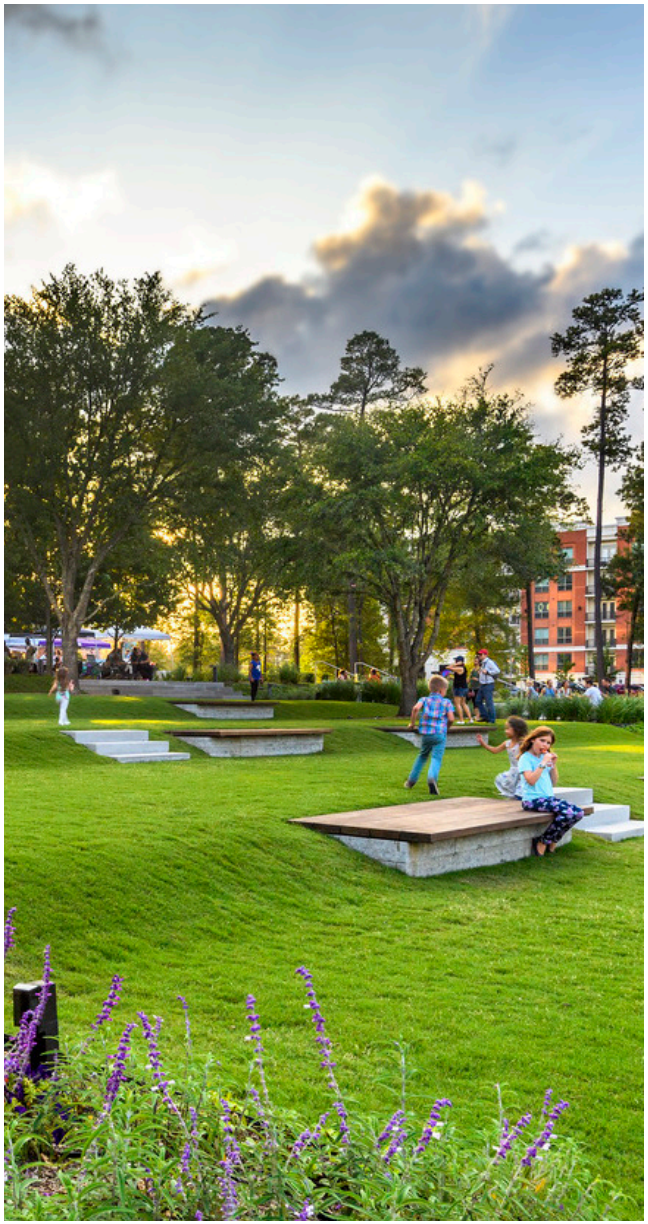

VOLUME II

DISTRICT DESIGN GUIDELINES

McLEAN

SEPTEMBER 2023

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Image Credit: Fairfax County

1 INTRODUCTION

1A Overview of Urban Design Guidelines

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1E Structure of the McLean District Design Guidelines

1F How to Use This Document

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1H Flexibility in Applying Design Guidance

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DOCUMENT OVERVIEW & BACKGROUND

1A OVERVIEW OF URBAN DESIGN GUIDELINES

The Urban Design Guidelines for the County's Commercial Revitalization Districts/Areas (CRDs/CRAs) are contained in two documents, collectively "the Design Guidelines".

– **Volume I: Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas** contains urban design principles and strategies that are applicable generally to all the CRDs and CRAs.

– **Volume II: District Design Guidelines** (District Guidelines) contains urban design guidelines that are tailored specifically for each CRD or CRA based on the guidance contained in the Comprehensive Plan for the individual area.

The two volumes of the *Design Guidelines* should be used together to inform design decisions. **There may be instances where guidance provided in the Volume II District Guidelines may elaborate upon or contradict material provided in Volume I. In such instances, the guidance in Volume II supersedes the guidance in Volume I.**

For the purposes of these District Guidelines, the acronyms CRD and CBC are used interchangeably to refer to downtown McLean.

1B BACKGROUND AND PURPOSE

The *Design Guidelines* serve as companion documents to the *Comprehensive Plan*. The *Comprehensive Plan* describes desired land uses, levels of development intensity, and provides general guidance on the built form, open space, site design, and transitions. The *Design Guidelines* provide detailed guidance on these matters. Primarily, the *Design Guidelines* are used to inform the design of public realm components such as streetscapes, signage and public art, plazas, parks, and landscaped areas, as well as ways in which private development interacts with the public realm to promote a coherent urban character. Together, the *Comprehensive Plan* and the *Design Guidelines* provide the urban design guidance for McLean.

The *District Design Guidelines for McLean* are graphic and written principles which are intended to be incorporated into the design of a project to aid in achieving a high level of design excellence. The vision of these *District Guidelines* is to assist in the implementation of the Plan vision for a visually cohesive, livable, pedestrian-oriented, and economically viable urban community, and to promote a clear and consistent process for developments and/or capital projects. They provide design options for creating an inclusive, sustainable community that aspires to high environmental standards, a high quality of life for its residents, and its own unique identity.

Fleetwood Rd, McLean

RIGHT
Townhouse development along Fleetwood Road in McLean
Image Credit: Fairfax County

1C AREA OVERVIEW

The McLean Community Business Center (CBC) is located about seven miles northwest of Washington, DC and is approximately 230 acres in size. The CBC is centered around the intersection of two major roadways, Chain Bridge Road and Old Dominion Drive. Additionally, the CBC is bounded by Dolley Madison Boulevard on its northern edge, as shown in the map on this page.

The McLean CBC contains several neighborhood-serving shopping centers that are accessible from Chain Bridge Road or Old Dominion Drive. Dispersed between these centers are commercial uses that include automobile service stations, banks, restaurants, and former residences converted to professional offices or small retail establishments. Recently, the Signet and Palladium offered additional residential options in addition to existing multi-family residential developments including the Ashby and McLean House, and several townhome communities.

1D ORIGINS OF McLEAN

In 1719, Thomas Lee purchased 2,862 acres in the vicinity of what is now known as McLean and Langley. The Treaty of Albany with the Iroquois League of Six Nations was signed in 1722, pushing Native Americans out of the area. From the 1700's until the early 1900's, McLean remained largely a farming community. In 1797, Little Falls Bridge (Chain Bridge) opened as the first bridge over the Potomac River connecting Virginia with District of Columbia turning what is now Dolley Madison Blvd. into a main thoroughfare. Many historical figures are intertwined with the history of McLean. One notable event was in 1814, when President James Madison and first lady Dolley Madison fled the Capitol during the burning of the city, and it is thought that they spent the night in Solona Village.

McLean's growth has been influenced by the development of transportation systems, proximity to the Nation's Capital, and by an expanding urban economy, particularly after World War II. In 1902, John R. McLean and Senator Stephen Elkins of West

FIGURE 1-1: MAP OF THE MCLEAN COMMUNITY BUSINESS CENTER

ORIGINS OF McLEAN (CONT'D)

TOP LEFT
The intersection of Old Dominion Dr and Chain Bridge Rd in 1968 in McLean, Virginia
Image Credit: Boris Feldblyum

McLean, circa 1968

TOP RIGHT
McLean House was built in 1975. It is the only high rise condominium in downtown McLean
Image Credit: Realtor.com

McLean House

BOTTOM LEFT
McLean Area, Looking north on Chain Bridge Road at intersection with Old Dominion Drive
Image Credit: Donie Rieger, c. 1966
City of Fairfax Regional Library

McLean, circa 1966

Virginia obtained a charter to operate an electrified railroad named the Great Falls & Old Dominion Railroad. John McLean was the publisher of the Washington Post and Cincinnati Enquirer newspapers. The trolley was a business venture between the two men to promote the scenic beauty of the Great Falls of the Potomac. The fourteen-mile-long trolley line connected Rosslyn to Great Falls Park, linking with Washington D.C. via the old Aqueduct Bridge. Its rails were laid through forests, farmland, and fruit orchards, bypassing the existing villages of Lewinsville and Langley. The trolley began operating on July 4, 1906, with 21 stops in the county.

One of the trolley stops was at Chain Bridge Road which was a major transportation artery through Fairfax County since colonial times. Initially, the stop was called Ingleside after a subdivision that was developing along Elm Street and Poplar Street (now Beverly Road). However, a hub of activity quickly began to form at the location and by 1910, residents began calling the Ingleside stop "McLean" in honor of one of the trolley's founders. The next stop to the west became known as Ingleside. In June of that same

ORIGINS OF McLEAN (CONT'D)

year, Henry Alonzo Storm took over the operations of a general store that was located at Chain Bridge Road between the tracks and Elm Street, which included the McLean Post Office. There was no trolley depot. People either purchased their tickets at Storm's Store or from a conductor on the train. The day that Storm opened his general store is considered the beginning of McLean.

The Great Falls & Old Dominion Railroad had a significant impact upon the Northern Virginia countryside because it provided easier transportation to and from the District of Columbia. Farmers found it less difficult to get their crops and dairy products to market. Many businessmen discovered the art of commuting and sought permanent or summer homes for their families in the area. Little settlements, such as Franklin Park and El Nido, developed along the route, but the area surrounding the McLean stop underwent the most change.

For instance, St. John's Episcopal Church, built in 1877 along Georgetown Pike, was mounted on casters and hauled to a site on Chain Bridge Road, near the McLean stop. The Franklin Sherman School, the county's first consolidated public school, opened in 1914 with 29 students, bringing students from the one-room buildings at Langley, Lewinsville, and Spring Hill. Few students lived in McLean at the time, and many traveled to the school by way of the trolley. The school's first principal, Charlotte Troughton [Corner] established the McLean School and Civic League to support the school and became its first secretary. The League, which later became the McLean Citizens Association (MCA), established the first McLean Day Fair in 1915, purchasing the lot next to the school on Chain Bridge Road to begin raising money. Led by local businessmen and area residents, the League functioned as an unofficial town council meeting in donated space at the school. In addition to supplies for the school, fair funds began to be designated for improvements such a paving streets, seed money for the library, clubs, churches and even electricity for downtown, sponsoring its streetlights beginning in 1932.

The McLean Volunteer Fire Department incorporated in 1923 as Station No. 1 in Fairfax County and a two-bay station was built on Chain Bridge Road a block from the trolley stop. Members of Sharon Lodge 327 built the Sharon Masonic Temple at Emerson Avenue and Chain Bridge Road in 1921, and the congregation of McLean Baptist Church erected its first church in 1923 on Emerson Avenue adjacent to the lodge.

It was natural that development would occur around the trolley stop and an amorphous village-like settlement began to develop. By the early 1930s, ridership on the trolley had declined with the rise of the automobile. After the route was abandoned in 1934, its tracks were removed, and the roadbed was turned into Old Dominion Drive.

World War II brought changes to the area as people who had moved to Washington, DC region to support the war remained. In 1953, the McLean School and Civic League reincorporated as the MCA and became active in civic and land use issues as the area developed. The population increase transitioned McLean from a rural area to a suburban community, especially with the opening of the Central Intelligence Agency in nearby Langley in 1961.

Figure 2-2 (Chapter 2) highlights several structures within the McLean CBC described as "Places of Character". Although this acknowledgment is not associated with any historical designation, these properties and buildings exemplify the historic development driven by McLean's influences and are recommended for further study. The properties were identified during an Architectural Survey conducted by the Heritage Resources Division of the Department of Planning and Development in late 2018.

For more information on the history of McLean or individual sites within the CBC, visit the following resources:

The McLean History Portal, a joint project of McLean residents and the Fairfax County Public Library's Virginia Room, is a centralized repository of community archives documenting this history and includes maps, photos, periodicals, oral histories, manuscripts, and organization histories. McLean History Portal - Fairfax County History - FCPL Curated Content at Fairfax County Government

Special thanks to Carole L. Herrick for her historical narrative and community education efforts on the history of McLean.

Special thanks to Merrily Pierce for her contributions.

1E STRUCTURE OF THE MCLEAN DISTRICT DESIGN GUIDELINES

The *District Guidelines* for McLean are organized into six chapters. This chapter, **Chapter 1**, introduces the *District Guidelines* and explains how and where they should be applied. **Chapter 2** presents the Comprehensive Plan vision and urban design framework. **Chapter 3** provides urban design guidance for streetscapes including paving, furnishings, trees, and stormwater management facilities. **Chapter 4** contains building frontage recommendations. **Chapter 5** contains recommendations on parks. **Chapter 6** addresses gateways, art, and wayfinding and interpretive signage. An Appendix includes sidewalk construction details.

- **Design Principles:** summarize each urban design element, defines the goals to be achieved, and explains the purpose of each element, as well as the desired conditions needed to successfully achieve its intent.
- **Design Strategies:** provide concepts, schemes, dimensions, and details to articulate a means to implement the ideas contained in the design principles.
- **Suggested Specifications:** include suggested products with model numbers, sizes, colors, and installation recommendations to illustrate the intended appearance and quality for certain design elements. These are primarily contained in Chapter 3.
- **References:** where relevant, references are made to related sections of the *Volume I* Guidelines, along with other pertinent guidelines, standards, and resources.

1F HOW TO USE THIS DOCUMENT

The *District Guidelines* apply to development proposals for all properties located within McLean CBC. They are intended to be used by citizens, developers, landowners, designers, Fairfax County staff, the Fairfax County Planning Commission, and the Board of Supervisors when either proposing, designing or reviewing development proposals in the CBC.

The content in this document is designed to be applied as guidelines rather than as regulatory (mandatory) "one size fits all" requirements. The Guidelines are meant to offer design guidance only and there is flexibility in how or whether a design element or recommendation can be realized. The Guidelines are intended to:

- provide a common language with which to discuss how to create developments that contribute to an attractive, vibrant and livable area;
- offer clarity on important aspects to consider in the design of developments;
- help facilitate the dialogue that occurs among stakeholders in the development review process;
- provide solutions that balance the desire for a high quality environment with the need for developments to be feasible;
- foster desirable and compatible development that responds to the surrounding context; and,
- encourage the design of communities of the highest quality, where each building and public space contributes positively to the overall character of the area.

The *District Guidelines* are not a substitute for the codes and ordinance provisions associated with the development review process. They are meant to offer design guidance only. There is flexibility in how a design element may be realized, provided the design intent can be achieved. As such, **the *District Guidelines* are not prescriptive; architectural style, specific street furnishings, or plant species are not dictated. Rather, a palette is provided that allows for flexibility and innovation.** The *Design Guidelines* are intended to provide a frame of reference to be used for making specific design decisions; however, it is strongly recommended that the *District Guidelines* be followed with respect to elements in the public realm.

1G RELATIONSHIP TO THE PUBLIC FACILITIES MANUAL

It is intended that designers and reviewers will apply the *District Guidelines* to all projects located in the McLean CBC. The *District Guidelines* may differ from the requirements set forth in the Fairfax County Public Facility Manual (PFM) based upon the unique characteristics of the urban environment. The treatments and designs described in the *District Guidelines* may be substituted for details found in the PFM. Criteria for using them as an alternative to the PFM is found in PFM Sec. 2-1100 Applicability of the Urban Design Guidelines.

1H FLEXIBILITY IN APPLYING DESIGN GUIDANCE

There will be instances where the urban design and streetscape recommendations outlined in the Plan and the *District Guidelines* cannot be accommodated in the manner envisioned, even with reasonable adjustment and flexibility. Where pre-existing site constraints are present, or where infill or expansion of buildings or other existing features limit the ability of a development to satisfy the urban design recommendations, or when modifications to the streetscape guidance are necessary to conform to applicable County and/or Virginia Department of Transportation (VDOT) requirements, variations may be permitted on a case-by-case basis using the following criteria:

- The inability to conform to the recommendations is demonstrated through written and/or graphic evidence;
- Deviations are as minimal as possible; and,
- Modifications still meet the intent of the Comprehensive Plan and the *District Guidelines*.

1I FUTURE AMENDMENTS

As McLean and its surrounding neighborhoods develop and evolve, the *District Guidelines* may need to be amended to respond to those changing conditions. In addition, new technologies, maintenance challenges, and innovations may provide opportunities for different design strategies, new products, materials, etc., which should be reflected in updated versions of these *District Guidelines*.

LEFT
Streetscape along the Palladium, a residential, mixed use development in McLean
Image Credit: Fairfax County

Image Credit: design-mor

2 COMPREHENSIVE PLAN VISION & URBAN DESIGN FRAMEWORK

2A Summary of the Comprehensive Plan for McLean

2B Urban Design Concept - Neighborhood Village

2C Urban Design Framework

COMPREHENSIVE PLAN VISION & URBAN DESIGN FRAMEWORK

2A SUMMARY OF THE COMPREHENSIVE PLAN FOR MCLEAN

The vision for the McLean Community Business Center (CBC) as described in the Comprehensive Plan is to sustain and enhance the community-serving business area while encouraging quality mixed-use redevelopment that supports walkability, public infrastructure, open space, and parks. A diversity of land uses with inviting street level facades primarily in mid-rise buildings should be concentrated mostly towards the central portion of the CBC. The Plan organizes the area into three distinct zones including the Center, General, and Edge zones. These zones provide important building form and site design transitions from the center of the CBC to the surrounding neighborhoods. Each zone is envisioned to have different urban design characteristics employing a form-based approach to planning.

- **Center Zone (including the Bonus Height Area):** The Center Zone is planned for the highest density of mixed use development within McLean. Developments are encourgaed to provide community benefits such as the Signature Park, vibrant and lively streetscape complete with outdoor cafes, bicycle and pedestrian pathways, and amenities. Parking is predominately provided in structured garages with some "teaser" surface parking permitted.

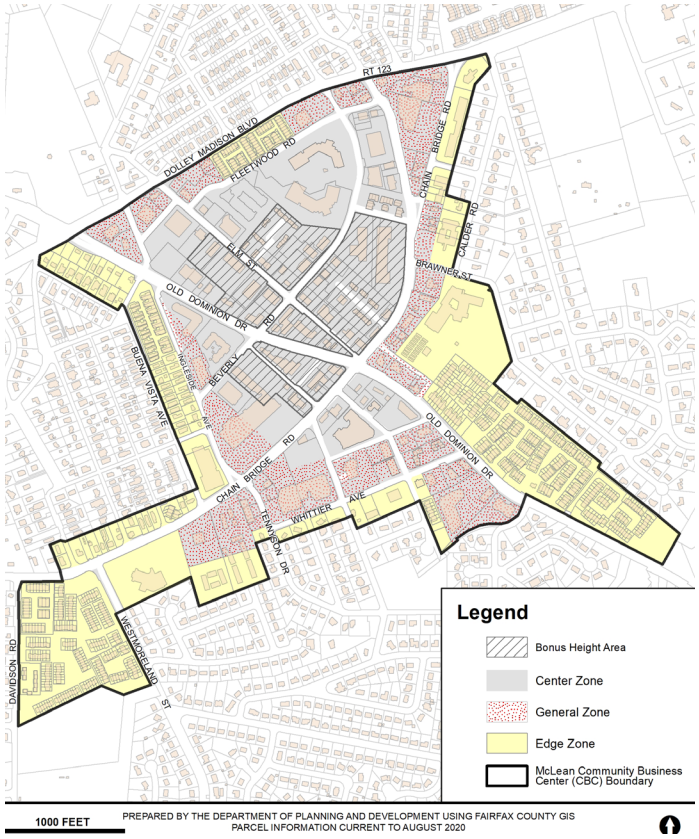
- **General Zone:** The General Zone includes many of the same elements envisioned for the Center Zone but with lower building heights to promote an appropriate transition into the Edge Zone. Parking may be provided in either structured garages or in adequately screened surface lots.

- **Edge Zone:** The Edge Zone will exhibit much of the same character that presently exists. Developments should include streetscape elements to maintain consistency throughout the CBC by employing street trees, pedestrian walkways and bicycle facilities. Parking is generally provided in surface lots.

The CBC is envisioned to be connected by a network of bicycle and pedestrian pathways linking McLean's various businesses, urban parks, points of interest, landmarks, and community amenities. The network should incorporate high-quality streetscapes and green infrastructure.

Comprehensive Plan for the McLean CBC

FIGURE 2-1: McLEAN CBC ZONES



2B URBAN DESIGN CONCEPT - NEIGHBORHOOD VILLAGE

The urban design vision for McLean is for it to have a small town feel with a variety of human-scaled gathering spaces that foster social interaction and communal experiences. The diversity of local merchants continues to meet many of the daily shopping and service needs of area residents. Dining options help define McLean as a destination for area residents. Well-designed streetscapes and off-street pathways offer comfortable connections to these destinations as well as from the surrounding neighborhoods into McLean. McLean will showcase itself as a sustainable community with shade trees, green areas, and innovative environmental features. The history of McLean is embraced through the scale of blocks and the finer-grain texture of building fabric that contributes to the sense of community.

Comprehensive Plan Image: Conceptual rendering of the Signature Urban Park area

Comprehensive Plan Image: Vision for Old Dominion Drive

Comprehensive Plan Image: Vision along Elm Street

URBAN DESIGN CONCEPT NEIGHBORHOOD VILLAGE

TOP RIGHT
Human-scaled gathering spaces foster social interaction and communal experiences
Image Credit: Fairfax County

BOTTOM LEFT
Well designed streetscapes and pathways offer comfortable walking and cycling experiences
Image Credit: Fairfax County

BOTTOM RIGHT
A variety of block scales and finer-grain building fabric contribute to the sense of a Neighborhood Village
Image Credit: Fairfax County

URBAN DESIGN FRAMEWORK

2C URBAN DESIGN FRAMEWORK

Figure 2.2 depicts the layers that comprise the Urban Design Framework of the Neighborhood Village concept. The Urban Design Framework includes the following elements: (see subsequent pages in this chapter).

Note: Figure 2-2 is an illustrative diagram to articulate the urban design elements which are consistent with the Comprehensive Plan but contains further articulation of the Plan's ideas. Slightly different terminology is used.

FIGURE 2-2: McLEAN URBAN FRAMEWORK PLAN

LEGEND

- McLean Central Business Center
- Existing Open Space
- Places of Character (See Chapter 1D)
- Bonus Height Area
- Center Zone
- General Zone
- Edge Zone
- Building Frontage
- Old Dominion and Chain Bridge - "Green Avenues'
- Beverly and Elm "Main Streets"
- Future Pedestrian Mall
- Pedestrian Connections

St. John's Episcopal Church, McLean, VA

Image Credit: VivaTysons

1. ORGANIC DEVELOPMENT PATTERNS AND HISTORICAL CONTEXT

The character of the built environment of McLean has evolved naturally over time in relationship to the transportation systems that served the area. McLean is characterized by a central crossroads with an overlay of a grid of streets. This layout, along with the preponderance of local businesses over national chains and big-box retailers, fosters the small-town vibe and village feel. New developments should consider historical block patterns when designing their project. Projects should also incorporate historical elements such as the names of influential figures in McLean's past, vernacular building materials and styles, and public art and educational signage that convey community stories.

Washington, DC

Image Credit: AIA Washington DC

2. QUALITY BUILDING ARCHITECTURE AND MATERIALITY

McLean's communities desire excellence in building architecture, materials, and construction quality. Natural and authentic materials, such as masonry, are encouraged to reflect a high-quality and substantive built environment. New development should be designed to be context-sensitive but avoid sameness from building to building.

Architectural variety along the street front is important on long blocks to create greater visual interest. Street-facing building facades should consider employing strategies that modulate the architecture with demise lines, fenestration, or other patterns. Consider the pedestrian's experience of the first 2-3 floors of the building to contribute to a quality urban environment. Celebrated building entrances, highly transparent facades, overhangs that engage the streetscape, and materials that withstand regular cleanings are desirable aspects of ground floor building design.

3. TRANSITIONS.

Transitions in building height are incorporated into the form-based Comprehensive Plan to establish a tiered development pattern between development zones. Compatible transitions between adjacent zones should be considered, and may include the use of façade articulation, screening and buffering, material usage, and other treatments.

Separately, appropriate transitions should be considered in the case of the single consolidated project in the Bonus Height Area and are expected to be provided when properties abut the boundary of the CBC, including single-family residential uses. In such instances, appropriate transitions may include the use of building setbacks and step-backs, screening and buffering, and other techniques that achieve appropriate transitions.

Alexandria, VA

4. ACTIVE BUILDING FRONTAGES ALONG KEY STREETS AND AT IMPORTANT NODES.

Encourage variety and human scale designs of building ground floors to contribute to a village feel. This is particularly important for buildings along Beverly Road and Elm Street. Use the 'Building Zone' to connect buildings to the public sidewalk creating opportunities for social interactions for all types of residential and commercial buildings. Encourage additional opportunities for outdoor dining and outdoor seating spaces.

San Jose, CA

5. ENVIRONMENTALLY-FOCUSED DESIGNS.

Streetscapes and public spaces should showcase and celebrate sustainable designs that increase the number of trees and green spaces. These "green corridors" are used to reduce rainwater runoff and heat island impacts. New development or building retrofits should also place an emphasis on green building and sustainable technologies.

New York, NY

Indianapolis, IN

Image Credit: Indianapolis Convention and Visitors Association

6. SYSTEM OF SECONDARY PEDESTRIAN PATHWAYS.

Trails and other connections between streets improve the pedestrian experience by linking various active uses/spaces such as restaurants and outdoor spaces. Such pathways should be characterized through their use of greenery, public art, distinctive paving and furnishings, wayfinding, and lighting.

Rockville, MD

Image Credit: RockvilleTownSquare.com

7. NETWORK OF PUBLIC SPACES LINKED TO A SIGNATURE URBAN PARK.

The Signature Urban Park should be accompanied by retail/restaurant uses nearby to generate day and nighttime activity. Ensure that there is a system linking the park with a network of green spaces and "nooks" to support pedestrian connectivity. Public spaces provided with developments should complement the open space system for the CBC.

Boston, MA

Image Credit: Copley Wolff Landscape Architecture

8. UNIFYING VISUAL ELEMENTS.

Employ public realm features that embody McLean's character. This may include public art, wayfinding, low walls comprised of brick/stone, arcades that are integrated into building facades, and a distinctive sidewalk paving design.

Image Credit: JR P @flicker.com

3 STREETSCAPES

3A Introduction

3B Streetscape Concept

3C Avenues (Old Dominion Drive & Chain Bridge Road)

3D Local Streets

3E Paving Design & Specifications

3F Crosswalks, Ramps, & Driveway Crossings

3G Furnishing & Lighting Specifications

- 3G.1 Streetlights
- 3G.2 Benches
- 3G.3 Bicycle Racks
- 3G.4 Trash & Recycling Receptacles
- 3G.5 Bus Shelters
- 3G.6 Low Walls & Raised Planters

3H Street Trees & Understory Landscaping

3I Stormwater Management in Landscape Panels

3J Transitions & Flexibility for Existing Conditions

3K Maintenance Responsibility

STREETSCAPES

3A INTRODUCTION

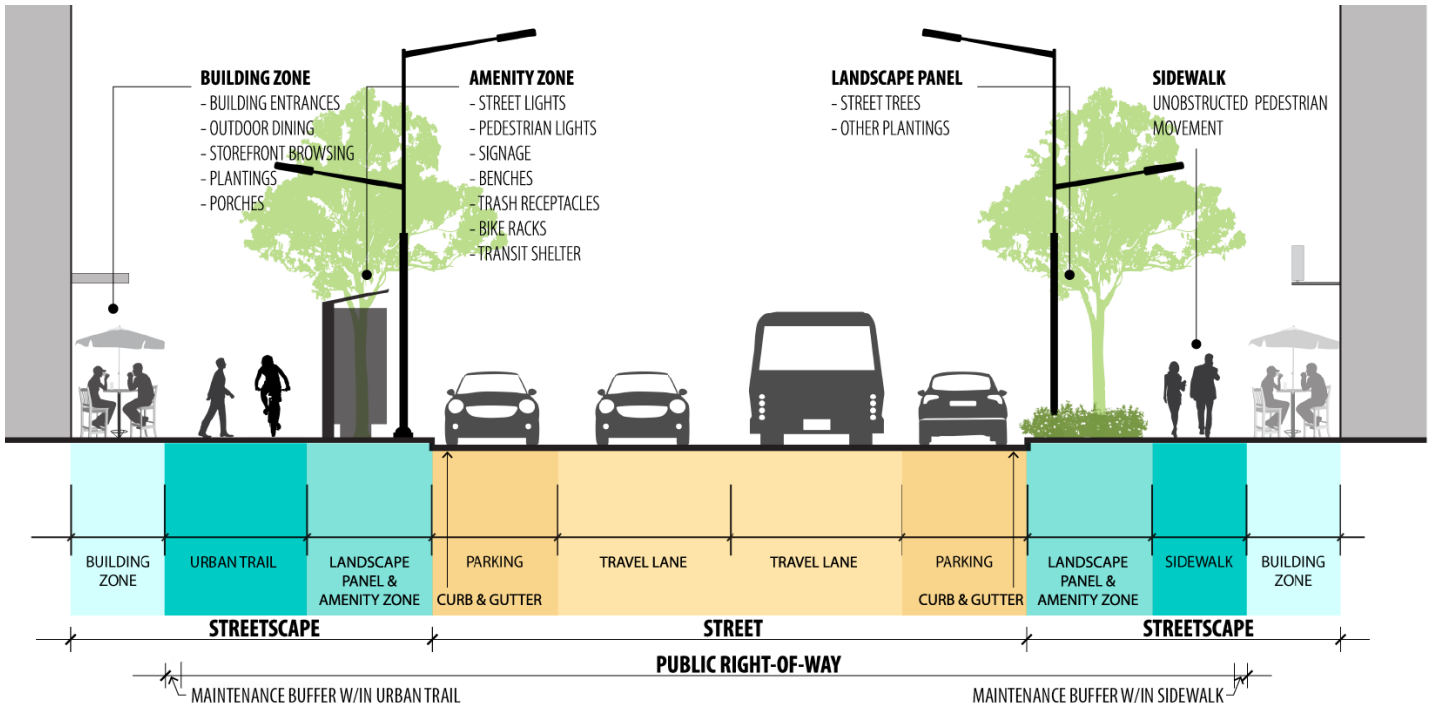
The pedestrian realm is the public space where people move through and interact with one another. It is comprised of the streetscape and park spaces (See Chapter 5). These are some of the most visible areas within the urban environment and are critical elements to connect the McLean CBC visually and physically. The pedestrian realm can be a source of placemaking where people socialize, host activities, and where features such as furnishings, lighting, and art contribute to a unique environment. It can provide environmental benefits through tree cover, remediation of heat island effects, and stormwater infiltration.

The streetscape is the space within the pedestrian realm that is between the building facade, or build-to line, and the curb. The character of the streetscape will differ depending on the scale of the adjacent roadway and the type of adjacent land uses.

3B STREETSCAPE CONCEPT

The McLean CBC has two primary street typologies: Avenues and Local Streets. Old Dominion Drive and Chain Bridge Road are categorized as Avenues and all other streets, except Dolley Madison Boulevard, are categorized as Local Streets. Avenues are generally wider roadways with 3-5 travel lanes and have higher posted vehicle speeds of 30 to 35 mph. Beverly Road and Elm Street which are classified in the Comprehensive Plan as a special type of Local Street tend to be pedestrian-scaled with 2-3 travel lanes, on-street parking, and 25 mph speed limits.

FIGURE 3-1: TYPICAL STREETSCAPE COMPONENTS



AVENUE CONCEPT

London Olympic Village, London, UK

LOCAL STREET CONCEPT

Main Street, Greenville, South Carolina

STREETSCAPE CONCEPT

The streetscape concept treats Avenues and Local Streets differently based on their respective facilities and adjacencies.

The design concept for **Avenues** places an emphasis on trees and landscaping to buffer the pedestrian from moving vehicles, to form a continuous green canopy framing the street and sidewalk, and to soften the edges of adjacent buildings. The Landscape Panel is treated as a "green corridor" employing canopy trees and densely planted, colorful annuals and perennials which provide ecological benefits. The Building Zone may also provide a similar landscape treatment, framing the sidewalk with greenery. Landscaping should have a less formal, more natural appearance. Due to the volume and speed of passing vehicles, cyclists are accommodated off-road within the streetscape.

The design concept for **Local Streets** places an emphasis on the Building Zone adjacent to the ground floor of the building. The Building Zone provides for a wide variety of spaces and experiences where socialization and business-related activities can occur. Its function and size will change depending on the adjacent building use. Building Zones adjacent to commercial uses should have seating areas, signage and displays, and additional landscaping. Building Zones adjacent to residential uses may include small gardens, seating, and stoops.

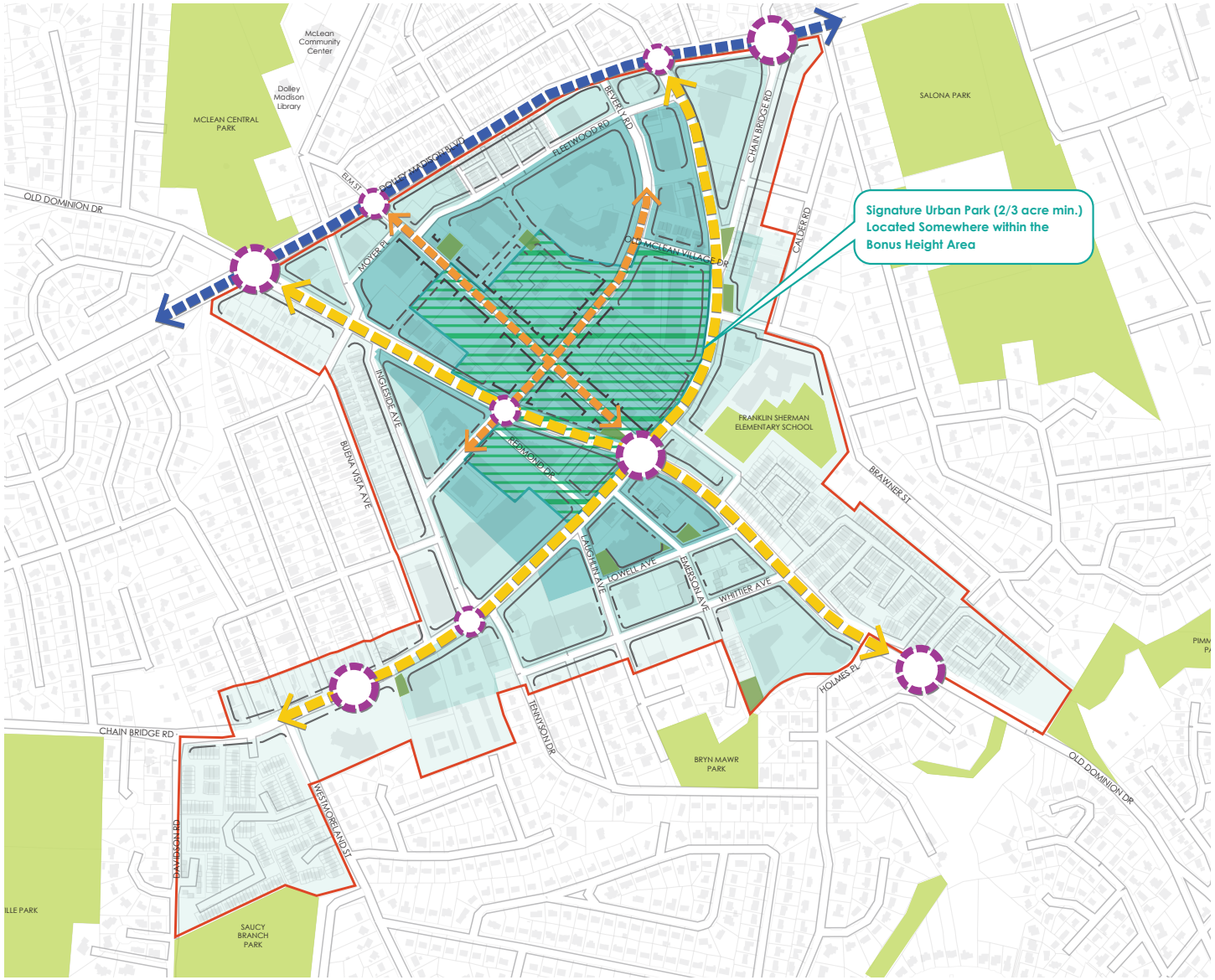
Regardless of the building's use or type of street, the Building Zone, if designed properly, can be used to strengthen the pedestrian's experience by creating a relationship between the building and the public sidewalk.

TOP LEFT
An Avenue is characterized as a "green corridor", offering an enhanced buffer between people and vehicles
Image Credit: Vladimir Guculak @Pinterest.com

BOTTOM LEFT
Well-designed Local Streets emphasize the Building Zone, creating a relationship between the building and the public sidewalk
Image Credit: Everydaytourist.ca

FIGURE 3-2: STREET & BLOCK PLAN

The Street & Block Plan (Figure 3-2) depicts the street network in the McLean CBC. Old Dominion Drive and Chain Bridge Road are categorized as Avenues and all other streets, except Dolley Madison Boulevard are Local Streets. Portions of Beverly Road and Elm Street are highlighted on this map to signify that they are *Local Streets Type 1* according to the Comprehensive Plan and where commercial and other activated ground floor uses should be emphasized. See Chapter 4 for more information on the ground floor design along these streets.



LEGEND

- McLean Community Business Center
- Open Space
- Community Business Center Parks
- Beverly & Elm Street - Local Street Type 1
- Avenues
- Boulevards
- Local Street Type 2
- Gateways and Nodes
- Building Frontage
- Bonus Height Area
- Center Zone
- General Zone
- Edge Zone

STREETSCAPE CONCEPT (CONT'D)

Utility Undergrounding

The Comprehensive Plan recommends burying all overhead utilities underground as part of site redevelopment. The location of underground utility duct banks, manholes and vaults, and easements should be determined at the time of the rezoning plan. This will reduce potential conflicts with streetscape features, such as trees, during site plan review and/or construction.

- **Location:** Generally, duct banks should be located under the sidewalk. Utility boxes should be placed within the Building Zone and obscured from view using site features such as signage, low walls, landscaping, or furnishings (See example).
- **Streetscape Dimensions:** Utilities should not prevent the planting of street trees within the Landscape Panel. Additional streetscape space may be required if duct banks and easements cannot be located entirely under the sidewalk.
- **Vault Cover Design:** Vault covers located within the sidewalk should match, to the extent feasible, the sidewalk paving material so that the covers blend into the streetscape. Vault designs are required to meet ADA standards.

VDOT Multimodal System Design Guidelines & Appendix B(2)

The *Multimodal System Design Guidelines* (MMDG) and corresponding *VDOT Road Design Manual Appendix B(2)* provide alternative street designs for urbanizing, mixed-use areas. Major features of the MMDG are alternative street classifications, reduced intersection spacing standards, wider pedestrian and bicycle facility standards, reduced sight distance requirements, and smaller driveway widths.

As of the publication date of this document, the MMDG have not yet been approved for use in McLean. In the interim, projects are encouraged to use these standards however, waivers of the typical VDOT Road Design Manual standards may need to be requested by applicants and are subject to VDOT approval.

VDOT Road Design Manual Appendix B(2) - Multimodal Design Standards for Mixed Use Urban Centers

References and Notes

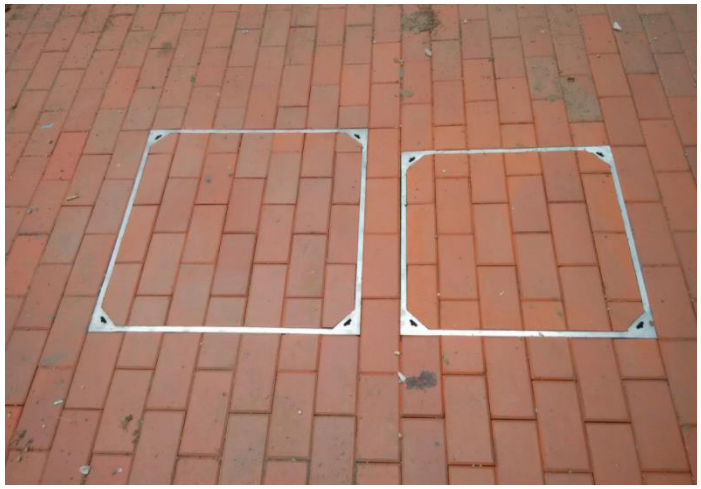
This chapter builds on guidance found in Chapter 2 of the Volume I Urban Design Guidelines, pertaining to the design, material selection, and location of the streetscape components (see Figure 3-1). All streetscape dimensions and the full roadway cross-sections are provided in the "Urban Street Network Design" section of the Comprehensive Plan for the McLean CBC.

Note 1: Developments should follow the cross-section guidance, including arrangement and dimensions depicted in the Comprehensive Plan.

Note 2: Unless otherwise stated, all streetscape facilities should be provided consistently on both sides of a street.

Note 3: The terms 'Shared Use Path', 'Urban Trail', and 'Pedestrian and Bicycle Pathway' are used interchangeably and refer to the same facility type. 'Urban Trail' is a term defined by the Fairfax County Department of Transportation to refer to Shared Use Paths in mixed use areas where a wide variety of paving materials can be employed along with modified engineering standards to account for urban street conditions.

Note 4: The widths of sidewalks, walkways, and Urban Trails include a VDOT-required 1-foot maintenance buffer so that the edge of rights-of-way correspond to the edge of the facility.



LEFT
Vault cover in the sidewalk with brick inlay provides consistency in streetscape design
Image Credit: Manholecoversupply.com

3C AVENUES (OLD DOMINION DRIVE & CHAIN BRIDGE ROAD)

OLD DOMINION DRIVE (Comprehensive Plan Avenue Type 1)

On Old Dominion Drive, an Urban Trail will accommodate both cyclists and pedestrians within the streetscape. An Urban Trail is a multi-use facility designed to safely and comfortably accommodate pedestrians, cyclists, and other wheeled micromoblity vehicles traveling in both directions. Cyclists are expected to travel close to the speed of pedestrians when on an Urban Trail within the CBC.

Constitution Avenue, Canberra, Australia

RIGHT
Avenues offer an enhanced Landscape Panel planted with colorful annuals and perennials, and maintains a consistently spaced, robust tree canopy.

Image Credit: John Gollings, Landezine.com

FIGURE 3-3: TYPICAL AVENUE STREETSCAPE - BIRDSEYE PERSPECTIVE

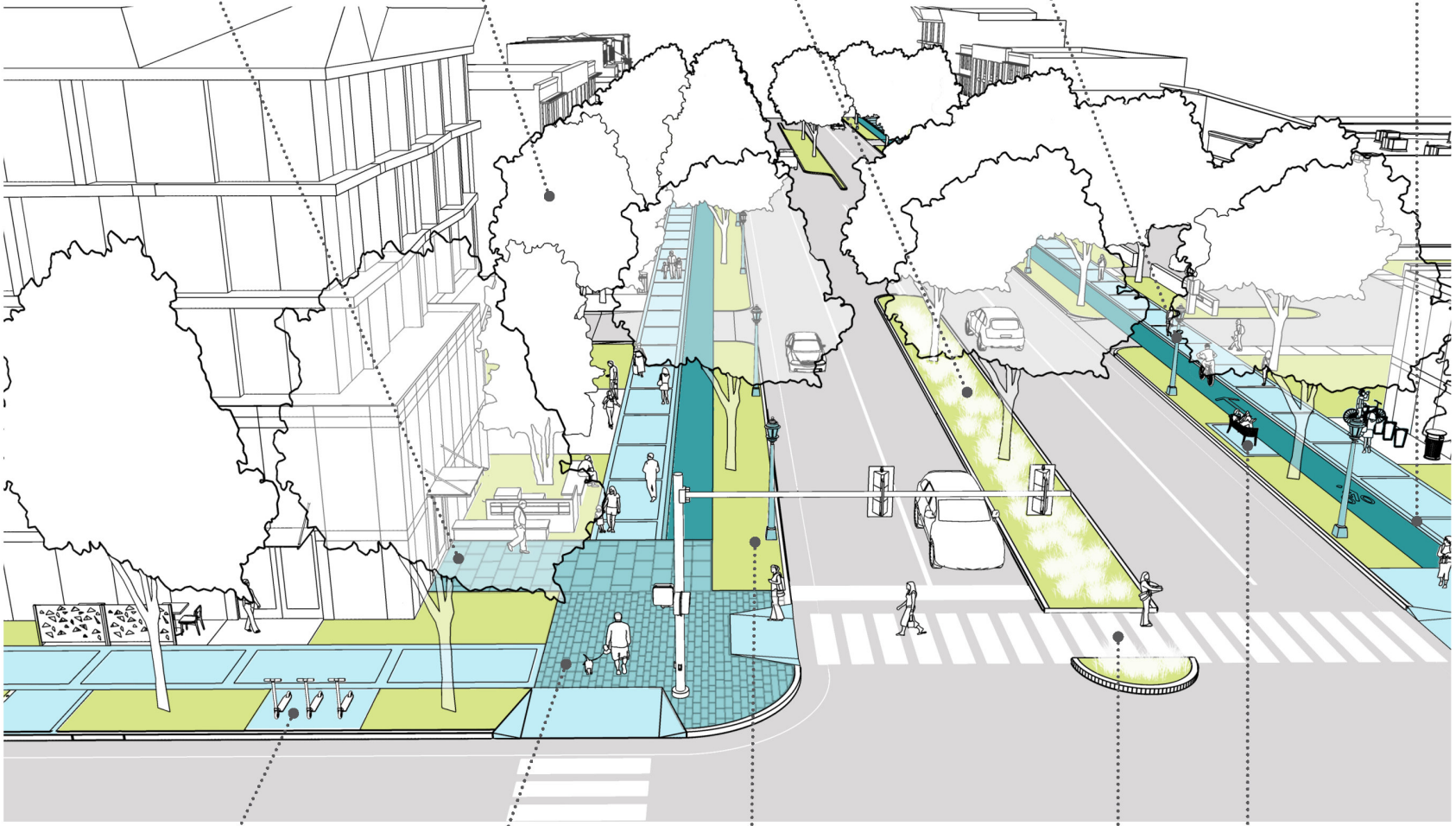
STREET ORIENTED ACCESS
Create a sense of arrival and hierarchy with architectural features and paving

ALLEE OF TREES
Provide a double row of trees within the building zone and the landscape panel

LANDSCAPED MEDIAN
Where medians are proposed, add trees and landscaping for a Boulevard design

STREET LIGHT
Provide lighting for roadways and the public realm

BIKE AND PEDESTRIAN PATHWAYS
Off-street bike facilities are necessary on Avenues



MULTIMODAL PARKING
Provide parking for multimodal transportation

INTERSECTION PLAZA
Shared space for pedestrians and cyclists as they approach the intersection

LANDSCAPE PANEL
Landscaped buffer with understory planting

CROSSWALK REFUGE
Median refuge includes a bullnose to protect crosswalk

STREETSCAPE FURNISHINGS
Bench seating provided within the landscape panel

AVENUES (CONT'D)

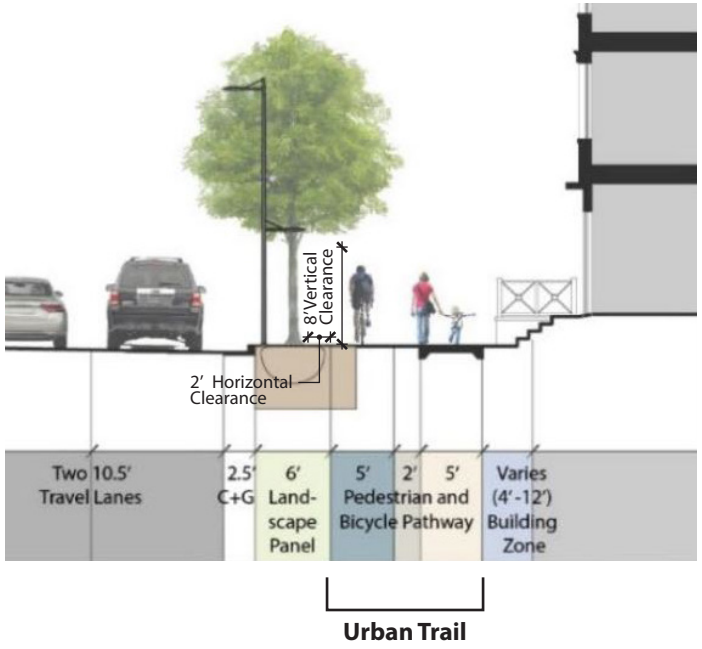
Old Dominion Drive Urban Trail Features

- **Width:** The facility is 12-feet wide.
- **Materials:** The surface should be flush and made of a consistent set of materials for the entire width, including brick pavers with concrete banding as depicted in Sub-section 3E. Rolled asphalt should not be used as a surface material.
- **Vertical Clear Zone:** A vertical clear zone of 8-feet should be provided between the paving surface and the urban trail.
- **Horizontal Clear Zone:** A horizontal clear zone of 2-feet where no fixed objects may be installed should be provided.
- **Multimodal Signage to delineate the space within the Urban Trail:** Located in the Landscape Panel, signs should state: 'Bikes Yield to Pedestrians' and 'Slow'. Signage may also direct cyclists to the stay to the left, while pedestrians travel on the right. Since the trail is considered a two-way facility for cyclists, all signage should be directed both ways.
- **Refer to the following guidance for more information on Urban Trails:** VDOT Road Design Manual Shared Use Path requirements, Manual of Uniform Traffic Control Devices, and AASHTO's Guide for the Development of Bicycle Facilities (refer to the "Modified Shared Use Path" design).

Old Dominion Drive (between Holmes Place and Southeastern CBC Boundary)

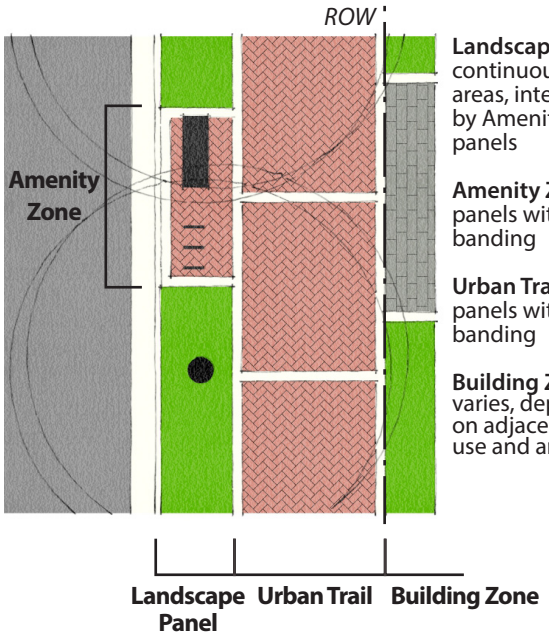
An 8 to 10-foot Urban Trail should be provided. The trail should be made of brick or concrete, depending on adjacent surfaces. Brick intersection treatments are recommended.

BOTTOM LEFT
Avenue: Old Dominion Drive
public realm section
Image Credit: Fairfax County



BOTTOM RIGHT
Avenue: Old Dominion Drive
paving design concept
Image Credit: Fairfax County

OLD DOMINION DRIVE PAVING MATERIALS

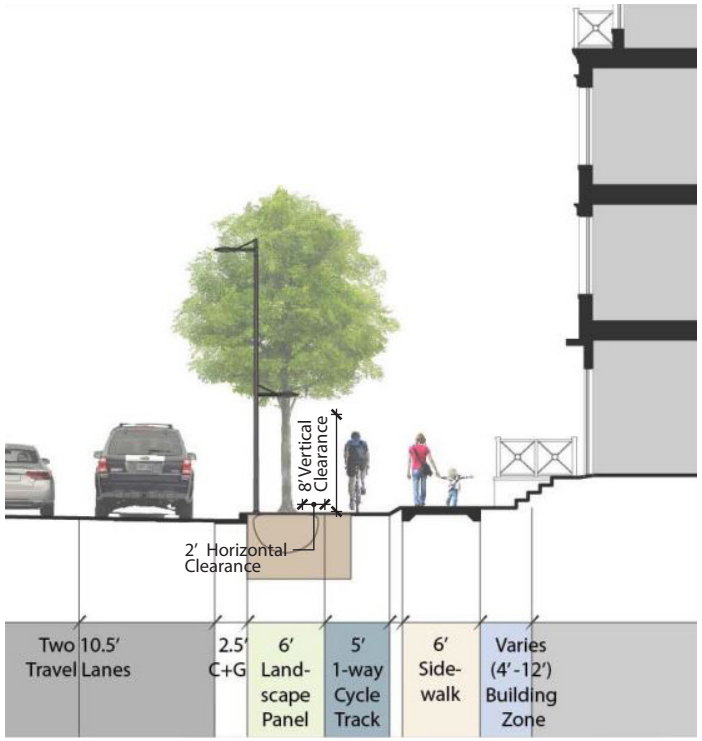


CHAIN BRIDGE ROAD (Comprehensive Plan Avenue Type 2)

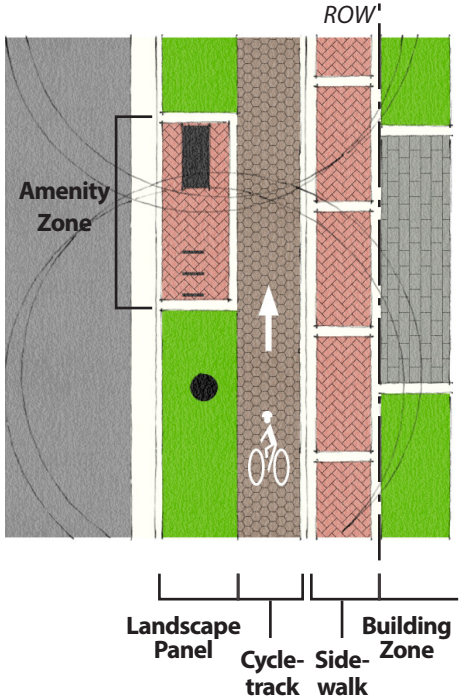
On Chain Bridge Road, cyclists are accommodated in an off-street, one-way cycletrack that is adjacent to the sidewalk on both sides of the road. To promote accessibility for all users, a small, detectable separation between the two facilities is required.

Chain Bridge Road Cycletrack Features

- **Width:** The facility is 5-feet wide.
- **Separation between cycletrack and sidewalk:** a 1-foot ADA separation should be provided. It can be concrete and comprised of a low-curb or a level grade, detectable warning strip. Alternatively, if there is space, a 2-foot wide (or wider) landscape strip may also be provided.
- **Cycletrack Materials:** Surface should be hexagonal, asphalt tiles as depicted in Sub-section 3E. Under certain limited circumstances, concrete with saw-cut joints may be used. Rolled asphalt should not be used as a surface material.
- **Vertical Clear Zone:** A vertical clear zone of 8-feet should be provided between the paving surface and the cycletrack.
- **Horizontal Clear Zone:** A horizontal clear zone of 2-feet where no fixed objects may be installed should be provided.
- **Signage:** Pavement markings and/or signage in the Landscape Panel can be used to designate the cycletrack and the direction of its traffic.



CHAIN BRIDGE ROAD PAVING MATERIALS



Landscape Panel: continuous planting areas, interrupted by Amenity Zone panels

Amenity Zone: brick panels with concrete banding

Cycletrack: hexagonal asphalt pavers

Separation: ADA separation or detectable material between cycle-track and sidewalk

Sidewalk: brick panels

Building Zone: varies, depending on adjacent building use and architecture

BOTTOM LEFT
Avenue: Chain Bridge Road public realm section
Image Credit: Fairfax County

BOTTOM RIGHT
Avenue: Chain Bridge Road paving design concept
Image Credit: Fairfax County

AVENUES (CONT'D)

Private Street Along the Signet Park, McLean

Chain Bridge Road Sidewalk Features

- **Width:** The facility is 6-feet wide.
- **Sidewalk Materials:** Paving should include brick pavers with concrete banding as depicted in Sub-section 3E.

Chain Bridge Road from Ingleside Avenue/Tennyson Drive to Davidson Road

An 8 to10-foot Urban Trail should be provided. The trail should be made of brick or concrete, depending on adjacent surfaces. Brick intersection treatments are recommended.

Indianapolis Cultural Trail (ICT), Indianapolis, Indiana

TOP
Preferred sidewalk style with brick pavers and concrete banding
Image Credit: Fairfax County

BOTTOM
Cyclists and pedestrians share the space within an Urban Trail, similar to proposed design for Old Dominion Drive
Image Credit: Rundell Ernstberger Associates

FIGURE 3-4: CHAIN BRIDGE ROAD (AVENUE TYPE 2) STREETSCAPE - EYE LEVEL PERSPECTIVE

STREETSCAPE FURNISHINGS
Bench seating provided within the landscape panel

AMENITY ZONE
Paved with a similar treatment as the sidewalk

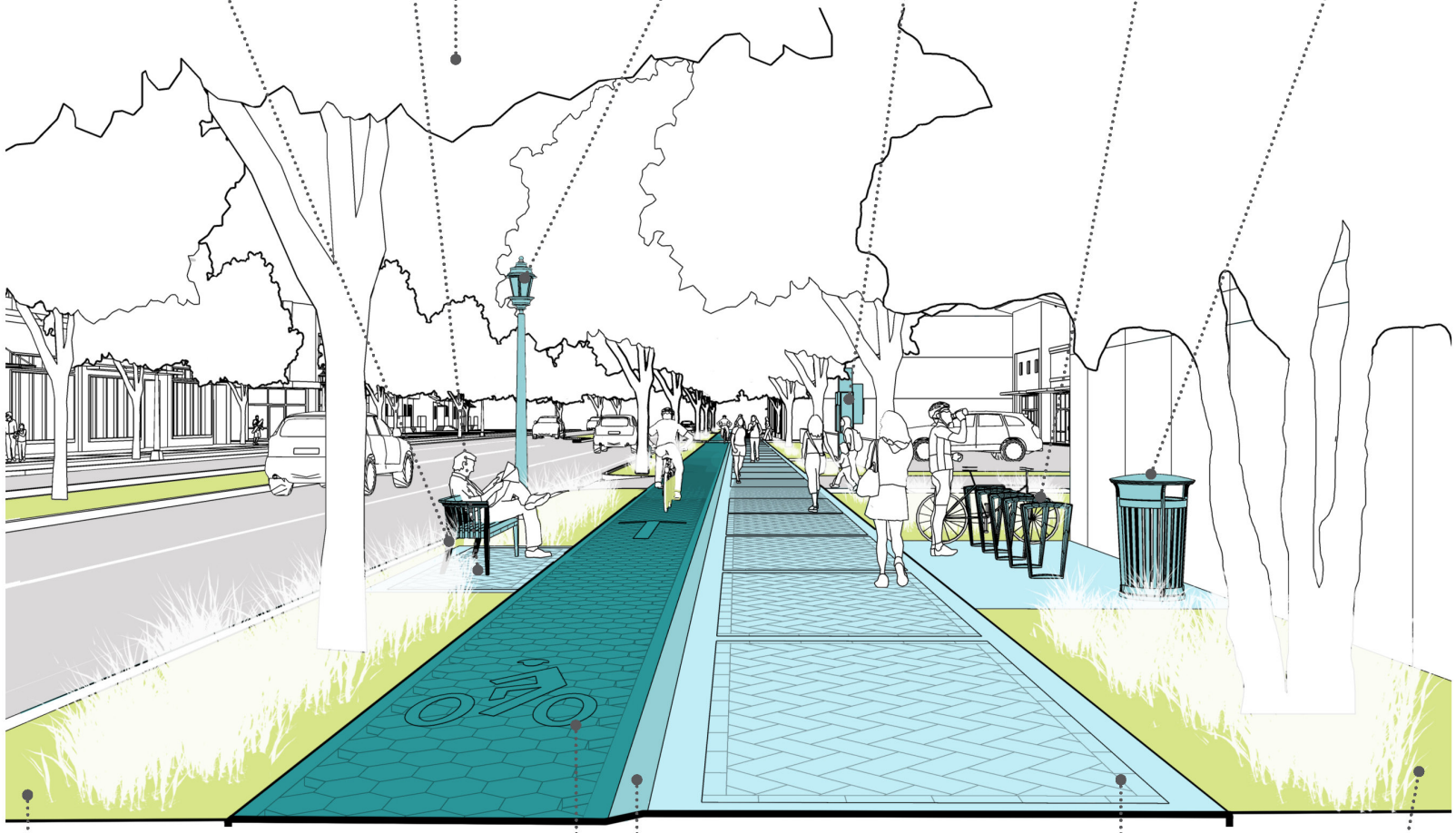
ALLEE OF TREES
Provide a double row of trees within the building zone and the landscape panel

STREET LIGHT
Provide lighting for roadways and the public realm

SIGNAGE
Locate within parcel to indicate location for both pedestrian and vehicular users

BIKE RACKS
Provide parking for bikes to encourage multimodal transportation

RECEPTACLE
Provide receptacles in the public realm



LANDSCAPE AMENITY PANEL
Landscaped buffer with understory planting and amenity zone

CYCLE TRACK
Asphalt pavers and signage to indicate directional bike pathways

DETECTABLE SEPARATION
Vertical separation of bike and pedestrian pathways with curb

SIDEWALK
Provide sidewalk with brick paving and concrete band

PLANTING AREA
Create foundational planting within the building zone

AVENUES (CONT'D)

AVENUE STREETSCAPE FEATURES

On-street Parking

On-street parking is not anticipated on McLean's Avenues.

Landscape Panel Design

(See also Sub-section 3H on Street Trees and Understory Landscaping)

A key aspect of the Avenue street design is for these wider, busier streets to contain a heavily treed and landscaped buffer in the Landscape Panel. Where possible and if consistent with activated building frontages and other site design guidance, this may be complemented by a secondary row of trees in the Building Zone to create an allée of trees that strengthens the buffer between busy roadways and adjacent buildings.

- **Landscape Panel Width:** 6-feet wide. Tree rooting space should be provided under the sidewalk so that the total width of the rooting space is 8-feet. Various methods to provide rooting space are illustrated in Chapter 2 and the Appendix of the Volume I Urban Design Guidelines.

  Alternatively, an 8-foot-wide (or wider) Landscape Panel may be installed to avoid providing rooting space under the sidewalk or to avoid utility, easement, or VDOT conflicts.

  A minimum 8-foot-wide space is required if stormwater bioretention facilities are provided within the Landscape Panel.

- **Continuous Design:** The preferred planting area for street trees is a continuous Landscape Panel which maximizes soil volume and nutrients for multiple trees. These are preferred to individual tree wells wherever possible.

- **Tree fencing:** Fencing may be used where pedestrian traffic is anticipated to be high or where pedestrian short-cuts may compact soils.

Amenity Zone within the Landscape Panel

Amenity Zones, located within the Landscape Panel, serve a few purposes. They can be places of respite along the streetscape where pedestrians or cyclists can sit on a bench or park their bicycle. They typically contain the streetscape furnishings so that they do not impede walking or biking. They also serve as buffer elements between the street and sidewalk, calming traffic and adding to pedestrian comfort. By having them placed occasionally, rather than frequently, they allow for a more continuous Landscape Panel to maximize tree root space and planting areas.

- **Size:** Amenity Zones should be the full width of the Landscape Panel and should be at least 8-feet long or longer, if they include multiple furnishings.

- **Location and Frequency:** There should be at least one Amenity Zone per block or every 200-feet. Amenity Zones should also be aligned with building entrances to complete the connection from the front door to the curb.

- **Furnishings:** Benches should be sited parallel to the roadway, facing the sidewalk. Trash and recycling receptacles should be placed near benches or where an Amenity Zone is near a building entrance. Bike racks are also recommended in Amenity Zones. See Sub-section 3G for furnishing specifications.

- **Amenity Zones and Street Trees:** Amenity Zones should not be constructed within 4-feet of a street tree. They may be designed as "floating" where no foundation is constructed so that adjacent trees may utilize the rooting space under the Amenity Zone.

- **Paving Material:** Amenity Zones can be constructed of brick pavers with concrete banding as depicted in Sub-section 3E. Amenity Zones can also be made of other materials that do not require foundations.

Intersection Plaza Treatment - Urban Trails and Cycle Tracks

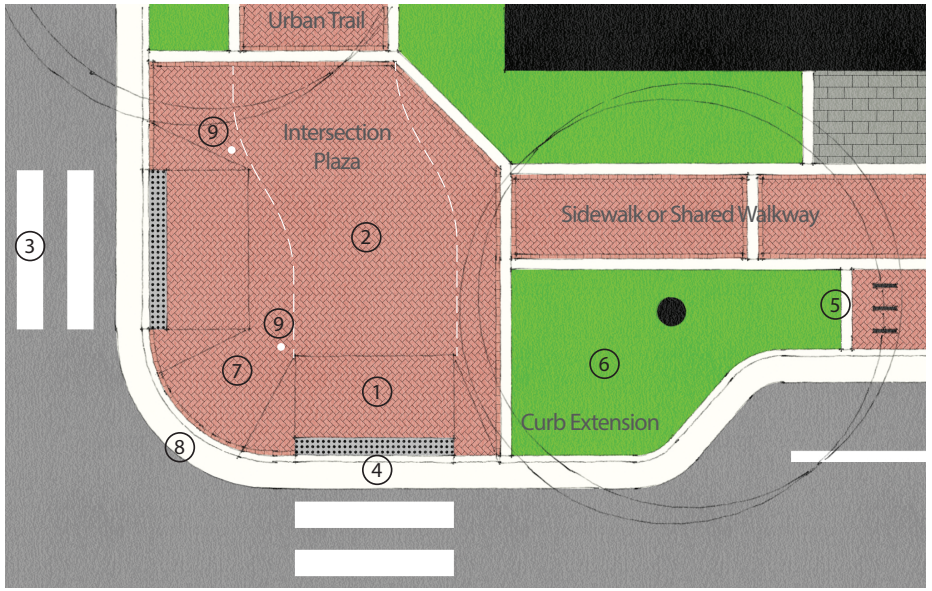
Intersection Plazas make it easier for cyclists and pedestrians, potentially crossing different legs of an intersection, to slowly and safely navigate the space together. Where Urban Trails or cycletracks approach a roadway intersection, an Intersection Plaza treatment should be used. The length of an Intersection Plaza is based on several factors and will be determined at the time of rezoning or site plan. Curb ramps and crosswalks that are equal to the width of the widest sidewalk or trail facility, meet cycling standards, and adhere to VDOT Road Design Manual Shared Use Path ramp requirements, should be provided at all crossings. Intersection Plazas are only needed at roadway crossings and are not necessary when crossing driveways.

- **Intersection Plaza Materials:** Paving should be brick pavers as depicted in Sub-section 3E.
- **Ramps:** should be made of brick with ADA-compliant trunked dome pavers in gray colored concrete provided at the curb.

Indianapolis, IN

TYPICAL INTERSECTION PLAZA DESIGN

1. Ramp widths match width of the widest facilities on the corner
2. Facility width is continued through intersection with adequate clearance from vertical elements
3. High visibility crosswalk markings
4. Contrasting color detectable warning surfaces
5. Bike racks set back from intersection to allow for sight distance at intersection
6. Curb extension reduces crossing distance
7. Ramps are directional with two ramps per corner and ramps pointing in the direction of the crosswalk
8. Corner radius is small which allows directional ramps without pushing crosswalk too far back from adjacent right turn lanes to be seen
9. At signalized intersections, pushbuttons, if needed should be placed on the right side at the landing where a cyclist can reach them



TOP RIGHT
Intersection Plaza on the Indianapolis Cultural Trail
Image Credit: ICT

3D LOCAL STREETS

- **Beverly Road (Comprehensive Plan Local Street Type 1)**
- **Elm Street (Comprehensive Plan Local Street Type 1)**
- **Other streets designated by VDOT as a Local or Collector (Comprehensive Plan Local Street Type 2)**

Local Streets are narrower roads with lower traffic volumes and slower vehicular speeds than Avenues. There are variations of the Local Street as depicted in the Comprehensive Plan's cross-sections, labeled as Type I and Type 2. Cyclists may travel on the roadway on Local Streets; however, on Beverly Road and Elm Street, a Shared Walkway within the streetscape accommodates cyclists who would prefer to travel outside of vehicle lanes.

Beverly Road and Elm Streets are considered special, character-building "Main Streets" where a high level of pedestrian activity and a diversity of adjacent uses is expected. On these streets, the Building Zone should be emphasized through the creation of usable and engaging spaces located between the sidewalk and the building.

Austin, TX

BOTTOM
Engaging and active streetscape along 2nd Street in Austin, Texas
Image Credit: CWDG

Local Street Features

Most Local Streets will include the following features:

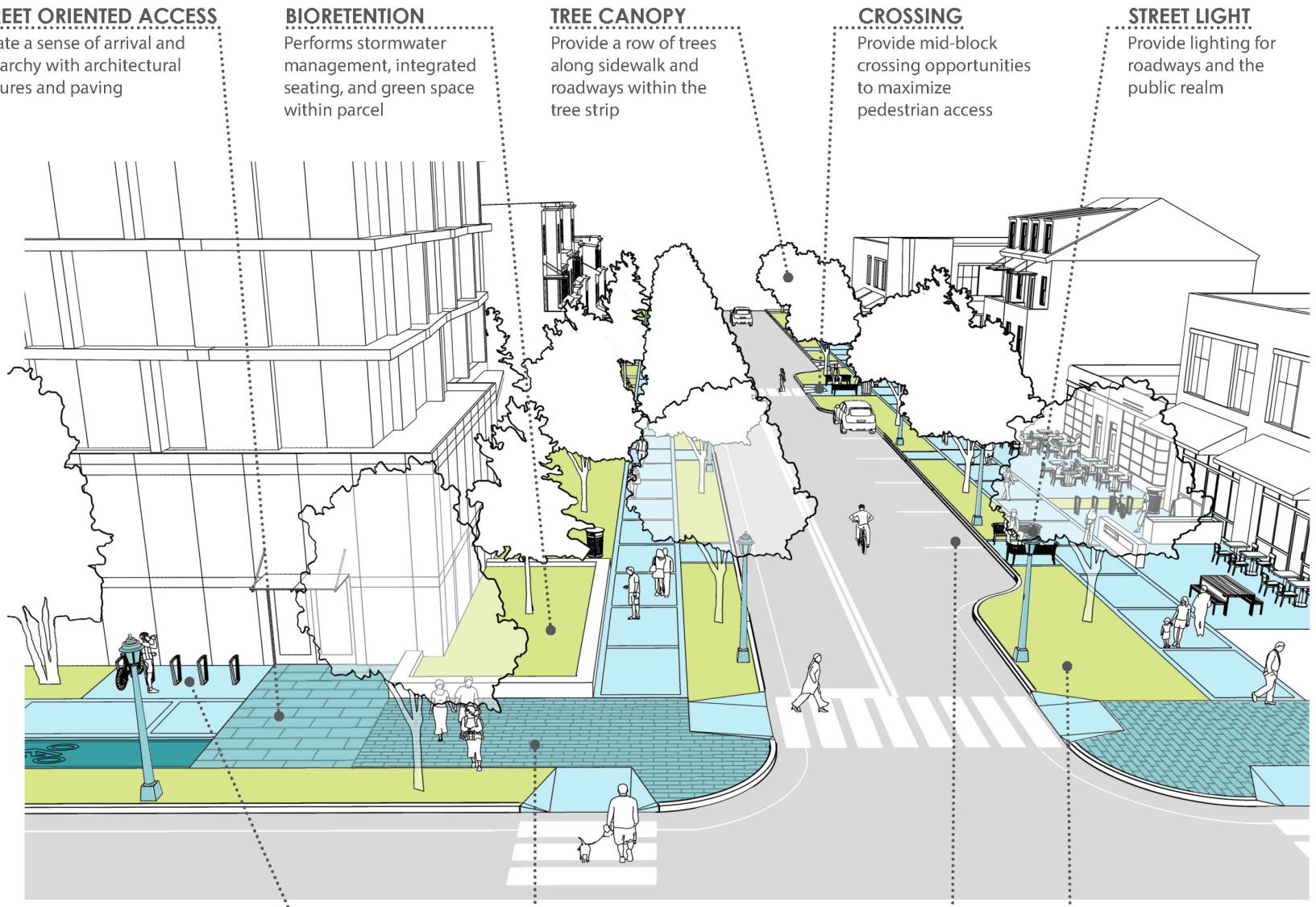
On-street Parking

In the Comprehensive Plan, on-street parking is generally depicted on one side of the street due to existing right-of-way availability. If desired and right-of-way is available, a second on-street parking lane can be added to the other side of the road. Retention of existing on-street parking is encouraged.

- **Size:** generally, parking spaces should be 22-feet long and 8-feet wide, measured from the face of curb.
- **Striping of on-street parking:** pavement markings should be provided. This is particularly important to align vehicles with sidewalk access points.
- **Access and ADA:** Accessible movement between parked vehicles and the sidewalk can be provided by one of two methods:
    a. A paved pathway between the curb and the sidewalk. Ideally the pathway is aligned with every two parking spaces such that each parking space can have access at either the head or the foot of the parking space.
    b. A step-off curb of at least 24 inches in width. The step-off curb can be made of brick, granite tiles, or another decorative material. If it does not have a structural foundation, the underlying soil may be counted towards tree soil volumes; however, the step-off curb shall not be installed within 2-feet of a tree trunk.

Appendix A(1) VDOT Complete Streets in the Road Design Manual includes information on the expected quantity and design of accessible on-street parking spaces on a block. (virginiadot.org)

FIGURE 3-5: TYPICAL LOCAL STREET STREETSCAPE - BIRD EYE PERSPECTIVE



LOCAL STREETS (CONT'D)

Landscape Panel Design (see also Sub-section 3H on Street Trees and Understory Landscaping)

- **Width:** 6-feet wide. Tree rooting space should be provided under the sidewalk so that the total width of the rooting space is 8-feet. Various methods to provide rooting space are illustrated in Chapter 2 and the Appendix of the Volume I Urban Design Guidelines.

  As an option, an 8-foot wide (or wider) Landscape Panel may be installed to avoid providing rooting space under the sidewalk or to avoid utility, easement, or VDOT conflicts or to provide curb extensions for on-street parking.

  A minimum 8-foot wide space is required if stormwater bioretention facilities are provided within the Landscape Panel.

- **Continuous Design:** The preferred planting area for street trees is a continuous Landscape Panel which maximizes soil volume, air, water, and nutrients for multiple trees. Continuous Landscape Panels are preferred to individual tree wells wherever possible.

- **Tree fencing:** Fencing, typically under 24 inches in height, may be used where pedestrian traffic is anticipated to be high or where pedestrian short-cuts may compact soils.

Amenity Zone within the Landscape Panel

Amenity Zones, located within the Landscape Panel, serve a few purposes. They can be places of respite along the streetscape where pedestrians or cyclists can sit on a bench or park their bicycle. They typically contain the streetscape furnishings so that they do not impede walking. Amenity Zones can function as pedestrian access points between the street or on-street parking and the sidewalk. They also serve as buffer elements between the street and sidewalk, slowing traffic and adding to pedestrian comfort.

- **Size:** Amenity Zones should be the full width of the Landscape Panel and should be at least 8-feet long or longer, if they include multiple furnishings.

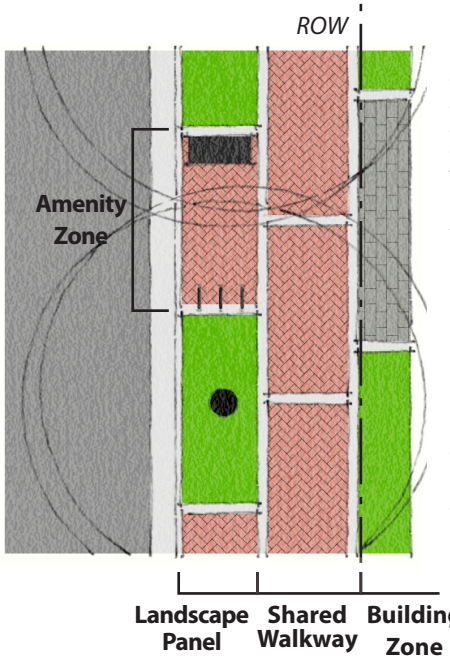
- **Furnishings:** Benches should be sited perpendicular to the roadway. Benches should not be wider than the Landscape Panel. Trash and recycling receptacles should be placed near benches or where an Amenity Zone is near a building entrance. Bike racks are also recommended in Amenity Zones. See Sub-section 3G for furnishing specs.

- **Frequency:** There should be at least one Amenity Zone per block or every 200-feet.

- **Amenity Zones and Street Trees:** Amenity Zones should not be constructed within 4-feet of a street tree. They may be designed as "floating" where no foundation is constructed so that adjacent trees may utilize the rooting space under the Amenity Zone.

- **Paving Material:** Amenity Zones can be constructed of brick pavers with concrete banding as depicted in Sub-section 3E. Amenity Zones can also be made of other materials that do not require foundations.

LOCAL STREET PAVING MATERIALS



Landscape Panel: continuous planting areas, interrupted by amenity panels/paved on-street parking pass-throughs

Amenity Zone: brick panels with concrete banding

Shared Walkway: brick panels with concrete banding

Building Zone: varies, depending on adjacent building use and architecture

BOTTOM RIGHT
Typical Local Street paving design concept
Image Credit: Fairfax County

Sidewalk and Shared Walkway Features

- **Shared Walkway Size (Local Street Type 1):** The width is 8-feet to accommodate both pedestrians and bicyclists.
- **Sidewalk Size (Local Street Type 2):** The width is 6-feet.
- **Materials:** Paving should include brick pavers with concrete banding as depicted in Sub-section 3E.
- **Intersection Materials:** Paving should be brick pavers as depicted in Sub-section 3E.

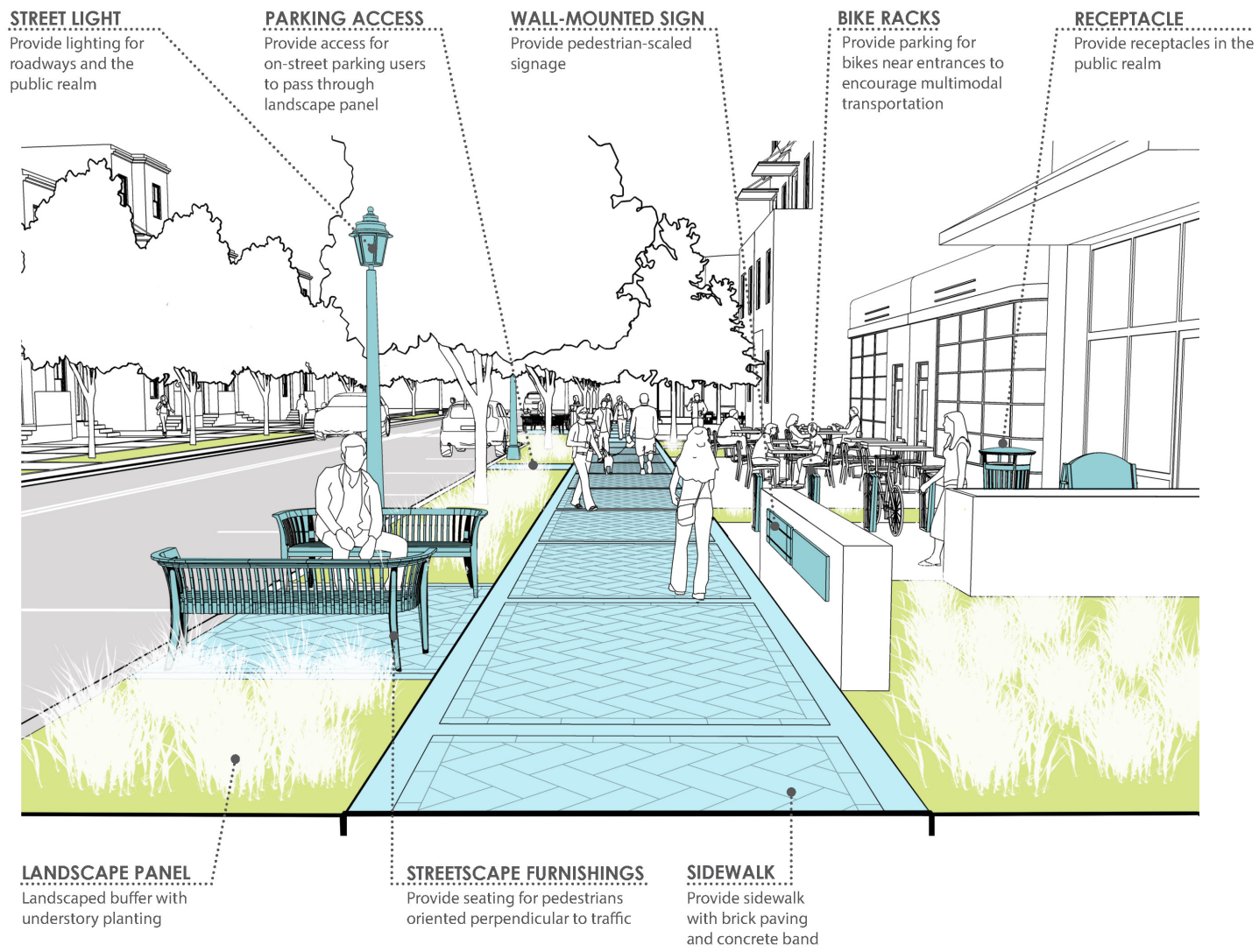


FIGURE 3-6: TYPICAL LOCAL STREET STREETSCAPE - EYE LEVEL PERSPECTIVE

3E PAVING DESIGN & SPECIFICATIONS

Consistency in streetscape paving across McLean will contribute to a sense of arrival as well as create a visual identity for the Neighborhood Village concept. Brick pavers with concrete banding is the dominant streetscape paving design for the sidewalks and Amenity Zones. Intersections and curb extensions should also be made of brick. See Chapter 4 on Building Zone designs for paving strategies outside of the right-of-way.

Accessibility

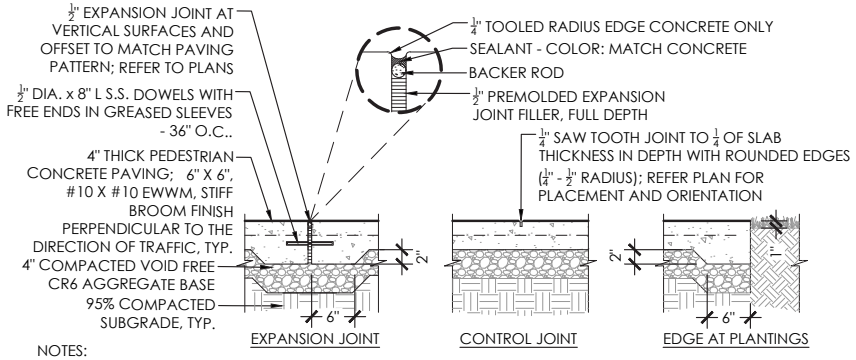
A critical aspect to ensuring that McLean's sidewalks are accessible and safe for all users, particularly people with disabilities and aging populations, is for the paving surface to be level, free of tripping hazards, provide adequate friction when wet, and remain in good condition over the life of the sidewalk. The following material selection and construction standards are designed with these factors in mind.

Brick Sidewalk Foundation

Proper construction details are key to installing brick sidewalks which do not move or settle over time. See Appendix A-2 for construction standards that should be used for all brick paver applications.

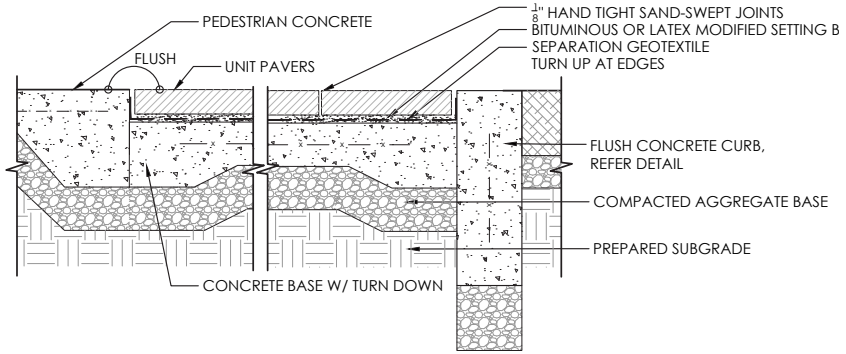
- A 4-inch full depth concrete base should be provided under brick pavers.
- The concrete base should be doweled at expansion joints to reduce movement in opposite directions. It should also be doweled at driveways and storm structures when their top surfaces are part of the sidewalk.
- Concrete edge restraints (curbs) can be flush or raised, depending on the edge condition. Curbs should be doweled into the concrete base.
- Curbs should be 8 or 12-inch wide. If the total sidewalk is 6-feet wide or less, an 8-inch wide curb is recommended.

SIDEWALK CONSTRUCTION DETAILS FOR BRICK PAVERS (SEE APPENDIX A-2 FOR LARGER IMAGES)



NOTES:
1. CONDITIONS VARY, PROVIDE EXPANSION JOINT WHERE WALKS ARE POURED AGAINST VERTICAL SURFACES AND/OR DIFFERENT PAVING MATERIALS AND AS SPECIFIED IN CIVIL DRAWINGS. EXPANSION JOINTS SHALL OCCUR EVERY 400 SF OR 20 LF IN SIDEWALKS.
2. MEET 1" ABOVE ADJACENT FINISHED LAWN AND PLANTING AREA GRADES.
3. REMOVE TOOL MARKS.
4. CROSS SLOPES ON SIDEWALKS MUST NOT BE LESS THAN 1% OR EXCEED 2%. MANHOLES, VALVE BOXES AND OTHER AT GRADE UTILITIES AND COVERS MUST BE ADJUSTED TO MEET FINISH GRADE.

PEDESTRIAN CONCRETE PAVING
1" = 1'-0"

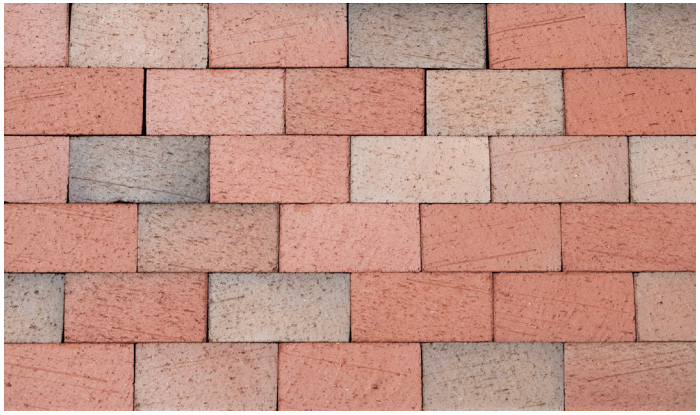


NOTES:
1. INSTALL PAVER COURSES IN STRAIGHT LINES AND TRUE ARCS AND TANGENTS.
2. FOR ALL CUTS, REPLICATE EDGE CONDITION OF UNCUT UNIT.
3. INSTALL CUT UNITS MIN. 10 UNITS FROM ENDS OF COURSE. CUT UNITS LESS THAN ½ PAVER DIMENSION ARE PROHIBITED. REMOVE CUT UNIT AND 2 ADJACENT UNITS; INSTALL 3 EQUAL CUT UNITS.
4. FOR RADIAL COURSES, INSTALL SYMMETRICALLY CUT UNITS AT REGULAR INTERVALS. CUT EACH UNIT FOR SMALLER RADII AND AS DIRECTED BY ARCHITECT.

UNIT PAVERS AT OTHER PAVING
1 1/2" = 1'

PAVING DESIGN & SPECIFICATIONS (CONT'D)

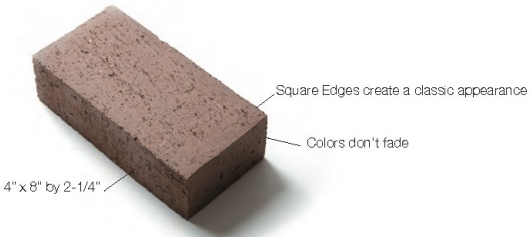
Private Street adjacent to the Signet Park, McLean



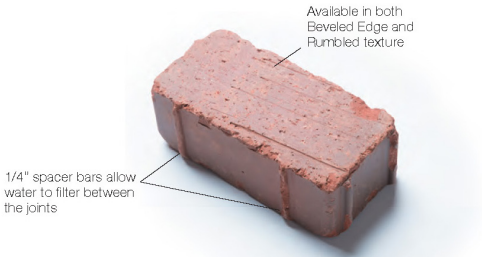
Desired Clay Brick Color Blend: Pine Hall Pathway Full Range or Similar

Brick Material Specifications

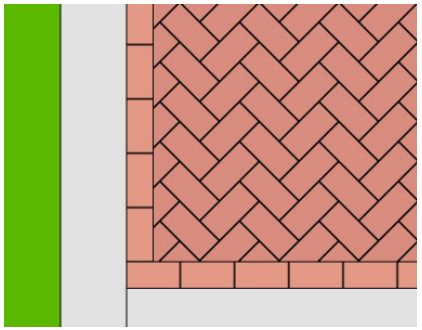
- **Clay brick paver specification:** Pavers should be wire cut.
- **Color:** The color blend of the brick should match or be similar to the product Pine Hall® Pathway Full Range.
- **Permeable clay brick pavers may be used as an alternative.** A maintenance plan should be developed for permeable pavers so that they remain permeable long-term.
- **Permeable paver specification:** Pavers should have beveled edges and large spacer bars that allow rain to filter between washed aggregate in the joints to a specially constructed catchment area underneath the pavers. The water then dissipates into native soils. Permeable pavers are available in standard 4" x 8" by 2-1/4" thickness as well as 2-3/4" thickness for heavy vehicular applications.
- **Concrete pavers may not be used as a replacement for clay brick.**



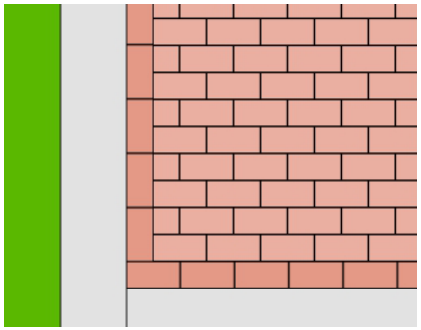
Clay Brick Pavers



Permeable Brick Pavers



Preferred Pattern: Herringbone with running bond edging



Alternate Pattern for Certain Applications: Running bond with edging

PAVING DESIGN & SPECIFICATIONS (CONT'D)

Brick Installation

- Most sidewalks should be installed in a herringbone pattern with a running bond edge.
- Running bond with edging may be used in certain situations, such as at intersections or sidewalks narrower than 4-feet.
- Pavers should be laid with a minimum of 1/16" sand joint to minimize chipping.
- Hand tight joints are preferred to mortared joints.

Cycle Track Material Specifications (Chain Bridge Road)

- **Material:** Asphalt Block Pavers
- **Size and shape:** 8-inch Hexagonal
- **Suggested manufacturer:** Hanover Architectural Products, Commercial Asphalt Block, Color: Dark Red: A80012
- **Installation:** See manufacturer's installation specifications.

Image Credit: Hanoverpavers.com

Hanover Asphalt Block @ Indianapolis Cultural Trail

3F CROSSWALKS, RAMPS & DRIVEWAY CROSSINGS

Pedestrian and bicycle facilities should be the dominant infrastructure within the streetscape. Vehicular driveways should not interrupt consistency in the sidewalk material or grade.

Street Crosswalks

- **Type:** All crosswalks, including mid-block crosswalks should include high visibility pavement markings (aka bar pairs, continental, ladder), where permitted by VDOT. Brick or other materials are generally not recommended for crosswalks.
- **Width:** Crosswalks should match the width of the entire pedestrian and cyclist travel way inclusive of any Urban Trail, cycletrack, shared walkway, or sidewalk.
- **Curb extensions:** Reducing the length of the crosswalk with curb extensions is strongly encouraged, particularly for mid-block crosswalks and where on-street parking is present (see *Typical Intersection Plaza Design,* page 3-13).

Curb Ramps

- **Material:** Ramps should be made of brick with ADA-compliant trunked dome pavers in gray colored concrete provided at the curb.

Driveway Crossings: Sidewalk, Urban Trail and Shared Walkway

- **Material:** The same paving treatments, typically brick, should be provided where sidewalks, Urban Trails, or shared walkways cross a driveway, unless not permitted by VDOT or FCDOT.
  - Vehicular rated brick should be used for these crossings
  - Vehicle rated brick comes in 4" x 8" x 2 -3/4"
- **Entrance throats:** Driveways should be as narrow as permitted. See the VDOT Road Design Manual (RDM). Where applicable, see RDM Appendix B(2) for alternative specifications.

- **Grades:** Sidewalks, Urban Trails, and walkways should not ramp down to the driveway grade, they should remain at a consistent grade across the driveway.
- **For commercial driveways and residential driveways with greater than 20 trips/day:** ADA-compliant trunked dome pavers in gray colored concrete should be provided at the edges of the driveway to warn pedestrians of cross-traffic.

Dolley Madison Blvd. Crossing – McLean CBC to McLean Central Park, McLean Community Center, and Dolley Madison Library

The Comprehensive Plan recommends evaluating pedestrian crossings from the CBC to the McLean Central Park and nearby public facilities to make a safer and more comfortable experience for people to walk and bike to these assets. Possible improvements specifically for crossing Dolley Madison Blvd. at Elm Street or Ingleside Avenue may include:

- Study the inclusion of a 'High-Intensity Activated crossWalK beacon' (HAWK) signal.
- Improve pedestrian lighting.
- Widen crosswalks to accommodate pedestrians and cyclists.
- Replace 'corner-type' ramps with crosswalk-aligned ramps.
- Widen sidewalks along Dolley Madison Blvd.
- Enhance landscaping.

Elm Street at Dolley Madison Blvd

Maple Avenue, Vienna, VA

Hemenway Street near Museum of Fine Arts, Boston, MA

TOP RIGHT
Brick sidewalk continues across the vehicular driveway entrance to prioritize the pedestrian experience
Image Credit: Fairfax County

BOTTOM LEFT
Existing pedestrian crossing at Elm Street and Dolley Madison Blvd would benefit from an improved pedestrian experience
Image Credit: Fairfax County

BOTTOM RIGHT
Widen, raised crosswalk with ADA detectable tag strip. The width of the crosswalk matches the width of the sidewalk
Image Credit: Fairfax County

3G FURNISHING & LIGHTING SPECIFICATIONS

Furnishings and lighting are key elements that contribute to the pedestrian experience as well as help to define the Neighborhood Village aesthetic. Recommended furnishings such as benches and trash receptacles, as well as the post-top light fixtures embody a traditional, transitional or contemporary style that carries familiar design characteristics and humanistic qualities of scale and proportion.

3G.1 SPECIFICATIONS - STREET LIGHT

Metroscape Full Cut-off - Preferred

Full Cut-off Acorn - Alternate

Flag Brackets

Decorative Shoebox - Arm-mounted fixture for wider roadways (where necessary)

Existing streetlights in McLean are post-top Carlyle Acorn lights. These lights do not meet dark sky guidance and therefore a new lighting style is recommended.

In the public right-of-way and on private streets with public access, decorative post-top light fixtures are preferred to taller arm-mounted lighting. In some locations on Old Dominion Drive, Chain Bridge Road, and Dolley Madison Boulevard, taller, arm mounted fixtures may be necessary. All fixtures are generally provided and maintained by Dominion Energy, or other utility providers and must meet the county's Public Facility Manual standards for site lighting designs. Illumination levels should comply with AASHTO standards.

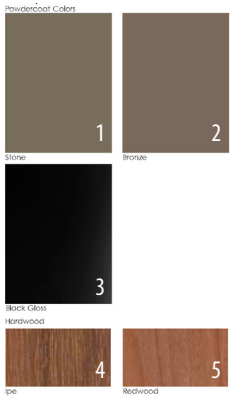
Replacement of Existing Fixtures: as development occurs, older, non-compliant fixtures should be replaced with the fixtures recommended in these Guidelines.

- **Style:** Attractive fixture that contributes to the Neighborhood Village Concept and promotes pedestrian-scaled elements in the streetscape.
- **Performance:** LED, 2700-3000K (warm white light)
- **Technology:** "Smart City" enabled.
- **Environmental Features:** Energy-efficient LED and Dark Sky compliant.
- **Color/material**: Black housing, aluminum
- **Preferred Fixture:** Signify brand Metroscape flat lens LED with Comfort Optics. *Note: as of the publication date of this document, the Metroscape has not been approved by Dominion Energy for inclusion into their standard fixture catalog. If the Metroscape is added to the catalog, it should be used for all developments.*
- **Alternative Fixture:** Full cut-off Acorn.
- **Post-Top Pole:** Decorative Fluted Tapered Composite.
- **Mounting Height:** 14-feet.
- **Installation Method:** Direct burial.
- **Arm-mounted Fixture (for wider roadways such as Avenues):** Decorative Shoebox (full cut-off), dark bronze housing with dark bronze decorative pole. Arm-mounted fixtures may be supplemented with post-top fixtures to illuminate streetscapes and pedestrian areas.
- **Arm-mounted Pole:** Dark Bronze Aluminum for Decorative Shoebox Luminaires
- **Mounting Height:** Varies.
- **Installation Method:** Direct burial.
- **Flag Brackets (where desired and permitted):** Black, aluminum brackets, ranging from 4.5 to 30-inches long, manufactured by Shakespeare Composite Structures.

3G.2 SPECIFICATIONS - BENCHES

Landscape Forms - Melville Bench shown with powder coated bronze color and redwood

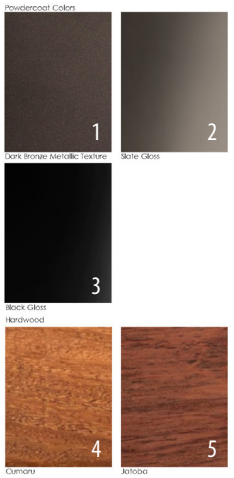
Forms + Surfaces - Cordia Bench shown with powder coated dark bronze and Jatoba hardwood



Landscape Forms - Melville Bench Materials

Powercoated colors:
1 - Stone
2 - Bronze
3 - Black Gloss

Hardwood:
4 - Ipe
5 - Redwood



Forms + Surfaces - Cordia Bench Materials

Powercoated colors:
1 - Dark Bronze Metallic Texture
2 - Slate Gloss
3 - Black Gloss

Hardwood:
4 - Cumaru
5 - Jatoba

1. **Material:** Mix of wood and factory powder-coat aluminum or steel.
2. **Style:** Traditional or Modern Transitional style. Center divider arm preferred.
3. **Color:** Black or warm gray powder coated metal, natural-oiled finish hardwood. Wood should be FSC certified.
4. **Size:** 48-78”
5. **Installation Method:** Surface-mounted or embedded to a concrete pad/footer with brick over.
6. **Location and Orientation:**

- Bench spacing should be ~200-feet for accessibility purposes. Each development should provide at least one (1) bench along their frontage within the Landscape Panel. Additional seating may be provided in the Building Zone. Seating in the Building Zone does not need to conform with the styles depicted in the Guidelines.
- On Avenues, benches should be sited parallel to the roadway, facing the sidewalk in the Landscape Panel.
- On Local Streets, benches should be oriented perpendicular to streets in the Landscape Panel.
- Benches are encouraged near intersections and near building entrances where people are expected to congregate.
- Along publicly-accessible linear parks and trails. Parallel to the walkway ~200-feet spacing.

3G.3 SPECIFICATIONS - BICYCLE RACKS

Landscape Forms - Emerson Bike Rack shown with powder coated bronze

ANOVA - Tandem Bike Rack shown with powder coated textured bronze

Landscape Forms -
Emerson Bike Rack Materials
Powercoated colors:
1 - Stone
2 - Bronze
3 - Black Gloss

ANOVA -
Tandem Bike Rack Materials
Powercoated colors:
1 - Textured Bronze

1. **Material:** Aluminum or steel with factory powder-coated finish.
2. **Style:** Modern Transitional. Individually ground-mounted racks - must have two anchor points into the ground.
3. **Color:** Black or warm gray powder coated metal.
4. **Size:** 27 to 35-inches tall.
5. **Installation method:** Surface-mounted or embedded to a concrete pad / footer with brick over.
6. **Location and Orientation:**
   - Within ~50 feet of primary building entrances.
   - Near bike access routes to parks and trails.
   - In the streetscape, locate racks within the Amenity Zone in the Landscape Amenity Panel. Do not place within a cycletrack, Urban Trail, or sidewalk.
   - Spaced a minimum of 3-feet apart, a minimum of 2.5-feet from surrounding vertical objects, and set back a minimum of 3-feet from the sidewalk.
7. **Quantity and Additional Locational Requirements:** Fairfax County Bicycle Parking Guidelines

3G.4 SPECIFICATIONS - TRASH & RECYCLING RECEPTACLES

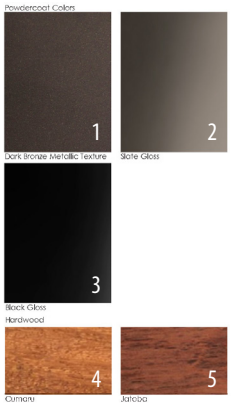
Landscape Forms - Poe Receptacle shown with powder coated bronze

Forms + Surfaces - Cordia Receptacle shown with powder coated dark bronze and Jatoba hardwood

Landscape Forms - Poe Receptacle Materials

Powercoated colors:
1 - Stone
2 - Bronze
3 - Black Gloss

Hardwood:
4 - Ipe
5 - Redwood



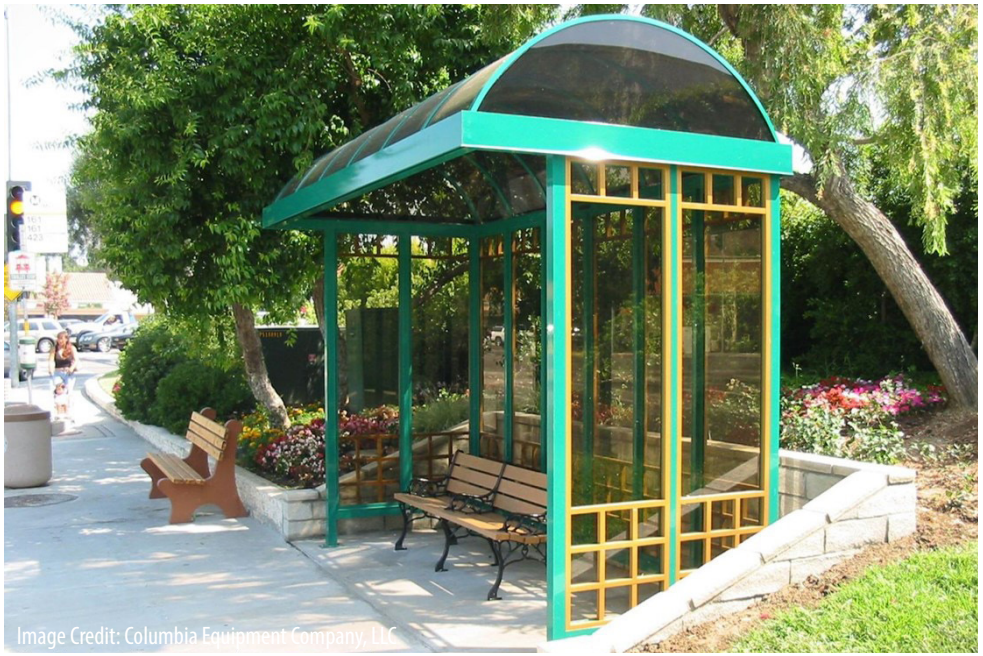
Forms + Surfaces - Cordia Receptacle Materials

Powercoated colors:
1 - Dark Bronze Metallic Texture
2 - Slate Gloss
3 - Black Gloss

Hardwood:
4 - Cumaru
5 - Jatoba

1. **Material:** Factory powder-coated aluminum or steel. Wood accents are encouraged.
2. **Style:** Traditional or Modern Transitional. Covered opening. Side access preferred.
3. **Color:** Black or warm gray powder coated metal. Natural-oiled finish hardwood. Wood should be FSC certified.
4. **Size:** 34-gallon liner or larger.
5. **Installation method:** Surface-mounted or embedded to a concrete pad / footer with brick over.
6. **Co-Location of Trash and Recycling:** Place receptacles in pairs of (1) trash and (1) recycling receptacle with each installation.
7. **Location in Parks:** In all urban parks, along publicly-accessible linear parks and trails near points of entry.
8. **Location and Frequency:**
   - **Streetscapes:** Within the Amenity Zone in the Landscape Amenity Panel or near intersections. Do not place within a cycletrack, Urban Trail, or sidewalk.
   - **Frequency:** Every development with at least 100-feet of public street frontage, should include at least one pair of receptacles. Generally, receptacles should be spaced every 200 to 400-feet.

3G.5 SPECIFICATIONS - BUS SHELTERS



McLean Shelter Design

Shelter Logo

Shelter at the Sunrise, McLean with brick pavement

The existing bus shelter in McLean contributes to its character. For consistency, the specific shelter listed below should be used for all new bus shelter facilities in McLean. There are many available options for mounting, lighting, materials, and other technologies so property owners should work with FCDOT on the specific transit shelter features.

Location

Bus shelters should be located in the Building Zone, immediately adjacent to the sidewalk.

Shelter Structure

Style: 6-feet by 12-feet. Three sides with open front or optional windscreen. Barrel-vaulted roof with acrylic glazing. Gold muntin style grillwork. 8-foot wall-mounted bench with backrest.

Models: 1. Columbia Equipment Co., Brandford Shelter, Model #8002S, 2. Brasco International, Inc., Slimline Series, or equivalent.

Colors: Shelter framing is powder coated with RAL 6028. Grilles are a Golden Gauge finish.

Shelter Logo: The ovular 'McLean' logo from the *McLean Chamber of Commerce's* welcome signage should be used on the shelter's gable ends.

Shelter Pad

6-inch thick, reinforced concrete pad that is a minimum of 13-feet long by 6-feet wide and that is connected directly to the sidewalk for accessibility purposes.

The surface of the shelter pad should be clay brick with a concrete band to match the sidewalk.

3G.6 SPECIFICATIONS - LOW WALLS & RAISED PLANTERS


Image Credit: Fairfax County


Image Credit: Fairfax County

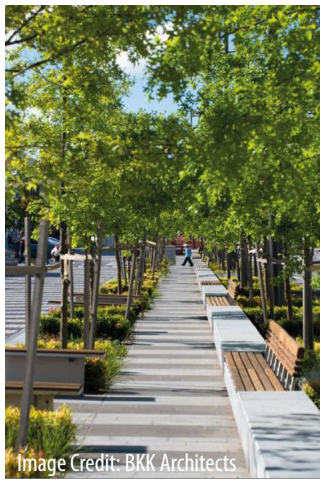


Image Credit: BKK Architects


Image Credit: Adam Barbe, www.landscapearchitect.com

Low walls, under 4-feet in height, introduce additional visual and functional features into the streetscape contributing to the pedestrian experience. They create edges, delineate spaces and can buffer views of parking or utilities. When located between vehicles and pedestrians, they may increase safety by incorporating vertical elements into the urban landscape, acting as a buffer between travel modes. Some offer places to sit and encourage people to linger.

When provided, the design of the low walls and planters should be creative and contribute to McLean's sense of place.

- **Locations:** Low walls and raised planters should be considered around parking lots, along the edge of the Building Zone, and in plazas and pocket parks and other gathering spaces, generally outside of the public right-of-way.
- **Seat Wall Dimensions:** Masonry walls that are at a comfortable seat height, between 18 and 24 inches high and a minimum of 18 inches deep, can serve both as a structural element and for seating.
- **Materials:** in McLean, low walls and planters should be comprised of brick or stone. Wood or a concrete cap may also be used, and is encouraged when a wall is designed for seating. Split face CMU should be avoided.

3H STREET TREES & UNDERSTORY LANDSCAPING

Street trees are one of the most important features of the streetscape for their value to the environment, the pedestrian, and even the local economy. McLean already has a mature tree canopy in portions of the CBC with approximately 26 different tree species represented.

For additional guidance on street trees, See Chapter 2F in the Volume I Urban Design Guidelines, Chapter 122 of Tree Conservation Ordinance, and Chapter 12 of the Public Facilities Manual.

As of February 2023, Fairfax County permits street trees within VDOT right-of-way to receive 10-year canopy credit when meeting certain county standards. See the Street Tree Canopy Credit and Alternative Planting Standard Appendix in the Volume I Urban Design Guidelines.

Design Principles

Green Corridors

Tree planting should emphasize a diversity of native and non-invasive species that maximize tree canopy coverage to create continuous green corridors. To maximize tree canopy coverage, developments should first attempt to preserve existing, healthy trees to the extent feasible as long as these trees are not invasive, such as Bradford Pears. See Transitions and Flexibility with Existing Conditions sub-section later in this chapter for more information on how streetscapes can be designed to preserve existing trees. The Landscape Panel can be used to maximize the number of trees that can be planted by minimizing hardscape, reducing physical interruptions, and ensuring that it is appropriately sized to the adjacent street, considering clear zone and sight distance requirements.

Boulevard Voltaire, Paris, France

RIGHT
Allee effect created by double rows of trees. One row of street trees plus one row of trees in the Building Zone
Image Credit: Pinterest.com

STREET TREES & UNDERSTORY LANDSCAPING (CONT'D)

Multi-strata Urban Landscapes

Multi-strata landscapes recreate or mimic natural conditions in an urban setting. Landscape plans should employ a full spectrum of plant materials from ground cover, shrubs, and large, shade trees to create multi-layered landscapes. Such landscapes can provide a range of ecosystem benefits, such as reducing heat island impacts and reestablishing native plant communities. They also contribute to a beautiful pedestrian environment with seasonal interest that is well buffered from adjacent roadways.

Klyde Warren Park, Dallas, Texas

Neighborhood Village Aesthetic

Trees and understory landscaping serve as key elements of McLean's character. A differentiated planting design is recommended for Avenues and Local Streets to form this character.

Avenues should contain a heavily treed and planted Landscape Panel. Where possible and if consistent with activated building frontages and other site design guidance, the Landscape Panel may be complemented by a second row of trees in the Building Zone (outside of the right-of-way) to create an allée design for the sidewalk.

Local Streets should include a consistent tree planting in the Landscape Panel but may need to allocate more hardscape space in the Landscape Panel or in the Building Zone for building activities and adjacent uses.

To differentiate streets, a specific list of species is recommended for four key street types. Along both Avenues and Local Streets, developments should employ an informal planting design with flowering plants and bright colors to provide human scale, variety, and interest to streetscapes.

Image Credit: Scape Studio

Image Credit: Houzz.com

TOP
Urban landscape planting of various species from shade trees, understory plantings, to ground cover mimics natural habitats
Image Credit: Office of James Burnette

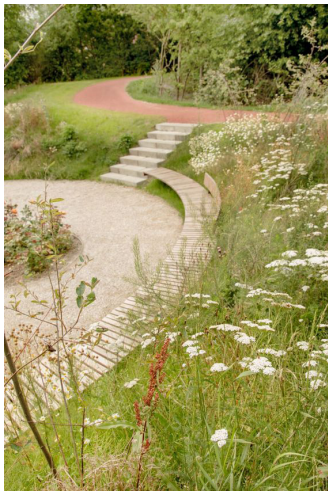
BOTTOM
Planting beds with flowering plants and bright colors provide human scale, variety, and interest to streetscapes

STREET TREES & UNDERSTORY LANDSCAPING (CONT'D)

Low-maintenance Designs

In new developments, use native or non-invasive, drought resistant, hardy, and low-maintenance species to the extent feasible. Maximizing soil volume, providing continuous Landscape Panels, using high-quality soils, and/or installing suspended pavement or other structural soil systems can reduce long-term maintenance costs and premature death.

A drip irrigation system is recommended for trees and plants within the Landscape Panel.



Street Tree Concept

Species Selection - Avenues and Beverly and Elm Streets (Local Street Type 1): To build a sense of unity and identity for key streets in McLean, distinct pairs of tree species with similar or complementary physical characteristics should be planted within the Landscape Panel. These pairs will serve as visual cues to help orient pedestrians and motorists while forming a consistent character for each street.

Species Selection - Local Street Type 2: Refer to the Appendix of *Volume I Urban Design Guidelines* for street tree species options. It is recommended that no more than two species be used in the Landscape Panel within each street block on all other such streets in the McLean CBC.

Species Planting Pattern: One species should be planted in the Landscape Panel within each street block. Species should alternate by block to avoid monocultures. See Figure 3-7 (Avenue) and Figure 3-8 (Local).

Planting Arrangement - Old Dominion Drive and Chain Bridge Road: Where desired and if there is at least 8-feet of width, trees may be planted in both the Landscape Panel and in the Building Zone to create an allée. Planting should be aligned with the sidewalk, staggered between the two areas, and should be planted at approximately 40-foot spacing, although spacing can be adjusted depending on the species. If a second row of trees is not accommodated, trees should be planted at approximately 30-foot spacing.

Planting Arrangement - Other Streets: Trees should be consistently spaced and aligned in the Landscape Panel at approximately 30-foot spacing, although spacing can be adjusted depending on the species. More informal or irregular tree arrangements are desirable in other planting areas as well as in neighborhood parks and plazas. Regularly planted street trees will create a unified streetscape character with a consistent canopy, a sense of enclosure, and a memorable visual character in McLean's streets.

Planting Size: Trees should be between 3 and 4-inches in caliper at time of planting.

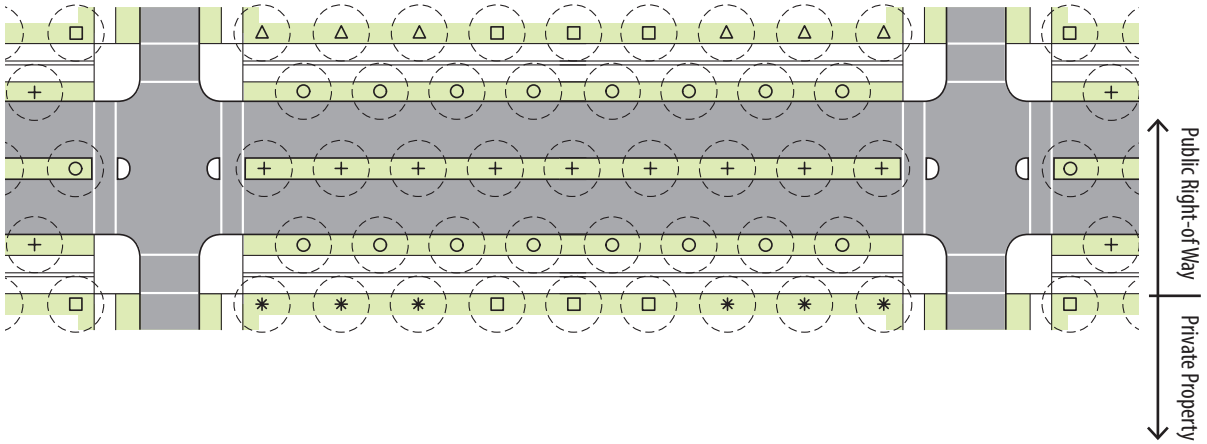
FIGURE 3-7: TREE PLANTING PATTERN FOR AVENUES - LANDSCAPE PANEL AND BUILDING ZONE

Figure 3-7 Notes:

***Tree Spacing** = ~40-feet, depending on species and understory landscaping.*

***Tree Caliper** = 3 to 4 inches at time of planting.*

***Building Zone Option:** Trees may only be planted in the Building Zone if it is at least 8-feet wide and if desired for the development.*



KEY

- Tree Species 1
- Tree Species 2
- Planting Areas

Landscape Panel: Species 1 & 2

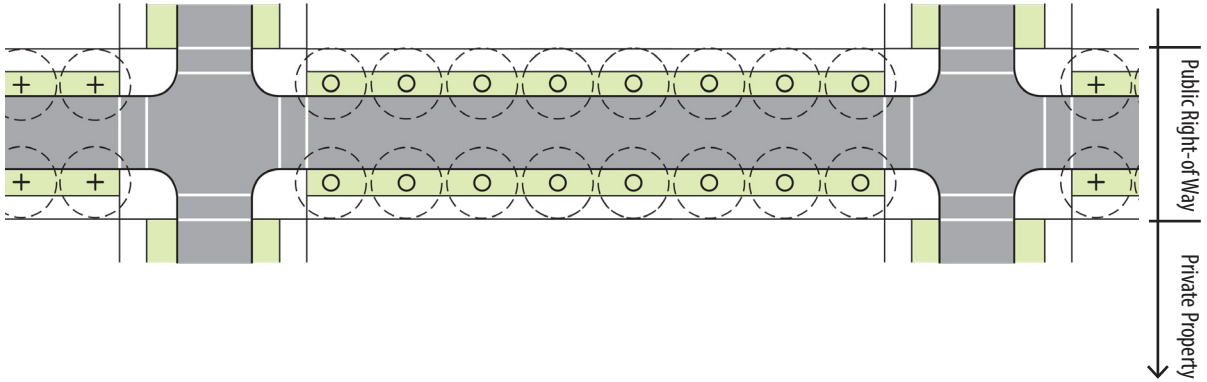
Building Zone: Different Species than within the landscape panel

FIGURE 3-8: TREE PLANTING PATTERN FOR LOCAL STREET - LANDSCAPE PANEL

Figure 3-8 Notes:

***Tree Spacing** = ~30-feet, depending on species and understory landscaping.*

***Tree Caliper** = 3 to 4 inches at time of planting.*



KEY

- Tree Species 1
- Tree Species 2
- Planting Areas

Landscape Panel: Species 1 & 2

STREET TREES & UNDERSTORY LANDSCAPING (CONT'D)

TABLE 3-1: TREE SPECIES BY STREET NAME

Street Name	Common Name	Scientific Name	Category	Native	Characteristics
Chain Bridge Road	London Planetree	Platanus x acerifolia	IV	N	50-100 feet tall, pyramidal to vase shape when mature. Exfolliating back and yellow to brown fall foliage. Resistant to DED.
	Lacebark elm	Ulmus parvifolia	IV	N	
Old Dominion Drive	Black gum	Nyssa sylvatica	III	Y	Well-known shade trees growing 60 to 80 feet in height. Has a spreading crown and dark green leaves in summer that turn yellow and red in fall. Usually free of pests and diseases.
	Northern Red Oak	Quercus rubra	IV	Y	
Beverly Road	Hackberry	Celtis occidentalis	IV	Y	Large shade trees (60-80 feet tall) with a dense canopy of dark green, almond shaped leaves and the graceful arching habit and adaptable to streetscape conditions. Showy fall yellow foliage.
	Japanese zelkova	Zelkova serrata	IV	N	
Elm Street	Jefferson elm	Ulmus americana 'Jefferson'	IV	Y	Similar Bark, showy fall foliage. DED resistant.
	American basswood	Tilia americana	IV	Y	

IMAGES OF TREES FOR AVENUES

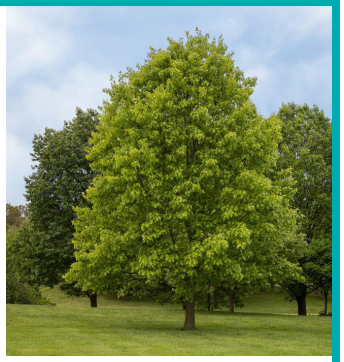
Chain Bridge Road

London Planetree

Lacebark Elm

Old Dominion Drive

Black Gum



Northern Red Oak

Note: When bioretention planters are proposed, other species that are appropriate for bioretention should be planted.

STREET TREES & UNDERSTORY LANDSCAPING (CONT'D)

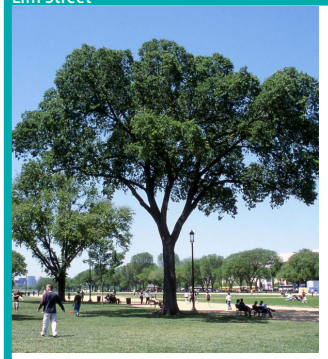
IMAGES OF TREES FOR LOCAL STREETS

Beverly Road

Hackberry

Japanese Zelkova

Elm Street



Jefferson Elm

American Basswood

Note: When bioretention planters are proposed, other species that are appropriate for bioretention should be planted.

Understory Landscaping

See Chapter 2, *Volume I Urban Design Guidelines* for plant species that are preferred in Landscape Panels.

- Developments should use an informal planting design with flowering plants and bright colors that take into account seasonal interest.
- Understory landscaping should not exceed 2-feet in height (at maturity) if within a roadway site distance triangle.
- Native plants and ornamental grasses are encouraged.
- Turf grass should be avoided.

Washington, DC

LEFT
Example of a Landscape Panel with understory ornamental grasses
Image Credit: Fairfax County

3I STORMWATER MANAGEMENT IN LANDSCAPE PANELS

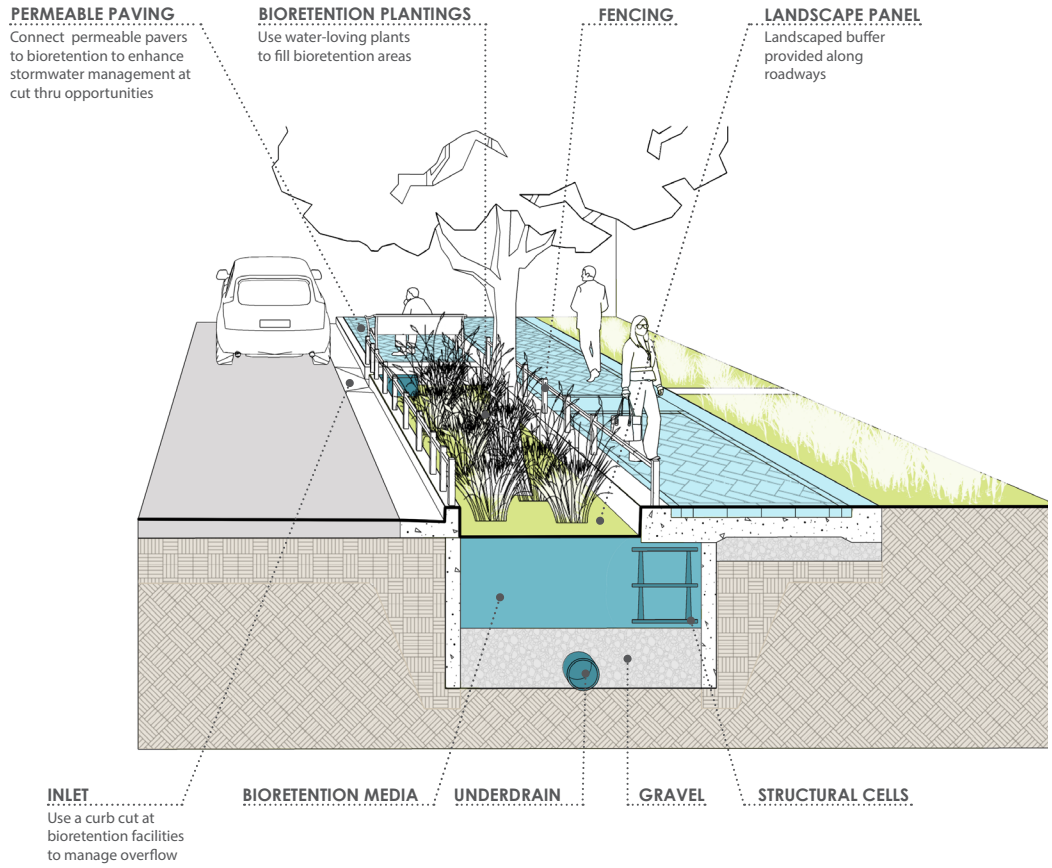
It is desirable for Landscape Panels to include bioretention planters where possible (See Figure 3-9). However, it is important that bioretention planters do not inhibit the planting of street trees.

Trees and Width: Bioretention planters should include a street tree. According to the Public Facilities Manual, planters are required to be a minimum of 8-feet wide to provide sufficient soil volume and space for facility maintenance and to accomodate a tree. Tree species appropriate for bioretention facilities should be used in lieu of those recommended in Section 3H.

Depth: Typical depth varies. Within VDOT right-of-way, bioretention facilities should generally avoid exceeding 12-inches in depth, measured from the sidewalk surface to the bioretention media. Facilities deeper than 12-inches may be permitted but may have additional requirements such as fencing, according to VDOT standards.

Fencing: Bioretention planters with basins that are 12 inches or less from the sidewalk surface may include a short metal fence, metal curb, or granite curb. The color of metal fences or curbs should be black or match the color of other metal furnishings in the streetscape.

FIGURE 3-9: STORM WATER PLANTER DETAIL



Vegetation Selection: The Volume I Urban Design Guidelines, State DEQ Handbook, and the County's stormwater ordinance provide species lists for appropriate vegetation which are mostly native and are able to thrive in highly permeable soils.

Soils: High-quality soil that is appropriate for bioretention planters is critical to the success of street trees planted in these areas. Soil specifications are located in the State DEQ Handbook.

Drainage: Underdrains are needed if the existing water table is close to bottom of the basin, or if soils below the basin are not sufficiently permeable.

Reference: Stormwater Handbooks | Virginia DEQ;
BMP Design Specifications | Virginia DEQ

McLean, VA

TOP
Example of a bioretention planter with a tree and decorative fencing in the McLean CBC
Image Credit: Fairfax County

BOTTOM
Attractive educational signage in a bioretention planter explains the various natural processes that the facility mimics.
Image Credit: Fairfax County

3J TRANSITIONS & FLEXIBILITY FOR EXISTING CONDITIONS

Transitioning between existing and new streetscapes is an important consideration in street design. Transitions may be necessary to address present conditions such as existing trees and legacy infrastructure or as land uses or neighborhood character change, in particular at the edges of the CBC. Variations in the streetscape design may include different facility types (i.e., an Urban Trail transitioning to a sidewalk and cycletrack), dimensions, location or orientation, or paving material. A common occurrence in McLean is where older, narrow sidewalks with little to no buffer from the street abut new streetscapes that include wider sidewalks, street trees, and sometimes bicycle facilities.

- **Change in Streetscape Configuration:** Transitioning from one streetscape configuration to another should occur at a natural point of change such as an intersection or driveway crossing. Avoid mid-block transitions or where two materials adjoin each other abruptly, if possible. If a transition must occur mid-block, introduce a different paving material (such as scored concrete or London pavers) to act as the transition in order to make the change appear intentional.

  It is generally recommended that the transition align with a building entrance or public space where paving is already wider. Intersection Plazas are another place where transitioning sidewalk dimensions can occur more seamlessly.

- **Flexibility for Existing Trees:** Flexibility is afforded to streetscape configurations to preserve existing, healthy trees regardless of the species (unless it is considered invasive).

LEFT
Sidewalk transition occurs at an storm inlet working around existing conditions
Image Credit: Fairfax County

RIGHT
Two different streetscape designs transition naturally at a street corner (one sidewalk is setback from the curb and one is adjacent to the curb)
Image Credit: Fairfax County

Elm Street, McLean, VA

Fleetwood Road, McLean, VA

For example, sidewalk paving may meander around a tree. Or, for larger trees, the order of streetscape elements may be rearranged to support tree preservation, provided that all streetscape elements are included, and transitions back to the proper order at the edges of parcels are made.

The edge of paving should be at least 3-feet from the center of the tree. Fairfax County Urban Forestry Management Division should be consulted to determine the health and anticipated life span of the tree(s) and the feasibility of preserving the tree(s) during construction.

- **Flexibility for Existing Sidewalks:** Where streetscape has been built to prior standards and is in good condition, consider creative designs that achieve the intent of the Guidelines while retaining the existing configuration (see example photo, page 3-36).
- **Tying-in to Existing Development:** In limited circumstances, completion of off-site streetscape may be suggested to make important pedestrian connections.

Santana Row, San Jose, CA

LEFT
Development worked around an existing mature oak tree and turned it into a memorable place
Image Credits: The Offices at Santana Row

3K MAINTENANCE RESPONSIBILITY

Anticipating and establishing maintenance responsibility and expectations is critical to the long-term success of McLean's streetscapes and pathways. Depending on the type of infrastructure, maintenance may be the responsibility of the property owner, Fairfax County, the Virginia Department of Transportation (VDOT), or utilities such as Dominion Energy.

Unless otherwise specified, it is generally preferred that maintenance of all facilities that are proffered and constructed as part of a new development should be maintained by the property owner in perpetuity. This includes features within the right-of-way.

The Building Zone, located outside of the right-of-way, will be privately owned, and maintained.

Roadways and Streetscapes

In McLean, most roadways depicted in the Comprehensive Plan's Multimodal Network Map (Figure 15) already exist and are maintained by VDOT. Fairfax County's Department of Public Works and Environmental Services (DPWES) also operates a program for maintenance of legacy non-standard features including portions of the streetscape, gateway signs, and certain public spaces, much of which is located within the right-of-way. Additional routine maintenance services such as street sweeping, trash removal, remediation of trip hazards, landscaping, and weed spraying are also provided within McLean by DPWES.

Developers may construct on-street parking, Landscape Panels, sidewalks, and sometimes bicycle facilities that border travel lanes, in the right-of-way and which are subject to VDOT's inspection and acceptance into its secondary road system.

VDOT will not accept landscape or sidewalks constructed with non-standard features or encumbered by easements, including:

- Easements that Dominion Energy requires for new installations of electric distribution duct-banks and manholes.
- Brick pavers
- Street trees
- Street furnishings
- Other special features

In these instances, the property owner must enter into a 'Covenant of Perpetual Maintenance' with VDOT which obligates the property owner to on-going maintenance of the streetscape.

Overhead Utilities in the Right-of-Way

Many of McLean's roadways contain overhead electric distribution lines, fixed atop wooden poles that may also have streetlights attached to them. The Comprehensive Plan recommends that these overhead lines should be buried in duct-banks and standalone decorative streetlights be installed. Dominion Energy requires easements over the duct-banks and associated manholes or vaults which are typically located under the sidewalk. VDOT will not accept easements in its road system therefore maintenance of these encumbered spaces is the obligation of the property owner.

During the rezoning process, developers should account for the required dimensions of duct-banks and manholes and ensure maintenance responsibility is articulated.

Streetlights

The LED streetlight models referenced in these Guidelines are either part of Dominion Energy's standard streetlight catalog or are in the process of being accepted into their catalog. Listing in this catalog ensures maintenance by Dominion Energy including replacement of damaged or non-working fixtures. Where non-standard fixtures are installed, private maintenance is required.

Pedestrian Pathways (outside of the right-of-way)

The Comprehensive Plan and these Guidelines encourage the creation of off-street pedestrian pathways, as shown on the Multimodal Network Map (Figure 15 in the McLean Comprehensive Plan) and the Park Network Map (Figure 5-1 in these Guidelines). Pathways may be planned entirely within a new development

or may include paving, lighting, and other improvements across multiple parcels. In either instance, proffered pathways must stipulate who is responsible for maintaining the pathway surface and any landscaping or other special features installed and energizing any light fixtures. VDOT will not accept these pathways into their system for maintenance.

Public access easements should be recorded for pedestrian pathways that are intended for public use.

Image Credit: Gensler

4 BUILDING ZONE & FRONTAGE DESIGN

4A Introduction

4B Design Principles on Site Design and Architecture

4C Design Strategies - Building Zones and Ground Floors

- 4C.1 Building Frontage: Residential
- 4C.2 Building Frontage: Office
- 4C.3 Building Frontage: Retail and Restaurants
- 4C.4 Building Frontage Retrofit
- 4C.5 Building Zones on Old Dominion Drive and Chain Bridge Road
- 4C.6 Building Zones on Elm Street and Beverly Road

4D Design Strategies - Parking Design

BUILDING ZONE & FRONTAGE DESIGN

4A INTRODUCTION

The Comprehensive Plan envisions a visually cohesive built environment across the McLean CBC. Central to implementing this vision is building design - how buildings relate to the street and public spaces, how they integrate with and transition to surrounding land uses, and how they combine to contribute to the CBC's character. Especially important is how the space between the public streetscape and building façade, known as the Building Zone, is designed. Building Zone treatments should be influenced by the building's use(s) and the adjacent street's character. This chapter addresses the design of building frontages as well as how buildings should relate to their context. Building heights are described in the Vision and Guiding Planning Principles of the McLean Comprehensive Plan.

The design principles and strategies to follow are not intended as an "architectural check list". Since each site and building are unique, applicants and their project designers should work with DPD staff and McLean community organizations to ensure that proposed building architecture is context-sensitive and achieves community design goals.

Zoning and site plan submissions should include elevation drawings of all sides of the building architecture and include the surrounding context in plans, sections, and elevations. Three-dimensional street level and bird's eye views are also valuable in conveying the overall design and context-sensitive features of the project.

References and Notes

- Volume I Urban Design Guidelines (Sections 4A, 4C; see also 2E, 2H, 5A, 5C)
- American Bird Conservancy, Bird Friendly Building Design Guidelines
- US HUD Noise Abatement and Control
- Fairfax County's Policy Plan Environment Element, Objective 4
- All recommendations in this chapter are in addition to Fairfax County's Zoning Ordinance, in particular, Article 5, Development Standards.

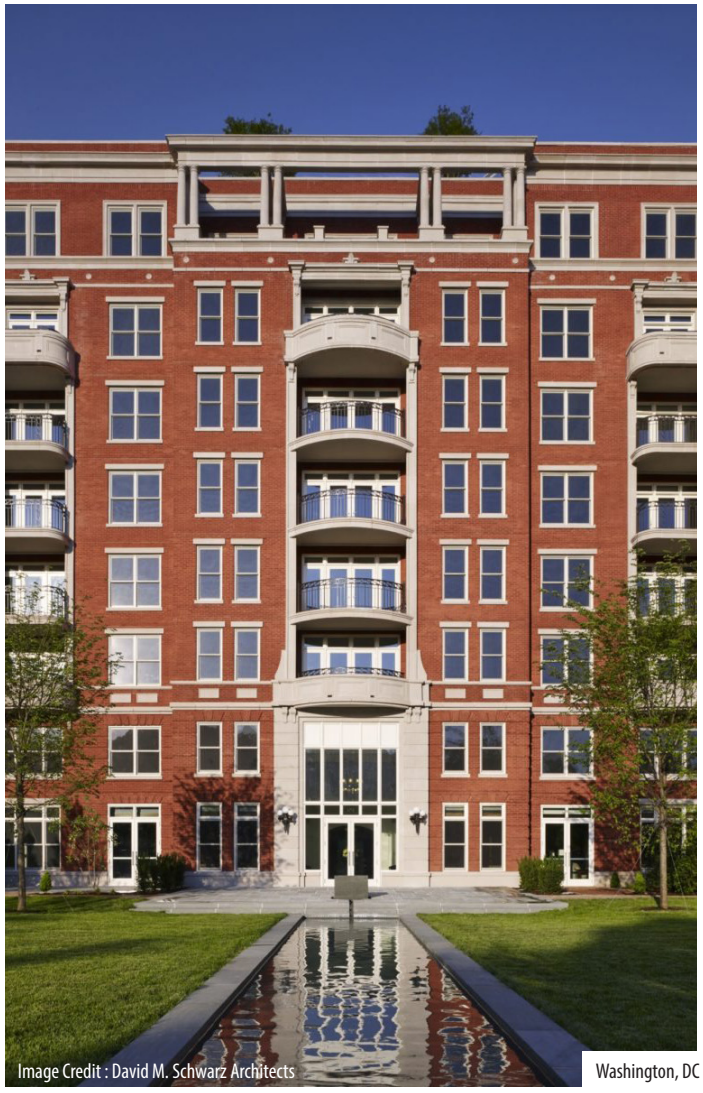


Image Credit : David M. Schwarz Architects

Washington, DC

4B DESIGN PRINCIPLES ON SITE DESIGN & ARCHITECTURE

1. Block Pattern and Scale

The architecture of McLean should be considered at multiple scales. To promote the Neighborhood Village concept, new developments should consider historical block patterns when designing their project.

Buildings in the CBC are envisioned to support a pedestrian-oriented environment by being located close to the sidewalk. Buildings should be sited and designed to create a sense of enclosure for pedestrians, with connections to create blocks that are a walkable scale. Typically, active storefronts and other uses that can engage pedestrians such as outdoor seating should be located close to the sidewalk. Existing buildings will not necessarily conform to the building setback established by an adjacent proposed development. Development proposals, especially projects that are phased, should incorporate visual and physical linkages to existing buildings to create a high-quality pedestrian realm. New buildings may also use landscaping or other architectural features to visually align with existing buildings.

Arlington, VA

2. On-site Parks and Mid-block Connections

Figures 12 and 15 in the McLean Comprehensive Plan as well as the Park Network Map in Chapter 5 of these Guidelines illustrate the generalized locations of parks and pedestrian mid-block connections in the CBC. These facilities should be incorporated into site designs from project conception and not considered as an afterthought. Designers should identify opportunities to connect to existing open spaces and pedestrian pathways so that individual site improvements are part of the greater whole.

When both retail and an urban park are proposed within a project, they are encouraged to be co-located to promote park use and increase social opportunities.

Bethesda, MD

TOP
Example of buildings with a context sensitive design, incorporating undulating roof lines and step-backs to respond to existing townhomes across the street
Image Credit: David M. Schwarz Architects

BOTTOM
Retail lined pedestrian mews is a main feature of the Bethesda Row development
Image Credit: visitmontgomery.com

DESIGN PRINCIPLES ON SITE DESIGN & ARCHITECTURE (CONT'D)

3. Context and Transitions

Context

Sites should be designed to achieve the desired building height and/or intensity goals while remaining sensitive to the impact on the surrounding built environment and context. New buildings that are proposed to have long façades should consider employing one or several of the following: a variety of materials, façade divisions, and architectural projections or recessions, such as bay windows, balconies or canopies.

Transitions - Methods

Appropriate transitions between buildings can be an important aspect of context sensitive design. One or more of the following transition methods should be considered for new developments to achieve compatible transitions when adjacent to a lower-intensity zone. Depending on the location and adjacent use, there are different recommendations for integrating appropriate transitions into the site and building design. Generally, these treatments do not impact the project's density.

Façade Change

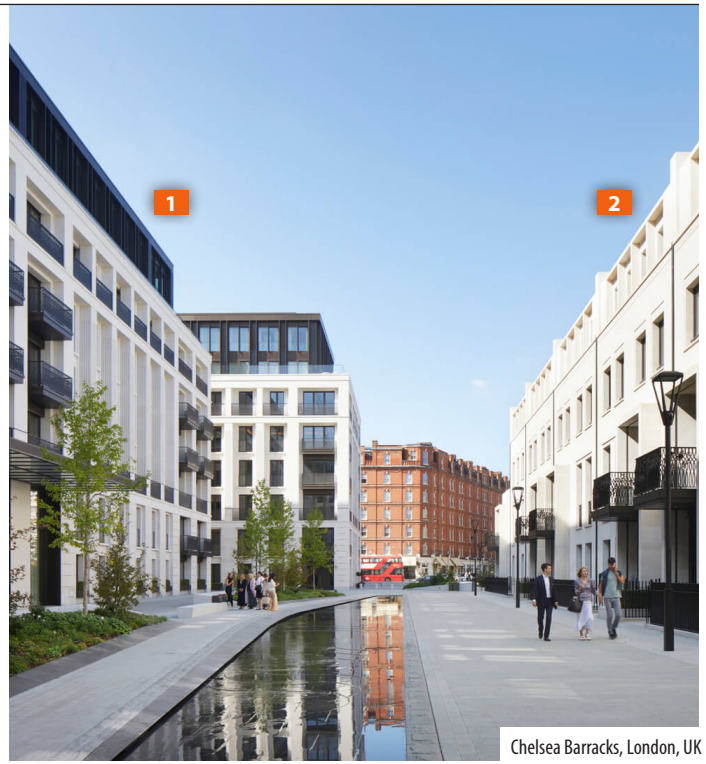
- **Facade articulation** – expression of base, middle, and top of a building, coursing, carrying datum lines, cladding material and other treatments such overhangs, canopies, and architectural details.

- **Roof line modulation/top floor** – changes in the expression of the building's roof line or integration of the top floor(s) to reduce the perceived height of the building.

Massing Change

- **Vertical articulation (step-downs)** – modulate the apparent size and scale of a building by stepping a portion of the building mass upward or downward from the predominant building height.

- **Building breaks (step-backs)** – divide the building horizontally or vertically by employing a step-back in the facade so that some portion of the building shifts behind the build-to line. For large building sites, consider multiple buildings or create a breezeway at the ground floor, especially where mid-block pedestrian connections are envisioned.



Chelsea Barracks, London, UK

Vegetative Buffer

- A vegetated buffer can be integrated into the space between the building and the property line to soften the building edge. Consider incorporating trails and active recreation uses with the vegetated buffer.

Transitions - Where to Apply

The following conditions are generally described in the Comprehensive Plan as locations where transitions are desired.

RIGHT
The design for the building on the left employs step-backs and material changes to reconcile with shorter buildings on the right

1 Eight story multifamily building
2 Four story townhomes
Image Credit: Squire Partners

DESIGN PRINCIPLES ON SITE DESIGN & ARCHITECTURE (CONT'D)

1. **Developments that abut the CBC boundary but are four stories or less in height:** Consider façade changes to integrate transitions to developments outside the CBC.

2. **Developments at the edges of the Comprehensive Plan's development zones:** Consider façade change. If the proposed building is more than two stories taller than the planned height of adjacent development, consider a massing change.

3. **Projects greater than four (4) stories in height that abut detached single-family residential outside of the CBC:** Consider both façade and massing changes.

Washington, DC

Alexandria, VA

4. **Consolidated Development within the Bonus Height Area adjacent to significantly lower height buildings:** Consider transitions for the bottom floors using a similar treatment as buildings in the Center/General Zones. In addition, floors that exceed the planned height of the surrounding buildings by more than two stories should step-back. Consider also top floor or roof line treatment.

In addition, all developments adjacent to single-family residential or required by the Zoning Ordinance (Z.O. 5108) should include a vegetative buffer.

Figure 4-1 depicts a series of cross-sections as examples of architectural transitions.

LEFT
Use of coursing that expresses the base-middle-top to visually reduce building scale.

Image Credit: Torti Gallas Partners

TOP RIGHT
Example of using step-backs, facade modulation, and material changes to transition to the historic architecture across the street.

Image Credit: Fairfax County

DESIGN PRINCIPLES ON SITE DESIGN & ARCHITECTURE (CONT'D)

Alexandria, VA

Washington, DC

TOP
The massing of this residential building is stepped down to transition to lower height existing, adjacent residences
1 Existing townhomes
2 New multifamily building
Image Credit: Fairfax County

BOTTOM
Roof expressions on the top floor reduce the scale of the four-story building
Image Credit: Gensler

FIGURE 4-1: EXAMPLE TRANSITION METHODS

A: Facade Change

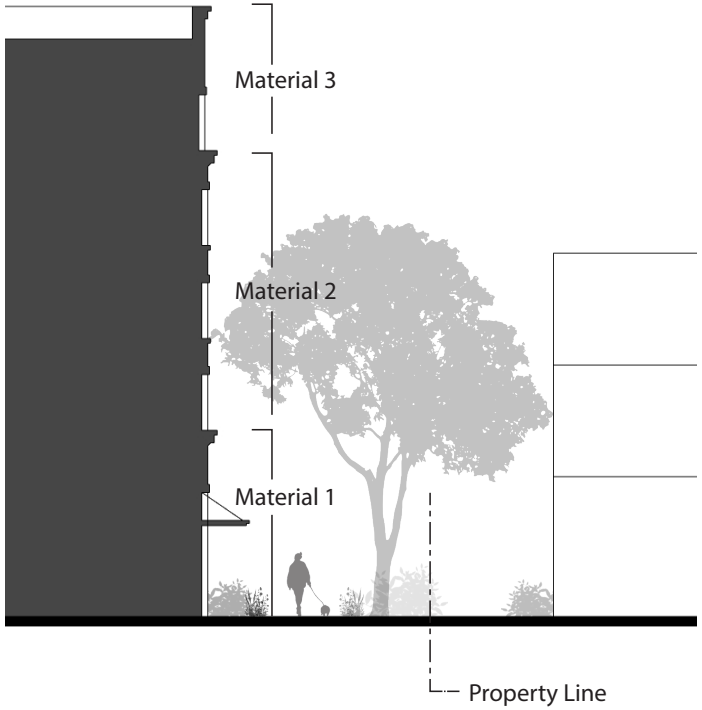
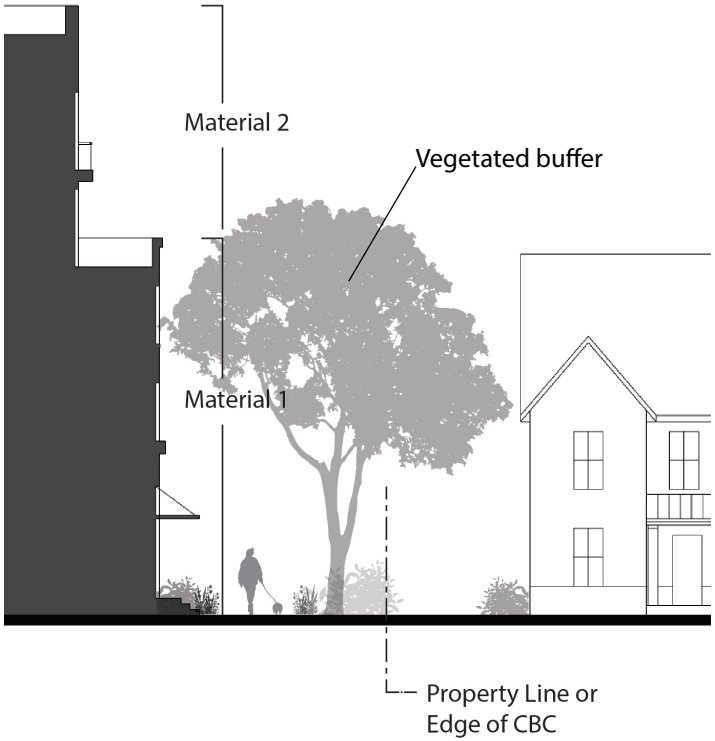


Figure 4.1 is intended to be illustrative, not prescriptive.

FIGURE 4-1: EXAMPLE TRANSITION METHODS (CONT'D)

B: Massing Change: Upper floor(s) step back



C: Massing Change: Roof expression on the top floor(s)

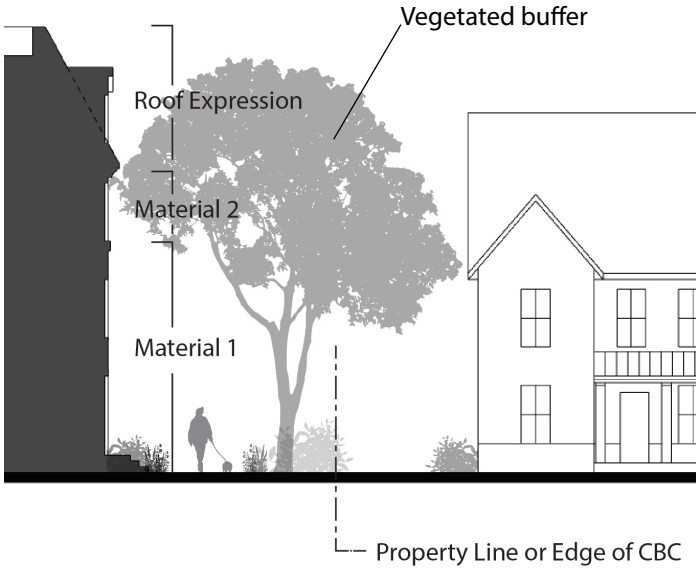


Figure 4.1 is intended to be illustrative, not prescriptive.

DESIGN PRINCIPLES ON SITE DESIGN & ARCHITECTURE (CONT'D)

4. Developments in the Edge Zone

New projects within the Edge Zone (See Figure 2-1) should carefully study the relationship between the proposed building and existing neighborhoods that are outside of but adjacent to the CBC. New, taller buildings should transition next to existing residential outside of the CBC. Although heights do not need to match, they should be within 1 to 2 stories of the adjacent existing building height.

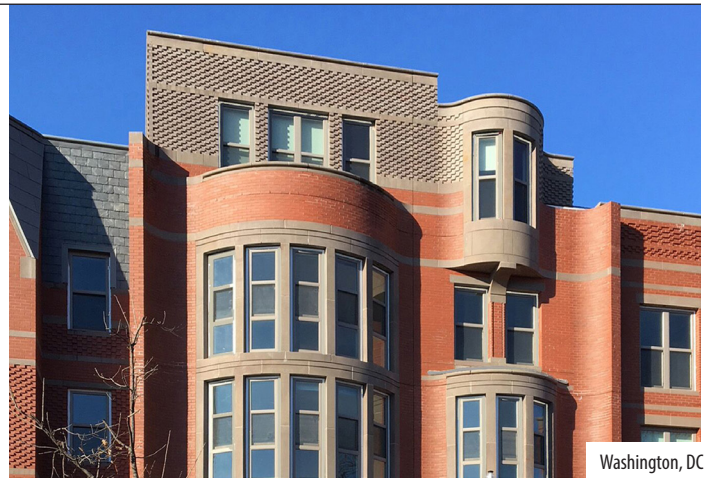
Plan submissions should include cross-sections that depict the relationship between the proposal and adjacent buildings highlighting the context-sensitive techniques that are integrated into the design.

Alexandria, VA

5. Style and Materiality

Diversity and excellence in architectural design and building materials is encouraged as long as there are common themes related to the overall context of McLean. New development should be designed to be context-sensitive but avoid sameness from building to building. Individual buildings should contribute to the overall character of McLean CBC. Special attention should be paid to architectural features such as balanced proportions, material expression and well-articulated details. Quality materials should be employed in both architecture and site features, especially those that are natural or authentic.

Avoid franchise architecture which uses corporate identity features to market a company brand.



Washington, DC

TOP RIGHT
The building steps down to three story volume to stay harmonious with the adjacent low rise residential buildings

Image Credit: Fairfax County

BOTTOM RIGHT
High-quality material and timeless architectural design contributes to the character of McLean CBC

Image Credit: Gensler

RIGHT

McLean Existing Architectural Assets

1. Early farm houses
2. Traditional colonial style
3. Mid-Century modern style

BELOW

Key Architectural Considerations

- Balanced proportions
- Quality materials
- Well-articulated details

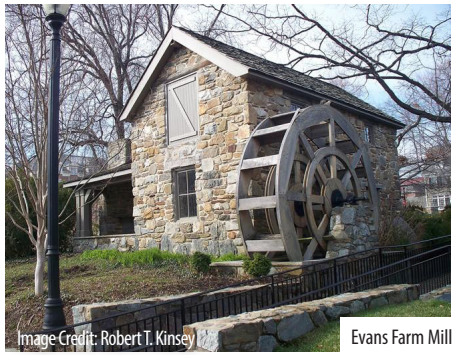


Image Credit: Robert T. Kinsey

Evans Farm Mill

Image Credit: Bright MLS

Evans Farm

Image Credit: Fairfax County

McLean Post Office

Image Credit: Squire Partners

Chelsea Barracks, London, UK

Image Credit: ArchiEXPO.com

Terra Cotta Rainscreen

Image Credit: Robert A. M. Stern Architects

LoveJoy Wharf, Boston, MA

DESIGN PRINCIPLES ON SITE DESIGN & ARCHITECTURE (CONT'D)

6. Façade Articulation

Building exteriors should be well-proportioned and articulated to create a human-scaled pattern. Consider the role of shade, shadow, and depth to form dynamic facades, particularly around fenestration. Employ designs that frame, add depth, or create shadow lines around windows, doors, and other openings. Material patterning also is encouraged. Avoid flat buildings, particularly with wood frame construction, where windows are flush or nearly flush with the façade.

Long expanses of blank walls without windows or entrances detract from the pedestrian experience and are discouraged. If blank façades cannot be avoided, strategies should be used to mitigate their impact on the public realm.

Brooklyn, NY

7. Build-to Lines

Proposed developments should adhere to build-to lines (In McLean, the build-to line is the edge of the Building Zone) as recommended for each street type in the McLean Comprehensive Plan. The build-to line indicates where the building ground floor should be located. It ensures that all buildings on a block are generally inline with one another. The build-to line generally applies to the podium (or base) of the building structure and excludes upper levels, which may be set back further to allow light and air to reach the street.

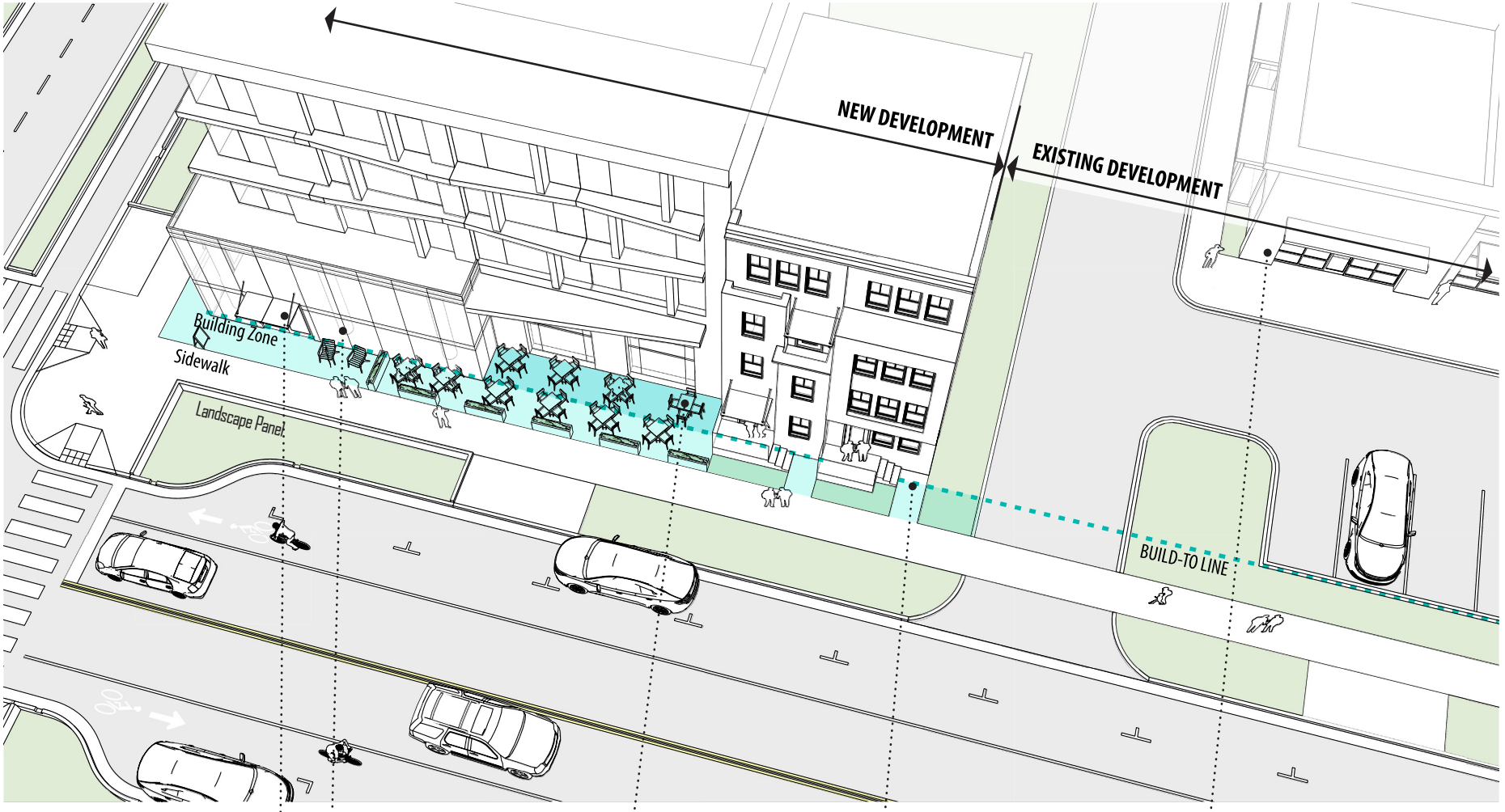
Exceptions to the build-to line are permitted for outdoor dining, special displays, plazas, parks, or spaces for public art; all resulting in pushing the building face somewhat farther back from the street. The build-to line may also be adjusted in instances where existing trees should be preserved or existing conditions warrant a greater setback, so long as the setback is not used to accommodate parking.

Falls Church, VA

TOP RIGHT
Well articulated facades are encouraged in McLean CBC
Image Credit: Robert A.M. Stern Architects

BOTTOM RIGHT
1 Building modulation on upper floors
2 Consistent street edge along ground floor
Image Credit: Bozzuto

FIGURE 4-2: BUILDING PLACEMENT



BUILDING PROJECTIONS
Canopies, or other building overhangs, can project into the Building Zone

FENESTRATION
At least 60% of the commercial ground floor facade should be transparent

AMENITY SPACE
Buildings can be set back to accommodate additional amenities or building entrances

BUILD-TO LINE
At least 75% of the commercial building frontage should be located at the build-to line

EXISTING DEVELOPMENT
Existing buildings are often set back from the street; new buildings should adhere to build-to lines as described in the Volume II: District Design Guidelines

DESIGN PRINCIPLES ON SITE DESIGN & ARCHITECTURE (CONT'D)

8. Design Building Zones for Public Interaction

Important to the village feel in McLean is using the Building Zone (space between the sidewalk and building face) and other semi-public or semi-private spaces for public activities. They should be designed for social interaction and to conduct passive activities such as people watching, eating lunch outdoors, or chatting with friends. Such activities encourage a neighborly environment, promotes pedestrian foot-traffic, and help businesses thrive.

Parking lots and garages should be avoided along public streets. Generally, parking should be located internal to the site.

Residential uses with ground floor retail and other types of mixed-use buildings should incorporate Building Zone design strategies that match the use of the ground floor, or portion thereof.

- **Non-residential** – Large retail browsing zones and canopies for shade promote storefront activity. Demarcating these spaces to differentiate them from public sidewalks makes them more welcoming to use. Outdoor dining and outdoor seating with small courtyards or arcades where the building and the Building Zone can bleed into each other are strongly encouraged.

- **Residential** – Porches, large stoops, gardens, and outdoor common spaces promote interaction. Raising the ground elevation of the building and/or features located within the Building Zone from the sidewalk is an effective tool for differentiating public (i.e. sidewalk) and semi-public spaces (Building Zones).

Seatle, WA

Renton, MA

TOP RIGHT
1 Façade treatment, overhang, and lighting highlight and distinguish the entrance
2 Street furnishings and plantings enhance the character of the streetscape
Image Credit: Pennon Construction

BOTTOM RIGHT
1 Grade separation of residences from street provides privacy
2 Stoops and overhangs highlight entrances and add rhythm to the streetscape
Image Credit: Seatle.gov

9. Active Building Fronts

Building ground floors (first 20-feet of building height) should engage the adjacent street or public space and have active uses or pedestrian-oriented facades employing human-scale designs.

- **Non-residential** – Designers should consider evoking a pattern of small storefronts in the shape and arrangement of a building's fenestration. The facades of ground floor uses should have entry doors and be primarily transparent, generally comprising 60 percent or more of the ground floor facade.

- **Residential** – Ground floor facades such as lobbies and common spaces, should be primarily transparent, however the degree of transparency on the ground floor façade should consider private uses, such as living areas. Individual unit entrances are encouraged on the ground floors of townhome and multifamily developments. The use of stoops, bays, porches, or entries that establish a transition between a private residential use and the public realm is encouraged. When grade separation cannot be achieved, a landscaped Building Zone should be provided between the residence and the public sidewalk or public space.

Rockville, MD

10. McLean Specific Features - Arcades, Colonnades, and Low Walls

These design features are evident in the existing architecture of McLean, such as at the McLean Commence Center on Chain Bridge Road. Incorporating them into new developments should be considered due to their attractiveness and functionality. Retail uses can benefit from covered arcades and colonnades as outdoor space that is shaded from the elements. When employed, arcades and colonnades should be deep enough to be occupied and are encouraged to be designed for seating or dining. When employed, the ground floors of arcades or colonnades may occupy the entirety of the Building Zone, and upper stories may be brought forward up to the minimum setback.

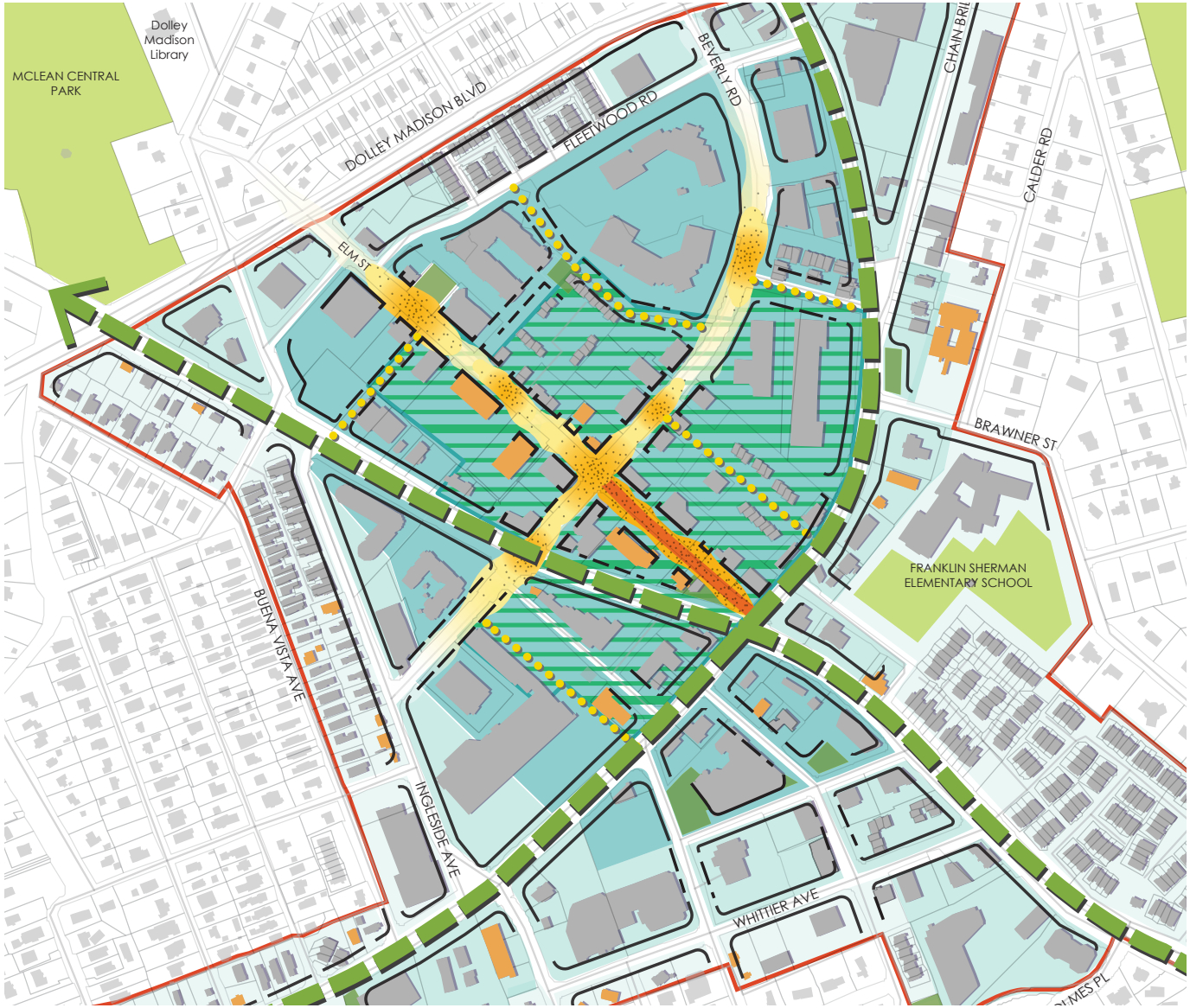
Low walls are typically defined as under 4-feet in height. Seat walls are 18 to 24 inches in height, and a minimum of 18 inches deep.

Rosemary Beach, FL

TOP
1 Different materials and architectural treatments on the first two floors
2 Upper floors step back to reduce building scale
Image Credit: Ruppert Landscape

BOTTOM
12-foot wide arcade provides covered, outdoor space that is deep enough for dining and retail browsing
Image Credit: Amavida.com

FIGURE 4-3: PRIORITIZATION FRONTAGES



LEGEND

- McLean Central Business Center
- Existing Open Space
- Places of Character (See Chapter 1D)
- Bonus Height Area
- Center Zone
- General Zone
- Edge Zone
- Building Frontage
- Old Dominion and Chain Bridge - "Green Avenues'
- Beverly and Elm "Main Streets"
- Future Pedestrian Mall
- Pedestrian Connections

4C DESIGN STRATEGIES - BUILDING ZONES & GROUND FLOORS

Building Zones are key to creating a strong threshold between the building and the adjacent street or public realm. In general, simply landscaping the Building Zone is insufficient for creating a vibrant neighborhood village environment. Features should be incorporated to make use of the space for building occupants and pedestrians. It should be considered as an extension of the building's uses such as outdoor dining adjacent to a restaurant or as an extension of the public sidewalk (see Figure 4-7 Office Retrofit, as an example of a sidewalk expansion).

Paving in the Building Zone:

Hardscape paving should be distinguishable from the public sidewalk. Using a different brick pattern or different material delineates the Building Zone from the public right-of-way so that it remains clear of furnishings or obstructions commonly included in the Building Zone. Building Zone paving is encouraged to coordinate with site designs and building architecture.

Suggested Building Zone Amenities and Uses:

As stated, the Building Zone should include amenities beyond landscaping to promote activity and permeability. Amenities may complement the principal or ground floor building uses or help expand the sidewalk, creating a larger public realm. The employment of one or more of the following uses and amenities is encouraged in the Building Zone.

- **Dining Patios:** On Beverly Road and Elm Street, dining areas should generally be 8-feet in depth. On Avenues and other local streets, outdoor dining areas should be a minimum of 8 feet deep, and are recommended to utilize the maximum Building Zone depth of 12 feet. They should be delineated from the public sidewalk through the use of one or several of the following: different paving, placement within arcades or colonnades, low-height enclosure fencing or walls, canopies, and other features. Movable seating and outdoor ambient lighting are strongly encouraged.
- **Bioretention:** When designed as aesthetically attractive and when appropriate given adjacent uses, stormwater collection and treatment facilities are recommended in Building Zones. Low walls framing bioretention and creative elements such as boulders and other natural features are encouraged.
- **Public Art, Wayfinding and Interpretive Signs:** See Chapter 6. incorporate historical elements such as influential names, building materials, and educational signage. Interactive "touchable" art in particular is encouraged. Art can also be used in the Building Zone to call attention to a building entrance or a focal point on the property.
- **Building Signage and Wayfinding:** Building signage in Building Zones should be ground-mounted and include signage that is oriented to both vehicles and pedestrians. See Chapter 6 for more information on wayfinding signs.
- **Bicycle Parking:** Bicycle parking is permitted in the Building Zone. See Fairfax County's Bicycle Parking regulations.
- **Seating, Planters, and Other Furnishings:** Furnishings in the Building Zone are encouraged to be uniquely designed to complement site design and architecture. They do not need to match those recommended for the streetscape in Chapter 3.
- **Low Walls:** Low walls can increase the sense of enclosure, and can also function as seating. Low walls should be constructed with brick or stone. If contextually appropriate given the site, uses and adjacencies, low walls between 18 and 24 inches high and at least 18 inches deep are encouraged to be capped with integrated seating (see Chapter 3 for more information).
- **Supplemental Plantings:** Shade and flowering trees, shrubs, flowering plants, ground cover, and ornamental grasses are appropriate for the Building Zone.

DESIGN STRATEGIES - BUILDING ZONES & GROUND FLOORS (CONT'D)

4C.1 Building Frontage: Residential (See Figure 4-4 and 4-5)

- **Size:** A Building Zone of 8 to 12-feet in width is recommended for an effective transition and privacy between the public sidewalk and residences. On Beverly Road and Elm Street, a narrower 8-foot Building Zone is encouraged in order to create a sense of enclosure for pedestrians and to achieve a consistent Build-to Line. Typically, the Building Zone should not exceed 12-feet in width. Exceptions to the Building Zone width may occur where existing trees, plazas, urban parks, or spaces for public art are located. Upper levels of a building may be set back further than the ground floor.

- **Primary Entrances:** Buildings should incorporate urban design strategies to bring people to the fronts of buildings. Buildings should have their primary pedestrian entrances facing public streets. If a building has frontage along two or more streets, both frontages should be activated.

- **Unit Entrances:** Buildings with residential uses on the ground floor are encouraged to include individual unit entrances where adjacent to a public road, trail, park or private walkway. On multifamily buildings, these would be in addition to the primary entrance. They should be frequently spaced and should be celebrated with adjacent stoops, overhangs, porches, patios, low walls or raised planters.

- **Porches, Patios and Stoops:** Occupiable spaces adjacent to entrances are important to fostering social interaction and provide opportunities for personalization, gardening, and increasing the usable space of residences. Porches and patios should be a minimum of 6-feet deep to allow sufficient space for seating.

- **Grade Separation:** Individual entrances should be grade-separated from the public sidewalk to provide some privacy, ideally by 2 to 4-feet. When grade separation cannot be achieved, a landscaped Building Zone should be provided between the residence and the public sidewalk.

Washington, DC

TOP
Classic architectural motifs and decorative overhang highlight the building entrance
Image Credit: David M. Schwarz Architects

Boston, MA

BOTTOM
Decorative fences, stoops and plantings define building zone and provide a welcoming front door
Image Credit: Fairfax County

FIGURE 4-4: RESIDENTIAL DEVELOPMENT - MULTIFAMILY

PRIVATE TERRACE
Provide private entry and outdoor space for residents

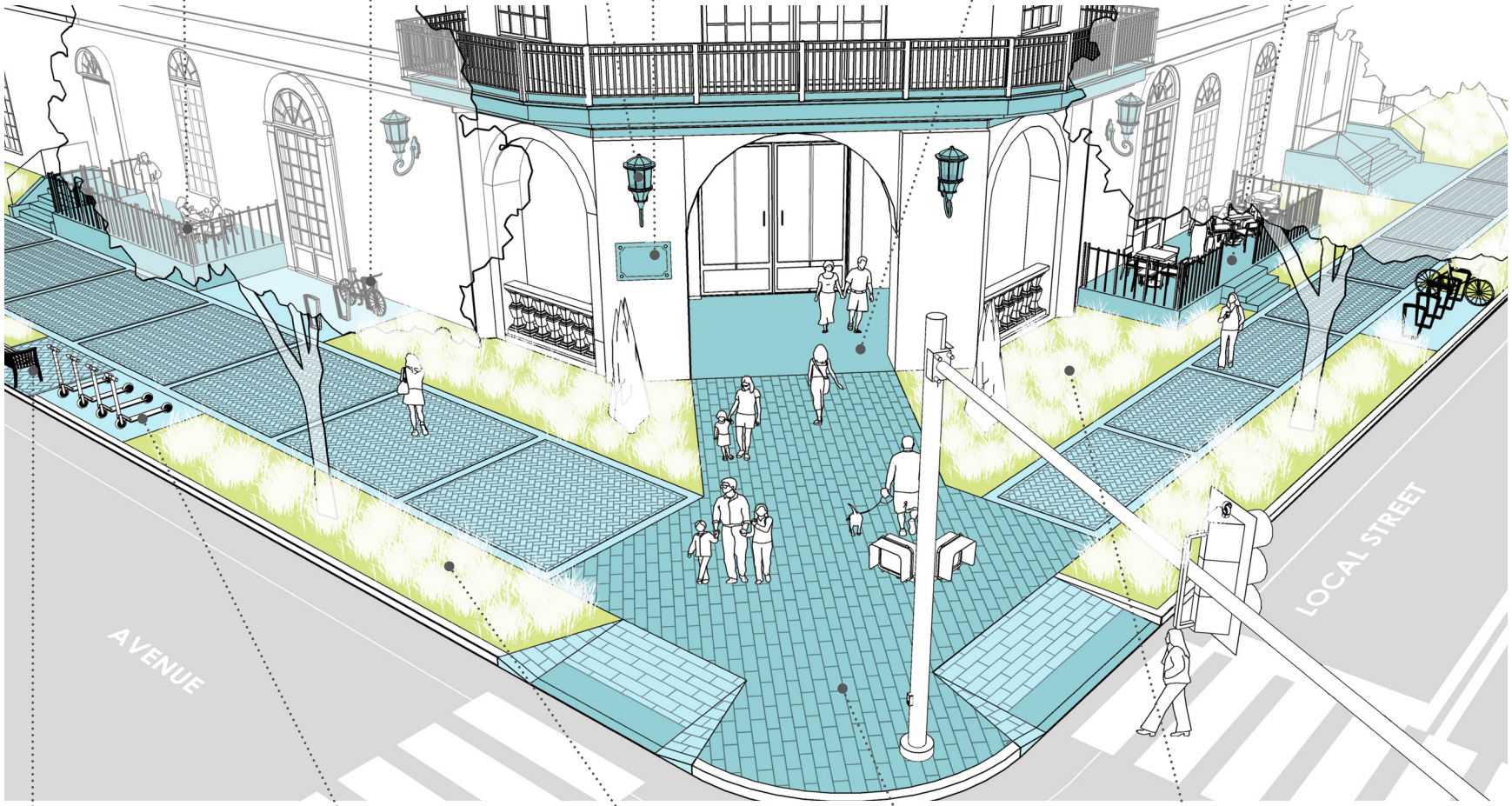
BIKE RACKS
Provide parking for bikes to encourage multimodal transportation

FACADE LIGHTING
Provide lighting for residents and the public realm

BUILDING MOUNTED SIGNAGE
Provide informational signage on building facade

STREET ORIENTED ACCESS
Create a sense of arrival and hierarchy with architectural features and paving

PRIVATE TERRACE
Provide private outdoor space for residents



STREETSCAPE FURNISHINGS
Provide seating for pedestrians

MULTIMODAL PARKING
Provide parking for multimodal transportation

PLANTING AREA
Add green space to buffer sidewalk from traffic

INTERSECTION PLAZA
Add paving to make corner a distinct destination

LANDSCAPE BUFFER
Provide foundation plantings at buildings to soften scale for pedestrians; create a sense of separation between private and public spaces

FIGURE 4-5: RESIDENTIAL DEVELOPMENT - TOWN HOMES

4C.2 Building Frontage: Office (See Figure 4-6)

- **Size:** A Building Zone 4 to 8-feet in width is recommended.
- **Primary Entrances:** Buildings should incorporate urban design strategies to bring people to the fronts of buildings. Buildings should have their primary pedestrian entrances facing public streets. If a building has frontage along two or more streets, both or all frontages should be activated.
- **Outdoor Workspaces and Dining Areas:** Outdoor workspaces with moveable furnishings, public wi-fi, and electric outlets are encouraged.

4C.3 Building Frontage: Retail and Restaurants (See Figure 4-7)

- **Size:** *Beverly Road and Elm Street (Local Street Type 1):* Developments incorporating any ground floor active uses should utilize the entirety of the maximum Building Zone depth of 8-feet.

  Avenues and Local Street Type 2: Developments incorporating ground floor retail and restaurants without outdoor dining should provide a Building Zone of at least 4-feet. Where outdoor dining is envisioned, developments should provide a Building Zone of a minimum of 8-feet deep, and are recommended to utilize the maximum Building Zone depth of 12-feet.

  In all cases: Exceptions to the recommended Building Zone widths may occur where plazas, urban parks, or spaces for public art are located. Upper levels of a building may be set back further than the ground floor. Alternatively, if an arcade or colonnade is provided in the Building Zone, upper stories may be brought forward to the edge of the Building Zone up to the required minimum setback. Overhangs may extend into the Building Zone.

- **Primary Entrances:** Buildings should have their primary pedestrian entrances facing public streets. If a building has frontage along two or more streets, both or all should be activated. If parking is located on the side or rear of the building, pedestrian circulation from the parking to the retail or restaurant entrance should be clearly delineated, and is strongly encouraged to bring them to the street front, not to a secondary side or rear entrance.

4C.4 Building Frontage Retrofit (See Figure 4-8)

The Building Zone can play an important role in improving the relationship between an existing building and the public realm when the façade design may not encourage such a relationship. For example, in the McLean CBC some of the office buildings that date to the 1970s and 1980s have limited fenestration along the street frontage.

Figure 4-8 depicts some strategies that can make an existing Building Zone more attractive. Specific improvements are dependent upon the design of the existing building, existing site features, and the level of renovation being undertaken. For example, the public sidewalk can be expanded into the Building Zone and lined with a seat wall, shade trees and landscaping. This forms a quasi-park space in front of the building and creates more usable space for pedestrians. Other examples for retrofitting the frontage of buildings to be more attractive to pedestrians include providing outdoor dining, outdoor workspaces, and pollinator gardens.

Houston, TX

BOTTOM
A deep canopy (~6-feet deep) and outdoor seating helps define the Building Zone at a street corner in River Oaks District of Houston, TX
Image Credit: Gensler

FIGURE 4-6: OFFICE DEVELOPMENT

PATIO STYLE SEATING
Provide outdoor patio seating for office users

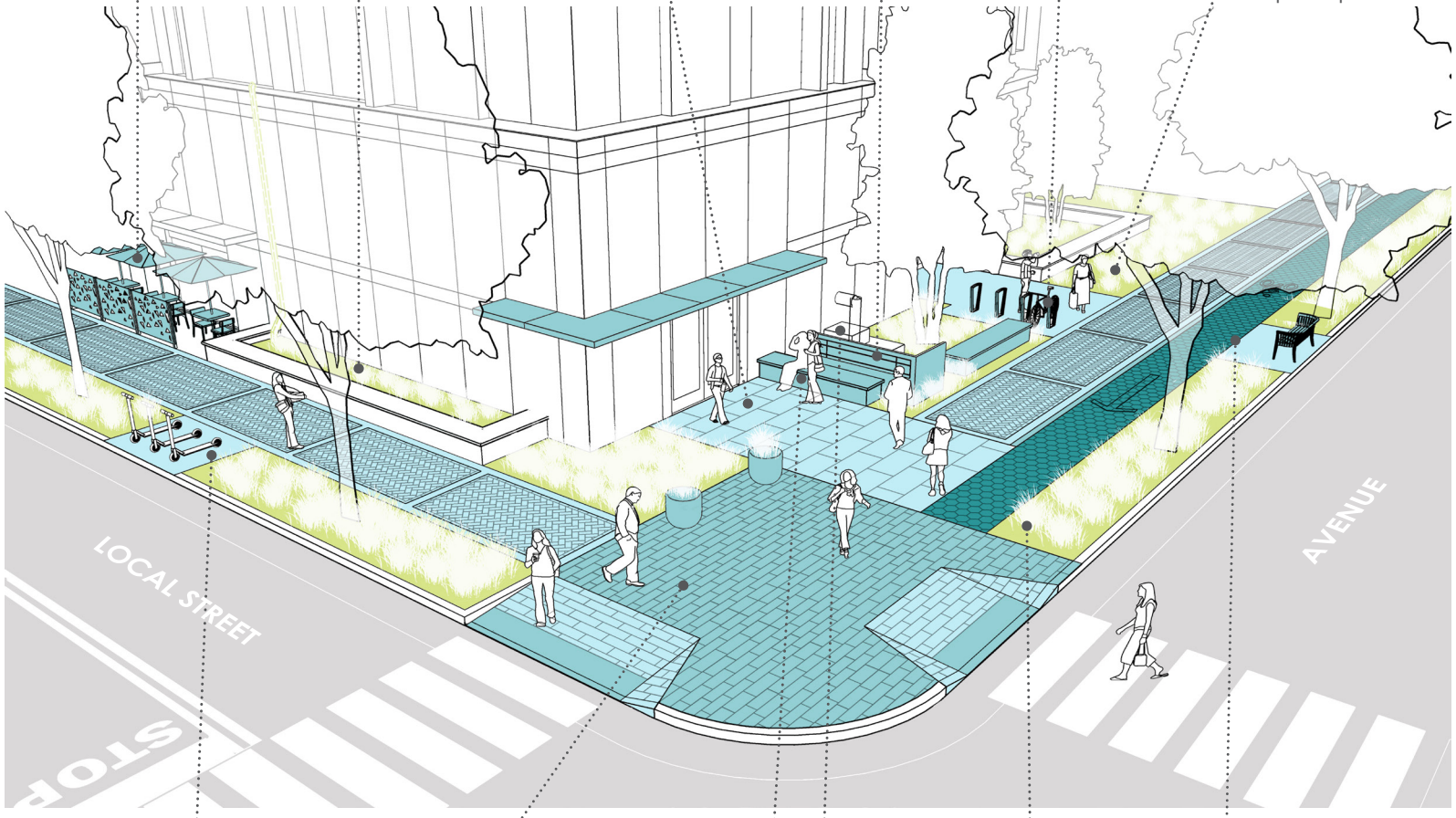
BIORETENTION
Performs stormwater management, integrated seating, and green space

STREET ORIENTED ACCESS
Create a sense of arrival and hierarchy with architectural features and paving

MONUMENT SIGN
Provide pedestrian-scaled signage

BIKE RACKS
Provide parking for bikes to encourage multimodal transportation

LANDSCAPE BUFFER
Provide foundation plantings at buildings to soften scale for pedestrians; create a sense of separation between private and public spaces



MULTIMODAL PARKING
Provide parking for multimodal transportation

INTERSECTION PLAZA
Add paving and amenities to make corner a distinct destination

INTEGRATED SEATING
Provide pedestrians and office users a place to sit near green spaces

SHIELD UTILITIES
Keep utilities within building zone and shield

PLANTING AREA
Add green space to buffer sidewalk from traffic

STREETSCAPE FURNISHINGS
Provide seating for pedestrians

FIGURE 4-7: RETAIL & RESTAURANTS

SCREEN PANEL
Enclose outdoor dining areas with a low feature

BIKE RACKS
Provide parking for bikes to encourage multimodal transportation

FESTIVAL LIGHTS
Provide lighting specific to outdoor dining areas

RAISED PLANTER
Enclose outdoor dining areas with a low feature and add to green space

STREET ORIENTED ACCESS
Creates a sense of arrival and hierarchy with architecture features, paving, and signage

WALL MURAL
Introduce public art in business areas

BIORETENTION
Performs stormwater management, integrated seating, and green space

LANDSCAPE BUFFER
Provide plantings between businesses and parking lot to soften scale for pedestrians; create a sense of separation between private and public spaces

STREETSCAPE FURNISHINGS
Provide seating for pedestrians

PEDESTRIAN LIGHTING
Provide lighting for businesses and the public realm

DINING PATIO
Create an outdoor patio for businesses with paving and furnishings

FIGURE 4-8: BUILDING RETROFIT

DESIGN STRATEGIES - BUILDING ZONES & GROUND FLOORS (CONT'D)

4C.5 Building Zones on Old Dominion Drive and Chain Bridge Road

For Building Zones located along Old Dominion Drive and Chain Bridge Road there are additional considerations:

1. **Allée Design:** When space is available (at least 8 feet), consider including a second row of trees in the Building Zone (in addition to the Landscape Panel) to create an allée effect. The Building Zone may be enlarged to accommodate a tree and other Building Zone uses, if desired. Tree planting should be aligned with the sidewalk and should be staggered with those in the Landscape Panel. Species are encouraged to be different than those specified for the Landscape Panel in the right-of-way. Use tree species recommendations in the Appendix of the Volume I Urban Design Guidelines. See Chapter 3 for more information on tree planting locations.

   If the Building Zone is less than 8-feet in width or there are concerns about retail visibility, a second row of trees is not expected. Other landscaping, included plantings in stand-alone containers is encouraged.

2. **Grade Separation:** Where feasible and especially where topography permits, consider employing a grade separation, typically 2 to 3-feet in width, between the sidewalk and Building Zone to mitigate the impacts of vehicular noise and traffic. This will create a sense of privacy and delineation between the roadway and the semi-private realm of the Building Zone. *Note: ADA standards must be adhered to for universal access.*

4C.5 Building Zones on Elm Street and Beverly Road

The recommended Building Zone width is 8 feet. A handful of existing mature trees grace these streets. Development applications are encouraged to explore their preservation. To aid in doing so, elements of the streetscape design may be rearranged, as discussed in *Section 3H – Transitions and Flexibility for Existing Conditions*. Alternatively, the Building Zone may be enlarged in places to preserve mature trees.

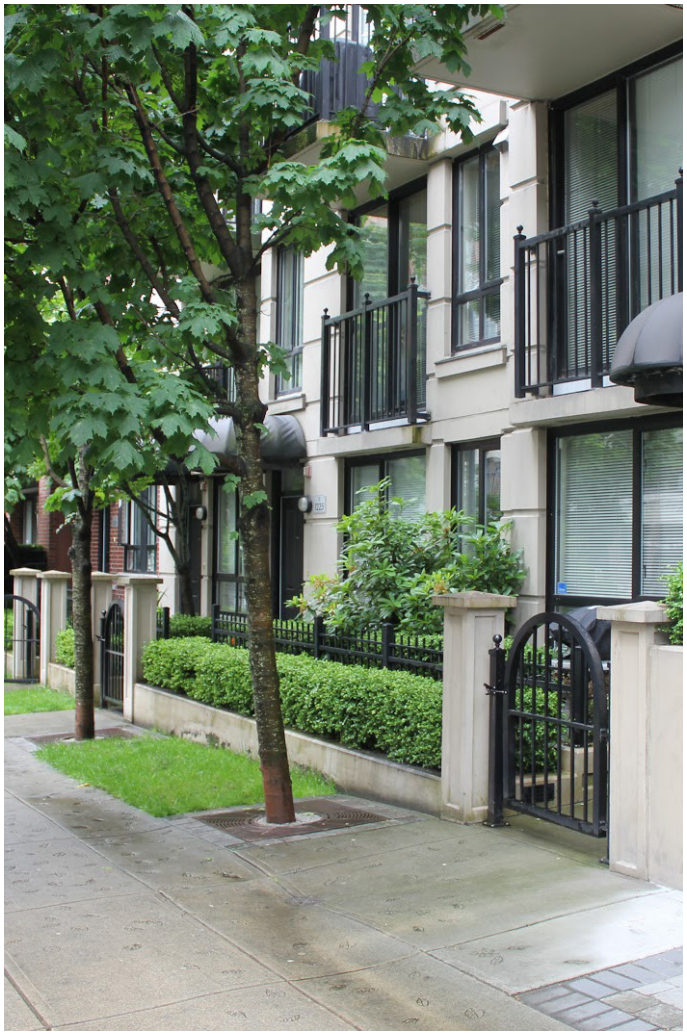
Vancouver, WA

Rockville, MD

TOP RIGHT
Second row of trees in the Building Zone creates an "allée" effect in the streetscape
Image Credit: Brent Toderian

BOTTOM RIGHT
1 Grade separation mitigates the impact from vehicular traffic and delineates the Building Zone
Image Credit: Ruppert Landscape

FIGURE 4-9: TYPES OF BUILDING FRONTAGES



PRIVATE: ENCLOSED

PRIVATE: RAISED

SEMI-PRIVATE: RAISED

TYPES OF BUILDING FRONTAGES

SEMI-PUBLIC: PARTIAL ENCLOSED

PUBLIC: OVERHANG

PUBLIC: ARCADE

4D DESIGN STRATEGIES - PARKING DESIGN

The McLean Comprehensive Plan and Chapter 5 of the Volume I Design Guidelines provides significant detail about the location and design of parking. The intent of the recommendations is to minimize the visual impact of parking on the character of McLean while providing convenient access to neighborhood-serving retail, offices, and other uses.

Structured and Underground Parking:

Throughout the CBC, structured and underground parking is primarily envisioned with the optional level of development.

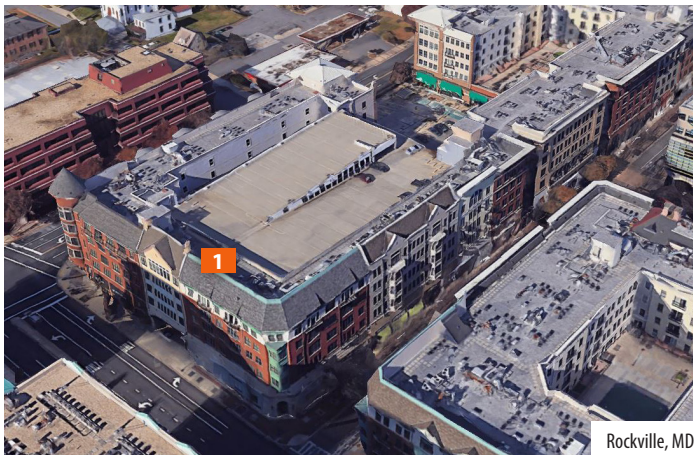
- Structures are strongly encouraged to be integrated into buildings, and, where higher volumes of pedestrian activity are anticipated, should not be visible, but, rather, should be lined with more active uses.
- Architectural detailing, lighting and landscaping should be employed to mitigate negative visual impacts from any exposed parking structure facades.
- Exposed parking structure facades are highly discouraged adjacent to parks and plazas.
- Entrances into parking structures should be attractive and coordinated with the architecture of the building through the use of architectural treatments on doors, where applicable. Entrance openings should not exceed the minimum required size.

Parking Garage Lighting:

Lighting within above-ground parking garages should be designed to prevent as much external light pollution from the building and vehicle headlamps as possible. Techniques to minimize light pollution include:

- Use full cut-off fixtures.
- Incorporate decorative screens or mesh fabric panels on garage openings where lighting is anticipated to be exposed to streets, parks or neighboring residential properties.
- Locate ceiling-mounted lights towards the center of the garage.
- Add directional shielding to lights to mitigate impacts to specific adjacent properties.
- On rooftops, minimize lighting to the extent feasible. Limit the height of any pole mounted lights to a maximum of 12-feet.
- For commercial garages, put lights on a motion sensor after business hours or dimming lights after close.

LEFT
1 Residential liner units wraps the parking garage so that it is shielded from view
Image Credit: Google

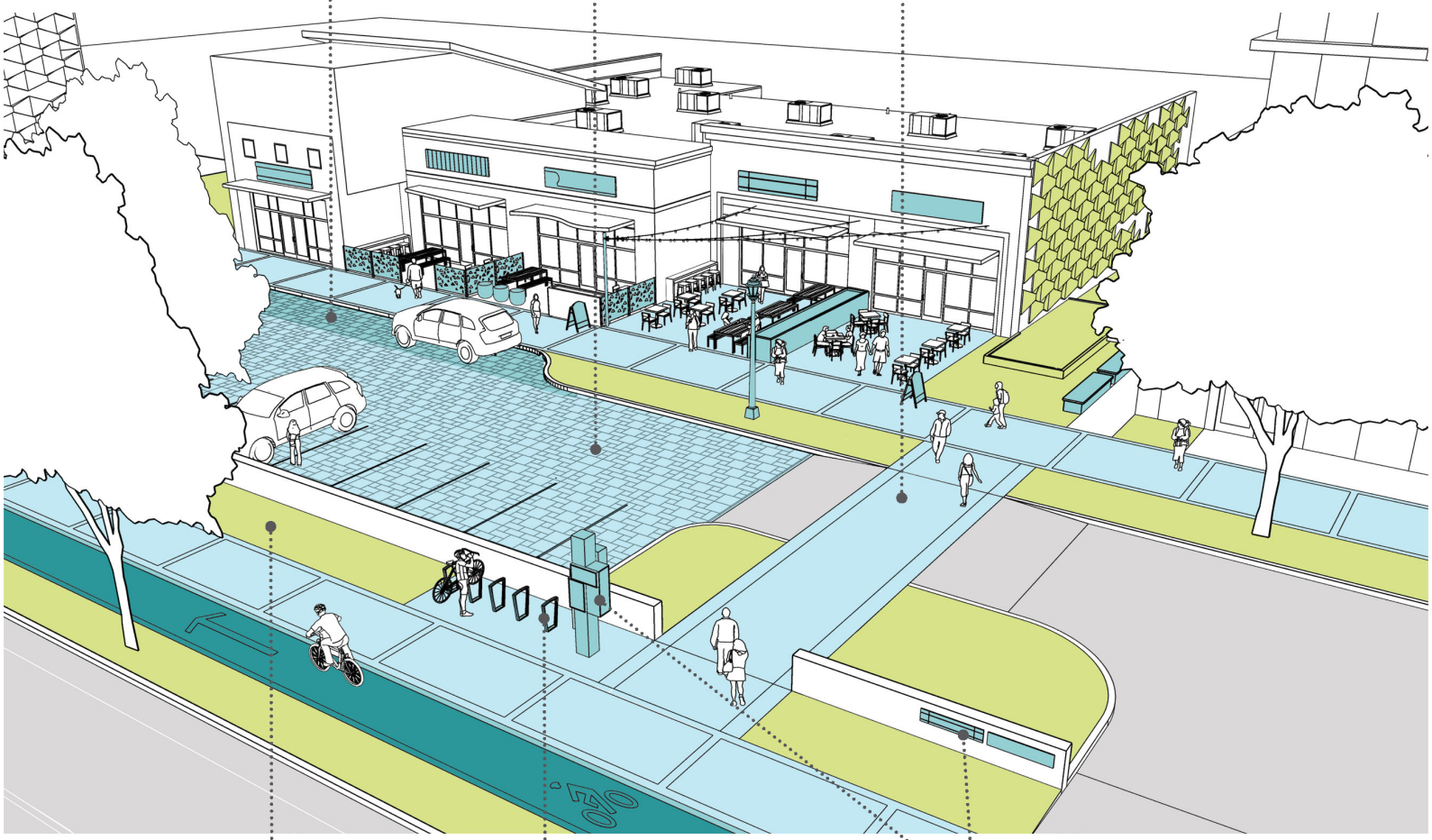


Rockville, MD

RIGHT
Decorative short masonry wall screens the surface parking lot from public sidewalk
Image Credit: Fairfax County


Fairfax, VA

FIGURE 4-10: PARKING LOT TREATMENT



DESIGN STRATEGIES - PARKING DESIGN & UTILITIES (CONT'D)

Surface Parking Lot Locations:

Where proposed, surface parking:

- Is generally preferred to be located to the side or rear of a building, although a single row of teaser parking may be appropriate in front of non-residential uses;
- Should include pedestrian pathways through the parking lot to the building entrance(s);
- Should be well-landscaped and well-lit; and,
- Should be designed to support onsite stormwater management by using elements such as planter areas for bioretention and permeable paving in the parking stalls.

Surface Parking Lot Design:

Developments proposing surface parking are encouraged to employ one, or, ideally, several, of the following means for screening parking areas from the streetscape:

- Low, masonry walls (30 to 48 inches high). See Chapter 3 Streetscape Furnishings for more details on the design and cladding materials of low walls.
- Landscape berms.
- Decorative screens or other devices that visually hide parked vehicles.
- Ornamental or shade trees spaced 20-30 feet apart.
- Low, continuous row of shrubs or ornamental grasses (30 to 48-inches high).

Parking Lot Lighting:

Full cut-off light fixtures should be provided. Lighting should first be designed for pedestrian safety by ensuring adequate lighting of pedestrian pathways through parking lots. Bollard lights are recommended along these paths. A photometric study should be provided to the Department of Public Works and Environmental Services, streetlight staff, at the time of site plan review to ensure uniform lighting levels.

Parking Configurations by Zone:

The Comprehensive Plan provides specific guidance for parking accommodations in the three development zones.

- Center Zone: Parking is predominantly provided underground or in structured garages with some "teaser" surface parking permitted. In Fairfax County, teaser parking is defined as one row of parking and a drive aisle for convenience needs and is not intended to meet all on-site parking requirements. Teaser parking is preferred to be located on the side of the building, rather than in front. If provided in front, the row of parking should be adjacent to the public streetscape and should include a pedestrian pathway between the public sidewalk and the building frontage. It is encouraged to be designed in a manner that permits other uses, such as a plaza space for weekend activities (see example of a well-designed teaser parking area in Figure 4-8).
- General Zone: Parking may be provided underground, in structured garages or in surface lots. It is generally preferable to locate surface parking to the side or rear of a building. Surface parking is encouraged to be screened using one or several of the above-mentioned methods. See notes about teaser parking in the Center Zone.
- Edge Zone: Parking may be provided underground or in structured garages, but is generally anticipated to be provided in surface lots. Surface parking is encouraged to be screened using one or several of the above-mentioned methods.

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Image Credit: Office of James Burnett

5 PARKS

5A Introduction

5B Parks and Open Space Principles for the McLean CBC

5C Design Strategies

- 5C.1 Signature Urban Park Design Strategies
  1. Case Study 1: Bryant Park, New York City
  2. Case Study 2: Old Post Office Square, Boston
  3. Case Study 3: Rockville Town Square, Rockville
  4. Case Study 4: Old Town Square, Fairfax
- 5C.2 Linear Park and Trail Design Strategies
- 5C.3 Pocket Park Design Strategies

PARKS

5A INTRODUCTION

Public parks and open spaces play key roles in shaping the built environment and the quality of life of residents. They not only provide active, social, contemplative, natural, and cultural recreational opportunities, but they also help establish a sense of place within their surrounding communities. Parks and open spaces foster community connections by serving as place for people to gather and interact. When designed as an integrated network, they connect people, neighborhoods, natural areas, community hubs, and economic centers. Parks are not only beneficial to people, but they also benefit the urban ecology by preserving natural assets and promoting biodiversity.

As development occurs in the McLean CBC, parks and open spaces must be seamlessly integrated into the district's fabric emphasizing vegetation and green space while minimizing imperviousness. Well-designed and properly sited parks best benefit the community when they are considered a primary use of the site and designed as such, rather than an afterthought. They should encourage active use by cojoining the public realm with complementary architecture and building uses, such as restaurants.

The chapter that follows establishes a park and open space concept along with design principles to guide the future development of parks in the McLean CBC. For each design principle, a series of design strategies are provided to implement or enhance the guidance set forth in the Comprehensive Plan, The Urban Design Guidelines Volume I, and The Parks, Recreation, Open Space & Access (PROSA) Strategy. See more information here: https://www.fairfaxcounty.gov/parks/planning-development/planning/prosa

Publicly accessible parks may be publicly owned, privately owned, or provided through public-private partnerships.

BOTTOM LEFT
The Signet Park, a sizable pocket park in the McLean CBC
Image Credit: Fairfax County

Signet Park, McLean, VA

BOTTOM RIGHT
The Palladium Fountain, a small pocket park in the McLean CBC
Image Credit: Fairfax County

The Palladium, McLean, VA

5B PARK AND OPEN SPACE PRINCIPLES FOR THE McLEAN CBC

1. Contribute to the Park & Open Space Network

A range of park types, including a Signature Park, linear parks and pocket parks, should be used to form a network of recreational green spaces and continuous green corridors in the McLean CBC (See Figure 5-1). The park and open space network should convey a unified theme and appearance that contributes to a sense of place. It should be seamlessly connected by a well-designed public realm of streetscapes, trails, and other pedestrian facilities to promote easy access. Walkable access to a park is generally defined as being within a 5-minute (¼-mile) walk from offices, retail, and residences. Lastly, the network should include opportunities for connecting wildlife habitats and include the creation of diverse ecological environments for a variety of plant types. Shade trees and multi-layered plantings are critical elements to all spaces in the network.

Signet Park, McLean, VA

TOP RIGHT
The paved trail is made of similar pavers as the public sidewalk
Image Credit: Fairfax County

2. Integrate Existing Assets

Parks and open spaces should be designed to enhance existing amenities such as retail areas, residential communities, and pedestrian-oriented streets. They should incorporate and/or provide linkages to natural features, historic sites and other important natural and heritage resources, as may be appropriate. Likewise, parks and open spaces should be seamlessly connected to other aspects of the public realm and the surrounding community.

Hunter's Point, South Park, Long Island, NY

BOTTOM RIGHT
Rain garden planted within old, non-working rail tracks
Image Credit: nycgovparks.org

FIGURE 5-1: PARK & OPEN SPACE NETWORK PLAN

PARKS AND OPEN SPACE PRINCIPLES FOR THE McLEAN CBC (CONT'D)

3. Incorporate the Urban Parks Framework

Parks and open spaces of different sizes support a variety of programming. They should be based on the park typologies outlined in the Urban Parks Framework (See Appendix 2 in the Comprehensive Plan's Parks and Recreation Element and Volume I: Urban Design Guidelines) which provides descriptions and character images for each park type. An evaluation of existing and planned parks and open spaces within McLean should be used to understand how a proposed development can fill unmet recreational and park needs.

Klyde Warren Park, Dallas, TX

4. Introduce a Signature Urban Park to Function as the Town Square

A Signature Park is a major feature of the Parks and Open Space Concept. The park should provide opportunities for active, passive, and social recreational activities. The design of the surrounding land uses and streetscape should ensure that it is inviting for park users of a variety of ages and abilities. Ground floor spaces in buildings that surround the park should include uses that activate the park during the day and night. Publicly accessible parking should be available for visitors.

Rockville Town Center, Rockville, MD

5. Build Upon McLean's Sense of Place

There are features that define McLean's sense of place, which should be enhanced through the design of and activities held in its parks. From Chapter 1: *"McLean has a small town feel with a variety of human-scale gathering spaces that foster social interaction and communal experiences. The diversity of local merchants and dining options help define McLean as a destination for area residents. Well-designed streetscapes and off-street pathways offer comfortable connections to these destinations as well as from the surrounding neighborhoods into the district. McLean showcases itself as a sustainable community with shade trees, green areas, and innovative environmental features."*

City Place at West Palm Beach, FL

TOP RIGHT
Variety of passive and active experiences for people of all ages.
Image Credit: elevatearchitecture.com

MIDDLE RIGHT
Central gathering space surrounded by commercial uses.
Image Credit: Dan Reed via Flickr

BOTTOM RIGHT
Fountain plaza creates an iconic image for the City Place development.
Image Credit: palmbeachculture.com

PARKS AND OPEN SPACE PRINCIPLES FOR THE McLEAN CBC (CONT'D)

6. Provide a Multifunctional Space

Parks and open spaces should be activated through programming and be designed in a manner that supports their intended uses. They should incorporate active, passive, social, natural, and cultural recreational features as appropriate given the space and context. Parks and open spaces bring people together for events such as outdoor movies and/or concerts. They may contain open play areas, trails, sports/fields, play areas, gathering spaces, and areas of respite. They also provide opportunities for seating, casual recreation, spaces for dogs, and activities such as picnicking and observing nature.

Rockville, MD

7. Organize Development Around Parks

Parks and plazas should be used as focal points of activity. Consideration should be given to organizing buildings and amenities around them. Publicly accessible parks that are provided by private developments should be oriented towards McLean's streets and trails and/or towards adjacent commercial and public uses.

Pentagon Row, Arlington, VA

8. Incorporate Community Input and Diverse Perspectives

Designers, county staff and community stakeholders should work together to identify potential programming, recreational activities and special events anticipated for each proposed park and open space. Including stakeholders during early stages of a project's design will encourage community building by creating places where residents desire to spend time. Emphasis should be given to incorporating perspectives that represent diversity in terms of age, race, and ethnicity, recognizing the variety of experience among community members.

TOP RIGHT
Rockville Town Square pavilion and water feature
Image Credit: City of Rockville

MIDDLE RIGHT
Buildings frame an active public plaza with synthetic turf
Image Credit: Fairfax County

BOTTOM RIGHT
Community stakeholders working together to find solutions to park needs
Image Credit: Delaney and Associates

5C DESIGN STRATEGIES

5C.1 SIGNATURE URBAN PARK DESIGN STRATEGIES

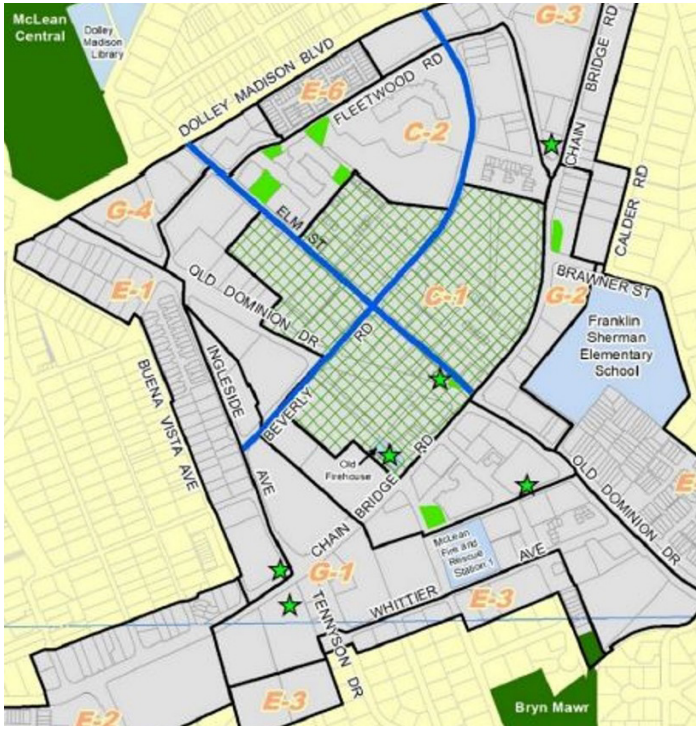
The Signature Urban Park should be a prominent space located in the heart of McLean. It is intended to be a major placemaking element, providing a central gathering space for the community and recreational opportunities for users of all ages and abilities. In an urban context, a space of this scale should provide a similar design aesthetic as a town square or village green. The shape of the Signature Park is intended to be flexible, although minimum design expectations should be met as provided for in the following criteria.

These baseline expectations are not intended to restrict more ambitious design pursuits. In addition to these criteria, the design of the Signature Urban Park should reflect the design principles contained in the Volume I Design Guidelines.

Signature Urban Park: Location, Size, and Configuration

- The park is anticipated to be provided through a consolidated redevelopment within the Bonus Height Area of the McLean CBC Center Zone (See Figure 5-2). If the development is phased, a substantial portion of the Signature Park should be delivered with the initial phase of development and should include the park's focal point.
- The Signature Park will be located within the Bonus Height Area and is prefered to include frontage along Elm Street or Beverly Road. The optimal location emphasizes this frontage and locates the park near the intersection of Elm Street and Beverly Road.
- The park should be at least 2/3 acre. Retaining the integrity of the minimum 2/3 acre as dedicated park space is paramount; thus, the boundaries of the park should be clearly defined. Public right-of-way and/or Building Zones should not be included.
- The park should be visible from the public realm and accessible for users of a variety of ages and abilities.

FIGURE 5-2: COMPREHENSIVE PLAN PARK CONCEPT



Legend

- Signature Urban Park
- Existing Parks
- Proposed Future Parks

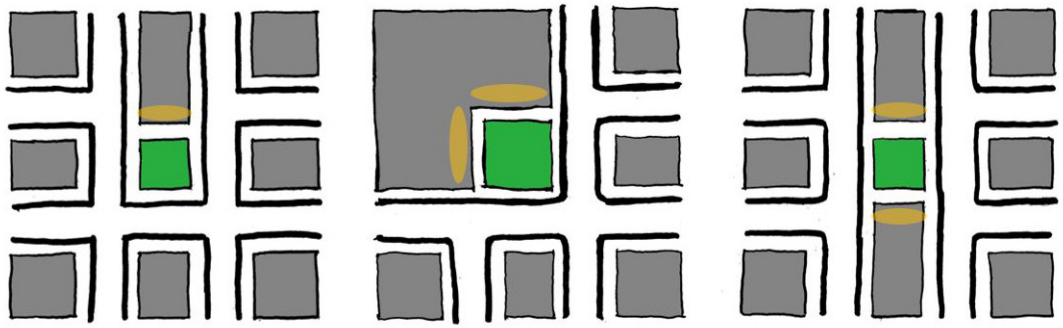
- Connections to surrounding pedestrian and bicycle infrastructure and supported by wayfinding signage and nearby multimodal parking should be provided.
- Publicly accessible non-motorized/active transportation and motorized parking should be available for park visitors.

Signature Urban Park: Focal Point

- The park should possess a main focal point as a defining feature. It should be spatially significant and offer a unique sense of identity to the space. Examples of focal points include, but are not limited to, large architectural pavilions, prominent art pieces or sculptures, interactive water features for child play, etc.

FIGURE 5-3: SIGNATURE PARK BLOCK CONFIGURATION

- The "Adjacent Park" configuration orients the park at the terminus of the block which provides retail and other supporting uses on at least one edge while the remaining sides front adjacent streets or public right of way.
- The "Corner Park" and the "Sandwiched Park" configurations offer ground level retail on at least two edges providing a more activated and energized space while also improving safety by exposing fewer of park edges to adjacent roadways.



- The focal point should be arranged to offer strong symmetry within the overall park and should align with prominent architectural elements such as main entrances, or elements such as clock towers, etc. The goal is to create a strong visual axis, or sight line, through the park to prominent architectural elements and from the buildings back into the park space. Views across the center of the open lawn area may present opportunities to make such relationships.

Signature Urban Park: Active Nodes

- "Nodes", or moments in which the circulation pattern comes together, should contain a variety of program elements and points of interest. Consider such elements as historically interactive monuments, educational signage, seating areas, statues, water features, artwork, interactive sculpture, musical instruments, small shade structures, etc. These should be provided in addition to a main focal point.
- Consider flexible uses when selecting elements and features to be located in the "nodes". For example, a single bench could also be sculptural in form, provide a children's play feature, and/or offer some sort of educational or cultural statement about the area's history.

BOTTOM LEFT
An open lawn area offers space for a variety of uses
Image Credit: Ed Wonsek

BOTTOM CENTER
A modern, interactive fountain in a downtown plaza
Image Credit: Fairfax County

BOTTOM RIGHT
A social plaza with focal point water feature and clear sight line to the public library
Image Credit: Wally Gobetz


Old Post Office Square, Boston, MA


Sundance Square Plaza, Fort Worth, TX


Bryant Park, New York, NY

DESIGN STRATEGIES (CONT'D)

Bryant Park, New York, NY

Bryant Park, New York, NY

TOP LEFT
Temporary retail kiosks activate park edges
Image Credit: Poitras Industries

TOP RIGHT
Naturalized buffer area
Image Credit: nycgo.com

Signature Urban Park: Park Edges

- All edges abutting the park should be activated.
- Activate the ground level of at least one edge of the Signature Park with restaurants, retail, theaters, and/or other publicly accessible uses. In order to improve safety, streets and roadways should avoid bifurcating the active edge and storefront retail from the park or any portion of the park.
- Other edges can be activated with building entrances, residential lobbies, stoops, porches, building patios, etc.
- Exterior architecture of buildings facing the park should include pedestrian-friendly, human-scaled ground floors employing design features that distinguish the first floor from the rest of the building, are highly transparent with lots of windows or openings, and incorporate arcades, canopies, recesses or overhangs, etc.
- On-street parking and lay-by spaces are strongly encouraged near or adjacent to the park. These spaces can promote use of the park by those who do not live within walking distance and can function as an extension of the park for large events such as for street vendors, food trucks, etc. On -street parking and lay-by spaces should not be considered as park space but as support features.

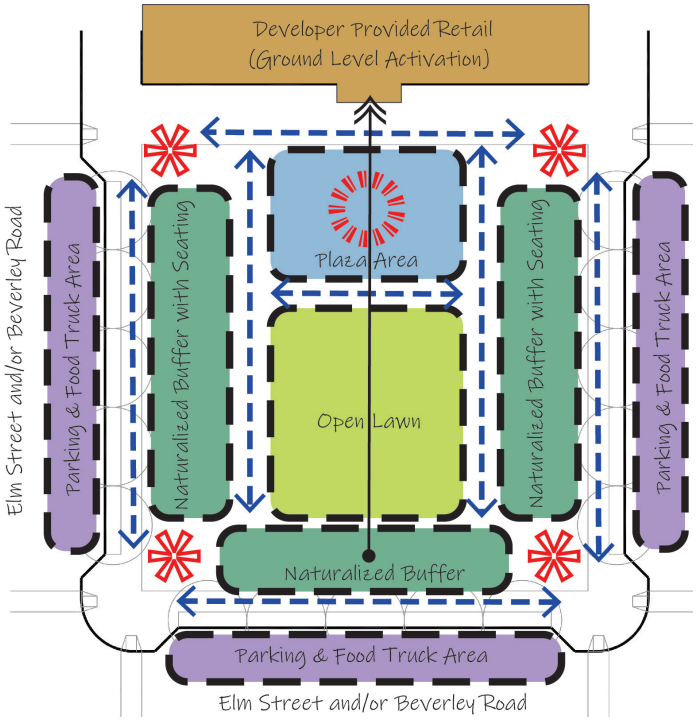


FIGURE 5-4: SIGNATURE PARK CONCEPT DIAGRAM

KEY

- Focal Point
- Node/Point of Interest
- Area of Use
- Sight Line
- Circulation

DESIGN STRATEGIES (CONT'D)

- Where a residential use abuts the Signature Park, ensure that sufficient distinction is made between the semi-private realm of the residential frontage and the park. Low walls, fences, landscaping, signage, elevation changes, and walk-ways can help distinguish between public and private.

Signature Urban Park: Open Lawn Area

- An open lawn area should be provided for flexible and unprogrammed opportunities for both active and passive recreation. It should be one contiguous area and should make up between 20 - 30 percent of the total park area. It should not be considered the focal point feature.

- The open lawn area should have a synthetic turf surface to lower the maintenance demands, increase drainage, and improve its seasonal usability. Synthetic turf is durable and will allow for uses such as a temporary ice rink during winter months.

Signature Urban Park: Social Plaza

- A social plaza area should be provided as a paved area in which large groups of people can gather and provide space for large groupings of tables and chairs. This area is intended to receive considerable foot traffic on a regular basis. The focal point of the park is typically located within the Social Plaza Area. The paved Social Plaza Area should comprise between 10 - 25 percent of the total park area.

Signature Urban Park: Naturalized Buffer

- The park should include naturalized buffer areas comprised of canopy tree groves and/or carefully designed planting beds defined by low lying shrubs and ornamental grasses. Such planting should soften the visual and spatial transition between a naturalized park-like atmosphere and the surrounding urban environment. The plantings in the buffer areas should not completely hinder visibility for safety.

- The naturalized buffer areas should be designed to include opportunities to provide shaded seating, as called for in the Comprehensive Plan. The buffer areas should include a combination of passive areas and pathways lined with rows of benches. The buffer areas should also offer a setting for more active uses such as dog runs (1/4 acre or less per the Fairfax County Park Authority's dog park guidelines), playgrounds and interactive or sculptural play features, or similar outdoor activities.

Signature Urban Park: Stormwater Management

- Stormwater should be handled through permeable paving and/or bioretention in conformance with Chapter 3 and the Volume I Design Guidelines.

- Stormwater features should be located in the naturalized buffer areas and appear as part of the natural design of the space rather than as an afterthought.

- In the instance of underground detention, structures and manholes or other access points for these facilities should not be located in park spaces, particularly where these facilities prevent the planting of shade trees.

BELOW
Integrated bioretention area and boardwalk in a linear park
Image Credit: Woltz Landscape Architects

Alethia Tanner Park, Washington, DC

Image Credit: Fairfax County

Repurposed trolley car cafe

Signature Urban Park: Amenities

- McLean was historically a streetcar suburb. Consider creative ways to integrate street cars and other relevant history into the park design. A salvaged streetcar could serve as a cafe or coffee shop, steel railways can be set integrally with paving patterns, play equipment can be sculptural and thematic, or interpretive signage could be placed thoroughout the landscape.
- All hardscape materials should be consistent with the materials identified in Chapter 3 of these guidelines. Use of distinctive materials around the park's focal point and/or in the social plaza space is encouraged.
- The park should be well lit with pedestrian-scale lighting that coordinates with street or other lighting in the McLean CBC. The lights should include GFI outlets to support special events such as farmers markets and holiday gatherings, and lights may be strung in the adjacent trees for special occasions.
- Native and non-invasive tree and plant species should be planted. Species selection should be consistent with Chapter 3 and the Volume I Urban Design Guidelines.

CASE STUDIES

The following case studies helped to define the design parameters for the Signature Urban Park. These parks showcase designs, amenities, and park arrangements that are desirable to the community. The intent is not to emulate these designs but to draw upon their features as inspiration. The cases include:

- Bryant Park, New York
- Old Post Office Square, Boston
- Rockville Town Square, Rockville
- Old Town Square in City of Fairfax


Bryant Park, NY

ABOVE
Unprogrammed open lawn space
Image Credit: Michael A. Wang

CASE STUDIES

BRYANT PARK

Case Study 1: Bryant Park, New York City

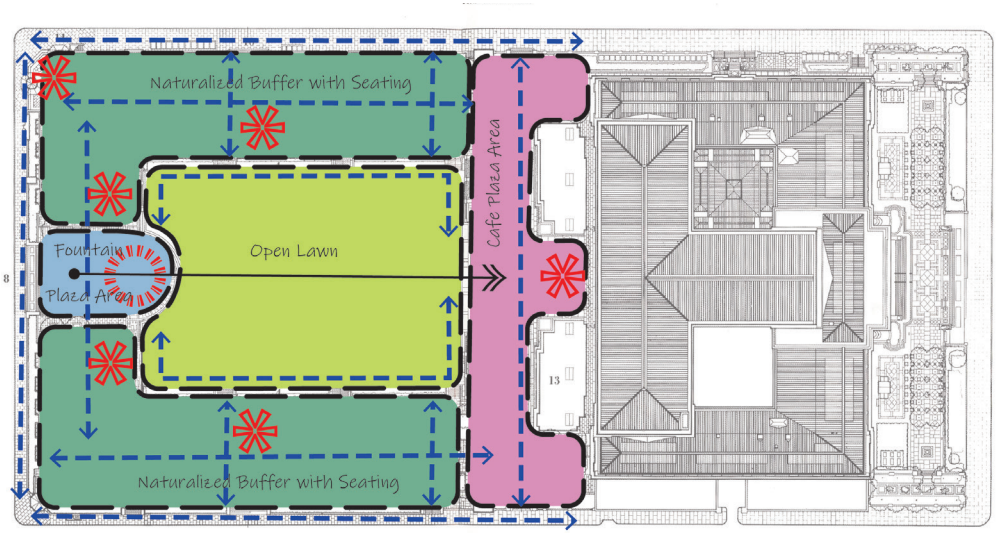
1) Circulation Pattern
- ADA compliant pedestrian pathways

2) Use Zones
- Natural grass open lawn, café plaza, fountain plaza, vegetated buffer areas with seating and tables

3) Focal Points
- Large decorative fountain

4) Nodes & Points of Interest
- Cafés & shops, flexible seating areas, carousel, outdoor games, Bryant monument

5) Edges & Relationships
- Raised walls and wrought iron fence at sidewalks
- Sight line to public library
- Restaurants, ground level activation



KEY

- Focal Point
- Node/Point of Interest
- Area of Use
- Sight Line
- Circulation

PARK SCALE COMPARISON

2/3 ACRE

CASE STUDIES

BRYANT PARK


Image Credit: scenariojournal.com


Image Credit: Wally Gobetz

Landscaped Buffer | Focal Point

Circulation | Area of Use


Image Credit: Lin Da Saphan

Image Credit: Fadi Kheir

CASE STUDIES

OLD POST OFFICE SQUARE

Case Study 2: Old Post Office Square - Boston, MA

1) Circulation Pattern
- ADA compliant pedestrian pathways
- Sub-surface parking garage vehicular access

2) Use Zones
- Natural grass open lawn, fountain plaza

3) Focal Points
- Interactive water feature

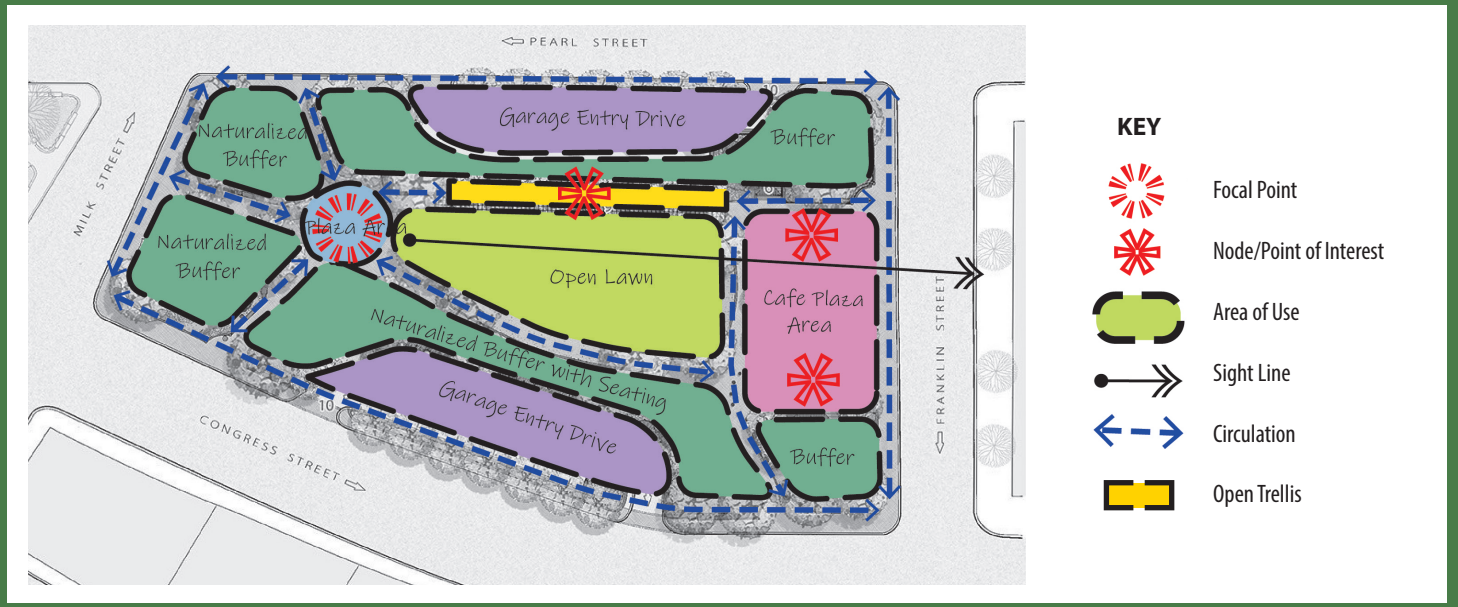
4) Nodes & Points of Interest
- Vine trellis and seating area, restrooms and café

5) Edges & Relationships
- Raised seat wall planting areas
- Sight line to the old post office


Image Credit: Ed Wonsek

PARK SCALE COMPARISON

2/3 ACRE



CASE STUDIES

OLD POST OFFICE SQUARE


Image Credit: Ed Wonsek


Image Credit: Ed Wonsek

Node / Point of Interest

Focal Point

Circulation

Area of Use

Image Credit: Google Streetview


Image Credit: Ed Wonsek

CASE STUDIES

ROCKVILLE TOWN SQUARE

Case Study 3: Rockville Town Square - Rockville, MD

1) Circulation Pattern
- ADA compliant pedestrian pathways

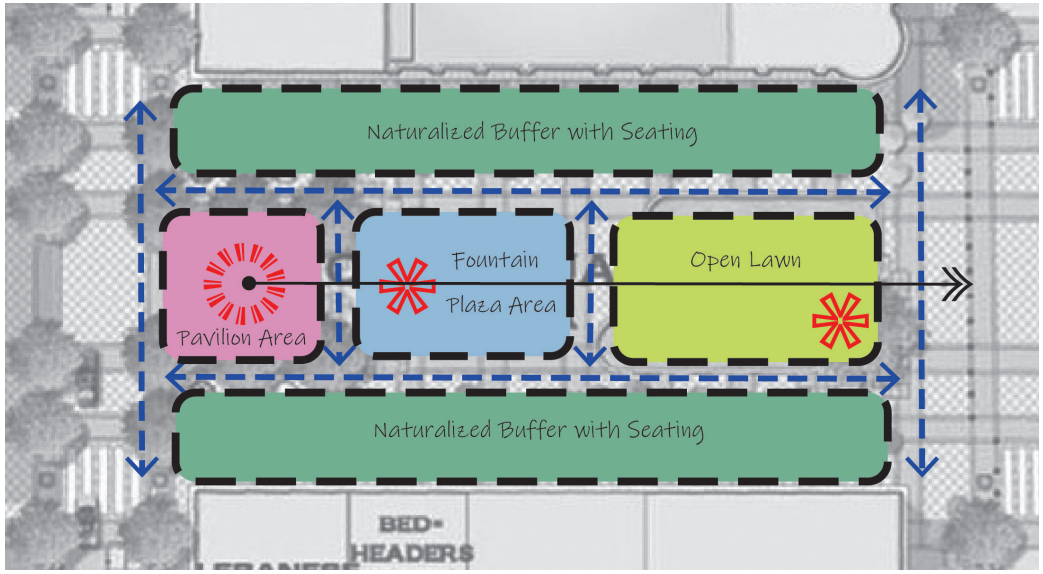
2) Use Zones
- Synthetic turf lawn, fountain plaza, pavilion plaza, seating areas and game tables, vegetated buffer

3) Focal Points
- Covered pavilion

4) Nodes & Points of Interest
- Ornamental boulders
- Interactive water feature
- Ice skating rink (winter)

5) Edges & Relationships
- Bollards and flush crosswalks
- Sight line to adjacent clock tower building

Image Credit: City of Rockville



PARK SCALE COMPARISON

2/3 ACRE

CASE STUDIES

ROCKVILLE TOWN SQUARE


Image Credit: Simmons B. Buntin


Image Credit: City of Rockville

Node / Point of Interest

Focal Point

Circulation

Area of Use


Image Credit: Google Streetview


Image Credit: Dan Reed via Flickr

CASE STUDIES

OLD TOWN SQUARE

Case Study 4: Old Town Square - City of Fairfax, VA

1) Circulation Pattern
- ADA compliant pedestrian pathways
- Surface parking vehicular access

2) Use Zones
- Lawn areas, plaza areas, buffer plantings, parking lots

3) Focal Points
- Interactive water feature

4) Nodes & Points of Interest
- Monument sign, seating areas, clock tower, shade trellis

5) Edges & Relationships
- Water feature/retaining wall and monument sign

PARK SCALE COMPARISON

2/3 ACRE

KEY

- Focal Point
- Node/Point of Interest
- Area of Use
- Sight Line
- Circulation
- Open Trellis

CASE STUDIES

OLD TOWN SQUARE

Image Credit: City of Fairfax


Image Credit: Fairfax County

Node / Point of Interest | Circulation

Area of Use | Focal Point


Image Credit: Fairfax County


Image Credit: Bonnie Hobbs

DESIGN STRATEGIES (CONT'D)

5C.2 LINEAR PARK AND TRAIL DESIGN STRATEGIES

Linear Parks are characterized by an elongated shape and usually occur in an area between destinations or points of interest. Linear Parks are more than a single recreational trail. They can serve many different purposes including active and passive recreation facilities (e.g., fitness stations, dog runs, seating areas) and can link to existing pedestrian and bicycle elements. Linear Parks can also provide opportunities for resource protection and offer natural areas with trails and waysides for a combination of active and passive enjoyment.

The size and design of Linear Parks in McLean will vary depending on their context and function. They may function as a green spine facilitating pedestrian connections either alongside of a street or as part of mid-block connections where a street is not desired. Due to the variety of Linear Parks, typical facilities will vary but will generally consist of a continuous multi-use trail unless adjacent to a roadway, waysides and seating, and other active and/or passive recreation components.

Location and Connectivity

- Linear Parks should seamlessly connect with other aspects of the public realm, such as sidewalks and bicycle lanes, and be part of the interconnected framework with visible and coordinated connections with parks on adjacent sites.

Uses and Functions

- Linear Parks should comprise a balance of passive and active recreational spaces. The trail within the Linear Park may be considered an active amenity provided it is at least 8-feet wide to accommodate multiple users, such as walkers, joggers, and cyclists, and is supported by additional facilities such as fitness stations and/or distance markers.
- Unprogrammed lawn space or open plaza spaces are encouraged to be provided at given moments along the Linear Park. Such spaces should be wide enough to accommodate seating opportunities and unprogrammed uses. An open

LEFT
Linear Park located in McLean that contains exercise facilities, bike racks, and bollard lighting adjacent to the multi-use, asphalt path
Image Credit: Fairfax County

RIGHT
Linear Park that also provides recreational and connectivity functions. Lighting, wide pathways, seating, and landscaping are important features
Image Credit: Craig Duncan, Daniel Showalter

Signet Linear Park, McLean, VA

Centennial Mall & Potter Quad, Purdue University, West Lafayette, IN

DESIGN STRATEGIES (CONT'D)

lawn space should at a minimum be large enough for a variety of recreational uses, such as a pick-up game of soccer, volleyball, etc.

Lighting and Wayfinding

- Visibility should be unimpeded throughout Linear Parks, especially at turns, and enhanced with lighting fixtures that coordinate with street and other lighting in McLean.
- Wayfinding elements should be in high visibility places and may include maps, distinctly designed signage that incorporates graphical elements such as icons, and multi-lingual text. Additional guidance is in Chapter 6.

Amenities

- Minimum 8-foot wide paved walkway, 10-feet wide is preferred.
- Linear Parks should offer a variety of seating and shade opportunities in the form of distinctly paved plaza spaces.
- Bicycle parking should be located near building entrances and other activity areas.
- Distinctive landscaping should be a defining feature of the Linear Park. Linear Parks should be generously landscaped with native plantings in naturalized settings, and creatively integrate stormwater management facilities.

The Goods Line, University of Technology Sydney, Sydney, Australia

BOTTOM
Linear Park with a mix of active and passive elements including table tennis, green lawn, seating, lighting
Image Credit: UTS.edu

DESIGN STRATEGIES (CONT'D)

5C.3 POCKET PARK DESIGN STRATEGIES

Pocket Parks tend to be the most flexible of the park typologies.

Size

- Pocket Parks are small-scale, open spaces incorporated into developments and are designed for casual use by people working and living in the immediate area. They typically range in size from 1/10 acre to 2/3 acre in area.
- When determining a Pocket Park's size, any adjacent Building Zone and public right-of-way should not be included.
- Planting beds, unique paving materials and variations in paving patterns are the best ways to delineate the boundaries of pocket parks.

Location

Although Pocket Parks can be appropriately integrated into many urban settings, they can be most effective in the following situations:

1. On or adjacent to a historically or culturally important place.
2. Adjacent to an existing retail location or intersection.
3. Adjacent to a proposed retail or other commercial building use that will help activate the space.

Programming

- Pocket Parks, due to their smaller scale, tend to function more as passive spaces supported by social gathering and potentially some small-scale active recreation.

Safety

- Pocket Parks should have clear signage and wayfinding to invite park visitors into the space.
- Fences or gates are not recommended, but may be required by code.

Amenities and Design

- Maximize sun exposure in locations between tall buildings.
- Consider the use of green walls whenever possible.
- Movable seating, along with lighting, and trash and recycling receptacles should be provided.
- Seating options in both shady and sunny locations are encouraged.

LEFT
A small, public Pocket Park that balances green space with seating areas and shade and light. Green walls soften the blank walls
Image Credit: CCD Parks

John F. Collins Park, Philadelphia, PA

RIGHT
Pocket Park designed for older residents that integrates stormwater management, a shade pavilion, seating, walkways, and habitat for wildlife
Image Credit: LSG Landscape Architecture

Sunrise McLean Heritage Park, McLean, VA

DESIGN STRATEGIES (CONT'D)

References

The park and open space concept along with design principles should guide the future development of parks in the McLean CBC. For each design principle, a series of design strategies have been developed to implement or enhance the policies and plans set forth in:

- The Fairfax County Comprehensive Plan, 2017 edition, McLean Planning District Section, McLean Community Business Center Section, pg. 18
- The Fairfax County Comprehensive Plan, 2017 Edition, Parks and Recreation Section, Appendix 2: Fairfax County Urban Parks Framework, pg. 15
- Volume 1: Urban Design Guidelines for Fairfax County Commercial Revitalization Districts, Chapter 3: Open Space
- Fairfax County Park Authority's Great Parks, Great Communities Parks & Recreation System Master Plan
- Fairfax County Park Authority's Parks, Recreation, Open Space & Access (PROSA) Strategy (adoption anticipated in late 2023)

Image Credit: sortiraparis.com

6 GATEWAYS & OTHER FEATURES

6A Gateways

6B Public Art

6C Wayfinding & Interpretive Signs

GATEWAYS & OTHER FEATURES

6A GATEWAYS

Gateways are the physical entrances into a community and play a key role in communicating a first impression of an area. They can serve as landmarks to announce to pedestrians, bicyclists, transit riders, and motorists that they have arrived at a destination and help to define an area's edges. They can calm traffic by conveying to motorists that they should expect higher volumes of pedestrians and cyclists within the area and thus need to slow down. Gateway signage should convey a sense of arrival and impart a memorable visual impression at both human and vehicular scales.

There are three possible types of gateways that can mark the entrances into the McLean CBC. The first is the legacy 'Welcome' signage installed by the McLean Chamber of Commerce, the logo from which is emblazoned on bus shelters in the CBC. The second type is the existing McLean gateway signs recently installed by Fairfax County in collaboration with the McLean Revitalization Corporation (see image below). Both types have been located in landscaped medians and in the streetscapes of Chain Bridge Road and Old Dominion Drive leading into the CBC. The third type consists of the buildings and sites near these gateways that signify transition points into McLean.

Old Dominion Drive, McLean, VA

BOTTOM
A small gateway sign
Image Credit: Fairfax County

Volume I Design Guidelines primarily addresses this third type of gateway. It discusses how buildings can be sited or designed to create vistas and how small plazas and streetscape moments can be used to signify the change to a pedestrian-focused downtown environment. Because Volume I recommendations apply to McLean, this document focuses on the landscape medians and streetscape features at McLean's gateway locations.

Figure 6-1 depicts the gateway locations in the McLean CBC. Precise locations are flexible in response to right-of-way availability, maintenance of existing features, sight distances, etc. Some of these have landscaping and signage already and some are proposed to incorporate these features in the future.

Signage and Landscaped Gateway Features

Figure 6-2 is an example of a landscape island and streetscape enhancement for the gateway locations. The graphic is not intended to be a comprehensive or final design, instead it is a starting point to express the types of features that could encompass a gateway design. Elements represented include:

- **Signs:** Gateway signs should mark the entrance of the community. To increase their impact and so that they fit in with the McLean character, gateway signs could also be installed on a low brick wall or with a brick base.

  Gateways may be identified by a 'Welcome' sign in concert with information alerting drivers that they are entering a pedestrian and bicycle-friendly area.

  Signs are ideally placed within a median in the roadway or alternatively behind the sidewalk on private property depending on maintenance responsibility and street design standards.

- **Median island:** Medians may include trees, landscaping, and brick paver edging within the median (see Chain Bridge Road gateway median as an example). Public art is also encouraged. Note, there are median width considerations for certain features.

FIGURE 6-1: GATEWAY LOCATIONS

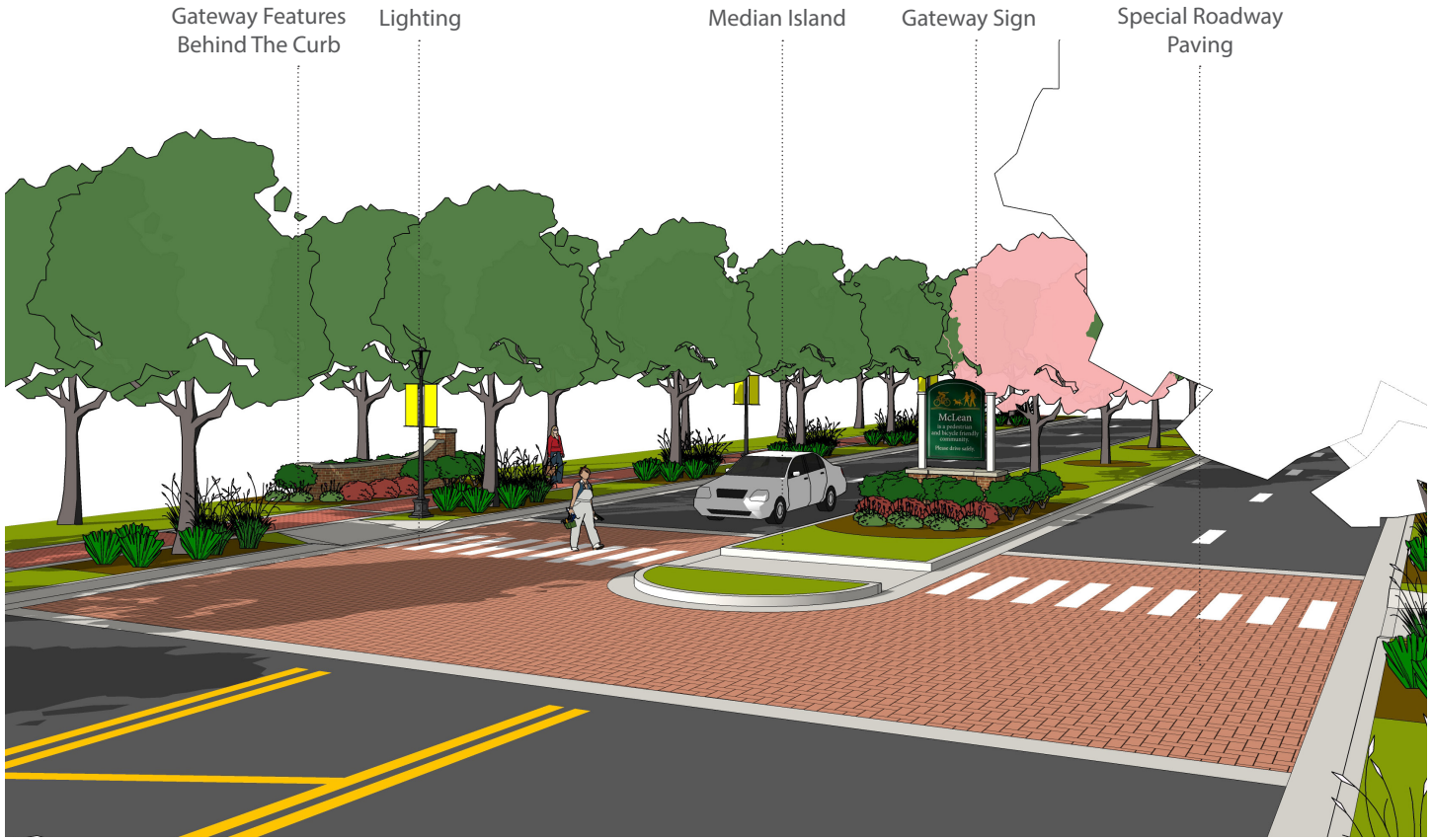
GATEWAYS (CONT'D)

- **Gateway Features Behind the Curb in the Streetscape:** Consider widening the Landscape Panel to include additional hardscape and softscape features such as low walls, additional landscaping, and/or groupings of trees.
- **Lighting:** Streetlights and spotlights or other directional lighting should illuminate the sign and median area.
- **Special Roadway Paving:** If maintenance needs are understood and addressed, consider changing the paving from asphalt to stamped asphalt, concrete, or other material either around the median or at the nearest crosswalk to be a visual cue that the character of the area is changing.

Construction and Maintenance of Gateway Features

Most of the existing gateway locations are maintained by the County's Maintenance and Stormwater Management Division (MSMD) of the Department of Public Works and Environmental Services. Future gateways could be constructed and maintained by either the County, a community group, or through an agreement with a private property owner. New developments near gateway locations may proffer improvements to the gateway. On-going maintenance requires a Covenant of Perpetual Maintenance agreement with VDOT. See Chapter 3K for more information.

FIGURE 6-2: SKETCH OF A TYPICAL GATEWAY



6B PUBLIC ART

Art is an integral component of McLean's history and identity. The McLean Project for the Arts at the McLean Community Center has a robust arts program that is well-known in the region. Recent development projects within the CBC have included art or fountains as integral landmarks within their sites. Public art is often site-specific, meaning it is created in response to the place and community in which it resides. McLean's history is a point of pride in the community and art can play an important role in unveiling and telling its story. Generally, the art described in this document is visual and permanent or semi-permanent.

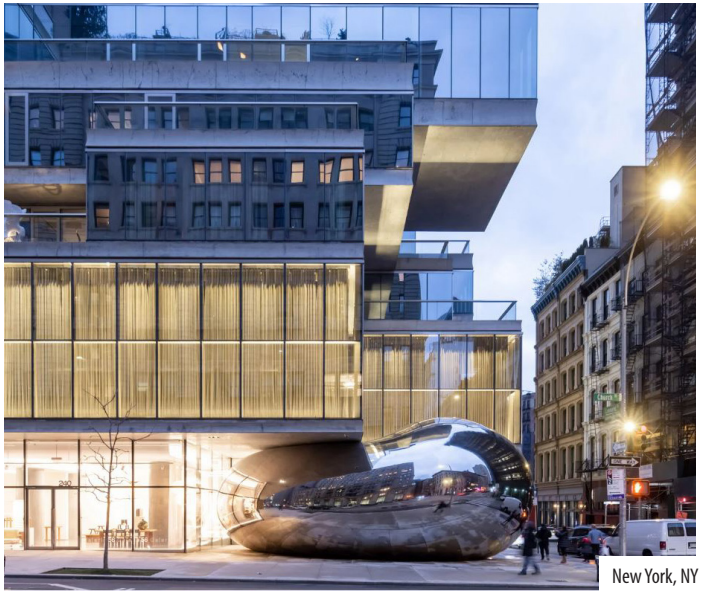
Public art in McLean will likely come from several sources. It may be proffered by a property owner to be included within a development proposal. It may be commissioned by a community or non-profit organization. It could also be procured by Fairfax County as a community revitalization project.

Community Expectations: Public art should reflect community ideals. When a public art project is planned by an organization or the county, community input is an integral part of the design and the process should be proscribed in advance so that it is inclusive.

Development Expectation: The *Visual and Performing Arts* section of the *Fairfax County Policy Plan* and the McLean CBC Comprehensive Plan highlight the expectation that developments will include public art within their projects. This is typically included as a component of a rezoning application in the form of a proffer of financial commitment along with description and location of the art in the Conceptual and Final Development Plans.

Educational Features and Artist Recognition: Public art should include a permanent plaque or sign describing the work, the medium, and crediting the artist(s).

Opportunities to incorporate educational signage that explains aspects of the art, such as a fountain that collects and treats rainwater, should be considered.



New York, NY

Downtown Silver Spring, MD

TOP
An urban scale sculpture by Anish Kapoor engages both the building and street corner
Image Credit: Iwan Baan

BOTTOM
A mosaic tile surface with a spray fountain in the center of a plaza
Image Credit: Deirdre Saunder

PUBLIC ART (CONT'D)

Locational Criteria: Public art should be visible and publicly accessible from the public realm. Art should be sited where it will create a place of congregation or where it will effectively enhance the pedestrian and streetscape experience. Art can be used as an organizing feature of the public realm by providing a terminus to a vista or a landmark for people to orient themselves. It can help publicly accessible but privately owned plazas feel more public. Typical locations include:

- Gateways
- Plazas
- Points of historical significance
- Locations identified for parks and trails in the Park Network Map (Figure 5-1)
- The Signature Urban Park
- Along, but not within, the streetscape
- The architecture of buildings or parking garages through the inclusion of attractive and interesting forms, or unique façades, features, textures, and colors

Baltimore, MD

RIGHT
A fun hop-scotch crosswalk in Baltimore
Image Credit: Graham Coreil-Allen

Locations to Avoid:

- **Public Right-of-Way:** Art that is part of a development project should be located entirely within the property boundaries of the project outside of VDOT right-of-way.
- **Easements:** Most utility easements discourage or outlaw art from being placed within their boundaries since the potential exists for these areas to be disturbed in the future. Ensure that easement locations are mapped prior to the decision for where art should be placed.
- **Lines of Site and Pathways:** Do not block windows or pedestrian pathways and avoid creating a "blind" spot where illegal activity can take place.
- **Competing Scale:** Art should not be placed where it is overwhelmed by or competing with the scale of adjacent architecture or site features such as large retail signage, expansive parking lots, etc.

Maintenance: All projects, public or private, should anticipate the cost of and responsibility for maintenance in the selection of public art ans include on-going maintenance costs into the art budget. In particular, digital art, water features, and art that is susceptible to graffiti, fading, or damage can be especially costly to maintain and therefore should only be proposed in projects that fully anticipate the life-cycle costs and can enter into a maintenance contract.

County Policies & Public Art Procurement Resources:

- *Arts Fairfax* provides resources to help property owners connect with local artists who are experienced in creating public art for specific projects. When appropriate, *Arts Fairfax* can recommend a public process that includes the community and arts groups in the selection of public art. https://artsfairfax.org/contact-us/
- Fairfax County Policy Plan, Visual and Performing Arts
- A Public Art Master Plan is scheduled for completion in 2024 by *Arts Fairfax*. It is expected to include documentation on existing public art sites, art opportunities, funding, and maintenance considerations.

PUBLIC ART (CONT'D)

McLEAN THEMES

A few themes permeate community sentiment about new public art proposals in McLean.

1. **Public art should be integrally designed into development projects.** Art should be incorporated into site designs and building architecture to the extent possible. Rather than stand-alone pieces, consider art in the conceptual design of the project. The artist, architect and engineer are encouraged to work collaboratively to integrate the artist's ideas into the building/site. Where art is anticipated in a development project, the potential infrastructure needs of an art installation should be anticipated.

Example: Architectural motifs and decorative designs commissioned as part of the building façade design that reflect the proposed style of architecture.

Example: A lighting installation designed as part of a covered public breezeway and where electricity and structural support for the installation is designed into the building architecture.

2. **Public art should activate or enhance public space.** Part of enhancing McLean's appeal as a neighborhood village and gathering spot for residents is giving people reasons to visit. Art that is both beautiful and interactive can draw people to the area for more than commercial activities. Functional or interactive art is highly desirable.

Example: Digital screens that react and play soothing music when pedestrians walk by them.

Example: Interactive water fountains with artistic paving or special lighting.

Example: Artful seating designed for both adults and children.

Example: Rotating displays of artwork produced at the McLean Community Center.

Melbourne, Australia

TOP
Art Deco motifs on building facades
Image Credit: InvitingHome.com

BOTTOM
Suspended lighting installation illuminates the Burke Street Mall serves as a placemaking element
Image Credit: Ronstan Tensile Architecture

PUBLIC ART (CONT'D)

3. **Public art can tell the story of McLean and its residents.** The subject matter of art pieces should be relevant to McLean, its values, culture, and people. Community participation with the artist is strongly encouraged on the vision, subjects or themes. Examples include native populations who lived in the area prior to modern development; the history of McLean's founding; or the historical figures and events that helped shape McLean into the community it is today. Review the brief history and historical resources in Chapter 1 which explains the origins of McLean as a stop along the Great Falls & Old Dominion Railroad and post-WWII economy that influenced its growth from a farming community into a bustling suburb.

Example: A mosaic tile installation on the side of a building that depicts the founding and history of McLean Day or Dolly Madison's escape from Washington in 1814.

Example: The incorporation of streetcar and train track motifs in the design of a pavilion at the Signature Urban Park.

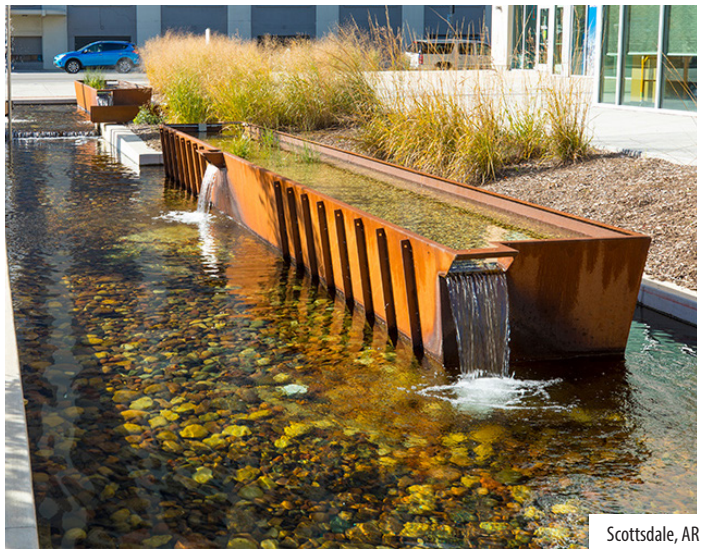
Example: Faceless statues near streetlights, trees, or benches that recall McLean's association to the Central Intelligence Agency.

4. **McLean's residents love water and environmentally friendly art.** Existing developments in McLean have included water as a primary element to activate public space and residents would like this trend to continue. Water features that include mechanical pumping or that allow children to play in them require a high degree of maintenance and oversight and would typically be encouraged at strategic locations or as part of larger developments. Alternatively, consider use of natural art and beauty through the preservation of trees, waterways, and other environmental features. Celebrate the natural weather cycle using rainwater and a means to convey stormwater.

Example: Children's splash pad with artistic paving.

Example: Naturally designed stormwater management feature that is a fountain when it rains, irrigates native plants, and uses educational signage to explain the process.

Sunrise of McLean Village, McLean, VA



Scottsdale, AR

TOP
An engraved map in the plaza depicts the development and context early in McLean's history
Image Credit: Fairfax County

BOTTOM
This fountain recirculates rain runoff, cleaning it in the process
Image Credit: James Wasley

6C WAYFINDING & INTERPRETIVE SIGNS

Wayfinding and interpretive signs play an important role in demarcating an area, identifying points of interest, and helping people navigate. These sign types also can play a central role in defining the character and identity of a place and inform people's daily experiences. There are two purposes of wayfinding: function and branding. This guidance is intended to be used in the public realm to aid residents and visitors.

Signage should be coordinated with applicable County standards. The CRD Regulations in Article 3 of the Fairfax County Zoning Ordinance regulate the size of wayfinding signage in CRDs. VDOT regulates signage in the public right-of-way. Most of the signs addressed in this section should be located outside the right-of-way but within the public realm. For guidance on project identity and commercial signage, refer to Article 7 of the Zoning Ordinance which regulates the permitted types, size, and location of signs on private property and Section 4E in the Volume 1 Urban Design Guidelines.

The primary types of signage in the McLean CBC include:

1. **Wayfinding signage** serves to help people orient themselves in physical space and navigate from place to place. Depending on the context, wayfinding signage should be oriented towards multiple travel modes. Signs that are oriented towards pedestrians can increase confidence in walking, reduce walking times, help with route planning, and make transit connections easier.

2. **Interpretive signage** is used to highlight important points of interest, provide educational material, or depict historical aspects of the community. Interpretive signage may also include Fairfax County historical markers (see example on page 6-11).

   Applicants should consult with the *McLean Historical Society* and the *McLean Chamber of Commerce's McLean Visitor Center* when developing and considering interpretive signage.

TOP
Wayfinding sign with map
Image Credit: littletonreport.com

BOTTOM
Interpretive sign
Image Credit: Wayfound.com

WAYFINDING & INTERPRETIVE SIGNS (CONT'D)

3. **Privately-owned public spaces, also known as POPS,** are spaces dedicated to public use which are owned and typically maintained by private property owners. Fairfax County developed basic signage standards for POPS to ensure that they are clearly marked for public use and are not confused with private open space. Signs should state the name of the park, include the POPS logo, and may list nearby landmarks, park rules, and/or operating hours, as necessary for the safety and enjoyment of all users. All POPS parks, trails, and open spaces should include signs in accordance with Fairfax County's POPS standards.

DESIGN PRINCIPLES

- **Consistency:** uniformity of design, content and placement is fundamental to effective wayfinding, providing predictability for users and establishing a consistent brand identity while reducing visual clutter. Wayfinding in the McLean CBC should utilize a consistent family of graphics and materials. Different sign types (e.g., directional, orientation, and gateway/identity) may vary in size and shape to serve their intended functions and locations while sharing a consistent design motif and graphic style.

Baltimore, MD

RIGHT
Streetlight banners highlight institutional assets in the area
Image Credit: Fairfax County

- **Inclusivity:** Wayfinding and information signage should cater to the needs of all user types, especially those with special needs. It should ensure that publicly accessible spaces and walkways are clearly marked. Collaboration with local organizations is encouraged when developing sign programs to ensure that the desired community information is provided.
- **Adaptability:** The full life cycle costs of sign infrastructure should be considered. How designs can be modified as new CBC destinations are added should be anticipated.
- **Connectivity:** Safe and efficient directions that connect important points to enable people to move seamlessly should be provided, particularly for those walking and biking between destinations within the CBC.
- **Local Identity:** Celebrate distinct features of the McLean CBC to promote a sense of community using the Neighborhood Village concept. Use signage to educate the community about McLean's assets. Signage should build upon the existing McLean brand through consistent color, graphics, and materials. This may extend to other streetscape features such as the McLean bus shelter and streetscape furnishings.

FONT STYLE

Consider using a newspaper font style and benday dots for images on wayfinding signage to make the connection to McLean's founding by two newspaper publishers.

DESIGN STRATEGIES: GENERAL

- Important information should be located between 34 and 56 inches above ground level for ease of reading and accessibility for most users.
- Information should be presented in several ways (such as both maps and words) to help people better understand the content.

WAYFINDING & INTERPRETIVE SIGNS (CONT'D)

- Durable materials such as stainless steel and tempered glass that will withstand the rigors of the public realm are recommended.
- Standardized signs that are paired with maps and text and customized to reflect local character and landmarks are encouraged.
- Signs should be designed to allow for future illumination, if desired.

DESIGN STRATEGIES: WAYFINDING SIGNS

- Wayfinding information should be communicated through a unified system of maps, signs, and directional markers throughout the public realm to enable orientation.
- New developments should include at least one wayfinding sign adjacent to the streetscape.
- Content should include directions to public parks, public facilities, and amenities such as the McLean post office.

DESIGN STRATEGIES: INTERPRETIVE SIGNS

- Interpretive signs should serve as a means of educating the public about the history and environmental features of the area and surrounding communities. The crossroads, the Community Center, McLean Central Park, the stream valleys and the many parks surrounding the CBC, the fire station, McLean Day sites, the post office, and long-standing local businesses are signature elements or points of pride of the McLean CBC. These, and other notable historical elements should be acknowledged and celebrated through the design and information shared on signs.
- Signage installed within green stormwater infrastructure should be designed to educate the public on the benefits of these systems to promote public health and a healthy environment.

Old Dominion Drive, McLean, VA

Broad Street, City of Falls Church, VA

Sunrise Senior Housing, McLean, VA

TOP LEFT
Fairfax County historical markers are at many locations throughout the McLean CBC
Image Credit: Fairfax County

TOP RIGHT
Directional sign scaled for vehicles and pedestrians
Image Credit: Fairfax County

BOTTOM
Interpretive sign that explains the history of the property prior to redevelopment as well as a famous McLean-based physician who worked in the building
Image Credit: Fairfax County

Image Credit: Fairfax County

A APPENDIX

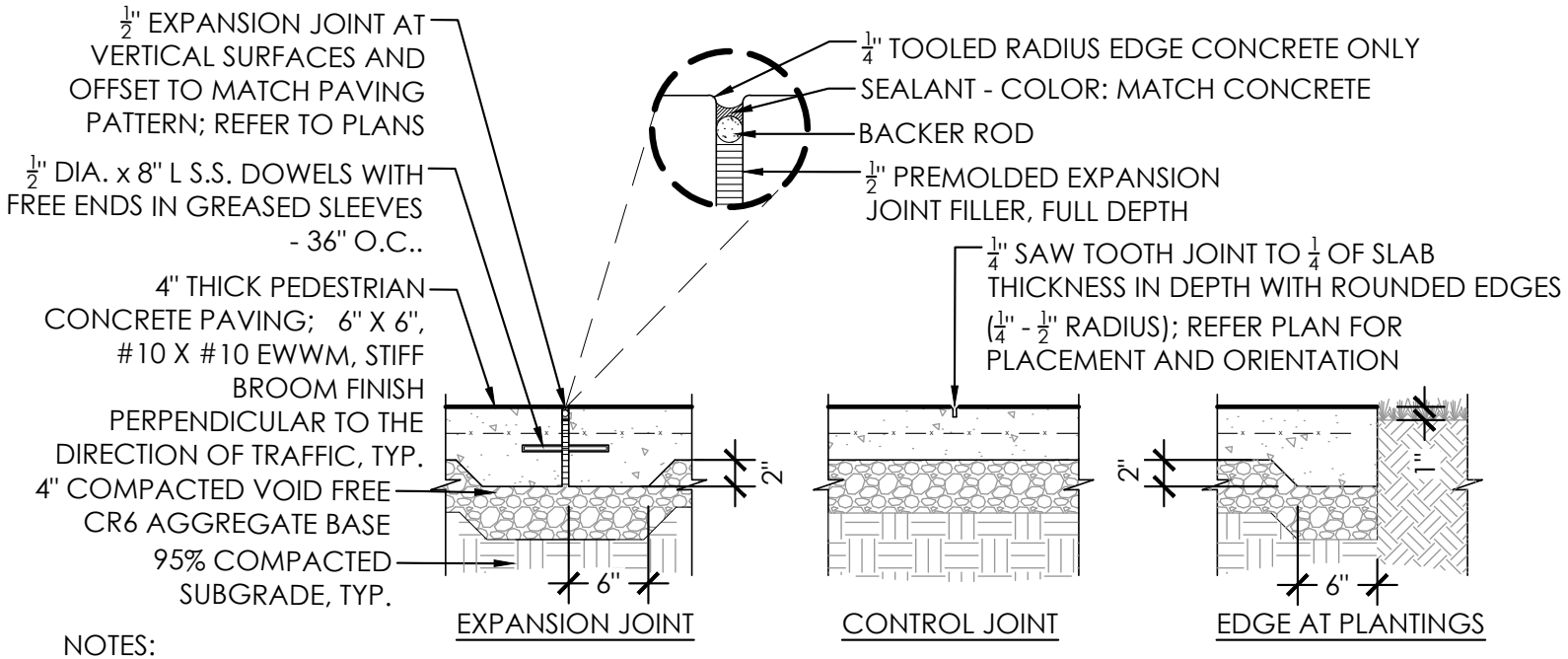
A1 Sidewalk Paving Construction Details

A2 List of Activities in Urban Parks

A3 Fairfax County Reference Materials

A1 SIDEWALK PAVING CONSTRUCTION DETAILS

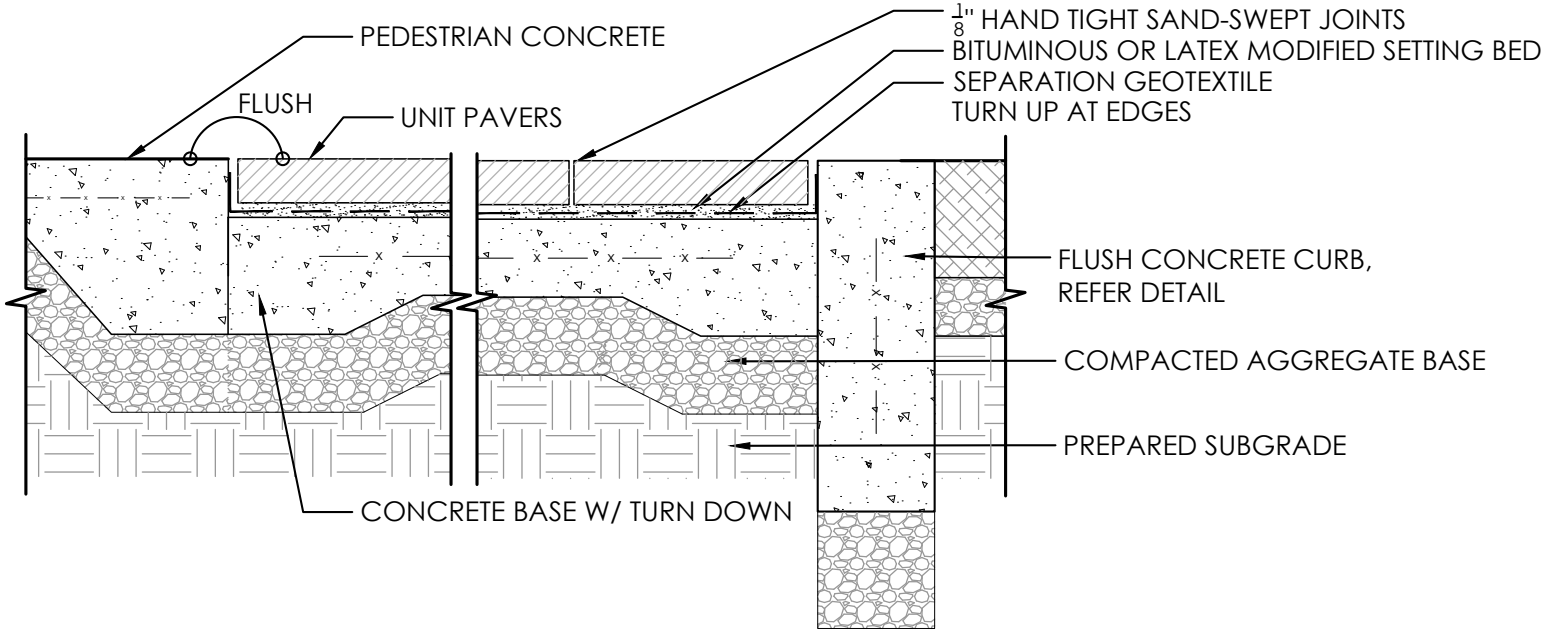
FIGURE A-1: PEDESTRIAN CONCRETE PAVING DETAIL



NOTES:

1. CONDITIONS VARY, PROVIDE EXPANSION JOINT WHERE WALKS ARE POURED AGAINST VERTICAL SURFACES AND/OR DIFFERENT PAVING MATERIALS AND AS SPECIFIED IN CIVIL DRAWINGS. EXPANSION JOINTS SHALL OCCUR EVERY 400 SF OR 20 LF IN SIDEWALKS.
2. MEET 1" ABOVE ADJACENT FINISHED LAWN AND PLANTING AREA GRADES.
3. REMOVE TOOL MARKS.
4. CROSS SLOPES ON SIDEWALKS MUST NOT BE LESS THAN 1% OR EXCEED 2%. MANHOLES, VALVE BOXES AND OTHER AT GRADE UTILITIES AND COVERS MUST BE ADJUSTED TO MEET FINISH GRADE.

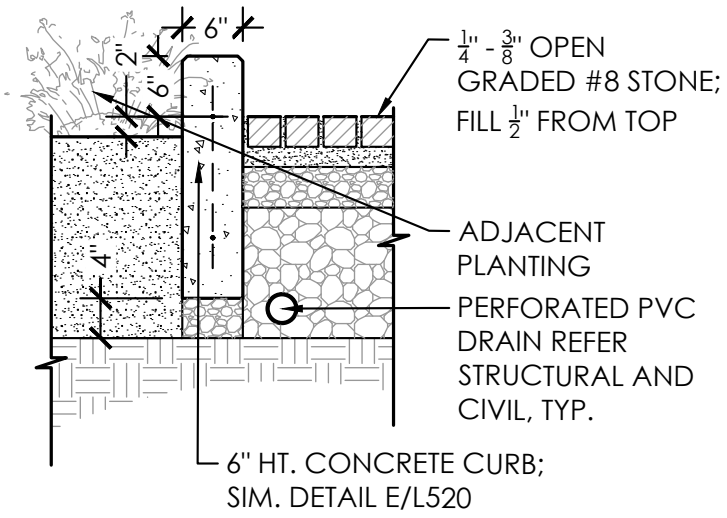
FIGURE A-2: UNIT PAVER PAVING DETAIL



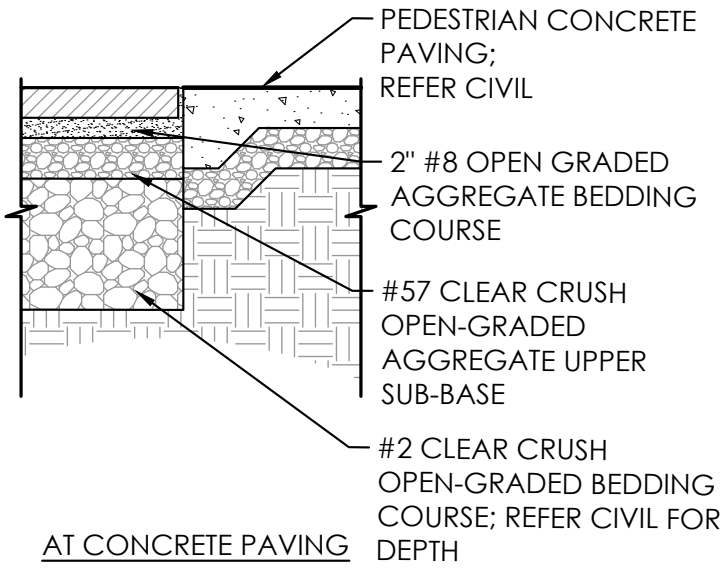
NOTES:

1. INSTALL PAVER COURSES IN STRAIGHT LINES AND TRUE ARCS AND TANGENTS.
2. FOR ALL CUTS, REPLICATE EDGE CONDITION OF UNCUT UNIT.
3. INSTALL CUT UNITS MIN. 10 UNITS FROM ENDS OF COURSE. CUT UNITS LESS THAN $\frac{1}{2}$ PAVER DIMENSION ARE PROHIBITED. REMOVE CUT UNIT AND 2 ADJACENT UNITS; INSTALL 3 EQUAL CUT UNITS.
4. FOR RADIAL COURSES, INSTALL SYMMETRICALLY CUT UNITS AT REGULAR INTERVALS. CUT EACH UNIT FOR SMALLER RADII AND AS DIRECTED BY ARCHITECT.

FIGURE A-3: PERMEABLE PAVER PAVING DETAIL



AT PLANTING



AT CONCRETE PAVING

NOTES:
PROVIDE 5' X 5' PAVING MOCK-UP AT EDGE CONDITION FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION DO NOT REMOVE OR DESTROY MOCK- UPS UNTIL CONSTRUCTION IS COMPLETE

CURB NOTES:
1. PROVIDE FULL DEPTH EXPANSION JOINTS AT 30'-0" O.C. MAX. AND AT ALL CORNER LOCATIONS.
2. PROVIDE 1/2" CHAMFER ON ALL EXPOSED EDGES OF CURB.
3. PROVIDE LIGHT BROOM FINISH ON ALL EXPOSED CONCRETE, DIRECTION SHALL BE PERPENDICULAR TO THE LENGTH.

A2 LIST OF ACTIVITIES IN URBAN PARKS

TABLE A-1

ACTIVE RECREATION IN URBAN PARK USES

- Obstacle/agility course
- Fitness classes (e.g., yoga, bootcamp, aerobics, martial arts)
- Track & field day
- Playgrounds (climbable facilities for all ages)
- Dog park
- Fitness stations
- Court sports (e.g., tennis, basketball, pickleball, etc.)
- Outdoor gym
- Trails/walking paths
- Interactive art
- Ping pong

PASSIVE/CONTEMPLATIVE RECREATION IN URBAN PARK USES

- Trails/walking paths
- Green spaces
- Open play areas
- Seating areas with shade
- Swinging chairs
- Hammock
- Public art
- Gathering spaces, conversational seating
- Meditation space
- Shade Trellis
- Gardening spaces/community garden
- Recreational trail
- Sound sculptures
- Bike-repair station
- Bike share station/Capital Bike Share
- Signature water feature/fountain
- Educational signage
- Lounge/Adirondack chairs
- Display space for youth art

SOCIAL GATHERING IN URBAN PARK USES

- Markets (e.g., farmers, specialty market, etc.)
- Outdoor movie nights
- Food festivals/Food trucks
- Picnic facilities/picnic pavilions
- Pumpkin patch
- Winter tree lighting ceremony
- Carousel
- Public piano

NATURAL/CULTURAL RECREATION IN URBAN PARK USES

- Performances (e.g., music, dance, theater, etc.)
- Stage/Amphitheater
- Birdwatching
- Wildlife viewing with interpretive/educational signage
- Heritage trail / history trail
- Butterfly / pollinator garden
- Nature paths / nature walks
- Ethnic festivals/Cultural fairs
- Interactive nature play
- Interactive water recreation/water crossings
- Natural area/wildlife observation platform

A3 FAIRFAX COUNTY REFERENCE MATERIALS

Arts Fairfax
https://artsfairfax.org/

Fairfax County Bicycle Master Plan
https://www.fairfaxcounty.gov/transportation/bike/master-plan

FCDOT Bicycle Parking Guidelines: Bicycle Parking Requirement for Urban Centers and Transit Station Areas
www.fairfaxcounty.gov/transportation/sites/transportation/files/assets/documents/pdf/bikeprogram/fcdot_bicycle_parking_guidelines_final2.pdf

Fairfax County's Comprehensive Plan
https://www.fairfaxcounty.gov/planning-zoning/fairfax-county-comprehensive-plan

Fairfax County's Comprehensive Plan - Policy Plan
https://www.fairfaxcounty.gov/planning-zoning/comprehensive-plan/policy-plan

Fairfax County Environmental Quailty Advisory Council
https://www.fairfaxcounty.gov/planning-zoning/environmental-quality-advisory-council

Fairfax County Department of Planning and Development Community Revitalization Section
www.fcrevit.org

Fairfax County's Policy Plan Environment Element, Objective 13
https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/assets/compplan/policy/environment.pdf

Fairfax County Public Facilities Manual (PFM)
www.fairfaxcounty.gov/landdevelopment/public-facilities-manual

Fairfax County Sustainability Initiatives:
https://www.fairfaxcounty.gov/environment-energy-coordination/sustainability-initiatives

Fairfax County Urban Parks Framework, Appendix 2 in the Comprehensive Plan, Policy Plan
https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/assets/compplan/policy/parksrec.pdf

Fairfax County's Zoning Ordinance
https://www.fairfaxcounty.gov/planning-zoning/zoning-ordinance

Fairfax County's Sign Ordinance
https://www.fairfaxcounty.gov/planning-development/zoning/sign-ordinance

Fairfax County's Zoning Ordinance, Outdoor Lighting Standards
https://www.fairfaxcounty.gov/planning-development/zoning-ordinance/outdoor-lighting

One Fairfax Policy
https://www.fairfaxcounty.gov/topics/one-fairfax

ADDITIONAL REFERENCE MATERIALS

American Bird Conservancy Bird Friendly Building Design
https://abcbirds.org/wp-content/uploads/2015/04/Bird-friendly_Building_Guide_WEB.pdf

Federal Highway Administration (FWHA) Separated Bike Lane Planning and Design Guide
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/page00.cfm

International Dark-Sky Association
www.darksky.org/

National Association of City Transportation Officials (NATCO) Urban Bike Design Guidelines
https://nacto.org/publication/urban-bikeway-design-guide/

National Association of City Transportation Officials (NACTO) Urban Street Stormwater Guide
https://nacto.org/publication/urban-street-stormwater-guide/

Project for Public Spaces
https://www.pps.org/

US Green Building Council's Leadership in Energy and Environmental Design (LEED)
https://new.usgbc.org/leed

US Green Building Council's Sustainable Sites Initiative (SITES)
www.sustainablesites.org/

National Street Design Reference Materials

American Association of State Highway and Transportation Officials (AASHTO) "Policy on Geometric Design of Highways and Streets"
https://www.transportation.org/

Americans with Disabilities Act Accessibility Standards
https://www.access-board.gov/ada/

Design and Safety of Pedestrian Facilities: A Recommended Practice of the Institute of Transportation Engineers (ITE)
https://safety.fhwa.dot.gov/ped_bike/docs/designsafety.pdf

Manual on Uniform Traffic Control Devices (MUTCD)
https://mutcd.fhwa.dot.gov/

National Association of City Transportation Officials (NACTO) Urban Street Design Guide
https://nacto.org/publication/urban-street-design-guide/

Virginia Street Design Reference Materials

Virginia Department of Transportation's Drainage Manual
http://www.virginiadot.org/business/locdes/hydra-drainage-manual.asp

Virginia Department of Transportation's Road and Bridge Specifications
www.virginiadot.org/business/const/spec-default.asp

Virginia Department of Transportation's Road Design Manual
www.virginiadot.org/business/locdes/rdmanual-index.asp

Virginia Department of Transportation and Department of Rail and Public Transportation's Multimodal System Design Guidelines
https://www.drpt.virginia.gov/guidelines-and-requirements/multimodal-system-design-guidelines/

Virginia Trees and Plants Reference Materials

Earth Sanga
http://www.earthsangha.org/

Plant NOVA Natives
http://www.plantnovanatives.org/

US Fish and Wildlife Service - Native Plants for Wildlife Habitat and Conservation Landscaping - Chesapeake Bay Watershed
https://www.fws.gov/sites/default/files/documents/native-plants-for-wildlife-habitat-and-conservation-landscaping-in-the-chesapeake-bay-watershed.pdf

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