Community Appearance Plan

for the

City of Fairfax, Virginia

April 26, 1994

Prepared by

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The 2020 Commission Community Appearance Subcommittee

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Introduction

Introduction 1

This Plan examines the community appearance characteristics of the City of Fairfax and offers guidelines to enhance those characteristics. Community appearance refers to the visual attributes of the total physical environment — both natural and built. It includes such factors as architecture, parking lots, landscape plantings, streets, public utilities, parks and natural open spaces. The City is committed to enhancing the visual experience within its boundaries and ensuring that future development, both public and private, incorporates design elements and aesthetic features which will contribute to an attractive, functional and safe environment. This Community Appearance Plan (CAP) has been prepared to address these factors and guide future development and public improvements in the City in a manner consistent with its long-range objectives. The CAP contains several components, each providing guidelines for different sectors of the City.

The City of Fairfax contains extensive areas of parkland and natural open space as well as attractive developed areas which, combined with its citizens' concern for quality of life, create the potential for an environment which is unsurpassed in the Washington Region. On the other hand, the appearance of a large portion of the City suffers from the ubiquitous post-war strip commercial development with its emphasis on automobile accessibility and visibility. Unfortunately, this intensely-developed and often unsightly commercial strip is the only portion of the City that many of our visitors will experience. Consequently, the City has initiated an effort to enhance the visual experience along the commercial corridors, provide the improvements necessary to accentuate Old Town Fairfax, and ensure that future development, both public and private, incorporates design elements and aesthetic features that will contribute to a positive image for the City of Fairfax.

Private development and public improvements within the City have traditionally been planned and implemented without the benefit of an overall "vision" specific enough to direct such efforts. The CAP articulates that vision, and provides the necessary details to direct the implementation of both public and private development. Although the basic policy framework for future development in the City is provided in the Comprehensive Plan, that document is necessarily general in nature. The CAP starts with the Comprehensive Plan as the basis, and refines its goals and objectives to a more specific and achievable level of detail. To accomplish this, the CAP closely examines the various functional areas that compose the City, and provides guidelines for enhancing the appearance of each area.

Background

Much of the post-war suburban development of the jurisdictions surrounding Washington, D.C. occurred in a monotonous manner, leaving the visitor unable to distinguish one community from another. This development generally took the form of the commercial strip along major roads, characterized by undistinguished architecture with a premium on access to the customer — the passing motorist. This resulted in competing (and often garish) signs, barren parking lots along street frontages and numerous street entrances. This pattern of development, together with public street construction and utility installation which were devoid of aesthetic concern, created an environment which was functional for the motorist, but visually unaccommodating to both the motorist and the pedestrian.

In many instances, the construction of new roads created alternative routes around downtowns, which soon began to deteriorate physically and economically. The majority of new construction was occurring along the major

corridors where the land was readily available and accessible, and downtown businesses began to move to these more active retail areas. The combination of unrestricted commercial corridor development and disinvestment in downtown areas diminished the character and appearance of both the urbanizing areas and the downtowns which were historically the commercial centers.

Within the City of Fairfax, a strong sense of civic pride coupled with an awareness of current economic realities has lead to a concerted effort to reverse these trends of the past. Through improved community appearance, the City is committed to retaining and reinforcing an image that is physically distinctive as well as psychologically satisfying for its residents and workers. By fostering an attractive, distinctive environment, the City's business environment will be enhanced for both business owners and shoppers/clients, thus contributing to the City's economic objectives.

Applications of the CAP

The CAP provides a vision to direct public and private improvements within the City. It will be used in conjunction with the City's land development ordinances, policy documents and budgeting processes, to serve as a central resource for appearance-related decision making. It will also help guide the design and construction of public improvements including public buildings, parking lots, parks, sidewalks, streets, public landscape plantings and other public improvements.

As suggested above, this plan may be used to identify and prioritize certain public improvements in the City's annual budgeting and capital improvements programming processes by identifying the nature and the extent of major public improvements. Because of the expense involved, many of these improvements may require several years to fund and implement. The CAP provides for better prioritization and more precise current and future budgeting of these items by identifying the broad scope of community appearance-related improvements. These improvements may then be examined at the Citywide scale and evaluated as a program rather than as individual, isolated projects.

Equally as important will be the use of the CAP in the development review and approval process. Where appropriate, the City's zoning regulations may be amended to incorporate the private site development features recommended in this plan. In addition, the boards and commissions responsible for development review should use this plan to evaluate public and private improvements offered by developers. Finally, the City staff responsible for development review should evaluate each development application (rezoning, special use permit, special exception, site plan review, subdivision review and architectural review) for consistency with the recommendations contained in this plan.

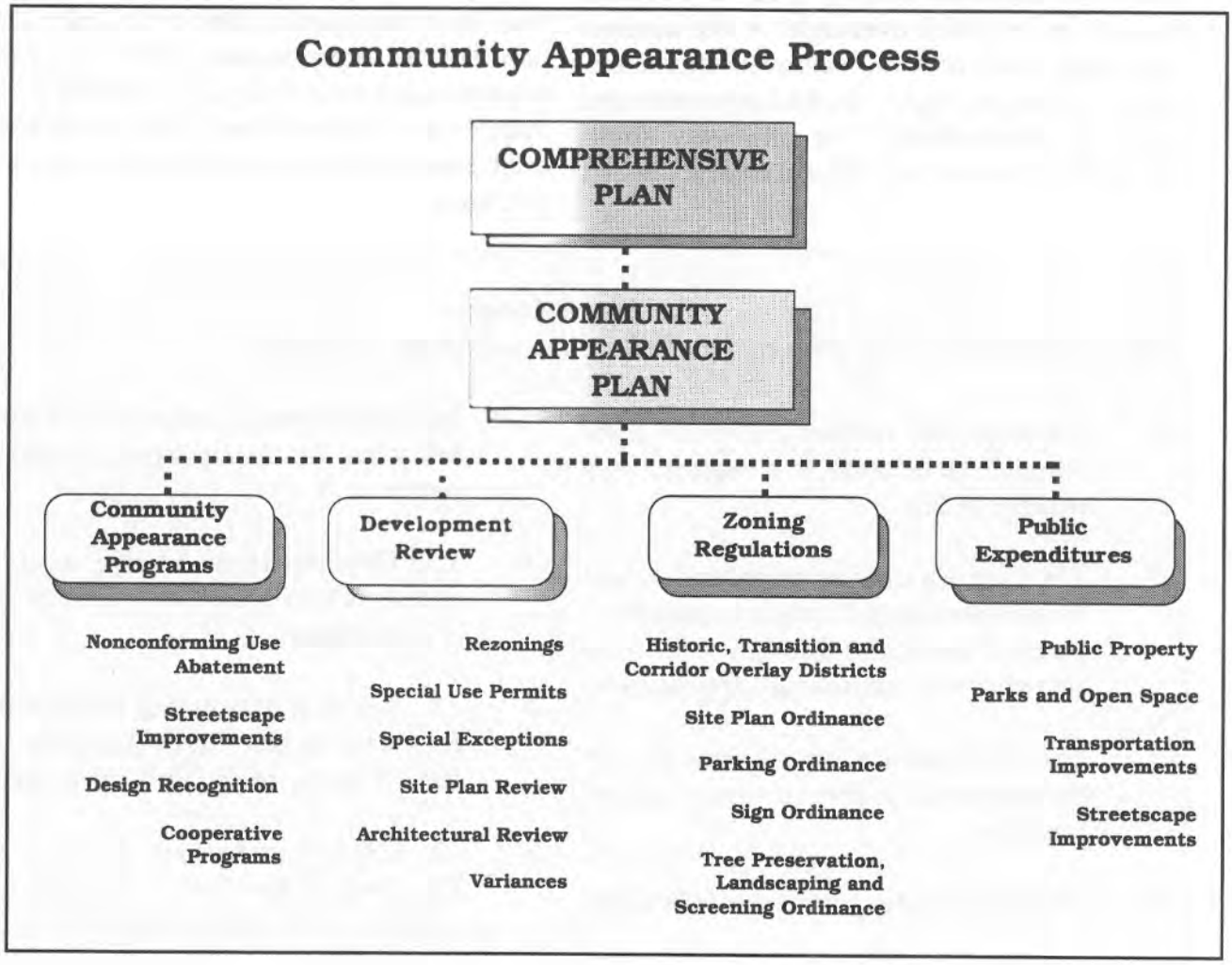
Future applications

The nature of development within the City is changing substantially compared with past experience. While the City remains an excellent location for business by virtue of its arterial/interstate road and transit access, few developable parcels remain vacant. In addition, areas of existing development located along the commercial corridors have become deteriorated or obsolete. There has also been renewed public interest in historic preservation in the City. These factors create substantial potential for redevelopment of the older commercial areas within the City. As this process occurs, the CAP will be used along with the recently enhanced zoning regulations to guide design and construction in a manner

that is compatible with the City's community appearance objectives.

This plan is designed to be an evolutionary document, allowing new and revised sections to be added as new plans are developed and existing information is updated over time. It will become a key resource in the City's land use process, serving as a "first line" implementation tool for the Comprehensive Plan and used in conjunction with zoning regulations and the City's budgeting process to guide change. Thus, in using this plan, it is important to understand its role in the process of affecting positive change in the City. The chart presented below helps to illustrate this rather substantial process — and the role of the CAP. As the chart illustrates, the Comprehensive Plan establishes the basic philosophy for land use activities, including community appearance. The Comprehensive Plan contains a Community Appearance element establishing goals and objectives which provide direction for the community appearance program. This is an essential component of the program because it serves as official City policy, adopted by City Council and endorsed by the citizenry.

This Community Appearance Plan is the next step in the process. The CAP considers a variety of specific issues and prescribes treatment for improving various areas of the City. While the Comprehensive Plan is general in nature, the CAP refines its ideals into tasks which may be implemented by City initiative.



Introduction

The efforts prescribed in the Comprehensive Plan and the CAP can only be realized through a committed, sustained program of implementation. The chart identifies the various implementation measures, separating them into categories of Appearance Programs, Review Process, Development Ordinances and the Capital Improvements Program, and further outlines sub-elements under each category.

In considering the recommendations contained in this plan, several important facts must be considered. First, obtaining the desired appearance for the City is a long-range effort. No single improvement will be sufficient to achieve these results, but rather a coordinated, City-wide program of actions must be sustained. Likewise, striking results cannot be expected overnight — the desired end-state may only be achieved incrementally. Although a great deal of improvement may be accomplished for relatively small amounts of money, significant efforts toward implementation will be capital intensive. The City must, therefore, continue its support of community appearance projects through the budgeting processes if this effort is to be sustained.

Second, successful results may only be achieved through cooperation between the private sector and public sector, and among governmental jurisdictions. Developers, the business community, City residents and the City, State and potentially the County governments each have a stake in this process. The actions of each of these groups serve to shape the City's environment, requiring each to work together in their roles as urban designers and community developers.

Finally, the City, its residents and businesses must be committed to the continued maintenance of the improvements which have been implemented from this plan. Without proper maintenance, these efforts will serve to detract from, rather than enhance the City's appearance.

Guiding Principles

The development of this plan was guided by the following principles:

- An attractive natural and built environment is essential to a community's quality of life.
- The City is a unique place, and should be differentiated from other jurisdictions in the region through distinctive and superior community appearance.
- The City's natural open spaces should be preserved to the maximum extent possible.
- The City is best experienced while walking, even though automobile accessibility has dictated much of its land use pattern.
- The City needs distinctive, unifying elements to improve its "legibility" and cohesiveness.
- Old Town Fairfax is the most important key to the City's heritage and should be protected and enhanced.
- The City's corridors are the most visible parts of the City — and also the parts most in need of improvement.

Old Town Fairfax

Old Town Fairfax

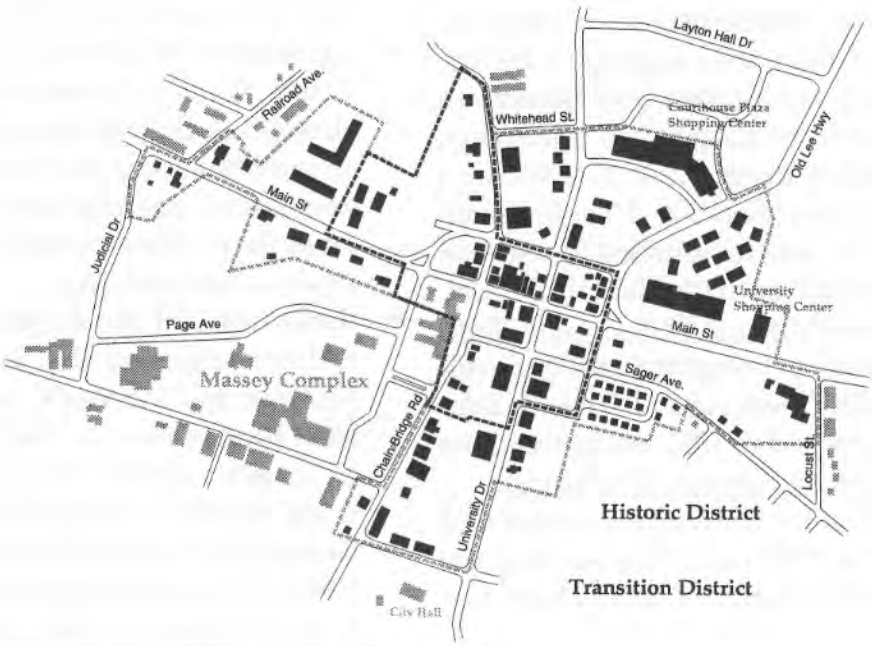
Old Town Fairfax incorporates and surrounds the original 14 acres of the area once known as the Town of Providence, established in 1805 at the crossroads of Ox Road and the Little River Turnpike. Providence had "sprung up" around the County courthouse which was sited at the crossroads six years earlier. This area eventually became the heart of the present-day City of Fairfax.

Through two centuries, as Providence became the Town of Fairfax, and then the City of Fairfax, the Old Town area retained much of its early character. To reinforce Old Town's distinctive identity derived from its notable historic origins, this plan has been developed to identify opportunities and provide recommendations which will enhance the appearance and contribute to the sense of place within Old Town Fairfax.

The area known as Old Town Fairfax includes the Old Town Fairfax Historic District (Historic District) and the surrounding Old Town Fairfax Transition Overlay District (Transition District). The Historic District incorporates the City's National Register Historic District (an honorary recognition denoting the area's historic significance bestowed by the National Park Service) as well as additional parcels of architectural or historical significance to the City. The Historic District is an overlay zoning district, established by City ordinance, in which land use and development are regulated.

The Transition District, also an overlay zoning district, surrounds the Historic District and serves as a transition area between the historic/cultural core and the adjacent areas which are composed of essentially "suburban style" development. The Fairfax Public School (Fairfax Museum and Visitors' Center), a single lot local and National Register historic "district," is also located within the Transition District.

Old Town Fairfax



1993, CD&P

Old Town Fairfax

The City has made significant efforts to highlight Old Town Fairfax's historical importance, take inventory of its architectural resources and plan for its future. These efforts include:

- Creation of the Old and Historic Fairfax District (1964), a local zoning district providing controls such as bulk, area and use restrictions, and establishing design controls on structures and sites.
- Creation of a Board of Architectural Review (1964) to review building construction and renovations planned for the Old and Historic Fairfax District, particularly within the context of design criteria established for this district. In 1973 the Board's purview was extended to include architectural review of all land areas outside the Old and Historic Fairfax District zoned for other than single-family detached residences.
- Revision of local ordinances (1986, 1988 and 1990) to further control the nature and extent of new development and redevelopment in the Old Town Fairfax Historic District (the refined and renamed Old and Historic Fairfax District) through appropriate zoning mechanisms. In addition, revisions to the City's signage, parking, landscaping, open space and floodplain regulations were adopted to encourage more sensitive design and construction within Old Town Fairfax. Also, the Transition District was established to regulate development adjacent the Historic District.
- Preparation of Historic District Guidelines (1986) to guide development and redevelopment in Old Town Fairfax. These guidelines were revised in 1993 and retitled the Old Town Fairfax Design Guidelines
- Designation of the historic core area of Old Town Fairfax (1986) as a Virginia Register and National Register Historic District.
- Adoption of the City's Comprehensive Plan (1988) which addressed land use, economic and community appearance issues within and surrounding Old Town Fairfax.
- Preparation (by consultants) of three major studies:

  Traffic and Transportation Study (1985) addressed the traffic issues affecting the viability of the Historic District.

  Quality of Life Study (1988) addressed the means by which the City may cope with regional change while maintaining its small town atmosphere, particularly with regard to the function and appearance of the Historic District.

  Downtown Revitalization Study (1989) examined economic, transportation and land use factors that make up Old Town Fairfax and offered recommendations to catalyze its revitalization.
- Preparation of a brochure entitled City of Fairfax Historic Sites (1988) depicting historic landmarks in the City.
- Acquisition of status for the City as a Certified Local Government (1990) to strengthen the city-state-federal partnership for historic preservation and provide avenues of financial and technical assistance for the preservation of historic properties within the City.
- Renovation of the Fairfax Public School and conversion of that site to the Fairfax Museum and Visitors' Center. In addition, local historic overlay zoning was granted to the site , and it was placed on the National Register of Historic Places (1992).
- Restoration of portions of Old Town Hall (1985-1992) to enhance the historic and cultural showpiece of Old Town Fairfax.

- Receipt of a Certified Local Government grant (1993) for the City to engage a consultant to prepare a study identifying the likely location and quality of archaeological resources within the City.
- Passage of a bond referendum (1993) that will provide for extensive renovation of Old Town Hall and the Ratcliffe-Allison House and provide for decorative street lighting within Old Town.

Consistent with the examples of public interest and investment cited above, the Community Appearance Plan will be a key element in shaping change within Old Town Fairfax. This plan seeks to build a consistent, positive and distinctive image for the area while emphasizing strong visual and functional connections between the Historic and Transition Districts.

Goals

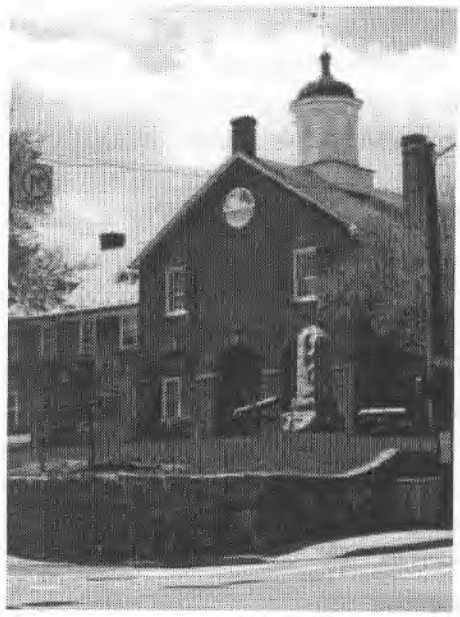
The recommendations for Old Town Fairfax are guided by four basic goals:

- Preserve and enhance the distinctive identity of Old Town Fairfax.
- Ensure continuity and vitality of those factors which make Old Town a unique environment.
- Preserve, protect and enhance the architectural and historic integrity of Old Town Fairfax.
- Identify opportunities to create an inviting pedestrian environment by developing usable open space, improving the streetscape and enhancing the system of sidewalks.

To accomplish these goals, it is necessary not only to improve upon the existing conditions, but also implement a program which will visually and functionally tie the Historic District and Transition District together. It is also critical to ensure that future development throughout Old Town Fairfax complements the existing development within the Historic District with respect to design, scale and use.

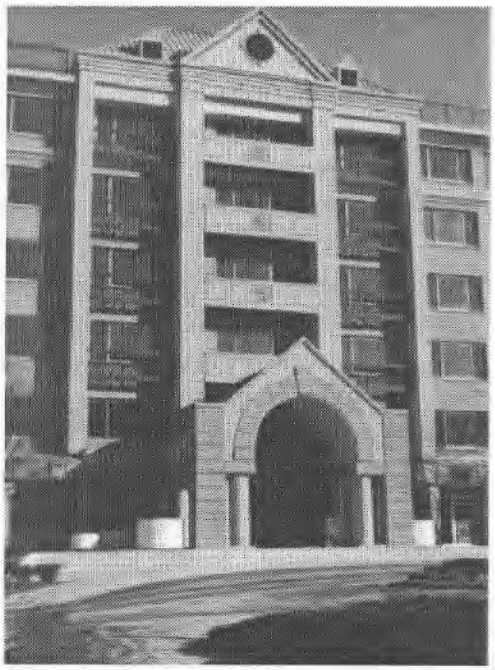
EXISTING CONDITIONS

Old Town Fairfax offers a dichotomy of imagery. On one hand, the Historic District is dominated by the intimate scale of turn-of-the-century structures grouped closely together and linked by brick sidewalks. By contrast, the Transition District is predominantly composed of post-1950 structures which were designed for automobile accessibility. Despite the close proximity of these areas, there is little visual or functional linkage between the two.



The Historic District

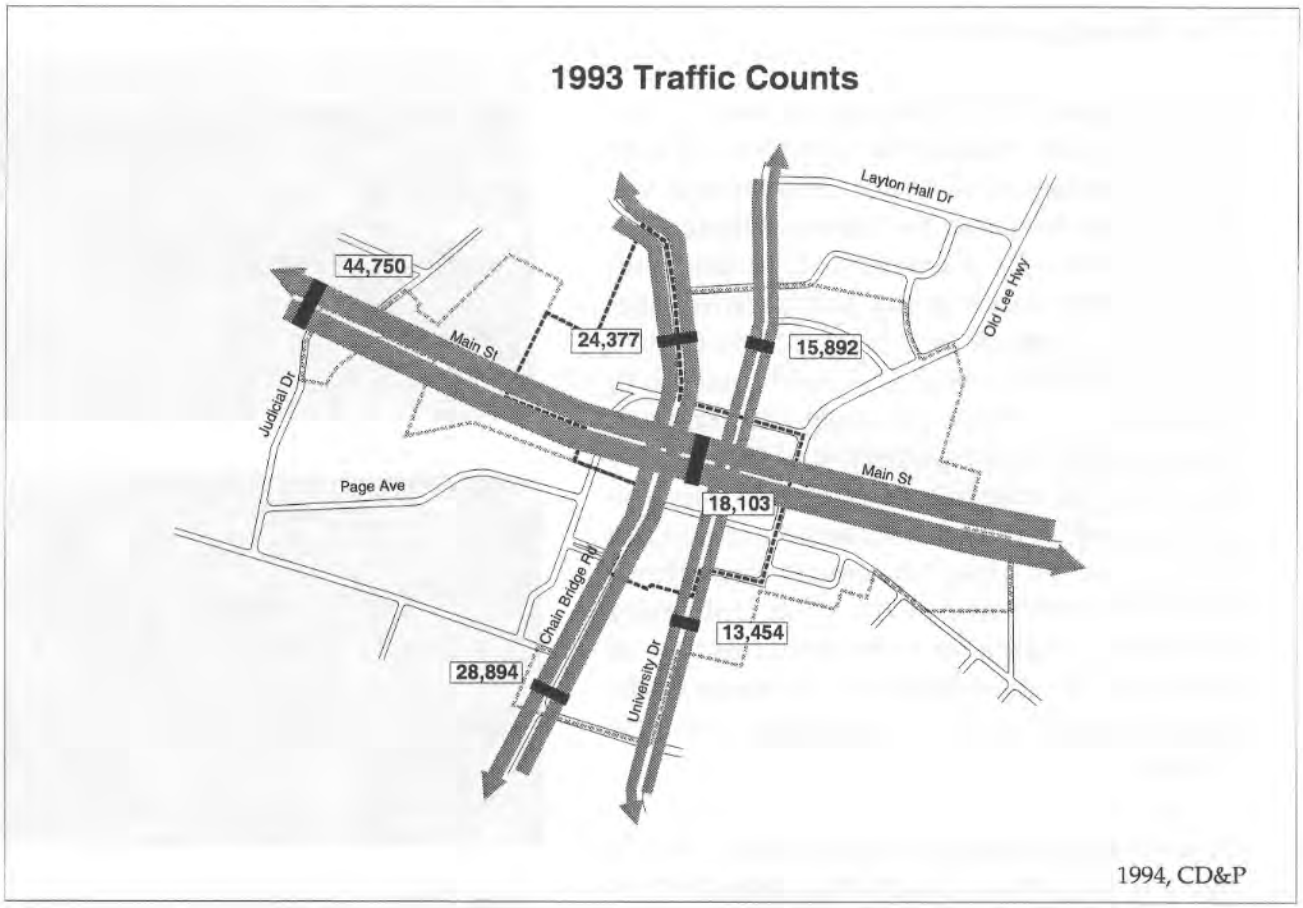
The core of Old Town Fairfax lies at the crossroads of Chain Bridge Road and Main Street. It is an architecturally diverse area containing a variety of traditional as well as modern



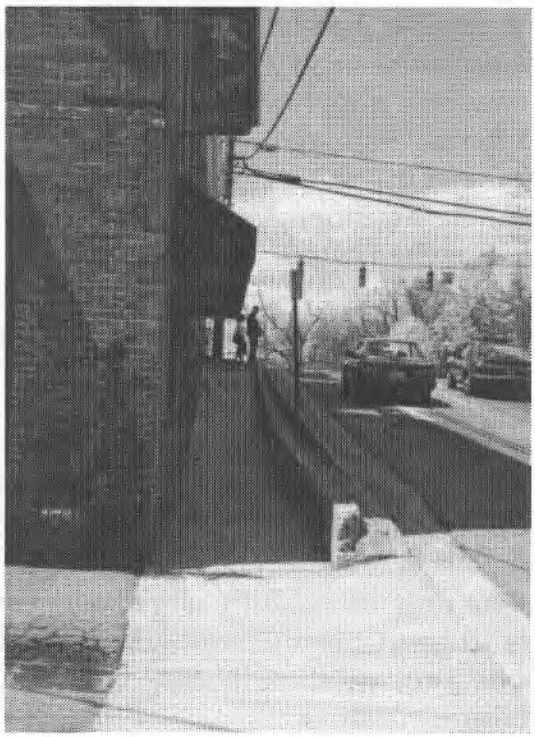
architectural styles. Old Town Hall, the County Courthouse complex, the Ratcliffe-Allison House, Truro Church, the Oliver House, Moore-McCandlish House and Draper House provide the essential framework for the Historic District. More recent construction has also occurred in the Historic District providing office space, restaurants and shops serving the needs of the nearby businesses and residents. Elements of Old Town Fairfax, such as the park-like Courthouse lawn, wide bricked sidewalks along Main Street, historic structures and a growing commercial mix, all contribute to the ambiance of the area. Businesses and offices are within easy walking distance of each other. The location of structures close to the streets (frontage massing) combined with intimate building spacing and height, and complementary architectural styles all contribute to the distinctive fabric and aesthetic appeal of the Historic District. Perhaps the finest example of this may be found on Main Street between Chain Bridge Road and University Drive where the eight-foot wide sidewalk is lined with planter boxes and trees planted at the curb to buffer the street. Along this block, restaurants, offices, retail and service establishments encourage pedestrian activity.

In contrast, as a result of the City's central location within the regional highway matrix with major east-west and north-south traffic routes bisecting the Historic District, immense traffic volumes are drawn to and through the City. The resultant traffic congestion and ensuing pollution, obtrusive traffic signs and lights, and visually disruptive parking areas present significant impediments to the City's efforts to enhance pedestrian orientation within the area.

Past efforts to accommodate this traffic have resulted in the degradation of the Old Town's pedestrian orientation. Over the years, the widening of Old Town streets and development of adjacent properties have left insufficient area available for safe and functional sidewalks. Although adequate sidewalks exist at some locations, many are too narrow to safely accommodate even two persons walking abreast. This problem is compounded by



utility poles located in the sidewalks which further reduce the area available for pedestrians. In many instances, these narrow sidewalks are located adjacent to the street curbs which, because of the narrow travel lanes, creates additional hazards. These conditions have resulted in the creation of an informal network of pedestrian paths between blocks in areas where sidewalks are largely inadequate. Despite these drawbacks, however, the Historic District contains the fundamental ingredients for a superior pedestrian environment. These include short, walkable blocks, a physically compact area, peripheral parking and intimate scale of development.



The Transition District

The Transition District is predominantly composed of post–World War II patterns of suburban development which emphasized visibility from the street and automobile accessibility. Generally characterized by deep setbacks, large parking lots and narrow sidewalks, this type of development has proven to be inconsistent with the traditional urban relationship of building design to the user. This contemporary pattern was fostered by the City's standardized zoning and subdivision regulations which resulted in uniform site design and building placement throughout the 1950s, 1960s and 1970s. The University Shopping Center is an example of this type of development compared with the more traditional forms found in the adjacent Historic District.

To contrast this form of contemporary development, the Inns of Court office project offers an excellent example of recent development within the Transition District reflecting a more traditional street orientation. This street orientation, combined with appropriate pedestrian accommodations, concealed parking areas and traditional architecture, creates an intimate development project which complements the Historic District.

While the Historic District has the inherent ingredients of an inviting pedestrian environment, the Transition District will require a more extensive effort to enhance its "walkability." Given that development within the Transition District was designed for automobile accessibility, pedestrian accommodations must be carefully carved out in this area, with great care taken to ensure pedestrian safety and produce usable connections to the Historic District.

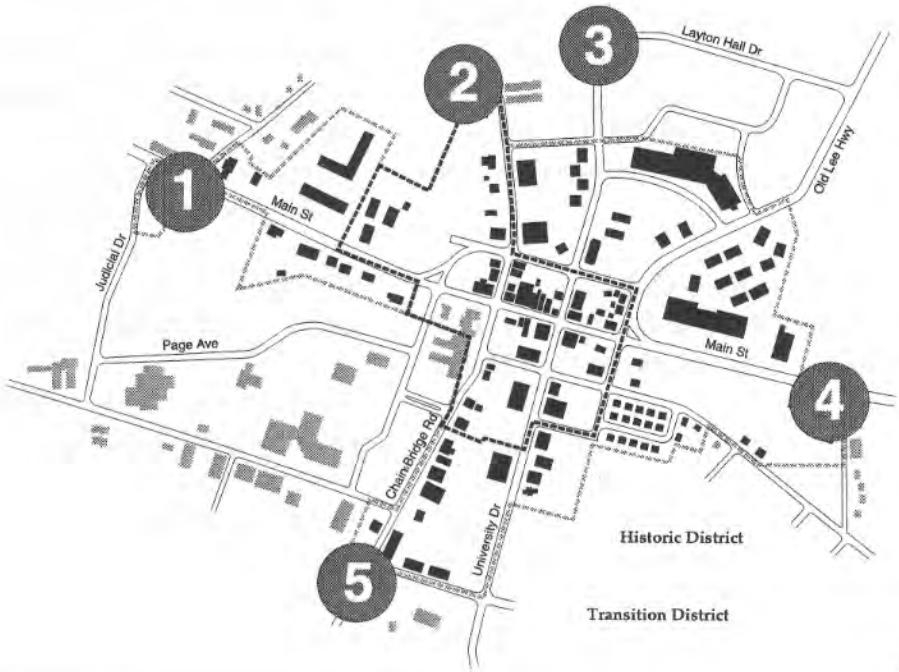
GUIDELINES AND RECOMMENDED IMPROVEMENTS

The following guidelines and recommended improvements offer an approach to achieving the City's community appearance goals for Old Town Fairfax through the use of common design elements and public and private improvements. To accomplish the desired unity and create a more inviting Old Town Fairfax, private development and public improvements in the Transition District must reflect the architectural ambiance and "Main Street" character of the Historic District. Physical improvements and development guidelines are recommended to integrate the old and new, transforming the existing periphery into an effective transition area to protect and complement the Historic District. It is important to remember that these recommendations are offered to improve the urban design aspects of the Old Town, and are not intended to *specifically* address land use, economic and transportation-related problems (although there is some obvious overlapping of these factors).

Gateways

Entry features or gateways should be developed along Old Town's main streets to signify arrival, serving as physical and symbolic demarcations denoting the departure from one form of the built environment and arrival to another quite different form. These gateways need not be located at the actual boundaries of Old Town, but should be developed where the most logical opportunities exist. The figure below illustrates the recommended locations of gateways. The gateways envisioned range from modest to elaborate. At a minimum, Old Town Fairfax "welcome" signs which have been placed at most of the gate-

Old Town Gateways



1994, CD&P

Old Town entry signs

way locations should be supplemented with low-growing shrubs and colorful plantings. Those gateway features that will be a part of the Old Town open space system are mentioned below and discussed in more detail in the subsection entitles "Open Space System." More specific gateway recommendations are provided below.

1 **Main Street at Railroad Avenue**
2 **Chain Bridge Road at Rust Curve, and**
3 **University Drive at Layton Hall Drive**

The City may capitalize on the existing natural drainage ways in these locations by altering the design of the existing concrete bridges. The application of stone veneer will aesthetically enhance these natural crossings and provide an interesting detail at these Old Town entries. The stone veneer used in the bridges should be similar to the stone used in the retaining wall in front of the County Courthouse. In addition, the Old Town "welcome" signs should be supplemented with distinctive plant species or arrangements to further distinguish them as gateways.

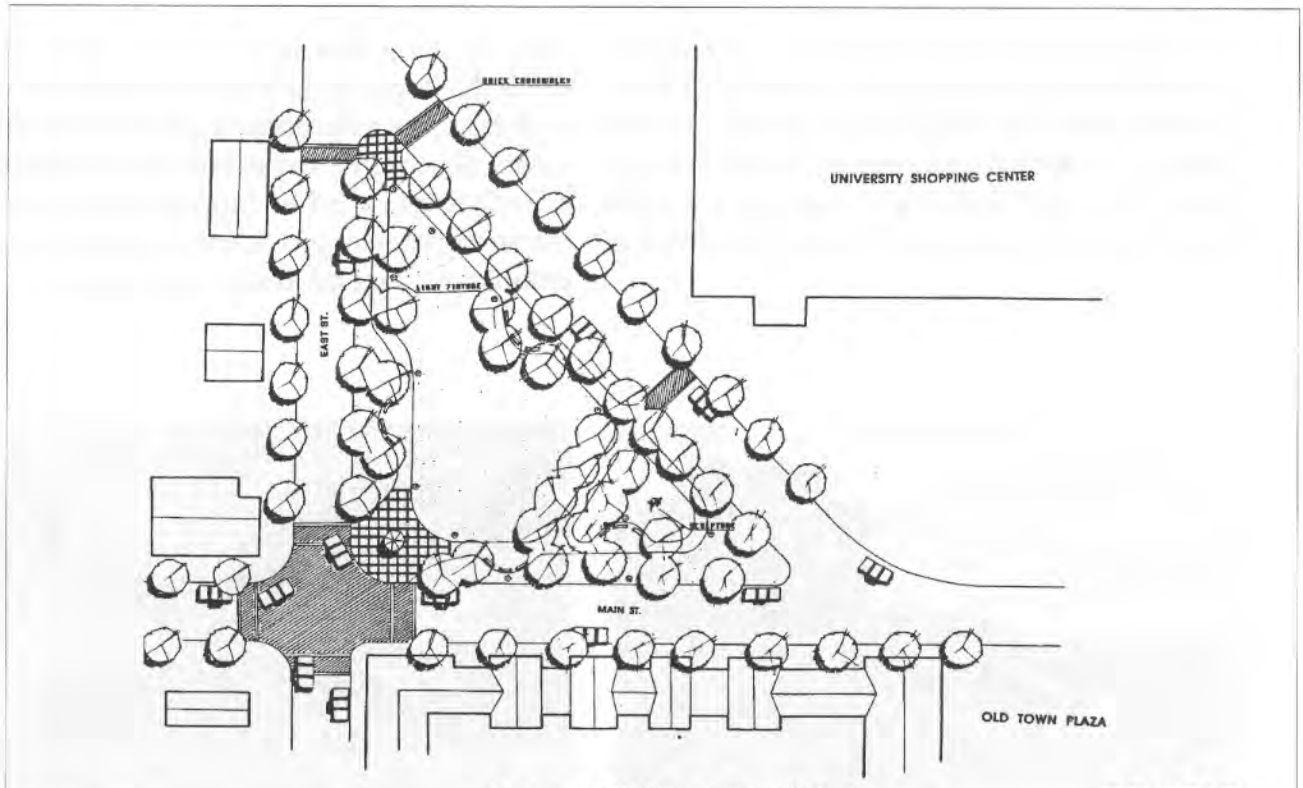
Existing drainage ways mark entrys to Old Town Fairfax

4 **Main Street at Old Lee Highway**

The potential realignment of Main Street's intersection with North Street, East Street and Old Lee Highway will enlarge the existing traffic island created by those streets [see page 13]. This presents the opportunity for the City to develop a significant gateway at that location which may include plant materials, lighting, a bricked walkway and a pedestrian staging area to aid those crossing from the Historic District to the University Shopping Center.

Also under consideration is the eastward extension of North Street to extend the Old Town street grid, thereby improving both vehicular and pedestrian traffic patterns.

Either the enhancement of this intersection as a pedestrian way, or the extension of the Old Town grid will strengthen the functional relationship between the Historic and Transition Districts.



Concept of Old Town entry feature 1991, CD&P

5 Chain Bridge Road at Armstrong Street

Enhancement of the City Hall Plaza/Veterans' Amphitheater will provide an interesting southern entry into Old Town. The concept for this feature is presented in the portion of this plan entitled "Open Space System: City Hall Plaza."

Closure

One of the most important concepts addressed in the Old Town component of this plan is that of closure. The location of buildings or landscape features near the street to create closure is an essential component of the fabric of Old Town Fairfax. Closure contributes to the spatial definition, pedestrian orientation and human scale by which we identify the City's historic building form. On the other hand, interruption of closure in an "old town" environment has a profound negative impact upon spatial definition. Within Old Town Fairfax, this interruption often occurs where parking lots are located along street frontages. It is necessary to restore closure in those locations by adding physical mass along vacant street frontages in the form of decorative walls, fences or landscaping to reinforce a consistent pattern in the Old Town streetscape.

Problems related to closure are readily apparent throughout Old Town Fairfax. Although the essential frontage massing along portions of Main Street is provided, which creates closure and helps define the character of the area, portions of North Street and University Drive contain substantial voids along the street frontages. This results in a "back door" appearance along these streets where continuity provided by adequate frontage massing would portray a more appropriate "front door" appearance.

To the extent possible, each building located within Old Town Fairfax should "relate" to

the streets. That is, building fronts should face the streets without excessive setbacks or large parking areas between the buildings and the streets. If a lot has frontage on more than one street, then the building should have a front facade on each street. If that is not possible, then massing should be provided along the street frontages in the form of decorative walls or fences, or appropriate plant materials to create closure. In any event, mass in the form of buildings or other improvements should frame the streets, providing structure and orientation to the Old Town streetscape.

The massing of buildings along street frontages provides closure that is critical to Old Town Fairfax

Vegetation may also be used to conceal parking areas and provide closure

Attractive fences and walls may also provide effective closure

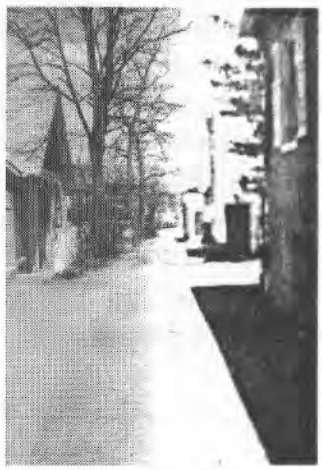
The lack of closure has a negative impact on the Old Town streetscape

Pedestrian Orientation

Although pedestrian improvements do not fall strictly within the realm of community appearance, they are essential to achieving the goal of creating an attractive and functional pedestrian environment - a concept that is central to this Plan. Old Town Fairfax has many qualities which invite pedestrian activity including:

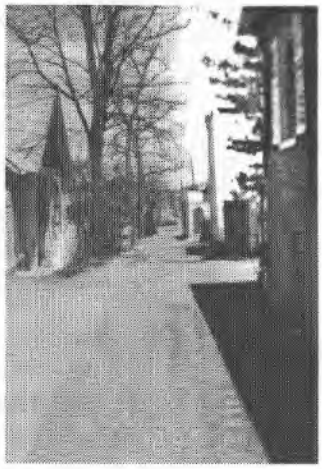
- ✔ centralized parking
- ✔ compactness of the area
- ✔ distinctive architecture
- ✔ pedestrian-oriented shops
- ✔ variety of land uses.

Unfortunately, except for the Courthouse lawn and the wide sidewalk along a limited portion of Main Street, there is little formal space available for pedestrian activity. The Historic District contains a network of brick sidewalks which are well used, even though they are too narrow for many types of sidewalk activity such as window shopping, dining at sidewalk cafes, or resting at benches. Many Old Town pedestrian paths have, in fact, been reduced in width over the years to accommodate the development of adjacent property or effectively narrowed to accommodate the installa-

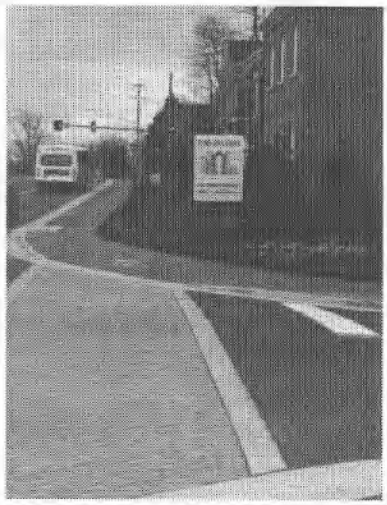


Brick sidewalks add to the Old Town ambiance

Effective pedestrian improvements at the Inns of Court



An informal pedestrian network exists in Old Town



Brick crosswalks contribute to the pedestrian environment

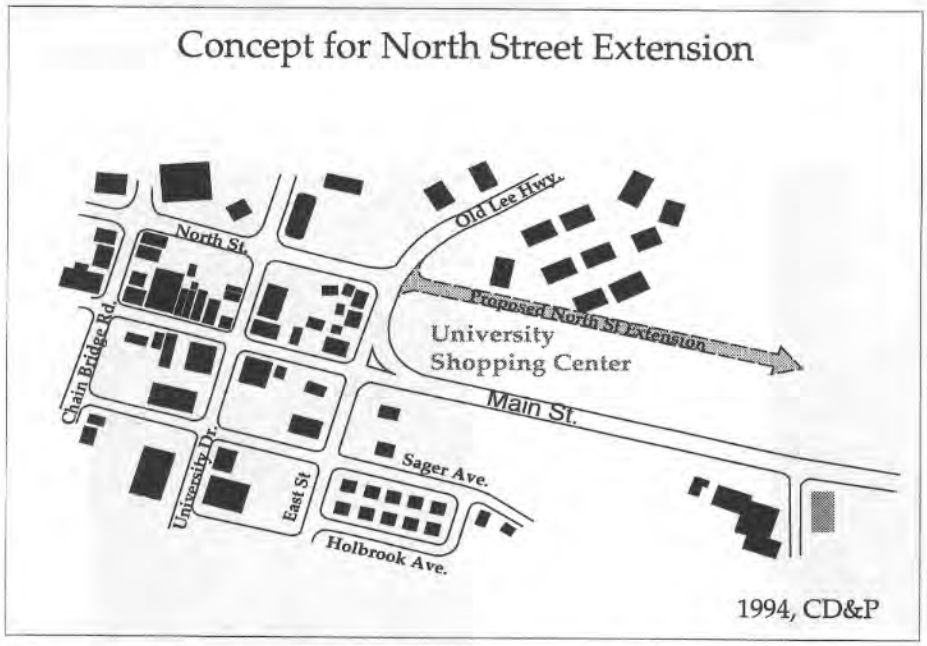
tion of utility poles. In response, pedestrians have created informal paths through parking lots and alleys, allowing them to safely navigate the area.

Pedestrian accommodations in Old Town Fairfax should be transformed from the inadequate systems of narrow sidewalks and the informal network of internal, intra-block passageways to a safer, better defined and more inviting system that incorporates public open spaces such as streams and miniparks. Sidewalks should be wide enough to serve as functional social places in addition to their utilitarian purpose as paths. To foster these pedestrian activities, amenities such as benches, bus stop shelters, plazas, sculptures, fountains, bollards, lighting and planted open spaces should be incorporated into the Old Town pedestrian system. In addition, where pedestrian improvement opportunities are severely constrained within the public right-of-way, pedestrian open spaces and activity areas within Old Town blocks should be encouraged on private property.

It is also important to develop safe and distinctive pedestrian street crossings to encourage greater pedestrian use of the Old Town. Pedestrian signals and brick-paved crosswalks should be installed at major pedestrian street crossings throughout the Old Town. Brick-paved crosswalks will channel pedestrian crossings and provide a tactile surface to remind motorists of the dual function of the street. These paved crosswalks, which have been installed along Chain Bridge Road between Judicial Drive and West Drive, provide an attractive and functional pedestrian amenity. The City should also continue to expand its program of installing pedestrian signals at busy intersections to allow people to safely cross the street and to more firmly establish the pedestrian, as opposed to vehicular, purpose of the crosswalk. Existing concrete sidewalks within Old Town should be systematically replaced with brick sidewalks and widened to a width of six to eight feet where possible. In addition, all new sidewalks in Old Town should be paved with brick.

Finally, the City should examine options to reduce the speed of traffic and alter existing traffic patterns within Old Town Fairfax to enhance the safety and efficiency of pedestrian movement. One such "traffic calming" technique is the use of landscaped islands in conjunction with on-street parking.

In addition, while the City continues to pursue the development of bypasses around the City to



The existing street patterns within Old Town should be examined in an effort to reduce congestion and improve pedestrian mobility

Benches, trash recptacles, telephones, brick sidewalks and plantings create accommodations for pedestrians

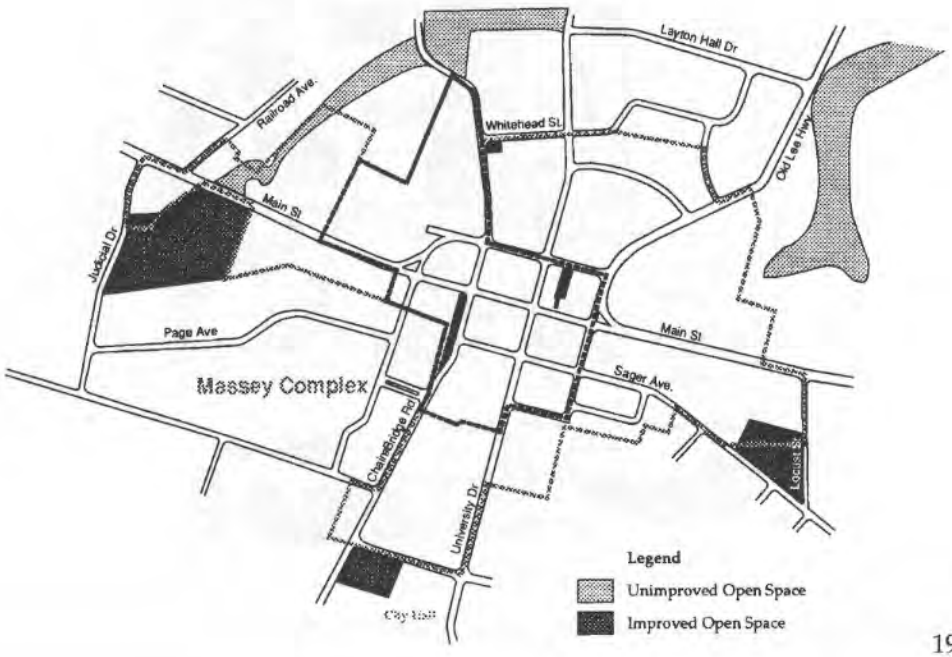
mitigate through traffic, the existing street and traffic flow patterns within Old Town Fairfax should also be closely examined and refined.

Open Space System

Open space serves a critical function for both the pedestrian and the motorist. For pedestrians, open space may act as an inviting oasis and a place for passive recreational activities such as eating, resting or interacting with the natural environment. Pedestrian-oriented open space can take the form of parks, plazas or natural areas. For the motorist, open space can serve to announce entry into the Old Town and add visual relief from development. Open space also serves to enhance and preserve Old Town vistas and soften architectural features.

Old Town Fairfax contains an open space system which, although currently not widely used, has considerable potential. This system is composed of the "natural" and "improved" open space illustrated below, both of which may be capitalized on to encourage pedestrian activity. Natural open space within Old Town includes the City Cemetery and fingers of vegetated stream beds. The improved open space, both existing and proposed, is described below.

Old Town Open Space System



1993, CD&P

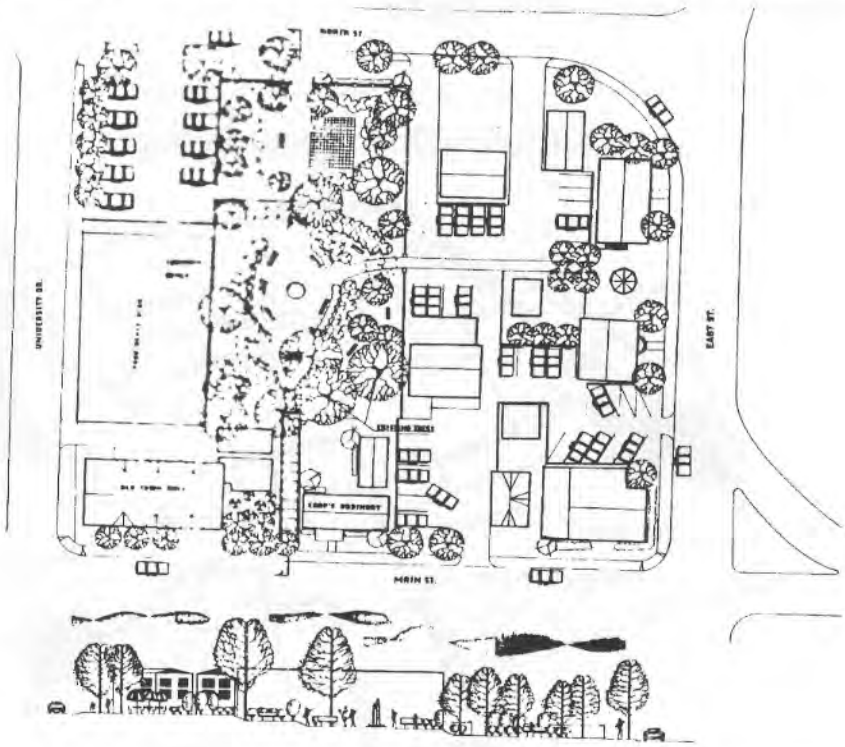
Kitty Pozer Garden

Located behind the Ratcliffe-Allison House is a City-owned, 0.36-acre open space site which is currently landscaped and maintained as part of the Old Town Hall/Ratcliffe-Allison House complex known as Kitty Pozer Garden. This site is strategically located to serve Old Town residents, shoppers and workers. Although this parcel is easily accessible and may potentially serve as a major activity area for Old Town Fairfax, it does not contain pedestrian amenities such as benches, lighting, and walkways, nor does it have a formal entrance. As a result, this site receives little public use. This parcel should be developed with additional landscaping improvements to formally tie together Old Town Hall and the Ratcliffe-Allison House and provide linkage to the adjacent commercial developments.

The installation of formal entrances along North Street and Main Street, bricked walkways, specimen trees, decorative lighting, landscape plantings, perimeter walls, appropriate signage and a focal point (such as a fountain or gazebo) will greatly enhance the appearance and usability of Kitty Pozer Garden and provide the formal setting necessary to make it an attractive venue for Old Town Hall functions. Such development of this property will provide a centrally located open space in addition to serving as an outdoor extension for public and private Old Town Hall functions and providing mid-block pedestrian connections.

The City has received a grant to fund the preparation of a masterplan for the Ratcliffe-

Concept for the Improvement of Kitty Pozer Garden



1991, CD&P

Refinement of the Old Town open space system is important to improve the pedestrian orientation

Allison House and Old Town Hall site which includes the Kitty Pozer Garden. During the design process, the City must determine the nature and extent of activities it wishes to encourage at that location, and assess the historical significance of the existing garden. This information will largely dictate the ultimate design of the garden.

Existing Kitty Pozer Garden

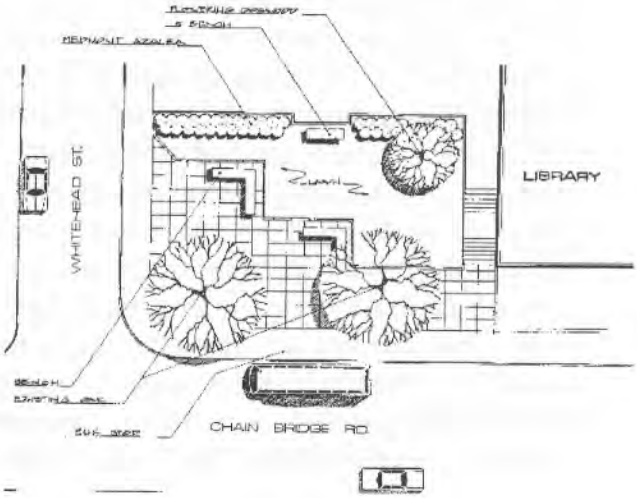
City Hall Plaza

The City Hall Plaza, located at the southeast corner of the Chain Bridge Road and Armstrong Street intersection, is envisioned to be a combination of existing and proposed improvements. Currently, the Veterans' Amphitheater exists at this location with an adjacent lawn area and a considerable amount of landscaping. Proposed improvements include the development of a brick plaza at the street corner composed of planters, seating and decorative lights. In addition, a berm has been constructed and landscaped to enhance the acoustic qualities of the amphitheater, provide improved seating and shade for spectators and visually screen portions of Chain Bridge Road.

Veterans' Amphitheater

Library Plaza

Another plaza is envisioned at the southeast corner of Chain Bridge Road and Whitehead Street adjacent to the Fairfax City Regional Library. This plaza is planned as a simple pedestrian amenity, providing seating at a heavily-traveled location. In addition, the Library Plaza will help define the northern gateway into the City's historic area. This plaza will retain the existing trees while providing decorative lighting, seating and additional landscaping.



While each of the projects described above will individually provide much-needed pedestrian open spaces, the programmatic development of these spaces, in conjunction with planned sidewalk and crosswalk improvements, is essential to reflect the City's commitment to elevate the status of the Old Town pedestrian.

Farmers Market

Because farmers' markets draw potential shoppers and create interesting outdoor activity, they have proven to be excellent land

uses within "old town" areas. In Old Town Fairfax, the farmers' market is located on the City-owned 0.9-acre site at the juncture of North Street and Main Street immediately east of Truro Church. Currently, the farmers' market contains no permanent structures and operates only one day each week from May through November. Parking is provided at the adjacent Truro Church parking lot.

The City has not yet committed to a permanent location for a farmers' market. However, when a permanent location is resolved, vending space should be provided within modest, but well-designed structures within the market, and the perimeter of the site should incorporate the frontage improvements described elsewhere in this Plan including street lights, brick sidewalks and street trees. The farmers' market may serve additional purposes as well, such as providing vending spaces or an information center during the City's Fall Festival or the Fourth of July Parade. In addition, an attractive sign frame should be installed at the market to accommodate changeable faces to inform the public of special events within Old Town Fairfax.

If future improvements occur to North Street which straighten the curve at its juncture with Main Street adjacent to the existing farmers' market site, then the existing triangle-shaped traffic island should be enlarged and refined to provide improved pedestrian access across the street. Other, more complex solutions should also be considered along this segment of North Street that will improve traffic flow and provide for usable public open space.

Landscape Planting

Effective landscape planting techniques add to local character, complement existing development, enhance unattractive sites and provide protection from the elements. A canopy of street trees provides an outdoor "ceiling" which is essential to creating an environment for pedestrian use. Moreover, landscape planting contributes to air purification and oxygen regeneration, water absorption and noise, glare and heat abatement. In addition, where limited space exists for both pedestrian areas and parking lots or streets, plantings should be used to provide an effective protective buffer and screen.

Trees and shrubbery should be used to provide closure where there are voids in the streetscape, or to define and highlight areas of interest. Attractive tree species and planting patterns may also be used to help establish distinctive identity and delineate important activity areas. Landscape planting may be particularly useful in visually connecting the Historic and Transition Districts.

Street trees require adequate space and careful maintenance, and should be chosen for resistance to pollution and ability to withstand drought conditions. In general, Old Town street trees should be approximately 3-1/2" in caliper at the time of planting, chosen from

Tree canopy provides an outdoor "ceiling"

the varieties suggested the Appendix. These young trees are more able to adapt to the harsh urban conditions if properly installed and maintained. Deciduous trees are recommended in this context because they provide attractive street canopy, offer better protection from the elements for pedestrians and are better able to withstand the pollution generated by automobile exhaust. Deciduous trees provide an added advantage by losing their leaves during the colder months, fully revealing the Old Town's architectural features and storefronts. Trees planted on public streets require planting areas large enough to allow the soil to breathe and receive proper moisture. Tree grates should be installed along Main Street and other Old Town locations (where sidewalks are sufficiently wide) to protect root systems and provide a finished appearance.

Careful attention should be given to the placement of street trees. In general, trees should be planted far enough from street lights and overhead utilities to avoid excessive pruning at maturity. Trees should be planted at appropriate intervals to ensure crown massings at maturity. Where space allows, flowering shrubs and flowers should be planted as understory to high branching trees to add seasonal color and screen parking lots. The planter boxes installed along Old Town streets provide a fairly dramatic, yet cost effective infusion of color into that area. However, care must be taken to properly maintain these planters to ensure that they continue to be a visual asset. In addition, appropriate portions of medians and traffic islands should be planted with bulbs each year to add color and variety. Moreover, the installation and maintenance of all plant material must be performed in a manner that takes into account adequate sight distance at street corners and property entrances.

Utilities

Old Town Fairfax contains approximately 3.7 miles of streets, most of which contain large utility poles supporting overhead electric, telephone and cable television wires. Span wire traffic signals and traffic signal cable add to this visual clutter. The overhead wires are particularly obtrusive on the principal roads, which contain most of the City's signalized intersections and have utility trunk lines providing service to large areas.

On-site plantings are attractive and functional elements of the Old Town landscape

The placement of overhead utilities underground is essential to improving the appearance of Old Town Fairfax

The most significant benefit of placing overhead utilities underground is aesthetics. The maze of utility poles and overhead wires is perhaps the single-most distracting and unattractive element of the streetscape. In addition, trees must be trimmed away from the overhead power lines on a regular basis, sometimes resulting in odd-shaped and unnatural-looking trees which cannot grow to their fullest potential. Ancillary devices such as guy wires and transformers also contribute to the overhead clutter.

Another benefit of placing utilities underground is improved safety. Large utility poles sometimes pose hazards to motorists, especially during poor weather conditions. In addition, heavy winds, snow and ice can cause overhead lines to break, creating potential hazards to nearby motorists and pedestrians. Also, utility poles and guy wires located in Old Town's narrow sidewalks further restrict the already limited room for pedestrians to maneuver.

The positive impact of underground utilities is apparent

Mast arm traffic signals should replace the older span-wire style

Despite the difficulties associated with the placement of utilities underground, such a conversion of utilities would be the single most effective improvement that could occur to enhance the appearance of Old Town Fairfax. All above ground utilities in Old Town Fairfax, both on-site and within rights-of-way, should be placed underground. Not only will the "undergrounding" of utilities result in a striking, immediate improvement in the appearance of Old Town, but it will also provide space for additional street trees, benches and decorative lighting in the sidewalks along both sides of streets. In addition, it will effectively increase the usable width of the existing sidewalks, since utility poles are located in many of those sidewalks. In conjunction with the placement of utilities underground, the City should continue its practice of replacing existing span wire traffic signals with mast arm signals. This improvement reduces the number of poles and wires in Old Town, and may potentially allow for the replacement of the existing utilitarian poles with decorative poles which complement proposed lighting improvements.

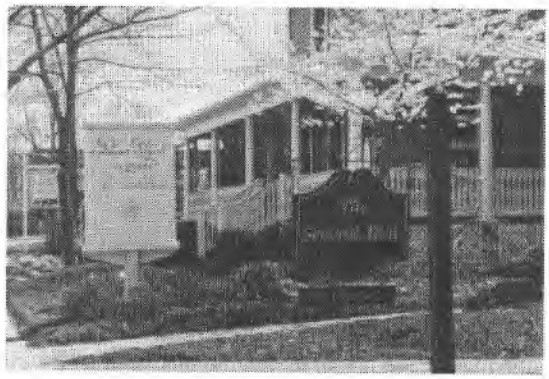
Given the substantial public expenditure necessary to place existing utilities underground, it is not realistic to assume that this can be accomplished as a single major project. However, a comprehensive, yet incremental approach to this issue will yield substantial long range benefits. Future benefit may also be obtained by installing conduit in conjunction with road and building construction projects to accommodate the eventual relocation of utilities underground. The primary advantage of this approach is that an area would not have to be disrupted a second time when the utilities are actually relocated underground.

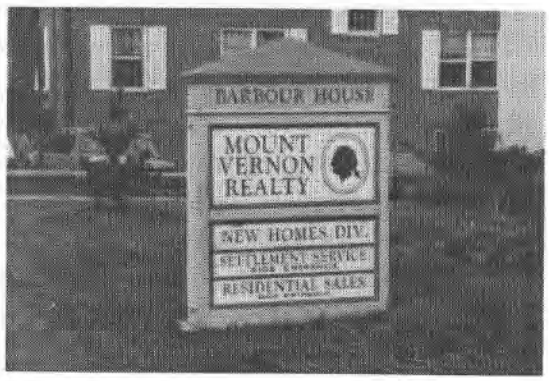
Signs

An excess of public and commercial signs accompanies the proliferation of wires and poles in Old Town Fairfax to produce visual distractions which degrade the streetscape. The design and location of signs throughout Old Town should be reevaluated to reflect a simple statement of the intended message — that is, they should inform rather than advertise. Traffic direction signs, largely intended for motorists, should be consolidated or eliminated where possible (in fact, this process is now underway), and stenciled "no parking" signs should be painted on curbs to replace existing free-standing signs. Traffic signs which are deemed necessary should either be placed on the new traffic light standards or on attractive sign posts where possible.

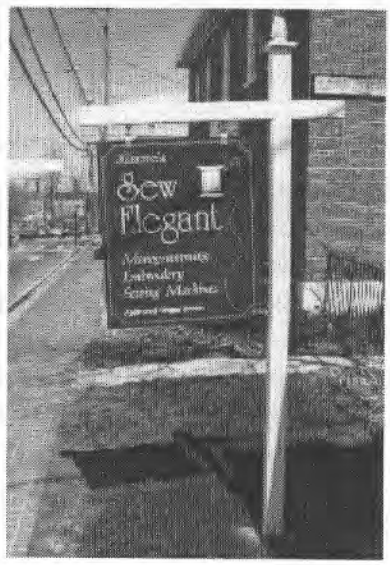
Street name signs should be made larger and more distinctive. With the proper design, the current street sign can be stylized, enlarged and placed on decorative poles. The new signs should be blue and gray which are colors found on the City's entry signs, reflecting the historic background of the area.

Commercial signs in the Historic District are regulated by the City's Zoning Ordinance, reviewed by the Board of Architectural Review and must conform to the requirements of the Old Town Fairfax Design Guidelines [see Appendix]. Examples of existing commercial signs which are appropriate in Old Town Fairfax are shown below.





Stylized street signs will add distinction to the Old Town streetscape



To further establish the Transition District as a transition to the City's historic core, all commercial and traffic signs should be compatible with the signs in the Historic District as detailed in the Guidelines. In addition, the City should consider instituting a program, perhaps through the guidance of the BAR, of identifying those existing legally nonconforming signs located in Old Town Fairfax which are not consistent with the Guidelines, and encouraging the property or business owners to alter or replace those signs. This program could involve participation by the City and business organizations in the form of design or financial assistance.

Lighting

Height, spacing, intensity, color and style of street lighting define the character of streets and delineate distinctive districts. Street and site lighting in Old Town should be provided in the form of pedestrian-scale, historic style decorative fixtures. A decorative fixture should be selected as the standard to be used generally along streets in Old Town Fairfax. This fixture should be consistent with the scale of the sidewalk and storefronts and is intended to contribute to the pedestrian orientation of the area. All light poles should be black or dark bronze in color. Specifications and installation guides for lighting in Old Town Fairfax are provided in the Appendix.

Businesses providing on-site illumination for parking lots and pedestrian ways should also use this standard, where it is compatible with the architecture of the structure on the site. Where this fixture is not compatible, a lighting style should be used on-site that complements the architecture of the structure. In any event, a single lighting style should be used along street frontages to establish a consistent pattern and provide an attractive, distinctive frame for the streetscape.

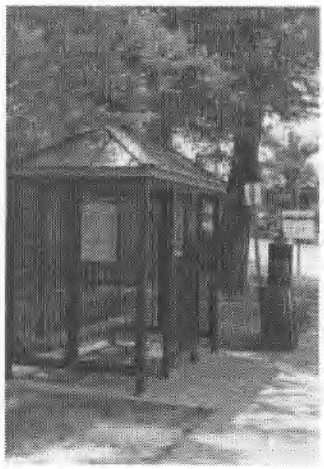
A period lighting standard should be selected, and installed throughout Old Town Fairfax

Street Furniture

Benches should be installed at appropriate locations throughout the Old Town to improve the pedestrian environment. The County Courthouse lawn and the bus stop on Chain Bridge Road opposite the Courthouse provide excellent locations for benches. In addition, benches should be located at each of the existing and planned public open space areas in Old Town. Publicly-provided benches should be of the styles depicted in the Appendix and in the photograph below. Privately-provided benches should be encouraged, the style and materials of which should complement the character of Old Town Fairfax. These benches should also be of durable construction, requiring a minimum of maintenance.

Bus stop shelters should continue to be installed in convenient locations throughout Old Town. The recommended design provides shelter, accessibility and comfort to CUE riders. These shelters are cost effective, yet blend well with the character of Old Town Fairfax.

Trash receptacles consistent with other street furniture proposed for Old Town should continue to be installed at each public open space area, near benches, at each bus stop shelter and at other important pedestrian locations. The photographs below illustrates the street furniture designs that have been selected for use throughout Old Town Fairfax.



Design Standards

Design standards are guidelines which are adopted to elevate building architecture to a consistent, high standard and to ensure that new construction retains the quality and continuity of existing buildings. Design standards applicable to the City's Old Town Fairfax Historic District have been in use by the BAR since 1986 in the form of the Historic District Guidelines. These guidelines were refined and expanded in scope (to apply to the Transition District as well as the Historic District) in 1993 with the preparation of the Old Town Fairfax Design Guidelines [see Appendix]. All proposed development within Old Town Fairfax, including signs, landscaping and lighting, is reviewed by the BAR to help correlate features of buildings and other structures to the appropriate context and scale. The Guidelines provide design criteria for architectural details, windows and doors, materials, lighting, color and signage compatible with the historic significance of Old Town Fairfax.

SUMMARY

Many of the key elements which will catalyze the transformation of Old Town Fairfax into a pedestrian activity area and regional showplace already exist. The recommendations described above, acting together, will not only help accomplish this ideal, but also result in the creation of an environment which fosters public activity and civic pride. The major recommendations for Old Town Fairfax are:

- Develop distinctive gateways into the Old Town;
- Consistently apply the Design Guidelines throughout Old Town Fairfax;
- Achieve closure along street frontages through frontage massing;
- Develop and refine an open space system of parks, plazas and natural areas;
- Eventually place existing overhead utilities underground and ensure that future utilities are installed underground;
- Consolidate traffic signs; replace existing street signs; limit commercial signage throughout Old Town;
- Install distinctive, pedestrian-scale street lighting; replace existing traffic signals with decorative mast-arm traffic signals; install attractive street furniture along Old Town streets;
- Install and maintain street trees and ornamental plants throughout Old Town; and

- Foster an effective public/private relationship to ensure the success of Old Town enhancement efforts.

PUBLIC AND PRIVATE EFFORTS

The improvements described above can only be achieved through a combination of public and private efforts. It is the responsibility of the City as well as Old Town proprietors and land owners to foster the protection and transformation of this important City asset.

The City can influence the appearance of Old Town through both direct and indirect actions. The development of the public open space system is an example of a City action which will directly affect the Old Town. The City may also directly influence the Old Town environment by consolidating traffic signs and installing distinctive street signs, lighting, brick walkways/crosswalks, street furniture, underground utilities and mast arms. In addition, the proper maintenance of public improvements such as streets, walkways, lights, signs and landscaping is a subtle, yet essential, component of the City's responsibility.

The City may also influence the appearance of Old Town in an indirect manner. Through the design review process (rezonings, special use permits, special exceptions, site plans, subdivisions and architectural review), the City Council, Planning Commission, BAR and City staff each have the opportunity to influence the design of new development and redevelopment in Old Town. It is the City's responsibility to ensure that future development is consistent with the character envisioned for Old Town Fairfax. In addition, the City should continue and expand its practice of sponsoring events in Old Town. Most notably, the City's Fourth of July Parade, Fall Festival, the Festival of Lights and Carols, and Spotlight on the Arts, each of which occurs in Old Town, promote a positive image and patronage of that area.

Perhaps the single-most significant contribution that can be made by private interests in Old Town is the understanding and support of the Old Town concept. Owners and proprietors of existing buildings and businesses can support this effort through proper maintenance of their buildings, parking areas and landscape plantings and by providing strong support for the design controls adopted for Old Town to ensure complementary buildings, signage and other improvements.

Those developing property in Old Town may contribute by presenting architectural and site designs which are consistent with the Old Town concept. Where a group of properties is under a single ownership, the property owner has an even greater opportunity to create a distinctive image within the context of the Old Town concept. Moreover, as vacant property in Old Town develops and existing sites redevelop, private developers will include streetscape improvements such as placing existing overhead utilities underground and installing street lights, landscaping and brick sidewalks.

Finally, recent amendments to the City's zoning regulations have removed all parking requirements from a 5-block core area of Old Town Fairfax. This action may ultimately have a profound impact on future development in that area. Eventually, existing surface parking lots may potentially be replaced with one or more centralized parking structures, and the remaining lots may then be developed with commercial, residential or mixed use structures. This will serve the aesthetic objective of creating closure (discussed previously) along the street frontage, as well as the

economic development objective of providing additional space for business, thereby increasing the vitality of Old Town.

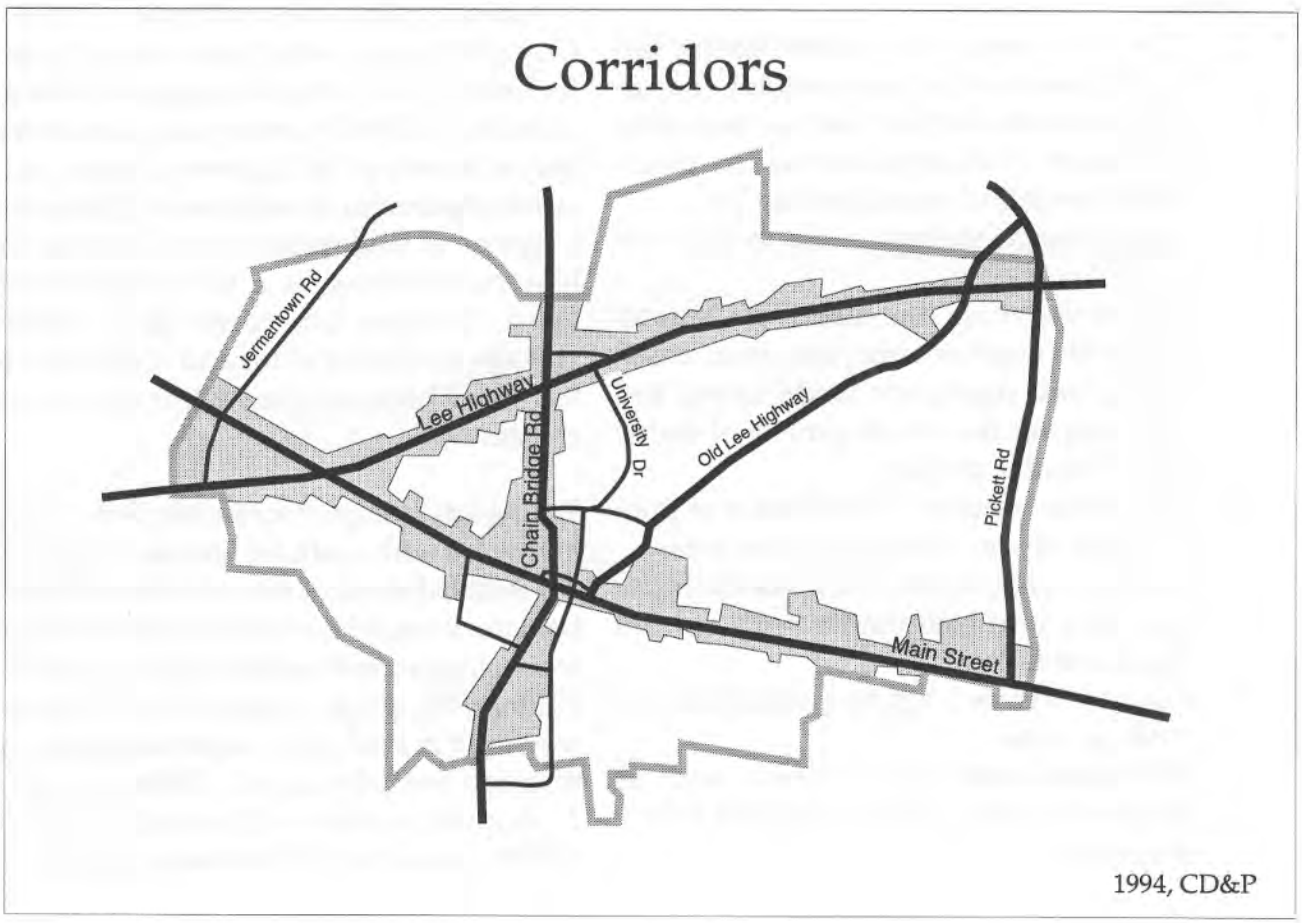
Corridors

Corridors

Within the City of Fairfax, there are heavily traveled corridors that exhibit the linear pattern of development found along many of the major streets in the region. These streets within the City include Lee Highway, Main Street and Chain Bridge Road. Although each of these streets is different in character and composition, they are alike in that they carry large volumes of through-traffic, they are principally developed in a "linear" pattern (that is, they are generally fronted by relatively small, shallow lots with maximum street exposure), and would each benefit from similar public improvements and a different focus in the pattern of development. In addition, these streets serve as more than functional roads in the City. Their appearance leaves an impression upon visitors and residents alike as the most visible evidence of the City's concern for its image and environment.

While recognizing the common elements, each of these streets differs from the others with respect to the types of land uses (e.g., residential, retail "strip", office) and the character of that land use (e.g., setbacks, building height, landscaping). Because of these differences, this Plan will examine the characteristics of each street, and offer both collective and street-specific recommendations.

The recommendations contained in this component of the Community Appearance Plan are guided by the City's Comprehensive Plan which assigns a great deal of importance to improving the appearance and function of the City's corridors. Comprehensive Plan references to community appearance are restated below.



The Plan's **Economy** element specifies the following goal and objective:

Goal: Cultivate a diverse economy within the City which capitalizes on the City's assets and enhances its small town character.

Objective: Stimulate a climate which encourages the establishment of businesses complementary to the economic and residential interests of the City.

The Plan's Community Appearance Element specifies the following goal and objective:

Goal: Pursue an attractive, distinctive image for the City.

Objective: Improve the appearance of the major commercial corridors.

In addition, the Plan recommends the following strategies to implement this goal and objective:

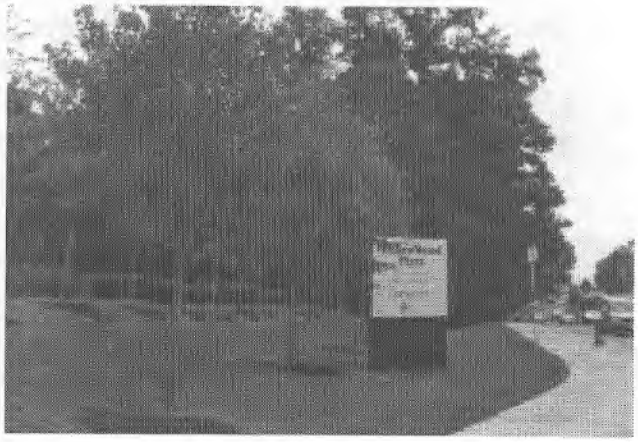
- Effect strategies for redeveloping unsightly commercial areas and for encouraging concentrated and unified future development that complements the small-town/historic character of the City.
- Adopt design guidelines for major commercial corridors.
- Reduce the visual dominance of the automobile by emphasizing pedestrian accessibility and significant landscaping, and encouraging the development of traffic routes around the City.
- Assure the superior maintenance of public rights-of-way and open space areas.
- Pursue a program to bring nonconforming signs into compliance with current regulations.
- Adopt improved lighting standards for outdoor areas.
- Eliminate distracting elements, such as signs and utility poles, from the City's roadways .
- Assure that highway corridors remain attractive year-round through proper landscape design.

The Community Appearance Plan represents the next step toward realizing the community appearance ideals contained in the Comprehensive Plan. To that end, improvements are recommended which will accent existing features and encourage additional aesthetic improvements along these corridors.

Existing Conditions

Along the City's corridors, there are more than 1,000 businesses serving a regional market area. A large portion of these corridors developed as commercial strips during the rapid post-World War II period of suburbanization, transforming the once-pastoral landscape into a land use pattern that is too often dominated by garish signs, characterless buildings and overhead utility lines and poles. Unlike the City's Old Town, which has retained much of its historic character, development along the corridors adapted to new demands driven by ease of access to the highway system and adjacent residential development. This dictated a pattern of land use different from the City's historical setting as a turn-of-the-century town. Parking lots, travel lanes, medians, signage, overhead wires and corporate architecture all became a part of this new commercial aesthetic.

Taking advantage of accessible land along the highways with room for lateral development, the establishment of the commercial strip as a land use form within the City paralleled post-war housing construction. Beginning with the Hilltop Shopping Center at 11102 Lee Highway, built in 1947, other larger shopping structures followed. By the mid-1980s, the City had 21 shopping centers with a total of nearly 1.7 million square feet of floor area, together with



numerous fast food restaurants, automobile sales and repair businesses and other auto-oriented commercial uses.

Because commercial strip development generally emphasized appeal to a mass commuting population, the orientation of sites and buildings to the motorist resulted in the abandonment of the notion of human scale design. Commercial activity, no longer tied to one compact area, began to sprawl in a linear pattern along the highway. As a result of this emphasis on visibility and automobile access, architecture and site layout began to reflect a "formula" approach. Hence, the City's predominant commercial areas began to resemble the commercial strips located in hundreds of other communities.

As the City of Fairfax matured, concerns about the appearance of its corridor emerged, particularly as the City's image and economic vitality were affected. Guided by improved land use regulations, new development began to reflect the growing community concern for aesthetics. This new development presented an image that was more compatible with immediate surroundings, offering more extensive landscaping, better building design and more subtle signage. The recommendations contained on the following pages encourage this trend to continue through both private and public efforts.

Lee Highway

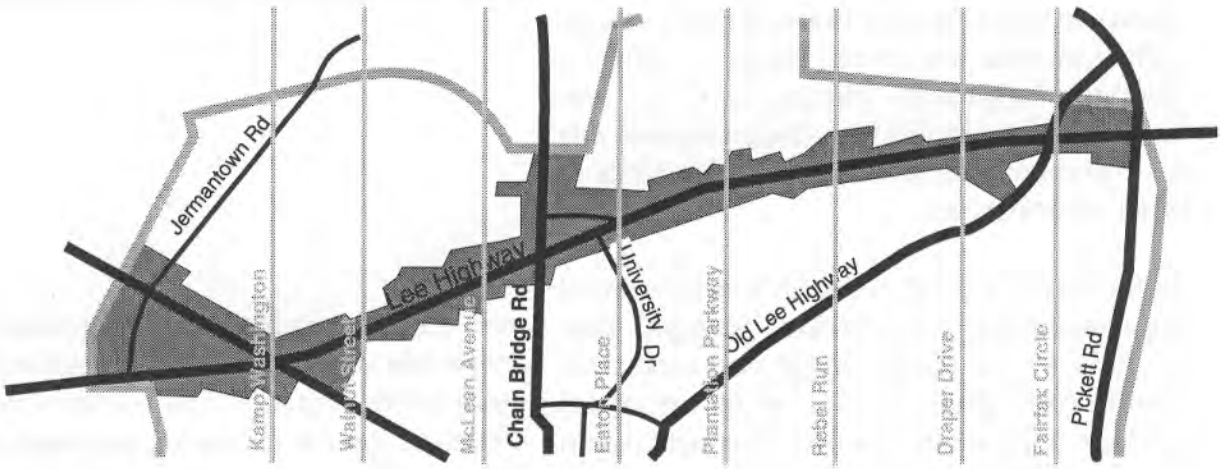
The Lee Highway corridor is not only one of the most frequently traveled roadways in the City, but it also contains the majority of the City's commercially zoned property. It is an area diverse in character, quality and potential. The existing conditions along this corridor are described below.

Between Fairfax Circle and Draper Drive, the north side of Lee Highway is characterized by commercial/industrial buildings with undistinguished detailing located on inadequately-sized and under-landscaped sites. There is a noticeable scarcity of vegetation in this area. The south side of the corridor contains the Fairfax Circle Shopping Center, with smaller commercial establishments located on "out parcels" along the street frontage. This area is also dominated by barren parking areas and the general lack of effective massing along the street frontage.

The portion of Lee Highway between Draper Drive and Rebel Run contains an eclectic mix of commercial land uses that continue the pattern of undistinguished development lacking in effective landscaping and building design. The architecture of automotive establishments, hotels, a plant nursery, furniture stores and restaurants which exist along this segment is standardized and corporate. The renovated P.J. Skidoos restaurant, however, distinguishes itself through its use of building materials, architectural detailing and traditional design.

Between Rebel Run and Plantation Parkway, the character of the corridor changes abruptly, departing from an area that is extensively built-up to one that is dominated by natural features. In this segment, the existing floodplain and heavily wooded areas provide a handsome framing for development. The

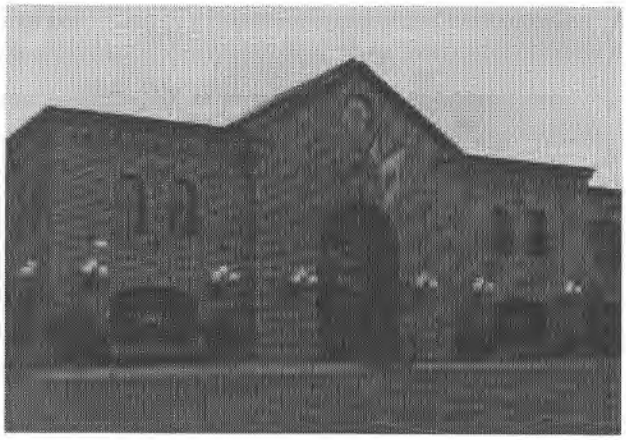
Lee Highway Corridor



1994, CD&P

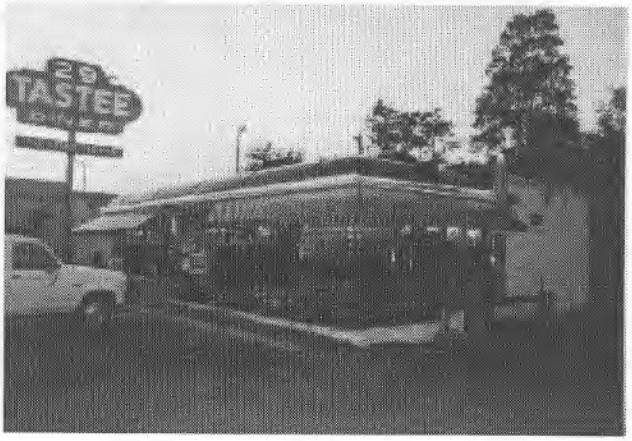
commercial development, in response, is buffered by landscaping and berms. Tree massings limit the visual impact of parking lots. Within this segment, the Shafran Building promotes a strong connection with the street through the location of the building near the street and the parking to the rear.

Between Plantation Parkway and Eaton Place, the quality of the natural environment continues where topography, trees and floodplain have had a visible impact on recent development. The Brown's auto dealerships reflect the appropriate use of materials and the elevation from the roadway provides attractively landscaped slopes. The impact of overhead utilities is reduced because they are set back from the south side of the road. For pedestrians and cyclists, this segment is the most pleasing along the Lee Highway corridor.



The portion of Lee Highway between Eaton Place and McLean Avenue returns to the more typical strip development pattern. Free-standing commercial establishments, car dealerships, fast food restaurants and gas stations dominate the land uses, while signs, utility poles, traffic lights and overhead wires limit the positive effects of existing landscaping.

The most significant buildings along this segment are the Tastee 29 Diner and the Miller and Smith building. The Diner reflects a distinctive building form which developed along highways across the country during the post-war era. Because the condition and unique nature of the Diner warrant its preservation, it was placed on the National Register of Historic Places in 1992. In contrast, the Miller and Smith building reflects a new building approach by establishing a strong relationship between the building and the street, with a pedestrian entrance to the street front and parking located at the rear of the building.



The intersection of Chain Bridge Road and Lee Highway is also located within this section of the corridor. Because it is the crossroads of two of the most heavily traveled streets in the City, it is essential that this area reflect the highest community appearance ideals. Unfortunately, this area contains buildings and sites that appear unkempt and in disrepair. Within the Lee Highway corridor, this is the location with the greatest potential for significant improvement.

Between McLean Drive and Walnut Street, Lee Highway continues the mix of commercial development, characterized by vernacular building forms and corporate architecture. Fast food restaurants and small retail/service businesses dominate the land use along this segment. Deep setbacks, large parking areas, poor landscaping and wide side yards deprive the area of aesthetic unity. The Paul VI High School grounds provide one of the few significant open spaces along this segment, and its mature lawn trees offer some visual relief from the commercial development. However, the chain link fence along its frontage detracts from the potential positive impact of the plantings, and indeed contributes to the visual clutter in the area.

At the segment between Walnut Street and Kamp Washington, the length of Lee Highway within the City comes full circle — beginning and ending with a chaotic mix of utility poles, wires and signage. Commercial developments with poor landscaping, deep setbacks and bland architecture dominate the area. This is aggravated by the high traffic volume and the poor condition of many of the

buildings. Access to the properties along the north side of the road is provided by a service drive containing too many curb cuts to effectively define travelways and control access. Street trees are provided on the south side of the corridor, although many are surrounded by asphalt paving, providing inadequate area for the trees to mature.

The renovated Bill's Carpet building is a good example of the positive effects of small-scale redevelopment within this segment. Facade and roof alterations, as well as additional landscaping, transformed this old supermarket into a more contemporary and attractive site. Also within this segment, the Dunkin Donuts building and site is an example of 1960s development that has benefited greatly from building and site renovation. However, the general condition of this portion of the corridor points to the need for a comprehensive and extensive redevelopment effort.

The problems and potentials of the Lee Highway corridor vary along its length. Much of the older, post-war development which existed solely because of highway visibility and accessibility of land is now clearly obsolete with respect to site design and amenity. Many buildings within the corridor reflect no sensitivity to their natural settings. This condition leaves the street as the dominant visual feature— with utility lines and poles, signs and lights as distinct components. The traditional function of architecture providing landmarks was abandoned in favor of land use patterns dominated by signs and parking lots. Without architecture creating a sense of place, the highway itself and adjacent parking lots have defined the path by default (this condition is readily contrasted with Old Town Fairfax, where building form, fenestration, roof lines and entryways impart visual character).

Some of the more recent development reflects changes in the attitudes and expectations of the public who use and live within or near the corridor. More sensitive site design, improved landscaping and greater attention to building detailing are now essential components of all new development and redevelopment. These efforts, as well as floodplain protection and tree preservation, will set the stage for future development along the corridor.

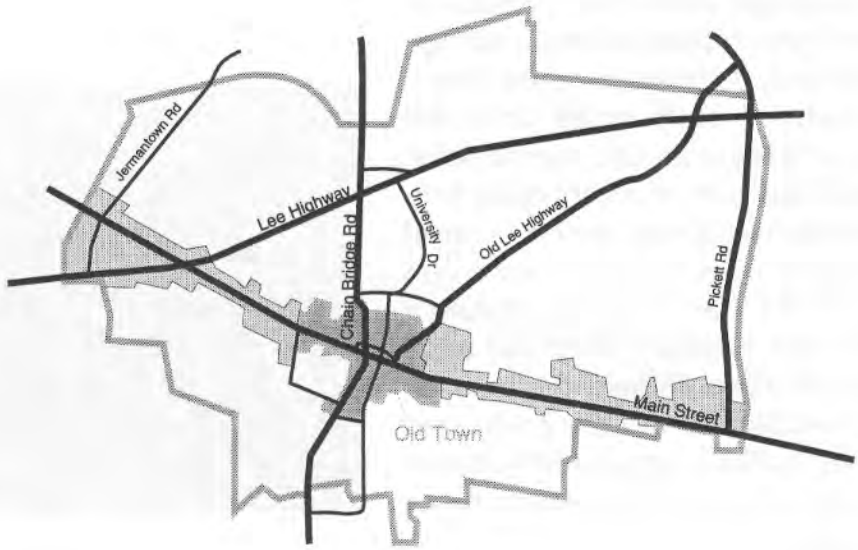
Main Street

The Main Street corridor is a major regional corridor containing a mixture of land uses along Route 236, one of the region's principal arterials. The slow evolution of development along this corridor allowed Main Street to incorporate newer commercial and residential styles from the 1960s and later, while retaining churches, post-war housing and the historic commercial district. Although highway oriented commercial land uses dominate at both ends of the corridor, Old Town Fairfax bisects the corridor and breaks this pattern by retaining a mixture of residential and commercial land uses.

The Main Street corridor differs from the Lee Highway corridor in its scale and character. Main Street is distinguished by its sidewalks, landscaped medians and abutting residential communities. At many locations along the Corridor, the scale of Main Street does not overwhelm the pedestrian because the width of the street is favorably proportional to the adjacent buildings. Also, the Main Street corridor has fewer signs, curb cuts and commercial development. These factors offer a readily apparent contrast between the Main Street and Lee Highway Corridors.

The Main Street corridor has rolling topography which provides significant visual amenity. The pastoral views of the Farr property, contiguous to Old Town Fairfax, reflect the area's rural history. By contrast, the suburban sprawl at Jermantown Road, with its deep setbacks and large parking lots, are more typical of commercial development patterns in the City. Throughout the corridor, however, the

Main Street Corridor



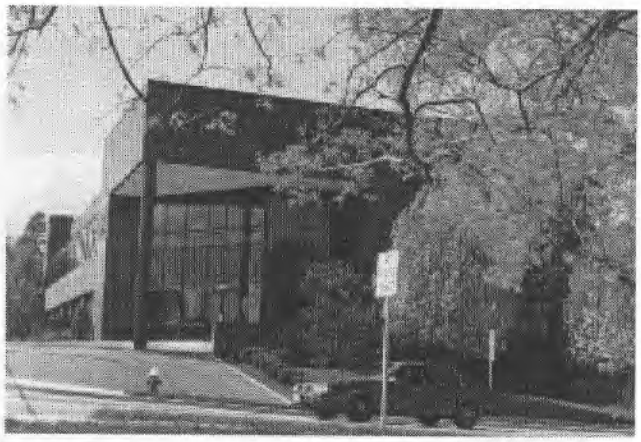
1994, CD&P

street trees along the road side and within the medians contribute to its positive visual character.

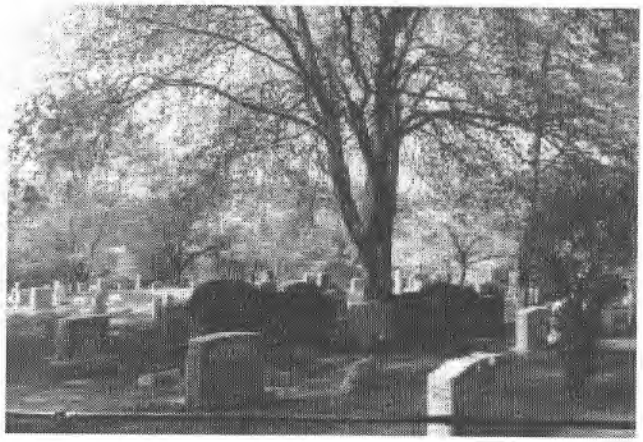
Along Main Street, various forms of landscape design and architecture exist. In some areas, development has produced an urban landscape with scarce vegetation and architectural detail. However, as a result of the City's improved land development regulations and architectural review process, redevelopment initiatives have increased the vegetative cover and improved its appearance.

Along the corridor adjacent to Kamp Washington, Main Street is defined by commercial land uses that are heavily dependent on automotive trade or travel including gas stations, car dealerships and shopping centers. While the street edges and medians contain street trees, the overall appearance of this segment suffers from the general lack of landscape plantings on individual lots. Of particular architectural note are the 50/66 Office Buildings at 11150 and 11130 Main Street, which represent a counterpoint to its less focused neighbors. While the 50/66 Buildings are good examples of contemporary architecture incorporating traditional building materials, the open space in front of these buildings is not developed into its potential as either a usable pedestrian space or a visual amenity.

East of Kamp Washington, the character of the Main Street Corridor becomes defined by smaller and less densely developed commercial areas. Although there are individual businesses that exhibit many of the characteristics of the intense commercial development to the west such as the car dealership and tire center, the general character becomes more intimately scaled within this segment. While the public landscaping improvements continue along the street within this segment, the examples of poor landscaping within individual developments persist The EZ Communications building stands out as an example of appropriate development due to its street



presence (location close to the sidewalk), concealed parking, pedestrian entrance integrated into the building design and site plan configuration.



Landscape efforts need not be limited to street tree plantings. The Cemetery near Judicial Drive is one the City's finer examples of landscaped public space. The pastoral appearance and excellent maintenance of this area provides a much needed, relatively formal open space amenity for this portion of the City.

Old Town Fairfax bisects the Main Street corridor within the City. Because of its distinct character and historical setting, it is addressed separately within the Community Appearance Plan. However, for the purposes of this portion of the Plan, it is important to recognize that the core of Old Town Fairfax provides the City with a traditional, pedestrian-scale setting that is a critical part of the City's identity.

The transition from the core of Old Town Fairfax in an outward direction both east and west along Main Street is characterized by the dilution of nineteenth century city building form. Site planning evident in and near the Transition District portion of Old Town Fairfax represents a transition from nineteenth century town planning principles to the "systems" planning practices of the twentieth century. The street's importance for ceremony and social interaction gives way to its function for auto travel. The buildings developed outside of Old Town Fairfax generally contain deeper setbacks and are separated by more land area. In these areas, little attention is given building entrances and large, prominent parking areas prevail. It is clear from this pattern of development that one is not expected to walk to these buildings.

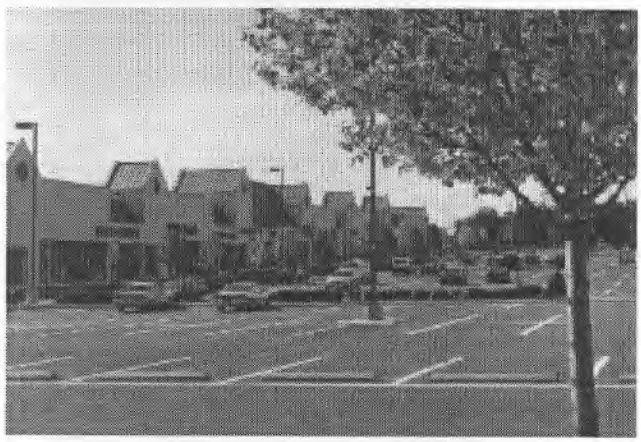
Immediately east of Old Town Fairfax along Main Street is the approximately 80-acre Farr Estate. The historic home and pastoral landscape compose a truly unique setting within the City (perhaps even within the region). The tree cover and natural setting of Daniels Run provide a visual asset enjoyed by City residents and visitors.

Between Locust Street and the eastern boundary of the City, the Main Street corridor has rolling topography and substantial wooded areas that temper the small scale development. Commercial development along this segment consists primarily of townhouse offices and small shopping centers, while residential development includes single-family detached homes, townhouses and apartments.

Some noteworthy developments are located at the intersection of Main Street and Burke Station Road. The Fairfax County maintenance facility is a highly visible example of an inappropriate land use with no positive aesthetic features. The plain building design, the use of unattractive building materials, the lack of plantings and appropriate screening and the chain link/barbed wire fence emphasize the inappropriateness of the use along this corridor.

By contrast, the Fairfax Square development across Main Street offers some good lessons for commercial development. Through the consistent use of building materials, superior landscaping and understated signage, Fairfax Square stands out as a quality development. Also, farther east along the corridor, the townhouse office development of Woodson Square stands out as a good example of the appropriate use of building materials and signage. This development is enhanced by the adjacent wooded area that provides an attractive backdrop. In addition, the medians within Main Street along this segment have been planted with large trees which, along with the rolling topography, enhance the aesthetics of this portion of the corridor.

The Main Street corridor terminates in the City at the intersection with Pickett Road, where Fair City Mall provides a good example of the impact of recent revisions to the City's development regulations on the redevelopment of property. In the late 1980s, Fair City Mall was an unattractive structure with a huge, barren parking lot. Redevelopment of the site brought significant improvements to the appearance of the building, the construction of complementary buildings, the addition of some textured pavement within the parking area, and the addition of landscaped islands and frontage landscaping.



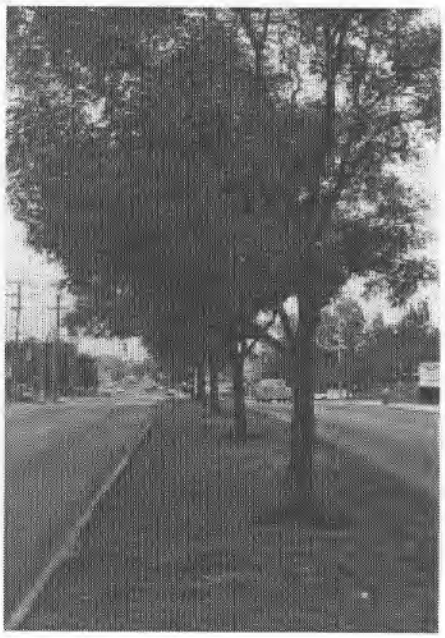
GUIDELINES AND RECOMMENDED IMPROVEMENTS

The community appearance guidelines and recommended improvements for the City's corridors do not seek to superimpose historic building styles and Colonial or Victorian references, but rather focus on superior landscaping and public improvements, distinctive signage and quality architecture - contemporary or otherwise. These guidelines and recommended improvements are generally applicable to corridors within the City (including those corridors not specifically addressed), and are not specific to any one corridor unless otherwise noted.

On-site landscape plantings used to supplement street trees.

Landscape Plantings

The underlying theme for improvement of the City's corridors is that these areas should look and function more like boulevards. The establishment of tree rows on both sides of streets and in the center medians is essential to achieve the boulevard effect. Trees serve both aesthetic and environmental purposes. Tree planting provides shade, helps filter the air of pollutants and cools the summer microclimate. Visually, canopy trees help soften the stark appearance of adjacent architecture and parking areas, hide overhead utilities and visually define various segments of the corridors. Trees are a cost-effective corridor improvement, having life spans measured in decades if properly installed and maintained.



Tree canopy is critical to the boulevard concept.

Tree canopies should be established along the length of the corridors through the introduction of a variety of species. Variety in the species of trees planted along the corridors will help abate the inherent weakness of a monoculture, while a single tree species may be subject to disease that could destroy the entire pattern of landscaping, a variety of species will ensure an overall survival rate. It will also permit a different canopy effect and fall color in each tree species "zone," adding visual interest to the corridor. Canopy trees should generally be 2-1/2 to 3-1/2 inches in caliper at the time of planting to achieve the desired effect as soon as possible. While tree rows

planted at the street's edges will provide a canopy for the boulevard, medians should be planted with flowering trees to provide visual contrast and interest. Street trees, both along the street edge and within the medians, should generally be planted at 30-foot intervals to provide a continuous canopy at maturity. In addition, the use of flowers and shrubs should be expanded to add color along the corridor. Landscape planting specifications and recommended species are presented in the Appendix.

Raised traffic islands along the corridors that currently contain poles, signs, concrete and rocks, should be transformed into visual assets through a combination of landscaping and textured paving. Where these islands are sufficiently large, they should be planted with street trees, shrubs and flowers. Where islands are too small for plant material to thrive, they should be surfaced with a stamped concrete textured pavement to provide a finished, yet attractive appearance.

The streets that intersect the City's corridors and provide principal access to major subdivisions should be treated as entry features and receive distinctive landscaping. Suitable ground cover, tree massings and modest signage are appropriate in these designated areas. In instances where street widenings or intersection improvements necessitate removal of such features, then the street plans should incorporate designs for their reinstallation. A landscaping philosophy of "net gain" should apply to all future street improvements along this corridor. If street improvements require the destruction of existing landscaped areas, then similar landscaping should be installed as close to the original location as possible.

Landscape planting on private properties will also greatly enhance the appearance of the corridors. New development should not only incorporate tree plantings, but should also take measures to protect existing trees to the maximum extent possible. Small commercial

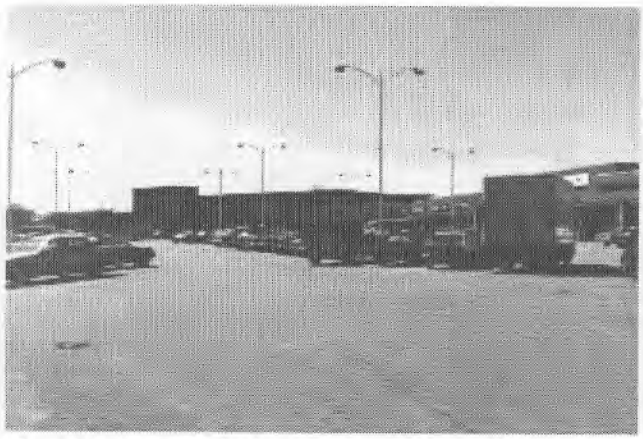
Plant materials may be used effectively to screen parking areas.

Tree planting within parking lots improves the microclimate and enhances the appearance of the site.

buildings and large parking areas can obtain the desired sense of scale and establish an attractive street "edge" through appropriate landscaping. Where development presents the opportunity to establish large planting areas, the massing of trees and shrubs found in natural woodlands should be emulated. In general, deciduous trees should be used in parking and pedestrian areas to provide protective canopies. Evergreen trees should be used in conjunction with deciduous trees where an effective vegetative screen is needed. Not only will deciduous and evergreen tree planting provide screening between commercial development and adjacent property, but it will also provide an attractive backdrop visible from the street.

It is important to recognize that tree plantings along the street frontage and within medians are intended to enhance the visual environment along the corridors by producing an attractive, repeating and unifying streetscape element. These trees are not, however, intended to be used as screens that unreasonably restrict views to adjacent businesses. Ultimately, high branching canopy trees will permit views from the street to the adjacent businesses from under the canopy, provide a more hospitable environment for pedestrians by providing shade, and allow ground-mounted signs to be visible. Where it is necessary to screen parking lots directly adjacent to corridor streets, deciduous trees and low evergreen shrubs should be used — not evergreen trees.

Because the majority of the development along the City's corridors occurred prior to the City's adoption of ordinances requiring significant on-site landscaping, barren parking lots can be found along substantial portions of the corridors. Landscaping provisions contained in the Zoning Ordinance now require at least a 25-foot setback from the street right-of-way landscaped with trees and shrubs (or



Many older commercial developments did not incorporate landscape plantings into site design.

In many newer developments, trees and shrubs are used effectively.

landscaped berms) on all newly-developed commercial sites. Minimum on-site landscaped open space areas, composing at least 25 to 30 percent of the lot area, are now required. Within parking lots, at least one landscaped island (containing a deciduous tree) must be installed for every 12 parking spaces. New development and substantial redevelopment must comply with these landscaping requirements. However, the City should encourage existing establishments to comply as well (to the extent possible) — perhaps by offering technical assistance or contribution of plant materials.

Where existing space does not permit the installation of plant material within the parking lot or along the street frontage, landscaping may often be established behind the building. While this treatment will not contribute to the street canopy, such plantings provide an attractive vegetative backdrop which improves the appearance of existing development.

Pedestrian Orientation

A fundamental concept to the improvement of corridors within the City is that of improved pedestrian orientation. Accommodations for pedestrians and bicyclists are important because they introduce elements of scale to the corridor in addition to the inherrent environmental and traffic-improvement aspects of increased pedestrian activity.

Safe sidewalks should be provided along the entire lengths on both sides of each of the City's corridors. Where possible, sidewalks should be at least four feet in width (preferably six feet), constructed of concrete and separated from the roadway by a landscaped strip at least four feet in width. Where pedestrians will share the walkway with bicycles along the designated bikeways, the trail should be at least eight feet in width and constructed of asphalt.

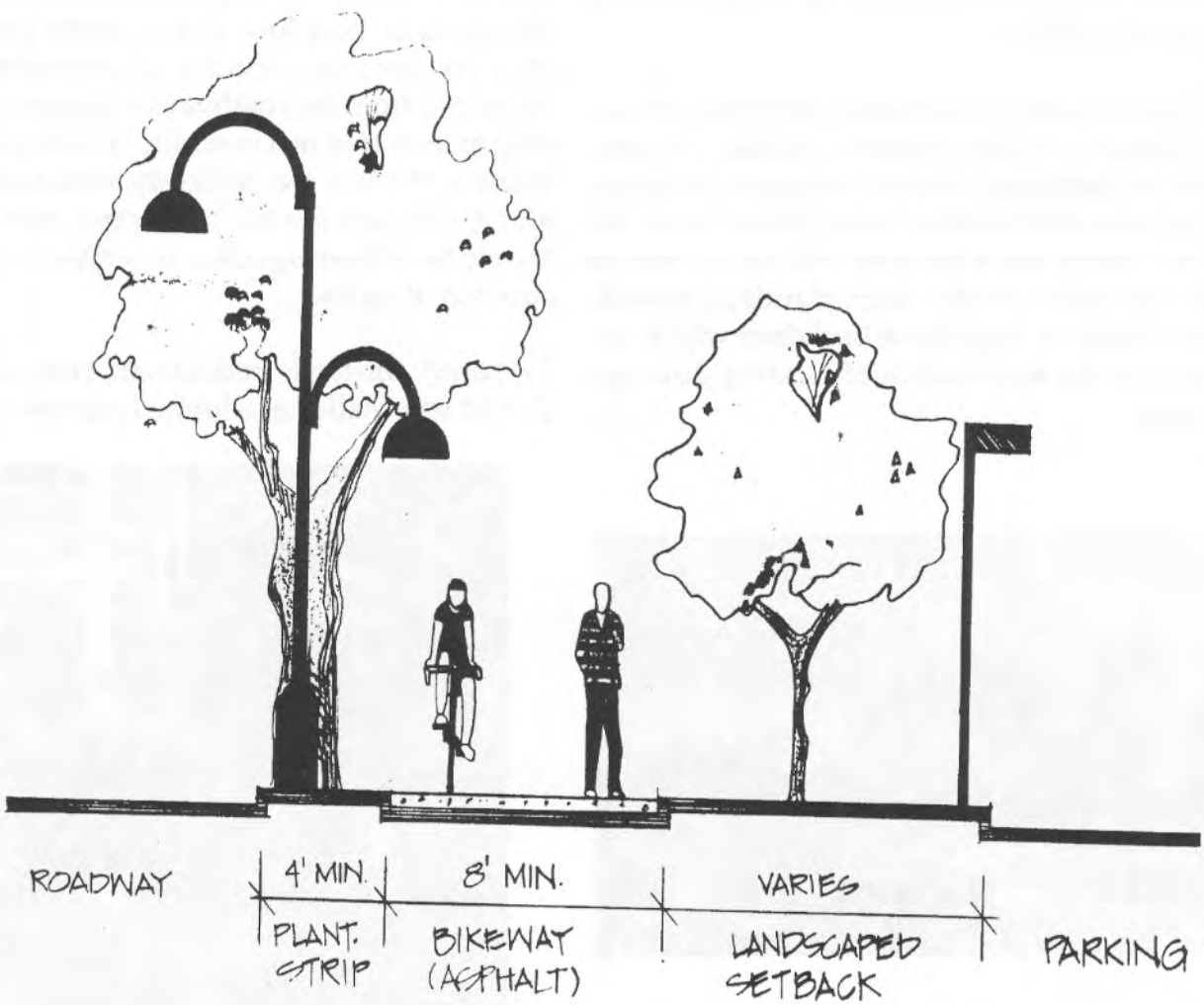
Textured concrete pedestrian crosswalks should be installed at a limited number of in-

A backdrop of trees provides visual improvement where inadequate space exists for parking lot plantings.

Missing sidewalk sections along the City's corridors should be completed.

tersections designated along the corridors which are heavily used by pedestrians. Crosswalks should be constructed of a mixed concrete aggregate available in various subtle colors and patterns. Not only is this pavement attractive, it also visually separates the crosswalk and the roadway while providing a distinctive road noise and feel which alerts drivers. Handicapped ramps should be installed at each intersection, and should be constructed with a course surface that differs from that of the adjacent walk to accommodate the visually impaired.

Typical Trail Section

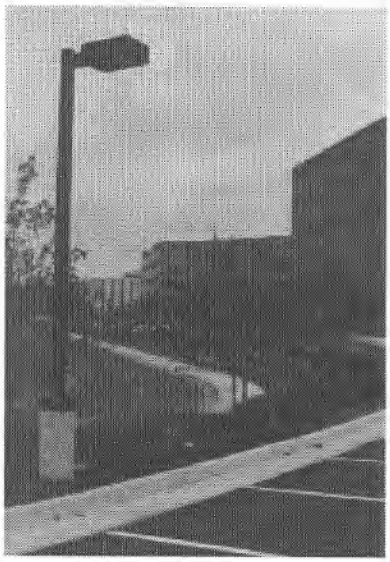


1993, CD&P

Lighting

The current "cobra head" street lighting system along the City's corridors has been the industry standard for nearly 40 years. The cobra head fixture is generally mounted at a height of approximately 25 feet above the roadway and is spaced at 150-200-foot intervals. However, with current technology, it is possible to achieve the necessary illumination from small luminaires that are more in scale with the desired streetscape. A new, more attractive lighting standard should replace the existing "cobra head" lighting. The style should contribute to the "boulevard" image desired for the corridors and should be appropriately simple to accent the existing mixture of architectural styles. Further, lower mounting heights are generally appropriate, depending on the width of the roadway.

On-site lighting should be provided in new developments and redevelopments to illuminate the vehicular and pedestrian travelways and to highlight landscape features. The design of lighting fixtures installed on-site should complement the architecture of the built features on the site. The "shoe box" fixture is a simple design that is compatible with most building styles and is recommended for on-site use. On-site lighting should not exceed 12 feet in height adjacent to residential development and 20 feet in height elsewhere. New commercial developments should also provide the corridor street lighting standard along their street frontages.

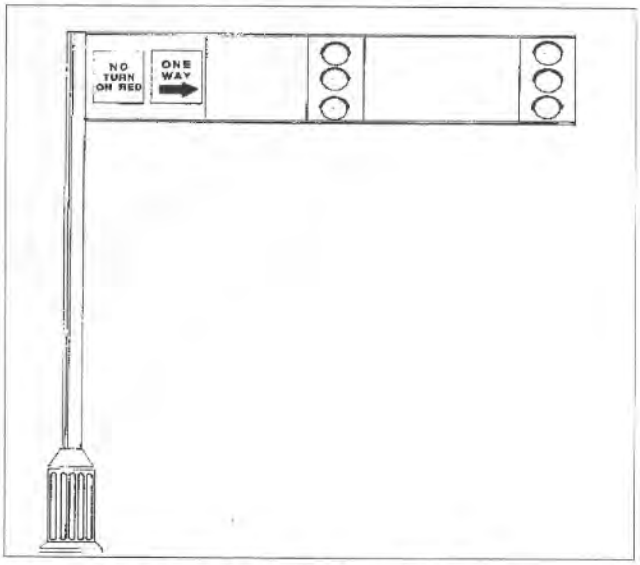


Recommended on-site "shoe box" light.

Overhead Utilities

Overhead utility wires and poles are among the most unsightly elements of the corridor landscape. Underground utilities, on the other hand, present no aesthetic liabilities, can better survive severe storms and reduce road hazards. Every effort should be made to bury ex-

Overhead utilities visually dominate the City's corridors.



Recommended mast arm signal with integrated traffic signs.

isting and future utilities underground as part of a long-range, systematic program.

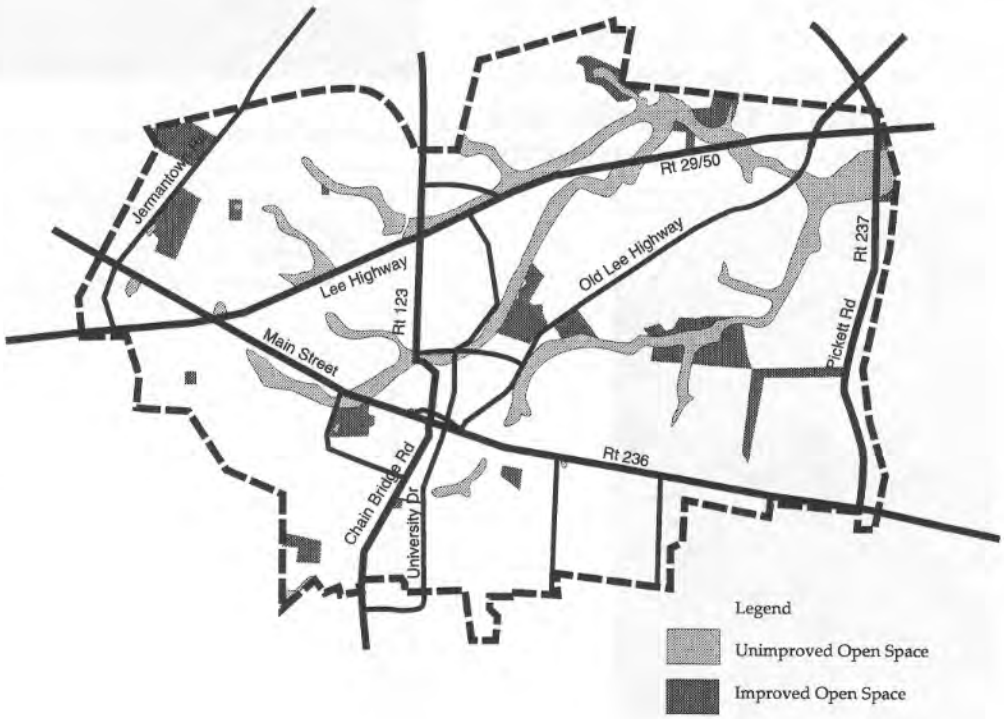
In 1989, the City's site plan regulations were amended to require that all new on-site utilities, and existing utilities located in adjacent rights-of-way, under certain circumstances, be placed underground in new developments. In addition, developers are encouraged to place existing overhead utilities underground through the rezoning, special use permit, and special exception processes. For its part, the City should carefully consider placing existing overhead utility lines underground in conjunction with any major roadway improvement project.

The natural open space area along Lee Highway contains woodlands and floodplain.

Open Space

Natural open space areas provide attractive tree cover which improves the appearance of the City's corridors. These natural areas, many of which are floodplains located along streams, provide visual relief from the stark commercialism of the corridors. The existing

City Open Space



1994, CD&P

natural open space areas also offer additional opportunities to enhance the pedestrian environment along the corridor. Seating for pedestrians should be developed at these areas to enhance the pedestrian experience.

In addition to the existing natural open space areas, the City should examine opportunities to create additional open space areas along the corridors to add visual interest, soften the impact of intense commercial development and enhance the pedestrian environment. This may take the form of small pockets of landscape massings or pedestrian plazas. These open space areas may be created through the conversion of remnant properties, acquisition of additional property or by private developers through the redevelopment process.

Guardrails and Walls

Guardrails and retaining walls are typical elements in any streetscape. Guardrails are generally constructed of galvanized aluminum and anchored to the ground with wooden or steel posts. Retaining walls are usually constructed of concrete. Both are generally utilitarian in appearance.

Where reasonable opportunity exists, particularly within prominent areas along the corridors, the City should use decorative walls in place of metal guardrails and concrete retaining walls. In addition to their safety functions, appropriately designed walls can serve as aesthetic amenities and provide seating for pedestrians. These protective walls should be faced with stone veneer similar to the wall along the courthouse lawn. The use of this vernacular building material will reflect the City's concern for aesthetics and attention to detail. In locations where guardrails cannot be substituted with walls, flowering shrubs such as Spirea, Forsythia, Wisteria or Firethorne should be planted as a backdrop.

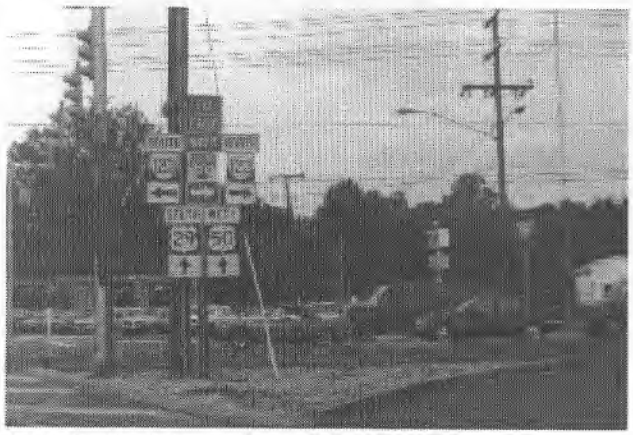
Signage

The primary purpose of signs is to inform or otherwise communicate ideas. This communication takes the form of asking the viewer to purchase a product or service, or informing the viewer of the location of a place. Regardless, the communication of ideas through signs is essential to the economic health, safety and convenience of a commercial area. While signs that compete with each other with respect to size and prominence along a street create visual havoc, signs that are properly designed and located actually enhance the appearance of an area.

Nonconforming commercial signs compete for prominence along the corridors.

Excessive public signage along streets has been problematic throughout the City and is especially prevalent along the corridors. To provide a focus for directions, signs should be consolidated onto traffic light or street lamp poles, or placed on decorative poles specifically designed for traffic signs. Also, mast arms should replace the existing span-wire traffic signals in conjunction with the previously-described efforts to place existing overhead utilities underground. Metal poles supporting signs or traffic signals should be brown, black or dark green in color.

Street name signs are too small to be clearly legible along the corridors. These existing street signs should be replaced with larger signs (approximately 9x36 inch street signs are appropriate) to improve visibility. The City should also experiment with the use of both upper and lowercase letters on its public signage, and widely use this technique if it proves to be effective. Words composed of both upper and lowercase letters are easier to read than words composed solely of uppercase letters. Generally, the lowercase letters should be two-thirds the height of the uppercase letters. The City should also experiment with the use of serif typestyles on public signage. Not only will these recommendations improve the legibility of public signage, they will also set the City apart from its neighbors. Public signage is particularly important at the entrances to the City along the corridors. The City has erected attractive "welcome" signs and related landscape plantings at each City entrance along the corridors. There are also signs for the civic groups located in the City, each sign incorporating the logos of these various groups. The design of these signs should be refined to present a more orderly appearance.



Public directional signage often contributes to the visual clutter.

Recent monument-style signs are attractive alternatives to the older pylon-mounted signs. As the street trees mature, these monument signs will remain visible beneath the tree canopy.

"Welcome" signs are posted at major entries to the City.

Commercial signage is also a visually dominant element within the corridors' landscape. As a result, a sophisticated approach to sign design and location is essential along commercial strips. Businesses should provide signage that is interesting and original, within a framework of consistency and good taste. This framework is provided by sign regulations that are contained in the City's Zoning Ordinance. Although the City's sign regulations were revised in 1987 to generally reduce the

permitted size and height of future signs, most of the existing signs along the corridors were erected before the new requirements became effective and, as a result, are not required to be replaced. As new businesses are established along the corridors, the existing older signs should be removed and replaced with new signs that comply with the newer zoning requirements and are consistent with the desired pattern of signage. Also, as the existing older signs are abandoned and not replaced, they should be removed.

Monument signs with supplemental plant material make a positive contribution to the corridors' streetscape.

The preferred types of commercial signage are ground-mounted, monument-style signs and building-mounted signs. These signs provide adequate exposure to inform motorists while being more discreet and consistent with the corridors' streetscapes. Commercial signage should be an integral component of the landscape, contributing to ambiance and order, rather than a distracting, disorganized competition of messages resulting in a visual liability.

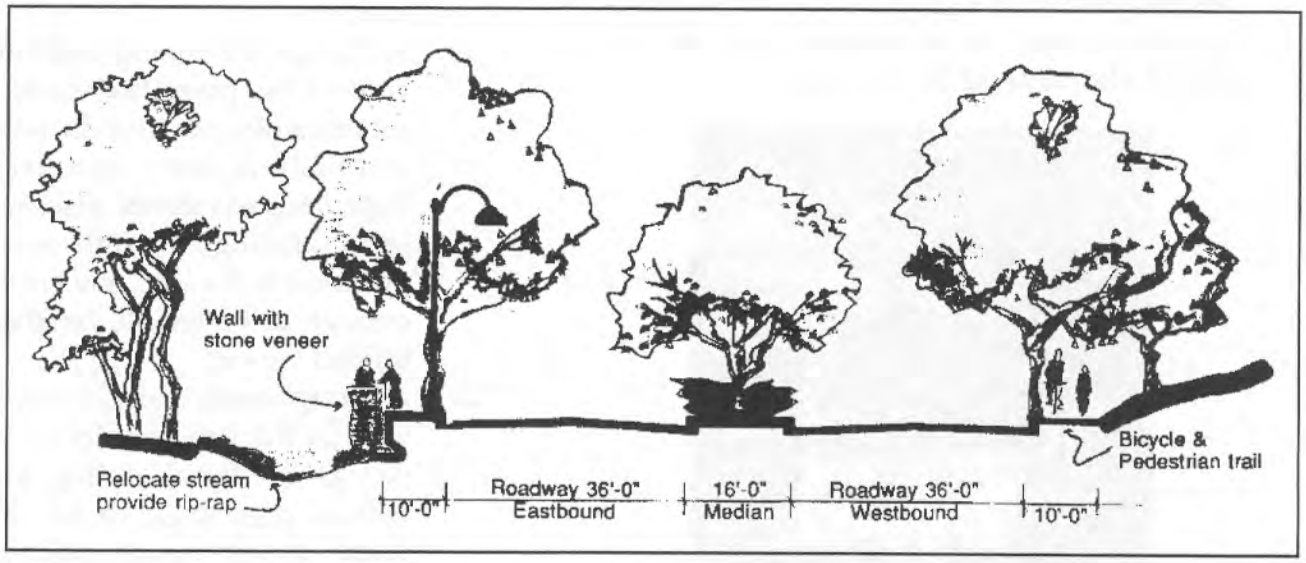
Below are some general concepts applicable to appropriate commercial sign design:

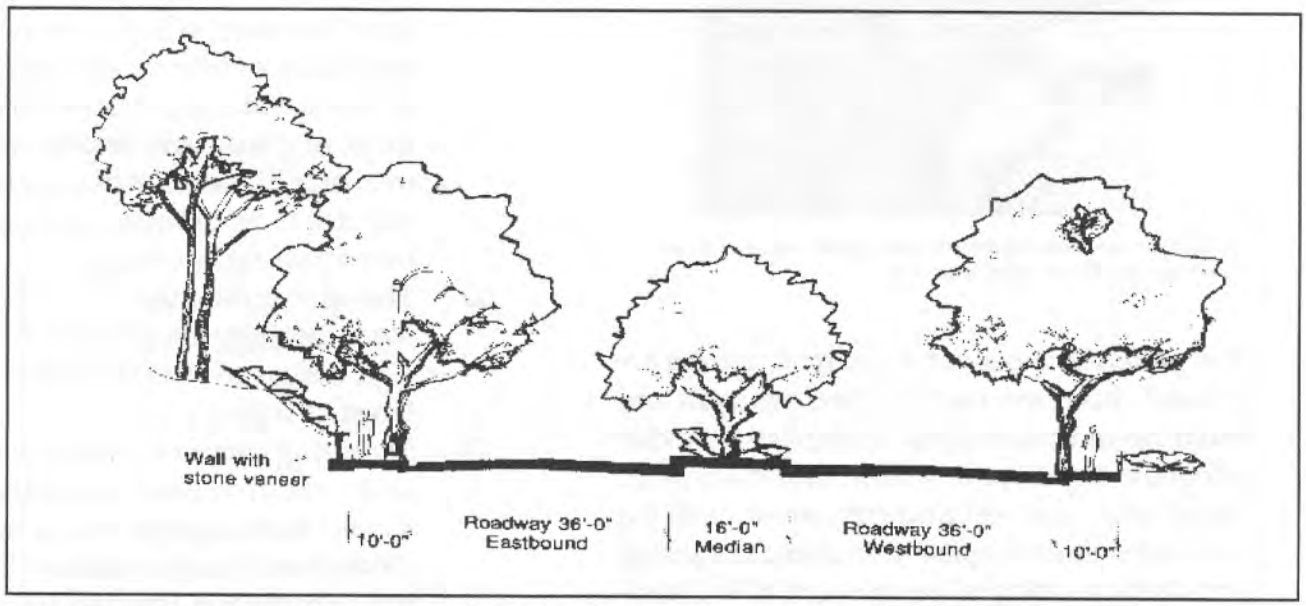
- ❑ Freestanding signs should be ground-mounted, monument style signs, and not the taller, pole-mounted pylon signs. Monument signs are discreet, located at eye level for the motorist, and are not usually obstructed by the tree canopy.
- ❑ Although the zoning regulations control the permitted sizes and locations of signs, they do not substantially address sign design. Sign designers should ensure that letters and logos on signs are proportional to the sign, and are large enough to be legible for the intended viewer.
- ❑ Although some restraint is necessary in the use of color in sign design (remember that signs should <u>contribute</u> to the landscape), it is not necessary, or even desirable in most instances, to limit the color selection to white and black or brown. The appropriate use of color is a critical element of good sign design while over-standardization of color contributes to an unimaginative and uninteresting landscape.
- ❑ The appropriate use of company logos <u>carefully</u> integrated into the sign design adds to the visual interest of signage.
- ❑ Shopping centers, office parks and multi-tenant buildings should have signage that is coordinated and complementary. This is accomplished through the use of a combination of the following elements: size, location, color and style.

Future Road Improvements

Each road improvement project along the corridors should incorporate the details described in this plan. Landscaping in the form of appropriate canopy and median trees will produce substantial aesthetic and environmental benefits. Sidewalks and bikeways will facilitate pedestrian and bicyclist activity and safety. The installation of decorative street lighting and underground utilities over a sig-

Street Sections





Future street improvements should incorporate the features contained in these sections for Lee Highway. Although the dimensions will vary depending upon the specific area, canopy trees, flowering median trees, decorative street lights, bicycle/pedestrian trails and enhanced walls should be provided throughout all corridors.

nificant area will contribute to the boulevard effect and serve as the City's "signature" to those travelling along the corridors.

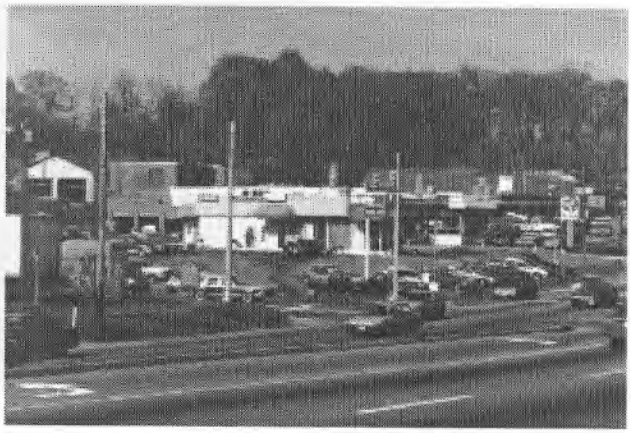
The preservation and enhancement of natural open space areas in conjunction with future road construction efforts will demonstrate the City's concern for the environment and ensure the enjoyment and appreciation of these recreational and aesthetic amenities. Adequate attention to details in the form of textured crosswalks and stone protective and retaining walls at appropriate locations will reinforce the City's commitment to a quality built environment. Finally, the consolidation of existing and future traffic control signs will greatly enhance the appearance of the corridors.

Natural open space areas may be easily integrated into the design of the City's corridors as illustrated in this open space trail segment adjacent to Lee Highway.

Architecture

Because of the variety of existing styles and the lack of an historical architectural reference along the corridors, no single architectural style is favored over others. Both modern styles and traditional architecture are appropriate — if well-designed and appropriately sited. While architectural style is of less importance, design emphasis should be placed on context, materials and appropriate detailing to ensure architectural quality. Standardized corporate architecture extensively used by franchise chains typically exhibits little architectural quality and should generally be adapted to reflect the ideals contained in this plan. In all buildings, mechanical equipment such as air conditioning and heating units, rooftop vents and antennae should be screened from view by architectural elements integrated into the design of the building.

Building design should reflect a strong relationship to the street, modest signage, appropriate scale and the use of traditional building materials.



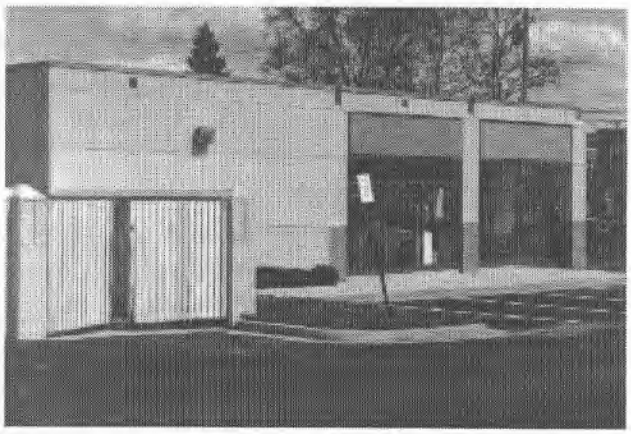
The lack of architectural detailing and weak relationship between buildings and the street characterize much of the City's corridors.

Traditional materials such as brick, wood and stone have survived the various architectural trends over time and exhibit longevity and quality. These materials are recommended in the future developments within the corridor in lieu of the more modern glass, metal and concrete panel construction. Preferred roof materials include wood shingle, slate shingle, composition shingle, bronzed aluminum and copper. In particular, franchise chains should pay particular attention to architectural design and the appropriate use of building materials during the early stages of project planning.

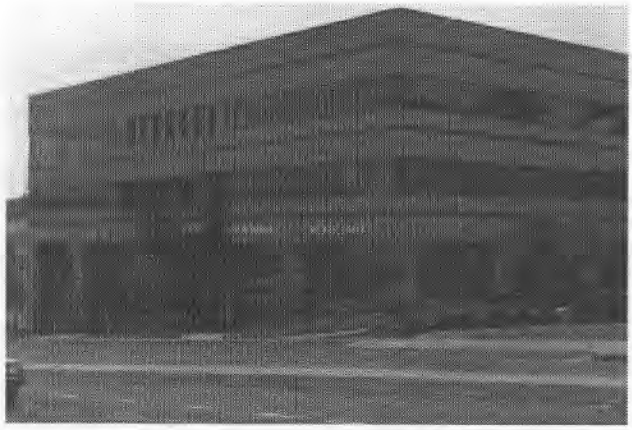
Colors for use on buildings and signs should be selected for their compatibility with the natural features and existing development found in and adjacent to the corridors. Conversely, colors intended to attract attention detract from efforts to improve the appearance of the streetscape, and should be used sparingly, perhaps as accent colors. New development and redevelopment seeking to "make a statement" should do so through high quality signage, site amenities and superior architecture, and not through the superficial (and largely ineffective) use of loud or inappropriate colors.

Site Planning

The site planning of new buildings will be an important contributing factor in creating a sense of place. Buildings should be placed as close to the minimum required building setback as possible to limit the amount of negative space (typically parking lots) that currently lines the corridor. Together with massing buildings along a defined setback line, distinct pedestrian entryways should be incorporated into building designs to encour-



Mechanical equipment and dumpsters should be screened from view.

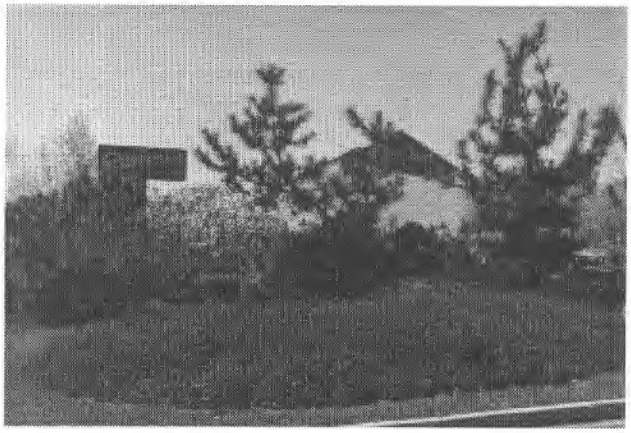


The effective use of building materials, appropriate scale, concealed parking and strong relationship between the building and the street contribute to successful design.

Abundant landscape plantings provide the most effective means of concealing parking areas that are adjacent to the street.

age walking, bicycle and transit use, and enhance building detail.

If parking cannot be placed to the rear or side of a building, it should be attractively landscaped with quality plant materials. The massing of plant materials, decorative walls or lights creates a screening effect which lessens the visual impact of large parking areas. Screening walls of stone or brick should be employed along with landscaping to screen parking lots. In addition, all outdoor utilities, transformers, meters, dumpsters and mechanical units should be screened from public view by fences, walls or plantings.



The massing of plant materials enhances the aesthetic quality of development and contributes to the boulevard concept.

Summary

The redevelopment and transformation of the City's corridor from commercial strips into landscaped boulevards will not happen overnight. It will be an evolutionary process requiring years of effort, municipal supervision and the cooperation of the private sector. As new development occurs, the community appearance guidelines and architectural review process will effect an incremental improvement of the corridors. In fact, this process has already begun, with visible improvements resulting from amendments to the zoning ordinance requiring additional landscaping and aesthetic amenities. This incremental change will take place not only as a result of the new development and redevelopment, but also the City's public works construction and maintenance projects. These combined efforts, over time, will transform the corridors from a commercial strip to attractive business boulevards.

Appendices

Community Appearance Plan
Suggested Improvements Information Sheets

Corridors Lighting

Contact: Rich Kuhn 934-2526
Virginia Power

Style: Acorn
Pole: 18 ft.; fiberglass fluted
Light: High pressure sodium; 14' lumens
Spacing: 60 ft.

For rough estimate only:
light fixture, pole and installation--$800

Staff Contact: John Veneziano, Dir. Public Works -- 385-7810

Old Town and Transition Area Lighting

Contact: Any supplier -- known suppliers:
Richmond Power & Equip. 1-800-666-2057 (or 804-355-7831)
Bright Light Co. 683-6155

Style: Copper Gaslight (Baltimore Series "B") 421CGU -- Gas-Lite Manufacturing Company
Pole: RSACB-FL (12' max) -- U.S. Gaslight
Light: double or greater mantles
Spacing: 40'-50'

For rough estimate only:
light fixture -- $560 pole--$365 ladderrest--$75 installation--$500-$1,000

Staff Contact: John Veneziano, Dir. Public Works -- 385-7810

Light fixtures and poles are to be obtained and installed directly by applicant.

Bus Stop Shelter

Manufacturer: Brasco, Inc.
13271 Mt. Elliott, Detroit, MI 48212
Contact: Doug Pew (313) 921-9104, FAX (313) 921-9442

Style: Slimline Series Shelter #510-21SW-HR with copper roof

For rough estimate:
$12,000 ($7,000 for shelter structure; $5,000 for slab and installation)

Staff Contact: Ron Shillingburg, Public Works, Street Div. -- 385-7983

Pad is installed and shelters are obtained by applicant. Ron Shillingburg is available to function as advisor for actual shelter installation.

Suggested Old Town Bench

Manufacturer: Henry Link Co.
Contact: Eric Snyder, Downtown Coalition -- 352-1565

Style: "Garden Settee" #6000-22
"Archback Settee" #6000-27
"Camelback Settee" #6000-26
All of the above benches were approved for use by the BAR. They are the 6000 series Garden-solid teak furniture.

Cost estimate: $300-$400

Staff Contact: Ed San Nicolas, BAR Liaison -- 385-7820

Cost estimate is wholesale price. Benches can be obtained at this price if ordered through the Downtown Coalition.

3

SPECIFICATIONS FOR FURNISHING
BENCHES

The City of Fairfax is seeking a manufacturer or supplier to furnish a minimum of five (5) wooden, park type benches that will be placed at outdoor bus stop locations throughout the City. All benches shall be six (6) feet long from end stanchion to end stanchion.

SPECIFICATIONS

End Stanchion- Gray Cast Iron meeting ASTM A48-76 Class 30, finished with a deep black polyester powder coat with 0.003"-0.005" coverage.

Wood- 8 straight and 2 molded slats, 1 1/2" X 2 1/2" finished dimension. Philippine Mahogony or other approved hardwood, kiln dried, clear all sides; drilled, sanded and chamfered ends; all corners eased. Finish to be one coat of a high quality clear water preservative.

Hardware- Stainless Steel 1/2-20 nuts and bolts.
Stainless Steel #10-32 screws
1-6' long, 5/8" dia. Steel Pipe Support

End Stanchion Custom Lettering-

Each end stanchion shall be cast with the following wording, CITY OF FAIRFAX CUE BUS SYSTEM '95 . A proof must be provided for approval before casting.

Engraved Brass Plate -

2" high by 8" long -To read as shown on attached sample.

WARRANTY

Three (3) year for parts replacement.

Benches to be provided must be equal in all respects to Bench Manufacturing Company, Inc., Concord, Ma. 01742, model B-76-6-CL.

2/3 CITY STANDARD BENCH

OLD TOWN AND
TRANSITION AREA LIGHTING

... to
BAR Meeting

5.
11/16/94

RESOLUTION 1994 - 01

A RESOLUTION APPROVING A CITY STANDARD STREET AND SITE LIGHTING FOR THE OLD TOWN FAIRFAX AREA.

WHEREAS, the proposed decorative lighting is consistent with the scale of the sidewalk and storefronts and contributes to the pedestrian orientation of the area;

WHEREAS, the proposed decorative lighting will reinforce the historic character of the downtown area;

WHEREAS, the standardization of the lighting features will help to visually unify the Old Town Fairfax Area;

WHEREAS, the street and site lighting will promote a safe predestrian environment and encourage economic stability in the downtown; and

WHEREAS, the street and site lighting are consistent with the Comprehensive Plan, Community Appearance Plan, Design Criteria and Guidelines.

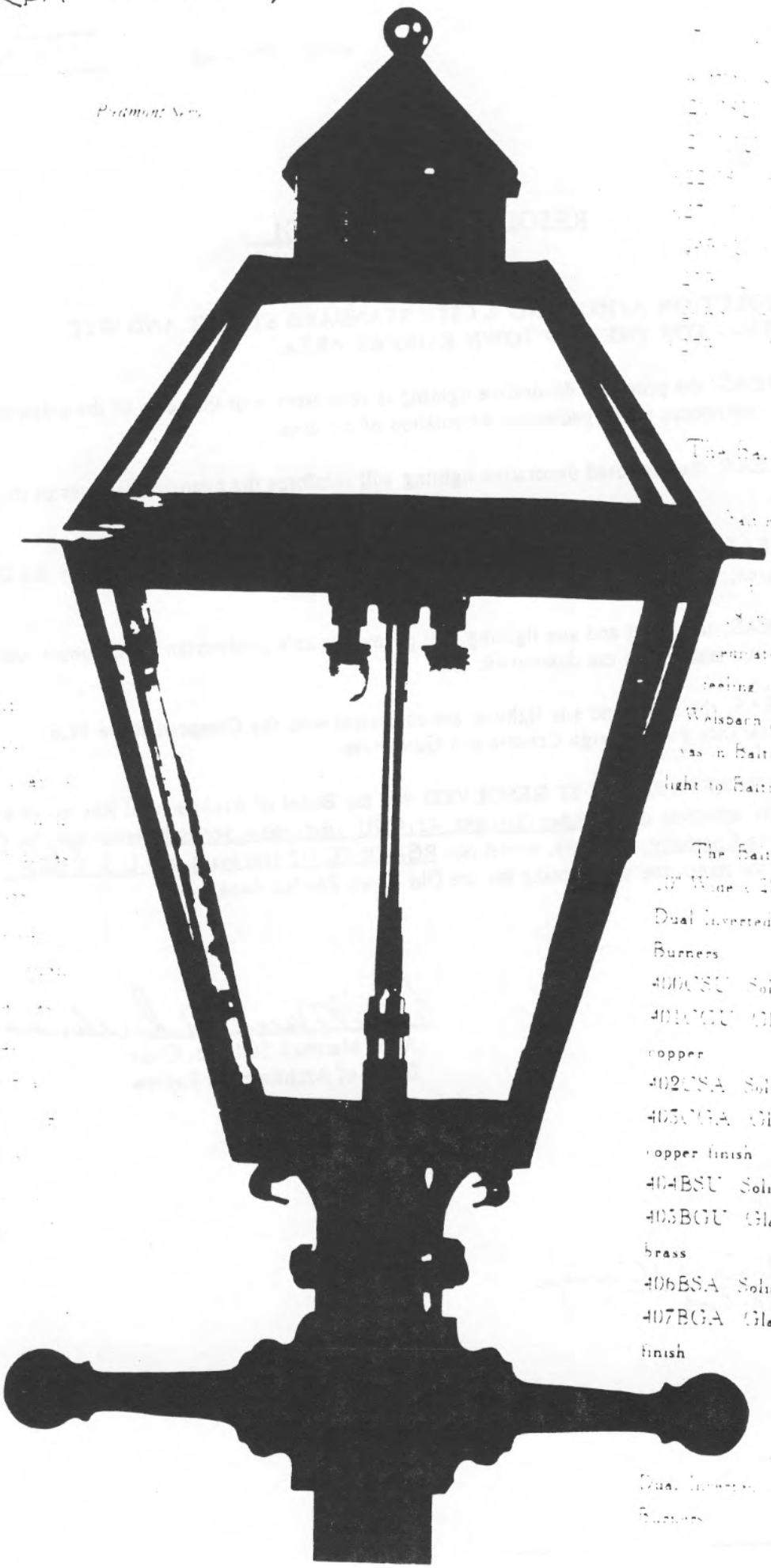
NOW, THEREFORE, BE IT RESOLVED that the Board of Architectural Review (BAR) of the City of Fairfax approves the Copper Gaslight, 421CGU, (Baltimore Series B) style light by Gas-Lite Manufacturing Company and pole, model no. R6ACB-FL (12 feet max), by U.S. Gaslight as the city standard for street and site lighting for the Old Town Fairfax Area.

Anne Marshall Sullivan
Anne Marshall Sullivan, Chair
Board of Architectural Review

ATTEST:

Jeneline C. Collings
Assistant City Clerk

OLD TOWN AND TRANSITION
AREA LIGHTING



Piedmont Serv.

The Baltimore Se

Baltimore was

Welsbach plant

was in Baltimore

light to Baltimore

The Baltimore Se

10" Wide x 22" High

Dual Inverted, Upright and

Burners

400CSU Solid top

401CGU Glass top panels

copper

402CSA Solid top, antique

403CGA Glass top panels

copper finish

404BSU Solid top, unfinished

405BGU Glass top panels,

brass

406BSA Solid top, antique

407BGA Glass top panels

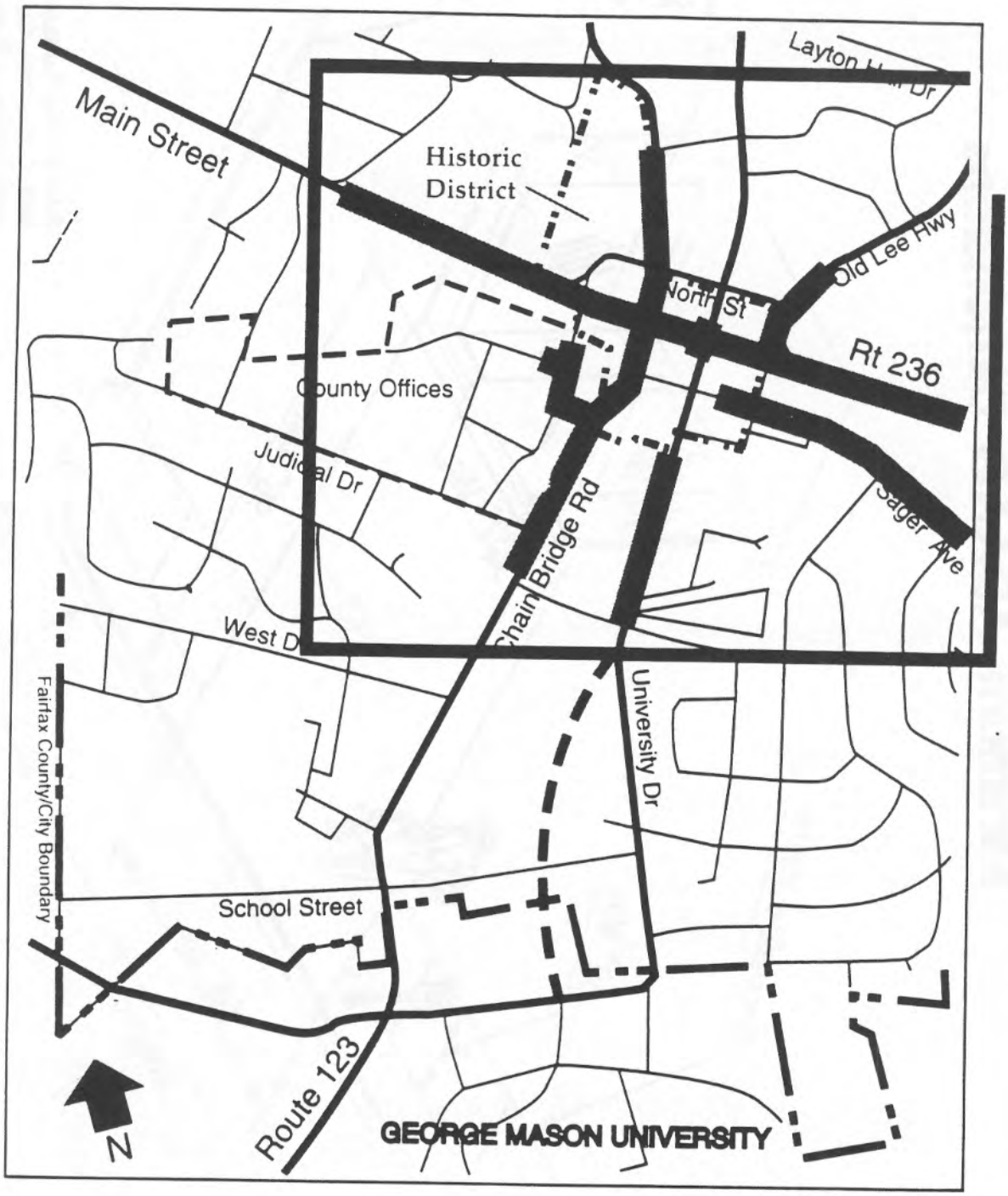
finish

The Baltimore

Dual Inverted, Upr

Burners

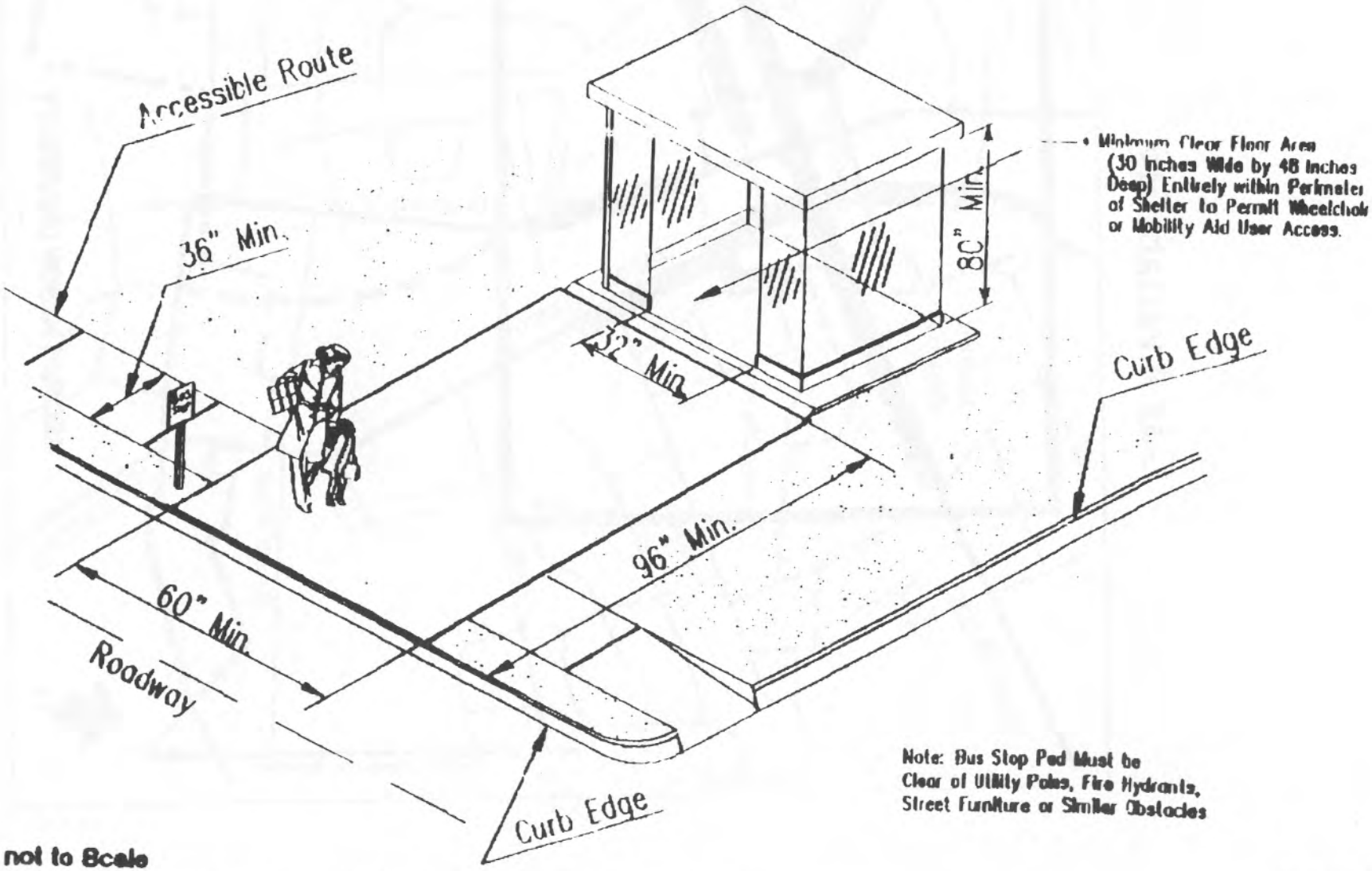
Gas Availability



1/95 CD&P

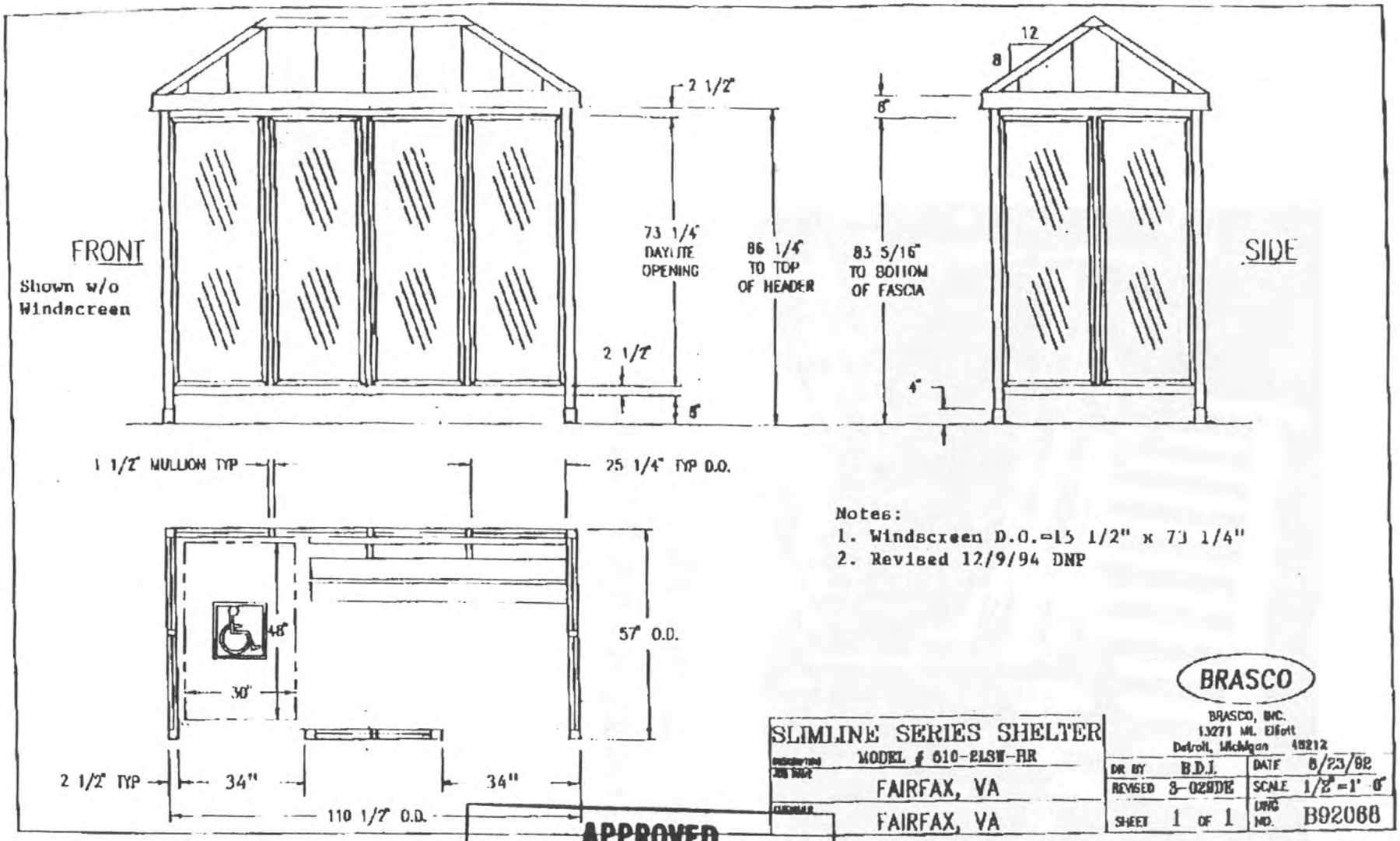
Availability indicated in inset area only

Accessible Bus Stop Pad & Shelter Minimum ADAAG Dimensions



Note: Drawing not to Scale

CGA



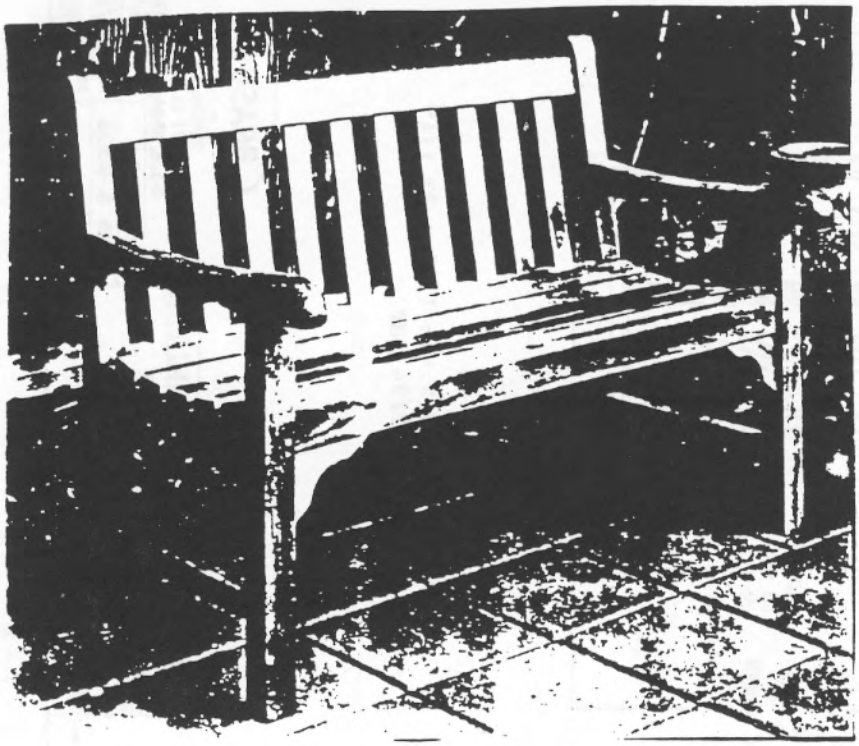
Notes:
1. Windscreen D.O.=15 1/2" x 73 1/4"
2. Revised 12/9/94 DNP

BRASCO

BRASCO, INC.
13271 Mt. Elliott
Detroit, Michigan 48212

SLIMLINE SERIES SHELTER			
DESCRIPTION	MODEL # 610-21SW-HR		
JOB NAME	FAIRFAX, VA	DR BY	B.D.J.
CUSTOMER	FAIRFAX, VA	REVISED	8-02DDE
		SHEET	1 OF 1
		DATE	8/23/92
		SCALE	1/2"=1' 0"
		DWG NO.	B92068

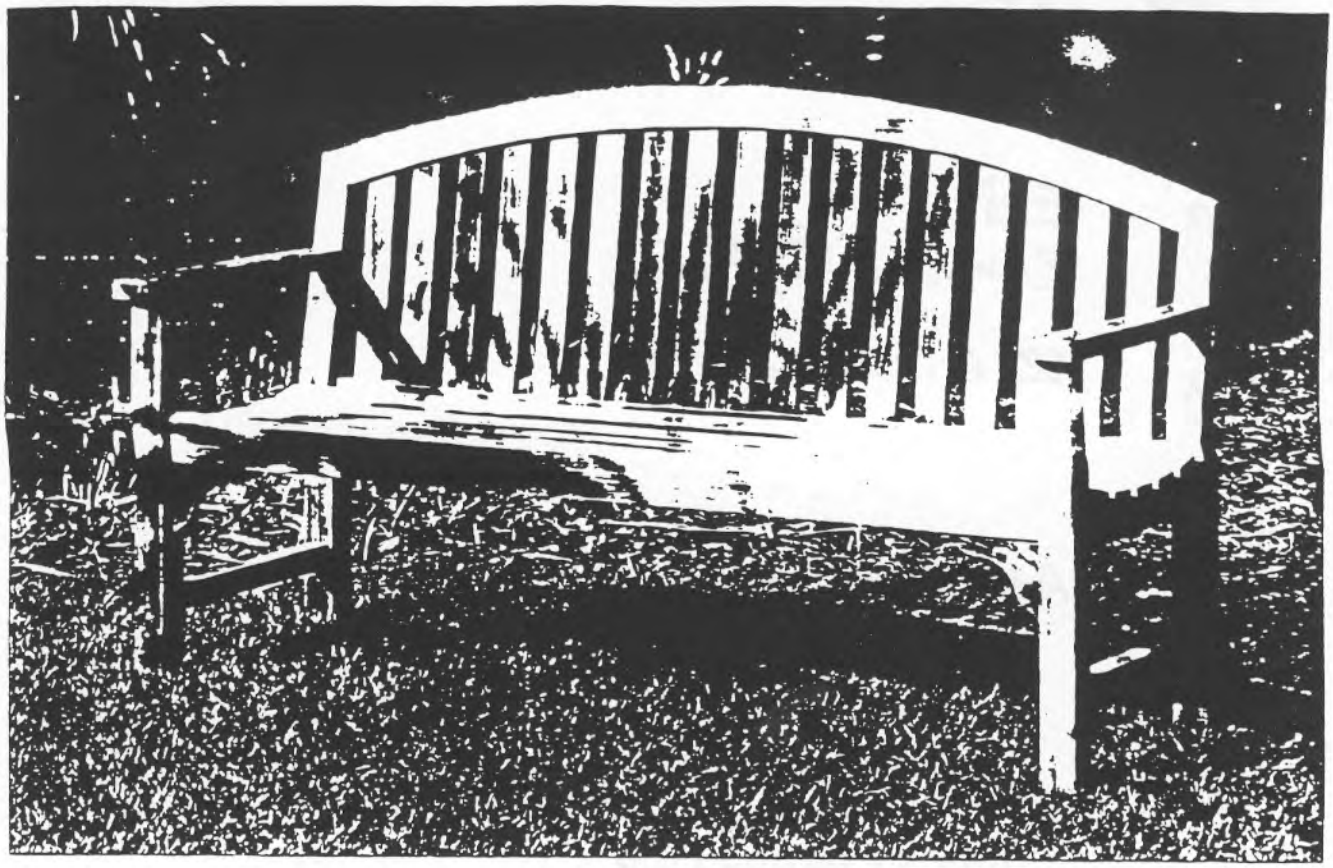
APPROVED
CITY OF FAIRFAX
DEC 9 1994
DEPT OF TRANSIT AND UTILITIES
BY



NO 6000-22

GARDEN SETTEE

ARCH BACK SETTEE



NO 6000 27

ARCH BACK SETTEE

ATTACHMENT 2

PAGE 1 OF 1

25 APR 94

To: Ed
Zonning Office

Fm: R. O. Dickson

AS PER YOUR REQUEST

TEAK BY HENRY LINK

Series No. 9000-Garden and Deck Furniture, Crafted in Solid, Premium Indonesian Natural Teak

SOLID TEAK GARDEN FURNITURE - Additions

[redacted]

9000-29 Camelback Settee
54 x 23, Ht. 41
Seat Ht. 18, Arm Ht. 30 1/2

[redacted]

Thks,
SEE YOU wednesday
@ 3:00 Rm