

**MCLEAN PLANNING COMMITTEE MEETING AGENDA**  
**Monthly Meeting, July 18, 2018**  
**6645 Chain Bridge Road, McLean. Balducci's shopping center**  
7:00 PM

**Call to Order: Winnie Pizzano**

**URBAN DESIGN GUIDELINES: FAIRFAX COUNTY**

County presented an overview of the Urban Design Guidelines under development. See the Appendix

- Guidelines aren't an additional layer; they take what's in Comprehensive Plan and detail it out further
- Common best practices across the revitalization districts are reflected in Volume 1; then there will be a district specific plan for each district
- Once McLean's new Comprehensive Plan for is finished, we'll use it to create McLean's district-specific guidelines
- County will take feedback via face-to-face meetings, calls, emails
- Trying to wrap-up feedback and get to incorporating the changes
- MPC: Editorial comment – I'm visually handicapped – the color in background makes it impossible to read. 1 in 4 Americans have macular degeneration and making this information readable to that population is really important

**URBAN GUIDELINE DISCUSSION**

MPC Directors provided input to various dimensions of the guidelines including the importance of getting parking "right" and ensuring the streets and sidewalks receive adequate attention.

- The county noted that not every development will be able to underground parking – either small sites or it's not economically viable. One way to address this is to put parking in the middle of the development – off the street
- MPC cited the importance of properly planning the streets in McLean including animating the streets and planning for how parking garages meet the streets. The County agreed with these points
- The County said that guidelines will include signage guidelines as long as that doesn't cause a conflict with other regs. Also mentioned the possibility of creating signage guideline specific to McLean

**COMPREHENSIVE PLAN AND RELATED GUIDELINES: USE, APPLICATION, AND COMPLIANCE**

This portion of the discussion focused on understanding how the plan and guidelines would be applied.

- MPC asked how builders and their architects should interpret how the guidelines should be used. The county replied that the Comprehensive Plan is a guideline shared with developers, especially when then come in pre-application. Developers are expected to follow the guidelines and if builders do deviate, they are asked to explain the deviations

- The county said they are trying to simplify the guidelines and make them easier for a developer to follow. Do not want things to be so specific that they get out of date or out of stock
- MPC asked which guidelines apply during the timeframe in which the new ones are being developed. The County stated that until the new guidelines are complete, the existing Comprehensive Plan applies. As soon as the new Volume II passes, the existing McLean Guidelines go away
- MPC said that there is an expectation that if you are coming to develop in McLean, the guidelines aren't really guidelines. For example, if a mid-size "as of right" development did not comply with the extensive guidelines, would they be approved? The county responded we'd do our absolute best to make the developer comply
- MPC raised a question about the applicability of the guidelines given, for example, that new intersection guidelines wouldn't apply because all of the intersections in McLean re built. The county said that they'd considered that. In other areas, there is more development that can be done
- There was discussion around the length of the guidelines with some MPC members encouraging the county to keep them as brief as possible, 100 pages, short, sweet, and to the point – otherwise they become too difficult for developers to work through. The County said they are aware that to be too specific, create a pattern book, doesn't really work

### **Community Engagement/Stakeholdering**

- The concept design for McLean will set a firm framework. County will consult with subcommittee members in working on the plan and guidelines. They will get the community involved and to the extent possible incorporate community feedback. Where safety issues are involved or there are conflicts with VDOT, that will have to be addressed
- The county will involve MPC before drafting McLean specific guidelines
- MPC asked whether the draft will be taken to different groups around McLean or just the MPC and MCA. County replied that for Bailey's, they primarily worked with one group and that group invited the larger community to their meetings. County stated that in today's world of more engagement is better, we would involve more people but not as involved a process or as extensive as the Comprehensive Plan update; they won't relitigate what's in the Comp Plan

### **Approval**

- The guidelines are just endorsed by the Board – this will probably just be a "follow-on" motion to do urban design guidelines. This will set forth the process and then the Board simply endorses the guidelines at the end. The guidelines will not go into the Comp Plan this time. That's important because the Comp Plan is very difficult to change and keeping the district-specific guidelines separate makes them easier to update

### **Timing**

- When we know what's in the plan - before it's finalized- we can start working on what would be helpful in the McLean-specific guidelines
- Bailey's took from March until now (July)

### **Motion**

- MOTION: Ask McLean Planning Committee to ask the President to ask the Supervisor (Foust) to allow the McLean Planning Committee act as the liaison for this effort (development of McLean Planning Guidelines)?
- Motion Passed Unanimously

### **Approval of minutes: Ruthanne Smith**

Approved.

### **Treasurer's Report: Francesca Gutowski**

\$ 947.37 in checking account

\$ 4000.00 in CD

### **Supervisor's Report: Ben Wiles**

Not present.

### **MRC Report: Roshan Carter**

Nothing of note.

### **President's Report: Winnie Pizzano**

Subcommittee on Bylaws: President requests a subcommittee to review bylaws and update landowners as we are unable to keep them engaged. Let Winnie know if you are interested.

### **OLD BUSINESS: BASSING 6707 Old Dominion: Maya Huber**

- At his request, Bassing has been delayed until October because an undergrounding deal can't be struck with all parties
- There was discussion around the difficulty of reaching agreement on undergrounding and the time it has taken
- The county has been involved in trying to forge a deal with two other property owners, adjacent to the Bassing property
- There was general discussion on the concept of requiring undergrounding when it cannot be done at a reasonable cost
  - Developers either underground their utilities or contribute
  - Question raised about the need to spend the money on undergrounding when McLean has so many other things to do.
  - Issue raised that there will never be a property on the scale required to have a developer step up and do what is being asked with underground
- Winnie will talk to the Supervisor about making sure this (the Bassing discussion) happens on the date it's supposed to happen

## **SUBCOMMITTEES ON DESIGN STANDARDS AND SUBAREAS**

### **Subareas (See Appendix)**

- The subcommittee made recommendations (see attached) for the 29 subareas in the CBC.
- The general recommendation is that the area around the CBC be considered a buffer zone with lower density and that the center of the CBC be allowed more density; the core of the core (along Old Dominion) can get a bonus density that can reach as much as 100 feet. Tells people “our druthers” if we have input we want a buffer all the way around and liberate the inside with bonus density
- MPC members had differing views as to whether the MPC should be involved in this work, be making a recommendation
  - Those in support of the effort said:
    - Making a recommendation provides the MPC with an opportunity to influence the outcome
    - The Task Force and the County need guidance from some committee otherwise, we’ll face the MCA
    - The county was asked about whether MPC input would be helpful and they were okay with it
  - Those questioning MPC’s need to be involved in this effort said:
    - The county is paying professionals to work on this, to create the Comp Plan and we’re involved through the Task Force; why would we be involved here?
    - I think the problem right now is that there isn’t a conceptual overlay to McLean. We don’t have a plan or vision – the whole point of the process is to come up with this plan
- Motion: I motion that we defer this to the next meeting.
- Second.
- Motion passed unanimously.
- Outcome of this discussion: the subcommittee will distribute the information to MPC members along with a deadline for providing feedback

### **Other Discussion Related to Subzone Effort**

- Like the idea of simplifying through the concept of a dense inner core and outer buffer zone
- If you believe, that retail and parking are dead – that storage is alive – the developments that are happening establish a structural and height grid that allows flexibility into the future. Taller buildings and more generic structure – can put a skin on it
- Half the properties in the town – aren’t developable because they’re too small.

### **Task Force Report: Nicole Morrill**

- There has been no work done on the Task Force
- Could be helpful to provide input but at this point we haven’t had chance

New Business Ken Wiseman  
G-7 Report

## Adjourned

### Directors: (Bold = Attended)

#### MCA

Maya Huber

Francesca Gutowski

Rich Salopek

Debbie Matz

#### SCA

Andrew Serafin

Winnie Pizzano

Craig Bennett

Charlie Bunn

#### GMCC

Nicole Morrill

Ruthanne Smith

Ann Seaman

Ken Wiseman

#### CLA

Ed Murn

Mark McFadden

### Alternates

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Roshan Carter

Connie Fan

Mari Pierce

Hanlan Pasquier

Kathleen Wysocki

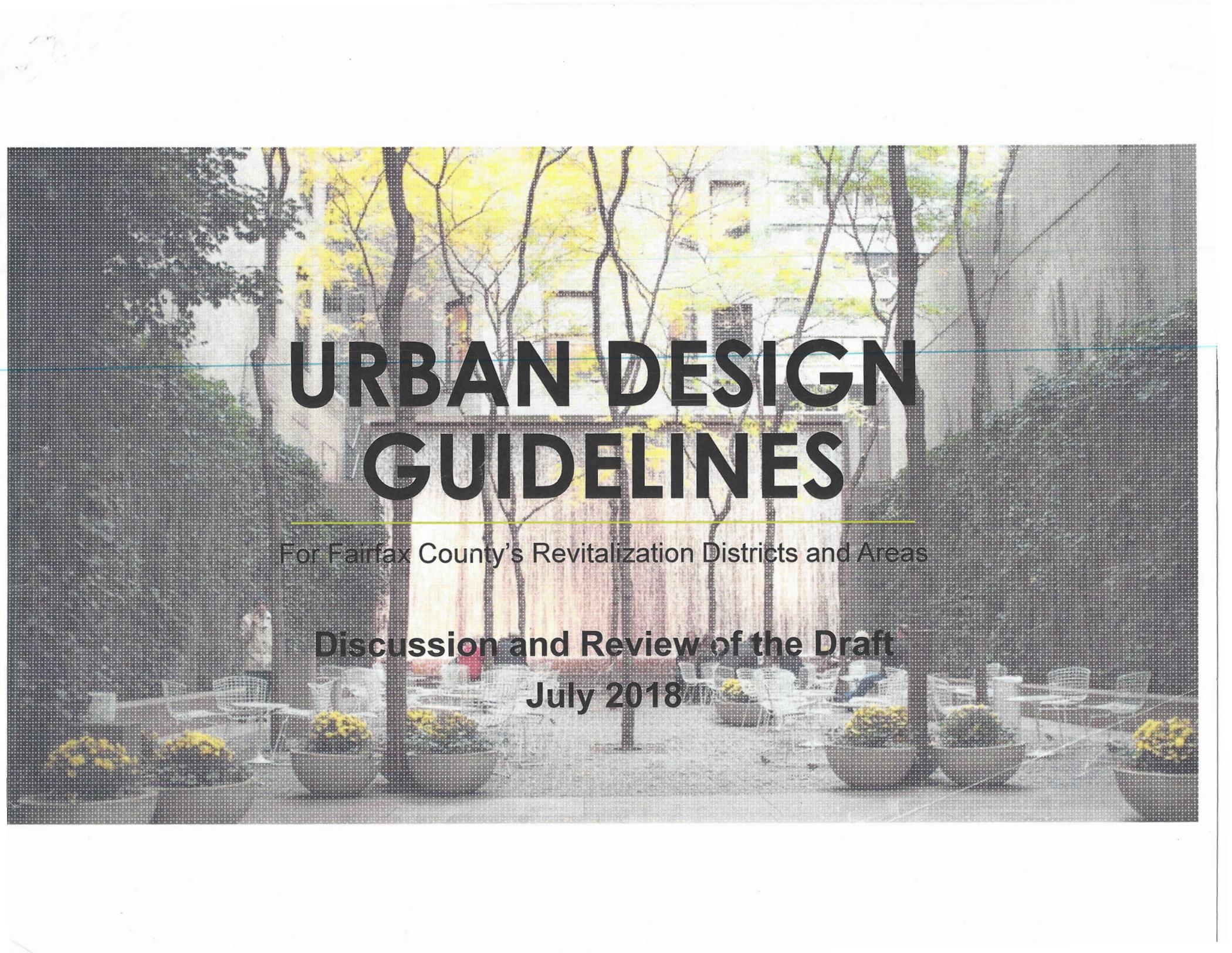
Molly Peacock

Marshal Hyman

Alan Edward

Emily Oveissi

**APPENDIX – See next page**



# URBAN DESIGN GUIDELINES

For Fairfax County's Revitalization Districts and Areas

**Discussion and Review of the Draft**

**July 2018**

## Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas

### **Background**

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Urban Design Guidelines (Guidelines) in Fairfax County date back to the 1990s. The Guidelines further the goals of the Comprehensive Plan to:

- improve the appearance and functionality of these areas
- enhance the sense of place
- make the areas more viable places to walk or bike

OCR is undergoing a process to modernize the Guidelines in a number of revitalization districts/areas to:

- provide a common vocabulary to promote discussion about streetscapes, public spaces, and overall development plans
- share visual images about complex ideas
- offer alternative approaches to achieving plan objectives

## Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas

### **Purpose**

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How the Guidelines are used:

By developers, County staff, citizens, committees, the Planning Commission, and the Board of Supervisors when either proposing or reviewing development proposals in CRDs and CRAs

They are not requirements but are intended to be applied flexibly to address unique site constraints

They can increase predictability in the development review process because they elaborate on and provide examples of how to implement recommendations that are in the comprehensive plan

They create a shared understanding of what plan objectives mean in the built environment

## Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas **Format**

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Consists of two volumes:

**Volume I: Urban Design Guidelines for Fairfax County Commercial Revitalization Districts and Areas** Annandale, Baileys/Seven Corners, McLean, Merrifield, Richmond Highway, and Springfield

Volume I is the subject of this outreach

**Volume II: District-Specific Guidelines**  
Customized to an individual CRD/CRA

Volume II Baileys Seven Corners is complete and is undergoing community outreach. Other areas will be developed in the future and subject to outreach at that time

## Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas

### **How the Volumes Work Together**

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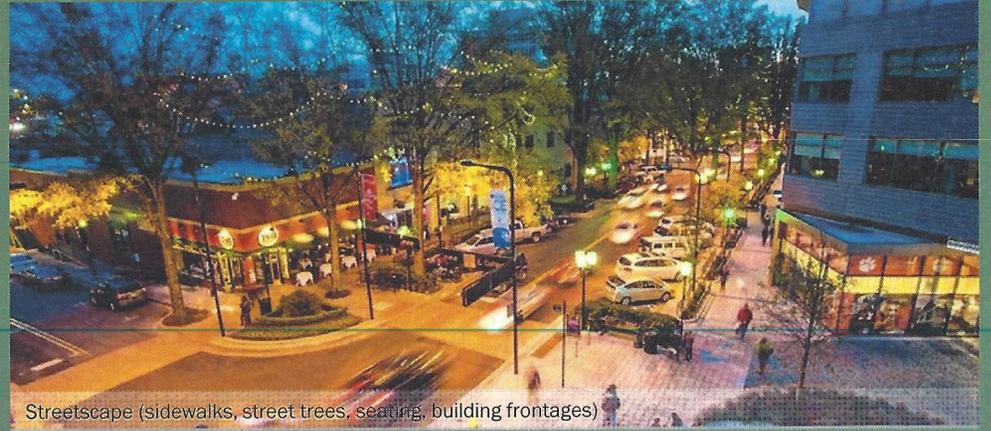
Volume I and II compliment one another and should be used together to inform urban design decision making

Volume II (district-specific) can override Volume I (county-wide)

In certain instances, the Guidelines provide different recommendations than those that are contained in the PFM because of the unique needs of each district/area. References to the Guidelines are being incorporated into the Public Facilities Manual (PFM) so that the Guidelines will override the PFM where appropriate



Site and exterior building design, particularly the ground floor



Streetscape (sidewalks, street trees, seating, building frontages)



Furnishings, paving, landscaping, art and other details



Parks and plazas

# Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas

## Contents

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### Volume I

#### **1 INTRODUCTION**

Using the Guidelines, coordination with outside agencies, by-right development, sustainability, maintenance, durability, social equity

#### **2 STREET AND STREETScape DESIGN**

Multimodal streets, intersection treatments, crosswalks

#### **3 OPEN SPACE**

Design principles, strategies, urban parks framework

#### **4 BUILDING DESIGN**

Building placement and form, signage, lighting, utilities, sustainable building practices

#### **5 PARKING AND ACCESS**

Structured, surface, on-street, and bicycle parking. Access management/curb cuts

#### **6 ADDITIONAL PLACEMAKING ELEMENTS**

Signage and wayfinding, gateways, public art, water features

#### **7 INTERIM DEVELOPMENT CONDITIONS**

Phased development, connections to neighboring developments with interim streets/ streetscapes, parks, short-term placemaking

#### **APPENDIX**

Tree and plant lists, sustainable design toolbox

Urban Design Guidelines for Fairfax  
County's Revitalization Districts and Areas  
**Contents**

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**Volume II: Example showing Baileys Crossroads and Seven Corners\***

**1 INTRODUCTION**

Using the Guidelines, flexibility

**2 VISION AND OPEN SPACE**

Comprehensive Plan vision, urban design goals and framework, planned open space networks

**3 SITE DESIGN**

Design principles, strategies for building design, gateway sites, sustainable features

**4 STREET NETWORK**

Planned street maps and streetscape plans for each street type

**5 PUBLIC REALM ELEMENTS**

Performance standards for paving, lighting, benches, transit shelters, and other furnishings

*\*Each Volume II set is unique and tailored to the individual needs of the CRD/CRA*

## 2C.1 INTERSECTION DESIGN

Planning for intersections includes not only the immediate intersection, but also the approaches to it, the median (if present), street signage and striping, and the adjacent land uses. Elements that need to be considered in an integrated manner in the design of an intersection include the vehicular capacity of the roadway; the number of travel ways; the level of service; large-vehicle turning requirements; safety; pedestrian and bicycle convenience; accessibility, including applicable ADA regulations; and, the efficiency of transit (See *Graphic 4: Intersection Design*).

Design features described in this section assume signal-controlled intersections, although many design principles and strategies also apply to stop-controlled intersections and mid-block crossings, where permissible. Final decisions related to intersection design features on public roads are subject to approval by VDOT and FCDOT.

### DESIGN PRINCIPLES

**Design compact intersections to unify, rather than fragment, the surrounding blocks and minimize crossing distances.** The design of Intersections is a critical street design element that, to a great degree, determines whether a street ties together a neighborhood or functions as a physical barrier that divides communities. When designed compactly—with smaller corner radii to slow vehicle turning speeds and shorter crossing distances—streets can function as places for people that slow traffic, tie together surrounding blocks, and unify communities.

**Ensure that an intersection's configuration and design promotes visibility and predictability,** such that pedestrians, bicyclists and motor vehicles can see each other and predict each other's movements through the intersection. Making intersection operations visible and predictable entails minimizing visual obstacles that obscure oncoming traffic or street crossings by pedestrians and bicyclists. It also requires clearly-marked crosswalks and stop lines for vehicles, which in turn helps reduce the speeds of vehicles approaching the intersection.

### DESIGN STRATEGIES

#### 1 COMPACT DESIGN

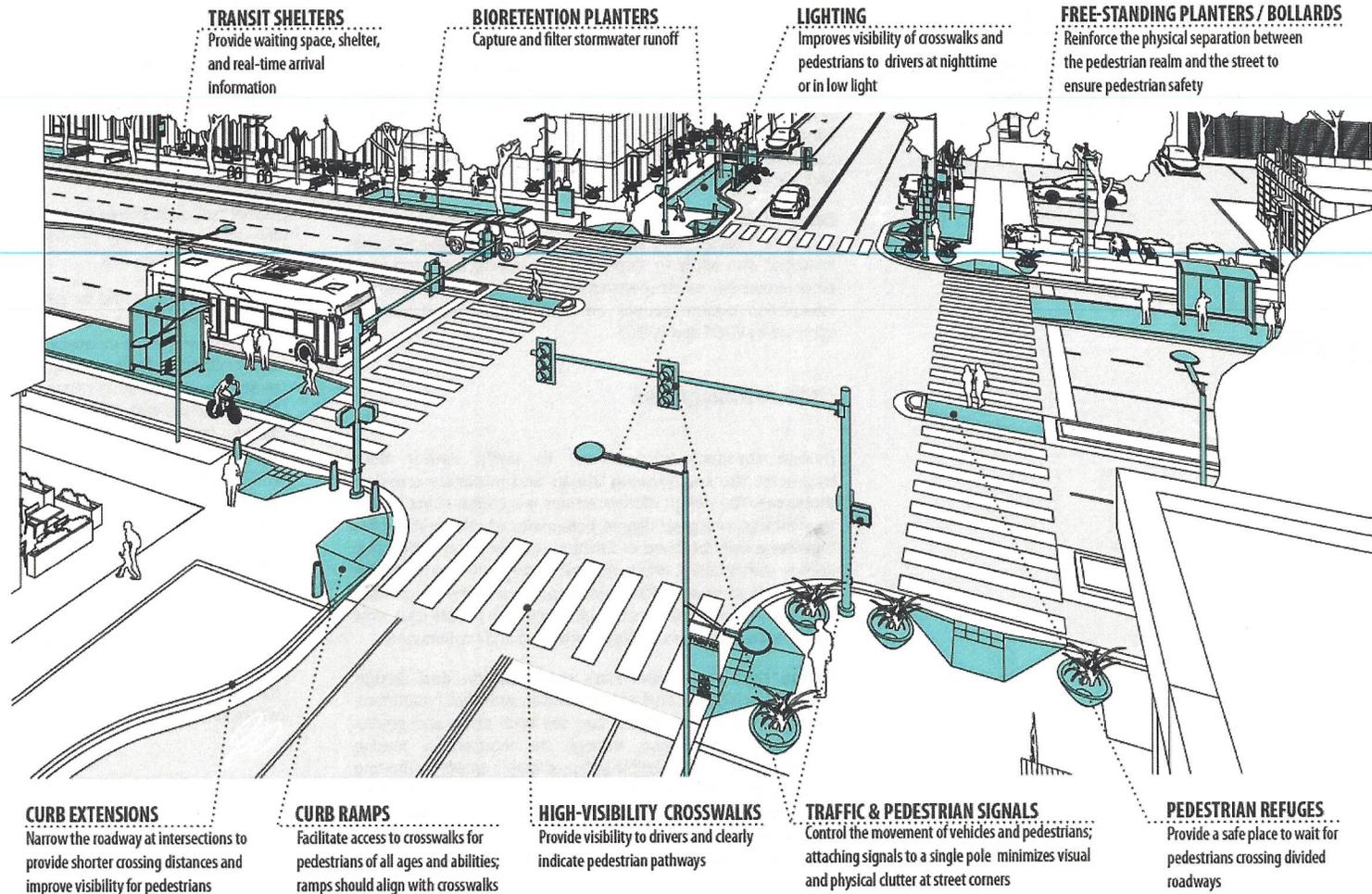
- A. Intersections should be designed as compactly as practical to minimize pedestrian crossing distance, crossing time and exposure to traffic, while still accommodating vehicular movements.
- B. Corner curb radii should be as minimal as possible to reduce the speed of turning vehicles and shorten the crossing distance for pedestrians.
- C. Curb extensions should be considered for streets with on-street parking, provided that they do not impede adequate sight distance. Curb extensions, also known as bulb-outs, entail extending the curb into the roadway at the crosswalk to shorten the crossing distance, provide additional space for pedestrians, and allow pedestrians to see and be seen by vehicles before entering the crosswalk. Curb extensions can also provide an opportunity to extend the Landscape Panel and include planting and bioretention areas, as well as street furnishings such as seating, bollards, lighting, and wayfinding signage.

#### 2 VISIBILITY

- A. The ability of drivers to see pedestrians and cyclists should be addressed by limiting signage and parking near intersections, planting only low vegetation that does not exceed 3-feet in height, installing vehicular stop lines behind crosswalks, using high-visibility crosswalks, and/or installing curb extensions, where applicable.

Volume I:  
Example

**GRAPHIC 4: INTERSECTION DESIGN**



**TRANSIT SHELTERS**

Provide waiting space, shelter, and real-time arrival information

**BIORETENTION PLANTERS**

Capture and filter stormwater runoff

**LIGHTING**

Improves visibility of crosswalks and pedestrians to drivers at nighttime or in low light

**FREE-STANDING PLANTERS / BOLLARDS**

Reinforce the physical separation between the pedestrian realm and the street to ensure pedestrian safety

**CURB EXTENSIONS**

Narrow the roadway at intersections to provide shorter crossing distances and improve visibility for pedestrians

**CURB RAMPS**

Facilitate access to crosswalks for pedestrians of all ages and abilities; ramps should align with crosswalks

**HIGH-VISIBILITY CROSSWALKS**

Provide visibility to drivers and clearly indicate pedestrian pathways

**TRAFFIC & PEDESTRIAN SIGNALS**

Control the movement of vehicles and pedestrians; attaching signals to a single pole minimizes visual and physical clutter at street corners

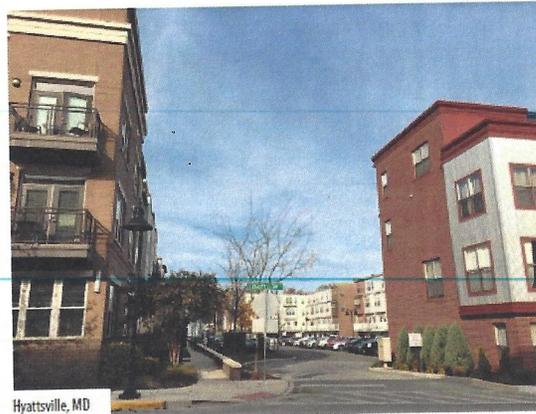
**PEDESTRIAN REFUGES**

Provide a safe place to wait for pedestrians crossing divided roadways

Volume I:  
Example

## 5A.3 SURFACE PARKING

**TOP**  
Surface parking lot effectively  
concealed by the surrounding  
townhomes, which face the street  
Image Credit: Fairfax County



Hyattsville, MD



**BOTTOM**  
Covered pedestrian path connecting  
surface parking lot to the public  
sidewalk provides safety and comfort  
Image Credit: Fairfax County

### DESIGN STRATEGIES

#### 1 LOCATION AND FEATURES

- A. Surface parking, if provided, should be located to the sides or rear of the building and not in front of the building. (See *Graphic 15: Surface Parking Configurations - Rear Parking* and *Graphic 16: Surface Parking Configurations - Side Parking*).
- B. A clearly defined pedestrian pathway should connect the parking lot to the building entrance. This pathway should be well landscaped; lighted; be made of a contiguous, contrasting material such as concrete or pavers; and, be a minimum of 5 feet in width. Pedestrian wayfinding signage should be provided, where appropriate.
- C. Landscaping, screens, berms, high-quality fences, and/or low walls should be used to shield parking from sidewalks, streets, and adjacent uses. A row of trees, landscaping, and a low 18 – 36-inch-high continuous row of shrubs should be provided as a buffer between the sidewalk and the parked vehicles.
- D. Landscaped islands provided within, or along the periphery of parking lots should have a minimum width of 10 feet to accommodate healthy growth of trees and shrubs. In addition, these islands are encouraged to be used as stormwater capture basins.
- E. Convenience “teaser” parking, if provided, should be located to the side rather than the front of the building whenever possible. It should be limited to no more than two rows of parking between the street and the building. If located in the front of a building, teaser parking should be located on the streetscape side of the parking area. (See *Graphic 17: Surface Parking Configurations - Teaser Parking*).

Volume I:  
Example

**GRAPHIC 13: SURFACE PARKING**

**SIDE PARKING**



Portland, OR

- 1 Parking at side enables the building to front the street and maintains a pedestrian-oriented streetscape
- 2 Landscaping near sidewalk screens the parking area from the street and minimizes visual impact
- 3 Side of building faces pedestrian pathway, which connects rear parking to the building entrances

**REAR PARKING**



Newport News, VA

- 1 Continuous building frontage with majority of parking in rear, enables continuous building frontage along streets
- 2 Surface parking located at rear of building
- 3 Access to parking from secondary street

**TEASER PARKING**



Rockville, MD

- 1 Teaser parking maintains pedestrian-oriented streetscape while providing some visible convenience parking for retail customers
- 2 Parking screened from street by landscaping (trees and understory planting)
- 3 Continuous streetscape along entire building frontage and parking access road

Volume I:  
Example

## 4C GROUND FLOOR DESIGN

### BOTTOM

Retail storefront with well-designed glazing and seating in a narrow Building Zone activates the street

Image Credit: Fairfax County



Savannah, GA

In a high-quality urban area, the ground floors of buildings work symbiotically with the surrounding streetscape and public spaces to provide an experience that is active, safe, comfortable, and engaging for pedestrians.

The "Ground Floor" is defined as the first level of a structure that is at a similar elevation as the streetscape. The phrase "Activated Ground Floor" refers to the combination of use and design of a ground floor that creates a positive experience for pedestrians or helps to generate pedestrian activity. Having uses such as retail, restaurants, lobbies, entrances to individual residential units, building amenities, public spaces, and certain office uses on the ground floor is the desired way for the ground floors of buildings to relate to the street. Those and other interim or permanent creative uses that help activate ground floors are strongly encouraged.

### DESIGN PRINCIPLES

**Incorporate a range of façade and building form treatments to foster a varied and dynamic pedestrian experience.** The building's use, whether it be residential or non-residential, dictates many of the design decisions related to the ground floor. For all ground floors, however, the careful articulation of the façade is crucial to establishing a dynamic public realm. Treatments such as changes in materials, building form and step-backs, special corner designs, and façade elements such as transparency, modulation, building entries, and cornice lines provide a varied pedestrian experience. Building entrances for ground floor uses, such as retail spaces and building lobbies, should be oriented to the street or to activity nodes, and not away from the street or internally within the site.

**Design non-residential ground floors to be both visually interesting and pedestrian-scaled.** The design of all non-residential ground floors should be visually interesting, primarily transparent, and well- but not overly-lit. Since the ground floor space typically has a height of 16 to 20 feet, reducing the impact of that height to a pedestrian scale through the use of windows, architectural details and other visual accents should be considered.

**Design residential ground floors for both privacy and "eyes on the street."** Elevating the ground floor of residential uses helps to separate the public and private realms. The windows of residential units should be located mostly above the eye level of the pedestrian for privacy purposes. The adjacent Building Zone creates the opportunity for semi-private outdoor spaces that can be personalized and can incorporate elements such as stoops and porches, landscaping, low walls, and overhangs. Ground floor residential uses should have less glazing, which will reduce the likelihood of residential ground floor windows being kept shuttered and will encourage eyes on the street for safety.

*(Graphic 11: Ground Floor Strategies for Residential and Non-Residential)* illustrates how to incorporate these principles into the design of new developments.

Volume I:  
Example

**GRAPHIC 11: GROUND FLOOR STRATEGIES FOR RESIDENTIAL AND NON-RESIDENTIAL**

**RESIDENTIAL**



Renton, WA

Image Credit: Seattle

- 1 Landscaped buffer between sidewalk and building
- 2 Grade separation of residences from street provides privacy
- 3 Stoops and overhangs highlight entrances and add rhythm to the streetscape

**RETAIL**



London, UK

Image Credit: London Lifestyle: Apartments

- 1 Storefronts distinguished from other uses above by façade treatment
- 2 Storefronts with large, pedestrian-oriented windows provide transparency and activate the street

**HOTEL/OFFICE**



Alexandria, VA

Image Credit: Tom & Cindy & Associates

- 1 Signage and ground floor windows highlight hotel entrance, lobby and curbside drop-off area
- 2 Large windows at ground floor engages the street and adds façade transparency



Fairfax, VA

- 1 Ground floor windows and entrances add transparency and activate the street
- 2 Prominent entrance and lobby highlighted by façade treatment and clearly delineated from rest of building
- 3 Entrance design accentuates the importance and visibility of the street corner



Healdsburg, CA

Image Credit: CSW / ST2

- 1 Large windows, glazing and open storefront provide transparency and activate the streetscape
- 2 Pedestrian-scaled signage



Seattle, WA

Image Credit: Pennon Construction

- 1 Façade treatment, overhang, and lighting highlight and distinguish the entrance
- 2 Street furnishings and plantings enhance the character of the streetscape

Volume I:  
Example

# 1E BY-RIGHT AND SMALL-SCALE DEVELOPMENT

By-right development projects are those that can be built without going through the zoning process, including public hearings, because the proposed development is consistent with the property's zoning regulations. While it is anticipated that the primary users of these Guidelines will be those who are pursuing zoning applications, those seeking to do by-right development projects should also consult these Guidelines and implement their recommendations to the extent feasible. Feasibility is dependent on site-specific factors such as size of the proposed development, the scale of the site, and the proposed uses.

Small-scale and infill development generally refers to single sites that are less than one acre in size and are planned for a single use. These sites may have difficulty achieving some of the recommendations in the Guidelines because they may be unable to provide, for example, structured parking, or be mixed-use, or may have other constraints that limit design opportunities. In these instances, projects should adhere to the Guidelines to the extent feasible (*See Graphic 1: Small Scale Development*).

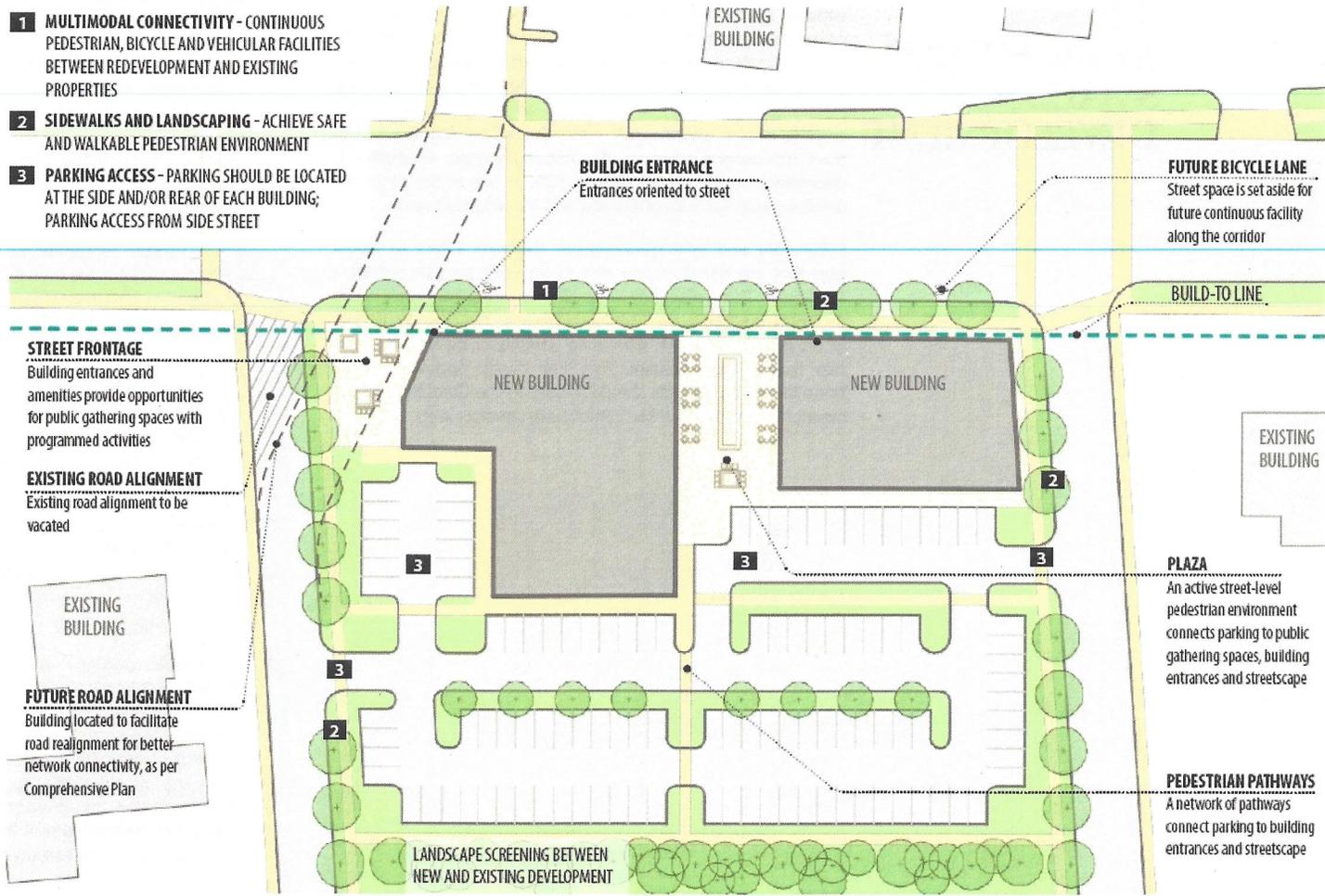
All by-right, small-scale, or infill development projects should address the following:

1. Developments should incorporate components of the Comprehensive Plan's ultimate condition wherever feasible and should facilitate, and not preclude, long-term planning objectives such as transportation improvements, utility undergrounding, and future parks, among other public facilities.
2. All projects should provide for multimodal connectivity where feasible to ensure that pedestrian, bicycle and vehicular facilities are consistent and continuous across the site and to between adjacent properties. For example, incorporating a bicycle lane within the right-of-way of a site may be necessary to provide a continuous facility along a corridor.
3. Sidewalks and associated landscaping should be provided, as they are essential to achieving a consistent, safe, and walkable environment for pedestrians, and for placemaking.
4. New buildings should adhere to build-to lines (theoretical lines on the ground, typically located at the edge of the Building Zone, to which building frontages should align), as depicted in the street cross-sections in Volume II: District Design Guidelines.
5. When surface parking is unavoidable, design opportunities should be employed to creatively integrate parking and vehicle circulation into the site so it is less obtrusive to the visual appearance of the area and so that it provides safe and comfortable pedestrian access to the building and along the street frontage. For example, locating the parking on the side or rear of the site and placing the building at the front edge of the Building Zone is essential to transforming revitalization districts and areas to a more urban form.

Volume I:  
Example

**GRAPHIC 1: SMALL SCALE DEVELOPMENT**

- 1 MULTIMODAL CONNECTIVITY** - CONTINUOUS PEDESTRIAN, BICYCLE AND VEHICULAR FACILITIES BETWEEN REDEVELOPMENT AND EXISTING PROPERTIES
- 2 SIDEWALKS AND LANDSCAPING** - ACHIEVE SAFE AND WALKABLE PEDESTRIAN ENVIRONMENT
- 3 PARKING ACCESS** - PARKING SHOULD BE LOCATED AT THE SIDE AND/OR REAR OF EACH BUILDING; PARKING ACCESS FROM SIDE STREET



**STREET FRONTAGE**  
Building entrances and amenities provide opportunities for public gathering spaces with programmed activities

**EXISTING ROAD ALIGNMENT**  
Existing road alignment to be vacated

**FUTURE ROAD ALIGNMENT**  
Building located to facilitate road realignment for better network connectivity, as per Comprehensive Plan

**BUILDING ENTRANCE**  
Entrances oriented to street

**FUTURE BICYCLE LANE**  
Street space is set aside for future continuous facility along the corridor

**BUILD-TO LINE**

**PLAZA**  
An active street-level pedestrian environment connects parking to public gathering spaces, building entrances and streetscape

**PEDESTRIAN PATHWAYS**  
A network of pathways connect parking to building entrances and streetscape

Volume I:  
Example

# Urban Design Guidelines for Fairfax County's Revitalization Districts and Areas

## Schedule + Outreach



*\*Will not be a public hearing*

**Volume II: District Design Guidelines to be completed:**

Richmond Highway

Springfield

McLean

**Certain CRDs/CRAS have newer UDG. These will be reformatted, not rewritten:**

Annandale

Merrifield



Urban Design Guidelines for Fairfax  
County's Revitalization Districts and Areas  
**Questions & Discussion**

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Contact JoAnne Fiebe,  
[joanne.fiebe@fairfaxcounty.gov](mailto:joanne.fiebe@fairfaxcounty.gov) or 703-324-9308

Survey is available online now through July 20

[fcrevit.org](http://fcrevit.org)

## Memorandum (DRAFT)

**To:** Fairfax County Supervisor, John Foust (Dranesville District)

**From:** McLean Planning Committee (MPC)

**Date:** July X, 2018

**Re:** Recommended Changes, Major Planning Areas, Mclean Community Business Center

The MPC is recommending that Fairfax County Planning modify the Major Planning Areas within the Mclean Community Business Center (CBC) as it proceeds with its review, public workshops and Task Force input. The CBC is a currently designated a Revitalization Area and the existing Comprehensive Plan includes Major Planning Areas, further described by numbered, referred as Figure 9. This Figure currently identifies four types of Subareas, including specific Block numbers containing one or more properties, as referenced below:

1. Area of Minimum Change
2. Buffer Area
3. Stabilization and Enhancement Area
4. Redevelopment Area

MPC believes that the four current Planning Subareas are overly site specific and proscriptive and that it would in the best interest of the community, CBC and nearby property owners, and Fairfax County, to simplify the designated areas. We believe these modifications will facilitate existing and new property owners to propose and move forward with redevelopment in the CBC at a greater, but still measured pace. Simplifying the Subarea map should provide a catalyst for adjacent owners to consolidate parcels and work together toward redevelopment.

We recommend eliminating the Subarea “Area of Minimum Change”, and including most of these areas into the Buffer Area. For future redevelopment within the Buffer Areas, we recommend a height restriction of 35-40 feet, a maximum F.A.R. density limit, and other restrictions such as Rear Setbacks or Transition Yards (not less than 12 feet), in order to facilitate a gradual transitions to the existing perimeter areas, predominantly improved with single family homes and townhouse communities.

In the central portions of the CBC, we recommend one area designated “Redevelopment Area”, with two different zones within it, one in the center having eligibility for conditional “Bonus Height and/or Density” (Bonus Area). The Redevelopment Area would include all areas currently designated Stabilization and Enhancement Area and Redevelopment Area, unless noted below. Within the Redevelopment Area, we recommend building height be restricted to not greater than 80 feet, excluding reasonable penthouse mechanical enclosures (up to 18 feet), provided those improvements were enclosed or screened, and setback from the building façade.

The Bonus Area would be consist of the area in the center of the CBC, primarily but not exclusively including properties fronting on Old Dominion, Chain Bridge (Northwest side only once East of Old

Dominion), Beverly Road, and Elm Street. The precise location for the Bonus Area should be studied but the Bonus Area should not be in close proximity to any Buffer Area. Within the Bonus Area, provided an owner/developer met or exceeded select conditions (Community Benefits), additional building height of 20 feet could be achieved, reaching up to 100 feet.

No sites in the CBC, including those eligible for Bonus Height, would be as tall as the tallest existing building in the CBC, which measures approximately 120 feet. Since the Redevelopment Area would include both large and small land sites, select sites may have only a portion of them eligible for Bonus Height and Density. At this time, we make the following recommendations for changes to the designated Blocks in Figure 9, as illustrated on the attached Exhibit A:

#### Areas to be Added to Buffer Area

(Moving counter clockwise on Figure 9, starting on the Southwest corner of the CBC)

1. Number 1 Stoneleigh Townhome Development
2. Number 2 All Areas of Block 2, provided the existing Rear and Transitional Yards are maintained or extended where development abuts single family homes and townhomes.
3. Numbers 15 and 16
  - a. Exclude the small area at the SEC of Chain Bridge Road and Brawner Street, currently improved with a retail bank building occupied by Bank of America, moving that specific site into the Redevelopment Area.
4. Numbers 17, 17A and 18

#### Areas to be Removed from Buffer Area (BA) – and changed to Redevelopment Area

MPC believes that Dolley Madison Boulevard (Route 123) itself, based on having four vehicle traffic lanes, landscaped median and building setbacks, can function as a Buffer Area on the North portion of the CBC.

Numbers 27 and 28

#### Areas of Minimum Change – to be changed to Redevelopment Area

Number 10, 20 (both), 22, 25, 26 and 29 (portions)

Please note the following unique situations and clarifications.

1. The following Buffer Areas would remain unchanged Numbers 3, 4, 8, 9, 23, 24
2. The existing Rear Yard Transition area at the South and West sides of Block 14, should be reviewed and potentially enhanced if redevelopment occurs to the buildings within this Block.
3. For Blocks 17, 17A and 18 where commercial or religious properties currently existing, a Transitional Rear Yard, or similar restriction, should be required.

Exhibit A – Revised MPC Major Planning Areas Map

# Exhibit A - MPC Recommended Changes



**FIGURE 9**