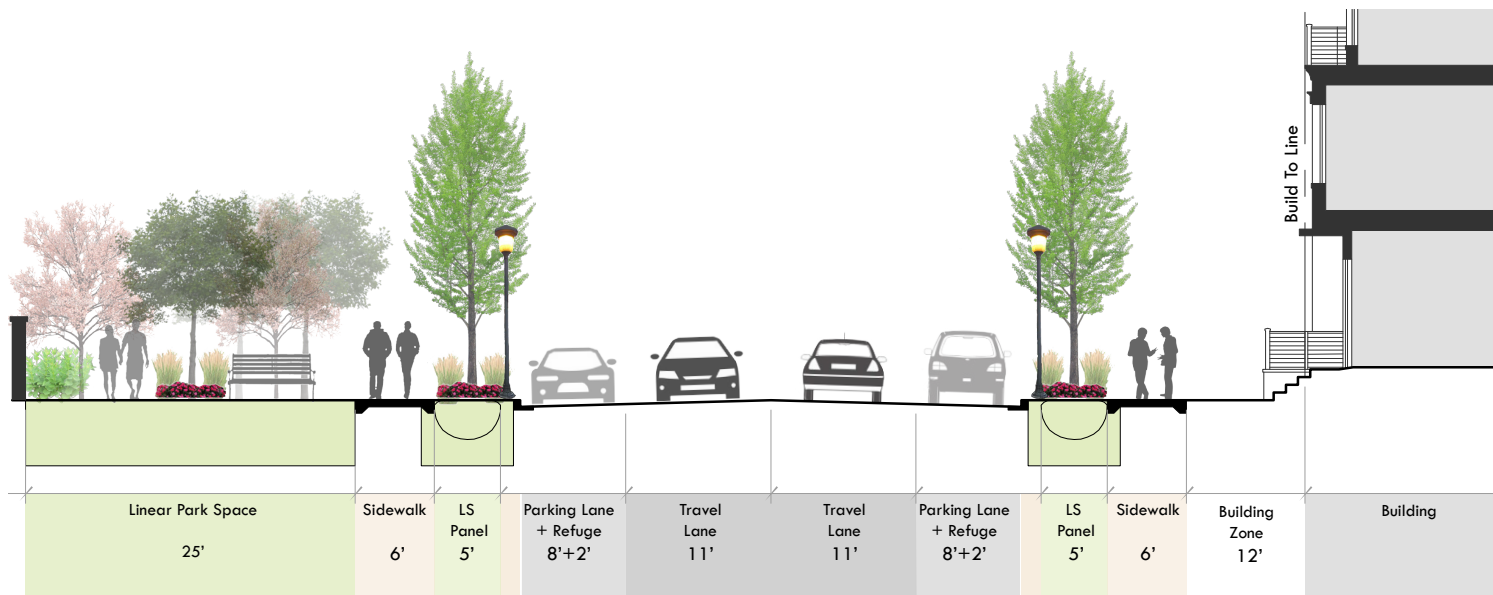
1 WITHIN RIGHT-OF-WAY

- 1 travel lane in each direction
- 8-foot wide parallel parking lane in each direction on the road inclusive of the curb and gutter, with a 2-foot wide step-off strip between the parking lane and the Landscape Panel, if on-street parking is present
- 5-foot wide Landscape Panel that includes vegetation to buffer the pedestrians from the vehicular traffic. For Landscape Panels that are less than 8-feet wide, refer to *Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas* for alternative tree planting designs that meet minimum planting requirements
- 6-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 12-foot wide Building Zone
- For portions of the street that include the linear park, the park should be a minimum of 25-feet in width and there should be a 6-foot tall screen wall along the property line to buffer adjacent rear residential yards

SECTION AND PLAN: BAILEYS CROSSROADS LOCAL LINEAR PARK STREET



4B BAILEYS CROSSROADS STREET TYPES

Local Street Type 1 and Type 2

LOCAL STREET

These streets generally include roadways that provide internal circulation within sites and through neighborhoods. Local Streets either connect to Collector streets or create an internal circulation network throughout the site. In the section and plan diagram on p. 4-19, the left side represents a Local Street Type 1 and the right side represents a Local Street Type 2.

LOCAL STREET TYPE 1

The right-of-way needed to implement the proposed cross-section is approximately 64-feet and consists of the following components:

1 WITHIN RIGHT-OF-WAY

- 1 travel lane in each direction
- 8-foot wide parallel parking lane inclusive of the curb and gutter, on each side on the road, with a 2-foot wide step-off strip between the parking lane and the Landscape Panel
- 5-foot wide Landscape Panel that includes vegetation to buffer the pedestrians from the vehicular traffic. For Landscape Panels that are less than 8-feet wide, refer to *Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas* for alternative tree planting designs that meet minimum planting requirements

- 6-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 9-foot wide Building Zone

LOCAL STREET TYPE 2

The right-of-way width needed to implement the proposed cross-section is approximately 51-feet and consists of the following components:

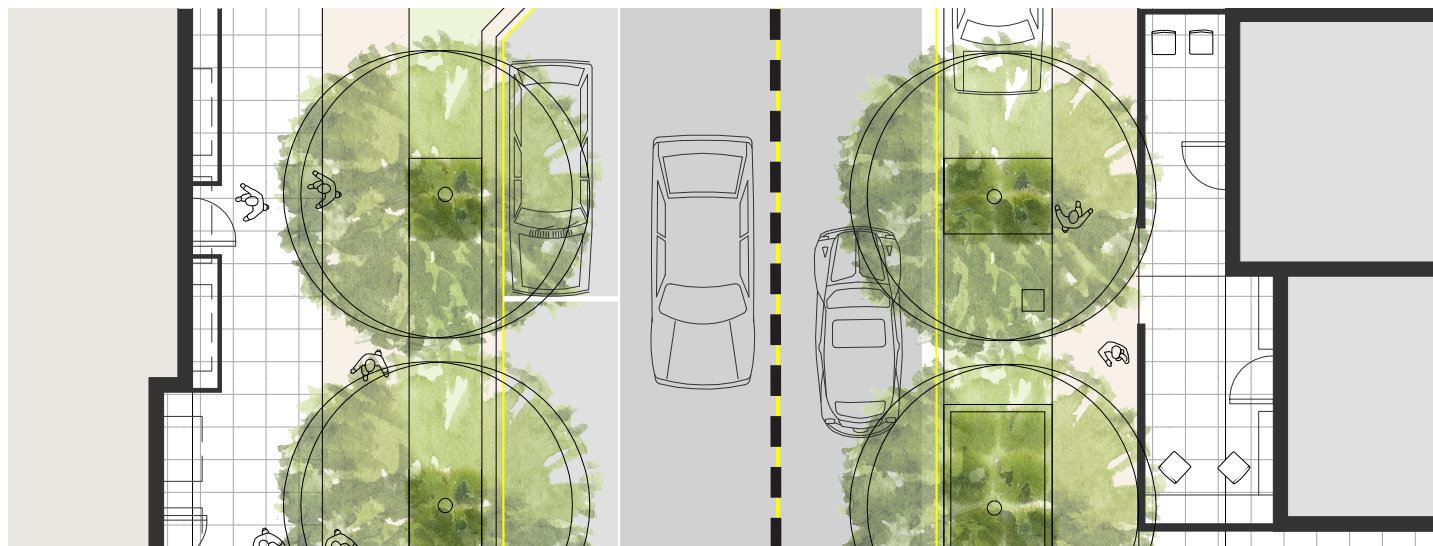
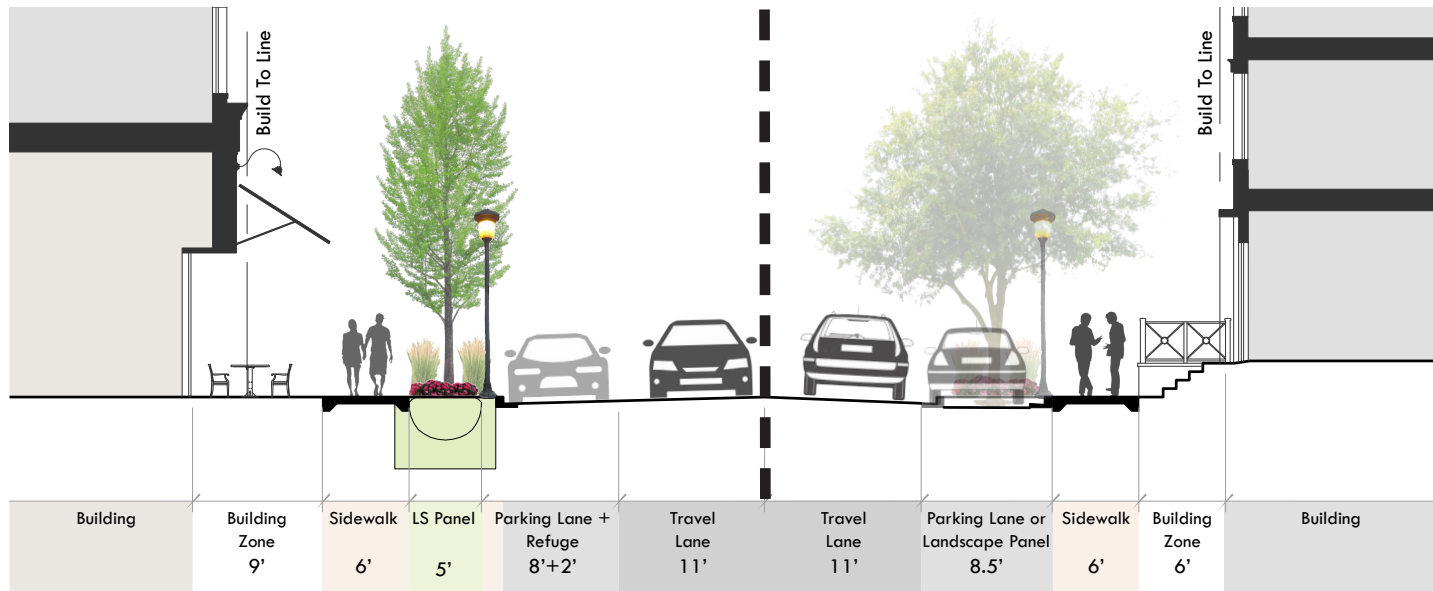
1 WITHIN RIGHT-OF-WAY

- 1 travel lane in each direction
- 8.5-foot wide parallel parking lane inclusive of the curb the gutter, on each side on the road. A landscaped area that includes street trees, vegetation, and pedestrian elements may be included intermittently as bump-outs within the parallel parking lane. Landscaping at intersections is encouraged
- 6-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 6-foot wide Building Zone

SECTION AND PLAN: BAILEYS CROSSROADS LOCAL STREET TYPE 1 (LEFT) AND TYPE 2 (RIGHT)



4C SEVEN CORNERS STREET TYPES

Multimodal Through Corridor: Arlington Boulevard

MULTIMODAL THROUGH CORRIDOR: ARLINGTON BOULEVARD

Multimodal Through Corridors are transportation facilities intended for longer distance and higher speed travel and carry a large volume of automobile traffic. Arlington Boulevard (Route 50) is the only roadway classified as a Multimodal Through Corridor in Seven Corners.

Arlington Boulevard connects multiple activity centers in the region and is designed to include three travel lanes in each direction. Medians are necessary to provide a pedestrian refuge and to accommodate rights-of-way for turn lanes. Additional vehicular and pedestrian crossings are proposed to improve connectivity between the Seven Corners Opportunity Areas. In addition to these new crossings, the Seven Corners interchange is planned to be redesigned to reduce the number of lanes and intersections that make pedestrian and bicycle crossing difficult.

Pedestrian and bicycle facilities along the corridor are planned to promote both commuting and recreation. These facilities should be effectively buffered from vehicles using trees, landscaping, and minor grade-changes.



RIGHT
Existing conditions for
Arlington Boulevard
(Multimodal Through
Corridor) in Seven Corners
Image Credit: Fairfax County

STREET AND STREETScape DESCRIPTION

The existing right-of-way width of Arlington Boulevard through Seven Corners is approximately 200-feet.

The right-of-way width needed to implement the proposed cross-section ranges from approximately 149 to 155 feet but may need to be wider at intersections to account for turn lanes and other features, and consists of the following components:

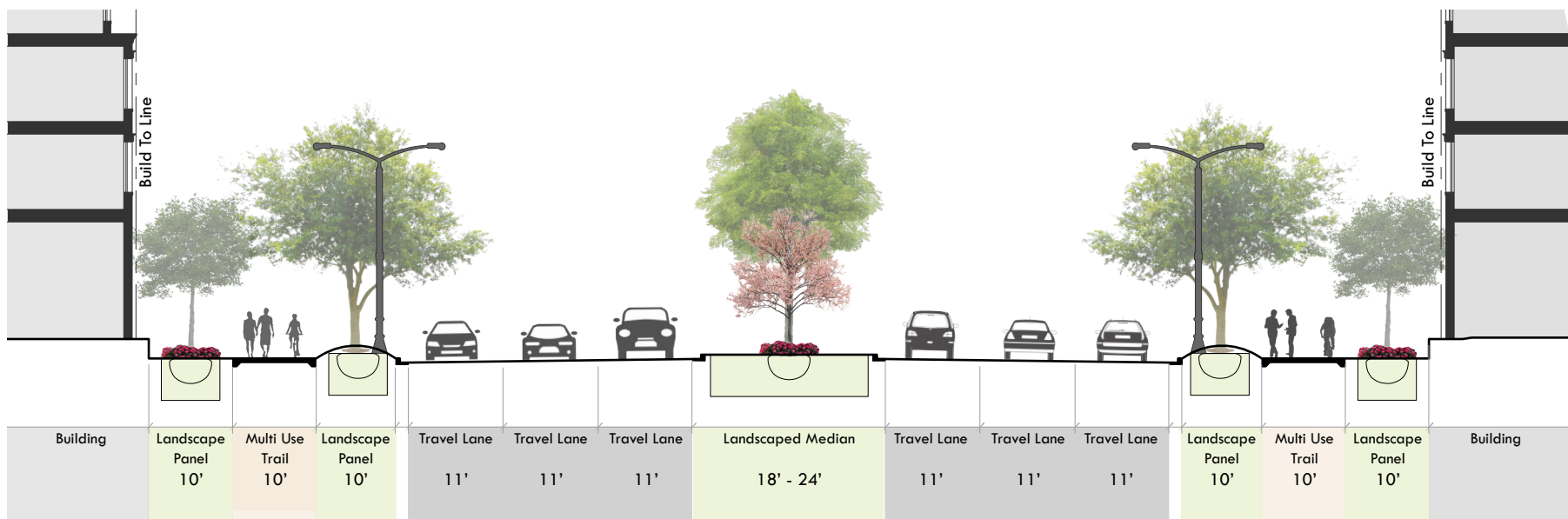
1 WITHIN RIGHT-OF-WAY

- 18 to 24 foot wide median that provides adequate pedestrian refuge and turn lanes, if necessary, inclusive of the curb and gutter
- 3 travel lanes along with a 2.5-foot curb and gutter in each direction
- 10-foot wide inner Landscape Panel should be located between the roadway and the Multi-Use Trail. This area should include major shade trees which should be staggered between the inner and outer Landscape Panels
- 10-foot wide Multi-Use Trail on both sides of the street to accommodate cyclists and pedestrians

2 OUTSIDE RIGHT-OF-WAY

- 10-foot wide outer Landscape Panel should be located between the Multi-Use Trail and the building. This area should include major shade trees which should be staggered between the inner and outer Landscape Panels

SECTION AND PLAN: SEVEN CORNERS MULTIMODAL THROUGH CORRIDOR: ARLINGTON BOULEVARD



4C SEVEN CORNERS STREET TYPES

Transit Boulevard: Leesburg Pike and Roosevelt Boulevard Extension

TRANSIT BOULEVARD: LEESBURG PIKE AND ROOSEVELT BOULEVARD EXTENSION

Leesburg Pike (Route 7) extends from the City of Alexandria through Baileys Crossroads and Seven Corners to Tysons and into Loudon County. It is classified as a Transit Boulevard and serves as the primary connector between Baileys Crossroads and Seven Corners. While specific cross-section dimensions for Leesburg Pike may change depending on the Comprehensive Plan recommendations for a specific area, it is essential to consider the continuous multimodal functionality of the entire corridor.

High-capacity transit service is being planned for Leesburg Pike. As this planning progresses it will be necessary to ensure that the cross-section for Leesburg Pike can accommodate transit facilities for light rail or Bus Rapid Transit (BRT). In addition to transit, special pedestrian and bicycle facilities designed for high-speed, heavy vehicle volume carrying roadways are planned, including a separated bike lane located adjacent to the curb on both sides of the street.

There are two Transit Boulevard options proposed in the Comprehensive Plan – Option 1 has transit running in the center median, and Option 2 has transit running along the curb. At the time of this publication, the preferred option had not yet been determined.

The existing right-of-way width of Leesburg Pike through Seven Corners ranges from 88 to 155 feet.

OPTION 1: MEDIAN RUNNING

The right-of-way needed to implement the proposed cross-section is approximately 153-feet wide but may need to be wider at intersections and at transit stops to account for turn lanes, transit facilities, and other features, and consists of the following components:

STREET AND STREETScape DESCRIPTION

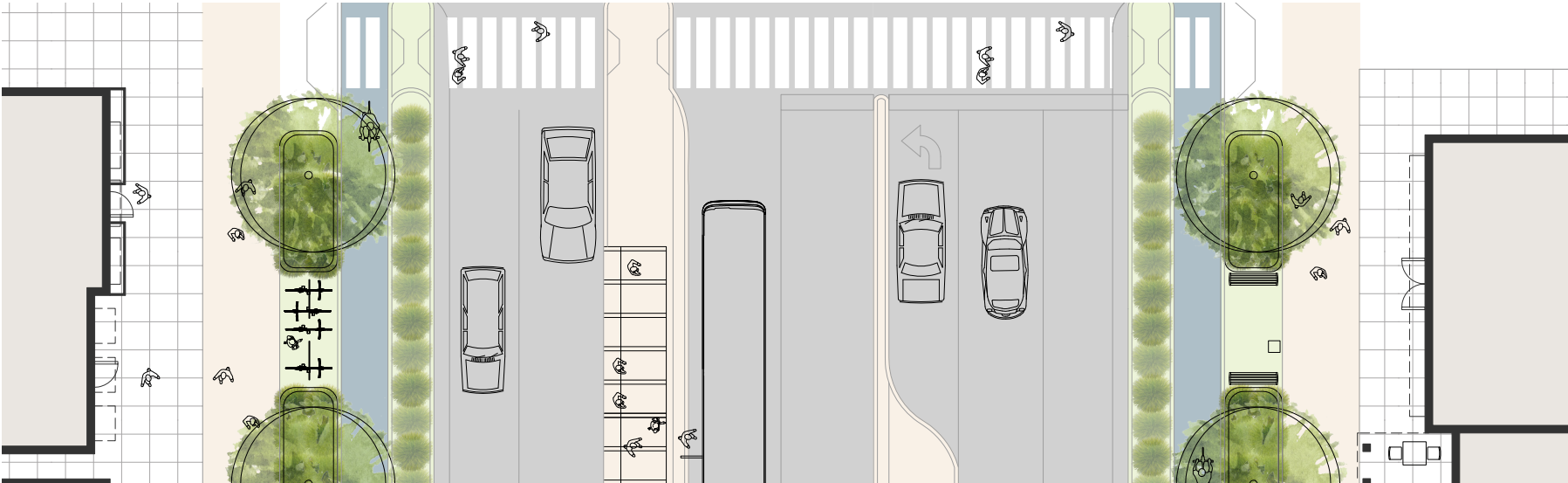
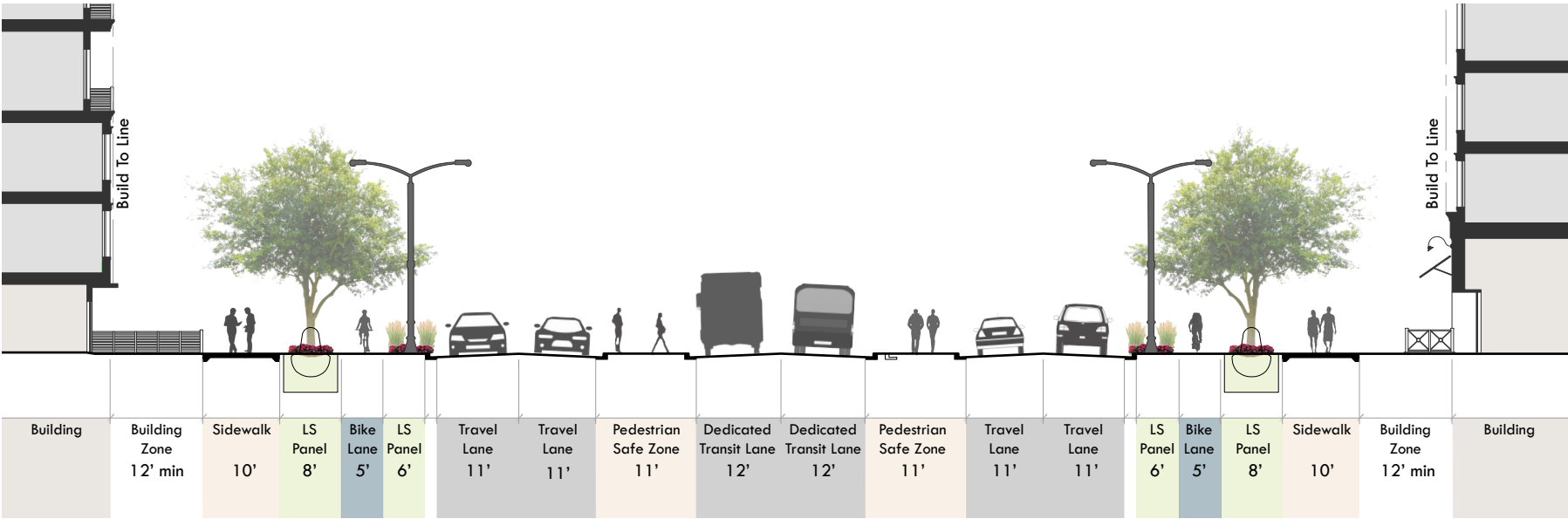
1 WITHIN RIGHT-OF-WAY

- 24-foot wide (wider at stops) dedicated transit-way with two transit lanes in the center of the Boulevard
- 11-foot pedestrian safe zone on either side of the transit-way where station platforms, walkways and landscaping may be included, inclusive of the curb and gutter. This design requires transit riders to cross the protected bike lane in order to access the transit facility
- 2 travel lanes along with a 2.5-foot curb and gutter in each direction
- 6-foot wide landscape buffer protects cyclists from the vehicle lanes
- 5-foot wide on-road and separated bike lane in each direction.
- 8-foot wide Landscape Panel between the protected bike lane and the sidewalk. Amenity Zones should be located in the Landscape Panel
- 10-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 12-foot wide Building Zone

SECTION AND PLAN: SEVEN CORNERS TRANSIT BOULEVARD: MEDIAN RUNNING



4C SEVEN CORNERS STREET TYPES

Transit Boulevard: Leesburg Pike and Roosevelt Boulevard Extension

TRANSIT BOULEVARD: LEESBURG PIKE AND ROOSEVELT BOULEVARD EXTENSION

OPTION 2: CURB RUNNING

The curb running transit option is a more compact cross-section design, which provides for high-capacity transit facilities along the outermost travel lane.

The right-of-way needed to implement the proposed cross-section ranges from approximately 135 to 145 feet wide but may need to be wider at intersections and at transit stops to account for turn lanes, transit facilities, and other features, and consists of the following components:



RIGHT
Existing conditions for
Leesburg Pike (Transit
Boulevard) in Seven Corners
Image Credit: Fairfax County

STREET AND STREETScape DESCRIPTION

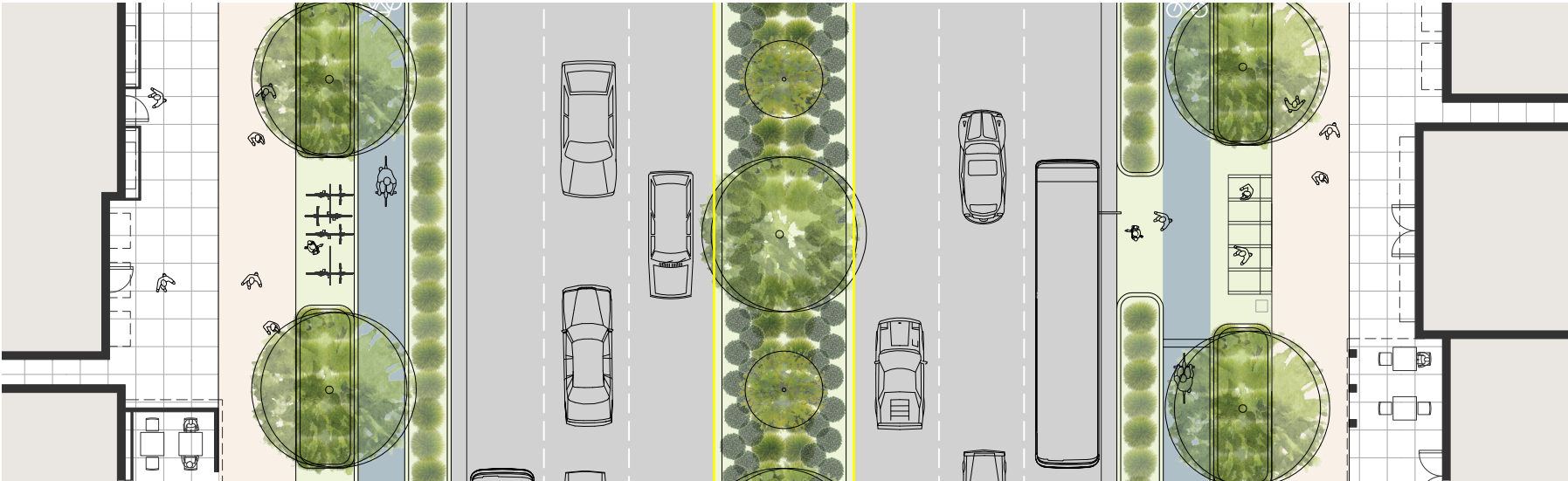
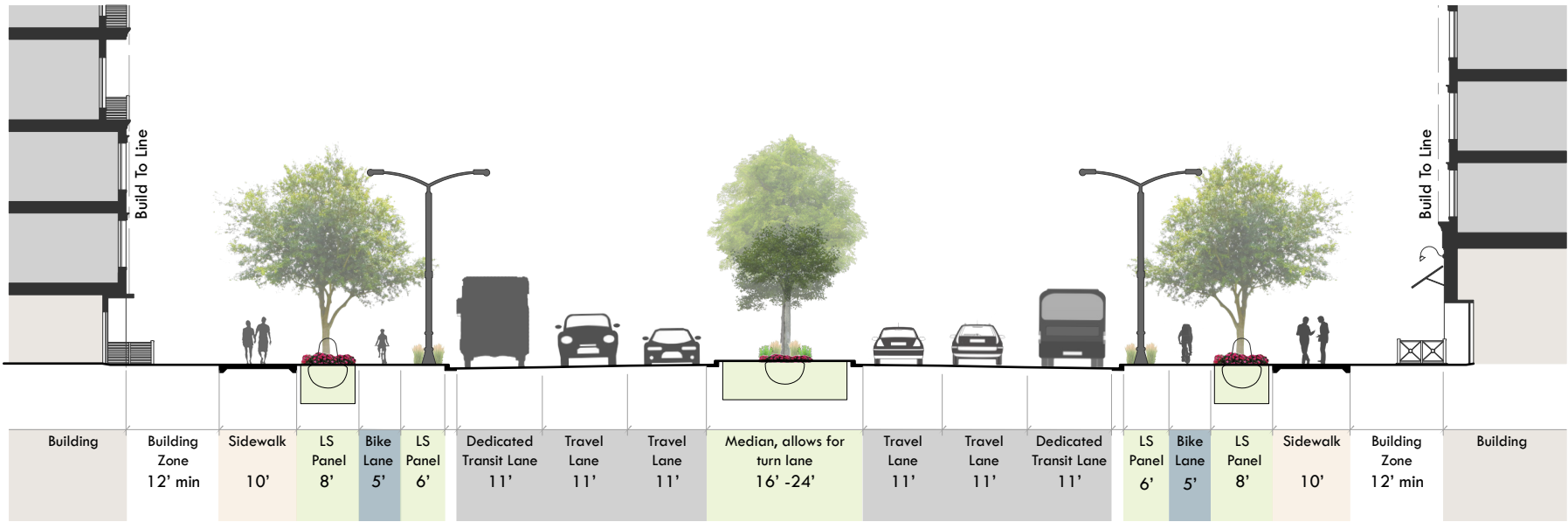
1 WITHIN RIGHT-OF-WAY

- 16 to 24 foot wide median that provides for an adequate pedestrian refuge and turn lanes, if necessary, inclusive of the curb and gutter
- 3 travel lanes in each direction along with a 2.5-foot curb and gutter in each direction. One travel lane may be converted as a transit lane with the transit stops incorporated into the Landscape Panel, as appropriate. This design requires transit riders to cross the protected bike lane in order to access the transit facility. Strategies to reduce conflicts between pedestrians and cyclists, such as stop bar markings, colored pavement, and signage should be employed
- 6-foot wide Landscape Panel that buffers the protected bike lane from the vehicle lanes
- 5-foot wide separated bike lane
- 8-foot wide outer Landscape Panel between the protected bike lane and the sidewalk. Amenity Zones should be located in the Landscape Panel
- 10-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 12-foot wide Building Zone

SECTION AND PLAN: SEVEN CORNERS TRANSIT BOULEVARD: CURB RUNNING



4C SEVEN CORNERS STREET TYPES

Major Avenue and Avenue

MAJOR AVENUE AND AVENUE

Major Avenues and Avenues within Seven Corners connect slower speed Local Streets to higher speed facilities like Transit Boulevards and Multimodal Through Corridors. Streetscape areas are consistent between Major Avenues and Avenues and differences focus primarily on design speeds, traffic volumes, and number of travel lanes. Avenues may include traffic calming elements such as more frequent intersections and bulb-outs at intersections. Wilson Boulevard and the Ring Road are classified as Major Avenues. Sleepy Hollow Road, Patrick Henry Drive, Willston Drive, and the Spine Road are classified as Avenues.

The existing right-of-way width of Wilson Boulevard is approximately 71-feet; Sleepy Hollow Road is approximately 58-feet; Patrick Henry Drive is approximately 79-feet; and Willston Drive is approximately 65-feet.



RIGHT
Existing conditions for
Wilson Boulevard (Avenue)
in Seven Corners
Image Credit: Fairfax County

STREET AND STREETScape DESCRIPTION

The right-of-way width needed to implement the proposed cross-sections ranges from approximately 83 to 105 feet, and consists of the following components:

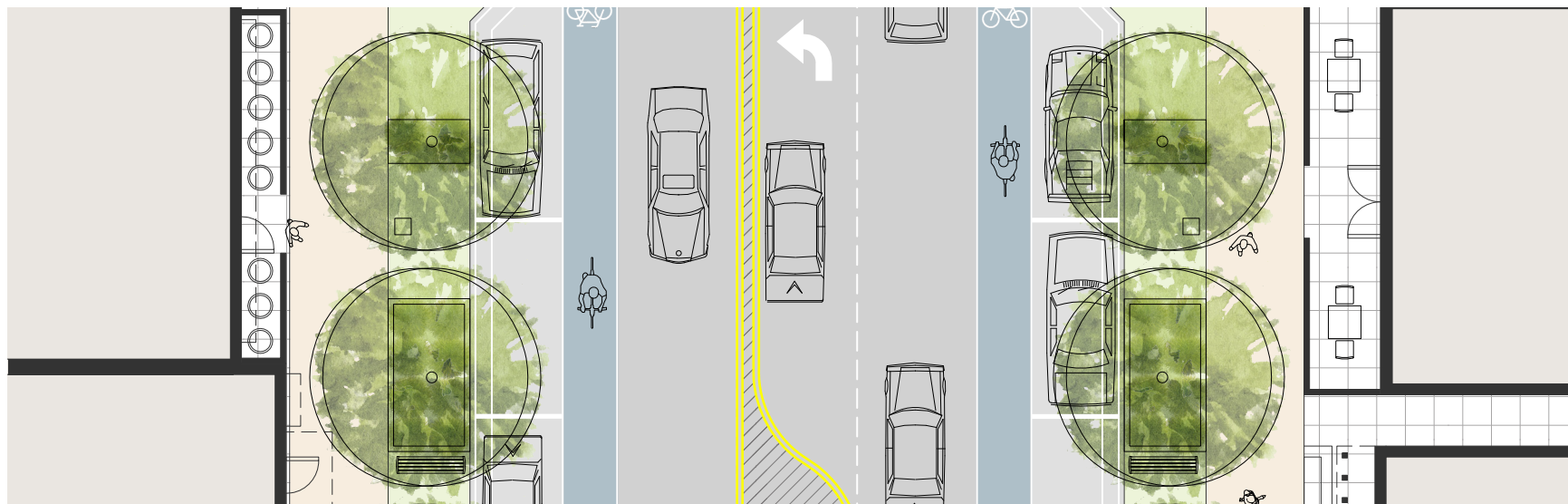
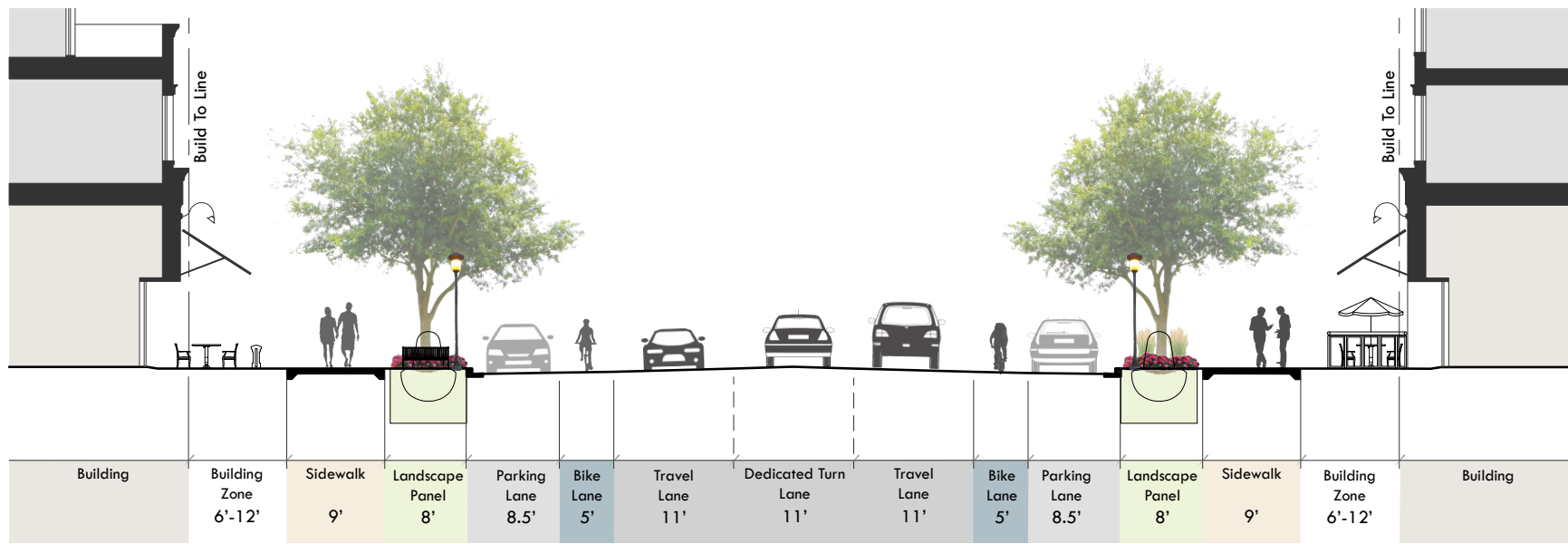
1 WITHIN RIGHT-OF-WAY

- 1-2 travel lanes in each direction
- 5-foot wide on-road dedicated bike lane
- 8.5-foot wide parallel parking lane in each direction, inclusive of the curb and gutter
- 8-foot wide Landscape Panel. Street trees should be evenly spaced and the Landscape Panel should include shrubs and ground cover. Amenity Zones should be located in the Landscape Panel
- 9-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 6 to 12 foot wide Building Zone. If the building contains ground level retail, this space should be used for retail browsing or outdoor dining. If the building does not have ground floor retail uses, supplemental plantings should be substituted

SECTION AND PLAN: SEVEN CORNERS MAJOR AVENUE AND AVENUE



4C SEVEN CORNERS STREET TYPES

Local Street

LOCAL STREET

Local Streets generally have the lowest volumes and the slowest moving traffic. Local Street cross-sections are narrow, with one travel lane in each direction, and are flanked by on-street parking lanes on both sides of the road. Due to low vehicle speeds, bicycles may be accommodated in the travel lane rather than in a dedicated bike lane. Traffic calming measures such as raised mid-block pedestrian crossings, small traffic rotaries, and curb and sidewalk bulb-outs at intersections may be appropriate.



RIGHT
Example of the desired
character of a local street in
Seven Corners
Image Credit: Google Maps

Brookland, Washington, DC

STREET AND STREETScape DESCRIPTION

The right-of-way needed to implement the proposed cross-section is approximately 71-feet and consists of the following components:

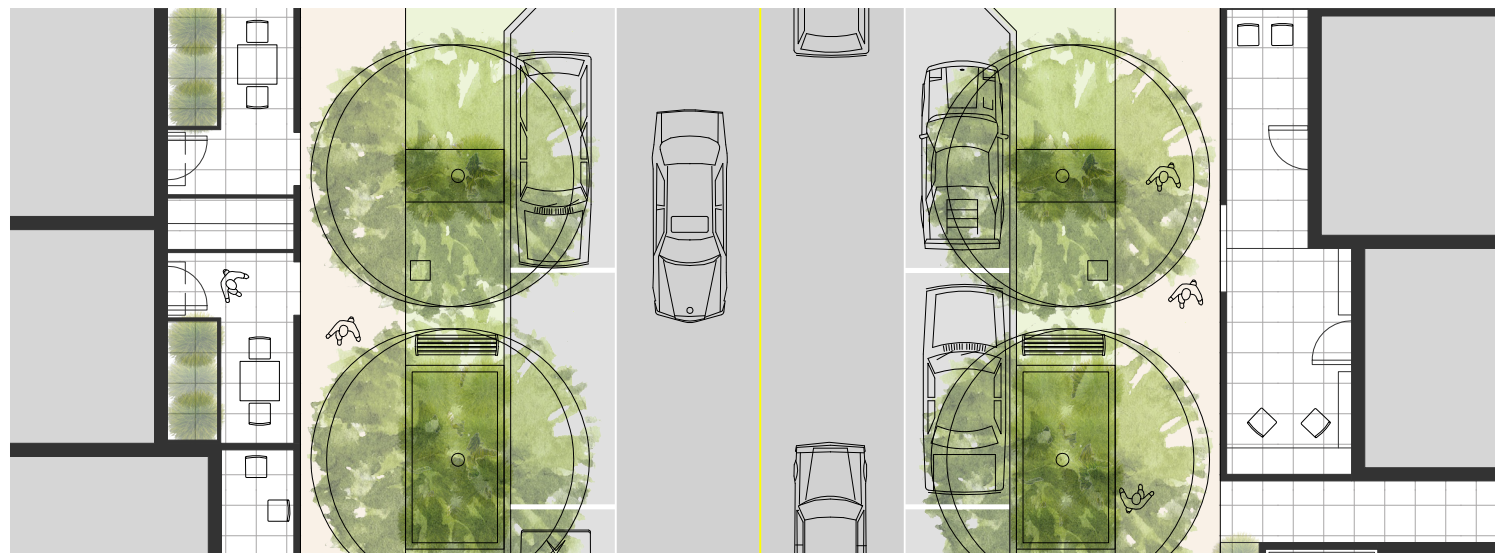
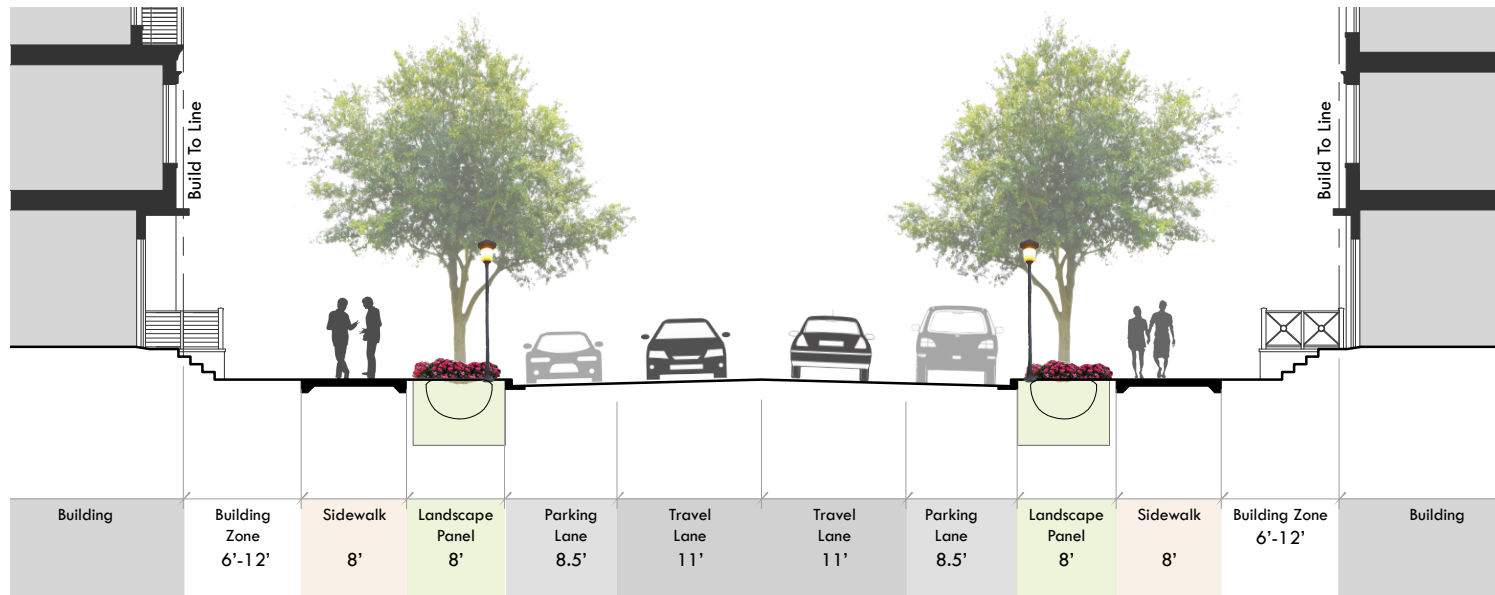
1 WITHIN RIGHT-OF-WAY

- 1 travel lane in each direction
- 8.5-foot wide parallel parking lane on each side of the street, inclusive of the curb and gutter
- 8-foot wide Landscape Panel on each side of the street. Street trees should be evenly spaced, and the Landscape Panel should include shrubs and ground cover. Amenities like bicycle racks, bus shelters, and seating areas may be located in the Amenity Zone within the Landscape Panel
- 8-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 6 to 12 foot wide Building Zone. If the building contains ground level retail, this space should be used to for retail browsing or outdoor dining. If the building does not have ground floor retail uses, supplemental plantings should be substituted

SECTION AND PLAN: SEVEN CORNERS LOCAL STREET



4C SEVEN CORNERS STREET TYPES

Village Main Street

VILLAGE MAIN STREET

The Village Main Street is a proposed street with a unique cross-section that intersects with the spine road to create a continuously activated pedestrian connection in the Willston Village Center.

The Village Main Street is envisioned as a lively street where ground-floor retail, an urban plaza, outdoor dining areas, and community uses will be located so as to create a place for pedestrians to walk and to spend time in the outdoors.



Berlin, Germany

RIGHT

When designed to appropriate dimensions and with high-quality pedestrian elements, streetscapes contribute to the formation of a dynamic public realm and provide economic development benefits.

STREET AND STREETScape DESCRIPTION

The right-of-way needed to implement the proposed cross-section is approximately 77-feet and consists of the following components:

1 WITHIN RIGHT-OF-WAY

- 1 travel lane in each direction
- Bicycle traffic may be accommodated in the travel lane
- 8-foot wide parallel parking lane on each side of the street should be provided along the entirety of the street, where possible. A 2-foot wide step-off strip should be located between the parking lane and the Landscape Panel, and be inclusive of the curb and gutter
- 8-foot wide Landscape Panel on each side of the street. Street trees should be evenly spaced, and the Landscape Panel should include shrubs and ground cover. Amenities like bicycle racks, bus shelters, and seating areas may be located in the Landscape Panel. Seating areas where people can gather should be created, and should include paved areas within the Landscape Panel on which to locate benches or seating areas
- 9-foot wide sidewalk

2 OUTSIDE RIGHT-OF-WAY

- 8–12 foot wide Building Zone that should be used for browsing or outdoor dining space. Planters, low walls, fences or special paving materials should be used to delineate this zone

SECTION AND PLAN: SEVEN CORNERS VILLAGE MAIN STREET

