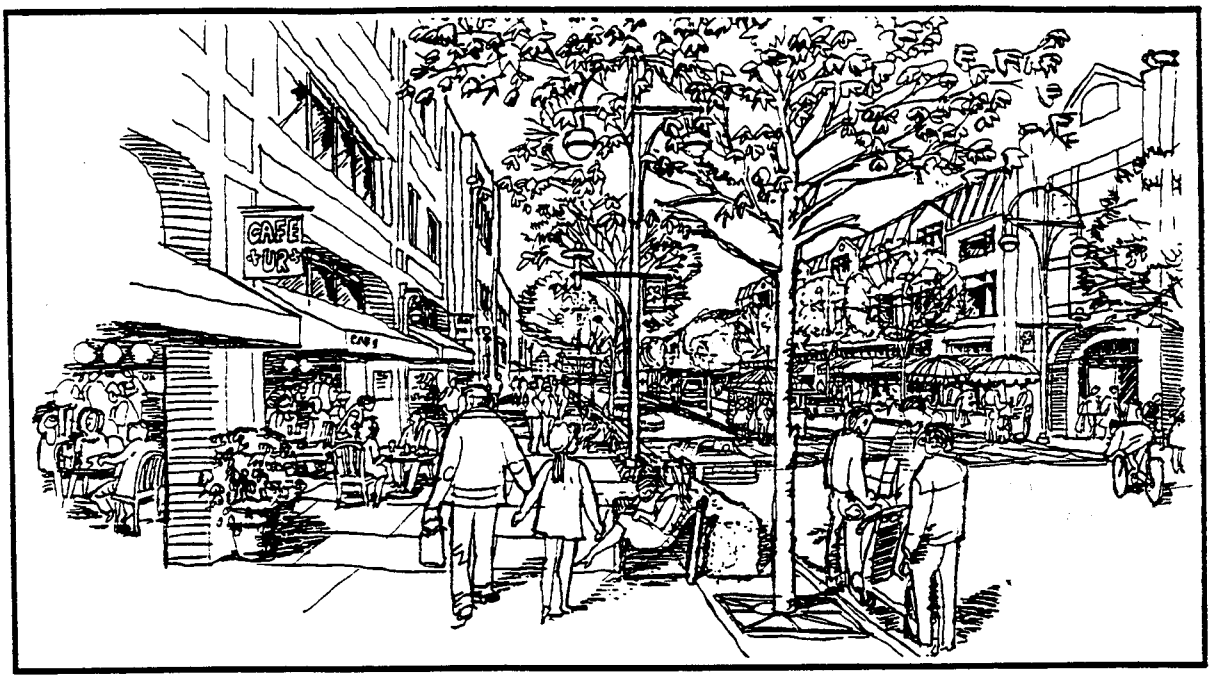
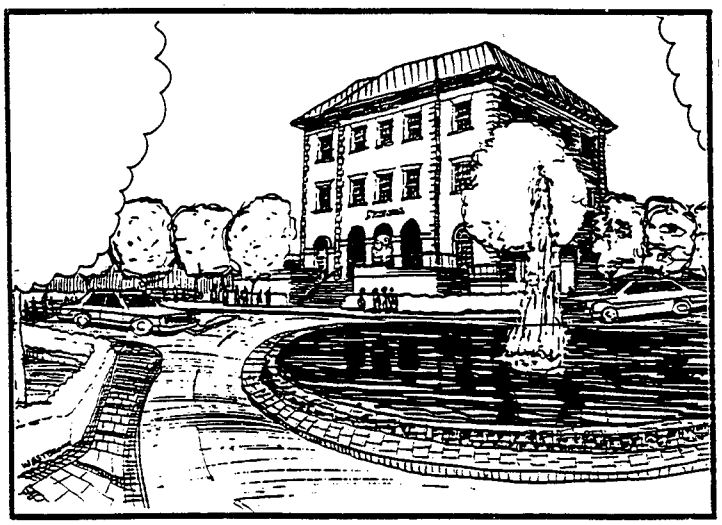
McLean Central Business Center





Open Space Design Standards

Adopted by the Board of Supervisors on April 27, 1998

Prepared by the
Fairfax County, Virginia
Department of Planning and Zoning
Planning Division
June 2001

INTRODUCTION

This document provides urban design guidance for transforming the McLean Central Business Center (CBC) into a more pedestrian-oriented environment. It includes general design principles; specific design standards for sidewalks, streetscape and parking lot landscaping; and building envelope guidance for subareas of the CBC. The purpose is to provide clear design parameters to those submitting projects for review, whether it is new construction, building expansion, exterior renovation and/or other improvements to existing conditions. During the review of a development application, County staff will evaluate the proposal for conformity with the design guidance provided herein, as well as other aspects of the Comprehensive Plan. A similar review will be undertaken by the McLean Planning Committee. This review process will provide a clear framework for maintaining architectural integrity, quality, consistency and continuity while allowing flexibility for creative and innovative design solutions in unique circumstances.

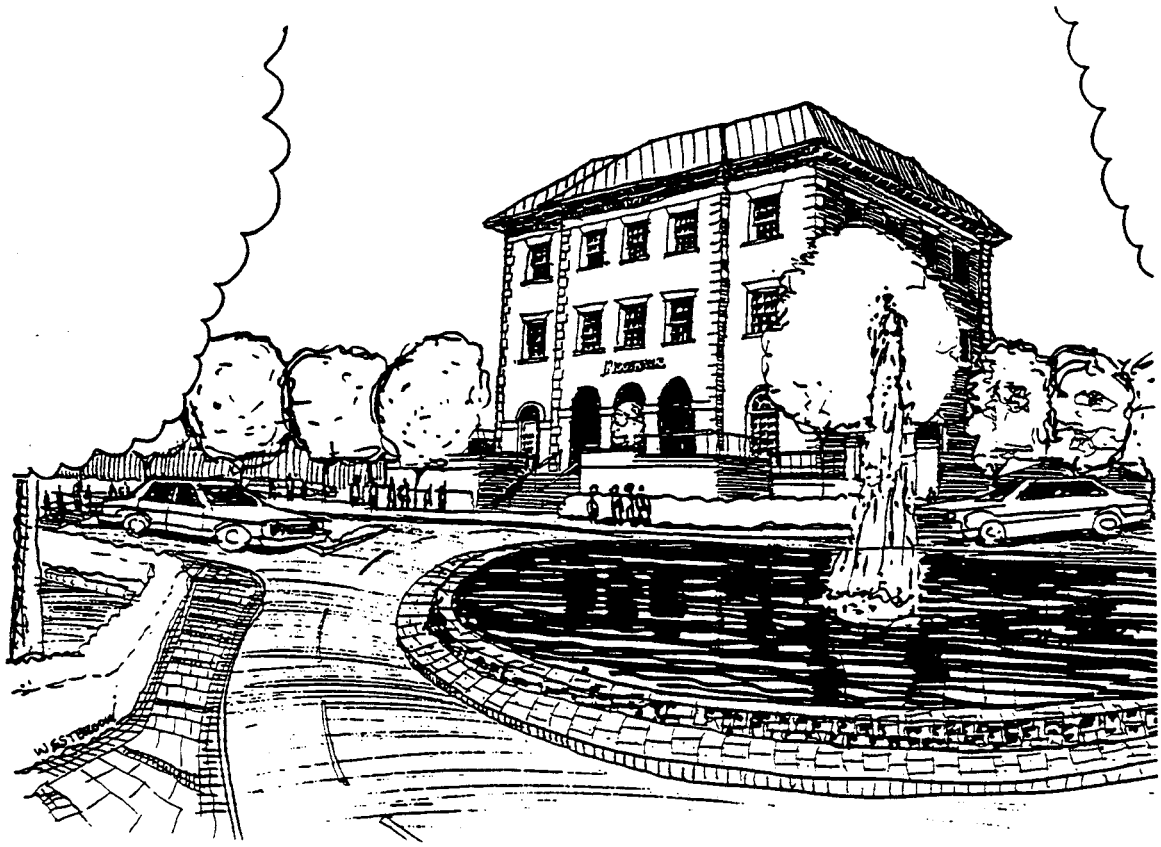
Each street and building type to be found in the CBC is described for its general planning and design objectives. Specific guidelines are provided for elements of the streetscape, but are intended to be flexible in their implementation. In addition, these design guidelines should be reviewed in conjunction with the McLean CBC Subarea Guidelines as outlined in the Area II volume of the Comprehensive Plan.

The effectiveness of the design standards will be reviewed from time to time. Potential amendments may be identified to clarify the intent or to add alternatives that would better achieve the objectives of the Comprehensive Plan. Therefore, it is strongly advised that individuals contact the Fairfax County Office of Comprehensive Planning and the McLean Planning Committee to confirm the status of specific guidelines.

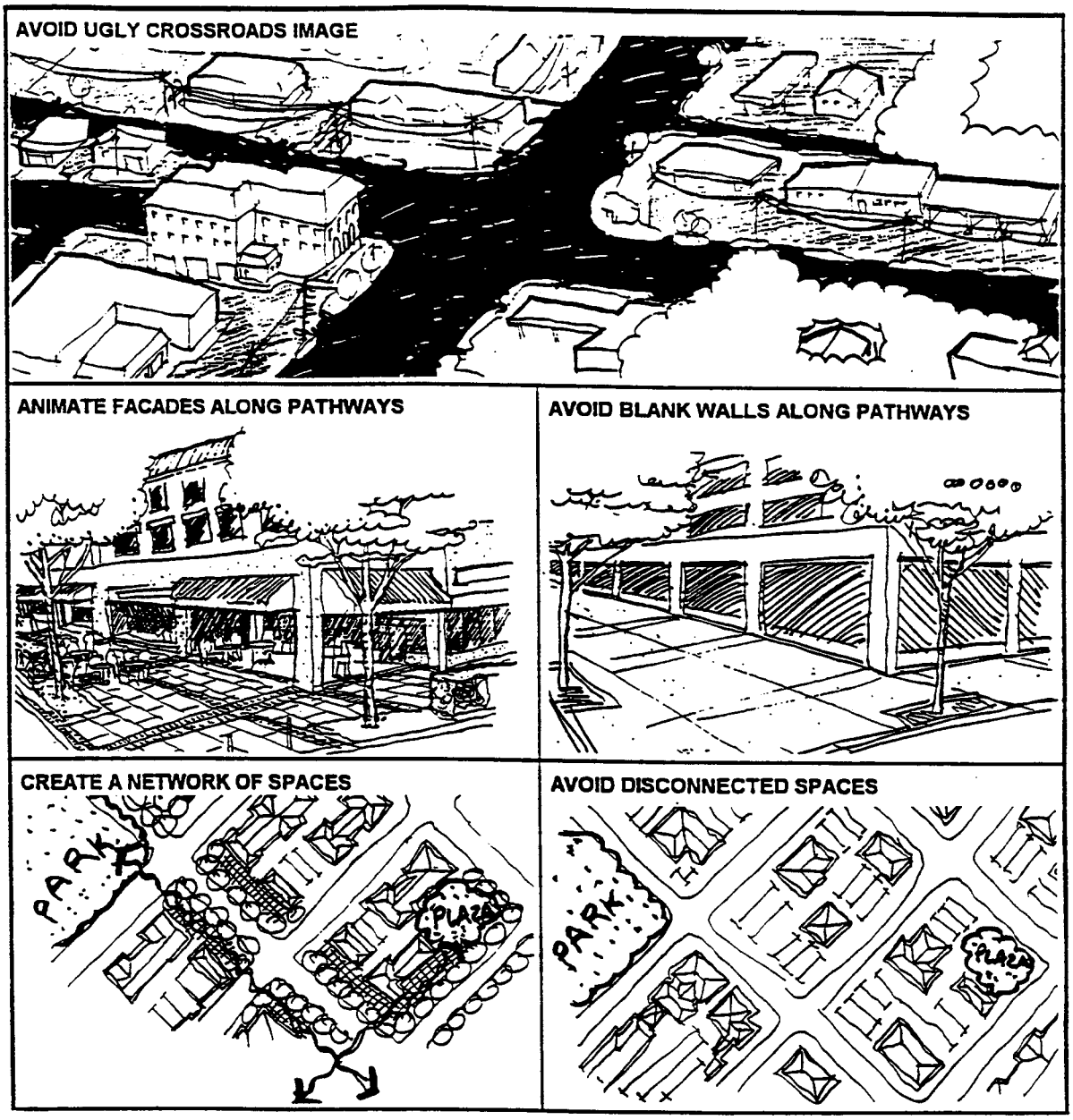
GENERAL DESIGN PRINCIPLES

The following illustrations of general design principles are included to demonstrate an approach to designing the public way that will encourage the public and private sectors of the community to think about the McLean CBC as a special place for commerce and human interaction. Enhancing image, animating facade, creating networks of space, providing upgraded streetscapes, enhancing view corridors, and improving architectural design by achieving compatible building styles and designs are some of the general design principles illustrated here.

ENHANCE IMAGE AT CROSSROADS

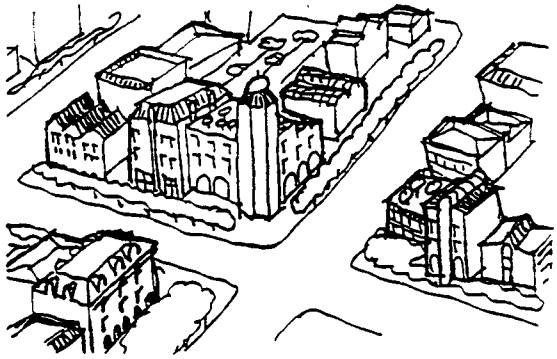


GENERAL DESIGN PRINCIPLES

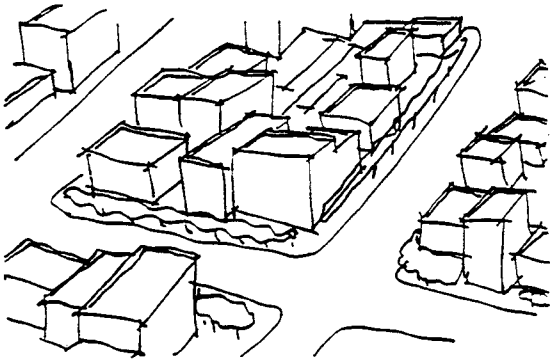


GENERAL DESIGN PRINCIPLES

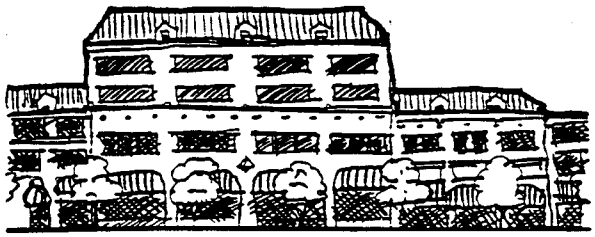
DESIGN ROOFTOP FOR VISUAL INTEREST



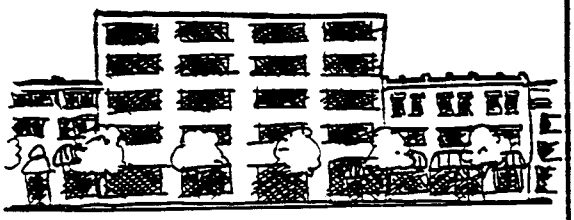
AVOID LACK OF DESIGN ATTENTION



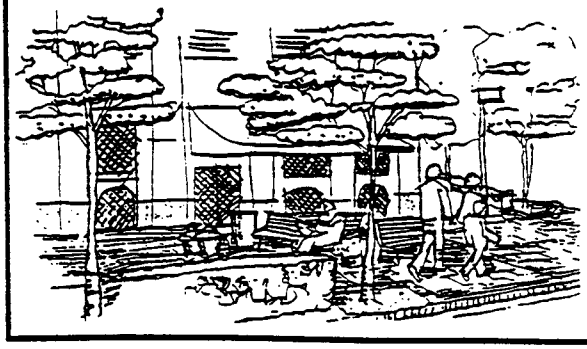
ACHIEVE COMPATIBLE BUILDING STYLES AND DESIGNS



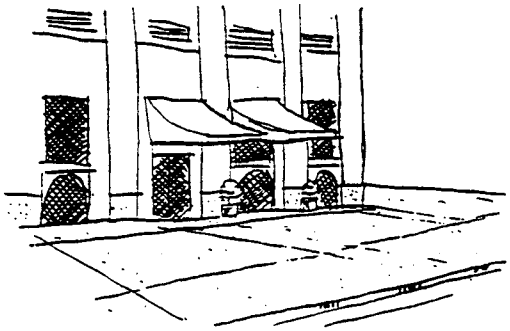
AVOID INCOMPATIBLE BUILDINGS STYLES AND DESIGNS



PROVIDE UPGRADED STREETSCAPES TO ENCOURAGE PEDESTRIAN ACTIVITY



AVOID BLEAK STREETSCAPES WHICH DISCOURAGE WALKING



PUBLIC SPACE DESIGN STANDARDS

The McLean CBC section of the Area II volume of the Comprehensive Plan divides the CBC into twenty-nine subareas (See Subarea Map in Appendix 9) and provides guidance for the planned land use, intensity/density, and character within each subarea. For design guidance within each subarea, the following public space and building envelope design categories (A through L) are provided, which include design objectives, design standards, and at least one illustration. The illustrations show how subareas (or portions thereof) should develop in terms of streetscape, building orientation and the design of public spaces (i.e., space between buildings). For example, the parking lot drawing for category "D" shows that large parking areas should be made more hospitable for both the pedestrian and automobile user. Other design solutions may be appropriate, if the result achieves the category's design objectives. In addition to the design standard categories, the appendices provide design guidance applicable to all subareas within the CBC. The appendices address sidewalks, streetscape plantings, parking area design, street furniture, and right-of-way design as well as bike way design.

The combined guidance provided by the design standard categories A through L and the appendices should be applied rigorously to new construction in the McLean CBC. However, for renovations and minor expansions to existing buildings, the project's design solution should be evaluated for achieving the Plan's design objectives within the constraints inherent to the particular site. In addition, flexibility should be considered, based on other site conditions such as maintaining and enhancing the existing streetscape. (See Appendix 2: Sidewalks and Appendix 3: Streetscape Planting for guidance addressing the influence of existing conditions on design solutions.)

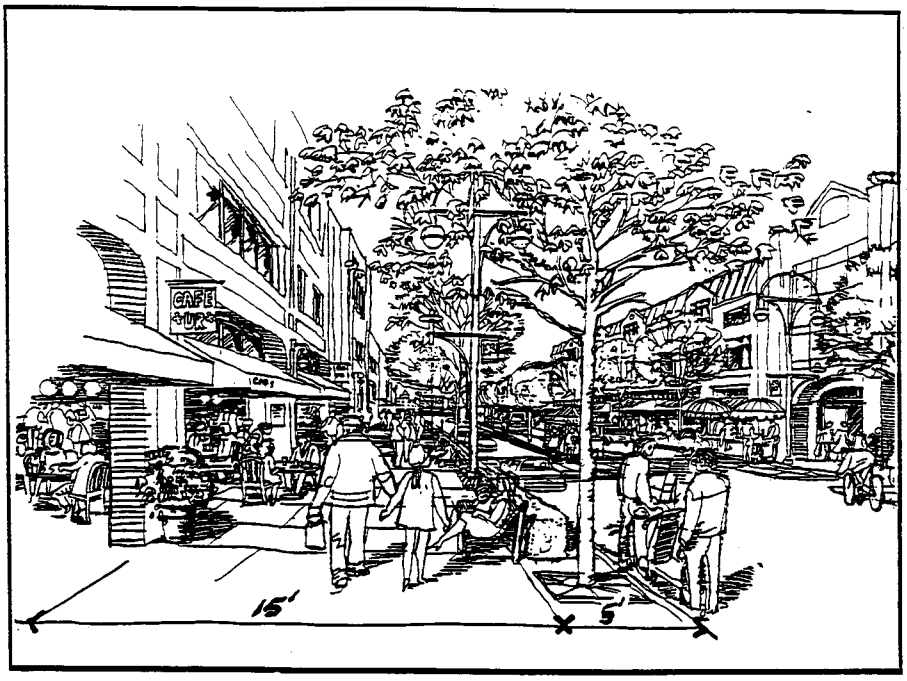
A. MAIN STREET

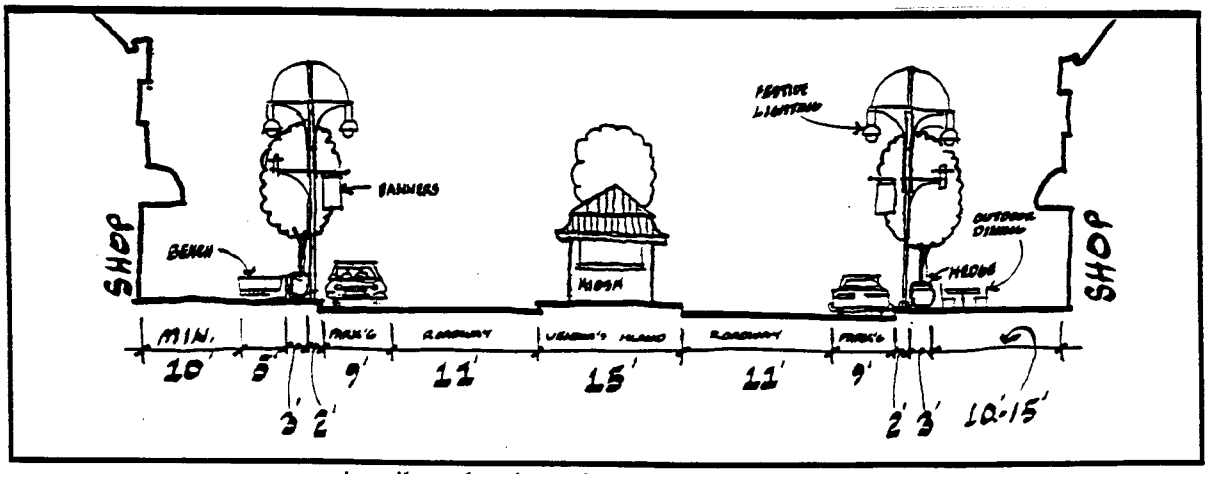
Planning and Design Objectives	McLean CBC should be provided with at least one pedestrian oriented street with shops on both sides of a street with parallel parking. The street would be home to the best specialty shops in the region and a wide range of restaurants. The sidewalks should be wide enough to accommodate leisure strolling, outdoor dining, seating areas, a hedge adjacent to the parking and a two foot wide sidewalk refuge area between the hedge and parking. The planned location for "Main Street" is the property in subarea #5 between Beverly Street and Chain Bridge Road.

Public Space Design Standards	1. The primary design feature would be shopping on both sides of a pedestrian oriented street for at least one (1) and preferably two (2) blocks. 2. The design treatment for the area should be rich with detail and high quality materials. 1. The primary paving material should be brick with precast concrete for accents. 2. Unified street furniture using the same visual characteristics as required elsewhere in the CBC should be provided. 3. A single row of trees should be provided at curb side and within the central "vendor's island." 4. A hedge should be provided along the sidewalk edge; set back two feet from parking to provide a refuge for exiting passengers. 5. Pedestrian crosswalks should be paved with high density brick of the same color as the sidewalks. 6. Benches should be provided which are arranged in a manner that encourages informal conversation by facing each other or at right angles. They should be located just inside the hedges and out of the pedestrian pathway along the storefront. 7. The lighting for the street should be festive and incorporate both pedestrian and vehicular area lighting (See Lighting Design Standard for Main Street and Chain Bridge Road).

Recommended Tree Types	See Appendix

A. MAIN STREET - THE VISION





The "Main Street" is a new, primarily pedestrian-oriented street between Chain Bridge Road and Beverly Street, which encourages leisurely window shopping as well as outdoor seating and dining. This new street should provide two traffic lanes and parallel parking, with the potential at the northern-end for a vendor's island. The pedestrian concourses along either side should be 20 to 25 feet between buildings and the street's curb. Each concourse should have a minimum 2-foot refuge strip adjacent to the road, a minimum 5-foot planting strip to accommodate privacy hedges and shade trees, and a pedestrian area for walking and dining ranging from 13 to 18 feet in width. Shade tree spacing should be approximately 30 feet apart, and be coordinated with the location of the lighting fixtures. This guidance applies to the Subareas as shown on the table in Appendix 9.

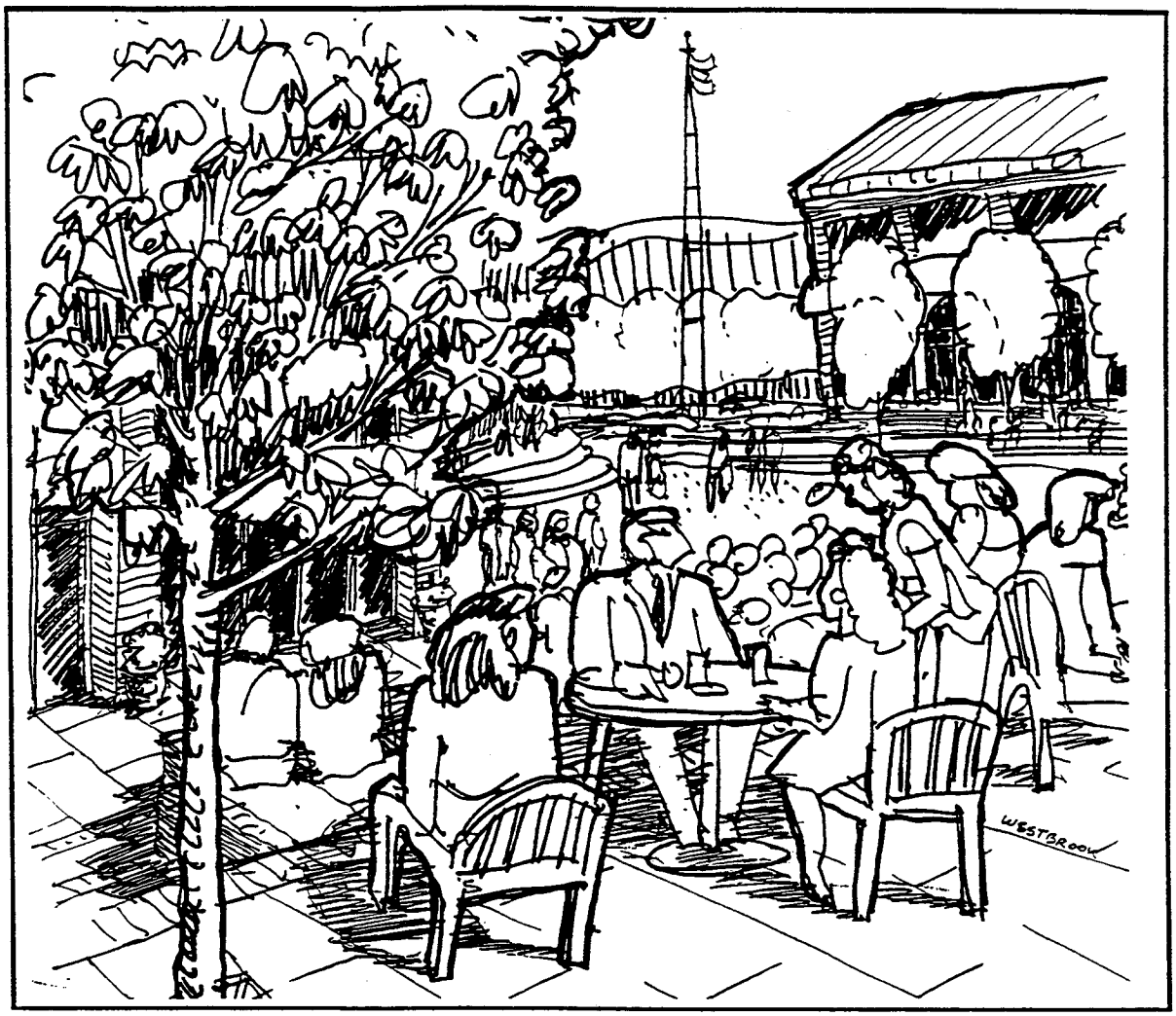
B. CIVIC PLACE

Planning and Design Objectives	The primary objective of the "Civic Place" is the creation of a gathering place that creates a civic open space with a plaza in a park-like setting on the property bounded by Lowell Avenue, Emerson Street and Laughin Avenue. Mature trees should be preserved where possible and integrated, together with new planting, with a cascading water feature. A significant urban place should be incorporated as an end point to the southern axis of Main Street. Restaurants, specialty shops, and art galleries, (complementing the ballet school along Emerson), should be incorporated overlooking the open space. Medium density retail and elderly housing are appropriate as transitional uses as long as the scale is compatible with the adjacent areas.

Public Space Design Standards	1. Preserve existing trees where healthy and can be integrated into a public space. 2. Incorporating a cascading water feature into a public open space is encouraged to define the area as a refreshing and environmentally sensitive contrast to the "hard" surrounding urban core. 3. Restaurants and arts-oriented speciality shops are encouraged. 4. The public spaces should be designed as green (as opposed to hard) heavily landscaped areas with places for informal gathering and seating on terraced walls and planters. Movable tables and chairs are encouraged in connection with restaurant uses. 5. The street furniture should incorporate the same visual characteristics as required elsewhere in the CBC. 6. Lighting should be more informal and highlight the landscaping utilizing "cut-off" fixtures and spotlighting of water features, works of art and people. Lighting should be at 10- to 15-foot height average for multi-use areas. Wattage should conform to a range from 70 to 250 watt lamps. 7. Create a vertical element within the Civic Plaza as visual focal point to the end of Main Street.

Recommended Tree Types	See Appendix 4

B. CIVIC PLACE - THE VISION



A "Civic Place" should be designed to anchor the southern end of "Main Street" with uses that encourage people to gather such as community-oriented street-level retail, public service uses, cultural facilities and dining areas. The dimensional scale and embellishment of this plaza should be similar to the mid-block special place at the junction of Main Street and Beverly Road. The plaza should have a park-like setting and should include diverse landscaping, architectural embellishments, fountains, seating and/or public art. Pedestrian routes to parking facilities should avoid blank walls and encourage retail store fronts to face the plaza. The site should also interconnect with the pedestrian network, especially between Laughlin and Emerson Avenues at mid-block. Consideration should be given to the closing of a section of Lowell Avenue alongside the fire station to encourage an additional public gathering space. This guidance applies to the Subareas as shown on the table in Appendix 9.

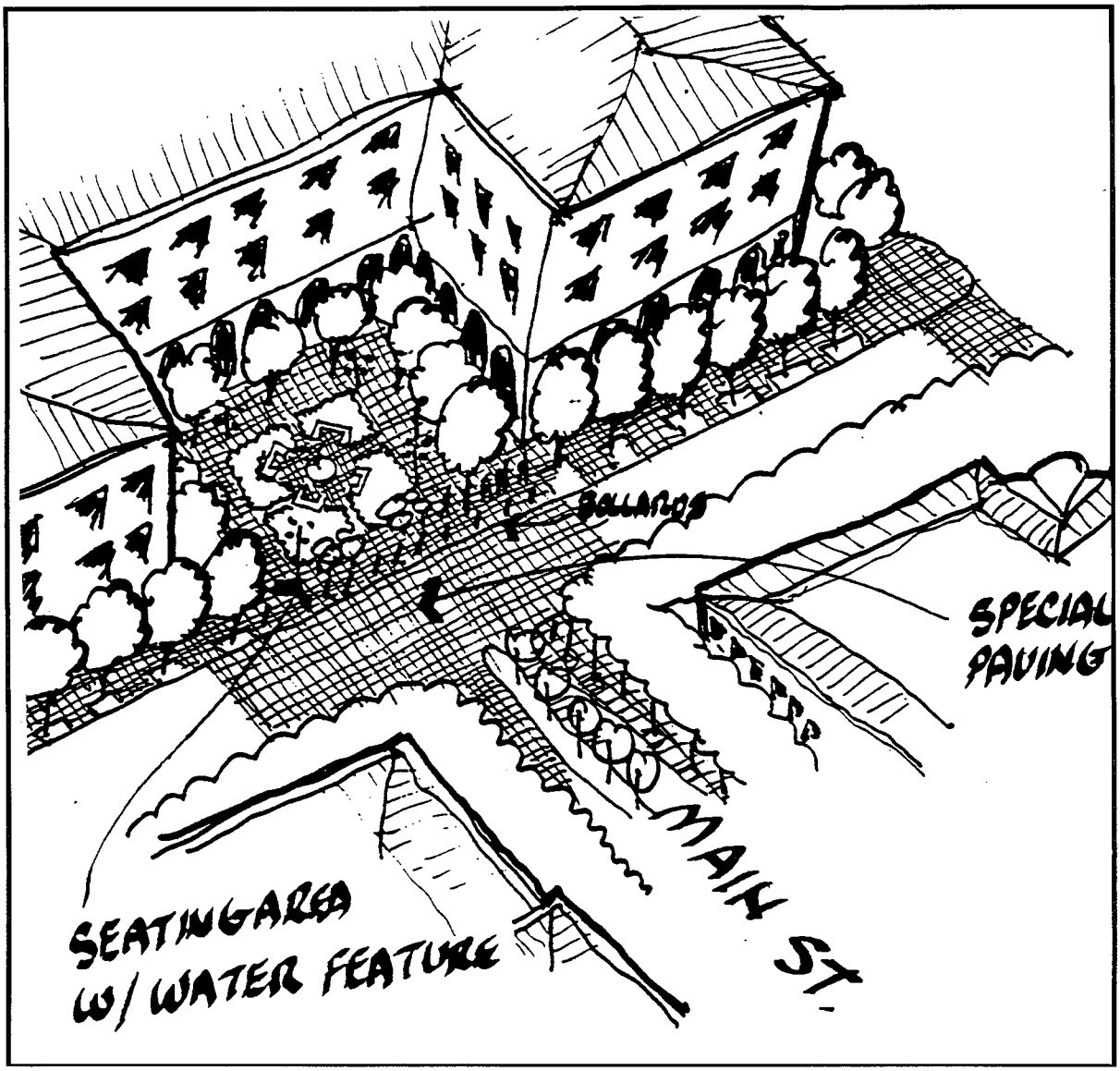
C. SPECIAL PLACES

Planning and Design Objectives	At significant corners and on axis with major pedestrian corridors such as Main Street, provide special design treatments to enhance the pedestrian environment, unify the CBC, add to the "Sense of Place" and create a more attractive public space. Such design elements may include features such as flagpoles, banners, fountains, sculpture, or special architectural elements as appropriate to each setting.

Public Space Design Guidelines	8. Special places take on differing characteristics - ranging from village greens to paved urban plazas to areas with significant focal features such as fountains. Each of the places are pedestrian-oriented and public. 9. Provide consistent treatment of the sidewalk so as to be distinguished from other typical conditions. 10. Primary paving materials should be either precast or poured-in-place concrete, or brick, with new materials possibly introduced as accents. 11. Provide unified street furniture, using the same visual characteristics as required elsewhere in the CBC. 12. Bosques, rows, or clusters of shade or flowering trees to be used to create visually attractive and physically comfortable spaces for people. (Tree bosques are a geometric clump or grove of trees.) 13. Benches should be provided which are arranged in a manner which encourages informal conversation by facing each other or at right angles rather than side by side.

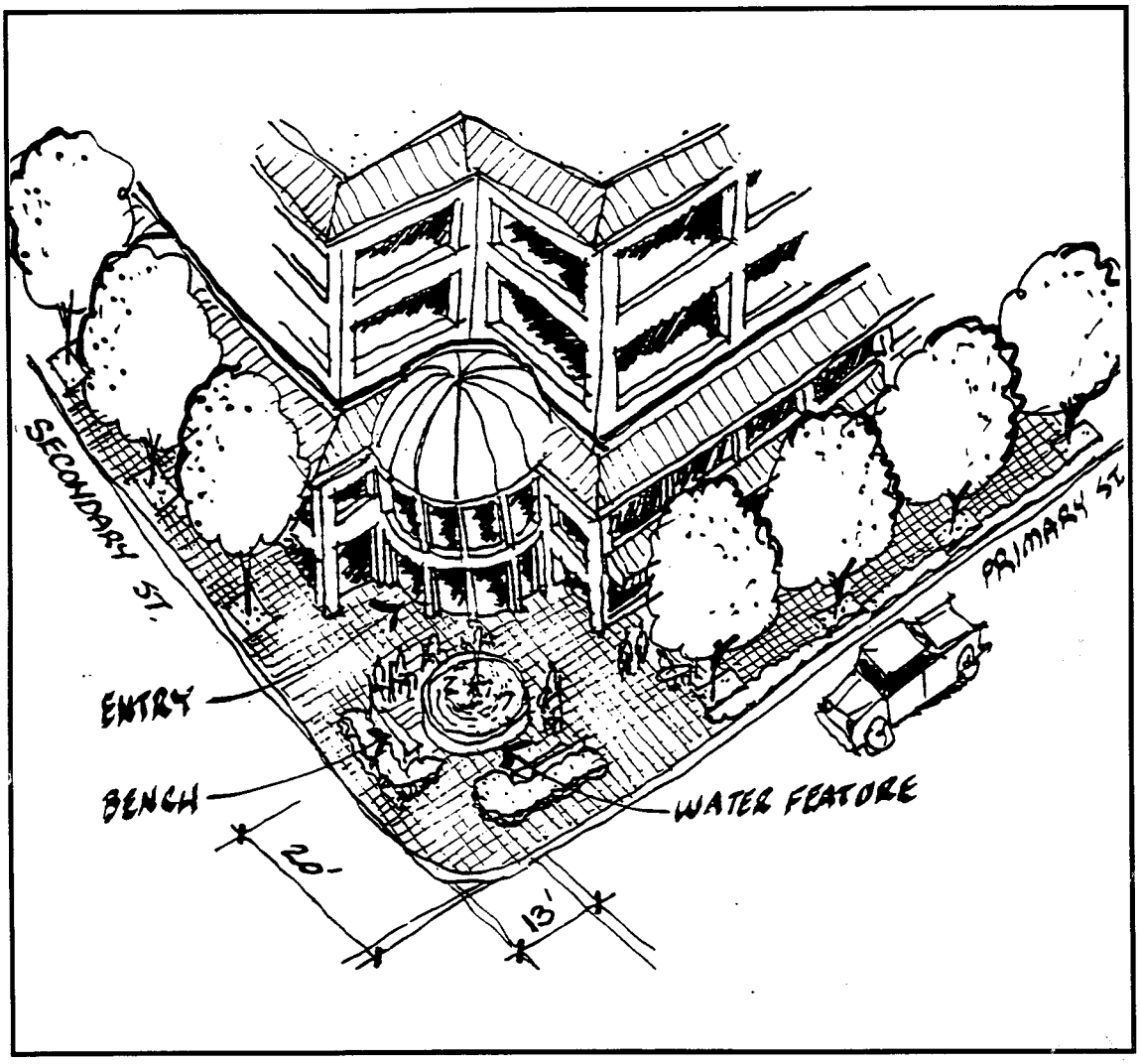
Recommended Tree Types	See Appendix 4

C. SPECIAL PLACE - MID BLOCK



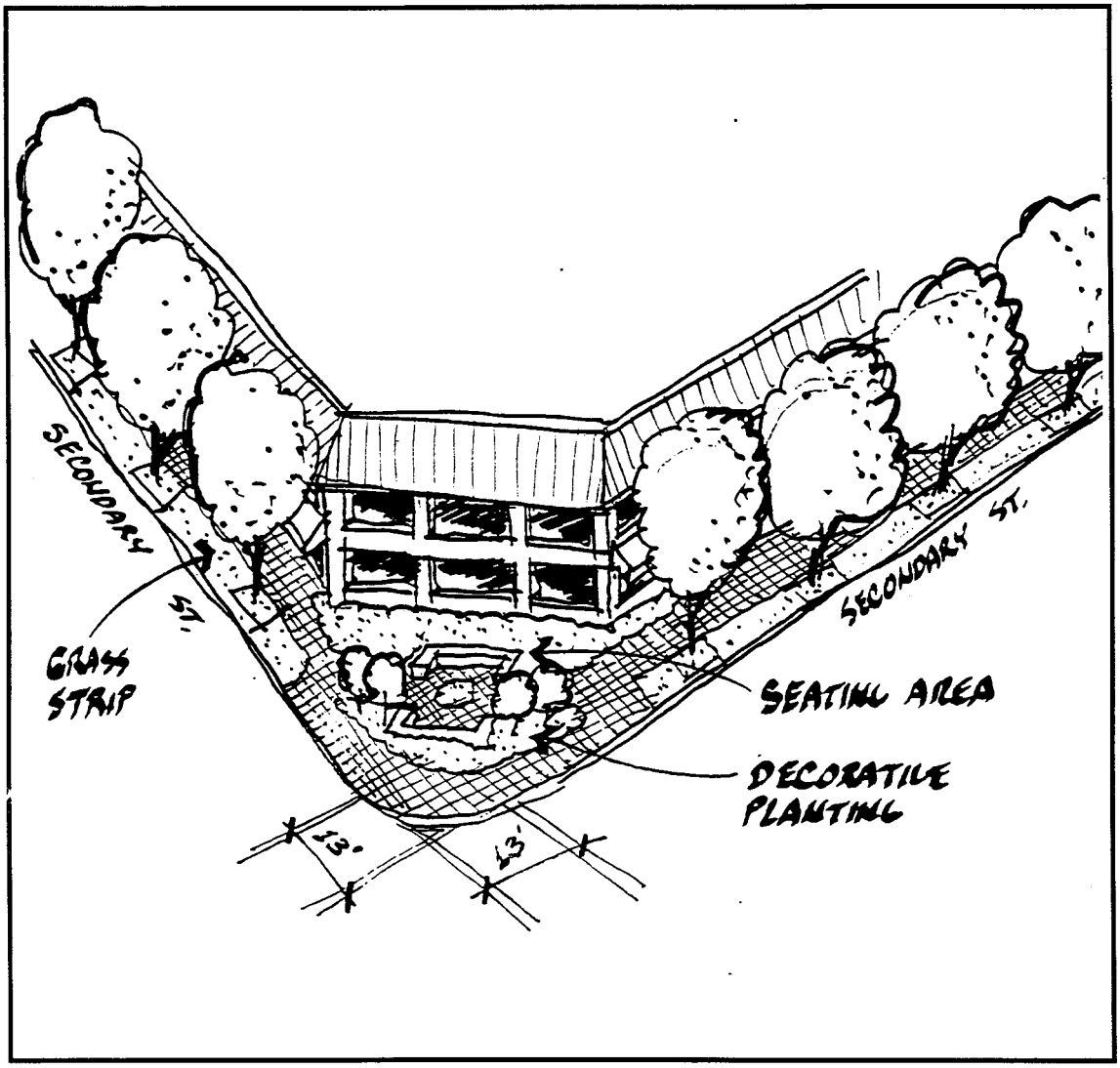
A mid-block special place should be a plaza area that is designed as a dramatic terminal point for a major pedestrian concourse. The illustration shows an open space area at the intersection of Main Street and Beverly Road, which is approximately the width of Main Street. The open space or plaza should have architectural embellishments, planting and seating with distinctive paving and include shade and/or ornamental trees. The intersection should have decorative paving to define the linkage of the primary pedestrian street and the plaza. For the street frontage away from the plaza, shade trees are provided approximately 30 feet apart in 5-foot insets or a 5-foot planting strip. A minimum 5-foot sidewalk and an additional 5-foot landscaped and/or pedestrian amenity area between the sidewalk and building should be provided. This guidance applies to the Subareas as shown on the table in Appendix 9.

C. SPECIAL PLACE - MAJOR CORNER



Major corners are located at the corner of a block where two pedestrian walkways intersect and where at least one pedestrian walkway is adjacent to a primary street. These areas should have additional architectural features and attractive landscaping that add to the sense of place. The illustration shows a major pedestrian walkway adjacent to a primary street with a building-line-to-curb width of 20 feet, and a secondary pedestrian walkway adjacent to a secondary street with a building-line-to-curb minimum width of 13 feet. The corner feature should have a protected seating area with hedges and low-profile shade or ornamental trees in addition to a fountain, public art and/or other amenities. For streetscape guidance away from the corner, see Design Standard Category "F" (i.e., Major Public Walkways) for the area adjacent to the primary street, and see Design Standard Category "G" (i.e., Minor Public Walkway) for the area adjacent to the secondary street. The Major Corner guidance applies to the Subareas as shown on the table in Appendix 9.

C. SPECIAL PLACE - MINOR CORNER



Minor corners are located at the corner of a block where two pedestrian walkways intersect and where both pedestrian walkways are adjacent to secondary streets. The illustration shows a minimum of 13 feet between the curb and building line at the corner where a landscaped feature is provided. The corner landscaped feature includes a seating area, but also could be designed with a fountain and/or public art. The purpose of the corner treatment is to add to the sense of place. Adjacent to the secondary street away from the corner, street trees are provided approximately 30 feet apart in a 5-foot inset or a 5-foot planting strip with grass or ground cover. A minimum 5-foot sidewalk should be provided with an additional 5-foot landscaped and/or pedestrian amenity area between the sidewalk and building. This guidance applies to the Subareas as shown on the table in Appendix 9.

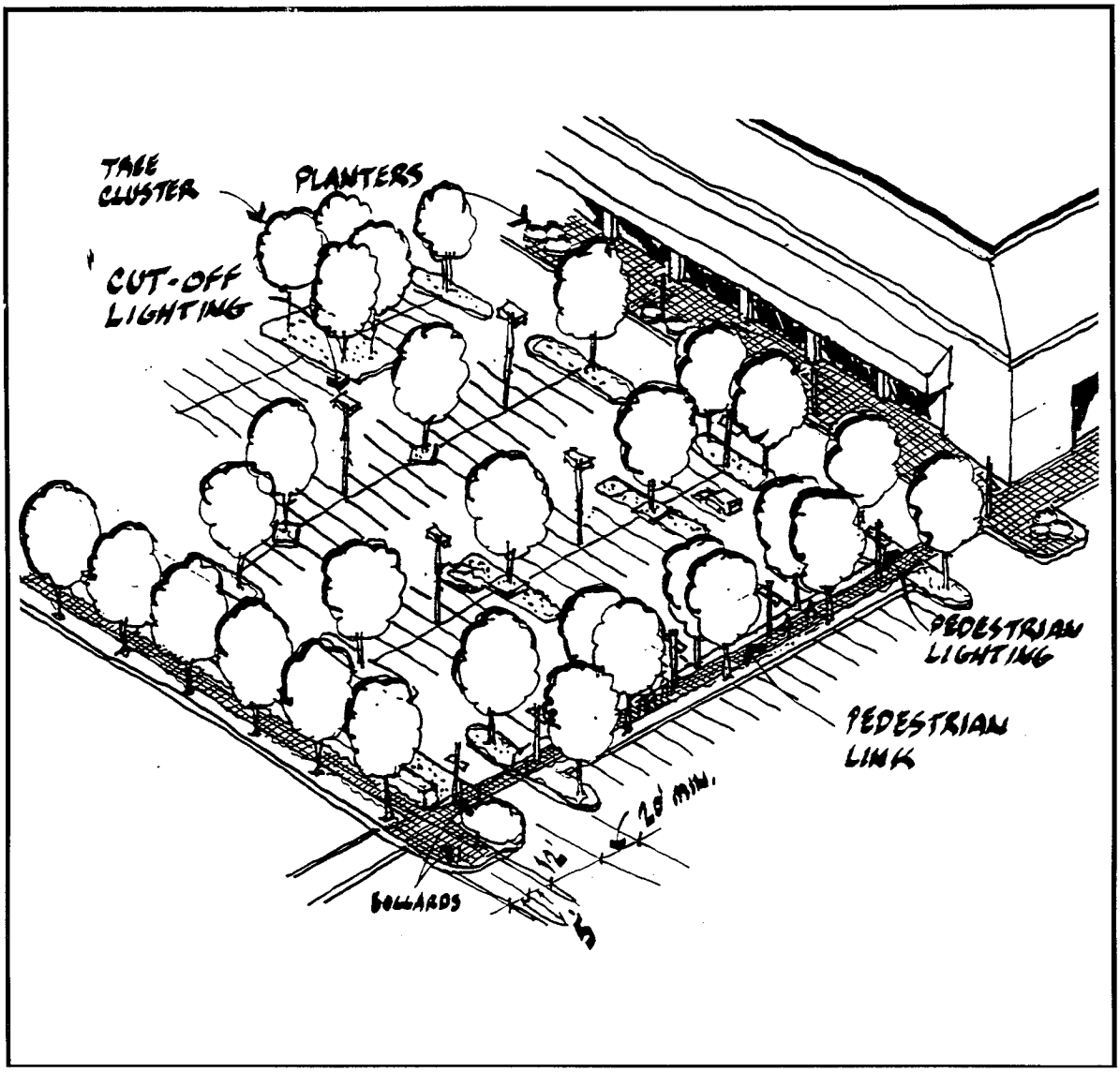
D. EXPANSIVE PARKING LOT

Planning and Design Objectives	Large parking lots should be broken into smaller, more visually attractive areas with planted islands. These lots should be compatible with the master plan and meet all county zoning codes, screen residential areas, and be pedestrian friendly.

Public Space Design Standards	14. Pedestrian accommodations - provide sidewalks along storefronts with colorful plant materials interspersed in planters along the sidewalk edge. 15. Provide large deciduous trees planted in rows on both sides of concrete sidewalk as a pedestrian link between nearby public streets or other developments. 16. Provide at least one concrete sidewalk, or more, in a linear island between parking spaces, providing access to stores from parking lot and public street sidewalks. 17. Provide ground covers with flowering bulbs planted under trees. Add parking lot planters (tree pits) where there are no islands. Trees should be planted in line with lane lines, not car bumpers. 18. Provide islands planted with Day lilies, flowering bulbs or other flowering perennials. 19. Streetscape should adhere to design guidelines. (See Appendix) 20. Provide sight, sound and light screening from adjacent residential areas with seven foot wall and/or tall hedges. 21. Hedges should be provided on all sides for visual screening of autos. (Should be no higher than three feet and not block signage). 22. Extend walkways visually to connect with sidewalks by use of pavers (concrete brick pavers recommended). 23. Provide shade trees within the parking lots and colorful plant materials interspersed within the parking lots (See Design Standards for Parking Areas).

Recommended Tree Types (Tree Pits and Parking Lot Islands)	See Appendix 4

D. EXPANSIVE PARKING LOT



Expansive parking areas should be designed to provide a safe and visually attractive separation between pedestrian and vehicular movement within the lot. The landscaped area adjacent to the road should have a minimum 5-foot planting strip with shade trees spaced at approximately 30 feet apart, a minimum 5-foot sidewalk, and another 5- to 12-foot planting strip adjacent to the parking area which includes a minimum 3-foot wide hedge. Pedestrian linkages across major parking areas should be provided, which includes a sidewalk flanked by two 5-foot planting strips, each with shade trees spaced approximately 30 feet apart. Both interior linkage and perimeter shade trees should be coordinated with lighting fixtures. Within the parking lot, shade trees should be located every 8 to 10 parking spaces, and include additional planting areas for clustering trees and/or for decorative plantings. This guidance applies to the Subareas as shown on the table in Appendix 9.

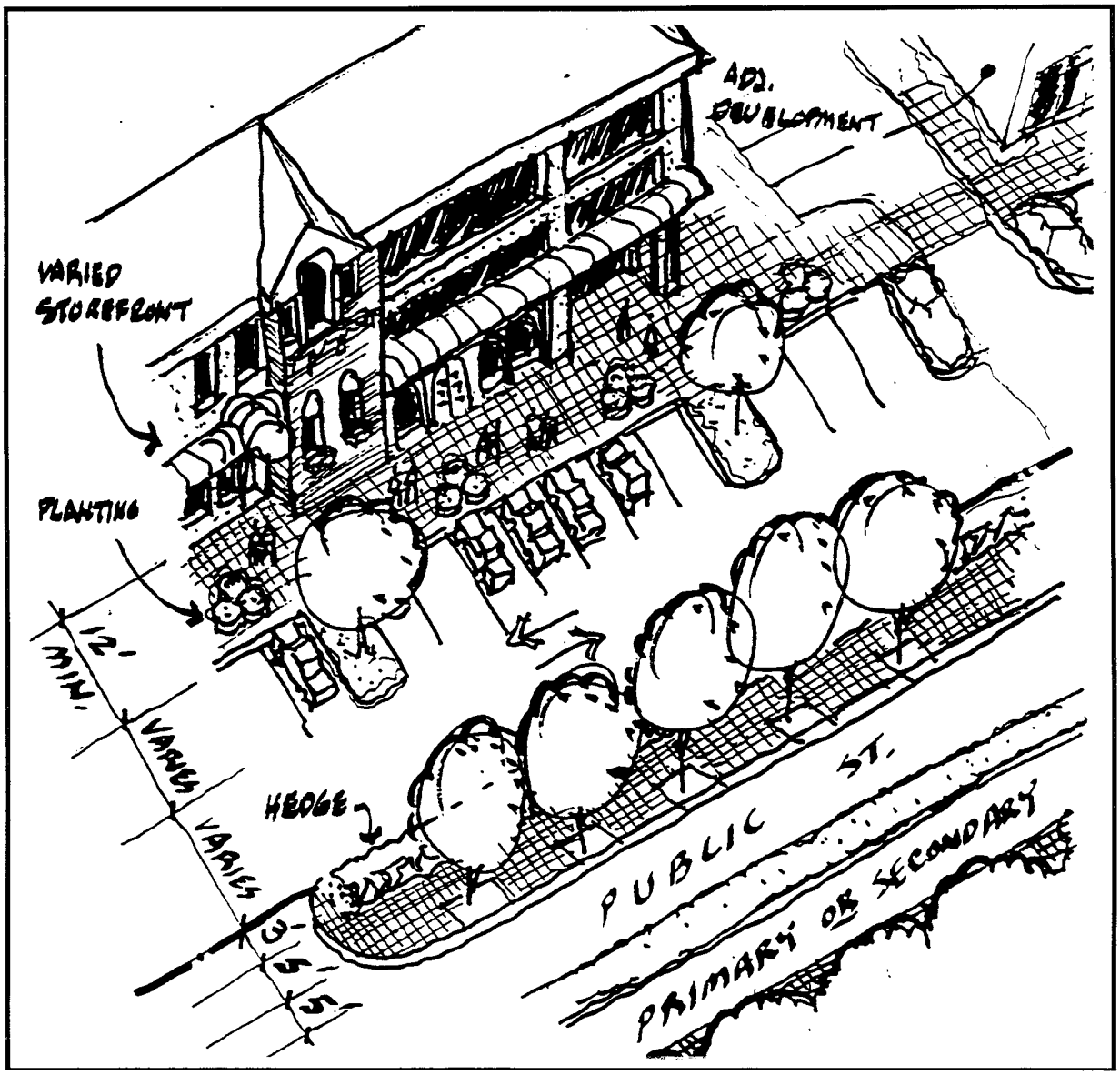
E. MAJOR PUBLIC WALKWAY - ADJACENT TO PARKING

Planning and Design Objectives	Develop and maintain a strong visual edge along primary and secondary streets. Visually separate convenience retail parking from the arterial street.

Public Space Design Standards	24. Provide a single row of deciduous street trees along the public street. 25. Sidewalk should primarily be precast concrete or cast-in-place concrete. Paving should be accentuated by simple narrow brick banding against the building face and be perpendicular to similar bands within the sidewalk. 26. Provide expanded brick band in the utility strip right-of-way paralleling the curb. 27. Provide unified street furniture, consisting of standard lights and trash containers. (At building entrances, provide benches, planter pots, and other furniture using the same visual characteristics as required elsewhere in the CBC.) 28. Provide ground covers with flowering bulbs planted in tree pits. 29. Provide public sidewalk adjacent to retail storefronts, continuing walkway to end with no step-off, to the adjacent development's pedestrian area. 30. Provide one row of parking at storefront. (Parking can be either perpendicular or diagonal as shown). 31. Provide low wall, hedge, or berm located on island between parking lot and street to provide separation between street and parking. 32. Provide day lilies, flowering bulbs, and other perennial flowers at entrances to parking lot and along sidewalk area. 33. Provide flowering trees planted within parking lot in spaces in designated planter islands. Low vegetation should be planted in islands. 34. Provide pedestrian connections to adjacent developments which encourage safe and continuous pedestrian circulation.

Recommended Tree Types	See Appendix 4

E. MAJOR PUBLIC WALKWAY - ADJACENT TO PARKING



Where convenience retail parking is appropriate, the distance from the building facade to the inside curb line of the parking area should be 12 to 15 feet. The pedestrian concourse between the primary road and the parking lot should have shade trees planted in a 5-foot planting strip or alternately 5-foot by 5-foot insets, a minimum 5-foot sidewalk and 3-foot hedge width located between the sidewalk and the parking lot. Shade trees along the primary streets should be spaced approximately 30 feet apart and coordinated with lighting fixtures. This guidance applies to the Subareas as shown on the table in Appendix 9.

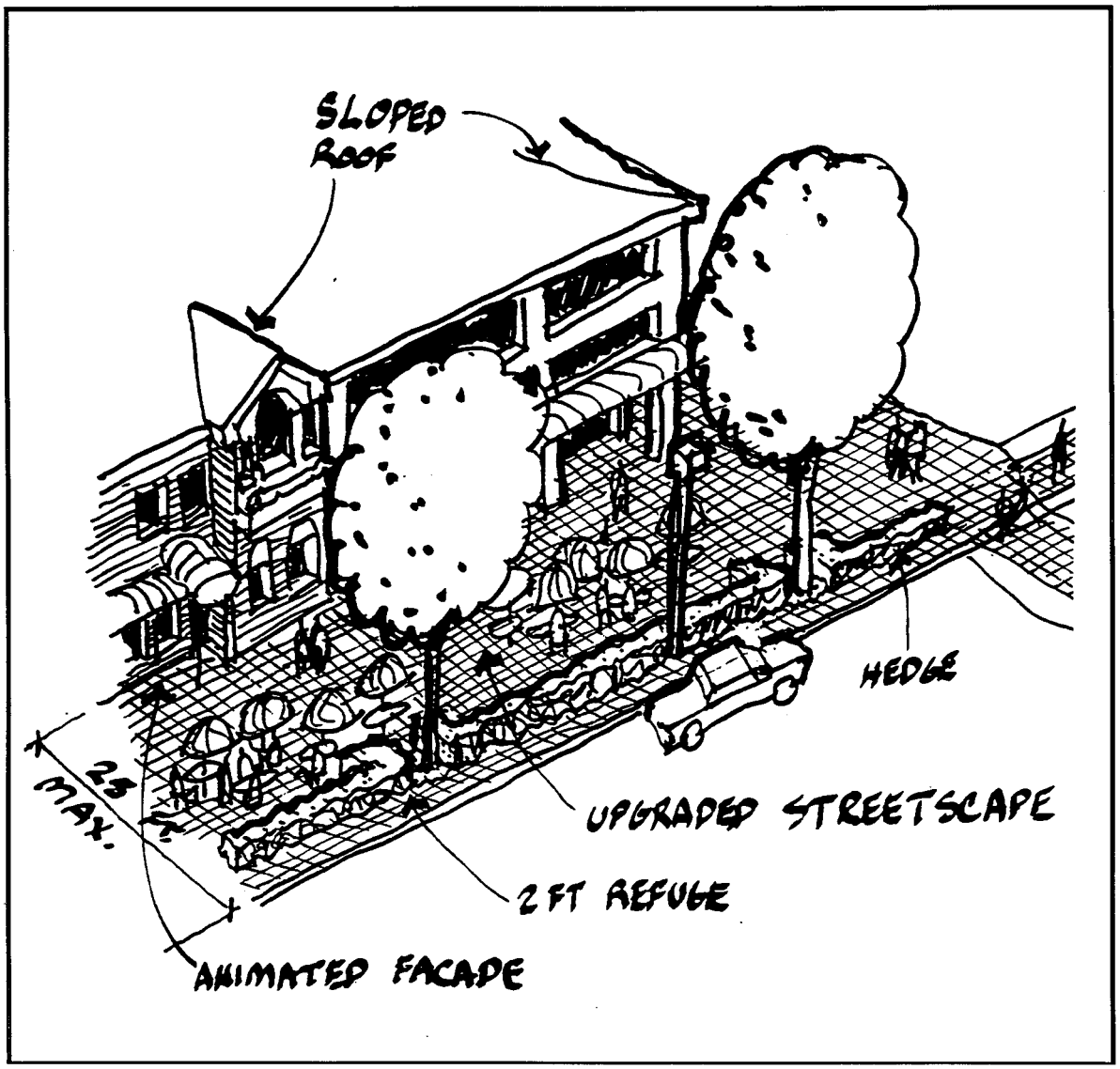
F. MAJOR PUBLIC WALKWAY - ADJACENT TO SHOPPING STREET

Planning and Design Objectives	Develop and maintain strong visual edges along primary streets. Visually unify the CBC through the use of common elements within the public space.

Public Space Design Standards	35. Provide single row of deciduous street trees. 2. Sidewalk paving should be primarily accentuated by simple narrow brick banding against the building face and perpendicular to similar bands within a concrete sidewalk. 3. Provide expanded brick band in the utility strip right-of-way paralleling the curb. 4. Provide unified street furniture, consisting of standard lights and trash containers. (At building entrances, provide benches, planter pots, and other furniture using the same visual characteristics as required elsewhere in the CBC.) 5. Provide ground covers with flowering bulbs planted in tree pits. 6. Provide 3-foot high hedge in 3-foot wide strip between street and sidewalk area to enhance pedestrian environment and encourage outdoor dining. 7. Provide 2-foot wide pedestrian area adjacent to curb and on street side of hedge to allow for passenger exit from parked cars (when parking is permitted on street).

Recommended Tree Types	See Appendix 4

F. MAJOR PUBLIC WALKWAY - ADJACENT TO SHOPPING STREET



Buildings located adjacent to a public shopping street should have a building setback from the curb of 15 to 25 feet, depending on site characteristics and the conditions and configuration of adjacent properties. The intent is to provide a pedestrian environment suitable for leisurely shopping with no impediment for the pedestrian between the window display areas and shopping access. The pedestrian concourse should provide a refuge strip with a minimum width of 2 feet adjacent to the curb and a hedge planting strip with 5-foot by 5-foot shade tree insets which will establish a separation between pedestrian activity and vehicular movement. As an alternative, a 5-foot continuous planting area, including hedges and shade trees, could be provided. Shade trees should be spaced approximately 30 feet apart and coordinated with street lighting fixtures. This guidance applies to the Subareas as shown on the table in Appendix 9.

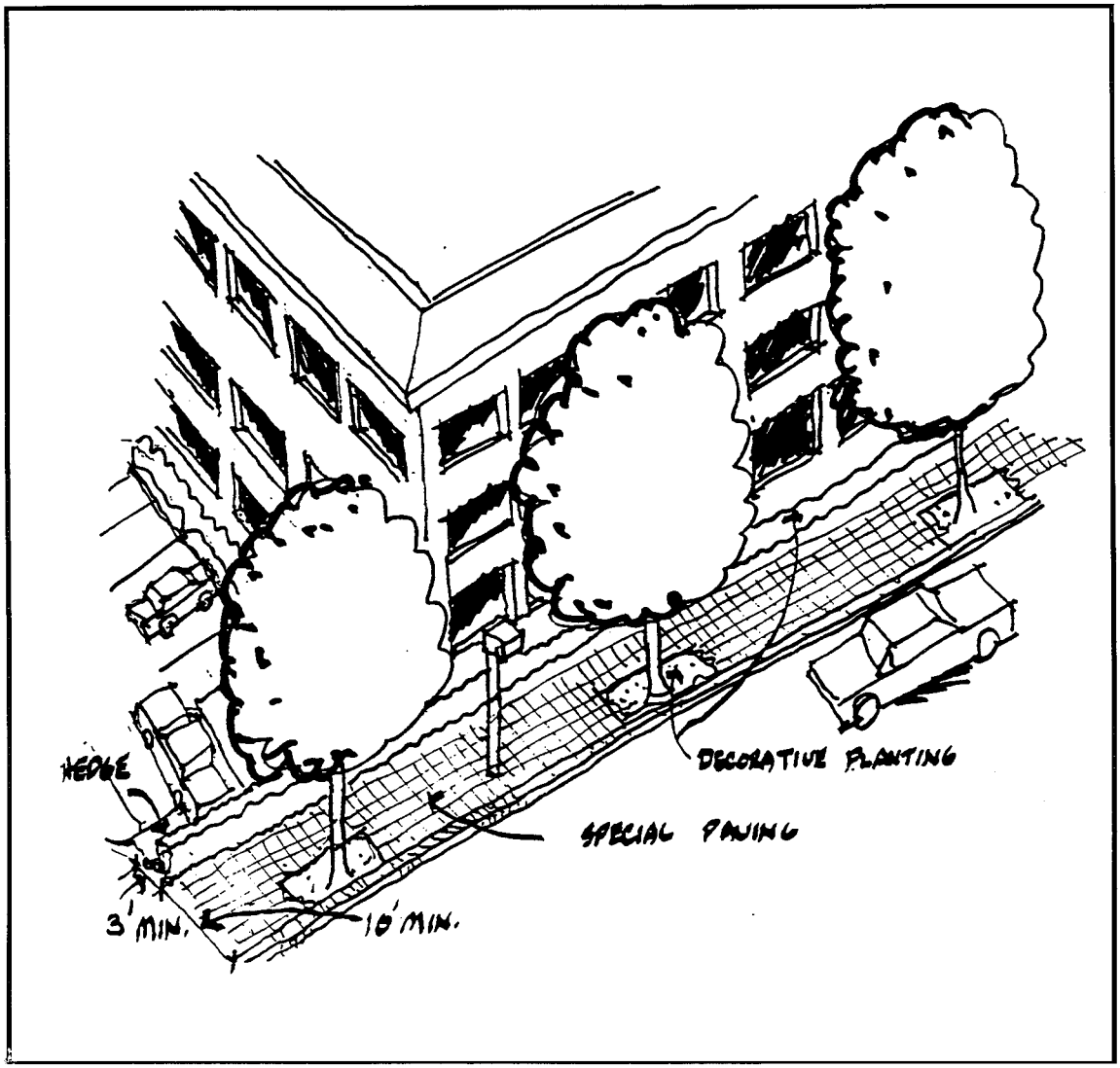
G. MINOR PUBLIC WALKWAY - ADJACENT TO NON-SHOPPING STREET

Planning and Design Objectives	Enhance the visual and pedestrian characteristics of the commercial street while establishing a "sense of place" for the McLean CBC.

Public Space Design Standards	36. Limit automobile access except where access is essential. 37. Sidewalk paving primarily should be cast-in-place concrete. Paving should be accentuated by simple narrow brick banding against the building face and be perpendicular to similar bands within the sidewalk. 38. Provide an expanded brick band placed within the utility strip right-of-way parallel to the curb. 39. Provide ground covers with flowering bulbs planted in tree pits. 40. Provide unified street furniture, consisting of standard lights, trash containers, benches, flower pots, bollards, and other elements to create an attractive pedestrian environment. 41. Entryways to office buildings should be demarcated by special paving materials. 42. Curb cuts at parking lot entryways should be marked by bollards. 43. Provide landscaping as appropriate to either provide screening of the parking areas or enhance the building edges and entryways.

Recommended Tree Types	See Appendix 4

G. MINOR PUBLIC WALKWAY - ADJACENT TO NON-SHOPPING STREET



The building facades, when adjacent to a minor public walkway on non-shopping streets, should be set back 13 to 20 feet from the curb depending on the condition and configuration of adjacent properties. To create a safe and attractive pedestrian walkway separate from vehicular traffic, shade trees should be provided about 30 feet apart in insets with minimum dimensions of 5 feet by 5 feet, or in a minimum 5-foot planting strip. Adjacent to buildings, planting strips should be provided, ranging from a 3-foot minimum width to a maximum 10-foot landscaped area which includes a hedge and decorative plantings. A minimum 5-foot sidewalk should be provided. This guidance applies to the Subareas as shown on the table in Appendix 9.

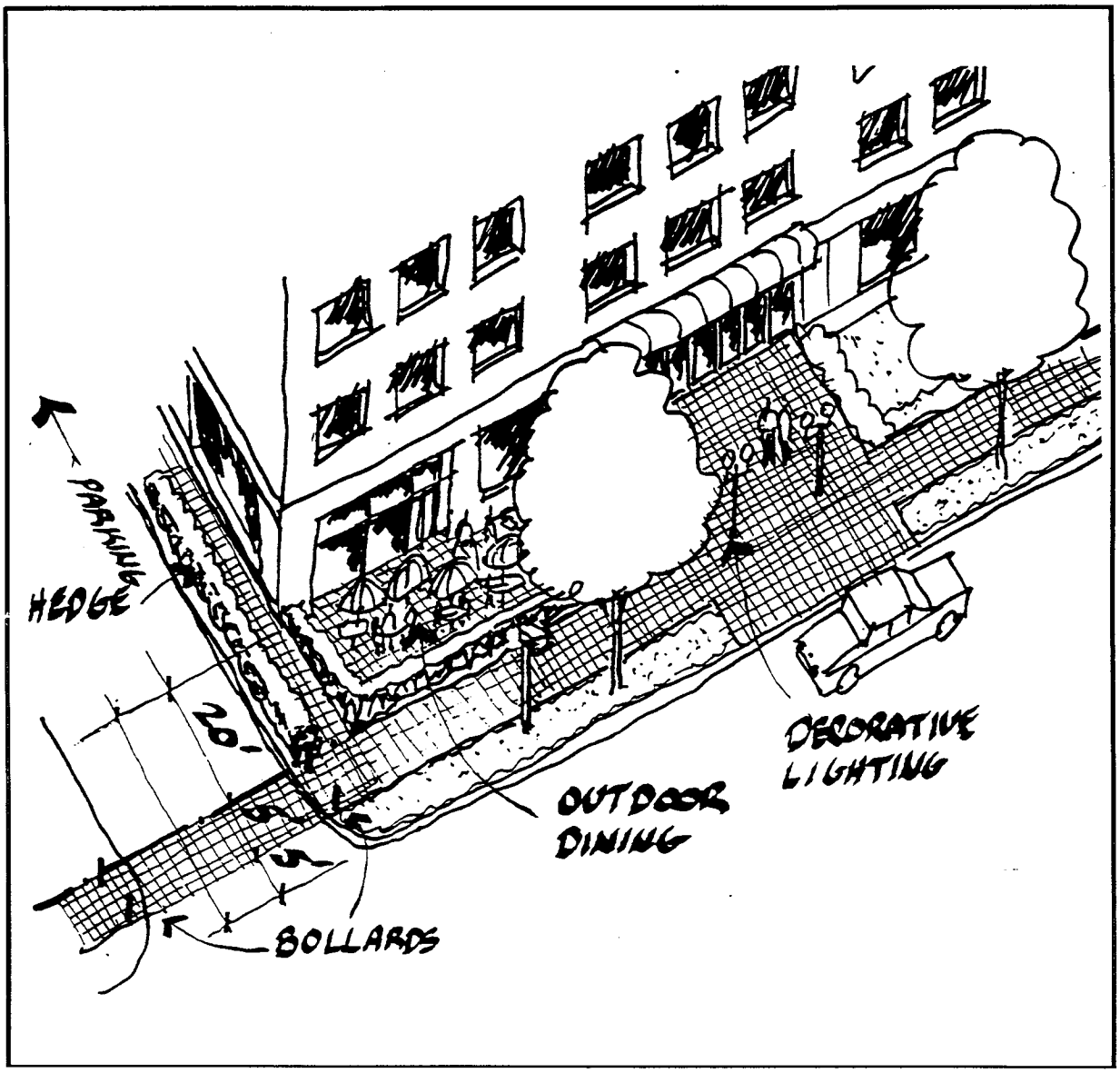
G. COMMERCIAL OFFICE WALKWAYS - ADJACENT TO PUBLIC STREET

Planning and Design Objectives	Provide opportunities that will encourage and support pedestrian activities in the CBC. In selected locations, expand sidewalks to create pedestrian oriented spaces and corridors, with seating and gathering areas, park-like plantings, and enhanced street furnishings and features.

Public Space Design Guidelines	44. Provide a single row of street trees with differing species designated for different streets. 45. Sidewalk paving should be primarily precast concrete in large modules. 46. Entryways to office buildings should be demarcated by special paving materials which are banded by brick pavers, as found elsewhere in the CBC. 47. Restaurants with outdoor seating are encouraged to enliven the public way. Also speciality retail that is destination-oriented such as high-end antique stores are also encouraged in lieu of blank, unanimated office windows at street level. 48. Provide ground covers with spring flowering bulbs planted in tree pits. 49. Provide Day lilies and other flowering perennials planted between tree pits, yet within the utility right-of-way. (A unifying color scheme for the entire CBC could be selected for the perennials.) 50. Provide unified street furniture, consistent with standards in the Appendix. 51. Bollards should be provided at sidewalks where access to parking is provided.

Recommended Tree Types	See Appendix 4

H. COMMERCIAL OFFICE WALKWAYS - ADJACENT TO PUBLIC STREET



An office building, adjacent to a non-shopping street should be set back 25 to 30 feet from the curb. The intent is to create a safe and attractive pedestrian walkway with an expanded pedestrian corridor to permit seating, planting and street furniture. The pedestrian concourse should have a minimum 5-foot planting strip adjacent to the road with shade trees spaced approximately 30 feet apart, a minimum 5-foot sidewalk, and a 15- to 20-foot planting and access area adjacent to the building which could include seating and other amenities. This guidance applies to the Subareas as shown on the table in Appendix 9.

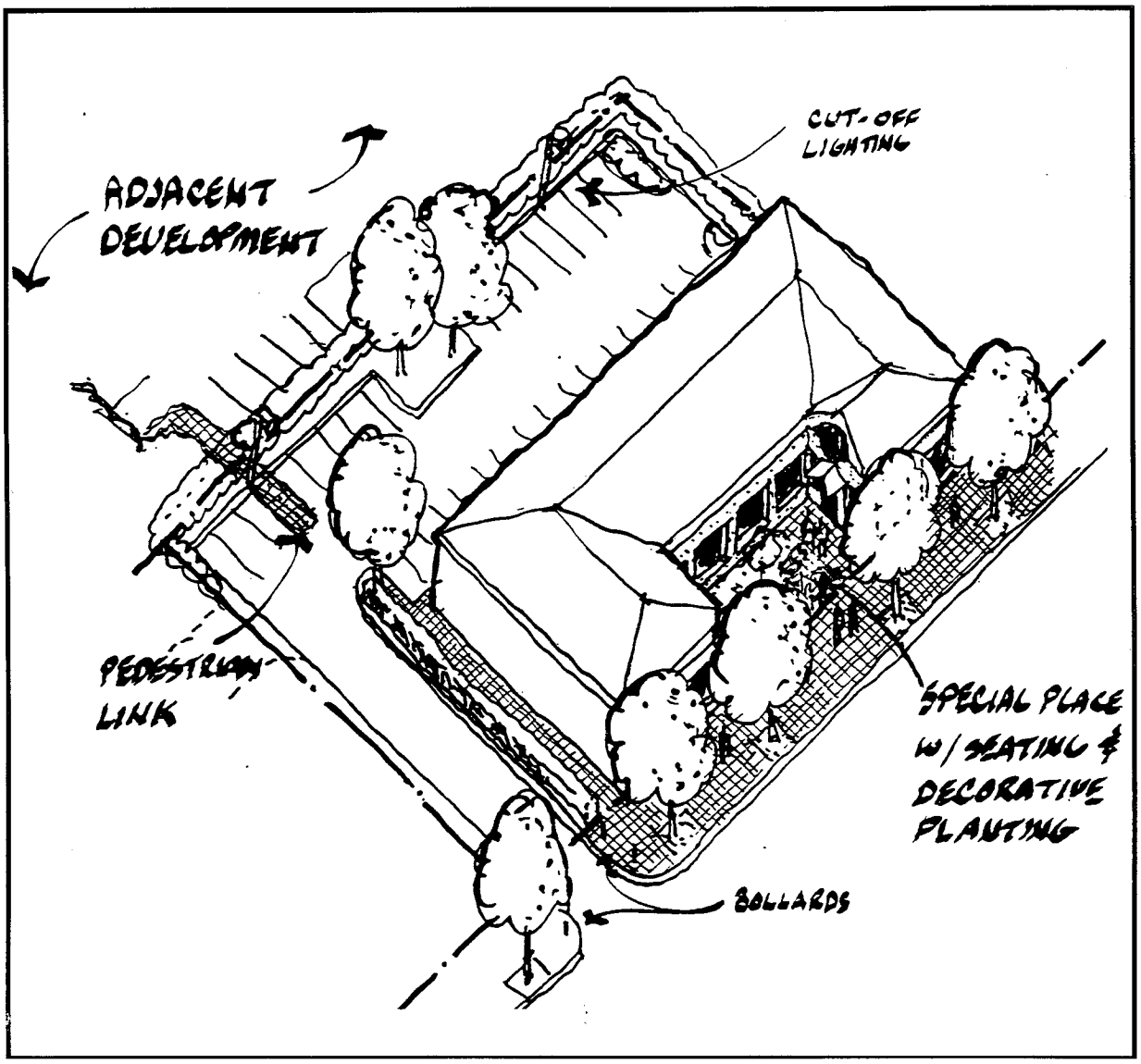
I. FREESTANDING RETAIL

Planning and Design Objectives	Where freestanding retail is developed, the building line should abut the public sidewalk and provide a pedestrian environment along the street.

Design Guidelines	
Site Planning	52. Building to be located with maximum setback of 25 feet from street. 53. All parking to be located at rear or middle of block and landscaped as per design standards. 54. Use single curb cut for entry and exit and connect adjoining parking lots in order to minimize curb cuts at the street. 55. Provide sidewalks at the street to continue the pedestrian network. Should have pedestrian space at the building entry. 56. Low hedges (3 feet high) should be provided at the front of property along street edge, not to hide signage. 57. Developer must offer sufficient amenity to the community to justify proposed development.
Building Design	58. Provide "cut-off" lighting (see Appendix) for parking areas from 20 to 30 feet in height. Wattage should be in the range of 200 to 400 watts. Lamps should be shaded as much as possible to prevent light from shining into adjacent properties. 59. Provide tall screening hedge at edge of parking adjacent to residential uses (see Appendix). 60. Utilize predominately masonry material (or other quality materials), and sloped roof. 61. Create design features to accentuate building entry. Provide greenery at entrance. 62. Provide arcades, awnings and other building features to distinguish ground floor retail.
Signage	63. Provide display windows at the sidewalk to encourage pedestrian interest. 64. Building design must be compatible with community. 65. Signs should be incorporated within building awnings in a uniform pattern above shop windows, or as plaques hung perpendicular to the building face. 66. Illumination should be backlit for uniform signs above shop windows or spotlight signs perpendicular to building face.

Recommended Tree Types	See Appendix 4

I. FREESTANDING RETAIL



Freestanding retail buildings adjacent to public walkways should be designed to be pedestrian-oriented by providing space for seating, decorative planting and the provision of public open spaces, with parking at the rear of the property. The distance from building line to curb should be 15 to 25 feet. The pedestrian concourse should include shade trees approximately 30 feet apart planted in either a minimum 5-foot planting strip or a 5-foot planting inset adjacent to the road, and include either a 10-foot sidewalk in the retail browsing areas or a minimum 5-foot sidewalk and 15-foot planting area. The rear or side of the property should have pedestrian connections to adjacent properties where appropriate. The rear parking lot should have cut-off lighting to minimize glare. This guidance applies to the Subareas as shown on the table in Appendix 9.

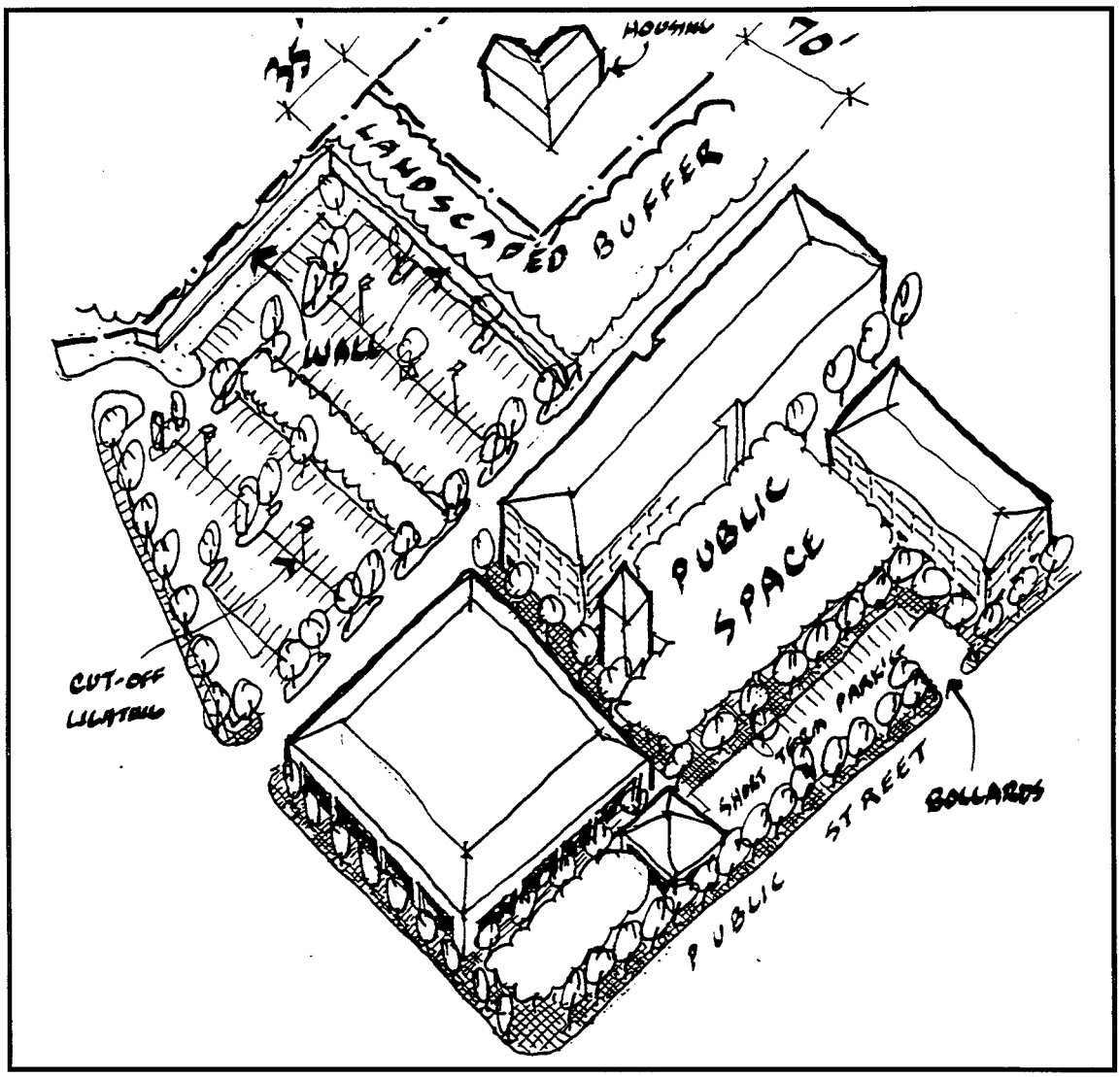
J. MIXED USE SHOPPING CENTER

Planning and Design Objectives	Renovation of older shopping centers should be encouraged. If redevelopment occurs at the existing shopping center sites, new development should create mixed use shopping centers which establish their own unique sense of place, provide continuous ground floor retail, and integrate with the form and pattern of surrounding development.

Public Space Design Guidelines **Site Planning**	67. Building to be located a maximum of 25 feet from street, except where setback for parking or amenity area in order to frame the space of the street. 68. Limited at-grade parking designated for convenience retail is permitted to be directly accessible from street. Large areas of surface parking or structured parking is to be set away from major pedestrian network and accessible from side streets. 69. Public spaces and special amenities should be directly accessible to pedestrian network with pedestrian connections to adjacent blocks. 70. Create building or landscape design features at highly visible areas. 71. Separate building functions should be individually expressed.
Building Design	72. Composition of buildings can define special urban or landscaped public area. 73. Provide "cut-off" lighting (see Appendix) for parking areas from 20 to 30 feet in height. Wattage should be in the range of 200 to 400 watts. Lamps should be shaded as much as possible to prevent light from shining into adjacent properties. 74. Provide 6-foot masonry wall for acoustical protection adjacent to residential areas together with landscaping (see Appendix). 75. Provide predominantly three story structure with four story allowed at setback. 76. Sloped building roofs only are allowed. 77. Utilize predominately quality masonry materials with punched window openings; opportunity to create rhythm of solid and void in elevation. 78. Provide arcades, awnings, or other building features to distinguish ground floor retail. Quality materials to be used. 79. Architectural design features such as variations of window or building details, texture, pattern and color of materials, public space furniture, or entry accents are encouraged. Quality materials to be used.

Recommended Tree Types	See Appendix 4

J. MIXED USE SHOPPING CENTER



Mixed use centers should be designed to have ground floor retail and be integrated with adjacent development. Most of the parking should be located to the rear of the property with a limited amount of convenience parking to the street side of the development. Public spaces should be incorporated which include interior landscaping, bollards and decorative paving. The distance from building-line-to-curb should be 15 to 25 feet. When adjacent to single family neighborhoods on the periphery of the CBC, landscaped buffers and barrier walls should be provided between the mixed use development and adjacent properties as well as providing cut-off lighting in the parking areas near these neighborhoods. This building envelope guidance applies to the Subareas as shown on the table in Appendix 9. For streetscape guidance also, see Design Standard Categories that are applicable to the Subarea.

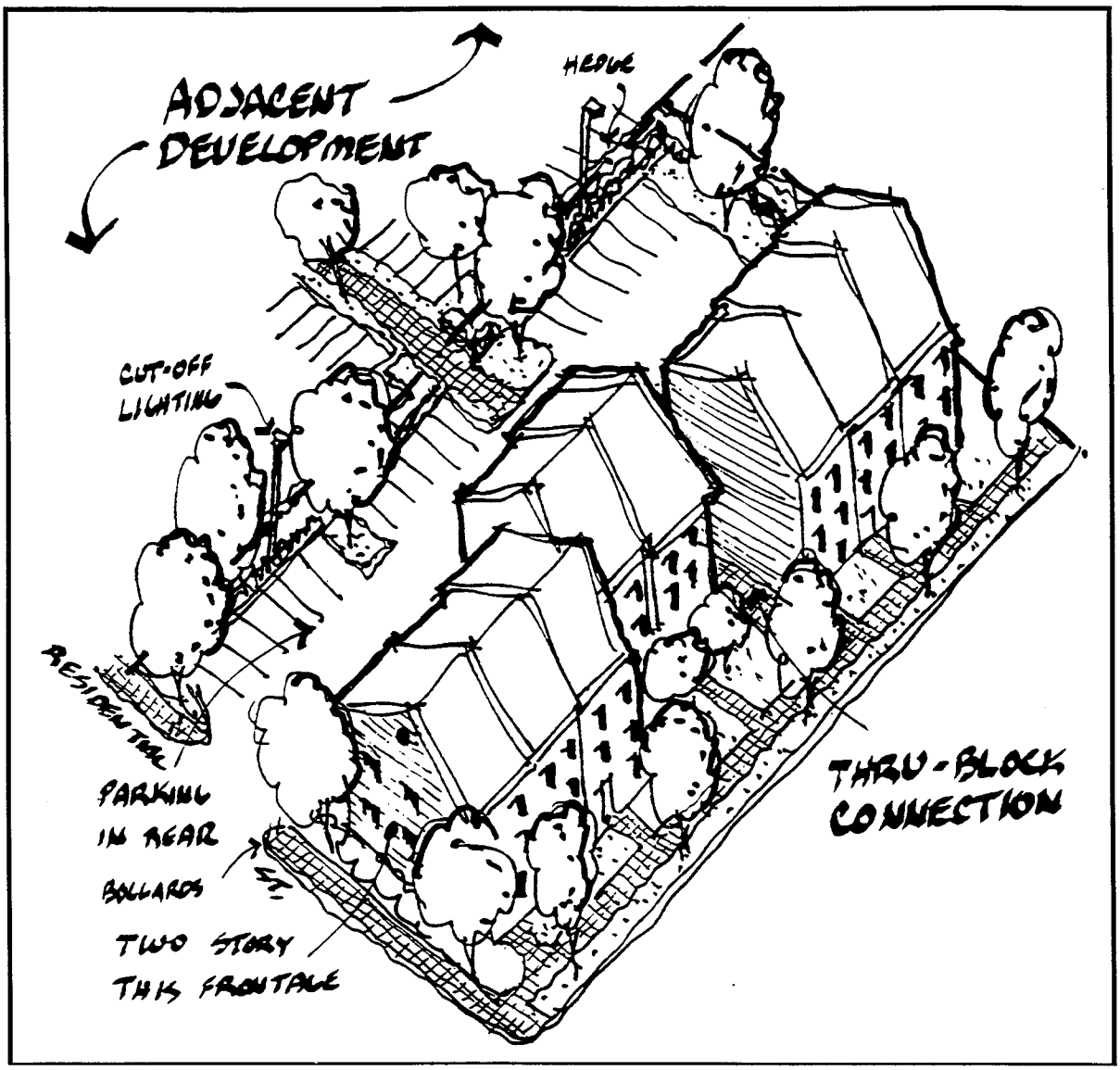
K. ROWHOUSE OFFICE

Planning and Design Objectives	Develop rowhouse office aT infill and redevelopment areas in order to create a physically well-defined commercial area which is also compatible with adjacent residential development.

Design Guidelines **Site Planning**	80. Buildings to be located within 25' of street. 81. Parking is to be located at rear or middle of site. 82. Create building or landscape design features at most visible corners. 83. Create through-block connection from street to parking lot. 84. Where rowhouse office abuts residential areas, adjacent screening should be provided between parking areas and rear yards. 85. Provide "cut-off" lighting (see Appendix) for parking areas to prevent light from shining into adjacent properties on standards of 10 to 15 feet in height with bulb range from 70 to 250 watts. Lamps should be shielded as much as possible.
Building Design	86. Structures with a maximum height of three stories are permitted; two story heights are recommended fronting residential street. 87. Utilize masonry materials with punched window openings to maintain a residential scale and character. 88. Vary building mass by creating setbacks at different locations. 89. Building design should be compatible with rowhouse residential design, such as the use of sloped roof lines.
Signage	90. Signage should be incorporated within front entry door or as plaques hung perpendicular to the building face. 91. Development signs should be ground mounted and incorporated within the planting strip at a maximum height of four feet.

Recommended Tree Types	See Appendix 4

K. ROWHOUSE OFFICE



Rowhouse office buildings should be located 15 to 25 feet from the curb line. The intent is to provide a pedestrian scale with buildings close to the road to form a visual frame to the roadway with parking to the rear of the building. The pedestrian concourse should have a minimum 5-foot planting strip adjacent to the road with shade trees, a minimum 5-foot sidewalk, and a 15- to 25-foot planting and access area adjacent to the office facades. Shade trees should be spaced approximately 30 feet apart and be coordinated with street lighting fixtures. This guidance applies to the Subareas as shown in the table in Appendix 9.

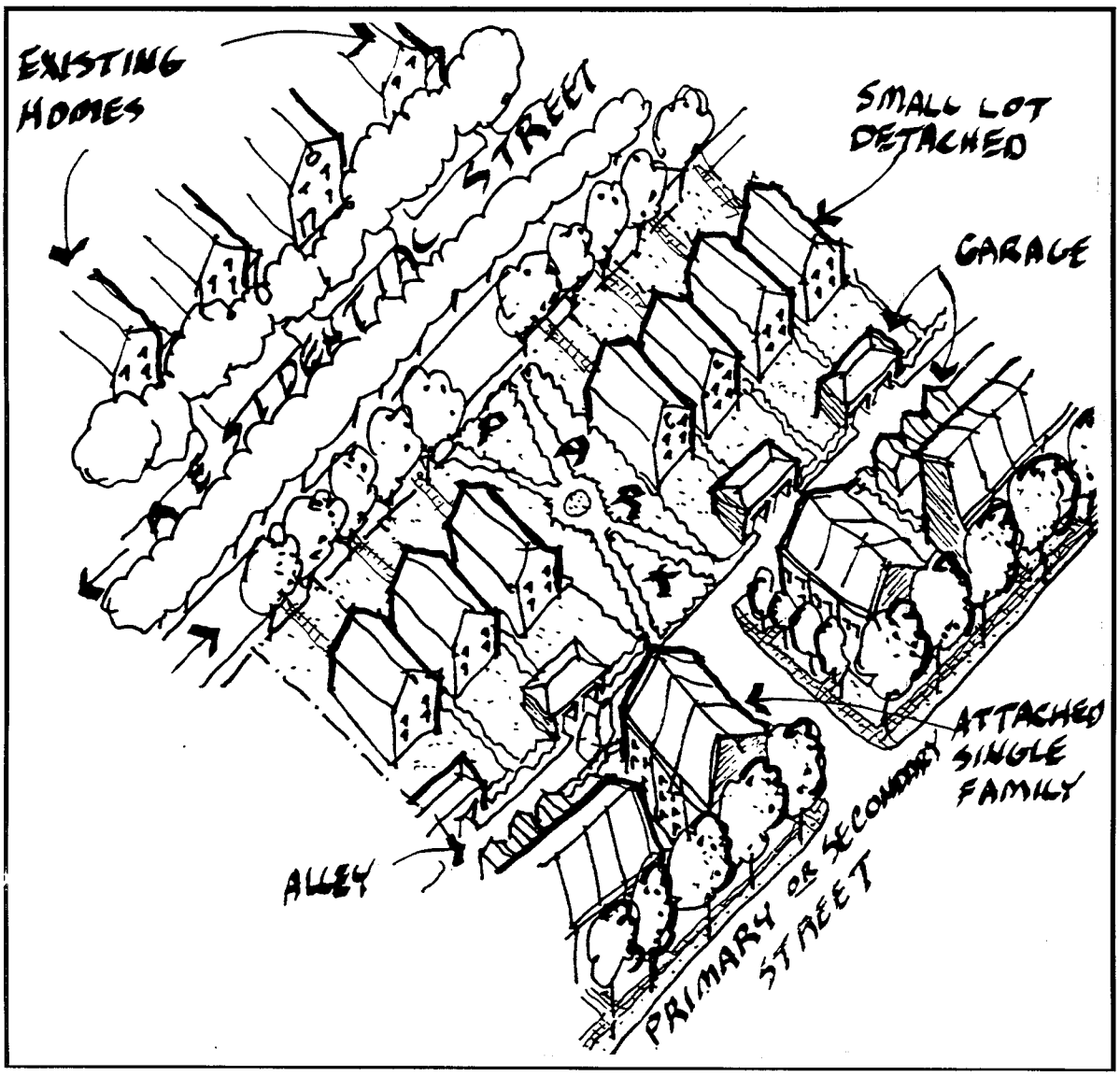
L. RESIDENTIAL FRONTAGE

Planning and Design Objectives	Enhance the visual and pedestrian characteristics of the residential street while establishing a sense of place for the McLean CBC.

Design Guidelines **Site Planning**	1. Provide single row of street trees with differing species on different streets. 2. Provide sidewalk paving to be primarily precast concrete in large modules or cast-in-place concrete on street which will abut the commercial area. 3. Provide ground covers with spring flowering bulbs planted in the tree pits. 4. Provide unified street furniture and street lights to be located between street trees. 5. Provide flowering perennials at edge of driveways on residential streets. 6. Provide individual landscaping treatment in private space. 7. Provide low picket fence with gate on front yards adjacent to public walkway. 8. The maximum setback for the front building line should be no greater than 25 feet from the curb (including sidewalk within right-of-way)
Building Design	9. Provide front porches that overlook the public street to encourage neighborhood interaction. 10. Utilize neo-traditional elements such as a rear alley for auto acces, parking and garages. 11. Provide a transition in scale and density by locating attached townhomes units facing the commercial streets and small-lot detached units facing residential streets.

Recommended Tree Types	See Appendix 4

L. RESIDENTIAL FRONTAGE



Residential buildings should be located 20 to 25 feet from the curb line. The intent is to provide a pedestrian scale with buildings close to the road forming a visual frame to the roadway. The pedestrian concourse should include a minimum 5-foot planting strip with shade trees spaced at approximately 30 feet, a minimum sidewalk width of 5 feet, and a 10- to 15-foot planting and pedestrian access area immediately adjacent to the building. This guidance applies to the Subareas as shown on the table in Appendix 9.

APPENDICES **34**

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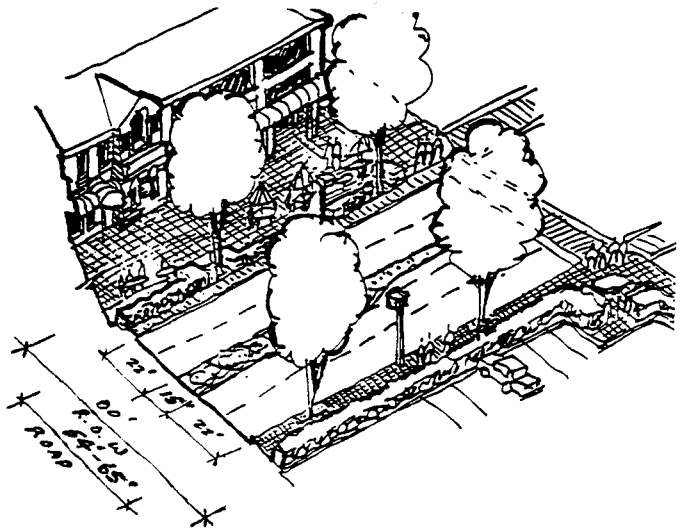
APPENDIX 1 - RIGHTS-OF-WAY

1. Primary Streets

Old Dominion Drive from Pimmit Run to Dolley Madison Boulevard
Chain Bridge Road from Dolley Madison Boulevard to Westmoreland Street
Dolley Madison Boulevard from Pine Crest Avenue to Kurtz Road

These roads should provide two (2) through traffic lanes in each direction of 11 feet each, and one (1) left turn lane of 15 feet (with landscaping in island prior to the turning lane) for a total paved area of approximately 64 to 65 feet, including curb and gutter. These roads should fall within an 80-foot minimum right-of-way and wherever practicable should be positioned to one side within the right-of-way to maximize the space developable for pedestrian use and landscaping. Parking lanes should be allowed during off peak hours to enhance shopping opportunities.

PRIMARY STREETS

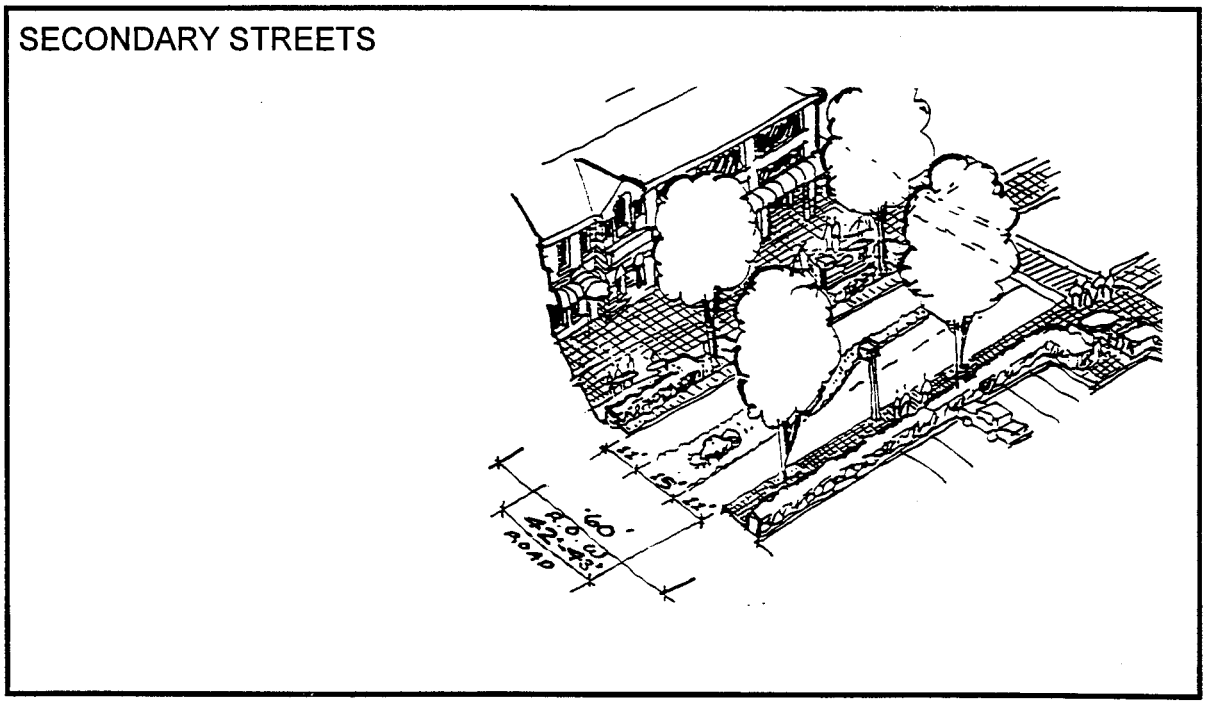


APPENDIX 1 (continued) - RIGHTS-OF-WAY

2. Secondary Streets

All Other Collector and Local Streets

These roads should provide generally one (1) through traffic lane in each direction of 11 feet each and one (1) left turn lane of 15 feet for a total paved area of approximately 42 to 43 feet, including curb and gutter. These roads should fall within a 60-foot minimum right-of-way and wherever practicable be positioned to one side within the right-of-way to maximize space developable for pedestrian use and landscaping. No parking lanes should be permitted. The use of a landscaped median should be limited to public streets having two (2) through traffic lanes in each direction, or to private streets that provide for circulation within a development with one (1) through traffic lane in each direction.



3. Roundabout

Old Dominion Drive and Chain Bridge Road Intersection

A two-lane roundabout should be created at the intersection of Chain Bridge Road and Old Dominion Drive. Pedestrian crossing areas should be provided and set back from the entering lanes to the roundabout to allow smooth traffic entry with minimal pedestrian conflict.

APPENDIX 1 (continued)

4. Bike Paths

Wherever it is desirable to provide exclusive bike paths within the right-of-way, 10 feet should be added to the specified minimum rights-of-way (see Appendix 8).

5. Travel Lanes & Service Roads

No "travel lanes" or "service roads" should be provided within the CBC. In general, the need to move between adjacent parking lots without entering the street is valid, but these connection points should be placed in such a way to discourage through-traffic use. For example, two lots separated by a third property should not be connected directly by a continuous road crossing the lot in between.

6. Pedestrian Ways and Crossways

A system of pathways that interconnect areas of high pedestrian use such as shopping areas, rest areas, and community facilities should be developed. Where these cross roads and parking lots, a special pavement treatment should clearly define these areas. The pathways should interconnect with the areawide system to define these areas. The pathways should interconnect with the areawide system to the east along Old Dominion and to the West along Elm Street. These improvements will encourage the use and safety of pedestrians circulating in the CBC area.

7. Curb Cuts

The number of curb cuts and entries into individual properties should be reduced to the least practicable number. Also, close to intersections, they should not be permitted in a way that will affect the proper movement of traffic within and approaching the intersection. Simplification of points of egress and entry to properties will substantially improve driver safety and ease traffic movement through the area, since multiple entries tend to be confusing and complicate moving patterns.

8. Bus Stops

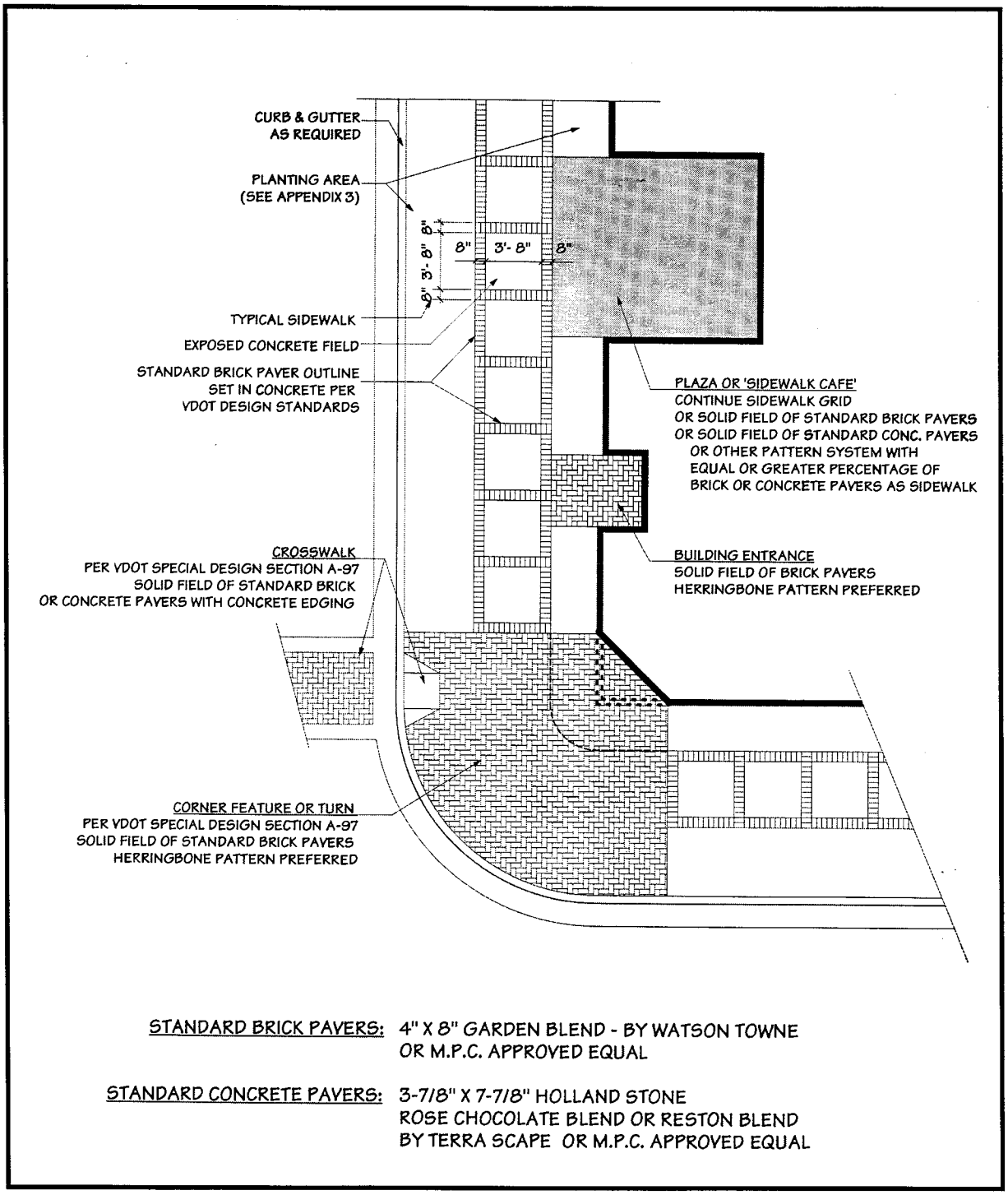
A widening of the pavements for a bus pull-off lane should be considered. These should be placed near major pedestrian movement areas such as close to established crosswalks at intersection crosswalks.

APPENDIX 2 - SIDEWALKS

Planning and Design Objectives	To provide general flexible guidelines for optimum sidewalk widths for different circumstances, applicable to new construction, building expansions, renovations, and other improvements to existing conditions.

Guidelines	Sidewalks should generally range from 5 feet to 10 feet in width. However, sidewalks as narrow as 4 feet may sometimes be appropriate when wheelchair turnarounds are provided. Sidewalks wider than 10 feet may also be appropriate under certain special circumstances. Determining the appropriate sidewalk width is a function of the design objectives as stated by the applicable design standard category and the following factors which may establish a basis to reduce or increase the design standard category width. In order to vary sidewalk widths from the design standards category guidance, the following factors should be considered; The amount of present and anticipated pedestrian use. The widths of existing adjoining sidewalks and their likely permanence. Possible use by bicycles as well as pedestrians. The type of road, road speed and the corresponding need to keep pedestrians back from the curb except at crossings. Type of buildings or space alongside sidewalks, e.g.; (1) ground floor shops where window shopping would call for wider sidewalks (about 10 feet); (2) ground floor restaurants with seasonal sidewalk tables (even wider than 10 feet); (3) office buildings without first floor shops or restaurants where medium sidewalks (about 7 feet) would permit landscaping between sidewalk and buildings; (4) parking areas where narrower sidewalks (5 feet) will allow space for hedge screening (See Appendix 3). The need for adequate, plantable green strips between sidewalk and curb (see also Appendix 3). Special circumstances (as identified above and in the Design Standards), calling for very wide sidewalks, relieved by planting cutouts, street furniture, etc. and other special circumstances (such as embankments) allowing only a very narrow sidewalk. The need to reduce or vary sidewalk width to save existing trees. Sidewalks should be constructed of a variety of paving materials including standard brick and concrete pavers as shown in the illustration on the next page.

APPENDIX 2 (CONTINUED) SIDEWALKS



APPENDIX 3 – STREETSCAPE PLANTINGS

Planning and Design Objectives	To provide for attractive streetscapes and related planting, which are an essential element to the CBC's revitalization. The following guidelines apply to new construction, renovation, building expansions, and other improvements to existing conditions. (These general guidelines should be applied in conjunction with the provisions for streetscapes and other plantings in the various circumstances addressed under the Design Standard Categories A through L).

Guidelines	1. Adequate planting strips should be provided between the sidewalk and curb, which can accommodate avenues of shade trees. This location is preferred to planting trees further from the curb (e.g., on the other side of the sidewalk or cutouts in wider sidewalks). 2. The minimum width of planting strips with shade trees should be 5 feet, unless not feasible due to site constraints. 3. Where it is not feasible to provide a 5-foot planting strip due to existing circumstances, planting should be made in narrower strips (including most existing strips) under VDOT's new, more flexible policies, particularly where traffic speeds are low. For example, narrow existing strips (at least 18 inches) can be widened at each shade tree location by providing sidewalk cutouts, with root guards lining the sidewalk and curb. 4. Only when existing circumstances do not provide an opportunity to create a usable green strip, shade trees may be planted on the other side of the sidewalk, or in cutouts in wider sidewalks. 5. When there is adjoining parking space, shade trees should be supplemented wherever feasible by evergreen hedges in planting strips between the sidewalk and the parking space, high enough to obscure most cars but low enough not to obscure shop signs. (See also Design Standard Category D and Appendix 5). 6. Trees should be planted within parking lots in planting islands or strips and/or in cutout planters, as well as on the periphery. The combined planting areas should be at least 15 percent of the gross area for all nonresidential properties, including at least 5 percent of the interior area of any parking lot of over 20 parking spaces. Peripheral landscaping should generally be 10 feet wide.

APPENDIX 3 (continued) – STREETSCAPE PLANTINGS

7. To the extent possible, interior and peripheral landscaping should be configured to save existing significant trees.

8. Shade trees and other landscaping are encouraged in traffice medians and islands, again taking advantage of VDOT's flexibility.

9. Recommended spacing between shade trees is 30 feet at center, but this can be adjusted to accommodate such factors as curb cuts, overhead lines, etc.

10. Recommended size of shade trees at planting is 2 ½ inches caliper.

11. In general, large deciduous shade trees should be used as street trees as well as for parking lot interiors, but smaller trees may have to be used in certain circumstances, e.g. overhead lines and VDOT restrictions on narrower traffic median strips and islands and on those without barrier curbs.

12. Types of shade trees used can be varied, but it is recommended that one type be used for a given distance (e.g. a short block or a stretch between curb cuts in a long block) before switching to another type.

13. Ornamental trees may be used to supplement shade trees, e.g. on the other side of sidewalks where space permits, in cutouts from wide sidewalks, in island cutouts in parking lots as well as peripheral planting, and even as street trees where low overhead wires prevent larger trees.

14. Ornamental shrubs, bulbs and other flowers, and ground covers should be added to tree planters and strips, as well alongside buildings as long as they do not impede window shopping.

See Appendix 4 for suggested trees, screens and hedges and Appendix 5 for parking area landscaping standards.

APPENDIX 4 - LANDSCAPE TREES AND PLANTS

In laying out the design for public and private streets, care should be given to the selection of trees and plants that are appropriate to the use intended regarding shade in parking lots and visual order along the streets and pedestrians circulation areas.

MAJOR SHADE TREES SUGGESTED FOR STREETS AND PARKING LOTS
Willow Oak (*Quercus phellos*)
Red Oak (*Quercus rubra*)
Pin Oak (*Quercus palustris*)
Japanese Zelkova (*Zelkova serrata*)
Ginkgo Biloba or *Fastigiata* (Sentry) - male only
Red or Scarlet Maple (*Acer rubrum*)
Sugar Maple (*Acer saccharum*)
River Birch (*Betula nigra*)
Black Gum or Tupulo (*Nyssa sylvatica*) - slow growing
Crimean Linden (*Tilia euchlora*)
Chinese Elm (*Ulmus parvifolia*)
American Elm (*Ulmus americana*) - cultivars only

MEDIUM AND SMALLER TREES SUGGESTED FOR STREETS AND PARKING LOTS WHERE CIRCUMSTANCES DO NOT PERMIT MAJOR SHADE TREES
Trident Maple (*Acer buergeranum*)
Hedge Maple (*Acer campestre*)
Amur Maple (*Acer ginnala*)
Goldspire Sugar Maple (*Acer saccharum goldspire*)
Bowhall Red Maple (*Acer rubrum bowhall*)
Crape Myrtle (*Lagerstroemia indica*)
Chinese Pistache (*Pistacia chinensis*)
Callery Pear (*Pyrus calleriana*) - cultivars only
Sawtooth Oak (*Quercus acustissima*)
Golden Raintree (*Koelreuteria paniculata*)

SUGGESTED ORNAMENTAL TREES
Paperbark Maple (*Acer griseum*)
Japanese Maple (*Acer palmatum* "Bloodgood")
Fern Leaf Maple (*Acer japonicum*)
Chinese Redbud (*Cercis chinensis*)
White Fringetree (*Chionanthus virginicus*)
Kousa Dogwood (*Cornus kousa*)
Mas Dogwood (*Cornus mas*)
Carolina Silverbell (*Halesa carolina*)
Golden Raintree (*Koelreuteria paniculata*)
Crape Myrtle (*Lagerstroemia indica*)

APPENDIX 4 (continued) Saucer Magnolia (*Magnolia x Soulangiana*)
Star Magnolia (*Magnolia x Stellata*)
Sweetbay, Laurel or Swamp Magnolia (*Magnolia virginiana*)
Persian Parrotia (*Parrotia persica*)
Chinese Pistache (*Pistacia chinensis*)
Callery Pear (*Pyrus calleriana*) - cultivars only
Japanese Snowbell (*Styrax arborea*)

SUGGESTED ORNAMENTAL TREES (continued)
Downy Serviceberry (*Amelanchier arborea*)
Sourwood (*Oxydendron arboreum*)
Franklinia (*Franklinia alatamaha*)

SUGGESTED SCREEN TREES (Evergreen)
Leyland Cypress (*Cupressocyparis x Leylandii*)
Foster Holly (*Ilex x Attenuata* "Fosteri")
Arbor vitae
Juniper virginiana
Yews (*Taxus*) - Stricta
Yews (*Taxus*) - Hicksii
Osmanthus
Canadian Hemlock (*Tsuga canadensis*)
*Photinia x Fraser*i

SUGGESTED HEDGES (Evergreen)
Japanese Holly (*Ilex crenata*)
Japanese Holly (*Ilex convexa*)
Blue Holly (*Ilex meserveae*) - part shade
Ilex boxifolia
Ligustrum ricurvifolia
Common Boxwood (*Buxus sempervirens*)
Photina x Fraseri
Euonymous manhattan
English or Cherry Laurel (*Prunus laurocerasus*)
Schipka ("Skip") Laurel (*Prunus laurocerasus schipkaenis*)
Leatherleaf Viburnum (*Viburnum rhytidophyllum*)
Cotoneaster mucidus
Scotch Broom (*Cystisus*)

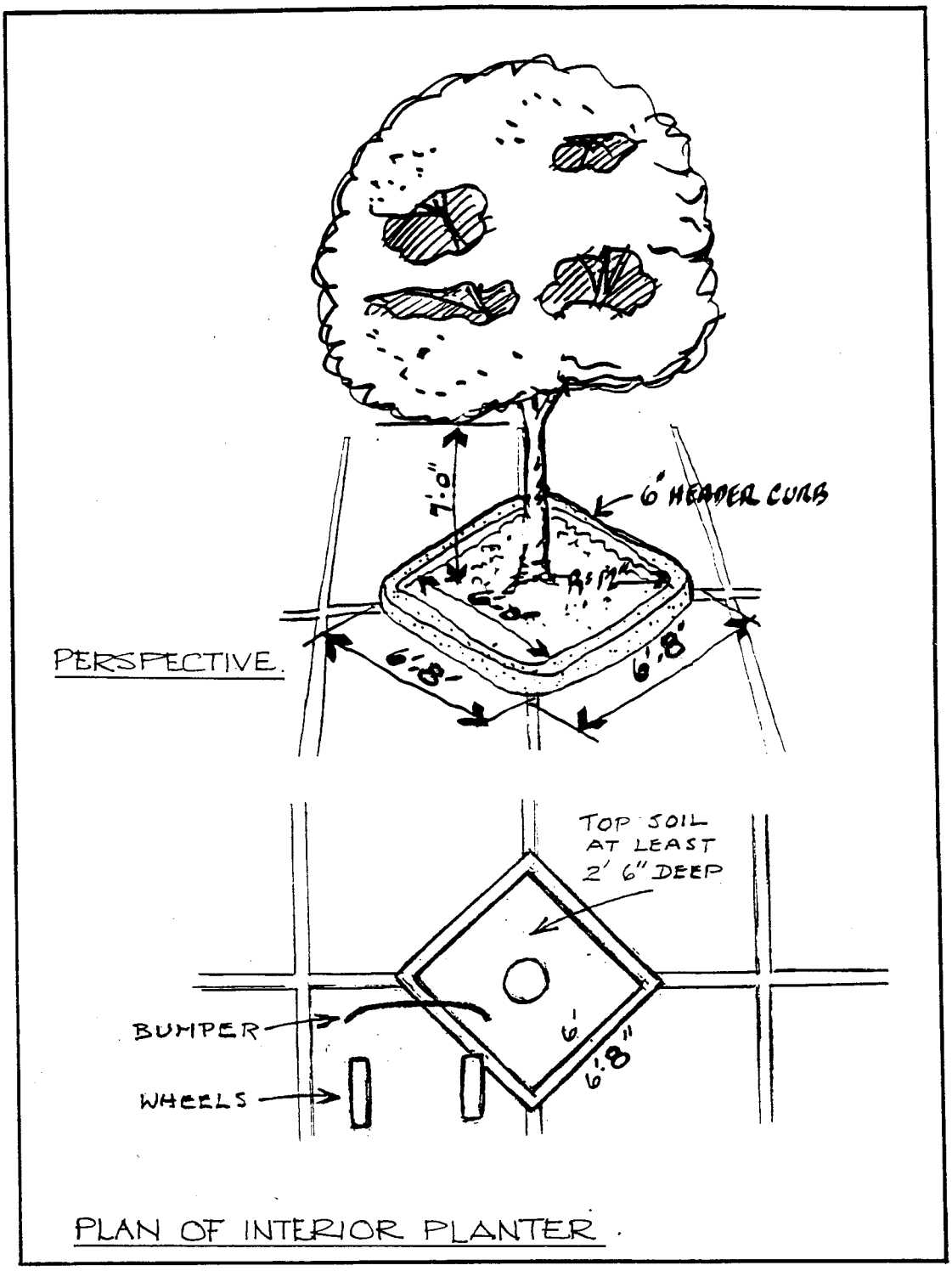
APPENDIX 5 - PARKING AREAS

Planning and Design Objective	In laying out parking areas, the developer should refer to the appropriate section of the Fairfax County zoning ordinance and its amendments. Wherever possible, the maximum amount of parking space credits for the purposes of landscaping should be used as provided under the code.

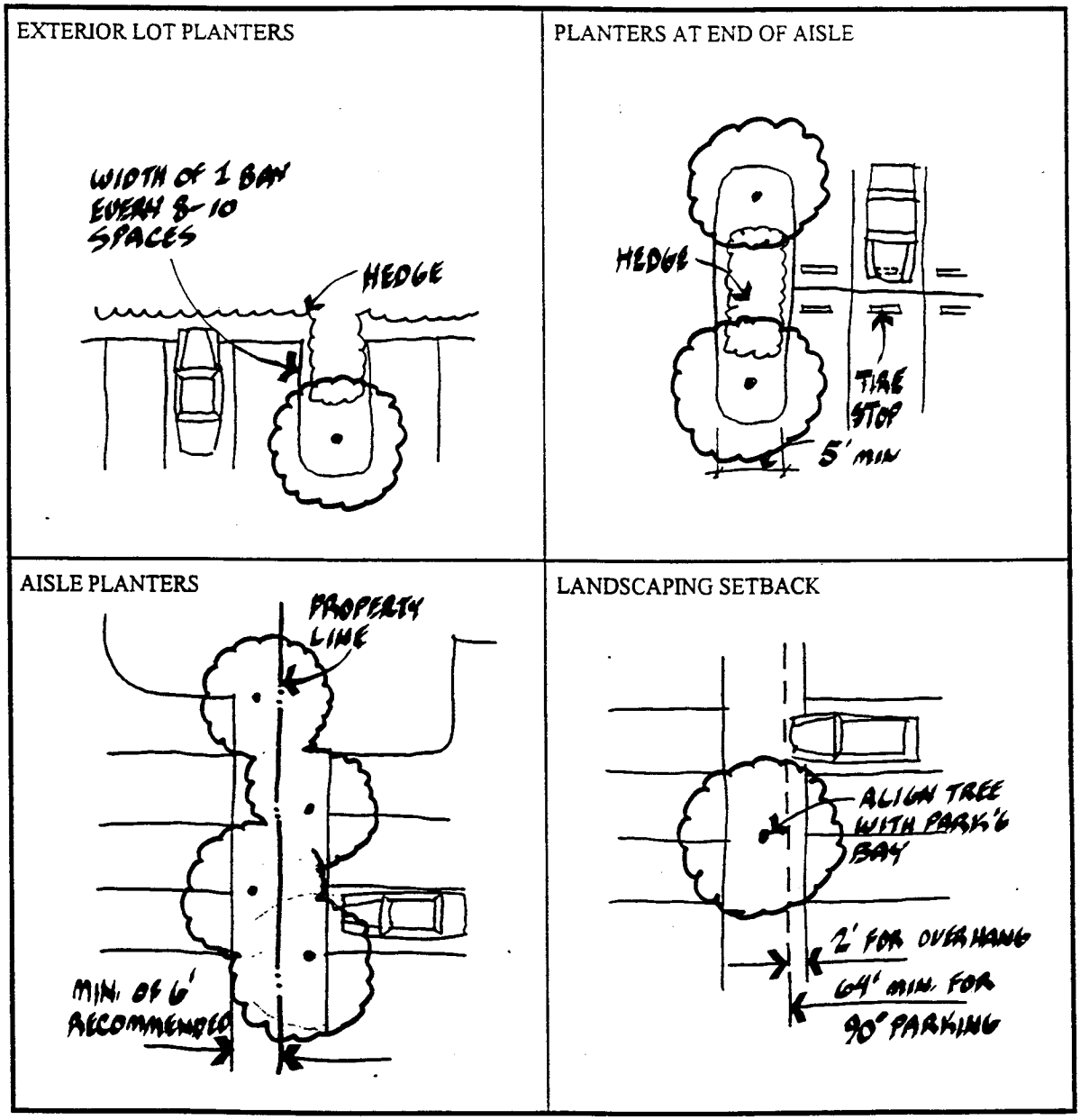
Design Guidelines	The first drawing illustrates the condition where a minimum dimension exists between parking aisles. Planters with these dimensions and configeration can be used without losing parking space credit. The illustration shows the relationship of the planter and vehicular placement. Tree placements are shown on the the illustrations on the following pages for minimum landscaping condition. Should larger planting areas be feasible, these trees should be placed in groupings or in special cases, one of the specimen trees can be used. At the ends of all parking aisles a planting area with screen hedging and trees should be provided. All excess space between parking aisles should be used as a planting strip with a porous material or ground cover being used within the 2'-0" overhang space. Between adjacent properties a “green strip” should be provided to accommodate planting of trees, landscaping and, where desirable, pedestrian walkways. A minimum of 5% landscaped area should be provided within the parking area (not including perimeter landscaping). Low hedges are to be used where eye level visibility is required such as in front of shopping center parking areas. High hedges are to be used for complete visual screening. (See Appendix 4 for hedge plant listings).

Recommended Tree Types	See Appendix 4

APPENDIX 5 (continued) - PARKING AREAS/infill planting

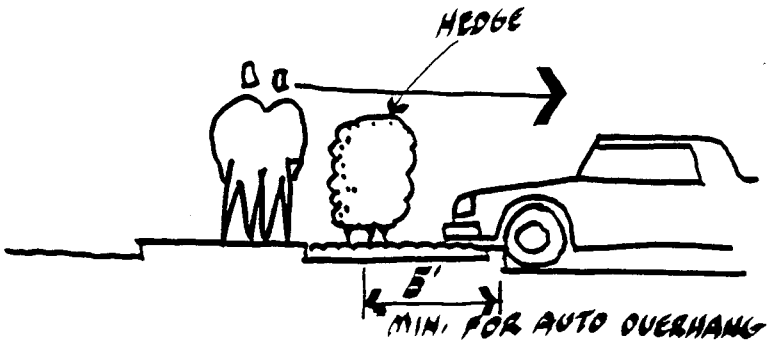


APPENDIX 5 (continued) - PARKING AREAS/landscaping

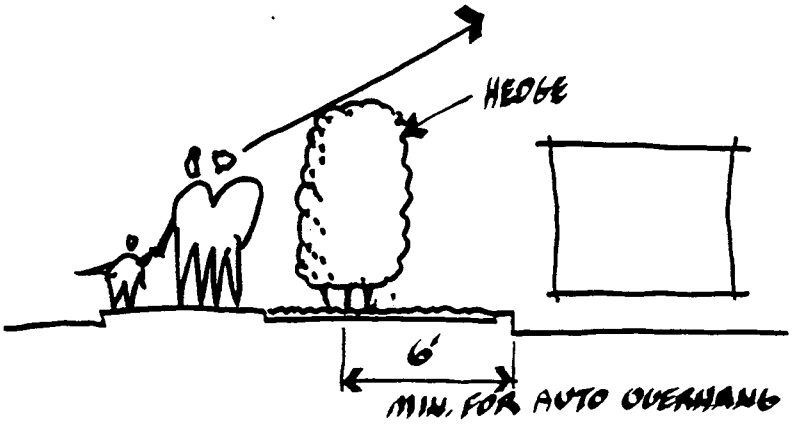


APPENDIX 5 (continued) - PARKING AREAS/screening

LOW SCREEN PLANTING

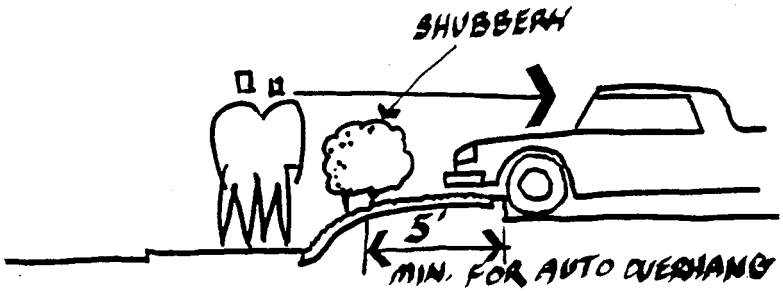


HIGH SCREEN PLANTING

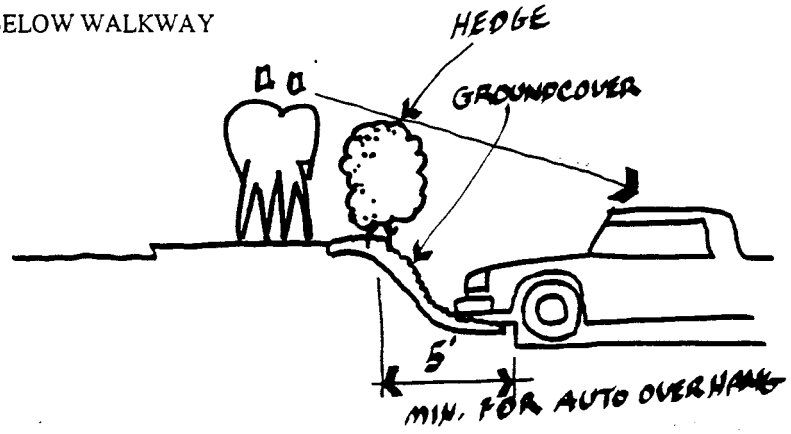


APPENDIX 5 (continued) - PARKING AREAS/screening

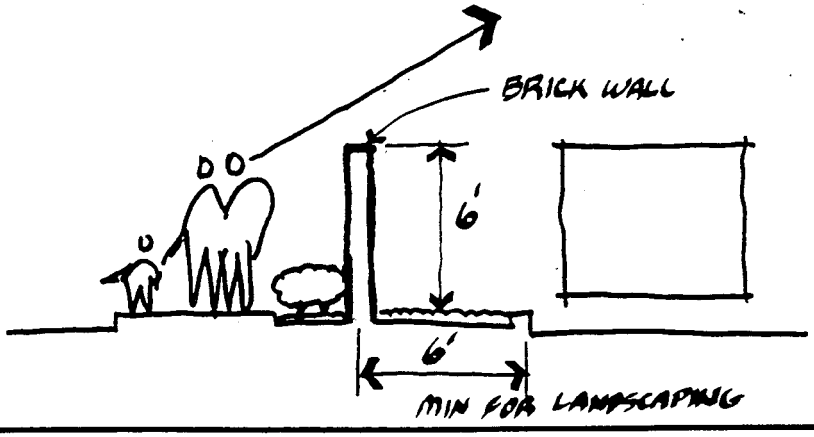
BERM PLANTING - PARKING ABOVE WALKWAY



BERM PLANTING - PARKING BELOW WALKWAY



SCREEN WALL

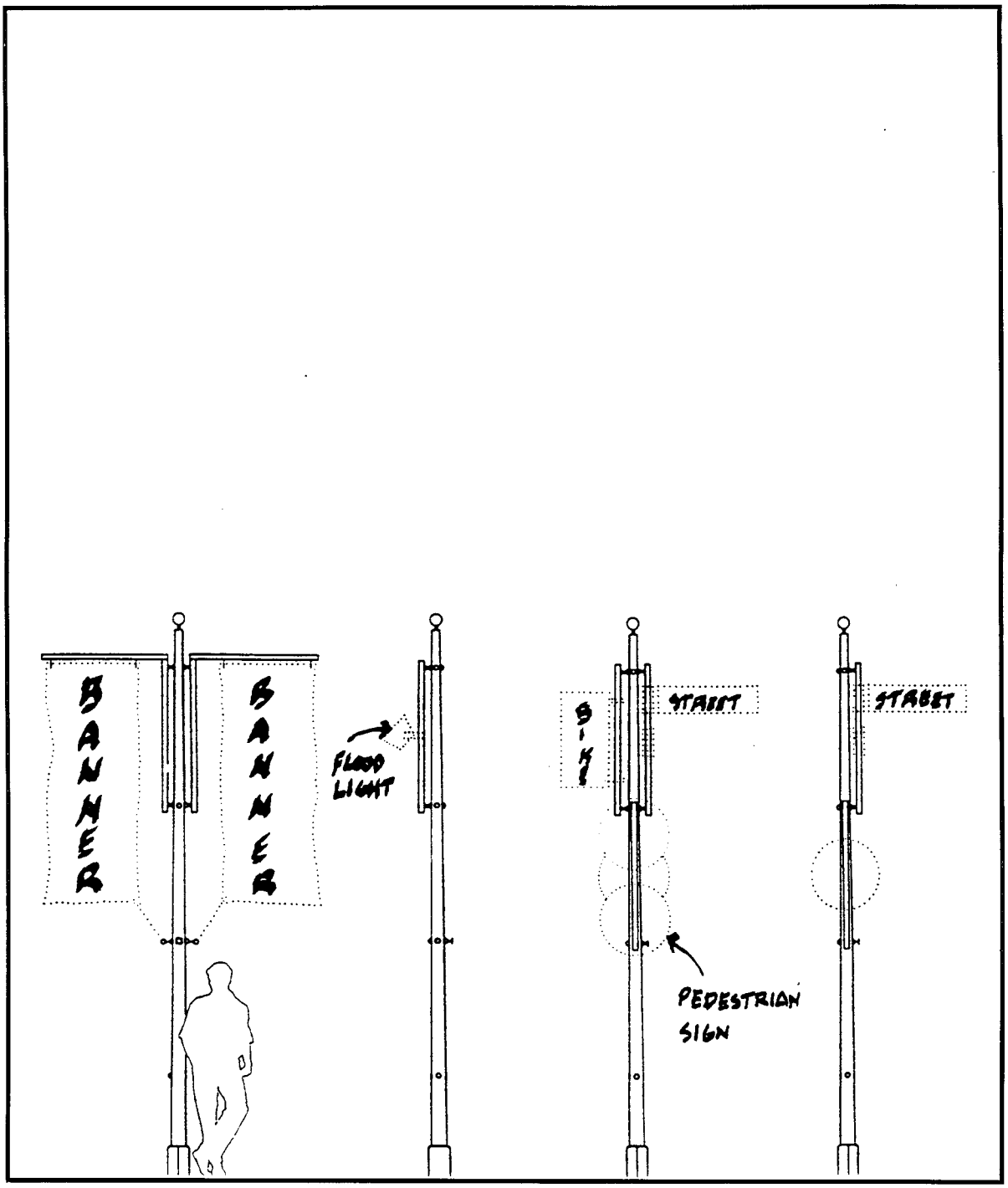


APPENDIX 6 - STREET FURNITURE

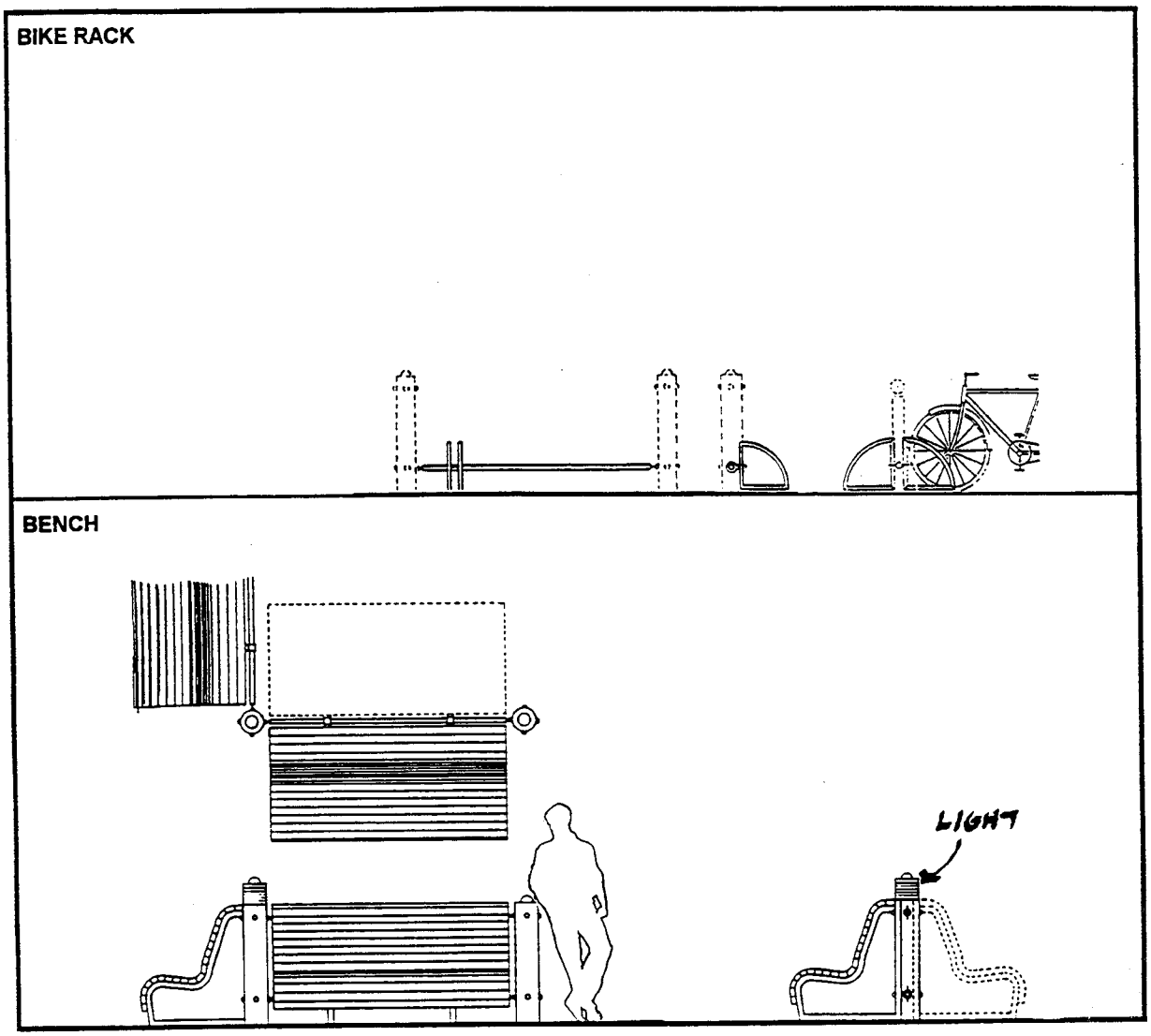
Planning and Design Objectives	Establish a consistent standard for the treatment of the public ways with unified street furniture elements grouped or placed within the public space so as to enhance the pedestrian attraction and function of the CBC. The items described below are for illustrative purposes only. Comparable alternatives are acceptable.

Design Standards **Bike Rack**	1. Se'lux SX97-124-0 (or equal) - Black galvanized metal frame, mounted into bollards, holds 5 bikes (2100 mm, w 48 mm dia)
Pedestrian Light	2. Zardin Garden Planters by Canterbury Designs (or equal). Lightweight concrete, tan color, sand blasted finish, approved size 1'-6" dia x 2'H and 3'6" dia x 2'H. Intensity should be on the range of 70 ti 250 watts.
Trash Container	3. Painted black steel basket with fiberglass lid and standard plastic pines container. Produced by Victor Stanley, Inc. (or equal) (3'Hx2'6" dia - interior container dia 18")
Benches	4. Natural colored slatted wood with painted black pedestal and arm rests between two bollards 2000 ml, mounted.
Pedestrian Lights	5. Se'lux SATURN 1 (or equal) lantern. Black finish for pole top mounting, dia 90 mm, diecast aluminum filter. Clear with mirror louvre, removable flat aluminum cover, inside white.
Street Light	6. Se'Lux environmental Design System URB1 - (or equal) double. 2X roadway fitting, 1X pathway fitting, two piece structural sphere (PC), dia 500 mm., IP 44, Aluminum reflector, tapered steel pole, dia. 116/212 mm, diecast aluminum painted black. Bulb intensity should range from 200 to 400 watts.
Parking Lot Light	7. Gardo Form (or equal) 10 E/H Arm mount, cutoff luminaire with height and size to be determined by spacing and photometrics. Type 3 distribution. Metal Halide lamps with black aluminum finish. Bulb intensity should range from 200 to 400 watts and be shielded to prevent glare.
Bollard Light	8. Bollard Lights - Se'lux SX75 (or equal) black painted diecast, aluminum low profile luminaire (200 mm dia, 1305 mm H)
Bus Shelter	9. Bush Shelter - Skyland ST4 (or equal) in black painted supports with blue roof color.
	* Street furniture shown is for illustrative purposes only and is not necessarily indicative of the type of furniture that will be selected.

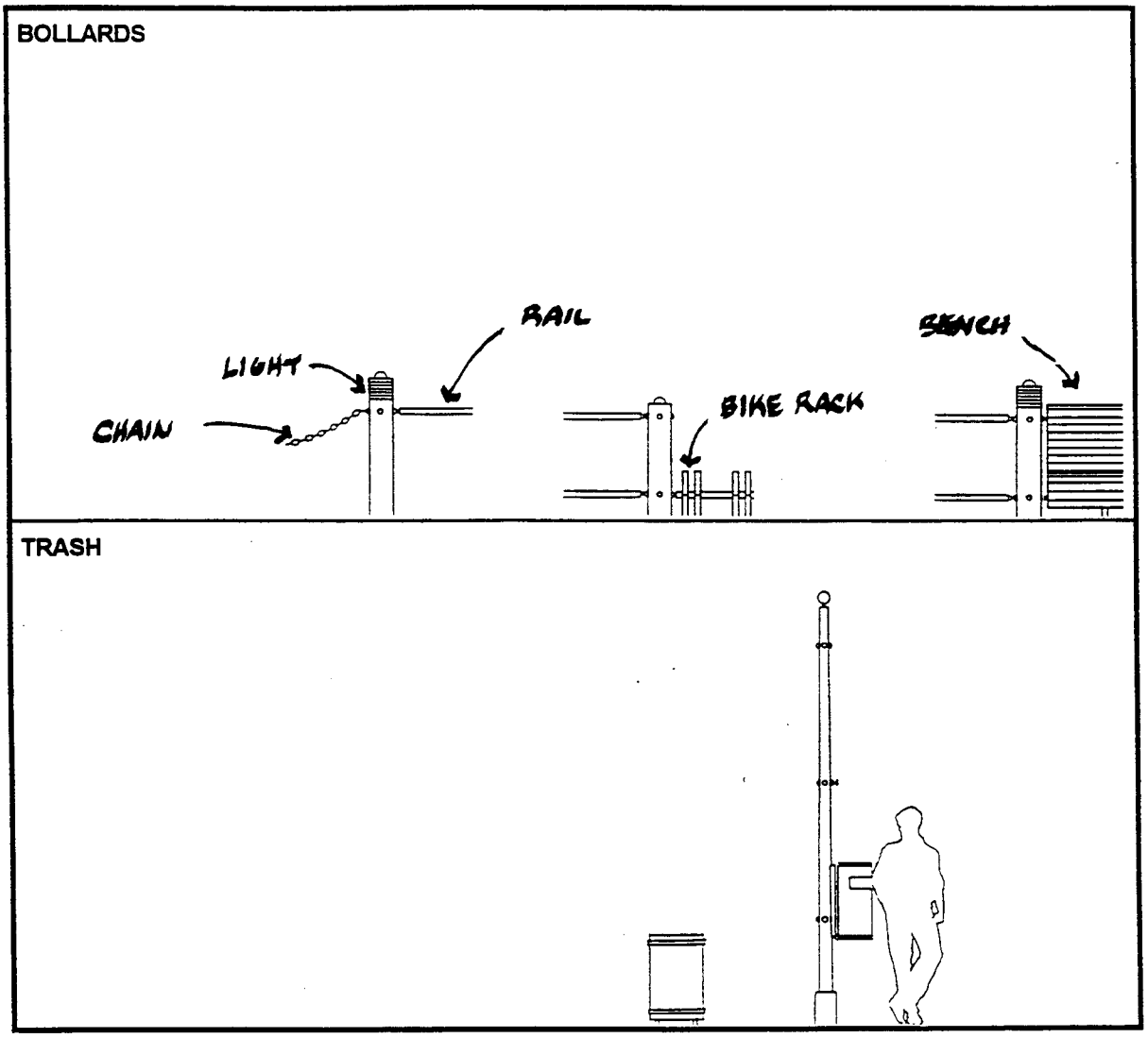
APPENDIX 6 (continued) - STREET FURNITURE/signing



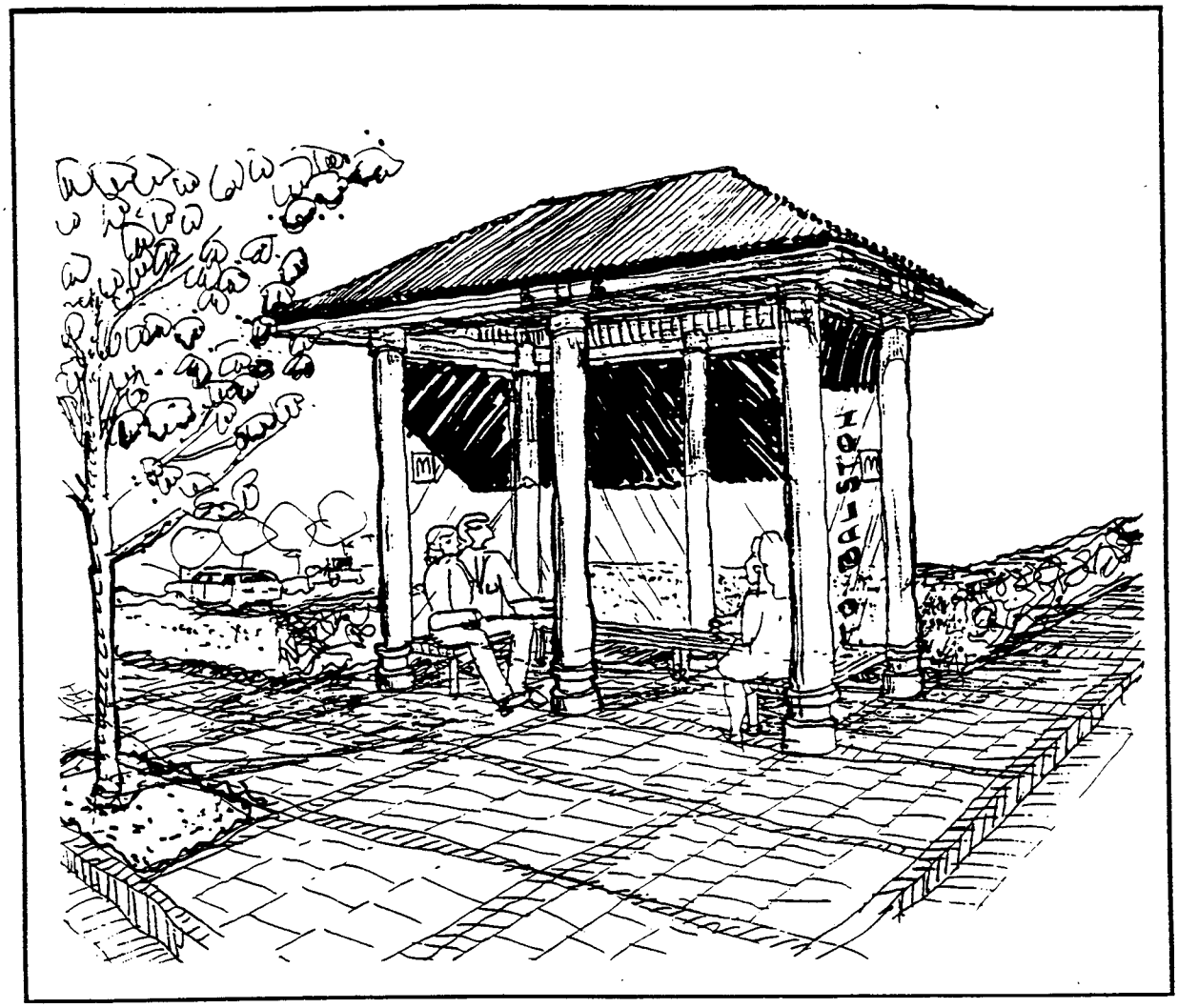
APPENDIX 6 (continued) - STREET FURNITURE



APPENDIX 6 (continued) - STREET FURNITURE



APPENDIX 6 (continued) - STREET FURNITURE/bus shelter

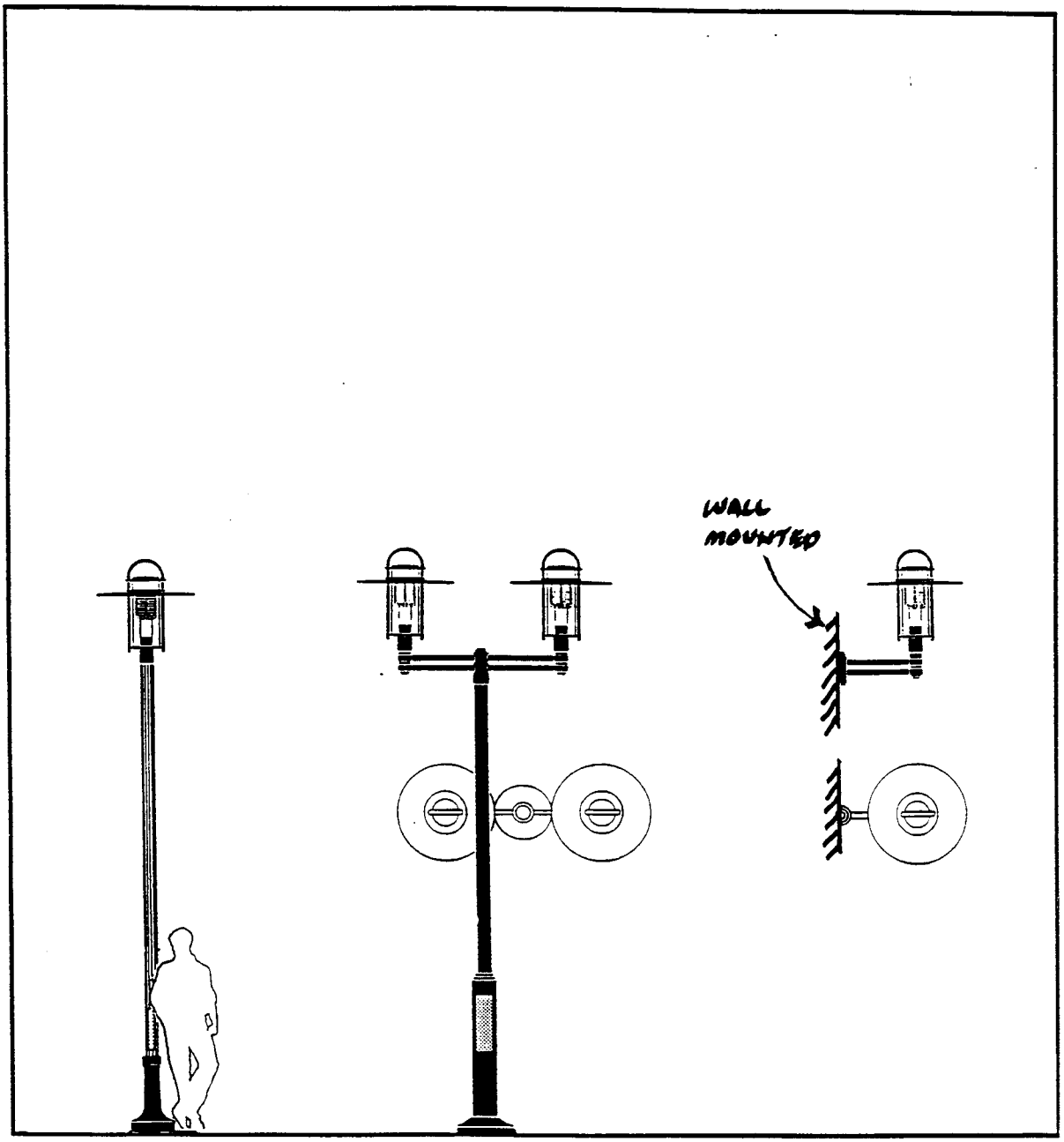


APPENDIX 7 - LIGHTING

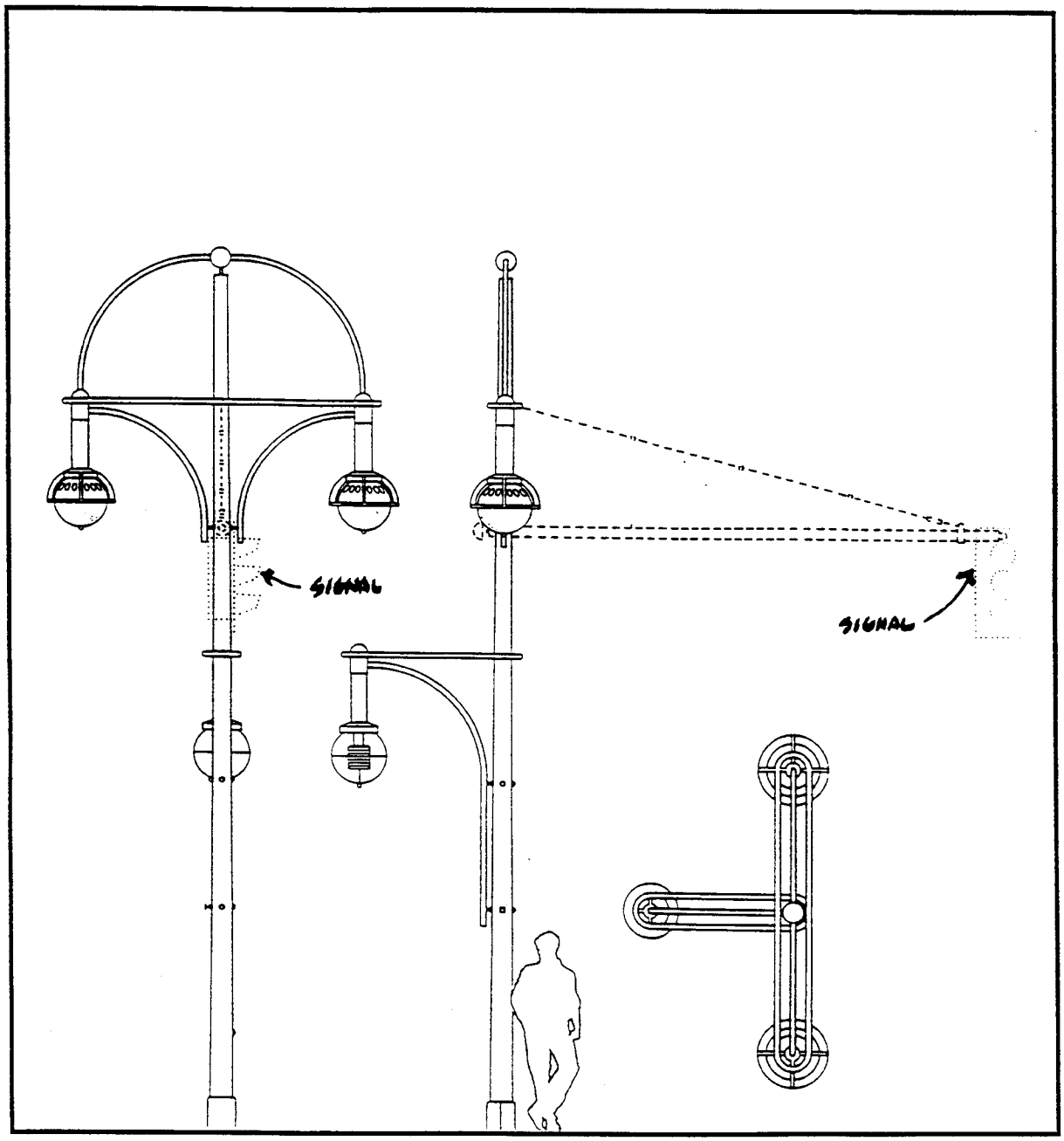
Planning and Design Objectives	It is important that all exterior lighting be consistent with and complement the overall standards for lighting within the CBC. For any single building or project, exterior lighting should be compatible with and appropriate for the building architecture, material(s) and color(s). Lighting should be consistent throughout to maintain the overall character and quality. In general, street, parking lo,t and pedestrian lighting should be used to illuminate key areas such as vehicular entrances, building entrances and site circulation elements including streets, sidewalks and pathways. Site lighting shall be designed to levels required for public safety without creating glare or high intensity.

Design Standards	10. All light fixtures shall be designed and located so as to avoid glare and excessive brightness. 11. Intensified or special effect lighting will be considered by the McLean Planning Committee for situations requiring a dramatic effect, highlight, or other unique application. 12. The "washing" or highlighting of any building with lighting must receive specific approval from the McLean Planning Committee. 13. Generally, wall packs are not permitted due to their glare and intensity. However, the McLean Planning Committee may approve wall packs depending upon their location, size, wattage, mounting height on the building and relative difficulty of providing other types of lighting. Wall packs should not direct glare or intensity onto adjacent streets or buildings. Any wall packs permitted should be a "cut-off" type to direct lighting downward. 5. The McLean Planning Committee reserves the right to ask the applicant, tenant, building owner or other responsible party to reduce the intensity of the lighting after installation, if the MPC determines that the light is too bright or creates excessive glare. 6. Applicants should submit plans that include detailed drawings and specifications of lighting including type, wattage, material, color, etc.

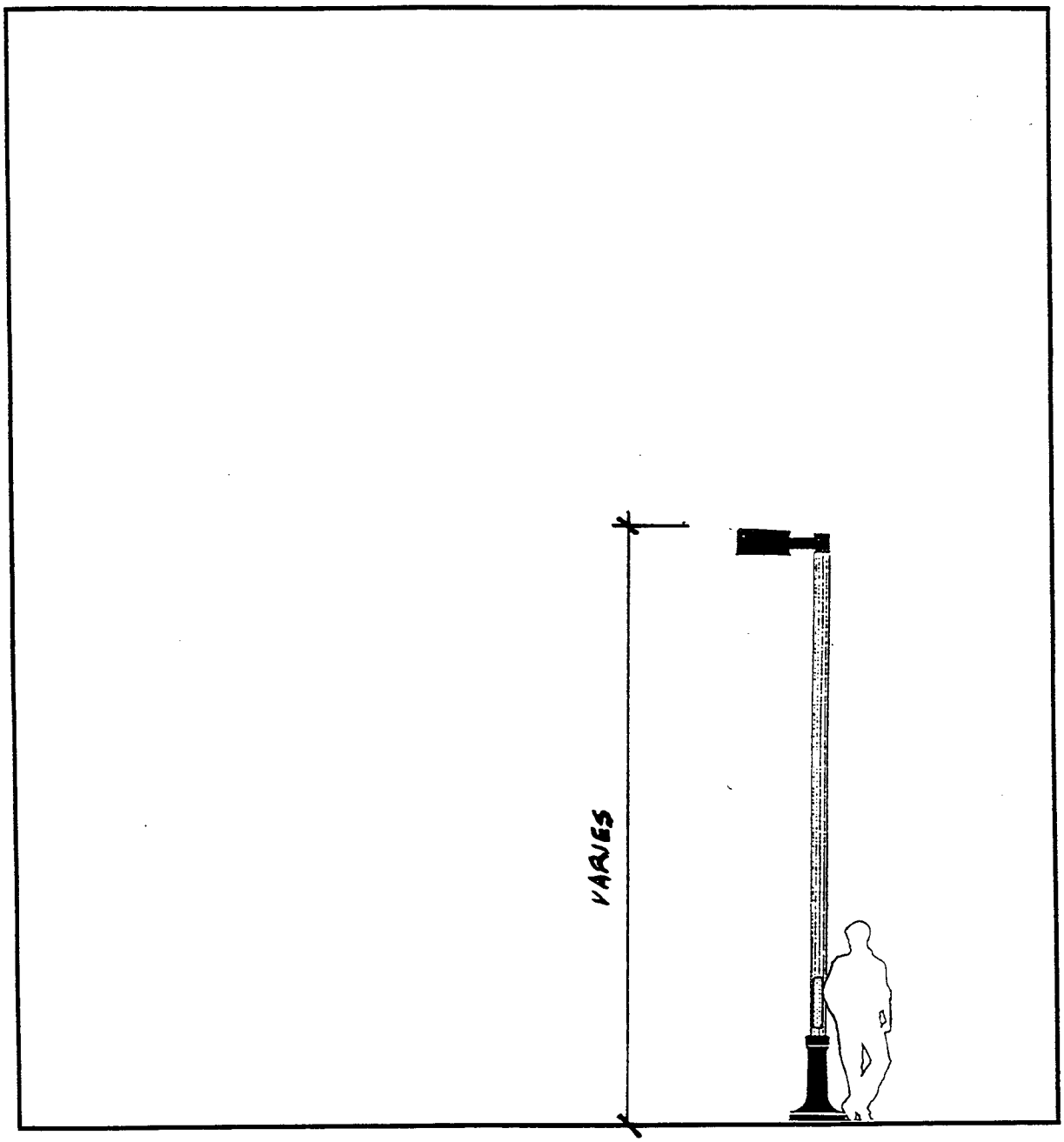
APPENDIX 7 (continued) - LIGHTING/pedestrian lighting



APPENDIX 7 (continued) - LIGHTING/street lighting
(MAIN STREET AND CHAIN BRIDGE ROAD)



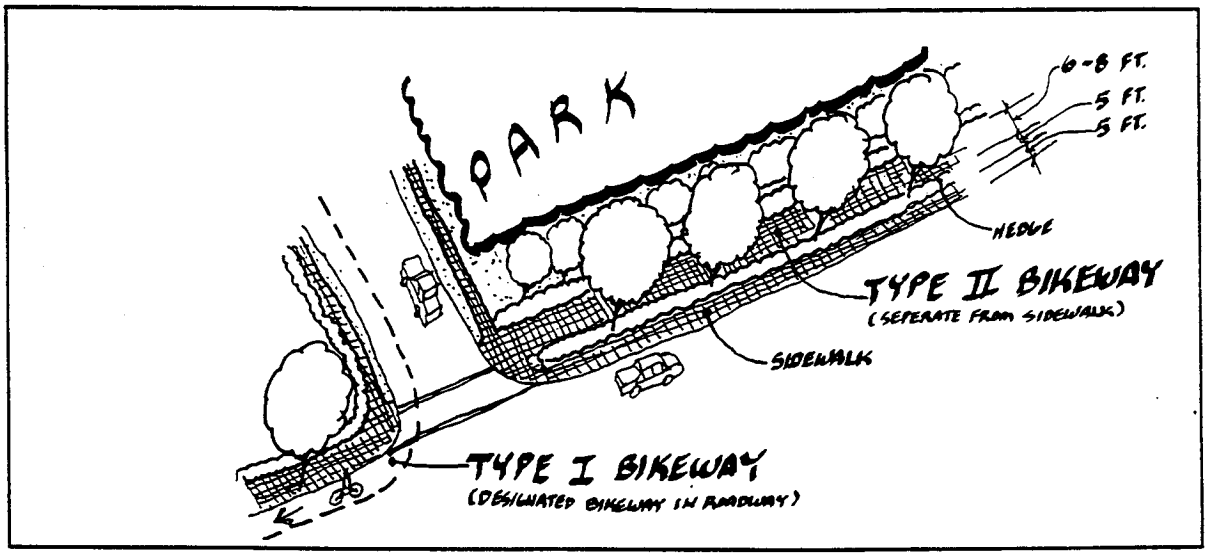
APPENDIX 7 (continued) - LIGHTING/cut-off lighting
(PARKING LOTS AND OLD DOMINION DRIVE)



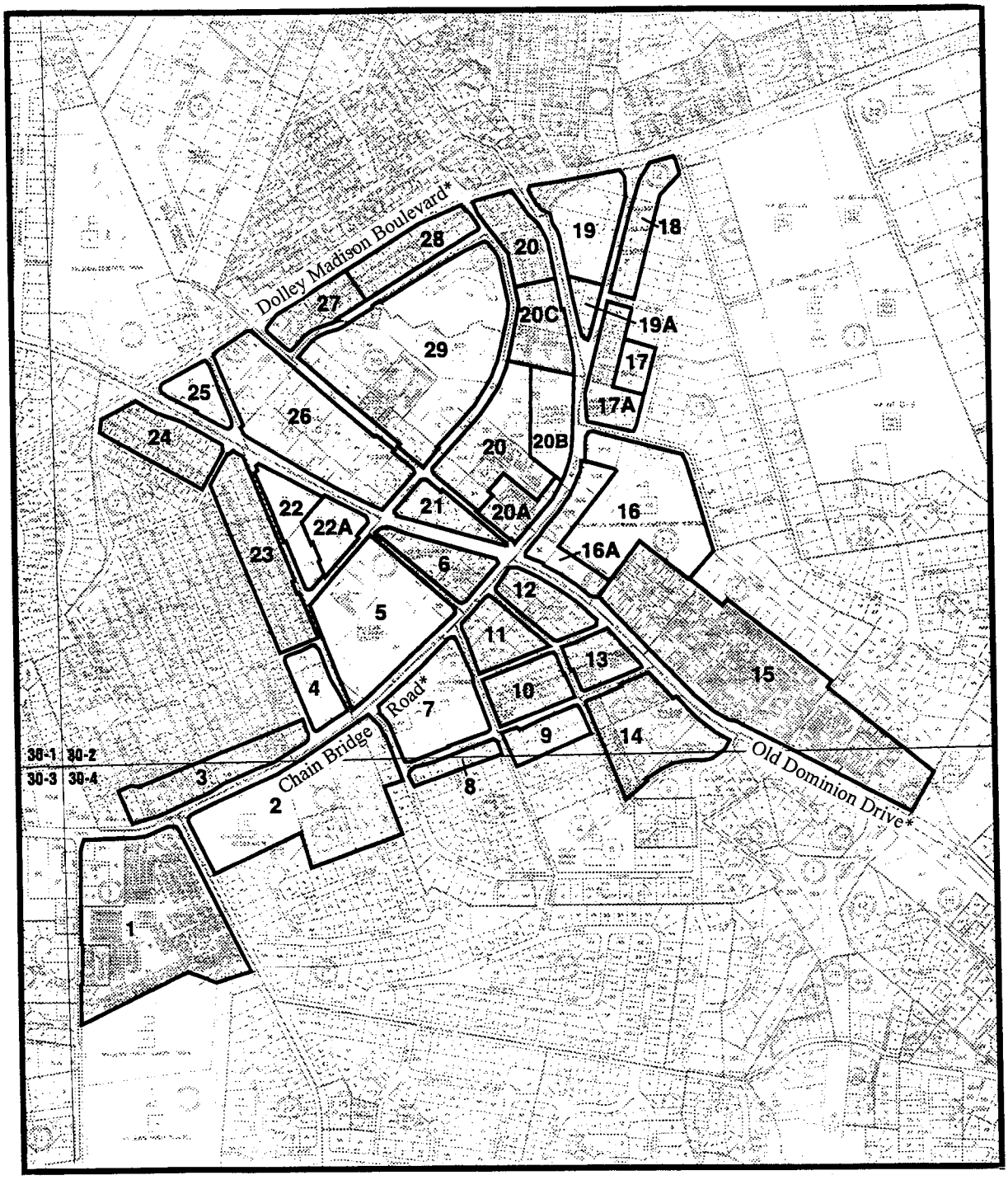
APPENDIX 8 - BIKE WAYS

Planning and Design Objectives	Create designated bikeways as an alternative to automobile transportation and to provide for safe bicycling through McLean, and to create a continuous way through the CBC.

Public Space Design Guidelines	
Type I On-Street	1. Provide clearly marked 4' travel lane for bikes with street signage to alert motorists of bike use (preferably on primary street).
Type II Off-Street	2. Provide asphalt bike path 8-foot wide with concrete rumble strips, roll over curb and bollards to mark proximity of street intersection and facilitate safe crossing by cyclists.
	3. Provide consistent street tree planting with each street type between bike path and residential areas.
	4. Provide flowering trees, shrubs, and ground covers between bike path and street.
	5. Provide benches and trash containers at rest stop along the path.



APPENDIX 9 - SUBAREA MAP AND INDEX TO GUIDELINES BY SUBAREA



* Designated as primary street. See Appendix 1 for further guidance. All other streets are designated as secondary.

APPENDIX 9 - SUBAREA MAP AND INDEX TO GUIDELINES BY SUBAREA

Sub area	Block Face/ Building Envelope	A	B	C	D	E	F	G	H	I	J	K	L
1	Building Envelope												X
	Chain Bridge Road*					X		X					
	Westmoreland Street					X		X					
2	Building Envelope										X	X	
	Chain Bridge Road*					X		X	X				
	Tennyson Drive					X			X				
	Westmoreland Street					X		X					
3	Building Envelope												X
	Buena Vista Avenue												X
	Chain Bridge Road*					X		X					
	Pathfinder Lane												X
4	Building Envelope											X	X
	Meadowbrook Avenue												X
	Ingleside Avenue							X	X				
	Chain Bridge Road*					X		X	X				
	Buena Vista Avenue												X
5	Building Envelope	X			X						X		
	Beverly Road						X		X				
	Chain Bridge Road*				X				X				
	Ingleside Avenue				X			X					
6	Building Envelope					X					X		
	Old Dominion Drive*					X			X				
	Chain Bridge Road*					X		X	X				
	Center Street					X	X						

Sub area	Block Face/ Building Envelope	A	B	C	D	E	F	G	H	I	J	K	L
7	Building Envelope				X						X		
	Chain Bridge Road				X				X				
	Laughlin Avenue			X		X			X				
	Whittier Avenue			X		X		X					
	Tennyson Drive			X		X		X	X				
8	Building Envelope											X	X
	Whittier Avenue					X		X					
	Laughlin Avenue												X
	Tennyson Drive												X
9	Building Envelope											X	
	Whittier Avenue							X					
	Emerson Avenue							X					
	Laughlin Avenue							X					
10	Building Envelope										X		
	Lowell Avenue					X		X					
	Emerson Avenue					X		X					
	Whittier Avenue					X		X					
	Laughlin Avenue					X		X	X				
11	Building Envelope		X										
	Chain Bridge Road*					X		X	X				
	Emerson Avenue		X										
	Lowell Avenue		X										
	Laughlin Avenue					X		X	X				
12	Building Envelope			X							X		
	Chain Bridge Road*					X		X	X				

Sub area	Block Face/ Building Envelope	A	B	C	D	E	F	G	H	I	J	K	L
	Old Dominion Drive*					X			X				
	Lowell Avenue					X			X				
	Emerson Avenue					X			X				
13	Building Envelope										X	X	
	Lowell Avenue					X			X				
	Old Dominion Drive*					X			X				
	Whittier Avenue					X		X					
	Emerson Avenue					X		X					
14	Building Envelope				X						X		
	Whittier Avenue					X		X					
	Old Dominion Drive*				X	X			X				
	Emerson Avenue					X		X					
	Holmes Place					X		X					
15	Building Envelope												X
	Old Dominion Drive*								X				
16	Building Envelope		X								X	X	
	Chain Bridge Road*					X		X					
	Brawner Street					X		X					
	Old Dominion Drive*					X			X				
17	Building Envelope									X	X		
	Note Street					X		X					
	Brawner Street					X		X					
	Chain Bridge Road*					X		X					
18	Building Envelope										X		
	Dolley Madison Boulevard*						X						
	Nolte Street					X		X					

Sub area	Block Face/ Building Envelope	A	B	C	D	E	F	G	H	I	J	K	L
	Old Chain Bridge Road*					X		X					
19	Building Envelope				X					X	X		
	Dolley Madison Boulevard*						X						
	Chain Bridge Road*					X		X					
	Old Chain Bridge Road*				X	X		X					
20	Building Envelope				X					X	X	X	
	Dolley Madison Boulevard*						X						
	Fleetwood Road						X						
	Chain Bridge Road*				X	X		X					
	Elm Street								X				
	Beverly Road							X	X				
21	Building Envelope										X		
	Beverly Road							X	X				
	Elm Street								X				
	Old Dominion Drive*					X			X				
22	Building Envelope			X									
	Old Dominion Drive*					X			X				
	Beverly Road			X			X		X				
	Ingleside Avenue							X	X				
23	Building Envelope												X
	Park Avenue												X
	Ingleside Avenue												X
	Meadowbrook Avenue												X
	Buena Vista Avenue												X

Sub area	Block Face/ Building Envelope	A	B	C	D	E	F	G	H	I	J	K	L
24	Building Envelope												X
	Dolley Madison Boulevard*												X
	Old Dominion Drive*												X
	Park Avenue												X
	Pine Crest Avenue												X
25	Building Envelope									X	X		
	Dolley Madison Boulevard*						X						
	Ingleside Avenue					X		X					
	Old Dominion Drive*					X			X				
26	Building Envelope											X	
	Dolley Madison Boulevard*						X						
	Moyer Place						X						
	Elm Street					X		X	X				
	Beverly Road					X		X	X				
	Old Dominion Drive*					X			X				
	Ingleside Avenue					X		X					
27	Building Envelope											X	X
	Dolley Madison Boulevard*											X	X
	Summit Road											X	X
	Fleetwood Road											X	X
	Elm Street											X	X
28	Building Envelope											X	X
	Dolley Madison Boulevard*											X	X
	Beverly Road											X	X
	Fleetwood Road											X	X

Sub area	Block Face/ Building Envelope	A	B	C	D	E	F	G	H	I	J	K	L
	Summit Place											X	X
29	Building Envelope									X	X		
	Fleetwood Road							X	X				
	Beverly Road					X		X	X				
	Elm Street					X		X	X				