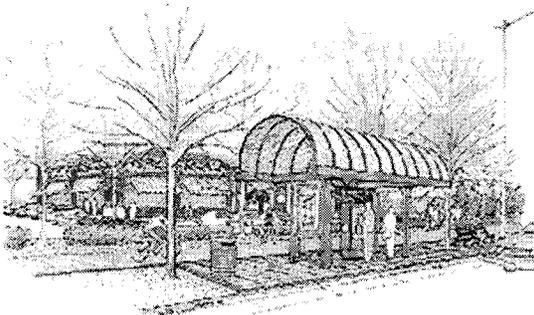


**Urban Design  
& Streetscape  
Concepts**

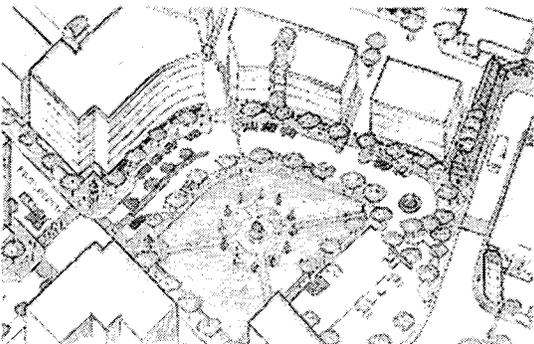
**Merrifield  
Suburban Center  
Study**

Fairfax County, Virginia  
Department of Housing  
& Community Development

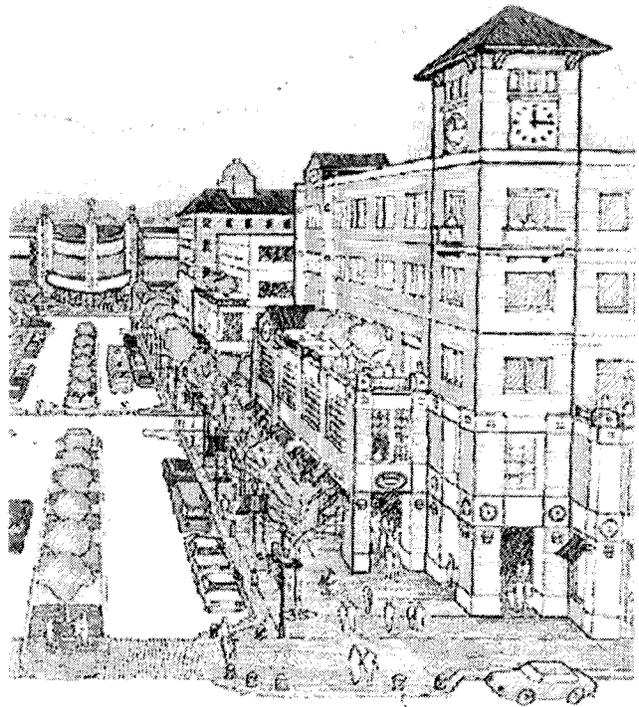
Revitalization Programs



New Gallows Boulevard



Metro Station Area Core



Town Center Area Festival Street

**Strategic Land Planning, Inc.**

Community Planners & Designers

**Lewis Scully Gionet, Inc.**

Landscape Architects

Final Report  
January 20, 2000

**Urban Design  
& Streetscape  
Concepts**

**Merrifield  
Suburban Center  
Study**

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Fairfax County, Virginia  
Department of Housing  
& Community Development

Revitalization Programs

Prepared by:

**Strategic Land Planning, Inc.**  
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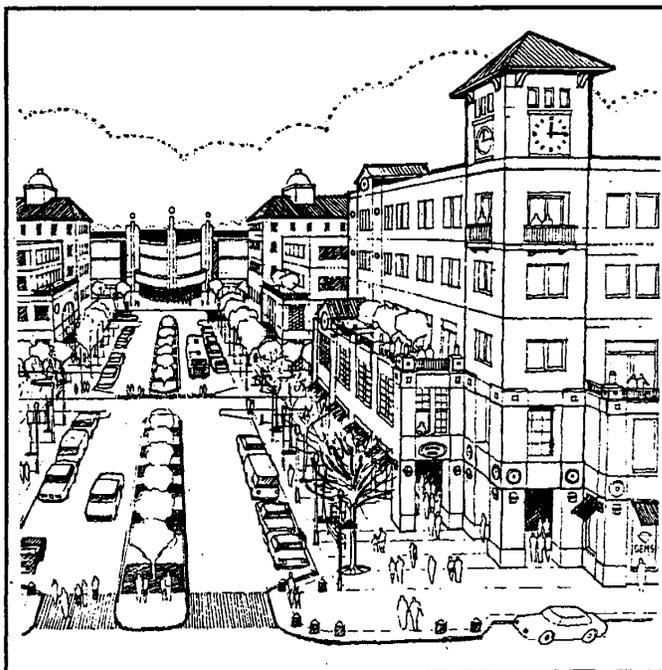
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# 1.0

## Introduction

The Merrifield Suburban Center Task Force was formed by Fairfax County to develop a new plan for the redevelopment and revitalization of the Merrifield area. The product of their efforts will be included in the Fairfax County Comprehensive Plan. In the course of their deliberations, the Task Force determined that their vision for the future of Merrifield could be better expressed if it included not only land use, transportation, utility, and environmental recommendations, but also urban design and streetscape concepts. As a result, the Fairfax County Department of Housing and Community Development, a participant in the Merrifield planning effort, contracted with Strategic Land Planning, urban designers and planners, and Lewis Scully Gionet, landscape architects, to develop these concepts for the core area of Merrifield.

The Merrifield Suburban Center is located in eastern Fairfax County adjacent to I-495 and includes land in all four quadrants surrounding the I-495 / Route 50 interchange. It comprises approximately 1,330 acres excluding major roads. The major focus of this urban design / streetscape study is the northwest quadrant, a mixed light industrial, retail, and office area bounded by I-495 on the east, I-66 on the north, Route 50 on the south and Prosperity Avenue on the west. The Dunn Loring - Merrifield Metro Station is located at the northeast corner of the area near the I-66 / I-495 interchange. This 800-acre core area of Merrifield has developed incrementally over the years in a wide variety of uses that currently present a very disorganized and less than attractive image. Major goals of the Task Force are to encourage the redevelopment and revitalization of this core area and make it more attractive, a place where people will want to work, shop, and reside.



*Figure 1.1:  
Merrifield has  
great potential  
for redevelopment and  
revitalization;  
it can be transformed  
into a new  
urban village  
for Fairfax County.*

## 2.0

### Overview of the Urban & Streetscape Design Process

The Urban Design / Streetscape consultant team used the following process to develop the urban design plans and illustrations that are presented in this report:

- Kick-off meeting with County staff and Task Force leaders to discuss current Task Force ideas and concepts for Merrifield, known and potential development projects proposed, key area stakeholders, existing land use and transportation plans and zoning, etc. Collection of other background materials, reports, and maps.
- Site visit and photographic record
- Preparation of base maps
- Meeting with developers planning projects within the Merrifield core area and review of those plans of development
- Worksession with the Task Force to include the following:
  - Presentation of Draft Urban Design Principles for Merrifield
  - Slide show illustrating the design principles
  - Presentation of Task Force's current land use recommendations in map form
  - Discussion of focus areas for revitalization: the Metro Station area and a new Town Center
  - Discussion of concepts of transit-oriented development, multi-modal transportation systems, walkability, and street connectivity using Old Town Alexandria as a model
  - Presentation of two early urban design concept "bubble" diagrams (Concepts A and B) at 1" = 300' for the Merrifield core area showing alternative Metro Station and Town Center focus areas
  - Presentation of early concepts for streetscapes for five different types of streets proposed for Merrifield
- Based on comments from the Task Force and further conversations and meetings with County staff, the consultant team developed more refined urban design and streetscape concepts
  - Two refined alternative urban design illustrative drawings (Concepts A and B) at 1" = 300' showing the two focus areas, a proposed new grid of streets, potential building and parking locations, parks and squares, and streetscape connections. Descriptions of possible land uses and the general character of each focus area were also prepared.
  - Streetscape sections for the proposed five street types
- Presentation of the refined urban design concepts and streetscapes to the Task force for comment
- Preparation of a draft report summarizing the draft urban design and streetscape concepts and including a draft Gallows Road Streetscape Plan
- Decision by the Task Force to keep both urban design concepts A and B for inclusion in the Comprehensive Plan
- More detailed illustrative Concept Plans for the Metro Station Area and Town Center based on urban design concept A at 1" = 100' scale showing streets, development blocks, alleys, parking areas, building footprints, pedestrian plazas, walks and paths,

- and overall streetscape designs; supporting plan notations and text descriptions describing the parking concept for each of these plans
- Perspective, isometric, and/or other illustrative drawings of key plan areas
  - Streetscape concept cross-sections for the five types of streets, illustrative details, recommended palette of materials, manufacturers' literature for architectural and site elements
  - Gallows Road Streetscape Plan at 1" = 50' ( I-66 to Rt. 50 )
  - Gallows Road Streetscape Demonstrate Area Illustrative Plan at 1" = 25' scale
  - Final Report summarizing the above.

# 3.0

## Urban Design Principles for Merrifield

At the first worksession with the Task Force, the design team introduced the concept of urban design principles for Merrifield. These principles would be used to guide the development of the Task Force's recommended urban design and streetscape concepts and would be included in the Comprehensive Plan for use in evaluating development proposals. Based on discussions with the Task Force, the following urban design principles are recommended for Merrifield:

### Urban Design Principles for Merrifield

1. Create a sense of place by developing mixed use focus areas at the Dunn Loring - Merrifield Metro Station and at a new "town center"
2. Provide transportation connections throughout Merrifield by creating a grid of well-landscaped streets and pedestrian paths
3. Integrate land uses through architectural and landscape transitions
4. Create buildings and developments of "human scale"
5. Avoid a townscape dominated by parking
6. Accommodate alternative transportation modes
7. Provide attractive and usable community civic and recreational space

Photos of urban places that exhibit these design principles are presented below to illustrate each design principle.

1. **Create a sense of place by developing mixed use focus areas at the Dunn Loring - Merrifield Metro Station and at a new "town center"**

The Task Force wishes to focus more intensive redevelopment efforts in two areas of the Merrifield Core Area:

- The Dunn Loring - Merrifield Metro Center Area to include land immediately around the station entrance owned by WMATA as well as land generally within a 5 to 7.5 minute walk from the station. This should be a mixed-use area of offices, multi-family residential, hotel, restaurant, and service retail uses and perhaps even higher education. Quality architecture and streetscapes and a focal plaza or park are envisioned. Examples of existing Metro station developments that exhibit the character and sense of place desired include Carlyle and Braddock Place in Alexandria.



Figure 3.1:  
Braddock  
Place, a  
community-  
scaled transit-  
oriented  
project



Figure 3.2:  
Carlyle,  
an urban  
campus-  
style  
project

- The Merrifield Town Center to be located west of Gallows Road and south of Route 29 in the vicinity of the existing Multiplex Cinema. A new “downtown” would arise from this area of vacant land and low intensity uses to become the retail and entertainment center for Merrifield. Retail shops, restaurants, theaters, professional offices and residential uses are contemplated much like the mix at Reston Town Center or Shirlington. Civic uses, a central plaza or park, as well as green areas for recreation and events are proposed.

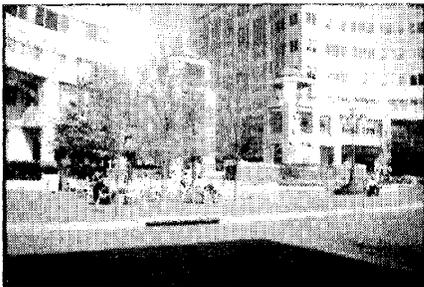


Figure 3.3:  
Fountain Plaza  
Reston  
Town Center

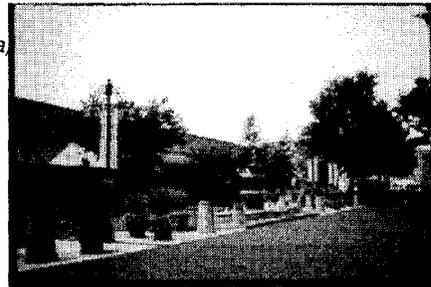


Figure 3.4  
Shirlington  
Village  
Main Street  
Plaza

**2. Provide transportation connections throughout Merrifield by creating a grid of well-landscaped streets and pedestrian paths**

The goal is to provide a dense network of transportation routes to ensure multiple access points and travel routes. By providing multiple roads, no one road receives the brunt of the traffic thereby forcing the creation of a wide traffic-filled collector that is inhospitable to pedestrians and bicyclists. The grid of relatively narrow streets lined with sidewalks would accommodate many modes of transportation. Because this is a redevelopment area, it may be difficult to obtain rights-of-way for all the desired streets of the grid. Where sufficient right-of-way for a street cannot be obtained, private drives and/or pedestrian cross-block connections should be provided.

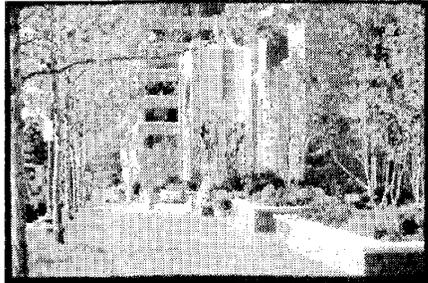


Figure 3.5:  
Dulles Corner  
features a  
central  
pedestrian  
spine



Figure 3.6:  
Spectrum  
provides  
on-street  
& internal  
walks

Included in this principle is the concept that the grid of streets and paths must be attractively landscaped to entice people out of their cars and to promote walking and bicycling. Old Town Alexandria's grid and attractive streetscapes provide an ideal to strive for even though that fine scale of grid may not be achievable.



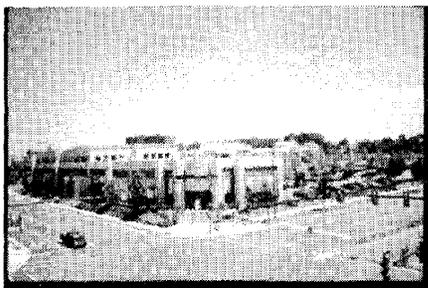
*Figure 3.7:  
Silver Spring  
streetscape*



*Figure 3.8:  
Old Town  
Alexandria's  
grid of  
streets*

### **3. Integrate land uses through architectural and landscape transitions**

In Fairfax County the tradition in land use planning has been to isolate different land uses and place wide green buffers between them (with planned development projects being the exception.) This is not appropriate for the mixed-use urban areas planned for Merrifield, particularly at the Metro Station and in the Town Center. Principle Number 3 promotes the use of architectural transitions and streetscapes to integrate land uses with traditional landscape buffers provided only where successful architectural or streetscape transitions are difficult to achieve. An example of the latter might include the instance where a loading dock for a shopping center abuts a residential area. The following photos provide examples of successful architectural and streetscape transitions between different land uses.



*Figure 3.9:  
Spectrum  
uses corner  
buildings as  
transitions*



*Figure 3.10:  
Kentlands  
celebrates  
transitions  
with focal  
architecture*

#### 4. Create buildings and developments of “human scale”

In the Metro Station Area and the Town Center, the Task Force contemplates building intensities of more than 1.0 FAR (Floor Area Ratio). To achieve such FARs, buildings will exceed residential scales of 1 to 3 stories, more than likely exhibiting 5 or more stories. In order for people to be comfortable surrounded by tall buildings, buildings and streetscapes must be designed to mask or soften building mass. The following photos illustrate some ways this might be done. Human scale is defined not only by architectural space, but also by block sizes and walking distances. Principles 2. and 6. lead to human scale for walking.



Figure 3.11:  
*'Softening'  
a tall  
building in  
San  
Francisco*

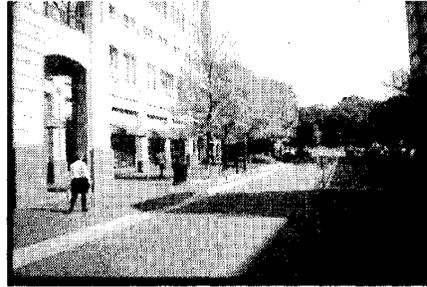


Figure 3.12:  
*In Reston,  
pedestrian  
arcades &  
building  
upper floors  
that 'step  
back'*

#### 5. Avoid a townscape dominated by parking

Vast areas of surface parking between the street and the buildings they serve do more to deaden an area than any other land use. This principle promotes reducing the negative visual impact of both surface and structured parking areas through a number of methods:

- Bringing buildings to the street and placing the parking lots behind them
- Placing parking under ground, under buildings or within structures
- Breaking up parking areas into smaller lots that are well landscaped
- Screening parking with walls, hedges, and trees

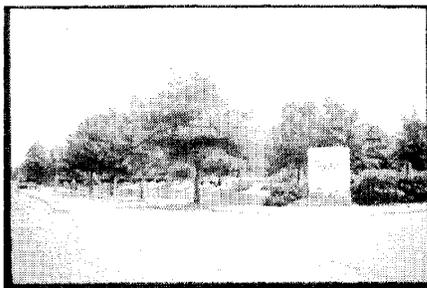


Figure 3.13:  
*Shirlington,  
where walls  
& trees  
screen the  
parking*



Figure 3.14:  
*Shirlington  
features  
parking  
'in back'  
with  
pedestrian  
arcade  
links*

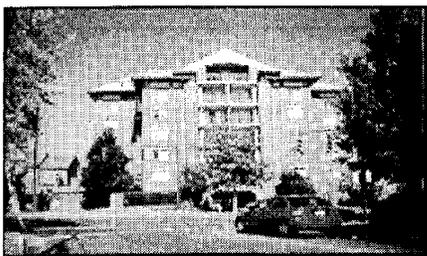


Figure 3.15:  
*Braddock Place  
features parking  
under the  
building &  
plaza*

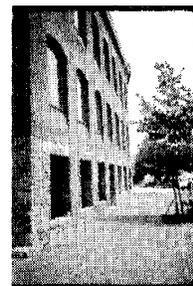


Figure 3.16:  
*'Tuck-under'  
parking done  
beautifully  
in Old Town  
Alexandria*

## 6. Accommodate alternative transportation modes

The goal is to make Merrifield transit-oriented, highly walkable, and hospitable to bicycling. Connecting sidewalks and carefully planned bike routes are recommended throughout the Merrifield area. Support facilities to serve walkers and bicyclists, such as benches, bicycle racks and storage lockers, and telephones should be located at destinations and at appropriate rest spots and parks. Land use intensities should be set high enough around the Dunn Loring - Merrifield Metro Station to take advantage of public transit. Bus, and possibly even circulator light-rail, routes should be included in County plans, as appropriate.



Figure 3.17:  
A multi-user  
path &  
bus shelter  
at Plaza  
America



Figure 3.18:  
As in  
Portland,  
Merrifield's  
future could  
include  
light-rail

## 7. Provide attractive and usable community civic and recreational space

Two types of civic / recreational space are recommended for the Merrifield Core Area:

- High amenity urban plazas with a central focal element, e.g., fountain or sculpture, and street furniture, paving and landscaping. Recreational uses and/or performance spaces should also be included where feasible, e.g., skating rink, play ground, speaker's corner, band stand or informal outdoor stage
- Green space for outdoor sports and large events, most likely associated with the Luther Jackson School



Figure 3.19:  
At Dulles  
Corner, a  
central park  
with walks  
& seating  
areas



Figure 3.20:  
Pershing Park  
is an urban  
oasis in the  
heart of  
Washington,  
DC

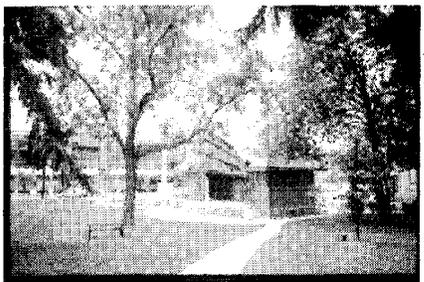


Figure 3.21:  
A 'town center  
bandstand &  
village green  
in  
Gaithersburg



Figure 3.22:  
In the heart  
of  
Georgetown,  
a pocket park  
provides  
quiet refuge

# 4.0

## Building Blocks for Creating a New Urban Design Framework for Merrifield

### A Focus on Two Key Mixed-Use Areas

The Merrifield Suburban Center Citizen’s Task Force has clearly endorsed the concept of mixed-use development at two key focal points within the study area, the Dunn Loring-Merrifield Metro Station and a proposed new Merrifield Town Center Area centered in the southwest quadrant of Lee Highway (US Rt. 29) and Gallows Road.

The design team reviewed the array of preliminary future land use scenarios which the Task Force had developed for these two focal areas and for the area between them. The team used as a departure point for its work the Task Force’s Scenario #5, an option that is typified by “maximizing” the residential element of the mix of uses. Within this scenario the team focused on those land units that make up the two focal areas and the “link” area between.

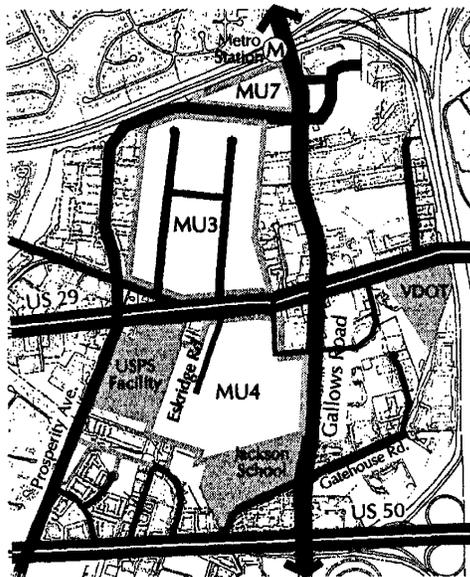


Figure 4.1: Relevant Task Force-prescribed mixed-use areas

Within the Task Force Scenario #5, three mixed-use types are assigned to the focal and link areas. These include: “MU7” for the Metro Station site (this use mix features 90% office and 10% retail with no residential element); “MU3” for the Metro Station Area (this use mix features 35% residential, 45% office and 20% retail); and, “MU4” for the Town Center Area (this use mix features 35% residential, 40% office and 25% retail.) The proposed development intensity for the Metro Station Area ranges from 1.75 FAR along the south side of Prosperity Avenue with a transition downwards to 0.7 FAR just north of Lee Highway; the Metro Station site is proposed at a 1.0 FAR. The proposed development intensity for the Town Center Area is set at 1.2 FAR.

### Connectivity, Walking Distances & Block Patterns

In developing vehicular transportation plans for the study area, the design team built upon the current Comprehensive Plan’s circulation recommendations, as further amended by the Task Force. The potential for further circulation system refinement was examined in light of the need for enhanced vehicle and pedestrian connectivity and appropriate development block sizing.

Walkability is a key attribute of a successful mixed-use center. Alternatives to drive-alone vehicle use depend on creating safe, comfortable and inviting pedestrian and bicycling

environments, both in residential neighborhoods and commercial areas. The design team delineated convenient walking distance arcs from the Metro Station overlaid on the refined street grid. Walking distances illustrated include:

5	Minute Walk / 1,320 feet	High Transit Accessibility
7.5	Minute Walk / 2,000 feet	Intermediate Transit Accessibility
10	Minute Walk / 2,640 feet	Outer Edge of Easy Transit Accessibility

The delineation of convenient walking distance arcs provides further criteria to define the limits of the Metro Station Area mixed-use zone. The core transit-related pedestrian zone is generally delimited by an average 2,000 feet walking distance from the Metro Station. Similar walking distance arcs are drawn from the center of the proposed Town Center Area; it is notable that the entire Town Center area fits within the 5-minute walking distance from the centerpoint of the area and that much of the urban design study area falls within a 10-minute walk of the centerpoint. Another attribute of the Town Center is its relatively close proximity to the Metro Station at approximately three quarters of a mile, or a fifteen-minute walk. (By way of comparison, the King Street Metro Station in Old Town Alexandria, Virginia is approximately one mile from City Hall near the waterfront.) This relatively short distance provides an opportunity to create a strong pedestrian and vehicular link between the Metro Station and the Town Center. Merrilee Drive extended across Lee Highway to connect to Eskridge Road would create just such a link, and it is proposed as the new Merrifield "Main Street."

A new street grid offers the opportunity to create a set of human-scale development blocks as the basis for community-building within the Metro Station and Town Center areas. A wide range of potential block sizes were examined for application to the Merrifield focal areas; these ranged from small (2-acre) blocks in Old Town Alexandria, to 5-acre blocks in the core area of Reston Town Center and upwards of 8 acres in the non-core areas of Reston Town Center to 16 acres in new development blocks in the Research Triangle Areas of North Carolina. The design team selected the following general ranges of development block sizes for the Merrifield mixed-use focus areas:

Metro Station Area	2.5 to 10 acres; 5-7 acres preferred
Town Center Area	3.5 to 10 acres; 6-8 acres preferred

### **Refinement of the Area Street Hierarchy**

Building further on the Task Forces circulation recommendations, the design team organized the new street system into a hierarchy of streetscape types which reflect the role that each type plays in serving the newly planned Merrifield area. This refined hierarchy of streets, illustrated in the accompanying diagram, features Gallows Road as the area arterial connecting Merrifield to areas north and south, a "ring road" extending Prosperity Avenue eastward from Gallows looping throughout the core area, cross streets connecting east and west across the area, and finally a new "main street" connecting the Metro Station Area and the new Town Center. This group of streets is augmented by the regional arterials U.S. 29 and U.S. 50 as well as by local serving streets and drives. The characteristics of the streetscape types are described as follows; illustrations are provided in Chapters 7 and 8:

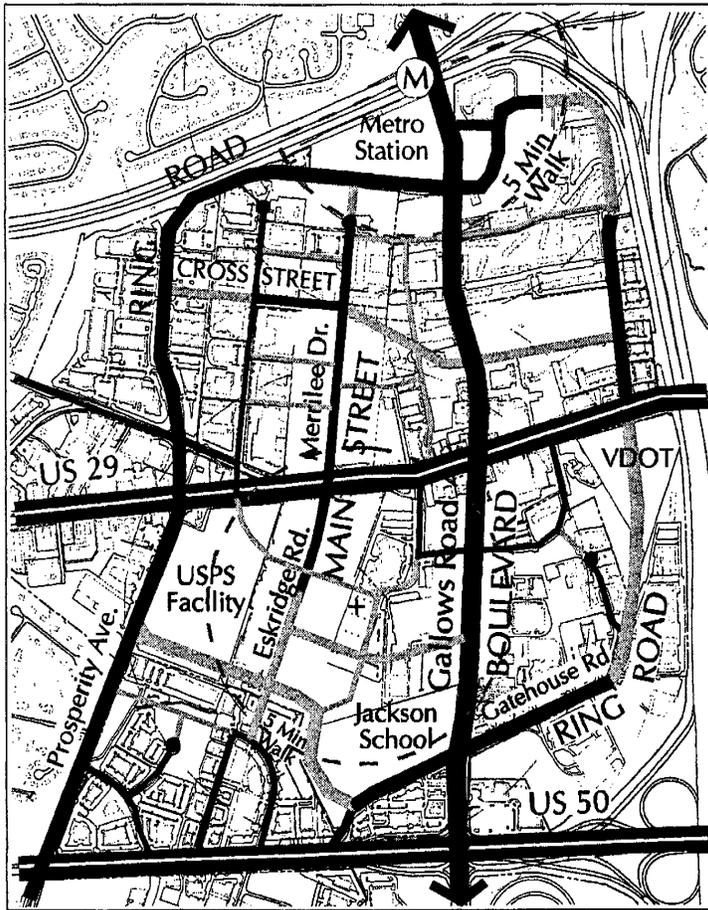


Figure 4.2:  
Circulation System Hierarchy:  
Possible future hierarchy  
of streets, drives and paths  
as refined by Task Force  
& Design Team; existing  
streets are shown in black  
with future links in grey.  
Also shown are 5-minute  
walking distance arcs  
centered on the Metro  
Station and proposed  
Town Center.

#### Parkway:

This level of streetscape applies to US Route 50 as it passes through the study area. The concept is one of a generously landscaped roadway featuring four to six traffic lanes, controlled access and a center median. The parkway also features a significant pedestrian/bicycle path along at least one side, while providing a pedestrian sidewalk along the other; the street design would be bus-friendly. Street trees are organized in mass plantings with median plantings of informal flowering trees, shrubs and flowers.

#### Boulevard:

From I-66 southward through the study area Gallows Road is treated as a boulevard-style street. As the signature arterial street for Merrifield, it is a generously landscaped, but more formal roadway featuring four to six traffic lanes, controlled access and a center median; the street design would be bus-friendly and, in the future, accommodate rail transit. The boulevard also features a significant pedestrian/bicycle path along one side and a pedestrian sidewalk along the other. Street trees are evenly spaced, ordered plantings with median landscaping of similarly organized flowering trees, shrubs and flowers.

US Route 29 (Lee Highway) is also treated as a boulevard as it passes through Merrifield; however, this roadway features even more access control than Gallows Road, with individual parcel access primarily occurring from intersecting streets. Although the boulevard streetscape treatment here should complement overall themes and concepts of Gallows Road, some variations in specific design details, landscape materials and streetscape furniture may be appropriate. Key intersection treatments at Gallows Road and Merrilee Drive should be compatible with the actual streetscape designs for those cross-streets. Gallows Road is a 'signature boulevard,' representing the primary *area arterial* streetscape design theme, while Merrilee is the area's new *local-serving* 'main street.'

#### Ring Road:

The "Prosperity Ring Road" is intended to serve the core area by distributing local traffic from neighborhoods and commercial districts to Gallows Road and Lee Highway (U.S. 29.) This streetscape features four traffic lanes without a center median and on-street dedicated bicycle lanes on both sides. The street trees are organized in evenly spaced, ordered plantings.

#### Cross Street:

These are streets that further refine the new street grid by connecting the ring road, boulevard and existing streets; they are critical in enhancing internal traffic flow within the core area. These streets typically have two traffic lanes with on-street parking along at least one side. They may have traffic-calming features such as raised mid-block pedestrian crossings, small traffic rotaries, and curb and sidewalk "bulb-outs" at intersections. Street trees are evenly spaced and separate the vehicular and pedestrian ways where possible.

#### Main Street:

The "main street" is designed to provide an inviting, safe and direct vehicular and pedestrian connection between the Metro Station Area and Town Center Area. At a minimum this street features two traffic lanes with on-street parking on each side. Traffic calming features are employed to enhance pedestrian and bicycle safety. A generous pedestrian area (at least 20' wide) is provided on each side of the street; this area features evenly spaced street trees, unified streetscape furniture design and special paving accents. In the Metro Station and Town Center Areas, buildings are located at the right-of-way line, with street-level retail, restaurant and entertainment uses enlivening the street. Some segments this type of street, such as the proposed 'festival street' in the Town Center Area, may contain a center median with special landscaping, paving and amenities (such as fountains.) It is likely that these segments will be private streets.

# 5.0

## Development of Urban Design Concepts for Key Areas

### **Common Themes Underlying Both Alternative Concept Plans**

The design team developed two alternative urban design concepts for the core area of Merrifield. Both focus the most concentrated mixed-use development near the Dunn Loring-Merrifield Metro Station and within the proposed new Town Center Area; these two areas are connected by a new “main street” for Merrifield along the Merrilee Drive/Eskridge Road axis. Each concept allows for ongoing redevelopment of uses along a newly upgraded and landscaped “Gallows Boulevard,” which will become the new signature arterial street for Merrifield. A completed ring road provides local access to the existing business and residential neighborhoods around the perimeter of the core area; new cross streets further enhance local mobility.

Overall development intensities ranging from 1.0 to 1.75 FAR in the Metro Station Area (MSA) and at about 1.0 FAR in the Town Center Area (TCA) are common to both plans even though the FARs in the MSA feature a downward transition away from Prosperity Avenue in Alternative A. Both concepts call for the development of the WMATA property at the Metro Station in a mix of retail and office uses at a 1.0 FAR; any redevelopment of the existing surface parking will require its replacement in a new plan, with much of that parking underground or in structures. WMATA representatives suggest the future development of a parking structure over the existing bus and “kiss and ride” operation; also a new entrance to that operation off of Prosperity Avenue, as shown in both alternative plans, is being contemplated. Interestingly, the overall development yield for both alternative plans is around 4.25 million gross square feet (gsf) of new mixed-use space within the MCA and TCA and about 1 million gsf of potential space within the link zone under current zoning, as delineated on the concept plans. Alternative A features a larger MSA zone and more compact TCA zone, while the opposite is true of Alternative B.

The northward extension of Merrilee Drive, in the form of new “main street,” provides direct vehicular and pedestrian access to the Metro Station and serves the proposed new development there. Both alternative plans promote the use of substantial structured parking and generously landscaped and screened surface lots. High quality streetscapes and pedestrian areas are called for in each case, with a concentration of such amenities along the new main street and throughout the more intensively developed mixed-use areas. A high-amenity festival street is proposed for the TCA; this street is designed to be the focus of retail, restaurant, entertainment and civic activities there. For each focal area formal green squares and public spaces complement the private development, with recreational uses and/or performance spaces integrated where feasible (examples include a skating rink, play ground, band stand or informal outdoor stage.) In both options a major green space for hosting outdoor sports and community events is recommended, through a cooperative use agreement with the County Schools, at the Luther Jackson School athletic field.

## **Unique Aspects of Alternative Concept Plan A**

In Alternative Urban Design Concept Plan A (Figure 5.1), a public square or green is proposed at the northeast corner of the new main street and Prosperity Avenue; this is a focal outdoor civic space. The mixed-use Metro Station Area (MSA), which has a regional transit focus, extends south of Prosperity Avenue to the proposed new east-west cross street. FARs within this area transition from 1.75 along Prosperity to 1.25 at the cross street; the lower end of the intensity range could take form as an urban campus setting for a possible higher education use. A landscaped new "main street" connects the MSA, via a transitional "link area" of existing industrial and business uses, across Lee Highway to the new Town Center Area; the development intensity within the link area is proposed to remain at about 0.5 FAR.

Substantial new streets are planned to serve a compact, mixed-use Town Center Area (TCA), which is bounded by Lee Highway on the north, the USPS facility on the west, an existing office park and the Jackson School on the south and the Fairfax Plaza Shopping Center on the east. Eskridge Road will become the Town Center segment of the new Merrifield Main Street; Dorr Avenue is extended south, through the USPS property, and east into the TCA. Gatehouse Road is redirected northward from Gatehouse Plaza along the western boundary of the Jackson School to connect to Strawberry Lane, forming a new loop access street for the TCA. An additional connecting street links this new loop westward to Prosperity Avenue south of the USPS property, thereby fulfilling the "ring road" concept within the Merrifield core area. An internal set of local streets fills out the TCA grid.

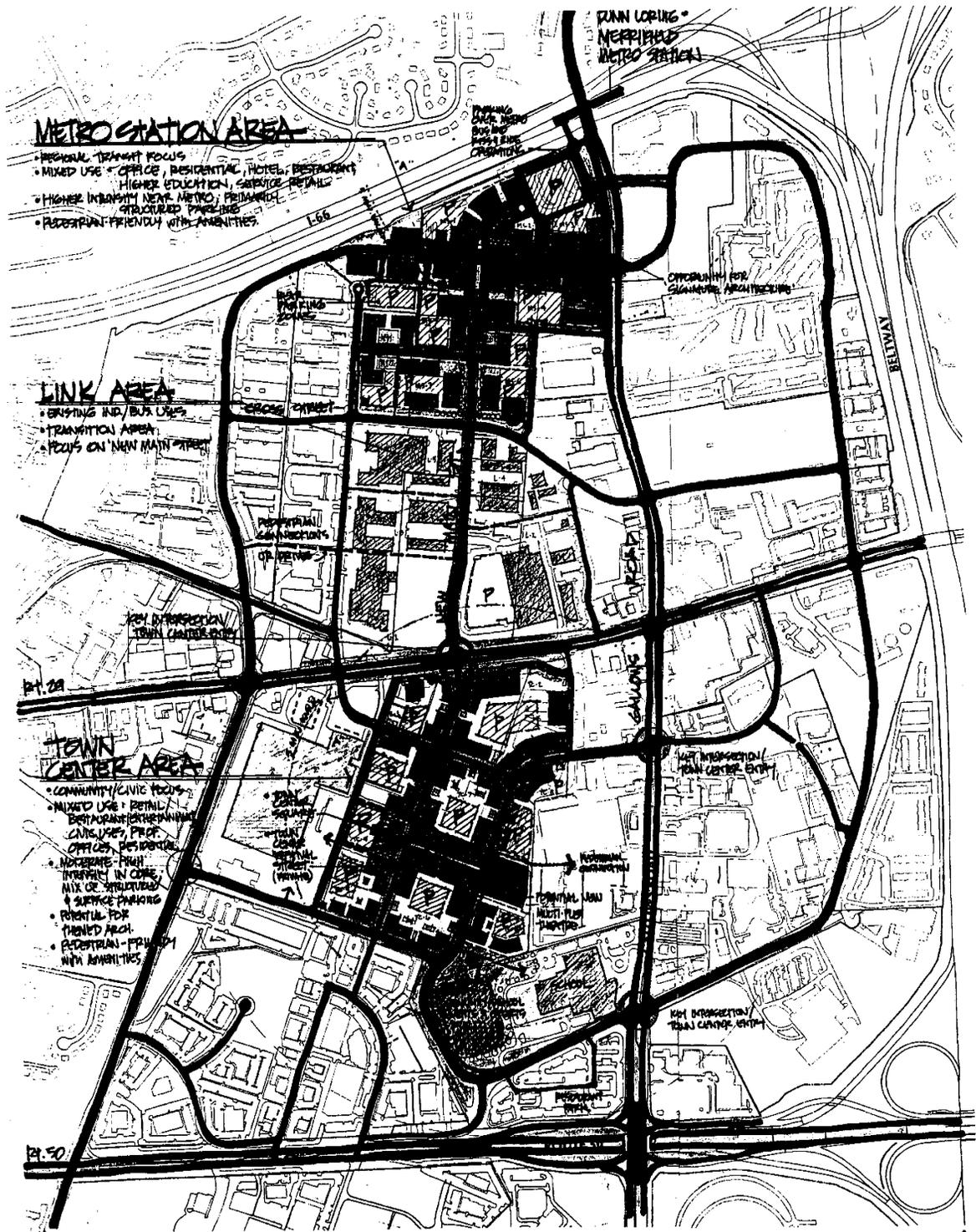
In this alternative, the existing multi-plex theatre site is slated for mixed-use redevelopment with the replacement of the current theatres by a new, stadium seating style facility. The new multi-plex theatre is shown as a key entertainment destination in this community, civic and retail/restaurant/entertainment area. A significant urban design element is the proposed "festival street" between the TCA loop and Merrifield "main street"; this is likely to be a private street with very high quality pedestrian area amenities. The festival street is anchored on the west by a new Town Center Square and parking structure, which replaces the surface lot used by the Postal Service; on the east, the street is anchored by the new multi-plex theatre complex. The entire area is planned for redevelopment in a mix of retail, office and residential uses at a 1.0 FAR and features high amenity streetscape and open space treatments.

## **Unique Aspects of Alternative Concept Plan B**

In Alternative Urban Design Concept Plan B (Figure 5.2), the public square is relocated from Prosperity Avenue to an interior site at the new terminus of Merrilee Drive. This location no longer provides the high visibility of the Prosperity Avenue site, but it is closer to the Metro Station entrance and would be more convenient to transit riders. The mixed-use Metro Station Area (MSA) is more compact than in Alternative A and extends just south of Prosperity Avenue to a pair of new local streets. FARs within this area are set at 1.75 to create a more urban environment along Prosperity. The new "main street" connects the MSA, via a transitional "link area" of existing industrial and business uses, across Lee Highway to the new Town Center Area. The development intensity within the link area, which is larger in this alternative, remains at about 0.5 FAR. Under this concept, small 'pocket parks' are proposed intermittently along the entire length of the new main street from the MSA to the TCA; these parks could be either privately or publicly developed.

As in Alternative A, substantial new streets are planned to serve an expanded mixed-use Town Center Area (TCA). The TCA is defined by similar boundaries as in Alternative A on the north, west and south; a dramatic difference is the inclusion of the Fairfax Plaza Shopping Center on the east as part of the TCA. This assumes the redevelopment of Fairfax Plaza as a key part of the new TCA, and provides the TCA with the opportunity for a direct entry street from Gallows Road located midway between U.S. Routes 29 and 50. This new entrance street, coupled with the new Merrifield Main Street, gives two direct entrances into the heart of the TCA. As in Alternative A, Dorr Avenue is extended south, through the USPS property, and eastward into the TCA where it becomes an internal loop street, eventually sweeping westward to Prosperity Avenue. Gatehouse Road is redirected northward from Gatehouse Plaza along the western boundary of the Jackson School to connect to this new TCA loop. As before, an internal set of local streets fills out the TCA grid.

In this alternative, the existing multi-plex theatre remains at the edge of the TCA with much of its southern parking areas redeveloped as the TCA festival street and new mixed-use development blocks. The existing facility could be renovated with the creation of new theatres featuring stadium style seating. The surface parking lost to new development are proposed to be replaced elsewhere on-site or within the new TCA. The renovated multi-plex theatre remains a key entertainment destination in this community, civic and retail/restaurant/entertainment area. Again, the significant urban design element is the proposed "festival street", here extended eastward from the new main street to the new Gallows Boulevard, forming a dramatic, high amenity entrance to the TCA. In this scenario, the festival street could be private within the core of the TCA, but possibly public from the TCA loop to Gallows. The entire area is planned for redevelopment in a mix of retail, office and residential uses at a 1.0 FAR and features high amenity streetscape and open space treatments.



**Alternative Concepts**

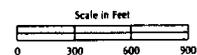
**URBAN DESIGN  
& STREETSCAPE  
CONCEPTS**

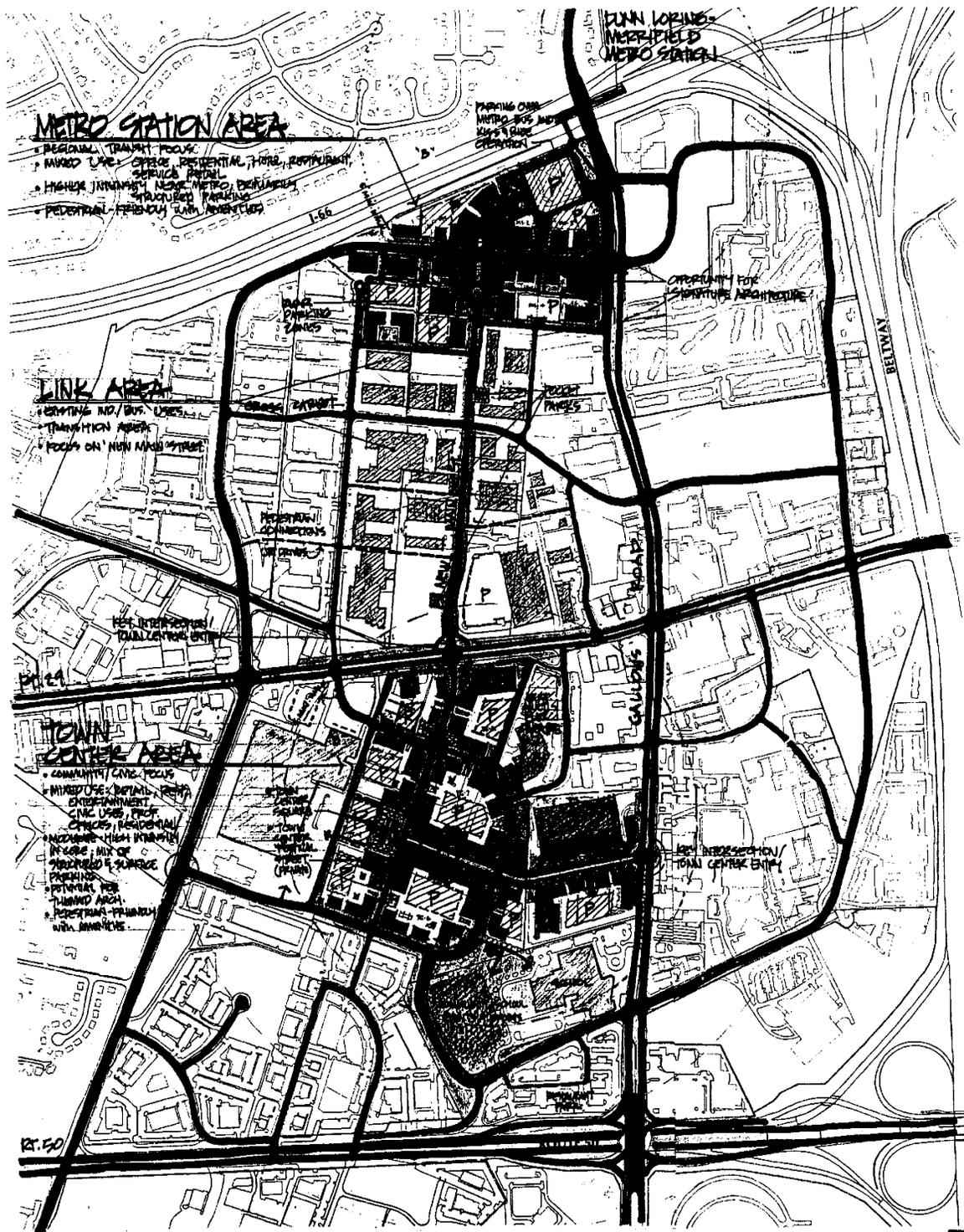
Figure 5.1

MERRIFIELD SUBURBAN CENTER STUDY  
Fairfax County, Virginia

Strategic Land Planning, Inc.  
Community Planners & Designers / Woodstock, Virginia

Lewis Scully Gionet, Inc.  
Landscape Architects / Vienna, Virginia





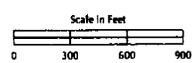
**B**

Alternative Concepts

# URBAN DESIGN & STREETScape CONCEPTS

Figure 5.2  
 MERRIFIELD SUBURBAN CENTER STUDY  
 Fairfax County, Virginia

Strategic Land Planning, Inc.  
 Community Planners & Designers / Woodstock, Virginia  
 Lewis Scully Gionet, Inc.  
 Landscape Architects / Vienna, Virginia



# 6.0

## Recommended Urban Design Concepts

Originally the Task Force contemplated selecting a preferred urban design concept, but after review of the two concepts presented to them, the group decided that both remain viable and should be recommended as alternative approaches. Both alternatives require land assemblage and cooperative efforts between landowners that are outside the control of the County. Revitalization of the area might be stymied if the County chose a very specific urban design plan that depended on a specific land assemblage scenario that turned out in the end not to be feasible. It is also recognized that there are many creative ways to meet the urban design principles articulated in Chapter 3.0. The Comprehensive Plan can provide illustrations of good design solutions, but that does not mean that others created by the development community could not be just as creative and successful in achieving the design principles.

Therefore, this chapter instead of presenting a preferred urban design concept for Merrifield, offers a clearer vision of the type of development recommended for Merrifield through larger scale (1" = 100') illustrative urban design plans and through bird's-eye sketches of key areas. The preparation of these more detailed illustrative plans and sketches offered the opportunity to test the Task Force's recommended land use mixes and intensities, building heights and parking ratios. The plans and sketches focus on the Metro Station Area and Town Center Area of Alternative Urban Design Concept A.

### **Dunn Loring-Merrifield Metro Station Area**

#### **Meeting Merrifield's Design Goals and Principles**

The illustrative urban design plan at 1" = 100' scale presented in Figure 6.1 was created to show the kind of vibrant and distinctive place that is desired at the Dunn Loring - Merrifield Metro Station. The plan focuses on the area in the immediate vicinity of the Metro station and at the intersection of Prosperity Avenue and the proposed extension of Merrilee Drive. The plan shows the complete redevelopment of the current Metro Station parking area and the mostly vacant land immediately south of Prosperity Avenue as recommended by both alternative concepts A and B. Notes in the margin of the drawing, as well as the following discussion, show how the urban design principles presented in Chapter 3.0 are illustrated.

The primary focal point of the area is a large civic green space on the northeast corner of Prosperity and Merrilee Drive. Opposite this park on Merrilee is a line of mixed use buildings with retail uses on the first floor that would be oriented to Metro patrons. Together these two features are designed to create a truly people-oriented place that encourages pedestrian movement between the Metro station and the surrounding offices, shops, hotels, and residential areas to the south. This focal area is designed to give the Metro Station area the desired "sense of place" that makes it distinctive and a place where people will want to work, shop and live.

The illustrative plan also shows how the area's grid of streets and pedestrian paths can be made more complete through extension of Merrilee Drive and through installation of a

network of pedestrian paths through both public and private spaces. All streets and paths are extensively landscaped.

Land uses are integrated through architectural transitions that place buildings close to the street. Some of the buildings are large, but are designed to remain human-scaled through the setback of upper floors. This concept is well-illustrated by the 10-story hotel and 8-story office building flanking Merrilee Drive on the south side of Prosperity. Human scale development is also achieved by keeping building and parking deck heights along I-66 to 50 feet or less so as to reduce impacts of urbanization of the site on single-family neighborhoods to the north.

Parking lots and decks are placed behind buildings so as to avoid a townscape dominated by parking. A person walking along either Prosperity Avenue or Merrilee Drive would see neither expanses of surface parking nor massive parking decks.

The entire plan is designed to encourage Metro use by intensifying development around the station and providing a dense net of pedestrian connections to it. Metro's parking needs are accommodated through the provision of a parking deck to replace the existing surface parking. A bus drop-off area is provided at the ground level of the parking deck in an effort to ensure accessibility of this other important mode of transportation. Kiss-and-ride facilities are also accommodated in the plan.

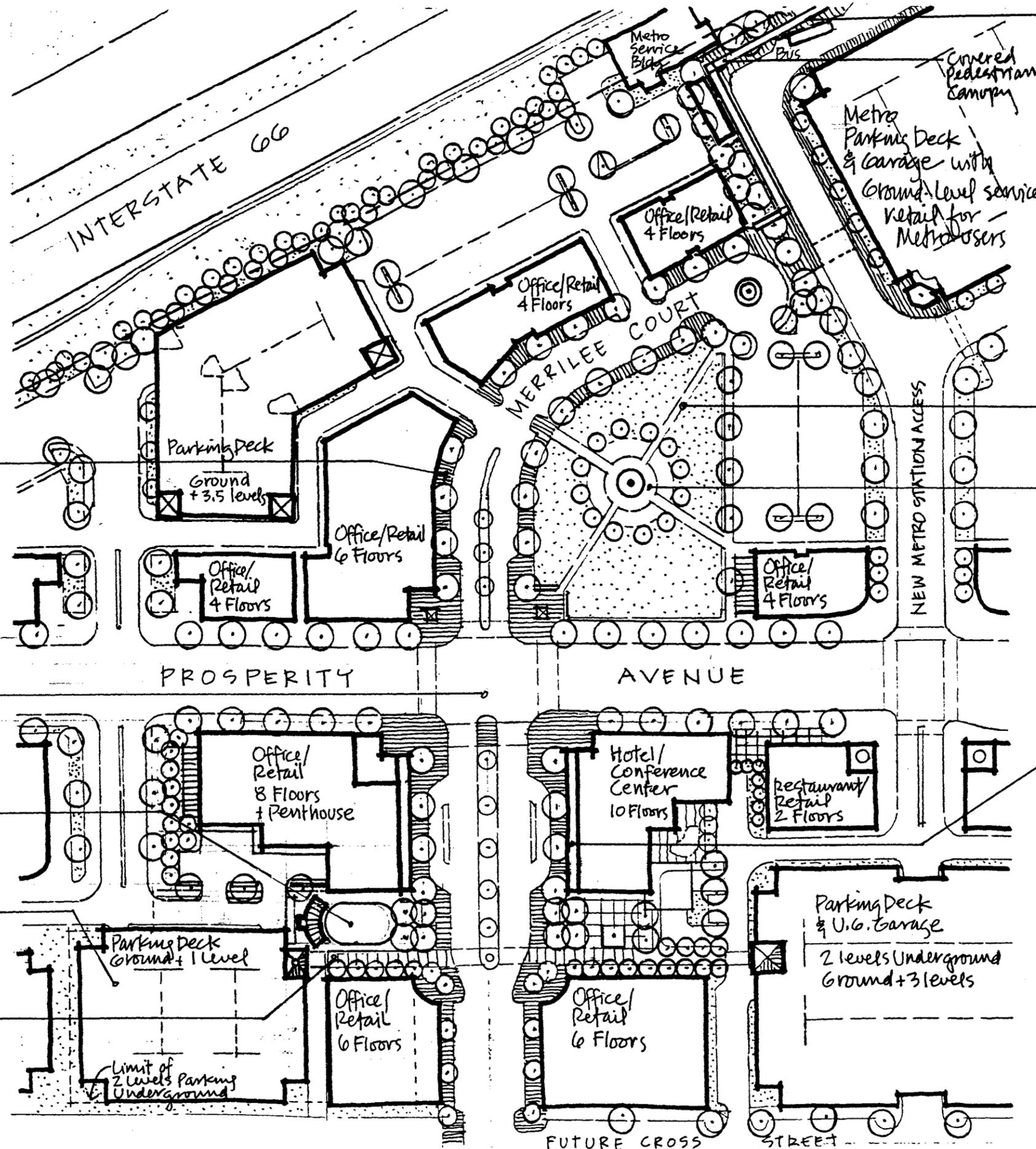
Finally, the illustrative plan shows the incorporation of both large and small community civic and recreational spaces. In addition to the large green civic space described above, numerous smaller pocket parks and plazas are shown. An ice rink / performance space is included as an appropriate recreational amenity in this new urban center.

Figure 6.2 provides a bird's-eye view of the illustrative urban design plan for the Metro Station Area. This sketch is not meant to define an specific architectural style for the area, but rather to give a feel for the scale and intensity of development and the level of amenities to be provided.

### **Meeting Land Use Type and Intensity, Building Height, and Parking Recommendations**

The illustrative plan in Figure 6.1 is designed to meet the Comprehensive Plan recommendations of the Task Force regarding land use type and intensity, building height, and parking. A portion of the land north of Prosperity Avenue on the Metro Station site is illustrated at approximately 1.0 FAR ( a total of 232,900 square feet) with a land use mix of 90% office and 10% retail. This FAR could be achieved even with the setting aside of the large civic green space. The buildings shown all have first floors in retail use with offices above. All the buildings are four stories (48'), except for the signature office building on the northwest corner of Prosperity and Merrilee, which is six stories (72'). Building heights under alternative development scenarios could range from up to 50' along I-66 to 85' along Prosperity Avenue. Parking is provided in a mixture of on-street parking, surface lots and two parking decks, one for Metro and one behind the six-story office building. Parking rates used are 4.8 spaces per 1000 square feet for retail and 3.0 spaces per 1000 square feet for office space. The total number of spaces for office and retail uses shown on this plan for a portion of the area north of Prosperity Avenue is 763 spaces for an overall parking rate of 3.3 spaces per 1000 square feet.

Create a 'sense of place' in a Mixed-Use Metro Station Area



Pedestrian link to Dumfries-Merrifield Metro Station

Accommodate and encourage Metro rail use.

Provide convenient pedestrian connections

Provide significant Community Civic Space

Create a vibrant pedestrian environment linking to the Metro station

Complete the grid of streets

Provide community recreational space

Parking decks located behind and screened by buildings

Provide pedestrian connections

Create buildings of human scale by setting upper floors back

Figure 6.1

Illustrative Plan  
Metro Station Area Core

**URBAN DESIGN  
& STREETScape  
CONCEPTS**

MERRIFIELD SUBURBAN CENTER STUDY  
Fairfax County, Virginia

Scale in Feet 0 100

Strategic Land Planning, Inc.  
Community Planners & Designers

Lewis Scully Gionet, Inc.  
Landscape Architects



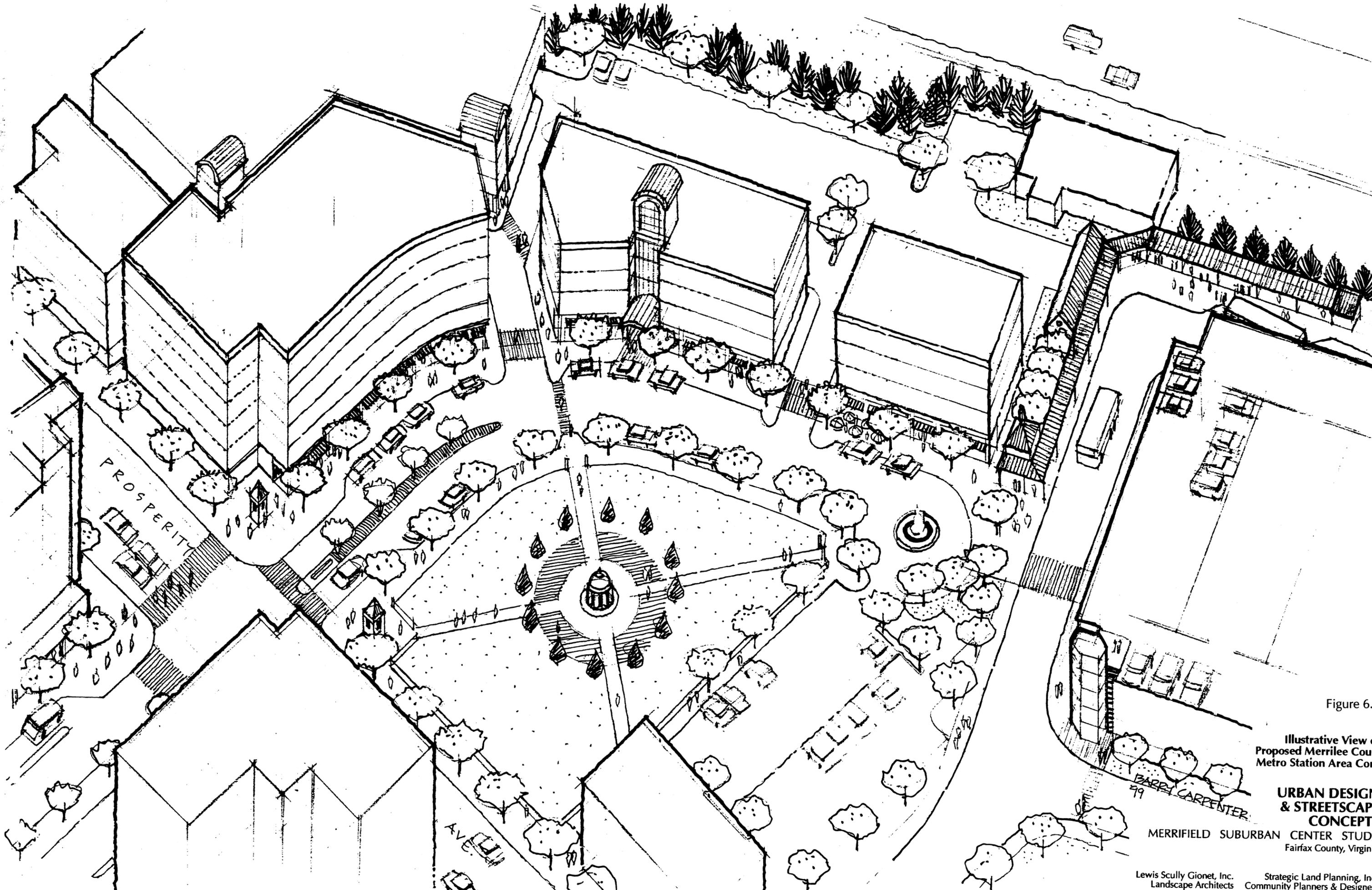


Figure 6.

Illustrative View of  
Proposed Merrilee Court  
Metro Station Area Corridor

**URBAN DESIGN  
& STREETSCAPE  
CONCEPT**

MERRIFIELD SUBURBAN CENTER STUDY  
Fairfax County, Virginia

Lewis Scully Gionet, Inc. Strategic Land Planning, Inc.  
Landscape Architects Community Planners & Designers

The area south of Prosperity Avenue is shown at a significantly higher FAR of approximately 1.75. The buildings shown comprise 531,750 square feet of space. There is also a more diverse mix of uses: approximately 45% office, 20% retail, and 35% residential. Residential use includes both hotels and multi-family residences in this alternative. Building heights are also more variable ranging from a two-story restaurant/retail pavilion to a 10-story hotel/conference center. Building heights are noted on the plan. Building heights under alternative development scenarios could reach 12 stories and conform to Task Force recommendations. Parking is provided primarily in two parking decks, including both above and underground levels; there is also a minimal amount of surface and on-street parking spaces. Parking rates for office and retail uses are the same as those for the Metro Station site. Hotel parking meets zoning ordinance requirements based on the number of rooms, the amount of restaurant space and an approximation of needed employee spaces. For this depicted area south of Prosperity Avenue, the total number of spaces is 1,568 spaces for an overall parking rate of 3.0 spaces per 1000 square feet of space.

## **Merrifield Town Center Area**

### **Meeting Merrifield's Design Goals and Principles**

The illustrative urban design plan for the Merrifield Town Center, shown in Figure 6.3, meets its goal of providing a "sense of place" through the creation of a completely redeveloped area south of Route 29 and east of Gallows Road - the new town center for Merrifield. The plan shown is illustrative of urban design concept A. The "sense of place" is provided through the creation of a "Festival Street," anchored at one end by the town green and at the other by a multiple screen theater, a replacement theater for the existing multi-plex theater in the area. The Festival Street has wide sidewalks and pedestrian plazas fronting retail shopping and restaurants on the lower floors of the office buildings. It is designed to foster both daytime and nighttime activity, reminiscent of the downtowns of earlier times and what is now achieved at Reston Town Center. Residential areas ringing the southern boundary of the town center will allow people to live close to the town center's shops, restaurants, theaters, offices, and parks.

In an area where there are few streets at all and no pedestrian connections, this plan proposes the creation of a traditional grid of streets and sidewalks, anchored by the Festival Street and the extension of Merrilee Drive south of Route 29. Merrilee Drive provides the important "Main Street" connection to the Metro Station Area.

The wide variety of land uses in the Town Center are integrated through both landscape and architectural transitions. Buildings front and address the street with finished facades that create the feeling of a mixed-use downtown. With attractive facades, low to mid-rise building heights, and comparable building masses, non-residential uses can face residential uses across the street with no adverse impact. Where parking decks are located along a street, they are designed to incorporate street level retail as a mask to the garage behind providing an appropriate transition to other uses. In some locations, formally landscaped green spaces provide transitions between non-residential and residential uses.

Human scale is maintained in the Town Center in this illustration by limiting building heights to no more than 7 stories with most buildings 5 stories or less. Variations in roof heights and the stepping back of upper floors also keep the scale of buildings human. Notes on the illustrative plan show where these techniques have been used. The bird's-eye sketch

provided in Figure 6.4 also gives a feeling for the attractiveness and friendly scale of development in the Town Center.

Large parking decks and lots are prevented from dominating views from Town Center streets through two techniques. Large parking lots and decks are placed behind buildings. Where a side of a deck abuts a street, it is lined with retail space to mask its presence. On-street parallel parking is provided, but it is integrated into the streetscape design. On-street parking is considered vital to downtowns and also has a traffic-calming effect.

Alternative modes of transportation are accommodated in several ways. Merrilee Drive extended provides both a vehicular and pedestrian connection to the Metro Station. With this street extension, convenient bus or shuttle service from Town Center to the Metro Station could be implemented. Sidewalk and trail connections link the town center to adjacent uses such as the Luther Jackson School, Fairfax Plaza shopping center, office parks, the U.S.P.S. regional facility.

Finally, the plan includes a number of quality community civic and recreational spaces. The town green is the major civic space, though smaller plazas and outdoor seating areas are shown throughout the Town Center. The small building appended to the Postal Service parking deck could be used for a library substation, police substation, daycare center or other civic use fronting on the town green. A small community recreational center is shown in the residential area of the Town Center next to the Luther Jackson School. This building and the school recreational field might be used for special events, if scheduling can be arranged.

### **Meeting Land Use Type and Intensity, Building Height, and Parking Recommendations**

The illustrative plan was used to test the feasibility of Task Force recommendations that will be included in the Comprehensive Plan. The testing process found that Task Force recommendations can be achieved. The planned 1.0 FAR allows a human scale town center. Uses can be mixed in a 40% office, 25% retail, and 35% residential ratio and still provide adequate parking and proper land-use transitions. Building heights range from four to seven stories, with most at five stories. Parking is provided at a rate of 3.0 spaces per 1000 square feet for office uses, 4.8 spaces per 1000 for retail uses, 1.6 spaces per 1000 for residential uses, and meeting Zoning Ordinance requirements for restaurant, hotel, and theater uses based on estimates of the number of seats, rooms, and employees as appropriate. The total square footage of space provided in this illustrative plan is 1,020,500 square feet. The total number of parking spaces shown is 3,423 for a total overall parking ratio of 3.4 spaces per 1000 square feet.

Create a 'sense of place' in a mixed-use town center

Create buildings of human scale by setting upper floors back

Provide significant community civic space

Uses integrated through architectural transitions

Parking lots screened with green space, walls & fencing

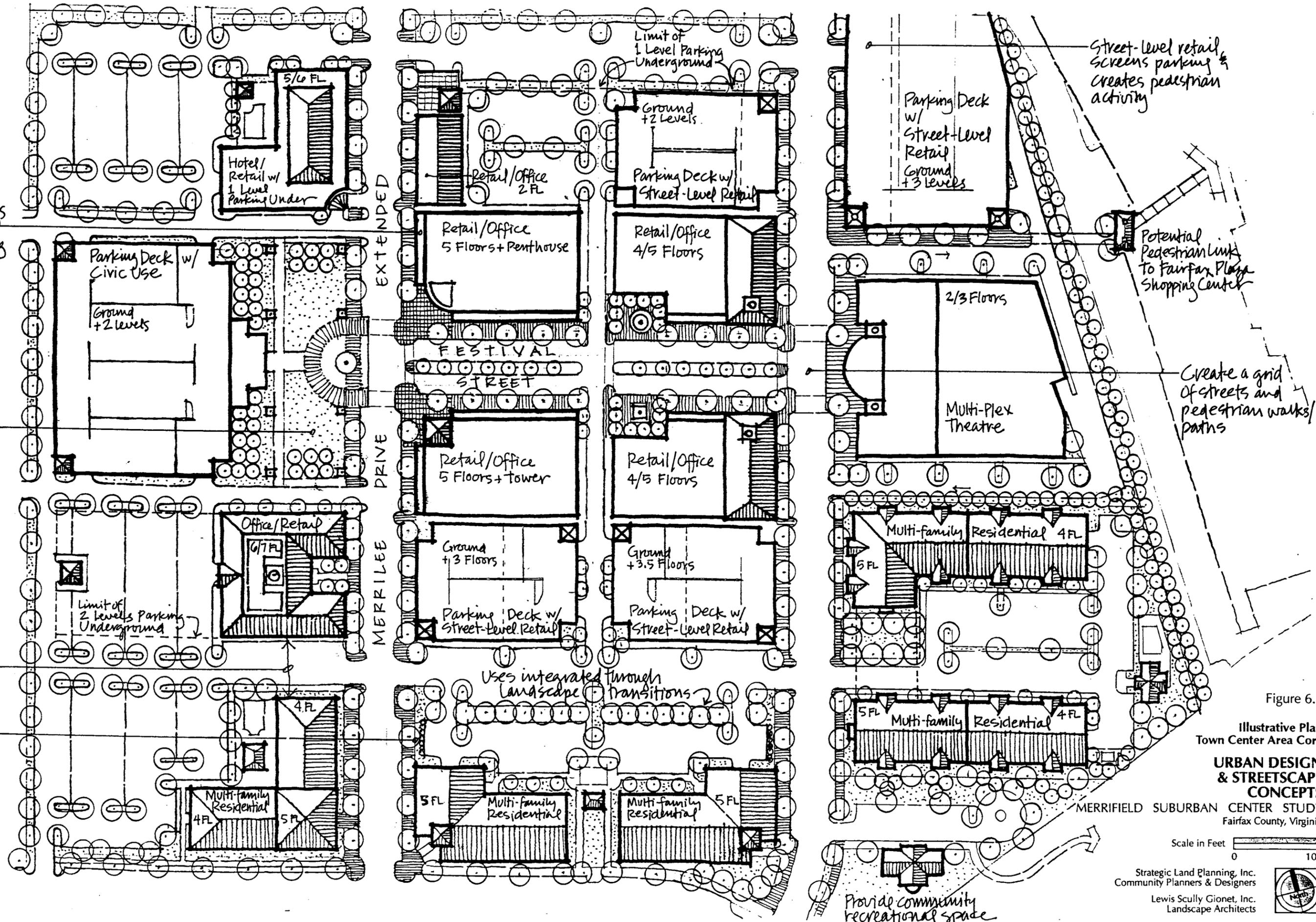


Figure 6.3

Illustrative Plan  
Town Center Area Core

URBAN DESIGN  
& STREETSCAPE  
CONCEPTS

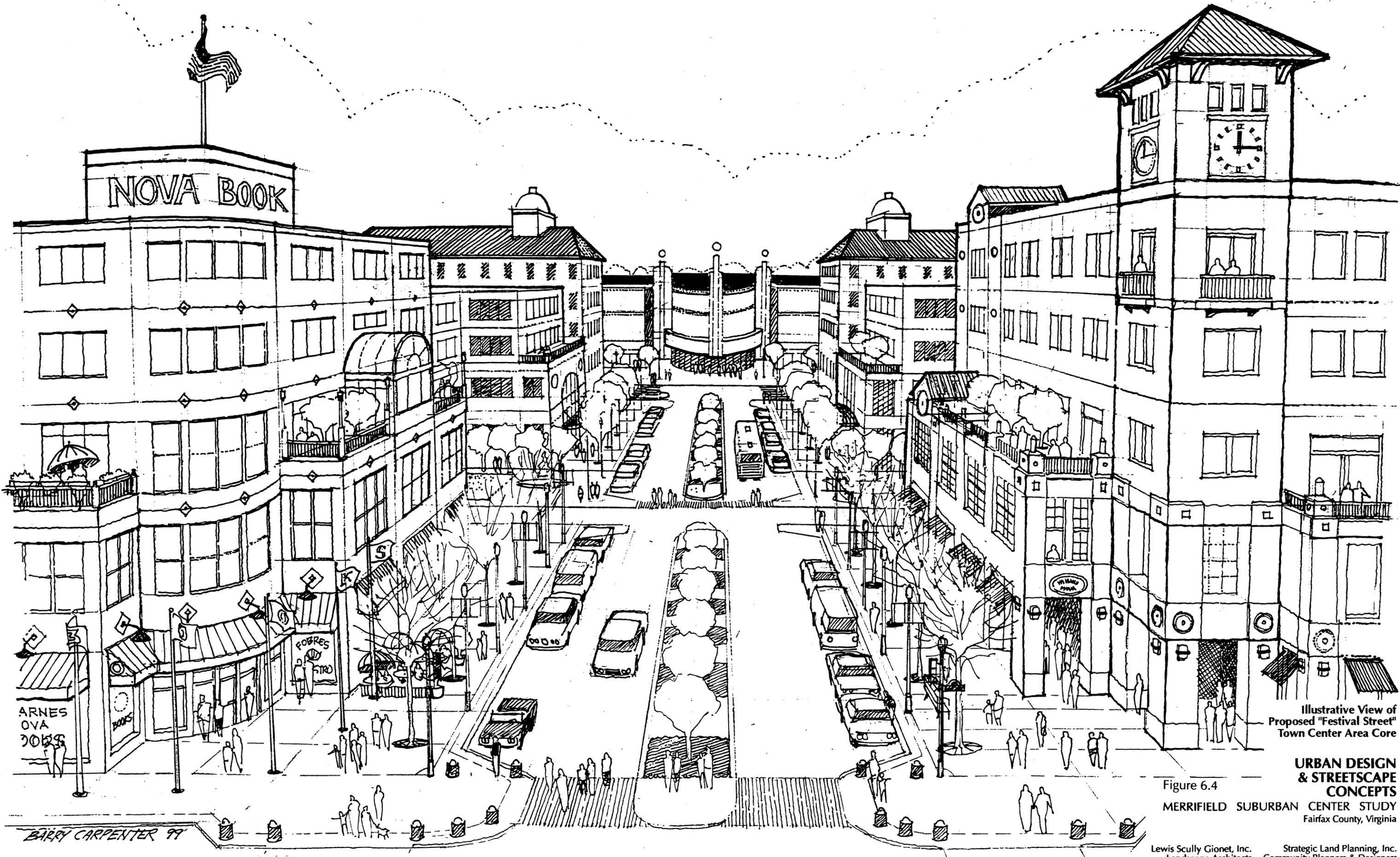
MERRIFIELD SUBURBAN CENTER STUDY  
Fairfax County, Virginia

Scale in Feet  
0 100

Strategic Land Planning, Inc.  
Community Planners & Designers

Lewis Scully Gionet, Inc.  
Landscape Architects





Illustrative View of  
Proposed "Festival Street"  
Town Center Area Core

**URBAN DESIGN  
& STREETScape  
CONCEPTS**  
MERRIFIELD SUBURBAN  
CENTER STUDY  
Fairfax County, Virginia

Figure 6.4

BARRY CARPENTER '99

# 7.0

## Gallows Road: Merrifield's New Boulevard

### **Introduction**

A number of important characteristics can help make Gallows Road Merrifield's signature arterial street. Gallows is a key component of the current and future transportation options in Merrifield, and carries significant volumes of through and local traffic. Residents, shoppers and others will see the streetscape improvements to Gallows Road and perceive them as evidence of positive change. This can raise expectations of, and support for, other parts of the Plan. The majority of existing retail space and housing units in Merrifield are located within a block of Gallows Road, and Gallows connects the Dunn Loring-Merrifield Metro station to multiple residential neighborhoods and large employers in the area. These conditions make streetscape improvements highly likely to benefit pedestrians and encourage the use of public transportation.

The implementation of streetscape improvements in Merrifield can occur simultaneously with the creation of the Town Center. Early in the redevelopment process, these improvements can begin to hint at Merrifield's potential to become an attractive, convenient and unique working, shopping and living environment. Initial streetscape improvements can occur in those areas where the current alignment and planned capacity of roadways are known, so that the streetscape projects can be constructed with the knowledge that they will be serviceable for a considerable period of time. Within the existing and proposed street network of Merrifield, Gallows Road presents an excellent opportunity to preview the future appearance of the Merrifield core area.

The design team proposes that Gallows Road be developed as a wide, tree-line boulevard with well defined pedestrian and bicycle facilities. The boulevard features four to six traffic lanes, controlled access and a center median; the street design is bus and, in the future, rail transit-friendly. It also features a significant pedestrian/bicycle path along one side and a pedestrian sidewalk along the other. Street trees are spaced evenly with median plantings of similarly organized flowering trees, shrubs and flowers.

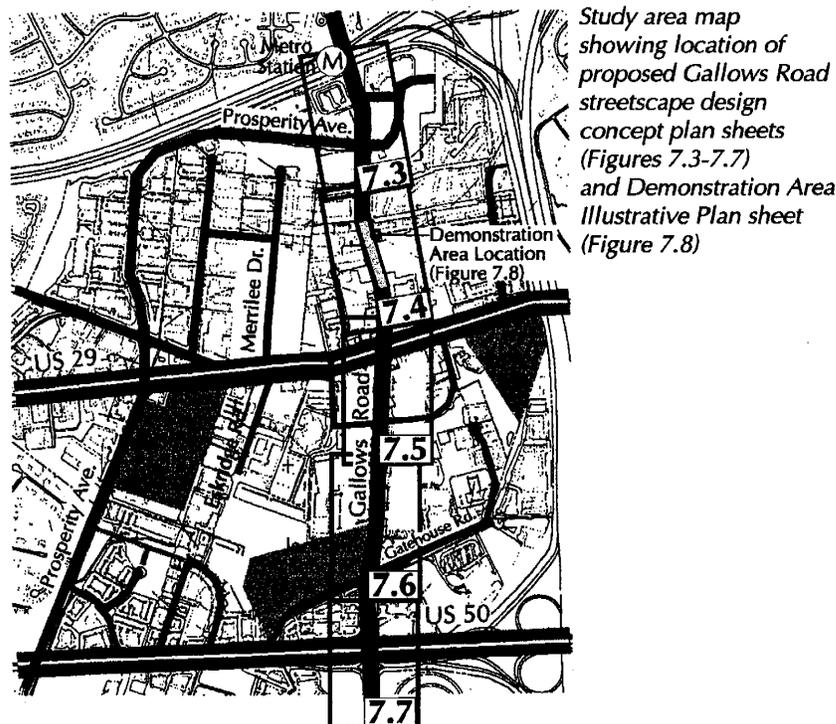
The streetscapes of the boulevard and other new roadways are designed and furnished to create memorable and appropriate settings for a revitalized and attractive Merrifield. The elements which make up the streetscape palette must be selected to be appropriate in scale and design with their setting, durable, and reasonable in installation and maintenance costs. At the same time, the furnishings should convey a strong, modern design theme signaling a rebirth of the area. Merrifield has few historic icons upon which to base an historically themed streetscape. Rather, the area offers ever-changing retail opportunities, and a range of architectural styles and periods. Merrifield's streetscape should reflect these active, modern qualities. Given the street design speeds and pedestrian activity of the area, signature streetscape design elements should be primarily visible as in the vertical plane. Street lights should be distinctive, and designed to provide both pedestrian and vehicular use levels of illumination. Benches, trash receptacles and bike racks should be of simple, modern design. Color should be used to accent details and highlight information. Bus shelters are among the most important features; they should be sleek, and designed to provide maximum protection

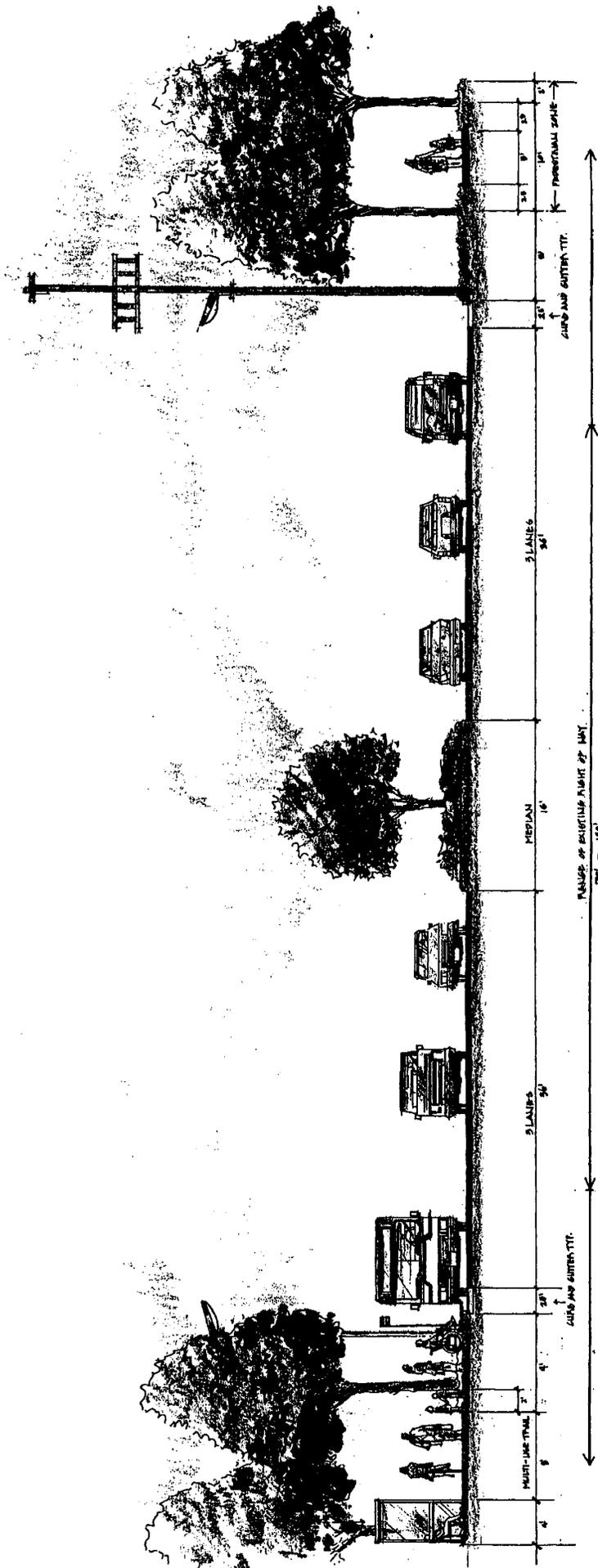
to users from the elements and from adjacent traffic. Horizontal components, such as sidewalk pavement, should be uncomplicated in materials and style, possibly concrete scored in simple geometries. Special paving including concrete or clay brick pavers should be used sparingly as accents.

The proposed Gallows Boulevard concept plan is based on the current comprehensive plan recommendation for a six lane roadway section with center median and/or turn lanes. Because the existing right of way on Gallows varies significantly in width, many properties abutting Gallows will be required to provide at least some right of way to complete the full roadway width. These plans are based on aligning the proposed roadway to take advantage of already acquired wider rights of way. However, the ultimate impact of completing six lanes throughout, and providing adequate turn lanes at intersections awaits further detailed study. Thus, the impacts to individual properties shown here are preliminary and conceptual. Some areas of streetscape improvement may be accomplished through landscape easements, rather than by right of way acquisition.

In an effort to illustrate some of the key opportunities and issues associated with the future development of Gallows Road as Merrifield's signature boulevard, the design team prepared a more detailed plan for a segment of Gallows Road north of US Route 29 as a demonstration project.

Following are an illustrative cross-section (Figure 7.1), a streetscape furnishing palette and an illustrated view of the proposed Gallows Boulevard streetscape treatment (Figure 7.2), and conceptual plan sheets illustrating the proposed creation of a new streetscape for Gallows Road from I-66 to US Route 50 (Figures 7.3 - 7.7). Also included is a more detailed Demonstration Area Illustrative Plan for a segment of Gallows Road (Figure 7.8).



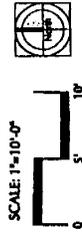


R.O.W. 100'

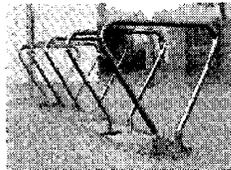
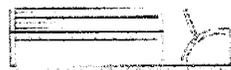
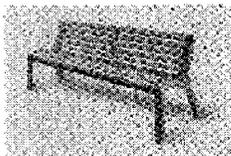
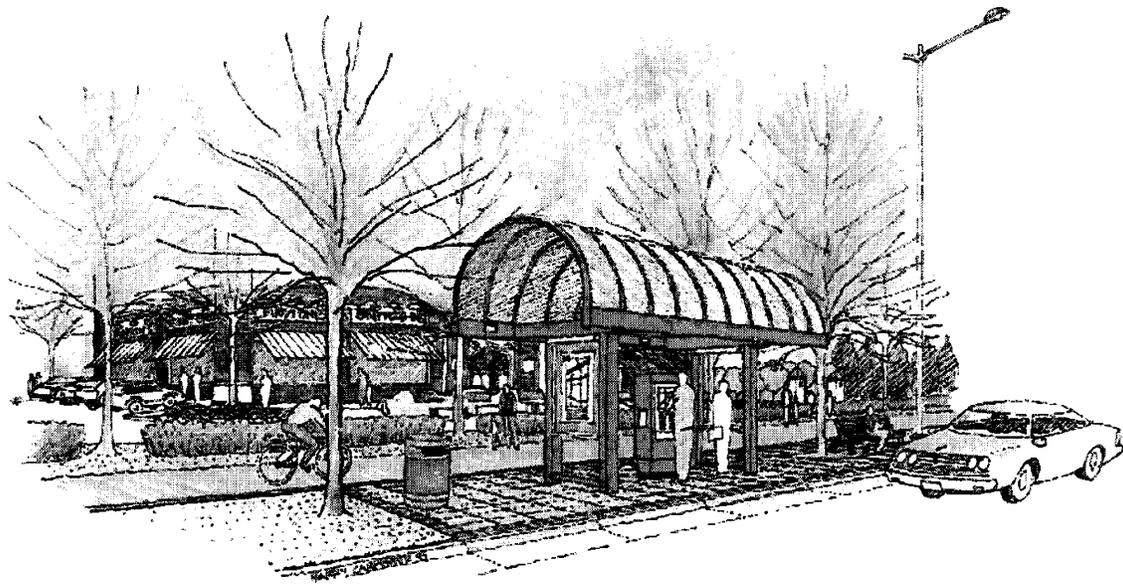
**THE NEW GALLOWS BOULEVARD  
URBAN DESIGN  
& STREETScape  
CONCEPTS**

Figure 7.1

**MERRIFIELD SUBURBAN CENTER STUDY**  
Fairfax County, Virginia



Strategic Land Planning, Inc.  
Community Planners & Designers / Woodstock, Virginia  
Lewis Sauter, Charles, Inc.  
Landscape Architects / Vienna, Virginia



**Bench**  
- Hess Corvus bench

**Bike Rack**  
- Hess bike rack

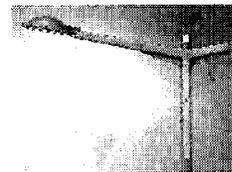
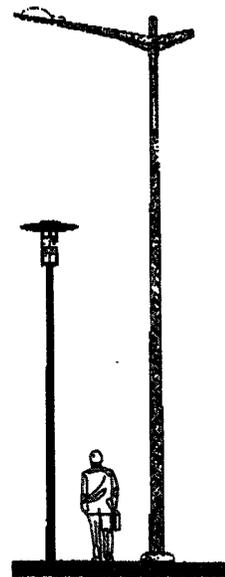
**Trash Receptacle**  
- LFI PK 5002-20-42

**Bus Shelter**  
- Custom metal shelter  
and wayfinding system



**Sidewalk**  
- Scored, buff-colored concrete

**Crosswalks**  
- Concrete pavers in tan/buff  
color range



**Pedestrian-scale Fixture**  
- located on main and cross streets  
- Selux Saturn Magnum

**Vehicular-scale Fixture**  
- located on boulevards, parkways, and ring roads  
- Hess Pollux

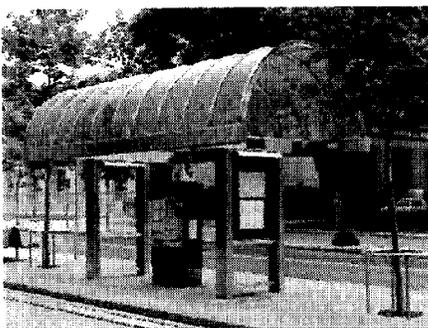


Figure 7.2

**Streetscape Palette**

**URBAN DESIGN and  
STREETSCAPE CONCEPTS**

**MERRIFIELD SUBURBAN CENTER STUDY**  
Fairfax County, Virginia

Strategic Land Planning, Inc.  
Community Planners & Designers / Woodstock, Virginia

Lewis - Scully - Clonet - Inc.  
Landscape Architects / Vienna, Virginia

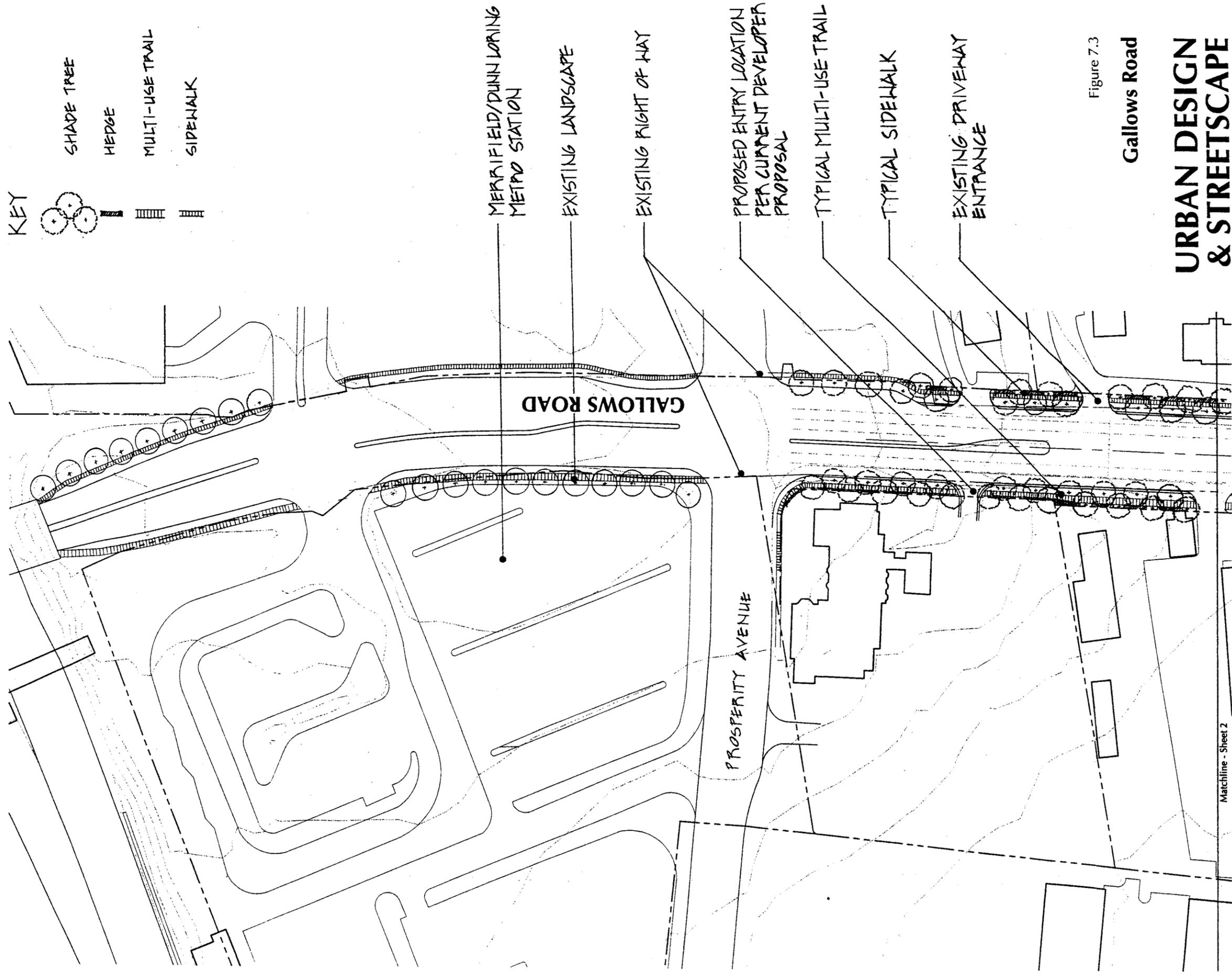


Figure 7.3

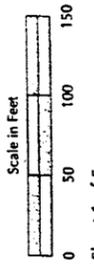
Gallows Road

# URBAN DESIGN & STREETSCAPE CONCEPTS

MERRIFIELD SUBURBAN CENTER STUDY  
Fairfax County, Virginia

**NOTE:** PROPOSED GALLOW'S ROAD STREETSCAPE IS BASED ON CURRENT MASTER PLANNED ROAD CAPACITY AND RECOMMENDED STREETSCAPE "BOULEVARD" CROSS SECTIONS. FINAL LOCATIONS AND DIMENSIONS OF ROADS, WALKS, AND ENTRANCES ARE SUBJECT TO DETAILED DESIGN AND ENGINEERING.

Strategic Land Planning, Inc.  
Community Planners & Designers / Woodstock, Virginia  
Lewis Scully Gionet, Inc.  
Landscape Architects / Vienna, Virginia



Sheet 1 of 5

KEY



SHADE TREE

HEGE

MULTI-USE TRAIL

SIDEWALK



PROPOSED PLANTED  
MEDIAN

TYPICAL MULTI-USE  
TRAIL

TYPICAL SIDEWALK

PROPOSED INTERSECTION/  
LOCATION OF CROSS STREET  
PER LAND USE CONCEPT

EXISTING RIGHT OF WAY

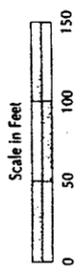
PROPOSED RIGHT OF WAY  
PER TYPICAL STREETSCAPE  
SECTIONS

Figure 7.4

Gallows Road

# URBAN DESIGN & STREETSCAPE CONCEPTS

MERRIFIELD SUBURBAN CENTER STUDY  
Fairfax County, Virginia



Sheet 2 of 5

Strategic Land Planning, Inc.  
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Lewis Scully Gionet, Inc.  
Landscape Architects / Vienna, Virginia

NOTE:  
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ENGINEERING.

KEY

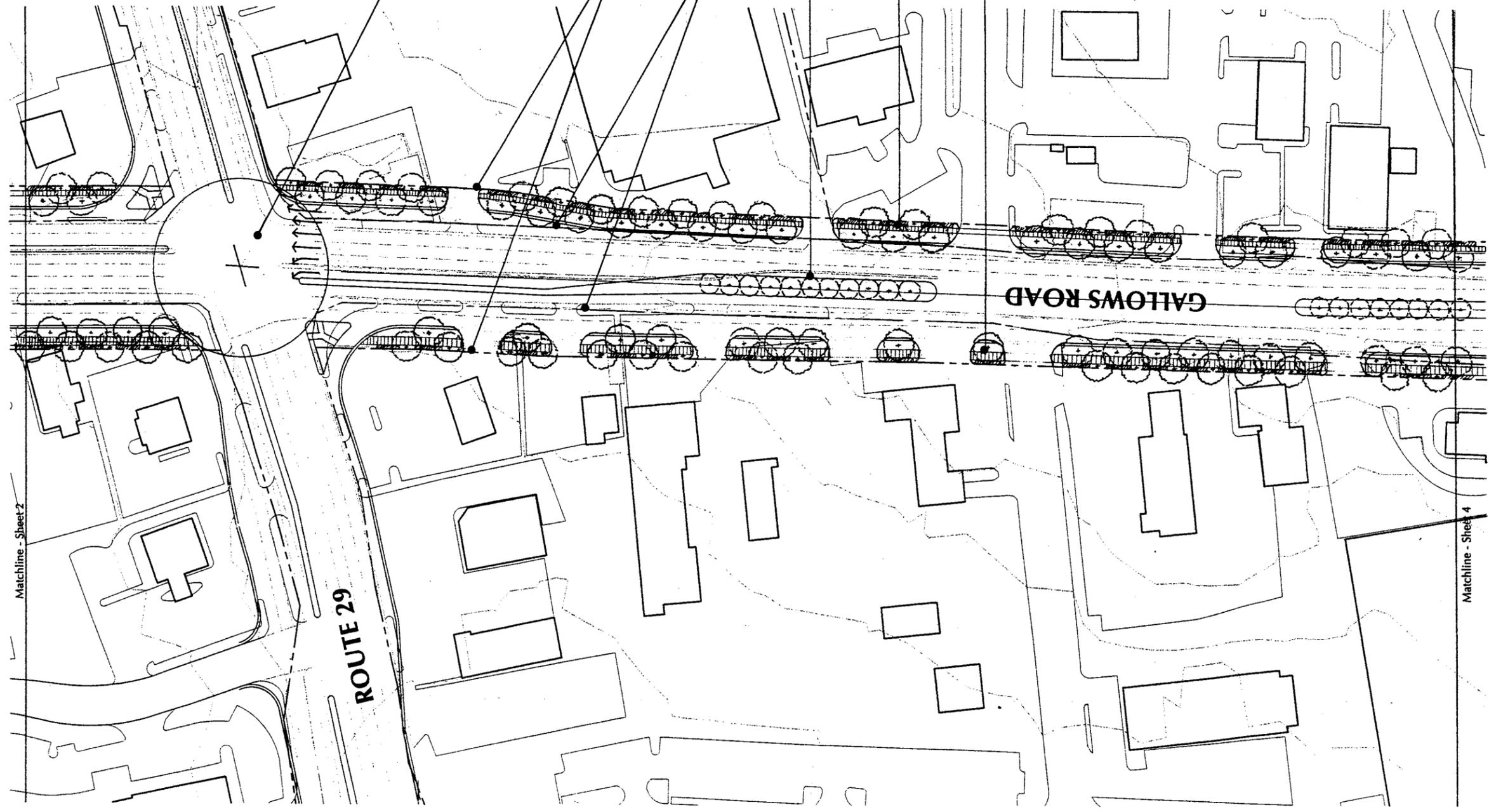


SHADE TREE

HEDGE

MULTI-USE TRAIL

SIDEWALK



PROPOSED INTERSECTION CONFIGURATION BASED ON PRELIMINARY PLANS FOR AT GRADE INTERSECTION PROVIDED BY OFFICE OF TRANSPORTATION

PROPOSED RIGHT OF WAY

EXISTING RIGHT OF WAY

PROPOSED PLANTED MEDIAN

TYPICAL SIDEWALK

TYPICAL MULTI-USE TRAIL

ROUTE 29

GALLOW'S ROAD

Matchline - Sheet 2

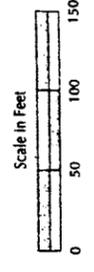
Matchline - Sheet 4

Figure 7.5

Gallow's Road

# URBAN DESIGN & STREETSCAPE CONCEPTS

MERRIFIELD SUBURBAN CENTER STUDY  
Fairfax County, Virginia



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Landscape Architects / Vienna, Virginia

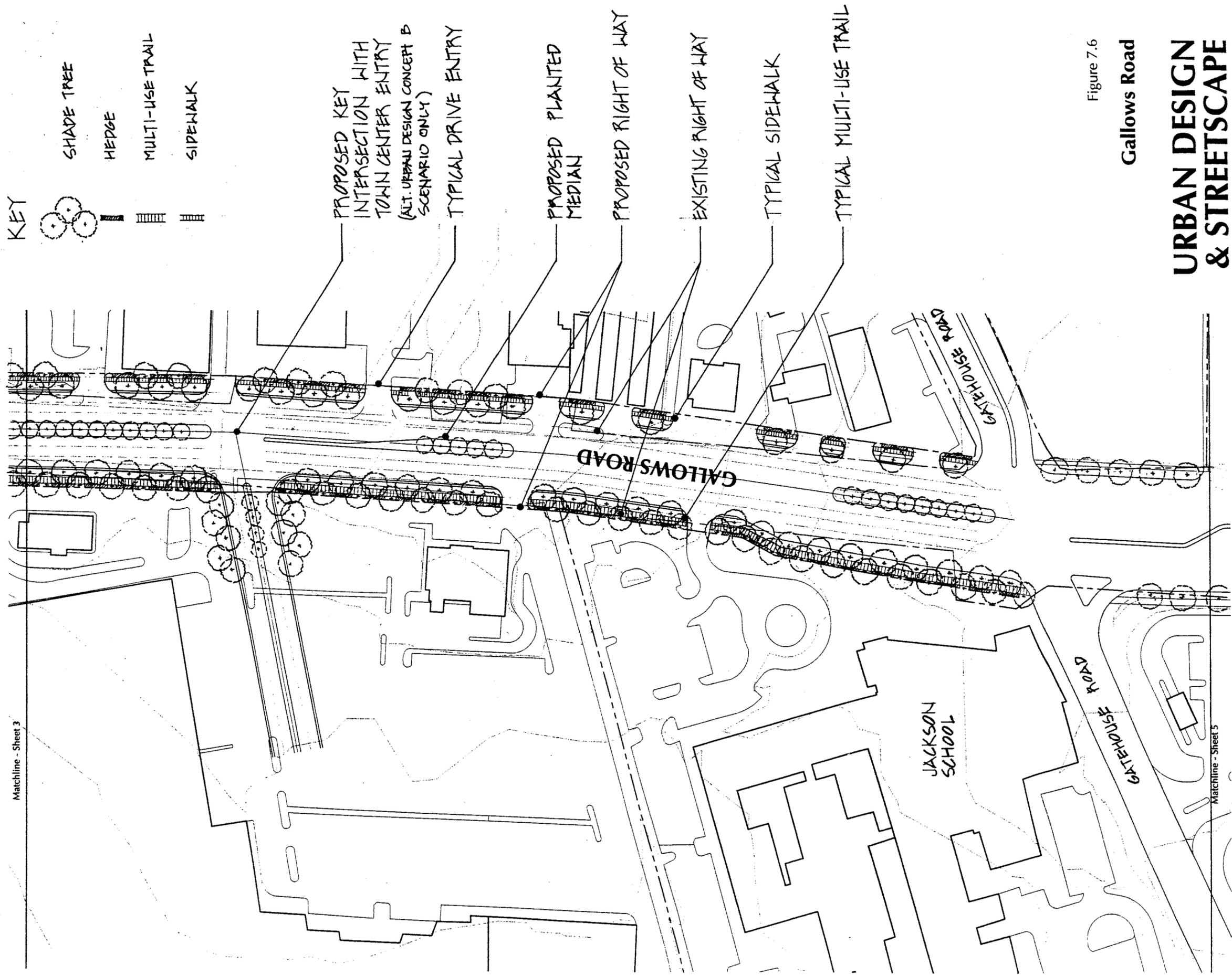
Scale in Feet

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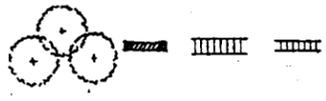
Sheet 3 of 5

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Matchline - Sheet 3



KEY



SHADE TREE

HEDGE

MULTI-USE TRAIL

SIDEWALK

PROPOSED KEY INTERSECTION WITH TOWN CENTER ENTRY (ALT. URBAN DESIGN CONCEPT B SCENARIO ONLY)

TYPICAL DRIVE ENTRY

PROPOSED PLANTED MEDIAN

PROPOSED RIGHT OF WAY

EXISTING RIGHT OF WAY

TYPICAL SIDEWALK

TYPICAL MULTI-USE TRAIL

GALLOWS ROAD

JACKSON SCHOOL

GATHOUSE ROAD

GATHOUSE ROAD

Matchline - Sheet 5

Figure 7.6

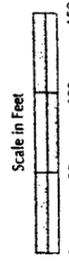
Gallows Road

# URBAN DESIGN & STREETSCAPE CONCEPTS

MERRIFIELD SUBURBAN CENTER STUDY  
Fairfax County, Virginia

Strategic Land Planning, Inc.  
Community Planners & Designers / Woodstock, Virginia

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Landscape Architects / Vienna, Virginia



Sheet 4 of 5

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Matchline Sheet 4

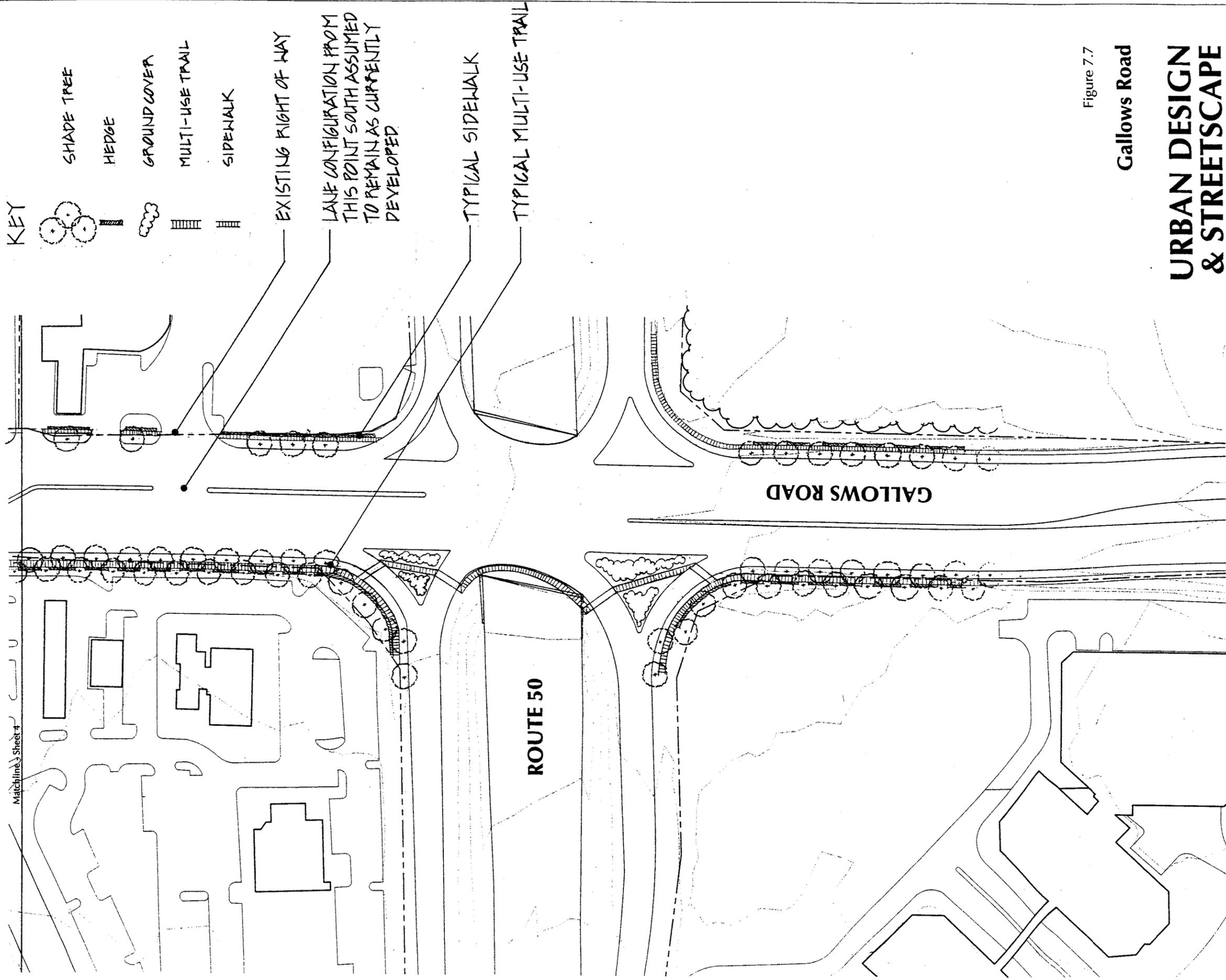


Figure 7.7

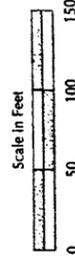
**Gallows Road**

**URBAN DESIGN  
& STREETSCAPE  
CONCEPTS**

**NOTE:**  
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**MERRIFIELD SUBURBAN CENTER STUDY**  
 Fairfax County, Virginia

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Scale in Feet



0 50 100 150

Sheet 5 of 5

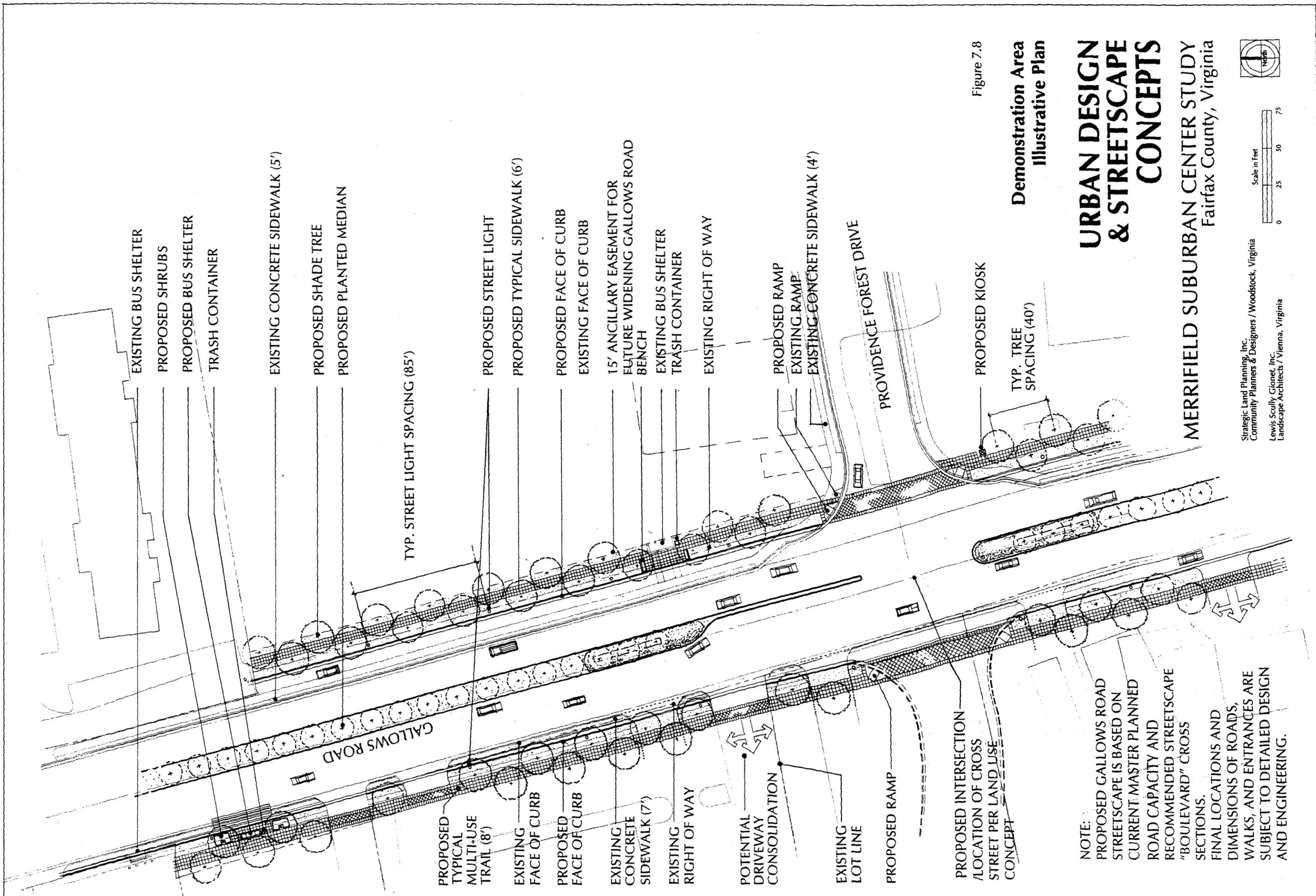
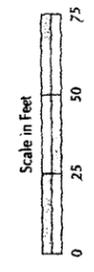


Figure 7.8

**Demonstration Area  
Illustrative Plan**

**URBAN DESIGN  
& STREETSCAPE  
CONCEPTS**

**MERRIFIELD SUBURBAN CENTER STUDY**  
Fairfax County, Virginia



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# 8.0

## A New Community Fabric: Other Key Streetscape Concepts for Merrifield

In addition to the boulevard treatments for Gallows Road and Route 29, the new street hierarchy includes other streetscape types which support the area's revitalization. A ring road extending Prosperity Avenue eastward from Gallows loops through the core area. Cross streets connect east and west across the area, and finally a new main street links the Metro Station Area and the new Town Center. These streets, along with Gallows Boulevard, are augmented by the regional arterials (US 29 & 50) and by local serving streets and drives.

### Parkway:

This level of streetscape applies to US Route 50. It is a generously landscaped roadway featuring four to six traffic lanes, controlled access and a center median; the street design would be bus-friendly and, in the future, possibly accommodate light rail transit. The parkway also features a significant multi-use path along one side and a pedestrian sidewalk along the other. Street trees are organized in mass plantings with median plantings of informal flowering trees, shrubs and flowers.

### Ring Road:

The Prosperity Ring Road is intended to serve the core area by distributing local traffic from neighborhoods and commercial areas to Gallows Road and Lee Highway (US 29.) This streetscape features four traffic lanes without a center median and on-street dedicated bicycle lanes on both sides; street trees are organized in evenly spaced plantings.

### Cross Street:

These streets further refine the new street grid by connecting the ring road, boulevard and existing streets; they are critical in enhancing internal traffic flow within the core area. They typically have two traffic lanes, on-street parking and may have traffic-calming features such as raised mid-block pedestrian crossings, small traffic rotaries and curb / sidewalk bulb-outs at intersections. Street trees are ordered and separate vehicle and pedestrian ways.

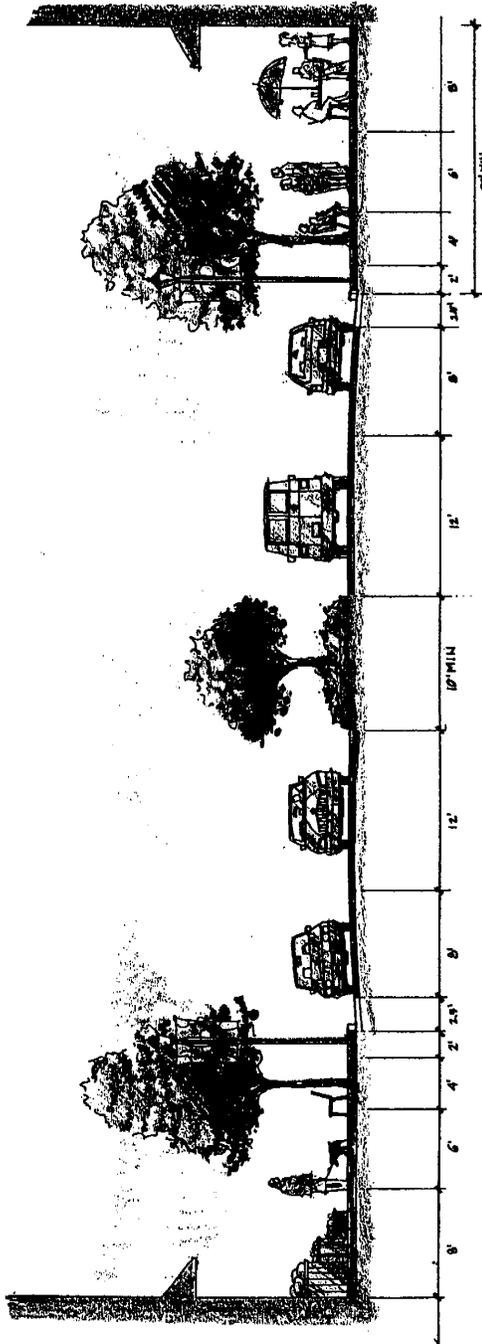
### Main Street:

The main street provides an inviting, safe and direct vehicular and pedestrian connection between the Metro Station Area and Town Center Area. At a minimum, this street features two traffic lanes with on-street parking on each side. Traffic calming features are recommended to enhance pedestrian and bicycle safety. A generous pedestrian area (at least 20' wide) is provided on each side of the street; this area features evenly spaced street trees, unified streetscape furniture design and special paving accents. Some segments this type of street may contain a center median with special landscaping, paving and amenities (such as fountains.) It is likely that these segments will be private streets.

Illustrative cross-sections of these streetscape types (Figures 8.1-8.3) follow:

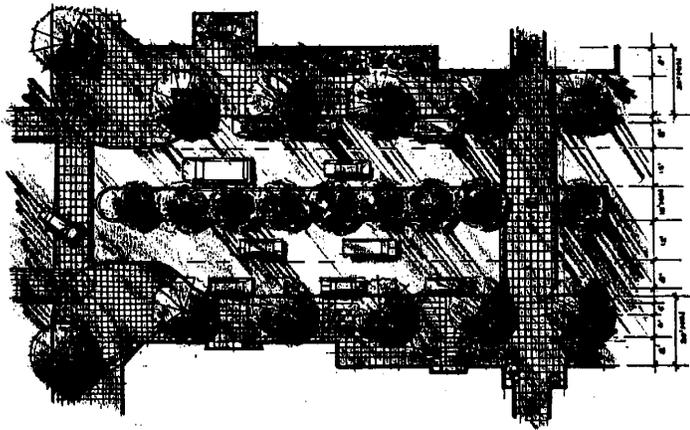






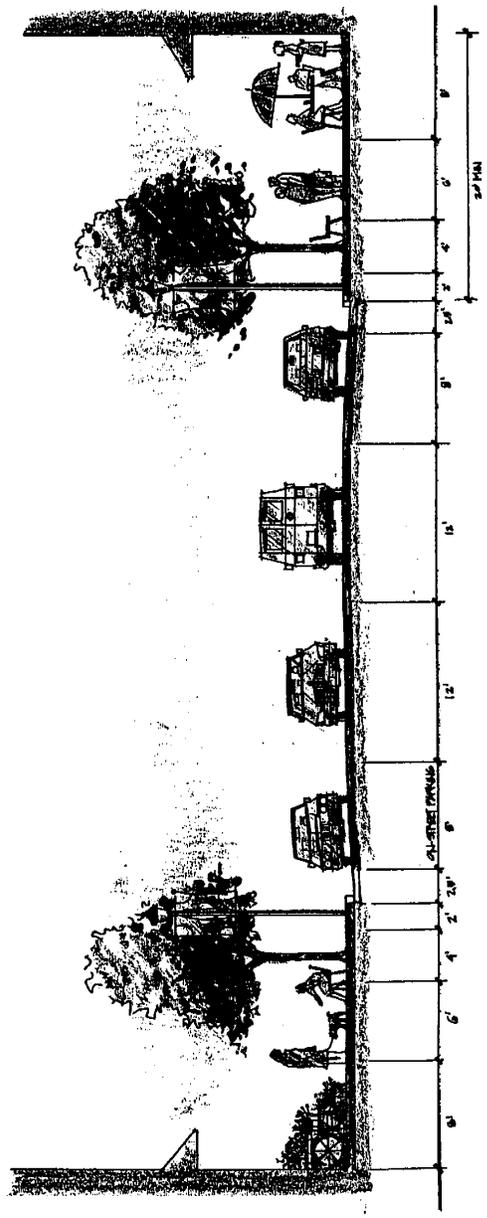
PRIVATE

R.O.H. 95'



SCALE 1"=40'-0"

MAIN STREET  
**URBAN DESIGN  
 & STREETSCAPE  
 CONCEPTS**



PUBLIC

R.O.H. 85'

SCALE 1"=10'-0"



Figure 8.3

MERRIFIELD SUBURBAN CENTER STUDY  
 Fairfax County, Virginia

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 Community Planners & Designers / Woodstock, Virginia  
 Lewis Scully Clonert, Inc.  
 Landscape Architects / Vienna, Virginia

Appendix A  
Merrifield Suburban Center Citizen's Task Force  
Membership Roster

Name	Address	Phone	E-mail
Joe Annunziata	Pine Ridge Civic Assoc. 3132 Wynford Drive Fairfax, VA 22031	560-8688	Fax: 839-4505
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Jim Coakley	C. J. Coakley 7732 Lee Highway Fairfax, VA 22042		
Mary Greene	Mary Greene Realty P.O. Box 547 Merrifield, VA 22116	323-5200	Fax:
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Keith Kitchen	First Baptist of Merrifield 8122 Ransell Road Falls Church, VA 22042	560-3247	kitchen@digizen.net Fax: 560-3709

Appendix A / Page 2  
Merrifield Suburban Center Citizen's Task Force  
Membership Roster

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Linda McGinnis	McGinnis International Inc. 2430 Cedar Lane Vienna, VA 22182	(202) 955-4545	lmcginnis@mmreibe.com Fax: (202)955-6160
Bob Mortensen (CHAIR)	Mortensen & Assoc. 2787 Hartland Road Falls Church, VA 22043	207-9255	rhmort@aol.com Fax: 560-6753
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Jim Scott	INOVA/Virginia Delegate 3110 Gatehouse Road Falls Church, VA	289-2039	James.Scott@Inova.com
Linda Smyth	Briarwood HOA 2910 Hideaway Road Fairfax, VA 22031	280-2627	nssmyth@juno.com Fax: 385-0911
Dick Thompson	Merrifield Post Office 3949 Chain Bridge Rd. Fairfax, VA 22030	591-9790	rthomps4@email.usps.gov
Renata Wade	Providence District Council 2231 Richelieu Drive Vienna, VA 22182	698-8787	landscp@erols.com Fax: 847-0378
Fran Wallingford	Mantua Citizens' Assoc. 3311 Mantua Drive Fairfax, VA 22031	573-1748	fran.wallingford@cwix.com Fax: 5773-3218
Kevin Warhurst	Merrifield Garden Center 8132 Lee Highway, P.O. Box 848 Merrifield, VA 22116	560-6222	MGC1971@aol.com Fax: 560-9370

Appendix A / Page 3  
Merrifield Suburban Center Citizen's Task Force  
Membership Roster

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<b>Supervisor</b>			
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Charlene Fuhrman-Schulz	Fairfax County Dept. of Planning & Zoning 12055 Government Center Pkwy - 7 <sup>th</sup> Floor; Fairfax, VA 22035	324-1382	charschulz@hotmail.com - (For attachments) cfuhrm@co.fairfax.va.us Fax: 324-3056
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