





# 6

# CBC-SPECIFIC GUIDELINES

- 6A North Gateway
- 6B Penn Daw
- 6C Beacon/Groveton
- 6D Hybla Valley-Gum Springs
- 6E Woodlawn



# 6

## CBC-SPECIFIC GUIDELINES

Each CBC should express its distinct identity and character through its built environment, while still fitting into a coordinated and cohesive urban design framework for the larger Richmond Highway area. The urban design vision for each CBC builds upon the vision of the Comprehensive Plan, while adding a greater level of urban design detail. There are urban design features and characteristics - or “distinguishing elements” - that make each CBC unique. These distinguishing elements include features such as signature open spaces or buildings; commemorative streetscapes or shared-use path networks; significant environmental assets; infrastructure; or, historic resources.

This chapter offers strategies for incorporating each CBC’s distinguishing elements and builds upon the strategies by capturing the envisioned existing or future conditions in each CBC.

### CBC Urban Design Frameworks

An urban design framework and Distinguishing Elements map is provided for each CBC that identifies the key aspects of the street layout, built form, and open space network envisioned for each CBC based on the Comprehensive Plan. Common elements of these maps include the following:

- **Street Grid and Multimodal Streetscapes:** A street grid system enables walkable and bikeable connections within a network of existing and new streets. All streets within the network provide pedestrian connections via sidewalks. Where pedestrian connectivity is noted on the CBC urban framework maps, the purpose is to highlight key pedestrian connections, such as those connecting to destinations, along Ecological Spines, and across signalized intersections.
- **Focal Points and Gateways:** Areas of concentrated activity (focal points) or primary entry points (gateways) into a CBC provide visual and physical connections to destinations within the CBC. They occur primarily at street intersections, significant open spaces, and BRT stations, where activity is likely to occur, or where the visitor experience begins and is shaped. The critical role these locations play requires greater attention to design. Focal points and gateway areas can include public art, wayfinding or entry signage, landscaping, and/or signature buildings to highlight their significance.

- **Open Space Network:** Each CBC includes an open space system with large open spaces - such as Livability Spines and neighborhood parks and plazas - that serve as the primary gathering places and hubs of activity. The uses and character of these open spaces should reflect the unique conditions of the CBC.
- **Building Heights:** Building heights are noted on the framework maps and are divided into three categories: high (10+ floors), medium (5-9 floors) and low (1-4 floors). The tallest buildings are located closest to BRT stations, with building heights stepping down closer to existing adjacent neighborhoods and natural areas. The Comprehensive Plan provides more detailed building heights maps for each CBC.
- **Activated Ground Floors:** Framework maps depict the locations where activated ground floor design should be employed. Activated ground floors occur along the most important building facades. Each building’s ground floor design should foster a relationship between the building, its uses, and the street or public space it faces. A building face may be activated by commercial, public, and retail uses as well as by built elements, such as porches and stoops. The Comprehensive Plan provides strategies for activating floors when retail uses are not feasible.

### Note on Heritage Resources

*Developers are encouraged to obtain guidance and information from County Heritage Resources Staff and community groups that relate to local history to incorporate into projects. Projects should consult the Inventory of Historic Sites and contact the Heritage Resources section of DPD for more information.*



### REFERENCES FOR CBC-SPECIFIC GUIDELINES

Fairfax County Volume I: Urban Design Guidelines for Fairfax County Commercial Revitalization Districts and Areas [Sections 2, 3 and 4C](#)  
 The Fairfax County [Inventory of Historic Sites](#)  
 Fairfax County Department of Planning and Development: [Historic Preservation and Heritage Resources](#)



# 6A NORTH GATEWAY

North Gateway is the northern entry point into Fairfax County's portion of Richmond Highway. Since the CBC provides the initial impression of the County, urban design principles are especially important. Public realm features should enhance the sense of arrival and movement within the CBC's streetscapes, open spaces and building design to serve as a gateway into the corridor.

The urban design framework for North Gateway reflects the area's role as the visual and physical entry point to the Richmond Highway corridor from the City of Alexandria. A large gateway sign or public art installation should function as an entrance and may include kinetic elements that reinforce a sense of movement through the CBC. The creation of a linear park along the environmentally sensitive Cameron Run should provide park amenities and include the revegetation and restoration of the shoreline to a more natural condition. The underpass area beneath the I-495 ramps should become an active, inviting urban space with programmed activities. Building design may reflect the mid-century design that influenced the corridor's early developments and can provide a clear delineation between Old Town Alexandria and Fairfax County.

*Graphic 35* shows the urban design framework and distinguishing elements of the North Gateway CBC.



Fairfax County, VA

## KEY DESIGN THEMES

The following key themes should be considered when designing architecture, public space, public art, and other physical elements of a project:

- Entry point, gateway to Richmond Highway area
- Sense of rhythm and movement
- Greening and restoration of Cameron Run
- Contemporary aesthetic



Fairfax County, VA

### LEFT & RIGHT

Views of North Gateway CBC, I-495 and Cameron Run

Image Credit: Rhodeside & Harwell, Creative Commons



# GRAPHIC 35: NORTH GATEWAY CBC - URBAN DESIGN FRAMEWORK AND DISTINGUISHING ELEMENTS MAP

## NOTE:

Refer to the *Conceptual Open Space* graphic in the Comprehensive Plan for CBC park types and locations.

A recreational field is planned for the North Gateway CBC. The recreational field location is subject to change, pending development conditions and zoning review.

## KEY

### Distinguishing Elements

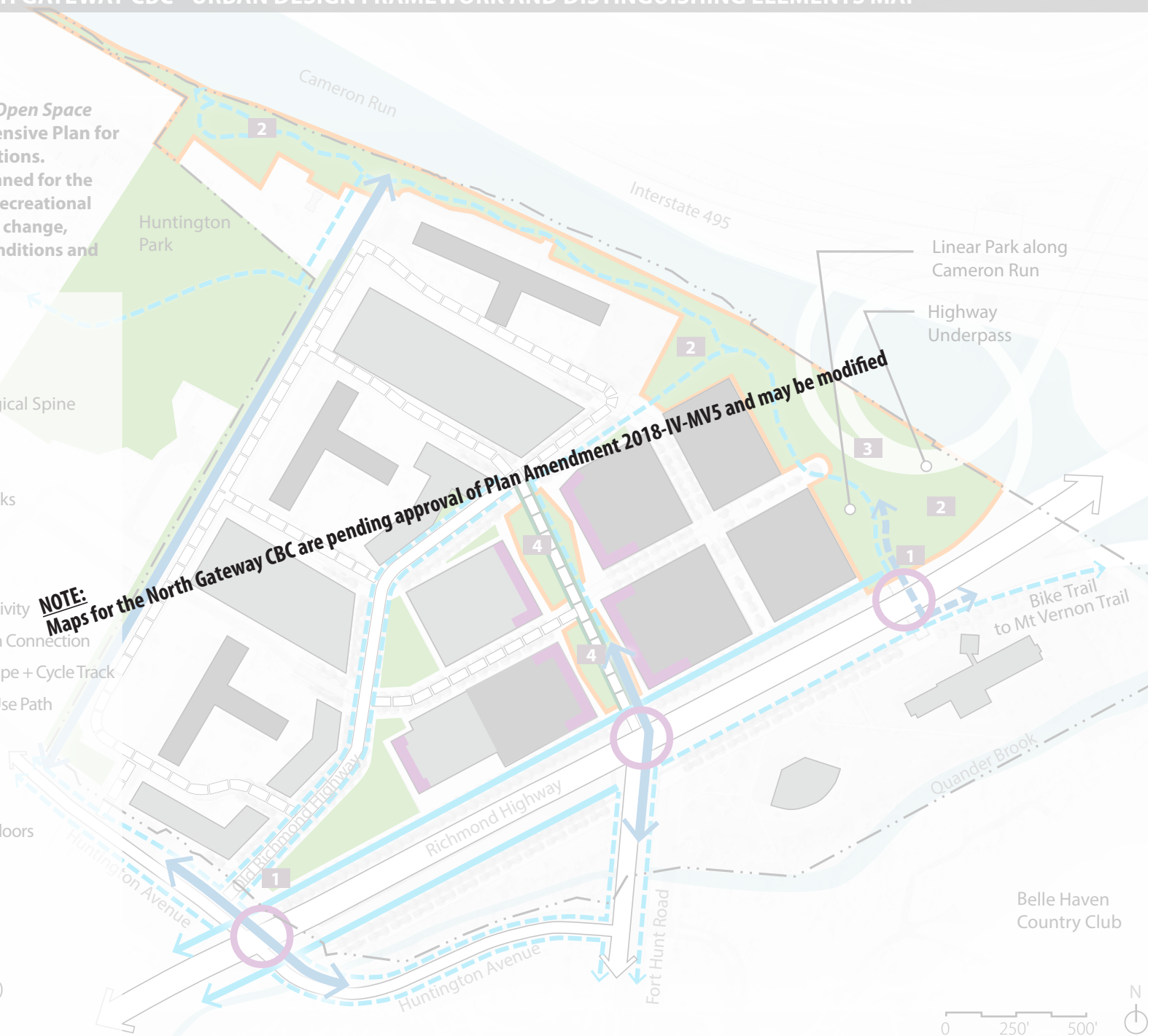
- 1 Gateway Features
- 2 Linear Park/Ecological Spine
- 3 Underpass
- 4 Livability Spine
- Distinguishing Parks

### Framework Elements

- Focal Point
- Pedestrian Connectivity
- Potential Pedestrian Connection
- Enhanced Streetscape + Cycle Track
- Bike Facility/Multi-Use Path
- Planned Street
- Perennial Streams
- Open Space
- Activated Ground Floors
- CBC Boundary

### CBC Building Heights

- High (10+ Floors)
- Medium (5-9 Floors)
- Low (1-4 Floors)





## NORTH GATEWAY DISTINGUISHING ELEMENTS

### 1 GATEWAY FEATURES

Urban design features should highlight and reinforce North Gateway's role as the entry point and "front door" to the Richmond Highway corridor. Gateway elements such as public art, signage, and landscaping should evoke a sense of movement, transition, and arrival to reflect the shift in character between the City of Alexandria and Richmond Highway. Gateways should be reinforced through the design and construction of signature buildings that both frame and announce the beginning of the Richmond Highway corridor. Gateway elements, such as public art, should be located in areas that are visible from Richmond Highway, such as at the intersection of Huntington Avenue and Richmond Highway.



Dublin, Ireland

### 2 LINEAR PARK AND ECOLOGICAL SPINE ALONG CAMERON RUN

Urban design in North Gateway should prioritize both visual and physical access to the water. Design features such as overlooks and boat launches should be located adjacent to the waterway with the creation of a linear park or Ecological Spine along Cameron Run. Landscaping should define spaces along the linear park and provide shade while still maintaining views to Cameron Run.

The linear park should be activated by special programming that attracts visitors. It should be designed to incorporate a spectrum of active and passive uses, with the most active uses concentrated at entry points to the park. Potential uses and activities range from public gatherings and events to temporary or rotating programming and installations, family-oriented activities, and places for respite and quiet reflection. Interpretive elements, such as signage and elements embedded in the paving, should be considered along walkways to highlight the stream's ecology.



Portland, OR

#### LEFT

Example of a physical installation that incorporates public art and landscaping to create a distinctive gateway along roadway corridors. Such features could reinforce the transition in character and sense of arrival as one enters the Richmond Highway Corridor from Old Town, Alexandria  
Image Credit: Ros Kavanagh, Devin Laurence Field

#### RIGHT

Example of a floating shared-use path connecting shoreline parks that are physically disconnected by physical barriers, such as a large roadway  
Image Credit: John Wachunas





Toronto, Canada

**TOP RIGHT**

Public art that incorporates vibrant lighting, murals and sculptures can transform underutilized highway underpasses into inviting places for people to gather and linger  
Image Credit: Azure Magazine

**BOTTOM RIGHT**

An open space framed by buildings and anchored by a signature gateway element  
Image Credit: Bozzuto



Washington, DC

## NORTH GATEWAY DISTINGUISHING ELEMENTS (CONTINUED)

### 3 UNDERPASS

The underpass located at the intersection of Richmond Highway and the I-495 ramps should be transformed into a distinctive, welcoming, and active urban park. Programmed activities along with vibrant lighting effects, public art, and visitor facilities should activate the underpass by creating inviting spaces to gather and linger. Signage and interpretive elements should be integrated in a manner that creates a consistent visual rhythm as visitors move through the underpass. The design and programming of underpass elements should be coordinated with the those of the linear park along Cameron Run to create a cohesive visitor experience.

### 4 LIVABILITY SPINE

The Livability Spine should provide spaces for play, recreation, and passive use. It should accentuate the North Gateway CBC's role as a gateway into the Richmond Highway area. The Livability Spine should be highly visible from Richmond Highway to welcome visitors to the area. For example, the entrance to the Livability Spine could incorporate a signature gateway element, such as art or sculpture, open spaces, signature architecture at corners, or lighting. Given this Livability Spine's relatively short length, the design should strive to extend the experience by providing strong visual and physical connections to nearby attractions, such as the Cameron Run linear park and the underpass park.

For detailed guidance regarding Livability Spine design and programming, see Section 3B.1.

# 6B PENN DAW

The Penn Daw CBC is envisioned as the intersection of Richmond Highway's businesses, transportation, recreation and is distinguished by its role as the multimodal "crossroads" for the area. Penn Daw is the location where Kings Highway and Richmond Highway come together, and where the first Richmond Highway BRT station will be located, traveling south from the Huntington Metrorail Station. The crossroads theme may be symbolized through the incorporation of a compass motif or other navigation symbols within public spaces and streetscapes. As the CBC is redeveloped, its buildings should reflect an eclectic mix of designs and materials but should be unified by visually consistent streetscapes and high-quality open spaces with a contemporary aesthetic.

The name Penn Daw is derived from two men who built and operated the Penn-Daw Motor Hotel beginning in the 1920s. The name should be incorporated and celebrated as part of new developments to build the sense of place. More information on the history of the name Penn Daw can be found in The Virginia Room at The City of Fairfax Regional Library.

*Graphic 36* shows the urban design framework and distinguishing elements of the Penn Daw CBC.



## KEY DESIGN THEMES

The following key themes should be considered when designing architecture, public space, public art, and other physical elements of a project:

- Crossroads and navigation
- Transportation gateway
- Eclectic, colorful design
- Contemporary aesthetic



### LEFT

Intersection of Richmond Highway  
and Kings Highway  
Image Credit: Rhodeside & Harwell

### RIGHT

Entrance block at Kings Crossing  
Shopping Center in Penn Daw  
Image Credit: Rhodeside & Harwell



GRAPHIC 36: PENN DAW CBC - URBAN DESIGN FRAMEWORK AND DISTINGUISHING ELEMENTS MAP

**NOTE:**  
Refer to the *Conceptual Open Space* graphic in the Comprehensive Plan for CBC park types and locations.

**KEY**

**Distinguishing Elements**

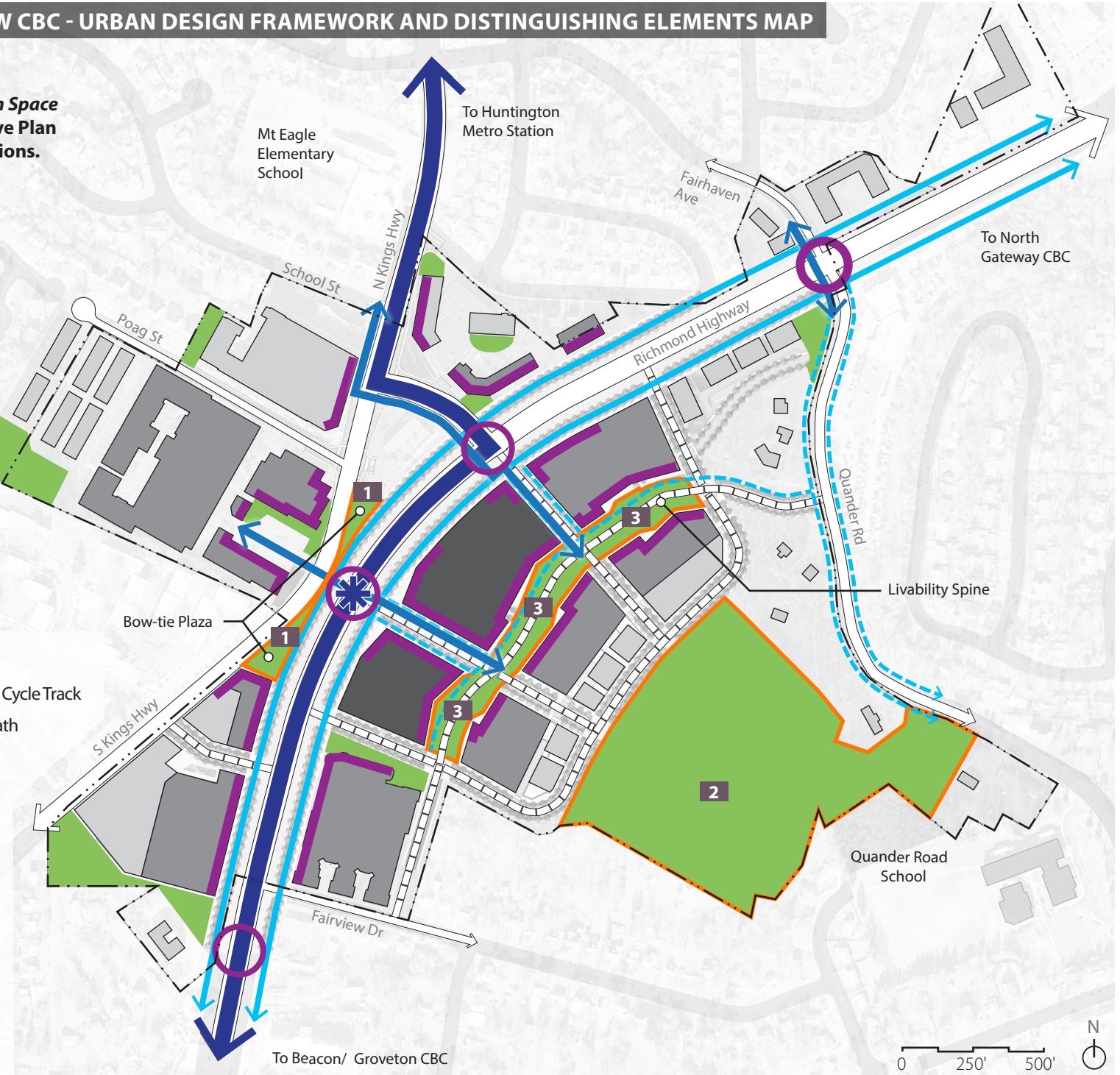
- 1 Bow-tie Plaza
- 2 Park Preserve
- 3 Livability Spine
- Distinguishing Parks

**Framework Elements**

- BRT
- BRT Station
- Focal Point
- Pedestrian Connectivity
- Enhanced Streetscape + Cycle Track
- Bike Facility/Multi-Use Path
- Planned Street
- Perennial Streams
- Open Space
- Activated Ground Floors
- CBC Boundary

**CBC Building Heights**

- High (10+ Floors)
- Medium (5-9 Floors)
- Low (1-4 Floors)



## PENN DAW DISTINGUISHING ELEMENTS

### 1 BOW-TIE PLAZA

Penn Daw's Bow-Tie Plaza is planned to be located at the Penn Daw BRT station, and will be comprised of two triangular spaces created by abutting roadways. The plaza's design should emphasize and support its function as a connector, providing pedestrians and bicyclists with multiple routes to and through the space, as well as safe crossings of adjacent roadways. The plaza should offer an experience that provides both a sense of arrival and respite from surrounding roadways.

If the opportunity arises, the Bow-Tie Plaza could be expanded beyond the area shown in Graphic 36. The expansion could include BRT facilities, plaza programming, or stormwater management facilities if co-located with other amenities.

Signature buildings and landscaping should frame the plaza and announce the beginning of the Richmond Highway area. The plaza's north side, moreover, should incorporate a visual landmark, such as public art or a landscaped element, on axis with the Richmond Highway Transit Boulevard to further reinforce the sense of arrival.



Portland, OR

#### LEFT

A plaza at the crossing of two major roadways. Unique landscaping, shading devices, and paving help to make the plaza a destination while also buffering people from moving cars

Image Credit: 2.ink Studio



**TOP RIGHT**

Example of an urban park entrance that utilize special paving, landscaping, and wayfinding to welcome and transition visitors from a street to a playground and then to a natural setting

Image Credit: MKW + Associates



New York City, NY

**MIDDLE RIGHT**

Example of an urban park entrance that utilize special paving, landscaping, art, and wayfinding to welcome and transition visitors from a more urban setting to a natural setting

Image Credit: Sue Choi



Nashville, TN

**BOTTOM RIGHT**

Example of linear park that allows for pedestrian movement while dedicating space for flexible play and social activities for all users

Image Credit: Tom Fox



Gubei, China

## PENN DAW DISTINGUISHING ELEMENTS (CONTINUED)

### 2 PARK PRESERVE

The Park Preserve, located at the easternmost edge of the Penn Daw CBC, is managed by the Park Authority and includes large portions of Resource Protection Areas and Environmental Quality Corridors. It should be used for passive recreation such as a system of walking trails. Overlooks at the ends of streets should provide views into the Park Preserve. To create a welcoming entrance, the main entrance may be designed to include a small public plaza space with interpretive elements and informational signage. Any programming, which might include small play spaces and exercise stations, should be clustered strategically throughout the trail system, where appropriate so that natural resource preservation remains a high priority.

### 3 LIVABILITY SPINE

The Penn Daw Livability Spine should have a primarily active character and should serve as a center of activity in the CBC. It should act as the primary community gathering space and as a hub for recreational and social activities, such as playspaces, outdoor dining, and festivals and events. These active uses should be predominantly located in the portions of the Livability Spine closest to the BRT station. Pockets of passive recreational amenities should be included to diversify the experience of this Livability Spine.

For detailed guidance regarding Livability Spine design and programming, see Section 3B.1.

# 6C

## BEACON/ GROVETON

### KEY DESIGN THEMES

The following key themes should be considered when designing architecture, public space, public art, and other physical elements of a project:

- Topographic high point with views
- History of innovation and discovery
- Town center
- Contemporary aesthetic

Beacon Hill is one of the highest points in the metropolitan area, affording views of the Washington Monument, Old Town Alexandria, and surrounding natural features. The Beacon/Groveton CBC's elevation relative to the rest of corridor, aviation history, and the amount of planned commercial and residential development distinguish it as Richmond Highway's town center. Its name and aviation roots stem from an airway beacon that was used to guide airmail pilots. It was also the location of one of the nation's first private airports, dating back to the 1920s. This history instills a sense of innovation and discovery in the CBC that should be reflected in future redevelopment.

The CBC will be anchored by a signature Central Civic Plaza fronting on Richmond Highway and by the Beacon/Groveton BRT station. The Plaza should connect the BRT station into the heart of the CBC and be designed to support a wide range of active uses. In addition to the Plaza, a Livability Spine will run parallel to Richmond Highway along interior blocks. Additional green spaces will connect to the Livability Spine, providing for a diversity of park types and recreational uses.

Beacon/Groveton is anticipated to contain some of the tallest buildings within the Richmond Highway area. These buildings should be designed to maximize the distinctive views afforded by the CBC's topography. Their designs should embrace the use of building step backs, terraces and balconies to create unique private outdoor spaces and variations in building form and height to help mitigate the scale of the buildings.

*Graphic 37* shows the urban design framework and distinguishing elements map for the Beacon/Groveton CBC.



**LEFT**  
Existing Beacon Center  
Image Credit: Rhodeside & Harwell



# GRAPHIC 37: BEACON/GROVETON CBC - URBAN DESIGN FRAMEWORK AND DISTINGUISHING ELEMENTS MAP

**NOTE:**  
Refer to the *Conceptual Open Space* graphic in the Comprehensive Plan for CBC park types and locations.

**KEY**

**Distinguishing Elements**

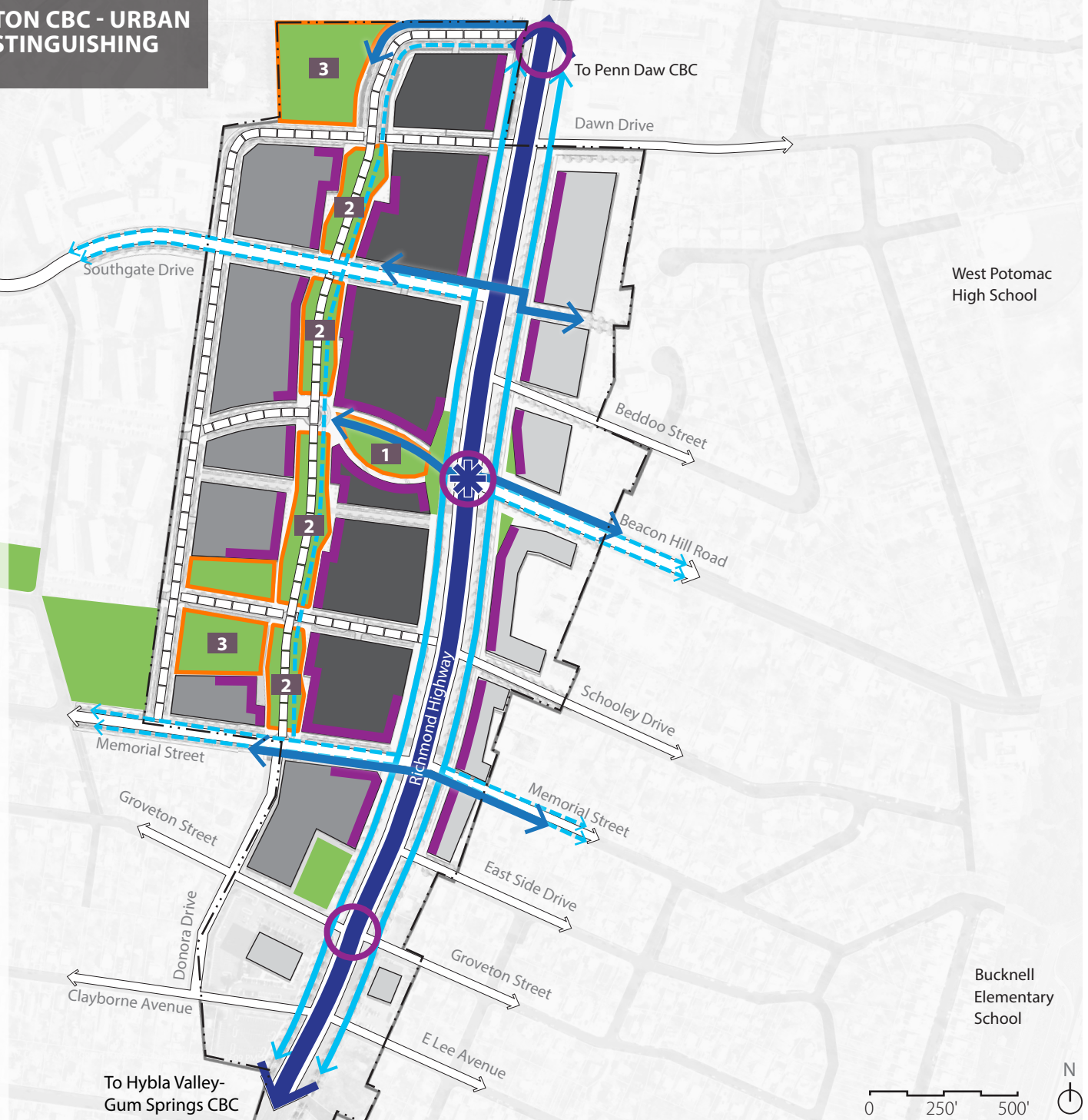
- 1 Central Civic Plaza
- 2 Livability Spine
- 3 Other Public Spaces
- Distinguishing Parks

**Framework Elements**

- BRT
- BRT Station
- Focal Point
- Pedestrian Connectivity
- Enhanced Streetscape + Cycle Track
- Bike Facility/Multi-Use Path
- Planned Street
- Open Space
- Activated Ground Floors
- CBC Boundary

**CBC Building Heights**

- High (10+ Floors)
- Medium (5-9 Floors)
- Low (1-4 Floors)



## BEACON/GROVETON DISTINGUISHING ELEMENTS

### 1 CENTRAL CIVIC PLAZA

The signature Central Civic Plaza should emphasize Beacon/Groveton's role as the primary focal point and a town center for the Richmond Highway area. The plaza should be directly connected to Beacon/Groveton's BRT Transit Plaza, act as the "front door" to the CBC, and function as a primary gathering space in the Richmond Highway area. The Civic Plaza should be designed for high levels of pedestrian activity and should be flexible enough to accommodate a wide array of programming, with a heavy emphasis on commercial and entertainment uses. Areas of the plaza adjoining commercial uses should function as extensions of building uses with features such as dedicated dining areas or movable retail racks and displays. It should also be flexibly designed to accommodate vehicular travel if the connection is necessary.

The Civic Plaza's design should include a mix of hardscape and softscape areas and should incorporate features such as water elements, shade structures, pavilions, and public art. The design should also incorporate spaces and utility hook-ups to host events such as concerts, movie nights, farmers markets, etc. For example, the plaza could incorporate a small, amphitheater-like seating area as a venue for events.

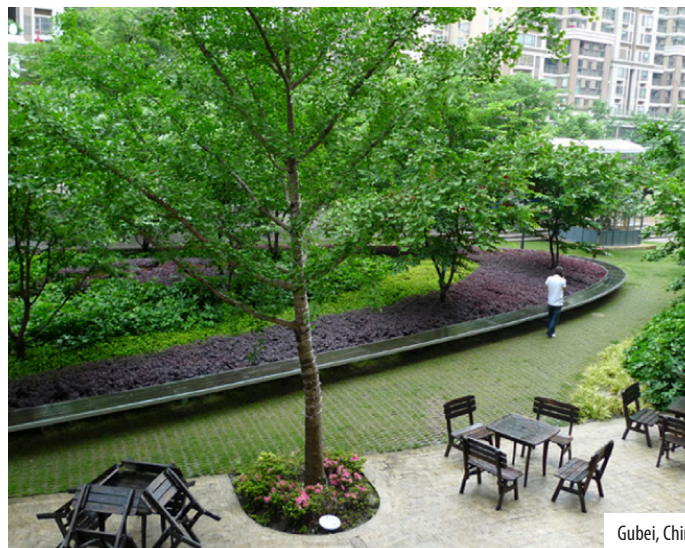


Tysons, VA

### 2 LIVABILITY SPINE

The Beacon/Groveton Livability Spine should complement other parks and plazas in the CBC by serving as the connector that links these public spaces. Through a series of garden landscapes that emphasize passive recreation and respite from the urban environment, the Livability Spine should bring more greenery into an area where it has historically been lacking. Like other parks and plazas in the CBC, the Livability Spine can accommodate a range of passive and active uses. However, relative to other Livability Spines, this Livability Spine is characterized by a more passive character, defined by its naturalistic landscaping, dense clusters of trees and greenery, high concentrations of meadow-like plants, and lawn spaces.

For detailed guidance regarding Livability Spine design and programming, see Section 3B.1.



Gubei, China

#### LEFT

A special plaza, framed by buildings, that serves as a vibrant neighborhood center and gateway to adjacent transit  
Image Credit: Macerich, Dwellus

#### RIGHT

A wide streetscape with generous landscaping and street furnishings creates a linear park environment that unifies and connects a series of nearby parks  
Image Credit: Tom Fox, Landezine



## BEACON/GROVETON DISTINGUISHING ELEMENTS (CONTINUED)

### 3 OTHER PUBLIC SPACES

Public spaces, including streetscapes and open spaces as well as BRT stations and plazas, should celebrate the area's aviation history and associated heritage resources such as Beacon/Groveton's former airfield. Opportunities include incorporating aviation-themed interpretive signage, plaques, memorials, and embedded elements in paving; incorporating references to aviation history incorporated into public art and play installations; and repurposing infrastructure remnants.

Open spaces that anchor each end of the Livability Spine provide two prime opportunities for new recreation facilities within the Richmond Highway area; as such, these facilities should be considered as potential locations for sports fields or other athletic facilities.

#### LEFT & RIGHT

Examples of how aviation themes can be embedded in the design of public spaces. A playspace and a bus shelter reference aviation themes and forms  
Image Credit: Earthscape Play (left), OX2architekten (right)



Orange County, CA



Emsdetten, Germany

Hybla Valley-Gum Springs is distinguished by the convergence and intermingling of the area's ecology and history, which together add richness to the built environment. The area's ecological resources include streams that traverse the area as well as the woodlands and wetlands of nearby Huntley Meadows Park. Heritage resources include many sites within Gum Springs, the historical alignment of Route 1, the former Hybla Valley Airport, the nearby Huntley Estate, and the historical location of a former drive-in movie theater. Gum Springs is an especially important part of the history of the corridor as Fairfax County's first community of freed African Americans. Refer to the [Gum Springs Historical Society and Museum](#) for maps and information about the community's history since its founding by West Ford.

The historical alignment of Route 1 (now Fordson Road) presents an opportunity to create a distinctive path that links many of the area's assets, from Gum Springs to Huntley Meadows Park, together through the creation of a "Legacy Corridor." The Legacy Corridor may include elements such as special paving treatments, distinctive trees and landscaping, wayfinding signs and educational markers that mark each important site along its path. The Legacy Corridor should help tell the story of Richmond Highway through different stages of its history.

Flight is also an important theme to the CBC's identity. From the 1920s to 1950s, it was the site of the Hybla Valley Airport. Today, migratory birds cross over the CBC while using Huntley Meadows Park as a resting place. The idea of flight, aviation, and birds should be reflected in the motifs of public spaces and streetscapes. Buildings should be designed to be sensitive to migratory birds by employing bird-friendly design techniques.

Graphics 38A and 38B shows the urban design framework and distinguishing elements map for the Hybla Valley-Gum Springs CBC.

## KEY DESIGN THEMES

The following key themes should be considered when designing architecture, public space, public art, and other physical elements of a project:

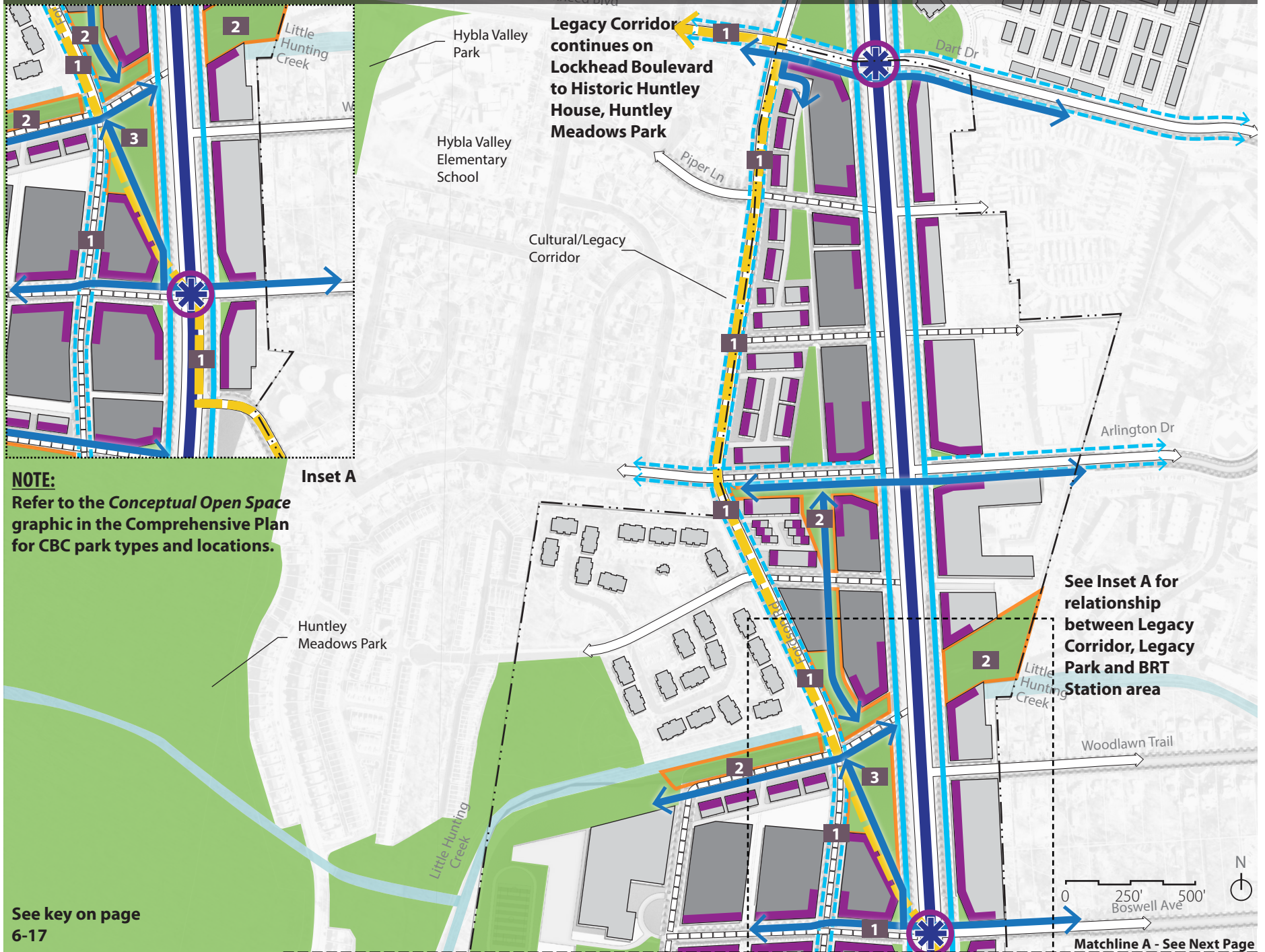
- History: Gum Springs community, aviation history, former Route 1 alignment
- Green: Stream corridors, sustainable and environmentally conscious design
- Aviation and flight
- Traditional aesthetic



**RIGHT**  
Bethlehem Baptist Church in Gum  
Springs  
Image Credit: Fairfax County



# GRAPHIC 38A: HYBLA VALLEY - GUM SPRINGS CBC - URBAN DESIGN FRAMEWORK AND DISTINGUISHING ELEMENTS MAP





# GRAPHIC 38B: HYBLA VALLEY-GUM SPRINGS CBC - URBAN DESIGN FRAMEWORK AND DISTINGUISHING ELEMENTS MAP

**NOTE:**  
Refer to the *Conceptual Open Space* graphic in the Comprehensive Plan for CBC park types and locations.

## KEY

### Distinguishing Elements

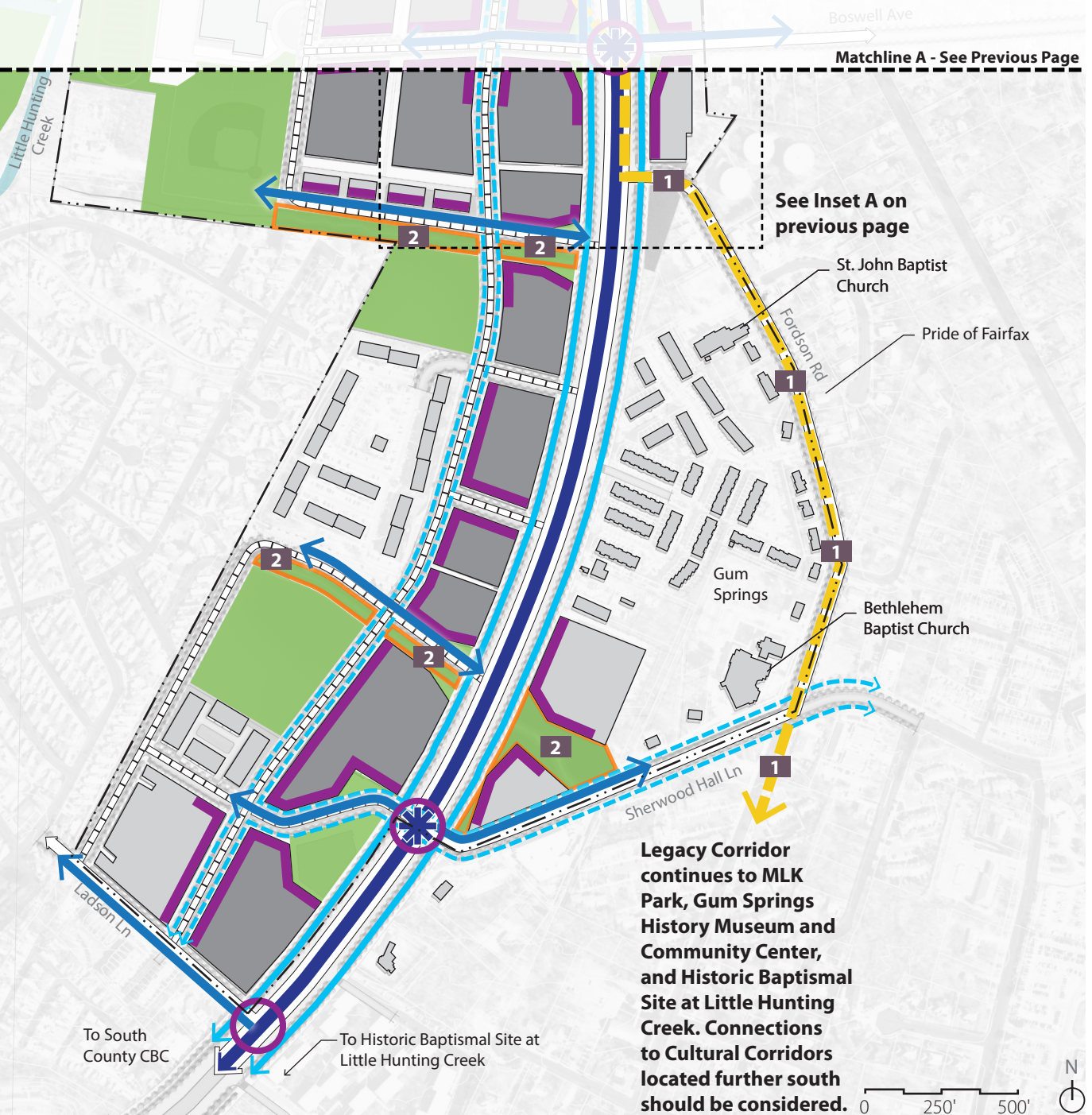
- 1** Legacy Corridor
- 2** Ecological Spine
- 3** Legacy Park
- Distinguishing Parks

### Framework Elements

- BRT
- BRT Station
- Focal Point
- Pedestrian Connectivity
- Legacy Corridor
- Enhanced Streetscape + Cycle Track
- Bike Facility/Multi-Use Path
- Planned Street
- Perennial Streams
- Open Space
- Activated Ground Floors
- CBC Boundary

### CBC Building Heights

- High (10+ Floors)
- Medium (5-9 Floors)
- Low (1-4 Floors)





## HYBLA VALLEY-GUM SPRINGS DISTINGUISHING ELEMENTS

### 1 LEGACY CORRIDOR

The Legacy Corridor is a commemorative route, extending from Huntley Meadows to historic Gum Springs, that connects and highlights numerous heritage resources. The Legacy Corridor celebrates the historical alignment of Route 1, while connecting and commemorating other heritage resources throughout Hybla Valley and Gum Springs - such as the Gum Springs community and the former airfield. While the Legacy Corridor is not a street or streetscape, it generally follows the alignment of Fordson Road, except for a short segment along Richmond Highway near Boswell Avenue. It should cross Richmond Highway at the BRT station.

- A. The Legacy Corridor should include dedicated commemorative spaces - at intervals of at least one per block - for special treatments that commemorate heritage resources, and that tell the story of Hybla Valley and Gum Springs' development and the area's heritage resources. Such treatments might include special paving treatments, plaques, interpretive signage, or public art.

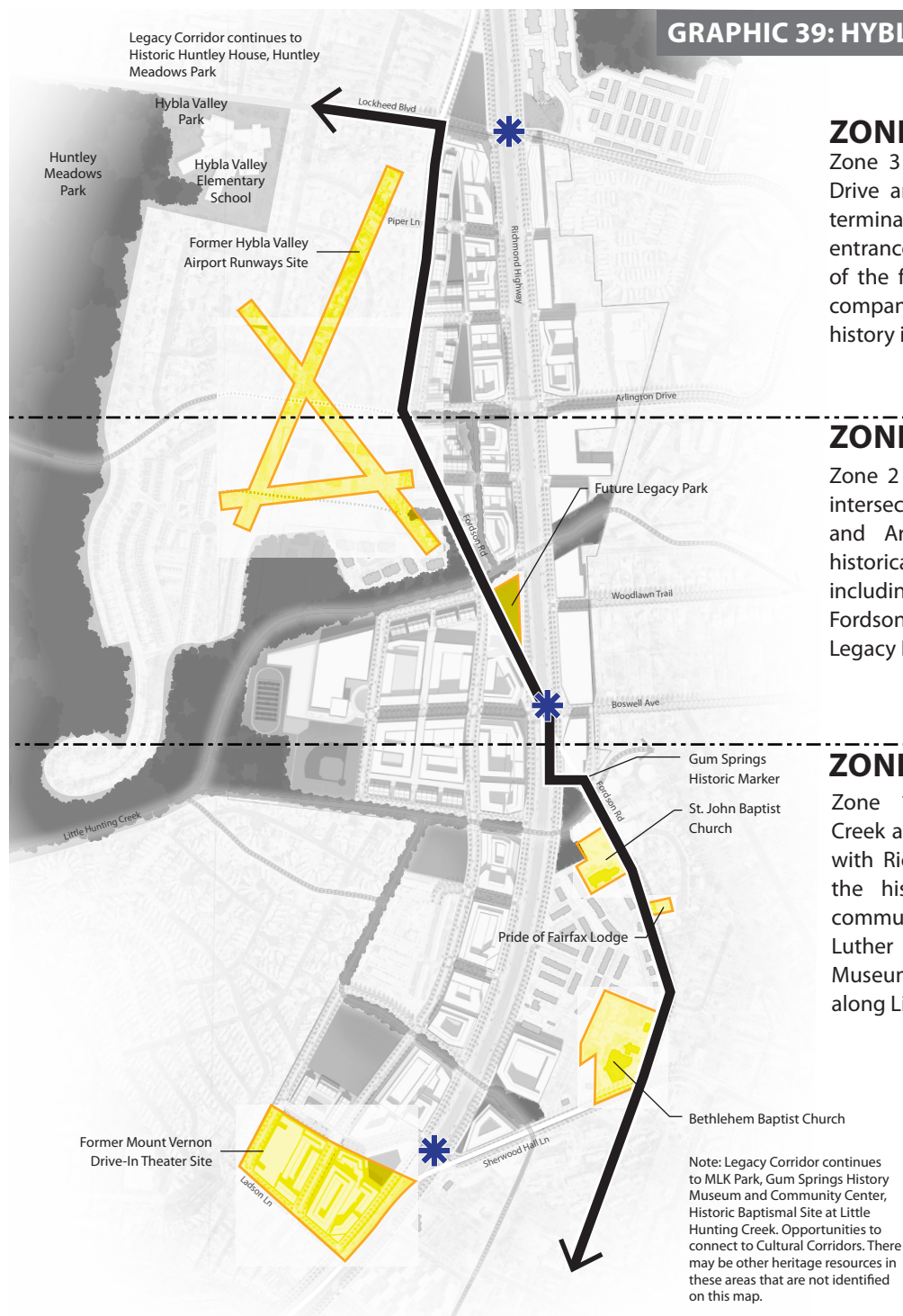


#### BOTTOM

A heritage trail that integrates and celebrates legacy with special wayfinding embedded in the pavement of a streetscape  
Image Credit: Chris Tolton

- B. The Legacy Corridor should be organized into three zones (See *Graphic 39*) that highlight and interpret heritage resources located in an around each zone.
- C. The Legacy Corridor should incorporate distinctive precast concrete pavers and signage treatments at regular intervals to distinguish the Legacy Corridor, as described in Chapter 3 (Section 3A, "Streetscapes").
- Commemorative elements along the streetscape, specifically in the Amenity and Building Zones, may include interpretive panels, interpretive elements embedded in the pavement, commemorative plaques, special tree planting and placement, and other features that highlight the area's history and heritage resources.
  - Dedicated spaces along the Legacy Corridor to accommodate commemorative elements should be large enough to draw attention to heritage resources, but should not impede pedestrian mobility and access along the sidewalk.
  - Additional streetscape amenities, such as benches and lighting, should be located near commemorative spaces in order to increase pedestrian comfort and visual interest.
- D. The form, character, and placement of buildings along the Legacy Corridor should highlight the area's history and reinforce the character of the Legacy Corridor. Corner buildings should express and commemorate the area's history through treatments such as plaques, signage, public art, and other interpretive elements.
- E. Implementation of the Legacy Corridor should explore locations to connect the Legacy Corridor to the Cultural Corridor in the Woodlawn CBC.

## GRAPHIC 39: HYBLA VALLEY-GUM SPRINGS CBC - LEGACY CORRIDOR MAP

**ZONE 3 (.8 MILES/ 17 MINUTE WALK)**

Zone 3 (located between Arlington Drive and Lockheed Boulevard and terminating at Huntley Meadows Park entrance) focuses on the importance of the former airfield, the Lockheed company, and the area's aviation history in general.



Toronto, ON, Canada

**ZONE 2 (.4 MILES/ 8 MINUTE WALK)**

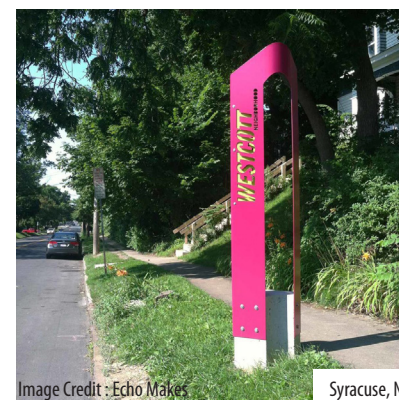
Zone 2 (between the Fordson Road intersection with Richmond Highway and Arlington Drive) honors the historical development of Route 1, including its former alignment along Fordson Road, and contains the future Legacy Park.



Arlington, VA

**ZONE 1 (.8 MILES/ 17 MINUTE WALK)**

Zone 1 (between Little Hunting Creek and Fordson Road intersection with Richmond Highway) celebrates the history of the Gum Springs community. This area includes Martin Luther King Jr. Park, the History Museum, and other important places along Little Hunting Creek.



Syracuse, NY

- LEGACY CORRIDOR
- HERITAGE RESOURCES
- BRT STATION

0 500 1000







Vancouver, Canada

**TOP & MIDDLE RIGHT**

Examples of urban development and streetscapes that incorporate restored stream corridor parks. The design of each space encourages interaction with water and creates recreational opportunities

Image Credit: Rodriguez Ravelo Architects, Groundwork USA



Yonkers, NY

**BOTTOM RIGHT**

Vibrant civic plaza that incorporates water features and programmed recreational spaces

Image Credit: PWP Landscape Architecture, Andropogon Associates



Portland, OR

## HYBLA VALLEY-GUM SPRINGS DISTINGUISHING ELEMENTS (CONTINUED)

### 2 ECOLOGICAL SPINES

Ecological Spines are linear parks along enhanced or daylighted streams. They will function as a primary organizing element of this CBC, integrating restored natural systems into redevelopment while providing a range of open space and recreational amenities. The development of Ecological Spines in the Hybla Valley-Gum Springs CBC should follow the guidelines for the Ecological Spine Types 1, 2, and 3 highlighted in Section 3B.2.

### 3 LEGACY PARK

Legacy Park, a civic plaza/common green, will serve as a signature public space and central gathering place in the CBC. The Park should include an open lawn area for community gatherings. Buildings with front entrances opening directly onto the park should line the perimeter of the space providing a sense of enclosure and safety without obstructing views into the park from Richmond Highway. The park's design should both maintain and accentuate views along the Legacy Corridor on both sides of Richmond Highway, incorporating elements such as an allée of trees and distinctive paving treatments to highlight the Legacy Corridor.

The design of the park should reflect the convergence, or intermingling, of ecological and heritage resources. Interpretive elements, such as those embedded in the pavement or in signage and plaques, should highlight the historical alignment of Richmond Highway and elements of Gum Springs' history. Moreover, the design should integrate some elements of the Ecological Spines to provide opportunities for passive recreation, access to nature, and awareness of hydrological processes.

## HYBLA VALLEY-GUM SPRINGS DISTINGUISHING ELEMENTS (CONTINUED)

### 4 OTHER PUBLIC SPACES

Public spaces, including streetscapes and open spaces, should pay tribute to the area's rich history. Where applicable, public spaces should memorialize the legacy of the Gum Springs community and Hybla Valley's aviation and drive-in movie theater history through public art installations and other interpretive elements.

### 5 SIGNATURE GREEN BUILDINGS

Given Hybla Valley's unique location and major ecological assets, the design of buildings and building façades should visibly incorporate sustainable materials and design treatments in a manner that demonstrates its sustainability. Façade treatments should utilize durable and sustainably-sourced materials and technologies. Buildings should also incorporate features such as green walls or roofs, alternative energy generation via district energy systems, geothermal systems, solar panels, and building-integrated wind turbines.

Graphics 38A, 38B, and 39 show the urban design framework and distinguishing elements map for the Hybla Valley-Gum Springs CBC.

### 6 OTHER PUBLIC SPACES

**Northern Gateway to Mount Vernon:** South of the Hybla Valley-Gum Springs CBC at the intersection of Richmond Highway and Old Mt Vernon Rd is one of two routes that visitors will use to travel to Mount Vernon from Richmond Highway. This gateway should be celebrated with signage, lighting, public art, landscaping, and other public realm features.

#### **Note on Hybla Valley- Gum Springs Heritage Resources**

Developers should consult community groups such as the Gum Springs Historical Society when creating features within the Legacy Corridor and other public spaces that relate to local history.



Rochester, NY



Vancouver, BC



Brooklyn, NY

#### TOP & MIDDLE

Examples of public spaces and buildings that commemorate local history with public art  
Image Credit: The Republic, City of Vancouver

#### BOTTOM

A building that visually expresses sustainable elements along façades and roofs  
Image Credit: Tim Fisher



# 6E

## WOODLAWN

Woodlawn is poised to become a village center and tourism hub that is tied to the planned “Cultural Corridor” connecting the CBC to key cultural destinations. It is distinguished by the abundance of nearby historic sites and regionally significant cultural resources, including the Mount Vernon Estate, George Washington’s Gristmill, the Woodlawn and Pope-Leighey House, and the National Army Museum. It also has distinctive environmental assets such as Dogue Creek and is proximate to the Potomac River.

As a village center, the CBC should provide commercial uses to support the Woodlawn community as well as amenities to complement the visitor experience. Hotels, restaurants, and shops should line the Livability Spine along the realigned Sacramento Drive-Cooper Road. The Livability Spine should elicit the feel of a traditional Main Street with smaller scale buildings, architectural detailing, and traditional building materials such as brick.

The Cultural Corridor includes a series of existing and planned trails that connect various points of interest together along the path. The trails are designed along roadways and stream valleys and may include features such as wide paved areas for shared use by cyclists and pedestrians, wayfinding and educational signage to describe the various destinations along the routes, lighting, special paving, and other features that help build a sense of identity for the trail.

*Graphic 40* shows the urban design framework and distinguishing elements map for the Woodlawn CBC.

### KEY DESIGN THEMES

The following key themes should be considered when designing architecture, public space, public art, and other physical elements of a project:

- Village center feel
- Main Street character
- Celebration of nearby ecological resources
- Traditional aesthetic, including the use of traditional architectural details and brick

#### LEFT

Sacramento Center

Image Credit: Rhodeside & Harwell



Fairfax County, VA

#### RIGHT

View of Towneplace Suites from the south side of Richmond Highway  
Image Credit: Rhodeside & Harwell



Fairfax County, VA


# GRAPHIC 40: WOODLAWN CBC - URBAN DESIGN FRAMEWORK AND DISTINGUISHING ELEMENTS MAP

## NOTE:













Refer to the *Conceptual Open Space* graphic in the Comprehensive Plan for CBC park types and locations.

## KEY




### Distinguishing Elements

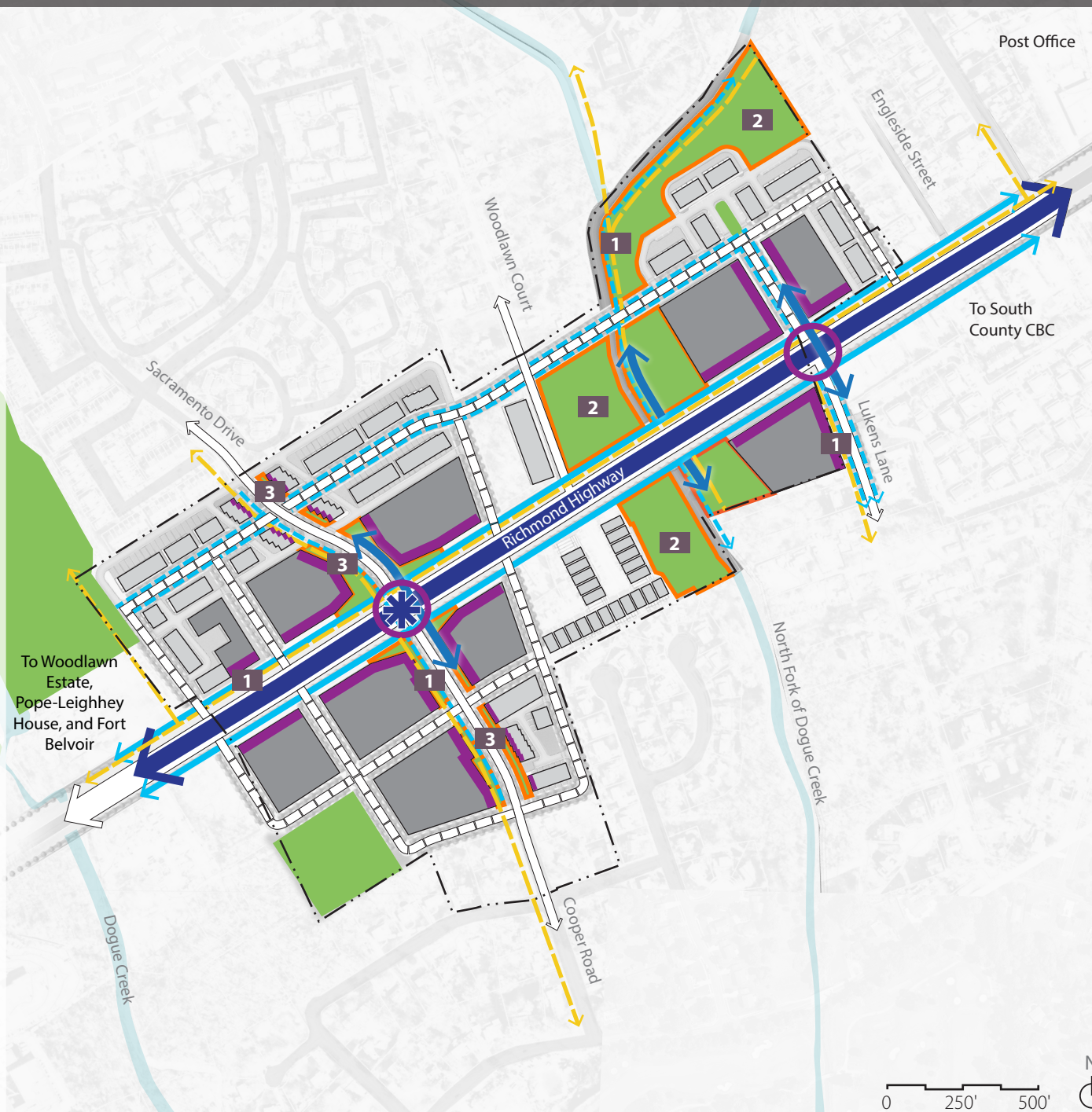
- 1** Cultural Corridor
- 2** Ecological Spine
- 3** Livability Spine
-  Distinguishing Parks

### Framework Elements

-  BRT
-  BRT Station
-  Focal Point
-  Pedestrian Connectivity
-  Cultural Corridor
-  Enhanced Streetscape + Cycle Track
-  Bike Facility/Multi-Use Path
-  Planned Street
-  Perennial Streams
-  Open Space
-  Activated Ground Floors
-  CBC Boundary

### CBC Building Heights

-  High (10+ Floors)
-  Medium (5-9 Floors)
-  Low (1-4 Floors)





## DISTINGUISHING ELEMENTS

### 1 CULTURAL CORRIDOR

The Cultural Corridor is a proposed system of shared-use paths that links the CBC to key destinations such as Mount Vernon Estate and Woodlawn Estate & Pope-Leighey House. The Cultural Corridor's shared-use paths should be designed to encourage exploration of the area and its history through wayfinding features. Shared-use paths should connect, highlight, and interpret local heritage destinations by incorporating special locational and interpretive markers. Consistent branding and visual elements should be utilized throughout the Cultural Corridor to make the shared-use paths identifiable. History and historical narratives should be highlighted in special locations. Interpretation might include the use of plaques, maps, and signage as well as embedded pavement markers.

The implementation of the Cultural Corridor should also explore potential connections to the Legacy Corridor in the Hybla Valley-Gum Springs CBC.

#### LEFT

Shared-use paths can connect and highlight local heritage destinations by incorporating clear wayfinding and special markers along the route  
Image Credit: Indianapolis Cultural Trail



Indianapolis, IN

#### RIGHT

Examples of parks that incorporate natural waterways as part of the design. Such parks support hydrological resources while accommodating a variety of recreational activities  
Image Credit: Boffa Miskell Landscape Architecture

Developers should consult County Heritage Resources Staff, The National Trust for Historic Preservation and community groups when creating features within the Cultural Corridor that relate to local history.

### 2 ECOLOGICAL SPINE

As a Type 4 Ecological Spine, Woodlawn's Ecological Spine should have a relatively consistent natural character, as compared to other Ecological Spines in the Richmond Highway area that abut or intersect with transportation infrastructure and development. The guidelines for the Type 4 Ecological Spine (see Section 3B.2) provide additional design guidance and special landscape applications along the North Fork of Dogue Creek. A linear park should run along the Ecological Spine to provide recreational opportunities and connect people to the environment.



Auckland, New Zealand

## WOODLAWN DISTINGUISHING ELEMENTS (CONTINUED)

### 3 LIVABILITY SPINE

Woodlawn's Livability Spine is intended to function as a village main street and should provide amenities for both visitors and residents. The Livability Spine should pay tribute to Woodlawn's history by incorporating traditional architectural features and interpretive elements (plaques, signs, and art) that highlight aspects of the area's history. The design of the Livability Spine should incorporate flexible spaces that support a wide range of community gatherings and programming; in particular, local programming that appeals to tourists. For example, these spaces should accommodate temporary vendors and opportunities to feature local products and crafts for sale (e.g. "Made in Fairfax").

For detailed guidance regarding Livability Spine design and programming, see Section 3B.1.

### 4 OTHER PUBLIC SPACES

**Southern Gateway to Mount Vernon:** South of the Woodlawn CBC at the intersection of Richmond Highway and Mt Vernon Memorial Hwy is one of two routes that visitors will use to travel to Mount Vernon from Richmond Highway. This gateway should be celebrated with signage, lighting, public art, landscaping, and other public realm features.



Nantucket, MA



Beaufort, SC

#### TOP & BOTTOM

Examples of village main streets with active ground floors, generous landscaping, and flexible spaces for community gatherings  
Image Credit: Nantucket Island Resorts, Enjoy Miami Beach, Habersham Land Company