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URBAN DEVELOPMENT AND PLACEMAKING

Streets and Open Spaces

September 2025

Fairfax County Planning Commission

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RECOMMENDATIONS

Placemaking is one of six key themes included in the Countywide Strategic Plan. The following recommendations are designed to improve placemaking by enhancing the design of streets and open spaces throughout the Transit Station Areas and Activity Centers in Fairfax County. The recommendations are to be used with the established concepts in the Comprehensive Plan and the Design Guidelines. The recommendations are to be applied consistently within each Transit Station Area and Activity Center.

PART ONE: PLACMAKING FOR INDIVIDUAL PROJECTS

The following recommendations focus on placemaking for public and private streets and open spaces implemented by individual projects.

1. **Check List for Streets as a Tool for Placemaking**
   The recommended "Check List" is a collection of pre-designed, standardized components that can be assembled in various ways to create streets appropriate for Transit Station Areas and Activity Centers with high pedestrian volumes. This list does not support the use of rural and low-density suburban standards on streets with low pedestrian volumes. These components create streets that establish safe and attractive pedestrian access and use of preferred standards for people with disabilities. This list includes a series of standard parts designed to streamline the review process by clearly identifying the priority standards for Transit Station Areas and Activity Centers.

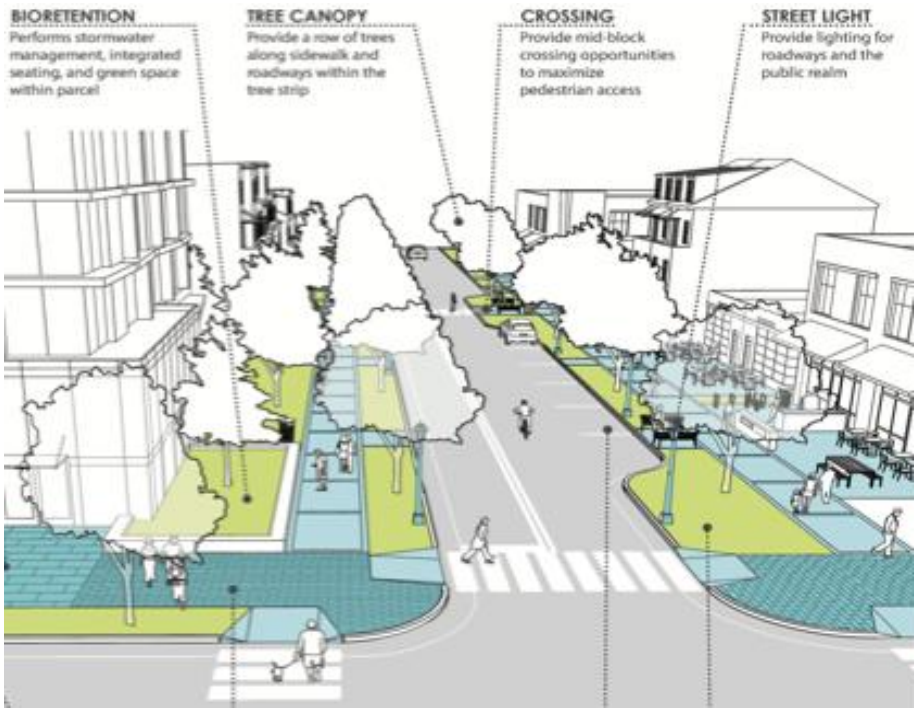
   The "Check List" is to be used in addition to the standards and guidelines already established in the Fairfax County Design Guidelines, and the FCDOT and VDOT Standards. The table on the following page identifies the initial set of ten recommended standards. Additional standards would be appropriate. As an example, the use of appropriate sight line restrictions on streets with low traffic speeds and high pedestrian volumes could be added to the list.

   Incorporate the items in the following "Check List" for use by the Planning Commission in the review of developments in Activity Centers and Transit Station Areas.

Market Street - Reston Town Center: Pedestrian scale streetlights, street trees, and straight curbs with a 2 percent cross slope maximum.

Item	Standard
• Ramps for the Handicapped at Intersections	Double ramps for the handicapped at each corner (ADA preferred) aligned with sidewalks
• Turning Radii at Intersections	Radius of 25 feet for streets designed for 35 mph or more Radius of 15 feet for streets designed for 25 mph or less
• Travel Lanes	11 feet maximum
• Area of Pedestrian Refuge for Medians	6-8 feet wide, located in medians of divided streets to improve pedestrian access and safety
• Crosswalk Type	Continental or ladder design for all crosswalks
• Crosswalk Width	12 feet wide or more for crosswalks with high volumes of pedestrians
• Curb Design	Straight curbs (eliminate use of rolled or open curbs)
• Cross Slopes Adjacent to Curbs	Two percent slope for the horizontal distance of 20 feet including the sidewalk area
• Vehicle Stop Bar	Locate eight feet from the crosswalk (ADA preferred)
• Right Turn on Red	Eliminate right turns on red in areas with high volumes of pedestrians

Note: See Appendix C for photographs of recommended outcomes.



Left: Intersection - McLean Design Guidelines:
Double ramps for the handicapped at each corner, turning radius of 15 feet for streets designed for 25 mph, continental crosswalk design, 12 foot wide crosswalks, straight curbs, two percent maximum cross slopes, and vehicle stop bars eight feet from the crosswalk.

Pedestrian scale streetlights (60 feet on-center), and closely spaced street trees (30 feet on-center).

2. **Creating Safe and Attractive Private Streets:**
   Encourage the developments with private streets to incorporate additional creative features in the design of streets. Examples for placemaking include:
   - Pedestrian scramble (exclusive pedestrian signal in all directions)
   - Table top or raised pedestrian crossing
   - Multi-color painted crosswalks
   - Alternative paving for crosswalks
   - In-street pedestrian crossing sign
   - Separated pedestrian and bicycle crosswalks (cycle tracks)
3. **Open Space Calculations for Placemaking:**
   Review the formulas for calculating open space during Phase II of the Policy Plan to reduce the complexity and create a more transparent method for completing calculations by applicants, the general public, staff and others. Consider improving the balance between the significant open space for residential projects and the limited open space for non-residential projects. A more transparent and less complex method of calculating open space is intended to encourage the identification of the necessary amount of open space earlier in the review process.

Reston Town Center Open Space:
- Water feature
- Public art
- Steps with seating
- Landscaping
- Public access from adjacent sidewalks and streets

4. **Open Space Guidelines for Placemaking:**
   As part of Phase II of the Policy Plan, include in the Urban Park Standards a more inclusive list and description of qualitative measures to be considered in the design of open space. The list will be based on the experience of staff and the general public. The experience should include a review of the best open space practices established in Tysons, the Mosaic District, Fairfax Corner, Reston Town Center and other Transit Station Areas. As examples, the following items with descriptions could be included in the revised Urban Park Standards for establishing quality open space:

   - Sun access and orientation
   - Seating
   - Public access
   - Trees and landscaping
   - Building access
   - Free speech access
   - Public art (see Appendix A)
   - Lighting
   - Electrical connections
   - Food service

PART TWO: AREA-WIDE PLACEMAKING

The following recommendations focus on identifying placemaking improvements for streets and open spaces for larger areas that include several individual projects.

5. **Street Trees as Urban Forest at the Scale of an Entire Transit Station Area and Activity Center:**
   Street trees provide an important placemaking tool. Establish a street tree program for all streets in each Transit Station Area and Activity Center to create an urban forest that can be implemented through the development review process. Tree spacing should be approximately 30 feet on-center and maintain canopy coverage for an entire area. Street trees adjacent to intersections require careful placement. Street trees adjacent to intersections impact visibility for motorists and they must adhere to the sight distance standards that dictate minimum tree placement offsets from the intersection.
6. **Streetlights at the Scale of an Entire Transit Center and Activity Center:**

Create a street lighting plan for each Transit Station Area and Activity Center. The Plans will include lighting approximately 15-18 feet high and 60 feet on-center. The light poles will include places for regulatory signage, banners, and way finding information. The lighting standards will produce an even light pattern appropriate for pedestrian safety. Streetlights must be shown earlier in the review process before approval of the Final Development Plan. (See the Design Guidelines for each area for additional detail).

7. **Area Wide Network of Open Spaces Connected by Safe and Attractive Streets**
   The Tysons Plan recommends the creation of an interconnected system of open spaces. An area wide system of streetlights and street trees will assist in providing the necessary connections to a range of open spaces in other areas. Open space guidelines will ensure a variety of open spaces connected by safe and attractive streets.
8. **Small-Scale and Low-Cost Interventions**
   Prioritize Activity Centers that are not benefiting from large, private development to improve streets and open spaces by implementing small-scale and low-cost interventions that capitalize and engage with existing assets for placemaking.
9. **Transfer of Street Ownership**
   As a pilot program, explore the transfer of street ownership and maintenance from VDOT within discrete, well-defined geographic areas if there is a corresponding transfer of revenue to pay for on-going maintenance
10. **Recommended Next Steps**
    - Planning Commission will engage with the Board of Supervisors on the recommendations.
    - Board of Supervisors will refer the recommendations to staff for analysis and recommend a path forward. Analysis will include staff organizational considerations, such as possible assignment of implementation responsibilities, impact on the work program, the priorities in the work program, timeline, resource implications, and project management considerations with a recommended path forward.
    - Board of Supervisors will provide Direction in response to the recommendations of the Planning Commission and Staff.
    - Appendix B includes a Description of Effectiveness Over Time

Top: Street Lights at the Scale of an Activity Center:
Streetlights 15-18 feet high used throughout an activity center.

Below: Reston Town Center Open Space
The photograph below shows part of a

DISCUSSION

DEFINITION OF PLACEMAKING

Placemaking is a collaborative process that strengthens the public realm and the connection between people and places. More than just promoting better urban design, placemaking facilitates creative patterns of use, with particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution for the benefit of all.

Placemaking is also one of six key themes included in the Countywide Strategic Plan as summarized in the following definition:

> ***Placemaking*** *is about creating environments where people can thrive, where members of the community want to gather, and where businesses want to locate and grow.... This theme represents an area where the county can work across multiple community outcome areas and county departments, to strategically direct resources to places most in need of investment.*

PURPOSE

The purpose of the recommendations is to promote a framework for enhancing streets and open spaces as an organizing principle that is consistent with the policy directives of the Board of Supervisors captured in the Fairfax County Comprehensive Plan, Strategic Plan and One Fairfax Policy. By an organizing principle, the Planning Commission recommends that placemaking be a foundational concept within which work can be accomplished by multiple parties and also guide decision-making and set priorities. Such an organizing principle is essential, as placemaking is by its nature multi-agency internal to Fairfax County and requires collaboration among the public, private, and nonprofit sectors.

OUTCOME

The Planning Commission proposes the establishment of an integrated system of standards and guidelines for placemaking that will transform the urban and urbanizing landscapes in Fairfax County into safe, attractive, and economically functional hubs of activity and connectivity.

As Transit Station Areas and Activity Centers in Fairfax County continue to evolve, the demand for higher-density residential development continues. The need has never been more pressing to update the policy and regulatory framework in Fairfax County to prioritize placemaking, intentionally shape open spaces, streets, foster a sense of belonging, improve accessibility, promote economic development and urban vitality, and encourage social interaction, ultimately contributing to the overall quality of life for residents and visitors alike.

PLACEMAKING WORKSHOP

The Urban Development and Placemaking (UDAP) Committee of the Fairfax County Planning Commission hosted a two-day workshop to explore how to extend the legacy of placemaking for open spaces and streets to future development. A key workshop objective was to identify land development and infrastructure and public/private facility opportunities and constraints that might be addressed in the entitlement process or more broadly through policy options the Planning Commission could recommend to the Board of Supervisors.

Targets for such an initiative included Transit Station Areas and Activity Centers, commercial revitalization districts and areas experiencing increased density, more commercial development and redevelopment, and a shift in land use patterns as they evolve into more urban environments.

The Workshop took place during the mornings of June 20 and 21, 2024. The workshop agenda, reference materials, and final report – including analysis, findings, barriers discussion, and recommendations -- can be found on a web page of the Planning Commission.

Workshop participants included a mix of Fairfax County staff, developers, property owners, and professionals in land use law architecture, landscape architecture, civil engineering, transportation, recreation and parks. Fairfax County's Channel 16 produced a six-minute video that incorporates commentary on placemaking against a backdrop of the Workshop (see: https://www.fairfaxcounty.gov/cableconsumer/channel-16/placemaking-building-future-Fairfax-county).

FINDINGS AND ANALYSIS

INTRODUCTION

Fairfax County has a legacy of fostering outstanding placemaking in individual developments. Nationally recognized examples of placemaking in Fairfax County include:

- Lake Anne Village Center, Reston - 1965
- Reston Town Center, Phase One - 1990
- Fairfax Corner - 2003
- Mosaic District Phase One, Merrifield - 2012
- The Boro Phase One, Tysons - 2019

Maintaining this legacy of excellence continues to be a challenge. Learning from these projects and continuing to update guidelines and standards will need to be an ongoing effort. There are Design Guidelines for areas such as Tysons and McLean that are considered exemplary. County regulations such as the Public Facilities Manual, and the Zoning Ordinance should be coordinated with the Design Guidelines and the Comprehensive Plan. The following findings and analysis describes potential improvements to the current placemaking efforts.

PART ONE: STREETS AND OPEN SPACES AS PART OF INDIVIDUAL PROJECTS

The following findings and analysis focus on identifying placemaking improvements for streets and open spaces as part of individual projects. The findings and analysis are designed to prioritize standards that produce safe and attractive streets and meet the preferred ADA Guidelines appropriate to innovative placemaking for use in Activity Centers and Transit Station Areas.

STREETS

Conflicting and rigid road design standards and regulations represent one of the largest barriers to implementing placemaking characteristics and practices. The Virginia Department of Transportation has a significant variety of street standards for use in all areas of Virginia including rural, low-density residential neighborhoods, suburban communities, and urban areas. Prioritizing the use of standards most appropriate

for creating safe and attractive public streets is critical to the success of placemaking efforts in the Transit Station Areas and Activity Centers.

1. **Standards for Streets**

   The following "Check List" identifies a priority of ten placemaking characteristics necessary to establish safe and attractive public streets. The initial list does not conflict with established standards, but the list is designed to prioritize standards that produce safe and attractive streets that also meet the preferred ADA Guidelines.

   - **Intersections and Ramps for the handicapped** - The existing standards prioritize the use of a single, diagonal ramp for the handicapped at intersections. The American Disabilities Act prefers the use of double ramps. The ramps should be aligned with sidewalks to create a continuous pedestrian pathway between blocks. Double ramps are illustrated in the Design Guidelines for McLean, but they are rarely used in Fairfax County.
   - **Turning Radii** - The VDOT has specific minimum standards for turning radii at intersections (e.g. a radius of 25 feet for streets designed for 35 mph or more, and a radius of 15 foot for streets designed for speeds of 25 mph or less). These standards need to be considered maximums for creating safe streets in Transit Station Areas and Activity Centers. Reducing the turning radii at intersections will reduce the travel speed of vehicles through intersections necessary for establishing safe streets for pedestrians and vehicles.
   - **Travel Lanes** - Creating travel lanes with a maximum width of 11 feet needs to be a priority including the travel lanes adjacent to curb areas. The reduced width of travel lanes reduces the width for pedestrians to cross and encourages appropriate speeds for automobiles. This standard is already included in some of the Design Guidelines, but rarely implemented.
   - **Area of Pedestrian Refuge in Medians** - Establishing an adequate area for pedestrians and bicyclists in medians improves the safety in wide, divided streets.
   - **Crosswalk Type** - Fairfax County uses a mix of crosswalk types. The use of high visibility ladder or continental design of crosswalks would provide safety for pedestrians in streets.
   - **Crosswalk Width** - VDOT and FCDOT use a standard

Capital One Center, Tysons:

- Travel lanes 11 feet wide
- Street trees
- Streetlights
- Vehicle stop bars
- Straight curbs
- Two percent cross slope for the sidewalk and landscape area.

width for crosswalk throughout Fairfax County. A more flexible approach would allow a wider crosswalk such as 12 feet minimum for streets with significant pedestrian traffic.

- **Curb Design** - Straight, rolled curbs and open curbs are used in the Transit Station Areas and Activity Centers in Fairfax County. Straight curbs need to be prioritized to protect pedestrians instead of rolled curbs and open curb areas that are designed to allow vehicles to "roll over" the curbs.
- **Cross Slopes Adjacent to Curbs** - Reducing cross slopes adjacent to the roadway has not been a priority. A new standard is needed (e.g. two percent for the first 20 feet from the curb to ensure adequate access to sidewalks, bus stops and adjacent buildings for pedestrians.
- **Vehicle Stop Bar** - The American Disabilities Act prefers the location of stop bars to be eight feet from the crosswalk. This allows adequate separation from vehicles and pedestrians located in the crosswalk.
- **Right Turn on Red** - In crosswalks areas with high volumes of pedestrians crossing streets, the opportunity for right turns on red should be reduced or eliminated.

Concept of a Proposed Intersection Design:

- Double ramps for the handicapped
- Turning radii 15 feet
- Ladder design crosswalk
- Crosswalks 12 feet wide

2. **Private Sector Investments in Streets**
   The above standards should also be considered for private streets. Continue to promote private sector investments in streets and open spaces as a key priority in entitlements. Private sector investment plays a key role in developing streets and open spaces in the public realm. Encourage the developments with private streets to incorporate additional creative features in the design of streets. The Boro, Mosaic District and Reston Town Center have already incorporated modified pavement patterns and raised pedestrian crossings that serve as a model for others. Examples of Placemaking:
   - Pedestrian Scramble (exclusive pedestrian signal in all directions)
   - Table top or raised pedestrian crossing
   - Multi-color, painted crosswalks
   - Modified pavement patterns
   - In-street pedestrian crossing sign
   - Separated pedestrian and bicycle crosswalks (cycle tracks)
3. **Small Scale and Low-Cost Interventions**
   Prioritize the Activity Centers that are not benefitting from large, private development. Continue to improve streets and open spaces by implementing small-scale low-cost interventions that capitalize and engage with existing assets for placemaking initiatives. Learn from the experience in Fairfax County of implementing agreements that establish a different working relationship with VDOT regarding street design standards that might present placemaking and economic development opportunities in other areas.
4. **Transfer of Street Ownership**
   As a pilot program, explore the transfer of street ownership and maintenance from VDOT within discrete, well-defined geographic areas, such as an Activity Center, that might present placemaking and economic development opportunities. Street ownership would enable Fairfax County to apply coordinated, high-quality design standards to achieve a cohesive public realm throughout an urban area. Street design, including engineering standards and capital investments could be implemented with more control by Fairfax County. The *Countywide Strategic Plan* recommends that Fairfax County explore the transfer of street ownership and maintenance from VDOT to Fairfax County responsibility if there is a corresponding transfer of

revenue to pay for on-going maintenance. The recently approved Judicial Center is an example of ownership of the streets by Fairfax County instead of VDOT.

OPEN SPACES

1. **Open Space Calculations** - **Open Space Calculations for Placemaking:**
   During the Phase II of the Policy Plan, the formulas for calculating for open space will be reviewed. The methods for calculating opens space are complex and often unknown and not readily available to community members and others. Creating a less complex method of completing calculations by applicants, the public, staff and others is desirable. Consider improving the balance between the significant open space for residential projects and the limited open space necessary for non-residential projects.
2. **Open Space Guidelines for Placemaking in Individual Projects:**
   A more updated list and description of qualitative measures to be considered in the design of open spaces needs to be created. The list should be based on the experience of the staff and general public in creating open space. The experience should include a review of the best open space created in areas such as each Tysons, the Mosaic District, Fairfax Corner, Reston Town Center and other Transit Station developments. A description of each of the following items could be added into the Urban Park Standards for establishing quality open space:
   - Sun access and orientation
   - Seating
   - Public access
   - Trees and landscaping
   - Building access
   - Free speech access
   - Public art
   - Lighting
   - Electrical connections
   - Food service

   Incorporating public art into the Fabric of the Community Gathering Spaces could include the following:

- **Community Engagement:** Involve local artists and residents in the planning and creation of art projects.
- **Diverse Artistic Expressions:** Integrate various forms of art that reflect the community's culture and history.
- **Public Art Spaces:** Designate spaces for public art installations and create art walks.
- **Best Practices:** Incorporate art into placemaking (see Appendix A for Examples of Strategies for incorporating Public Art into Placemaking).

PART TWO: AREA-WIDE PLACEMAKING

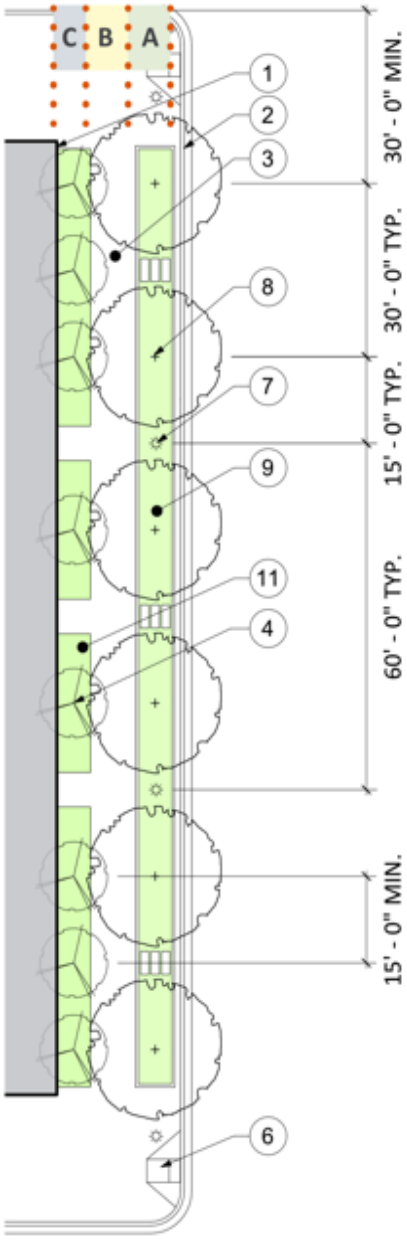
The following analysis will focus on identifying placemaking improvements for streets and open spaces that are intended for larger areas with several individual projects. The purpose is to create placemaking synergy through enhanced collaboration among the public, private, and nonprofit sectors throughout the Transit Station Areas and Activity Centers in Fairfax County.

Apply coordinated, high-quality design standards to achieve a cohesive public realm throughout an urban area. Explore the full range of public funding and resource options that may, over time, be invested in a networked public realm. A networked public realm that physically connects places requires strategic resource investment, like the County's recent $100 million commitment to promote sidewalk connectivity and those available from federal, local, and state sources.

1. **Street Trees as Urban Forest in Activity Centers**
   Establishing street trees as part of an urban forest program continues to be a challenge in Fairfax County. Recent projects including development along Reston Parkway and Route 7 eliminated street trees in the public right-of-way in conflict with the approved Design Guidelines. The adjacent map shows a street tree program established as part of an urban forest program. In this example, tree spacing is approximately 30 feet on-center, and street trees adjacent to intersections have careful placement. Trees must adhere to the sight distance standards that dictate minimum tree placement from an intersection. Each Transit Station Area and Activity Center could provide a coordinated street tree plan that can be implemented through the development review process by each project.

Below Left: Example of a Coordinated Street Tree Program
The Bethesda, Maryland Street Tree Program creates an urban forest for the entire area. Each street has been planned to establish specific tree types to avoid over concentration of one tree type in the neighborhood. Caliper at the time of initial planting, careful consideration of compaction of soil, proper soil type and volume, and maintenance of the overall tree canopy goals for the entire area are part of decision-making process.

Below Right: Tree Spacing Diagram
The diagram indicates tree spacing of approximately 30 feet. In addition, the tree caliper is recommended at the time of planting as 3-3 ½ inches.



2. Streetlights at the Scale of the Transit Center and Activity Center

The adjacent map illustrates the design of a streetlight system for the central area of Washington, D.C. A similar approach is needed for each Transit Station Area and Activity Center that promotes safety, while mirroring area design characteristics. The design of the Reston Town Center and the Mosaic District demonstrate the necessary streetlight system. The McLean and Tysons areas also have established a street light system. Streetlights in these areas include lighting approximately 15-18 feet high and 60 feet on-center. The light poles will include places for regulatory signage, banners and way finding information. A system of area wide lighting standards will produce an even light pattern safe for pedestrians and vehicles.

Right: Example of the original streetlight used in Washington, D.C. The original light has been modified for LED fixtures and connected together into a system of smart streetlights for entire neighborhoods.

Below: Streetlight Program for Washington, D.C.
The diagram below shows the variety of streetlights planned specifically for each street in the core district of Washington D.C.

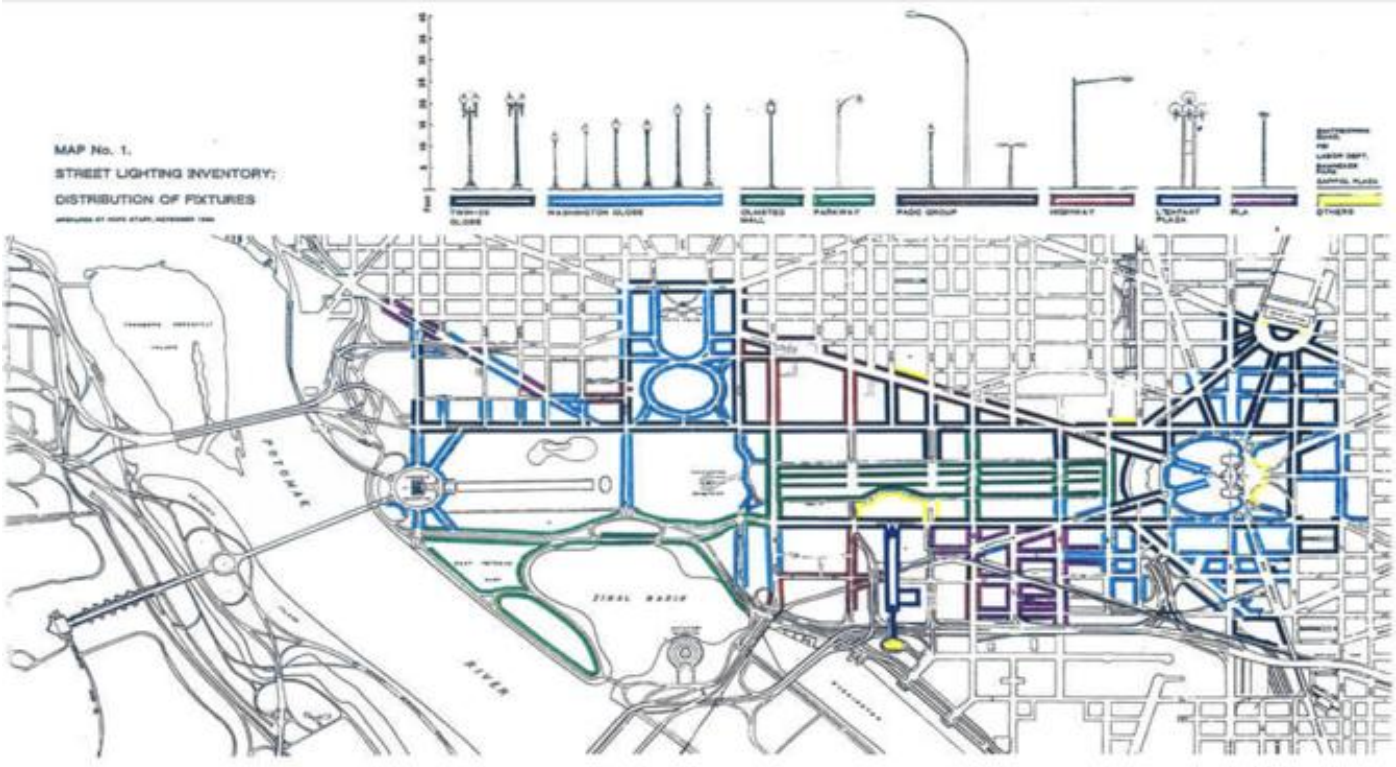


Photo credit: Pennsylvania Avenue Development Corporation Lighting Plan

3. **Open Space Network of Places for Community Gathering**
   Each transit Station Area and Activity Center would benefit from an area wide, open space system with appropriate linkages. The Tysons Plan includes recommendations for establishing an interconnected system of open spaces. These recommendations are intended to create a variety of open spaces from large recreation areas to small urban parks. A proposed area wide system of streetlights, street trees, and sidewalks and pathways will assist in providing the necessary connections to this range of open space in these areas. Open space guidelines will ensure a variety of open spaces.
4. **Activity Centers as Placemaking Prototypes or Pilot Studies**
   A variety of Activity Centers could serve as prototypes for study including the following:
   a. **Annandale -** Older Commercial Center
   b. **Penn Daw -** Emerging Community
   c. **Tysons West -** Transit Station Area
   d. **Centreville Area -** Newer Developing Area

Below: Conceptual Parks and Open Space Network in the Tysons Plan
The Tyson Plan recommends the creation of a network of open spaces connected by streets and pathways.

CONCLUSION

The Planning Commission is optimistic that placemaking successes in communities like Mosaic District, Tysons and the Reston Town Center are possible in all of the Transit Station Areas and Activity Centers in Fairfax County.

The potential for successful placemaking in evolving urban communities in Fairfax County will be greatly strengthened by, streamlining the review processes, better inter-agency coordination, more flexible street design standards, community support, and accommodations for maintaining community spaces and assets over time. Understanding the challenges and barriers is important in order to create vibrant and sustainable open spaces and streets.

APPENDIX A: EXAMPLES OF STRATEGIES FOR INCORPORATING PUBLIC ART INTO PLACEMAKING

1. **Community Engagement in the Arts**
   - **Collaborative Projects:** Involve local artists and residents in the design and creation of public art projects, ensuring that the work reflects community values and stories.
   - **Art Workshops:** Host workshops where community members can participate in creating art, fostering a sense of ownership and connection to the open space system.
2. **Diverse Artistic Expressions**
   - **Variety of Art Forms:** Incorporate different types of art, such as murals, sculptures, installations, performances, and interactive art.
   - **Cultural Representation:** Highlight diverse cultural heritages through art that reflects the community's demographics and history.
3. **Public Art Programs**
   - **Art in Public Spaces:** Designate areas for murals, sculptures, and installations that are easily accessible to the public.
   - **Art Walks:** Create curated routes that guide people through neighborhoods featuring public art, encouraging exploration.
4. **Festivals and Events**
   - **Cultural Festivals:** Organize events that celebrate local art, music, and culture, bringing the community together and attracting visitors.
   - **Pop-Up Events:** Use temporary art installations or performances to animate public spaces and test new ideas.
5. **Integrate Art with Urban Design**
   - **Functional Art:** Incorporate art into functional elements, such as benches, bike racks, and light fixtures, enhancing usability while adding aesthetic value.
   - **Landscaping and Nature:** Use landscaping as a canvas for art, such as community gardens with artistic elements or natural sculptures.
6. **Collaborations with Local**
   - **Artists and Organizations**
   - **Artist Residencies:** Invite artists to live and work in the community for a period, resulting in site-specific works

that engage with local themes.

7. **Partnerships with Cultural Institutions:** Collaborate with local museums, galleries, and cultural organizations to bring more art and cultural programming to public spaces.
8. **Art Education and Workshops**
    - **Educational Programs:** Offer classes and workshops in art making, encouraging skill development and fostering appreciation for the arts within the community.
    - **Art and Culture Programs for Schools:** Involve local schools in placemaking initiatives, integrating art and culture into educational experiences.
9. **Storytelling and History**
    - **Historical Markers and Murals:** Use art to tell the history of the community, featuring significant events, figures, and stories that resonate with residents.
    - **Interactive Storytelling Installations:** Create spaces where people can engage with the history and culture of the area through multimedia or interactive displays.

APPENDIX B: PROJECT EFFECTIVENESS OVER TIME

1. **Community Engagement Strategies**
   - **Workshops and Surveys:** Outline methods for gathering community input on design and features.
   - **Stakeholder Meetings:** Identify key stakeholders (local businesses, residents, and others) and how to involve them.
2. **Performance Metrics**
   - **Success Indicators:** Define how you will measure the success of each initiative (e.g., increased foot traffic, reduced accidents).
   - **Evaluation Plan:** Set up a timeline for regular assessments of progress.
   - **Implementation Timeline**
   - **Phased Approach:** Break down the plan into phases with specific timelines for each element.
   - **Milestones:** Set clear milestones to track progress and keep stakeholders informed.
3. **Budget and Funding Sources**
   - **Estimated Costs:** Provide an overview of projected costs for each initiative.
   - **Funding Opportunities:** Identify potential grants, partnerships, or sponsorships to support implementation.
4. **Collaboration with Local and State Agencies**
   - **Partnerships:** List potential collaborations with local government, non-profits, and community organizations.
   - **Regulatory Considerations:** Address any zoning or regulatory issues that may need to be navigated. **6. Maintenance and Sustainability Plans**
   - **Long-Term Care:** Outline a plan for the maintenance of public spaces, such as landscaping and facilities.
   - **Sustainable Practices:** Incorporate green practices (e.g., native plants, energy-efficient lighting).
5. **Communication Strategy**
   - **Public Awareness Campaigns:** Develop a plan for promoting the initiatives through social media, newsletters, and local events.
   - **Feedback Channels:** Establish mechanisms for ongoing community feedback during and after implementation.
6. **Case Studies and Best Practices**

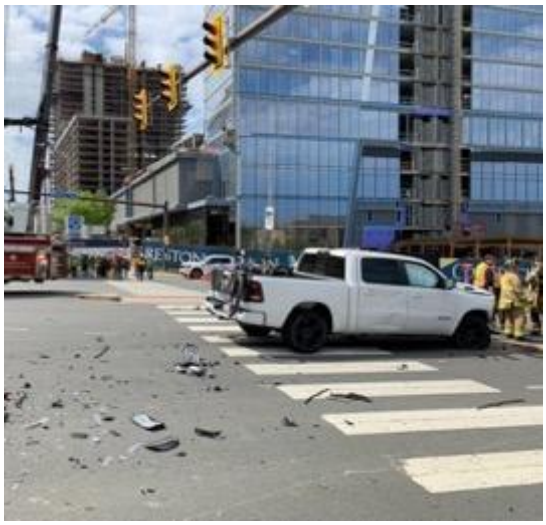
- **Successful Examples:** Include case studies from other cities or projects that have successfully implemented similar initiatives.
- **Lessons Learned:** Highlight challenges faced and solutions adopted in case studies.

7. **Design Concepts, Maps and Graphics**
   - **Design Concepts:** Incorporate sketches or renderings of proposed changes.
   - **Maps of Proposed Changes:** Show how new features integrate into existing spaces.
8. **Timeline for Reviews and Updates**
   - **Regular Revisions:** Specify a timeline for when the plan will be reviewed and updated based on feedback and changing needs.

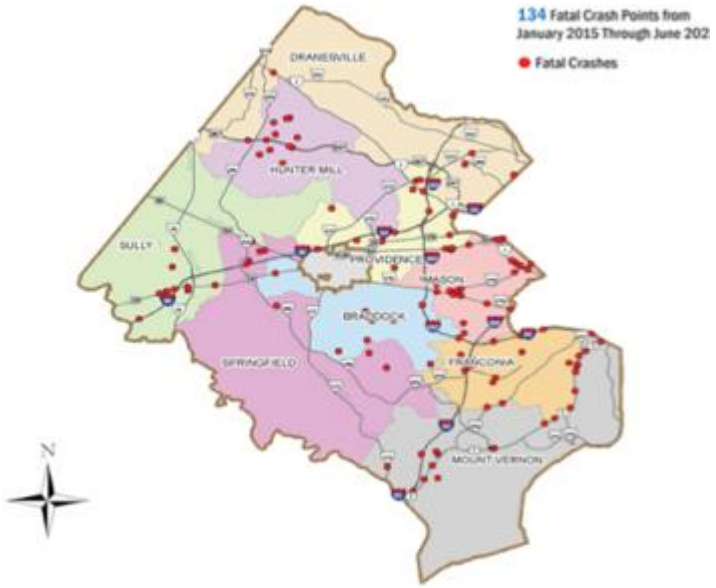
APPENDIX C: PLACEMAKING PORTFOLIO

Streets and Public Safety

Pedestrian Safety Data for Fairfax County



Traffic Accident at an intersection

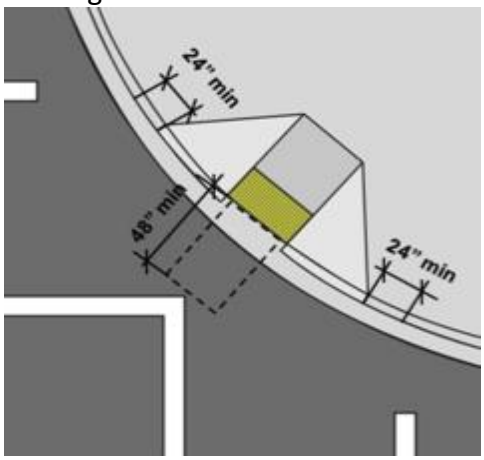


Fatal Pedestrian Crashes in Fairfax County

Pedestrian and Auto Accident at an intersection

APPENDIX C: PLACEMAKING PORTFOLIO APPENDIX C: PLACEMAKING PORTFOLIO

Existing Problem Conditions



Detail Single Diagonal Curb Ramp

Single Diagonal Curb Ramp

Blocked Curb Ramp

Missing Crosswalk

Narrow Width Crosswalk

Crosswalk and Travel Way Conflict

Severe Cross Slope

Sloping Bus Stop Area

Existing Street lights

APPENDIX C: PLACEMAKING PORTFOLIO APPENDIX C: PLACEMAKING PORTFOLIO

Recommended Outcomes – Successful Streets

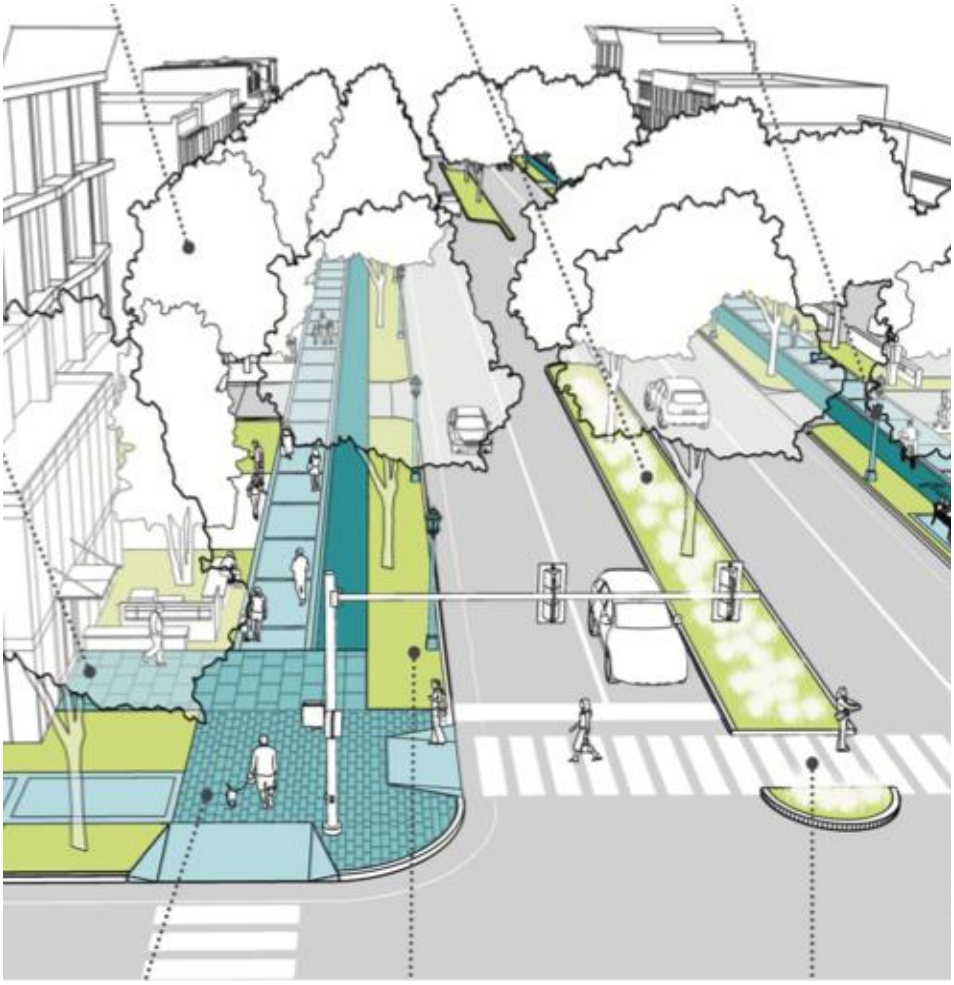


Diagram of Sidewalks and Crosswalks

Median Area of Refuge

The Boro Streetscape

Combination High and Low Lights

Tysons Streetlights

Reston Town Center Streetlights

APPENDIX C: PLACEMAKING PORTFOLIO APPENDIX C: PLACEMAKING PORTFOLIO

Recommended Outcomes – Successful Open Spaces

Proposed Fairfax County Judicial Center

Capital One Center

Reston Town Center Pavilion

Reston Town Center Green

Lake Anne Village Center

The Boro Open Space

Mosaic District Central Green

Fairfax Corner Gathering Space