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# INTRODUCTION

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purpose</td>
<td>1</td>
</tr>
<tr>
<td>Values</td>
<td>2</td>
</tr>
<tr>
<td>Welcoming</td>
<td>2</td>
</tr>
<tr>
<td>Sustainable</td>
<td>2</td>
</tr>
<tr>
<td>Adaptable</td>
<td>2</td>
</tr>
<tr>
<td>Accessible</td>
<td>2</td>
</tr>
<tr>
<td>Applicability</td>
<td>3</td>
</tr>
<tr>
<td>Historic Overlay District, City of Fairfax</td>
<td>3</td>
</tr>
<tr>
<td>Public Right-of-Way</td>
<td>4</td>
</tr>
<tr>
<td>Publicly Owned Properties</td>
<td>4</td>
</tr>
<tr>
<td>Coordination Required Between Agencies and Departments</td>
<td>5</td>
</tr>
<tr>
<td>Policy and Regulatory Framework for Right-of-Way Improvements</td>
<td>5</td>
</tr>
<tr>
<td>Phasing</td>
<td>7</td>
</tr>
<tr>
<td>Streetscape Components</td>
<td>7</td>
</tr>
<tr>
<td>Beyond the HOD</td>
<td>7</td>
</tr>
<tr>
<td>How to Use the Standards</td>
<td>8</td>
</tr>
<tr>
<td>Structure</td>
<td>8</td>
</tr>
<tr>
<td>Matching the Pieces</td>
<td>9</td>
</tr>
<tr>
<td>Using the Standards</td>
<td>9</td>
</tr>
<tr>
<td>Jurisdiction</td>
<td>10</td>
</tr>
<tr>
<td>Adopted Date</td>
<td>10</td>
</tr>
</tbody>
</table>

# STREETSCAPE ZONES

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zone Definitions</td>
<td>12</td>
</tr>
<tr>
<td>Roadway Zone</td>
<td>12</td>
</tr>
<tr>
<td>Furnishings Zone</td>
<td>12</td>
</tr>
<tr>
<td>Pedestrian Zone</td>
<td>12</td>
</tr>
<tr>
<td>Gathering Zone</td>
<td>12</td>
</tr>
</tbody>
</table>

# Zone Dimensions

<table>
<thead>
<tr>
<th>Zone</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway Zone</td>
<td>13</td>
</tr>
<tr>
<td>Furnishings Zone</td>
<td>13</td>
</tr>
<tr>
<td>Pedestrian Zone</td>
<td>13</td>
</tr>
<tr>
<td>Gathering Zone</td>
<td>13</td>
</tr>
<tr>
<td>Dimensions Applicable to All Streetscape Zones</td>
<td>15</td>
</tr>
</tbody>
</table>

# Zone Uses

<table>
<thead>
<tr>
<th>Zone Uses</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway Zone Uses</td>
<td>16</td>
</tr>
<tr>
<td>Furnishings Zone Uses</td>
<td>16</td>
</tr>
<tr>
<td>Pedestrian Zone Uses</td>
<td>16</td>
</tr>
<tr>
<td>Gathering Zone Uses</td>
<td>16</td>
</tr>
</tbody>
</table>

# STREET TYPES AND GATEWAYS

<table>
<thead>
<tr>
<th>Type Definitions</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active Street Type 1</td>
<td>19</td>
</tr>
<tr>
<td>Active Street Type 2</td>
<td>22</td>
</tr>
<tr>
<td>Active Street/Avenue Type 3</td>
<td>25</td>
</tr>
<tr>
<td>Gateways</td>
<td>28</td>
</tr>
</tbody>
</table>

# STREETSCAPE ELEMENTS

<table>
<thead>
<tr>
<th>Elements Definition</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Division Matrix Sheet</td>
<td>31</td>
</tr>
<tr>
<td>Guidance Page</td>
<td>31</td>
</tr>
<tr>
<td>Specifications</td>
<td>31</td>
</tr>
<tr>
<td>Priority Between References</td>
<td>32</td>
</tr>
<tr>
<td>Furnishings</td>
<td>33</td>
</tr>
<tr>
<td>Division Matrix Sheet</td>
<td>33</td>
</tr>
<tr>
<td>Banner</td>
<td>35</td>
</tr>
<tr>
<td>Banner Pole - Cross Street</td>
<td>36</td>
</tr>
<tr>
<td>Bench</td>
<td>38</td>
</tr>
</tbody>
</table>
Introduction

PURPOSE

The Old Town Fairfax Historic Overlay District Streetscape Standards is intended to guide preservation, aesthetic enhancement, and improvement of the City of Fairfax’s historic core and its public right-of-ways. These standards focus on the Old Town Fairfax Historic Overlay District (HOD) and provide a comprehensive and coordinated set of elements for incorporation on the City’s public right-of-way in its historic core.

Where applicable, the City may choose to apply the Streetscape Standards beyond the HOD boundaries, extending the standards to both sides of a street when the HOD boundary falls on a street, to areas outside of the public right-of-way that serve as a public sidewalk, and to areas within the Transition Overlay District (TOD) where appropriate.

The Streetscape Standards serve as a companion document to the City's Public Facilities Manual (PFM), the City of Fairfax’s Design Guidelines, the Virginia Department of Transportation (VDOT) Standard Details, and the Manual on Uniform Traffic Control Devices (MUTCD), Virginia Supplement. Details and standards from these companion documents are not duplicated in the Streetscape Standards. Instead, reference to the appropriate source is made for any streetscape element in the section on Elements.

Consistent application of the Streetscape Standards to the City’s HOD’s public right-of-way will achieve the following outcomes.

• Creation of a cohesive, user-friendly, and visually appealing downtown streetscape
• Enhancement of the preservation and vitality of the City’s Historic District and HOD
• Longevity of improvements through the use of high quality, long-lasting materials
• Stewardship through the use of sustainable and environmentally friendly materials and methods

The Streetscape Standards will be used by City of Fairfax staff internally and to guide private investment within the public right-of-way.

Looking west on Main Street towards University Drive in the heart of the City’s HOD
VALUES
The streetscape elements selected for inclusion in the Streetscape Standards reflect the values voiced by the community and their vision for the City’s downtown core and HOD.

WELCOMING
Most important, the Streetscape Standards have been developed to make the HOD more welcoming and attractive. By creating welcoming gateways and a lively streetscape, the hope is to attract more people downtown to work, play, and live.

SUSTAINABLE
The recommended Streetscape Standards recognize the importance of an environment that minimizes water and energy use, enhances bicycle and pedestrian use, supports transit service, increases tree canopy and stormwater infiltration, and reduces and recycles waste.

The use of high quality materials is recommended to ensure that the streetscape improvements are durable and will age well over time. High quality, low maintenance elements will support the long-term preservation of capital investments in the HOD and enhance the sense of a welcoming and coherent public environment.

ADAPTABLE
The HOD is composed of a variety of street and right-of-way conditions. This complexity is recognized by the Streetscape Standards and the identification of sub-types of Active Streets, as defined in the City of Fairfax 2035 Comprehensive Plan, Chapter 3: Multimodal Transportation.

ACCESSIBLE
The Streetscape Standards comply with the United States Access Board ADA Accessibility Guidelines (ADAAAG), 2010 Standards for Accessible Design and follow as best practice content within the Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) for any subject that is not fully covered by ADAAAG.
APPLICABILITY

HISTORIC OVERLAY DISTRICT, CITY OF FAIRFAX

The City of Fairfax was originally established as the Town of Providence in 1805. The settlement grew around the County Courthouse within what is now known as Old Town Fairfax. A seven block area was designated the City’s Old and Historic District in 1964 in an effort to preserve and protect the historic area, with adjacent properties being added over the years.

The majority of the City’s Old and Historic District was officially listed on the Virginia Landmarks Register (VLR) in 1986 and on the National Register of Historic Places (NRHP) in 1987. The City of Fairfax Historic District is an area encompassing the Fairfax County Courthouse and the supporting buildings constructed for office and retail functions on major transportation routes adjacent to the courthouse lot.¹

The contributing buildings represent each period of historical development of the town from 1800 - 1930s. The historic district is a mixture of building age and materials, while most elements conform to the use of brick or wood materials, a two-story height and a Main Street scale and decidedly vernacular scale.² The spatial pattern of lots and streets is one primarily of long and narrow lots, with buildings located close to the street on or near the front property line.³

The moniker of Old and Historic District was changed to the Old Town Fairfax Historic District in 1990.⁴ Incorporated within the City’s Zoning Code (ZO) as an Historic Overlay District (HOD), this designation is the primary tool available for the local regulatory protection of historic properties. The overlay district provides a vehicle for the City to impose special bulk, area and use restrictions and design controls on structures and sites. Within these districts, all proposed alterations, demolitions and new construction must be reviewed and approved by the City’s Board of Architectural Review (BAR).⁵

The HOD encompasses an area that includes segments of Old Lee Highway, University Drive, Chain Bridge Road, West Street, Main Street, Sager Avenue, ¹ United States Department of the Interior, National Parks Service. National Register of Historic Places Inventory—Nomination Form, 1987. 8. Significance.
² Ibid. Summary Description
³ Ibid.
⁵ City of Fairfax Comprehensive Plan, Historic Resources. April 2012. Page 111.
Introduction

and South Street. The City of Fairfax HOD includes much of the National Register Historic District as well as additional buildings and structures of local historic significance.

PUBLIC RIGHT-OF-WAY

The Streetscape Standards focus on enhancements to the public right-of-way, which includes roads, streets, easements, and sidewalks. A form of public open space, public rights-of-way support pedestrian and vehicular mobility and connectivity, create view corridors, and offer opportunities for additional green space, pedestrian enhancements, transit improvements, and bicycle accommodations. The HOD’s character, function, and appearance and the community’s health, safety, and welfare are significantly impacted by the design of the public right-of-way.

The public right-of-way within and adjacent to the HOD ranges from 50 feet to 85 feet wide, and accommodates two to five traffic and turn lanes, on-street parking lanes, public sidewalks, and landscaped areas. In some areas, buildings directly abut the right-of-way, while in others, the building is offset from the right-of-way by as much as 75 feet.

Most of the perceived public sidewalk is located within the right-of-way within the HOD. However, due to its historic building pattern, there are places within the HOD where the public uses private property as a public sidewalk. Where the right-of-way is particularly narrow, tools such as an easement or other agreement between the City and a private property owner may create the opportunity to extend streetscape improvements to provide a publicly accessible sidewalk.

PUBLICLY OWNED PROPERTIES

Within and immediately adjacent to the HOD are properties owned by the public, separate from the public right-of-way. These include Old Town Square (City) and the County Courthouse Complex. Although publicly owned, the Streetscape Standards do not apply to these properties, guidance for the sites within the City of Fairfax is provided in the City of Fairfax Design Guidelines, adopted in 2018.
COORDINATION REQUIRED BETWEEN AGENCIES AND DEPARTMENTS

The Streetscape Standards touch on different City of Fairfax departments and their responsibilities. Implementation of these standards must ensure that all departments as appropriate are coordinated.

Similarly, there a number of outside agencies and their work programs that must be coordinated with the implementation of the Streetscape Standards. Conflict between utility lines, utility boxes, traffic signal boxes, and equipment access with pedestrian activities is highly probable, given the limited amount of public right-of-way. These agencies include, but are not limited to Dominion Energy, Washington Gas, VDOT, and Fairfax Water.

POLICY AND REGULATORY FRAMEWORK FOR RIGHT-OF-WAY IMPROVEMENTS

The City’s ordinances and adopted policy plans serve as the foundation for the Streetscape Standards. The City of Fairfax 2035 Comprehensive Plan Chapter 3: Multimodal Transportation defines the City’s street typology which is used to further identify and define the street typology addressed within these standards. These standards are not a substitute for the City’s Zoning Ordinance, adopted policy plans, or Public Facility Manual. Zoning regulations continue to apply in the HOD and are not repeated in the Standards.

The Streetscape Standards provide direction, guidance and specifications for implementation within the HOD of specific streetscape elements and construction details. If an element or construction detail is already addressed in another document, they are referenced in the standards but not duplicated.

A summary of some, but not all, regulatory and policy-oriented documents follow.

City of Fairfax Public Facilities Manual (PFM), partially updated January 2018 contains standard details and specifications for construction within the City of Fairfax. Standard details pertaining to the streetscape standards include but are not limited to the following: driveways, sidewalks, bikeways, sidewalks, bus shelter installation, street lighting, and planting details.
Introduction

City of Fairfax Zoning Ordinance (ZO), adopted July 2016 provides information on permitted uses and dimensional standards for residential districts, nonresidential districts, and overlay districts, including the HOD.

City of Fairfax 2035 Comprehensive Plan, adopted February 12, 2019 is the City’s policy document that guides future land development.

Draft City of Fairfax Multimodal Transportation Plan (2017) identifies the transportation priorities for the City of Fairfax. The document defines a street typology for the City. Most of the City’s HOD streets are Active Streets while a few are Avenues, Limited Connection Residential, or Neighborhood Circulator.

- Active Streets include few and narrow lanes, on-street parking, wide sidewalks, street trees, bike lanes, or sharrows
- Avenues carry moderate traffic volumes using one travel lane in each direction; some may have significant traffic volumes of traffic, with vehicles passing through to other local or area destinations
- Overall traffic volumes have remained steady since the year 2000
- The Old Town area is a Bus Transfer Improvement Area
- New street connections north and south of Main Street are recommended to break existing superblocks

City of Fairfax Design Guidelines, 2018 provides non-prescriptive guiding principles for private development within or within the viewshed of the City’s three overlay zones - Historic Overlay District (HOD), Transition Overlay District (TOD), and Architectural Control Overlay District (ACOD). The guidelines, although focused on privately owned properties subject to the three overlay zones, contain a comprehensive plant materials list that is appropriate for use within the public right-of-way in the HOD.

Old Town Fairfax, Virginia Wayfinding Sign System, Sign Schedule & Map (Location Review 2015) outlines the various wayfinding signs to be placed in Old Town Fairfax and their proposed locations, as recommended in the Wayfinding Study prepared in 2008.

Virginia Department of Transportation (VDOT) Specifications and Details

ADAAG Public Rights-of-way provide guidelines and standards for streets and sidewalks and public rights-of-way for accessibility.
PHASING

With guidance provided by the Streetscape Standards, an enhanced and improved public right-of-way will be created over time. Capital intensive, the installation of the streetscape improvements will be accomplished through multiple projects, with an array of funding sources. Given that the improvements will be pieced together, choreographing how each component is phased and coordinated is key to ensuring that the overall intent of the Streetscape Standards is achieved.

STREETSCAPE COMPONENTS

Pedestrian Lighting

The most complex installation of the Streetscape Standards within this document is the replacement of the existing pedestrian-scaled gas lighting with LED fixtures and new poles. The LED fixture referenced in this document may be procured directly from the vendor and installed and operated by the City or procured from Dominion Energy who will install and maintain the pedestrian street light under a lease agreement. Regardless of whether the City chooses to buy the fixtures and poles directly, or to enter into a long-term lease with Dominion, the LED fixtures will require new electrical service.

Replacing the 300-plus gas lights in and near the HOD will most likely be accomplished over a period of time. Based on funding available, if the City decides to purchase and install the lights independent of Dominion, it makes sense to program these improvements block by block, installing poles and fixtures on both sides of the street at one time.

The Round Lantern with either a 12 foot or 14 foot high mounting height and an approximate road width of 40 feet, spaced at 65’-70’ on center in a staggered pattern across the street will meet the ANSI/IESNA RP-8-14 Roadway Lighting standards for pedestrian use. A final photometric should be run prior to installation to confirm spacing and location given the variety of impediments to street light placement such as driveways and utility vaults.

Curb Realignment and Drainage Adjustments

Utility relocations and curb realignments are the most complex and often most costly changes to make to the streetscape. Balancing the impact on business operations with the funds available will be critical in the determination of the extent of work. In some situations it will be less impactful on businesses to address multiple blocks at one time, rather than tearing up the street and sidewalk block by block. Unlike installations in zones outside of the Roadway Zone, any activity involving, drainage, utilities, or curb realignments will also require temporary changes to current traffic patterns or possibly street closures.

Pedestrian Pavement

Most of the HOD is currently paved with brick pavers, per the direction of the City’s PFM. Although some blocks may be converted to brick or new sidewalks built, most activity related to pavement will be for maintenance or redevelopment.

Site Furnishings

Outside of pedestrian lighting, furnishings such as benches, trash cans, bike racks, and planters are elements that may be added to the streetscape within the public right-of-way on a space available and need-based demand.

BEYOND THE HOD

These standards have been developed for application within the HOD. However, there are situations where applying those standards outside of the HOD boundaries is appropriate.

Pedestrian Lighting

The HOD-specified pedestrian lighting fixture and pole should not be extended to the TOD unless the HOD boundary falls mid-street. In that case, the HOD-specified pedestrian lighting fixture and pole may be located within the TOD as the City of Fairfax desires a common streetscape vocabulary on both sides of a specific street. The acorn light fixture currently found in some areas of the TOD is to be used throughout the TOD. Existing fixtures can be converted to LED.

Pedestrian Pavement

The sidewalks within the HOD are to be paved with brick pavers. Sidewalks within the TOD are to be concrete, unless the HOD boundary falls mid-street. To ensure a common vocabulary on both sides of a street, HOD specified pavers may be located within the TOD in this scenario.

Site Furnishings

The Streetscape Elements divisions for Furnishings and Plants are appropriate for use as well within the TOD’s public right-of-way.
Introduction

HOW TO USE THE STANDARDS
This document is designed to be an accessible resource, allowing the user to match a location to a street type and its associated streetscape zone and streetscape element. Intended to be a living document, it is structured to encourage the updating of streetscape elements as materials change and improve. The Standards are formatted to print one-sided in a landscape orientation.

STRUCTURE
The Streetscape Standards document is structured into four sections:
- Introduction
- Streetscape Zones
- Street Types and Gateways
- Streetscape Elements

The first section - Introduction - includes a summary description of the physical environment within the HOD’s right-of-way and identifies applicable and related documents such as the City’s Zoning Ordinance and Public Facilities Manual. This section also speaks to the values employed in the selection of specific elements, defines the public right-of-way, and introduces the framework developed to match the elements with the appropriate street type.

The second section - Streetscape Zones - introduces the spaces within the streetscape and their dimensions, regulatory requirements and guidance for placement of elements within each zone and uses that can be found or located within each zone.

The third section - Street Types and Gateways - provides detailed information on three street types and two gateway types within the HOD.

The fourth section - Streetscape Elements - houses the selected furnishings and materials for incorporation within the public right-of-way within the HOD. Keyed to street type and streetscape zone, this section provides both guidelines and where appropriate, specifications for elements such as pedestrian lighting and benches. If the streetscape element is already specified in another document such as the City of Fairfax Public Facilities Manual (PFM), the City of Fairfax Design Guidelines, or VDOT Standards, the reader is directed to that source to avoid duplication of materials.

An Appendix follows and includes abbreviations and acronyms, and references and definitions.
MATCHING THE PIECES

Matching the Street Type and Gateway with the Streetscape Zone provides the user with an applicable list of Streetscape Elements appropriate for a specific site. The three HOD street types are color-coded in green, blue and brown, and gateways in yellow and red, as illustrated in the diagram on the right.

The Street Type and Gateway is matched to the appropriate Streetscape Element, as indicated by the colored squares to the right. These squares indicate the applicability of the specific element to a street or gateway type:

- Bench as pictured is applicable to Street Types 1, 2, and 3
- Bike rack as pictured is applicable to Street Types 1 and 2

USING THE STANDARDS

These standards provide additional specifications and guidance for elements placed within the public right-of-way in the HOD. They do not replicate existing specifications found in the City's PFM or Design Guidelines. For elements unique to the HOD, follow the Streetscape Standards detailed guidelines and specifications. If an element is not unique to the HOD, adhere to the City's PFM, or other referenced standard.

As the HOD public right-of-way are enhanced, conditions may change, technologies evolve, and techniques for managing traffic, stormwater and paving improve. If necessary, due to products no longer being available or to incorporate new products, new materials, or to respond to emerging needs and conditions, the Streetscape Standards can be amended with additions or deletions of specific elements as appropriate.

Priority

Where specifications or details exist for an element in multiple sources, priority is given to the Streetscape Standards as long as all safety and regulations are met.

Flexibility

Properties within the HOD reflect the City's historic roots and transportation network. As the City has developed and road widths expanded, the resulting relationship between the building wall, right-of-way line and curb face is varied. Adjustments to the Streetscape Standards may be necessary in certain conditions and may be made with appropriate approval provided by the City of Fairfax.
Introduction

Future Modifications to Standards
The document recognizes that there may be appropriate changes to the included elements due to materials, maintenance practices, sustainability features, or if a vendor eliminates an element from its offerings. Until the Standards are updated, other elements may be used upon approval from the City.

Where to Find a Copy of the Standards

JURISDICTION
City of Fairfax, VA.

ADOPTED DATE
July 9, 2019
Streetscape Zones

ZONE DEFINITIONS

The Streetscape Standards provide tools to improve and enhance pedestrian and bicycle safety and mobility within the public right-of-way, to encourage additional economic activity within the City’s downtown, and to strengthen connectivity between destinations. As illustrated in the adjacent diagram, for purposes of the Streetscape Standards, the public right-of-way has been divided into four zones:

- Roadway Zone
- Furnishings Zone
- Pedestrian Zone
- Gathering Zone

ROADWAY ZONE

The Roadway Zone includes travel and turn lanes, on-street parking lanes, bike lanes, bulb outs—anything that extends beyond the traditional curb line into the right-of-way and street or roadway.

FURNISHINGS ZONE

The Furnishings Zone varies in width, but where pedestrian lights are to be incorporated, the minimum required width is three feet. Dependent on space available, this zone may also accommodate elements such as street trees, landscape plantings which may incorporate infiltration systems for stormwater, benches, trash cans, bus stops, bollards, pedestrian lighting with banners and/or flowering baskets, seasonal lighting, cross street banners, public art, and historical markers.

PEDESTRIAN ZONE

The Pedestrian Zone requires a minimum width of 5 feet\(^1\), clear of any obstacles or impediments to pedestrian use. The current Americans with Disabilities (ADA) Public Rights-of-Way guidelines require a clear zone of 4 feet, while the proposed guidelines call for a 5 foot clear zone.

\(^1\) https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/proposed-rights-of-way-guidelines/chapter-r3-technical-requirements (Minimum pedestrian clear width per Public Rights of Way Guidelines is 4 feet wide, with City requiring a minimum pedestrian clear width of 5 feet - for purposes of the Streetscape Standards, a minimum width of 5 feet is employed.)

When buildings are located directly on the Pedestrian Zone edge, and there is no space to accommodate a Gathering Zone, the effective width of the Pedestrian Zone is reduced by one foot due to the shy from the building edge.

GATHERING ZONE

The Gathering Zone is located between the Pedestrian Zone and the building face and/or private property line. It may include building entry and access, a bus shelter, outdoor dining, landscape planting or ornamental pots, a bench, or temporary signboards if permitted by City ordinances. Where space is limited in the Furnishings Zone, elements such as street trees or trash cans that cannot be accommodated within the Furnishings Zone may be located in the Gathering Zone.
Streetscape Zones

ZONE DIMENSIONS
The cross section on the following page illustrates vertical and horizontal dimensions that apply to all improvements within the public right-of-way and implementation of the Streetscape Standards.

ROADWAY ZONE
Vertical
A minimum of 15 feet of vertical clearance from the pavement surface to the bottom of an object such as a banner or street tree branch is required to ensure adequate space for truck and bus passage. As measured, the 15 foot vertical clearance includes both the space over the Roadway Zone and 18 inches beyond the curb face in the Furnishings Zone.

Horizontal
The width of the Roadway Zone varies, but these standards are focused on the areas immediately adjacent to the curbs within the overall zone. On-street parking or loading spaces are accommodated by an 8 foot wide space, with travel and turn lanes ranging from 10 to 12 feet within the HOD. Streetscape improvements are most likely to borrow space from the parking/loading space, for use as bulb outs at intersections or mid-block, for temporary pop-up installations, repurposing a vehicle parking space as a cycle stall, or incorporating stormwater infiltration improvements.

FURNISHINGS ZONE
Vertical
This zone is subject to the same required 15 foot vertical clearance for any objects placed within the zone that are within 18 inches of the curb face.

Outside of the 15 foot vertical clear zone, objects attached to pedestrian light poles must maintain a 7 foot clearance for hanging baskets and a 9 foot vertical clearance for any banners.

Horizontal
Minimum widths for the Furnishings Zone is 3 feet in Active Street Types 1 and 2. The maximum width is 10 feet for all street types. There is no minimum width for Active Street/Avenue 3, the Pedestrian Zone may abut the curb line.

PEDESTRIAN ZONE
Vertical
A minimum vertical clear zone of 9 feet is required for objects such as banners placed or overhanging the Pedestrian Zone. Baskets that encircle the post of the pedestrian lights must have a 7 foot clearance from the sidewalk.

Horizontal
The minimum clear width (no impediments or obstacles) for the Pedestrian Zone is 5 feet. The City’s Zoning Ordinance requires a minimum sidewalk width of 10 feet for new construction which includes space allocated for all three zones: Furnishings, Pedestrian, and Gathering.

GATHERING ZONE
Vertical
A minimum vertical clear zone of 7 feet is required.

Horizontal
There is no minimum or maximum width per the Streetscape Standards.
Streetscape Zones

15’ Minimum Vertical Clearance

1.5’ Minimum Setback from Face of Curb
VDOT Road Design Manual, Appendix A
when posted speed limit is less than 45 MPH
and curb is VDOT CG-2 or CG-6 curb; adjust per
VDOT clear zones where conditions differ

CLEAR ZONE

10’ Minimum Sidewalk
Zoning Code §3.7.2.B.4.(d)(3)

4” Maximum Protruding Object
Proposed Guidelines for Pedestrian Facilities in the
Public ROW, R404.2
(objects between 27” and
80” may not protrude more
than 4” into pedestrian
circulation route)

7’ Minimum Vertical Clearance

Building Facade

9’ Minimum Vertical Clearance

On-Street Parking & Loading (8 Foot Wide)
Travel & Turn Lanes (10-12 Feet Wide)

Roadway Zone

Furnishings Zone
(3’ Min. Width)

Pedestrian Zone
(5’ Min. Clear Width)

Gathering Zone

Minimum offsets within each zone

RETURN TO TOC
DIMENSIONS APPLICABLE TO ALL STREETSCAPE ZONES

VDOT Clear Zone

Clear Zones apply to all Streetscape Zones. Dimensions for the clear zone is based on the posted speed limit and the type of road edge or curb. Fixed objects must meet the VDOT clear zone requirements or pass current crash test requirements for obstacles within street clear zones. For example, where the posted speed limit is less than 45 MPH, and a barrier-type curb is provided (VDOT CG-2 or CG-6 curb details), a minimum lateral offset of 1.5 feet from the face of curb should be provided. For roadways without barrier curb, reference to Table A-2-1 in VDOT’s standards is required. Objects must meet VDOT clear zone requirements for the posted or design speed limit and road edge condition.

Posted Speed Limit

The majority of the streets within the HOD have posted speed limits of 25 MPH, with the exception of Main Street west of North Street (35 MPH), Old Lee Highway, north of North Street (30 MPH) and Chain Bridge Road south of Massey Drive (30 MPH).

Approval Letter or Waiver

A letter of approval or waiver from the City of Fairfax may be required for installations maintaining or adhering to a minimal clear zone per AASHTO guidance for roads with posted or design speed of 25 MPH and placement of an object 18 inches from the face of the curb.

Protruding Object (PROWAG)

Elements may not intrude into pedestrian space within any clear walk area, whether designated as the Pedestrian Zone or not, more than 4 inches between the vertical distance 27 inches above grade and 80 inches above grade unless there is a base provided.

Sight Triangle

Visual Clearance (Safe Sight Triangles) per the City’s Zoning Ordinance §4.3.4 do not apply in the Old Town Fairfax Historic Overlay District (§3.7.2.B.6.). Although visual clearance in accordance with the standards of the public facilities manual on any corner lot within the HOD is not required, best practices suggest that care be taken in the placement of new objects such as banners and plantings to minimize any visual obstruction within the site triangle, definition of such can be found in VDOT Standards.

1 VDOT Road Design Manual, Appendix A, Section A-2, Clear Zone/Lateral Offset Guidelines
2 VDOT Roadways with Curb, page A-27
Streetscape Zones

ZONE USES
Each zone performs a different service and houses different uses within the public right-of-way. Supporting these uses are specific elements and construction details, included or referenced within this document in the section Streetscape Elements. The specific division within the Streetscape Elements is noted in parentheses. Actual placement of any of these items within each zone is site specific, subject to available space and requirements.

ROADWAY ZONE USES
- Banner pole - cross street - mid-block bulb out (Furnishings)
- Bulb out at intersection and/or mid-block location (Pavement)
- Cycle stall (Furnishings)
- Infiltration and stormwater management
- Loading zone (Pavement)
- On-street parking for vehicles (Pavement)
- On-street bike lane separate from travel lane
- Plant lists - Bioretention Facilities, Groundcovers, Urban Street trees (Plants)
- Street tree
- Temporary event or popup
- Travel/turn lane

FURNISHINGS ZONE USES
- Banner - attached to pedestrian light pole (Furnishings)
- Banner pole - cross street - mid-block bulb out (Furnishings)
- Bench - where space is sufficient or in conjunction with a transit stop (Furnishings)
- Bicycle rack (Furnishings)
- Bollard/barrier (Furnishings)
- Bus shelter - where adequate space exists (Furnishings)
- Decorative lighting (Lighting)
- Gateways - major or minor (Identifiers)
- Historic marker (Identifiers)
- Infiltration - stormwater
- Lawn
- Ornamental planting
- Pedestrian light (Lighting)
- Plant lists - Groundcovers, Urban Street trees, Hanging/Hayrack baskets, Planter pot (Plants)

PEDESTRIAN ZONE USES
- Public art (Identifiers)

GATHERING ZONE USES
- Banner - attached to pedestrian light pole (Furnishings)
- Bench (Furnishings)
- Bicycle rack (Furnishings)
- Building/business entry Outdoor dining
- Bus shelter (Furnishings)
- Cycle stall (Furnishings)
- Decorative Lighting (Lighting)
- Drinking fountain (Furnishings)
- Gateways - major or minor (Identifiers)
- Historic marker (Identifiers)
- Lawn
- Ornamental planting
- Outdoor dining
- Pedestrian light (Lighting)
- Plant lists - Groundcovers, Urban Street trees, Hanging/Hayrack baskets, Planter pot, Vegetated walls, Utility corridors (Plants)
- Planter - Hanging basket attached to pedestrian light pole (Furnishings)
- Planter - Hayrack basket attached to pedestrian light pole (Furnishings)
- Planter - Pot (Furnishings)
- Public art (Identifiers)
- Street tree
- Trash can (Furnishings)
- Tree grate (Furnishings)
- Wayfinding (Identifiers)
- Weather protection/awning at edge of building facade
Street Types and Gateways

TYPE DEFINITIONS

The City of Fairfax 2035 Comprehensive Plan, Chapter 3: Multimodal Transportation defines two type of streets within the HOD: Active and Avenue. Active Streets connect multiple destinations within a neighborhood, are more mixed-use or commercial in nature than residential street typologies, and are designed to create a comfortable environment for strolling, shopping, and dining while at the same time accommodating circulation by pedestrians, bicycles, cars and trucks, and in some cases transit vehicles. Avenues carry moderate volumes of traffic, using one travel lane in each direction. Significant volumes of traffic can be found in this typology, with vehicles passing through to other local or area destinations.

Per the plan, the streets within the HOD are primarily Active Streets with a small segment categorized as Avenues. However, the Active Streets within the HOD when looked at a streetscape furnishings level have subtle differences in scale and use. Due to these more nuanced differences, the Active Streets and Avenues within the HOD were assigned one of three distinct street types within the Streetscape Standards.

As illustrated on the right, each street within the HOD is assigned a street type, and gateway locations noted. A solid line indicate a street type location within the City of Fairfax’s boundaries. A dashed line indicates a similar condition and street type, but for a location outside of the City’s jurisdiction. Major and minor gateways are indicated by a dashed circle.

Diagram illustrating location of street types and gateways within the HOD
ACTIVE STREET TYPE 1

Streets assigned to the category of Active Street Type 1 are the streets within the four core blocks of downtown. These streets and associated right-of-way are the most narrow - usually less than 50 feet wide, generally have lower traffic volumes. Generally buildings are located within 15 feet of the face of the curb, without surface parking or driveways interrupting the space between the building and the street. Many of the adjacent properties are historic, with most buildings, historic or not, no more than two stories high. Sidewalk widths are narrow, and leave little or no room for the addition of desired streetscape elements such as street trees, or furnishings such as benches without the cooperation of adjacent private property owners. Several areas have been identified in prior City studies as opportunities for sidewalk expansion.

Due to the generally narrow width of the public right-of-way, space is limited for streetscape improvements. Due to such limitations, street trees are not required, although hanging baskets and banners mounted on the pedestrian light poles are encouraged. Although there is little room available to place planter pots in the public right-of-way while retaining a five foot clear pedestrian zone, planters on adjacent private property are encouraged. Curb extensions from the existing curb line into street to create bulb outs at intersections may provide additional space to locate streetscape elements. Agreements between the City and some private property owners may create opportunities to extend the depth of the public sidewalk. Additional street tree plantings within Active Street Type 1 will likely occur in a bulb out or on private property.

Active Street Type 1 streets are illustrated in green on the adjacent diagram. Solid lines indicate a location within the City’s boundaries and a dashed line indicates a location outside of the City’s jurisdiction.

Zone Elements

The following list does not represent a required list, but provides guidance for where elements, if space permits, are to be located on this street type.

Roadway Zone

• Banner pole - cross street - mid-block bulb out
• Bulb out at intersection and/or mid-block location
• Cycle stall

Diagram illustrating the location of Active Street Type 1 within the HOD
Street Types and Gateways

- Infiltration and stormwater management
- Loading zone
- On-street parking for vehicles
- On-street bike lane separate from travel lane
- Plant lists - Bioretention Facilities, Groundcovers, Urban Street trees (Plants)
- Street tree
- Temporary event or popup
- Travel/turn lane

Furnishings Zone
- Banner - attached to pedestrian light pole
- Banner pole - cross street - mid-block bulb out
- Bench - where space is sufficient or in conjunction with a transit stop
- Bicycle rack
- Bollard/barrier
- Bus shelter - where adequate space exists
- Decorative lighting
- Historic marker
- Infiltration - stormwater
- Ornamental planting
- Pedestrian light
- Plant lists - Bioretention facilities, Groundcovers, Urban Street trees,
  Hanging/Hayrack baskets, Planter pot (Plants)
- Planter - hanging basket
- Planter - hayrack basket
- Planter - pot
- Public art
- Street tree
- Trash can
- Tree grate
- Wayfinding

Pedestrian Zone
- Public art

Looking east on Main Street towards East Street,
Main Street is an Active Street Type 1
Street Types and Gateways

Gathering Zone
- Banner - attached to pedestrian light pole
- Bench
- Bicycle rack
- Building/business entry
- Bus shelter
- Decorative lighting
- Drinking fountain
- Ornamental planting
- Outdoor dining
- Pedestrian light
- Plant lists - Groundcovers, Urban Street trees, Hanging/Hayrack baskets, Planter pot, Vegetated walls, Utility corridors (Plants)
- Planter - pot
- Planter - Hanging basket
- Planter - Hayrack basket
- Public art
- Street tree
- Temporary signboard and display - per ordinance allowance
- Trash can
- Wayfinding
- Weather protection/awning at edge of building facade

Active Street Type 1 cross section
ACTIVE STREET TYPE 2

Streets assigned to the category of Active Street Type 2 surround the four core blocks of downtown, as illustrated in blue on the diagram. Solid lines indicate a location within the City’s boundaries and a dashed line indicates a location outside of the City’s jurisdiction.

Active Street Type 2 streets tend to have a slightly larger right-of-way, between 50 feet and 55 feet wide. Traffic volumes are slightly higher than Type 1, adjacent buildings are larger and the building setback deeper than those located on Type 1 streets. In general, there is more room within the public right-of-way for streetscape enhancements. There are areas within this street type where public right-of-way is narrow. These narrow sections may be remedied with an agreement between the City and the private property owning to allow for public sidewalk expansion.

The wider public right-of-way provides more opportunities to add streetscape enhancements, including outdoor dining and seating areas, street tree plantings, decorative pots, public art, and historic markers in both the Furnishings and Gathering Zones. Where adequate vertical clear space is available, pedestrian light poles may have double banner arms attached.

As in Street Type 1, the placement of benches, trash cans, and other streetscape furnishings is encouraged.

Zone Elements

The following list of elements appropriate to each zone within the Active Street Type 2 does not represent a required list, but guidance for where elements, if space permits, are to be located on this street type.

Roadway Zone

- Banner pole - cross street - mid-block bulb out
- Loading zone
- Infiltration and stormwater management
- On-street parking for vehicles
- On-street bike lane separate from travel lane
- Travel/turn lane

Diagram illustrating the location of Active Street Type 2 within the HOD
Street Types and Gateways

**Furnishings Zone**
- Banner - attached to pedestrian light pole
- Banner pole - cross street - mid-block bulb out
- Bench - where space is sufficient or in conjunction with a transit stop
- Bicycle rack
- Bollard/barrier
- Bus shelter - where adequate space exists
- Cycle stall
- Decorative lighting
- Gateways - Major
- Gateways - Minor
- Historic marker
- Infiltration - stormwater
- Ornamental planting
- Pedestrian light
- Plant lists - Bioretention facilities, Groundcovers, Urban Street trees, Hanging/Hayrack baskets, Planter pot (Plants)
- Planter - hanging basket
- Planter - hayrack basket
- Planter - pot
- Public art
- Street tree
- Trash can
- Tree grate
- Wayfinding

**Pedestrian Zone**
- Public art

**Gathering Zone**
- Banner - attached to pedestrian light pole
- Bench
- Bicycle rack
- Building/business entry
- Bus shelter
- Cycle stall
- Decorative lighting
- Drinking fountain
- Gateways - Major

Looking east on North Street towards University Drive, North Street is an Active Street Type 2

- Gateways - Minor
- Historic marker
- Ornamental planting
- Outdoor dining
- Pedestrian light
- Plant lists - Groundcovers, Urban Street trees, Hanging/Hayrack baskets, Planter pot, Vegetated walls, Utility corridors (Plants)
- Planter - hanging basket
- Planter - hayrack basket
- Planter - pot
- Street tree
- Temporary signboard and display - per ordinance allowance
- Trash can
- Tree grate
- Wayfinding
- Weather protection/awning at edge of building facade
Street Types and Gateways

Potential cross sections for Active Street Type 2 with differing depth of public right-of-way.
ACTIVE STREET/AVENUE TYPE 3

Streets assigned to Active Street/Avenue 3 are defined as both active and avenue in the Comprehensive Plan’s Multimodal Transportation chapter. Located at the periphery of the HOD, these streets have the widest right-of-way, greater than 55 feet, the highest vehicle volumes, the largest buildings, few or no historic buildings, and for the most part are located outside of the National Historic District eligible boundaries. Uses ranging from single family residential properties to the Fairfax County Court Complex line these streets. Where existing public right-of-way is not sufficiently wide to accommodate streetscape enhancements, additional space may potentially be available through an agreement between the City and the private property owner.

Active Street/Avenue Type 3 are illustrated in brown on the adjacent diagram. Solid lines indicate a location within the City’s boundaries and a dashed line indicates a location outside of the City’s jurisdiction.

Depending on the amount of right-of-way available, and while meeting required clear dimensions, the Furnishings Zone may accommodate street tree plantings, double banners on the pedestrian light post, be paved and more urban in appearance. In other areas, the Furnishings Zone may take on a more residential character, with turf or other landscape plantings instead of paving. In some areas, the Pedestrian Zone may be separated from the Roadway Zone with a Furnishings Zone and in other areas the Furnishings Zone may be located away from the Roadway Zone as illustrated in the diagrams on page 27.

Zone Elements

The following list of elements appropriate to each zone within the Active Street Type 2 does not represent a required list, but guidance for where elements, if space permits, are to be located on this street type.

Roadway Zone

- Banner pole - cross street - mid-block bulb out
- Infiltration and storm water management
- On-street bike lane separate from travel lane
- Travel/turn lane
Street Types and Gateways

Furnishings Zone
- Banner - attached to pedestrian light pole
- Banner pole - cross street - mid-block bulb out
- Bench - where space is sufficient or in conjunction with a transit stop
- Bicycle rack
- Bollard/barrier
- Bus shelter - where adequate space exists
- Decorative lighting
- Gateways - Major
- Gateways - Minor
- Historic marker
- Infiltration - stormwater
- Lawn
- Ornamental planting
- Pedestrian light
- Plant lists - Groundcovers, Urban Street trees, Hanging/Hayrack baskets, Planter pot (Plants)
- Planter - hanging basket
- Planter - hayrack basket
- Planter - pot
- Public art
- Street tree
- Trash can
- Tree grate
- Wayfinding

Pedestrian Zone
- Public art

Gathering/Building Access Zone
- Banner - attached to pedestrian light pole
- Bench
- Building/business entry
- Bus shelter
- Cycle stall
- Ornamental planting
- Pedestrian light
- Plant lists - Groundcovers, Urban Street trees, Hanging/Hayrack baskets, Planter pot, Vegetated walls, Utility corridors (Plants)
- Planter - hanging basket
- Planter - hayrack basket
- Planter - pot
- Street tree
- Trash can
- Tree grate
- Wayfinding
- Weather protection/awning at edge of building facade

Looking north on Chain Bridge Road, north of Whitehead Street, this segment of Chain Bridge Road is categorized as an Avenue in the Comprehensive Plan’s chapter on Multimodal Transportation
Street Types and Gateways

Potential cross sections for Active Street Type 3 with Furnishings Zones in different locations
Street Types and Gateways

GATEWAYS

Gateways signify to the viewer that they have arrived in a special place. They welcome people to the City’s downtown and if successful, help to reinforce the City’s brand and sense of place. Gateways are different in purpose and design from the City’s wayfinding system. More than a sign, gateways serve as a marker that one is entering a specific and significant space - the Old Town Fairfax Historic Overlay District.

Major Gateways

Major Gateways are sited on the HOD’s eastern and western perimeter, at the North/West and Main Streets and East and Main Streets intersections. These are illustrated on the adjacent diagram and indicated with a yellow circle.

The character of a Major Gateway differs from a Minor Gateway. A Major Gateway may be formed through the installation of public art, landscape plantings, decorative lighting, special paving, historic and interpretive signs, and site furnishings. The enhancements should be significant and reflect their immediate surroundings.

Main Street and North/West Streets

The two potential locations for a Major Gateway at the western end of Main Street include the northeast and southeast corners of the intersection with North/West Streets.

A Major Gateway on the southeast corner will require collaboration with Fairfax County and must be responsive to the adjacent historic properties. Located on the eastbound side of Main at the entry to the HOD, this is the preferred location visually, but the more challenging development location due to property ownership and topography.

A Major Gateway, located on the westbound side of Main Street on the intersection’s northeastern corner, has better topography and public right-of-way available. Typically, such a feature is located on the side of the road shared by the intended viewer. This corner violates this principle, but its features may make it more appropriate to site the western Major Gateway to the HOD.

Diagram illustrating the location of Major and Minor Gateways within the HOD
Street Types and Gateways

Main Street and East Street
There are two potential locations for a Major Gateway at the eastern end of Main Street on the northwestern and southwestern corners of the intersection. Similar to the western location, the more appropriate location for the eastern Major Gateway may be the southwestern corner. Abutting the City-owned parking lot, there is space to develop a more complex gateway including lighting, planting, public art and other features. The other location, on the northwestern corner is less spacious and any features installed must be responsive to the historic properties immediately adjacent to it.

Minor Gateways
Minor Gateways are located at six entry points to the HOD. They are illustrated in the diagram on the preceding page by red circles. These six locations are:
- North Street and Chain Bridge Road
- North Street and University Drive
- North Street and East Street/Old Lee Highway
- East Street and Sager Avenue
- University Drive and HOD boundary south of Sager Avenue
- Chain Bridge Road and Sager Avenue

The current Welcome to Old Town Fairfax signs are well received. Placing them at these six locations, where possible in the median and surrounded by turf or mulch and no additional plantings, is a simple and elegant way to mark the perimeter of the City’s HOD.

Regulations and Requirements
Any gateway feature located within the public right-of-way must meet VDOT clear zones standards and be in conformance with the City’s ordinances and application of the VDOT’s sight triangle guidance.

Existing sign can be used to signify a Minor Gateway within the HOD.
**ELEMENTS DEFINITION**

This section houses the selected furnishings and materials for incorporation within the public right-of-way within the HOD. Keyed to street type and streetscape zone, this section provides both guidelines and where appropriate, specifications for elements such as pedestrian lighting and benches. If the element is already specified in another document such as the City of Fairfax Public Facilities Manual (PFM) or the City of Fairfax Design Guidelines, or VDOT Standards, the reader is directed to that source to avoid duplication of materials.

The section is divided into five divisions:
- Furnishings
- Lighting
- Pavement
- Plants
- Identifiers

**DIVISION MATRIX SHEET**

Each division opens with a matrix illustrating the elements found in the section. Listed alphabetically, with colored borders indicating whether specifications and details are found in the Streetscape Standards or elsewhere, the images summarize and provide a table of contents for the following pages within each division.

Small colored squares, on the lower left corner of each of the images match the element to street type.

**GUIDANCE PAGE**

Each element appropriate for use within the HOD is defined in the Streetscape Standards, whether specifications and details are contained in the document or elsewhere. The guidance page describes the element, its style, size, materials and color, location and setbacks, requirements, and potential source(s). Most elements accept an or equal to the specific vendor example. Some elements, such as the pedestrian lights do not allow an alternative to the specified detail.

**SPECIFICATIONS**

Elements that are unique to the HOD and not contained in the City’s Public Facilities Manual (PFM), or specified in VDOT Standards are defined in this

---

**How to read the Division Matrix Sheet regarding Elements**

A dark blue border indicates the this Element is unique to the HOD and specifications and details for its use are included in the Streetscape Standards.

A light yellow-green border indicates the this Element is NOT unique to the HOD and specifications and details for its use are found where noted; general guidance for its use within the HOD is included in the Streetscape Standards, including Street Type use.

The applicability of each Element to Street Type is indicated by the colored square in the lower left hand corner on the Division Matrix Sheet.

- Green indicates Active Street Type 1
- Blue indicates Active Street Type 2
- Brown indicates Active Street Type 3
Streetscape Elements

document through vendor supplied specifications and cut sheets and detail drawings.

PRIORITY BETWEEN REFERENCES

If there are conflicting details or recommendations, the Streetscape Standards take precedence, per the approval of the City of Fairfax Planning Director and Director of Public Works.

Illustration of proposed pedestrian light fixture and pole with City of Fairfax banner
Streetscape Elements

FURNISHINGS

DIVISION MATRIX SHEET

- Banner
- Banner pole - cross street
- Bench
- Bicycle rack
- Bollard/barrier
- Bus shelter
- Cycle stall
- Drinking fountain
- Planter - Hanging basket
- Planter - Hayrack basket
- Planter - Pot
- Trash can

Legend

- Active Street Type 1
- Active Street Type 2
- Active Street Type 3
- HOD Streetscape Standard
- Other Standard
FURNISHINGS, CONTINUED
DIVISION MATRIX
SHEET

- Tree grate

Legend
- Active Street Type 1
- Active Street Type 2
- Active Street Type 3

HOD Streetscape Standard

Other Standard
BANNER

Description
Two types of seasonal and event oriented banners: vertical format attached to pedestrian light posts or street-width banner attached to banner pole designed specifically for such use.

Style
- Use City of Fairfax Parks & Recreation template for vertical banners attached to pedestrian light poles.
- TBD by City of Fairfax Parks & Recreation for design template for cross-street banner.

Size
- 24” x 48” double-sided vertical banner for attachment to pedestrian light pole fixed banner arms (current banners produced by Fast Signs).
- 3’ to 4’ deep banner, width of street to be attached to banner poles designed specifically for such use.

Materials and Color
- Will vary, dependent upon the event.

Location and Setbacks
- Attach to pedestrian light poles or cross street banner poles, using fixed banner arms on poles.
- Maintain 7 foot vertical clearance between bottom banner arm and ground surface when extended into the Pedestrian Zone.
- Maintain 15 foot vertical clearance between bottom banner arm and ground surface when extended into the Roadway Zone.
- When used in conjunction with a hayrack basket attached to the pole, maintain a 9 foot minimum vertical clearance between bottom banner arm and ground surface when banner extends into the Pedestrian Zone.

Requirements
- Banner design factors in appropriate windloading.

Source
- Fast Signs, City of Fairfax, VA or equal.
BANNER POLE - CROSS STREET

Description
Single purpose poles, specifically designed to support a street-wide banner

Style
• Simple clean lines, not decorative

Size
• Pole diameter substantial enough to withstand wind load of a banner sized to fit street width by 3 to 4 feet in height; outside diameter (OD) of base of pole for standard installations is approximately 10 inches to 12 inches, dependent on engineering reports assessing the specific location
• Typical clearance from surface of road crown to bottom of banner is 18 feet - 6 inches

Materials and Color
• Powder-coated metal
• Black
• Form to match that of pedestrian light poles (custom design)

Location and Setbacks
• Mid-block on Main Street between University Drive and Chain Bridge Road
• University Drive
• Chain Bridge Road
• Other appropriate entry points to the HOD

Requirements
• Colonial Flag - Pulley system for raising and lowering banner is incorporated within design, or equal

Source
Colonial Flag
9390 S 300 W, Sandy, UT 84070
800.782.0500 Ext 246 | Fax 801.562.1177
www.colonialflag.com

Photo Credit: Colonial Flag
Cross-street banner in Park City, Utah
Although custom, the drawing illustrates the required cable pulley system that allows the banner to be raised and lowered from one side of the street.
Streetscape Elements

BENCH

Description
Benches to match those located in Old Town Square

Style
- Slatted seat back and seat
- End armrests, optional center armrest
- Plaque can be included

Size
- Six foot length

Materials and Color
- Powder-coated metal
- Black

Location and Setbacks
- 36” minimum setback from face of curb
- Minimum 1 bench per 350 linear feet (LF)/2 per block where space permits
- Bench face to be determined dependent upon site conditions

Requirements
- DuMor Site Furnishings, Bench 58 or equal
- Anchor with pin in footer located beneath paving surface

Sources
DuMor Site Furnishings  
Bench 58, with optional mid-arm  
P.O. Box 142  
Mifflintown, PA 17059  
www.dumor.com

Landscape Forms, Inc.  
Scarborough Bench  
7800 E. Michigan Ave.  
Kalamazoo, MI 49048  
www.landscapeforms.com

Keystone Ridge Designs, Inc.  
Schenley Bench  
670 Mercer Road  
Butler, PA 16001  
www.keystoneridge designs.com

City of Fairfax bench in Old Town Square
Streetscape Elements

OLD TOWN FAIRFAX HISTORIC OVERLAY DISTRICT STREETSCAPE STANDARDS

RETURN TO TOC
Streetscape Elements

**Parts List**

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<td>3/4&quot; PIPE BRACE</td>
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<td>1/2&quot; X 2 1/2&quot; SS FLAT CAP SCR</td>
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**Kits Provided**

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**Notes:**
1. During assembly procedure; do not completely tighten hardware.
2. The actual parts will not be numbered. Numbers only apply to drawing.
3. Upon completion of assembly square all components then tighten all hardware.
4. Mount and anchor as specified.

**Tools Req’d:**
- 3/4" WRENCH
- 5/16" ALLEN WRENCH
- 1/2" MASONRY DRILL BIT
- DRILL
- RATCHET STRAP (PROVIDED)

**Assembly Instructions**

1. **Attach Cast Iron Brace**
   - Attach STL. SEAT & PIPE BRACE TO CAST IRON BENCH SUPPORTS.
   - Remove 1/2" X 2" HEX HEAD BOLT AND SHIPING BRACE AND DISCARD.
   - Place seat assembly on work surface allowing access to ends.
   - Place ratchet strap around seat assembly as shown above.

2. **Attach Cast Iron Armrest**
   - Attach cast iron armrest to step 1.
   - Tighten strap until shipping bracket becomes loose, then remove and discard bolts & shipping bracket.

3. **Attach Cast Support to Seat Assembly**
   - If holes in casting do not align with the seat assembly, adjust by using the ratchet strap.

4. **Tighten Hardware**
   - Tighten hardware then remove ratchet strap and repeat this procedure on the other end of bench.

**Return to TOC**

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**DuMor, inc.**

**Old Town Fairfax Historic Overlay District Streetscape Standards**

**Sheet 2 of 2**
BICYCLE RACK

Description
Simple bike rack, located parallel to curb or building face and suitable for supporting two bicycles.

Style
• Simple hoop, minimum 2 bike capacity

Size
• Approximately 1'-8” high (above grade)
• Approximately 1'-2” wide

Installation
• In ground mount embedded in concrete base

Materials and Color
• Powder-coated metal
• Black or 304 grade stainless steel finish

Location and Setbacks
• Parallel to wall: 24” minimum setback from wall, 36” recommended
• Parallel to curb: 36” minimum setback from face of curb

Requirements
• Dero Hoop Bicycle Rack or equal; embedded mounting

Sources
Dero
Hoop Bicycle Rack
52 Northern Stacks Drive
Minneapolis, MN 55421
www.dero.com

Landscape Forms, Inc.
Bolo Bicycle Rack, embedded mounting
431 Lawndale Ave.
Kalamazoo, MI 49048

The Park and Facilities Catalog
www.parkcatalog.com

Belson Outdoors, LLC.
627 Amersale Dr.
Naperville, IL 60563
GUIDE SPECIFICATIONS FOR THE DERO HOOP BIKE RACK

SECTION 02871
BIKE RACKS

These specifications were current at the time of publication but are subject to change at any time without notice. Please confirm the accuracy of these specifications with the manufacturer and/or distributor prior to installation.

PART 1 GENERAL

1.1 Summary
A. This section includes specifications for the Hoop Bike Rack.
   1. Bikes parked per unit: 2

1.2 Quality Assurance
A. Installer Qualifications: An experienced installer who has completed installation of bicycle racks similar in material, design, and extent to that indicated for this project and whose work has resulted in construction with a record of successful in-service performance.
B. Manufacturer Qualifications: A firm experienced in manufacturing bicycle racks similar to those required for this project and with a record of successful in-service performance.
C. Source Limitations: Obtain each color, finish, shape and type of bicycle rack from a single source with resources to provide components of consistent quality in appearance and physical properties.
D. Product Options: Drawings indicate size, shape and dimensional requirements of bicycle racks and are based on the specific system indicated.

1.3 Submittals
A. Product Data: Include physical characteristics such as shape, dimensions, bicycle, material parking capacity and finish for each bicycle rack.
B. Shop Drawings: Show installation details for each bicycle rack.
C. Samples for Verification: Submit finish samples for review and verification.
D. Maintenance Data: For each bicycle rack.
   1. Include recommended methods for repairing damage to the finish.

1.4 Delivery, Storage and Handling
A. Upon delivery, before signing for shipment, inspect for any damages and note on the B.O.L. Handle bicycle racks in original undamaged packages and containers until ready for installation.

PART 2 PRODUCTS

2.1 Acceptable Manufacturers
A. Provide bicycle racks manufactured by DERO BIKE RACK CO., 42 Northern Stacks Drive, Suite 100, Minneapolis, MN 55421, 1-888-337-6729. Fax: 612-331-2731 Website: www.dero.com

2.2 Materials
A. 1.5” schedule 40 uncoated pipe (1.90” OD)
B. Installation Methods: In-ground mount is embedded into concrete base. Flange mount has two 2.5” x 6” x .25” feet - 4 anchors. In-ground mount, foot mount, and rail mount models are available.
C. Rail Racks: Hoops are bolted to two parallel rails. Hoops can be left free standing or anchored to the ground. See Rail Racks section below. Rail material is AISI C3 x 4.1 steel channel.

2.3 Finishes
A. A hot-dipped galvanized finish performed after fabrication is standard.
B. Over 250 high quality TGIC powder-coated colors are available from Dero Bike Rack Co.
   1. A TGIC powder coat finish is available.
   2. For powder coated/ painted racks, the following specifications are required: Part is prepared for painting with hard sandblasting. An epoxy primer is electrostatically applied. A final TGIC, UV resistant polyester powder coat is applied. Final coating mil thickness shall be no less than 6 mils.
C. A 304 grade stainless steel finish is also available. Either a satin #4 finish or high luster electropolish finish. Both finish options include the Spectra Shield finish for maximum corrosion protection.
D. Six durable thermoplastic colors are available.
E. A rubbery PVC dip is available in many colors. Black is standard.

2.4 Hoop Bike Rack
A. Setbacks
   1. Wall Setback: For Hoops set parallel to the wall, a minimum of 24” should be left between the wall and the rack. 36” is the recommended setback. For Hoops installed perpendicular to the wall, a 28” setback is the minimum distance. 36” is recommended.
   2. Distance Between Racks: 24” is the minimum distance between racks. 36” is recommended.
   3. Street Setback: 24” is the minimum distance between the street and the rack. 36” is recommended.
   4. The foot-mounted Hoop Rack has a 2.5” x 6” x .25” foot which is installed onto a concrete base with 4 masonry anchors. The foot-mounted Hoop Rack is generally less expensive to install and easier to remove than the in-ground mount model, while still maintaining the same degree of security.

C. Rail Racks
1. Rail-mounted Hoops are standard foot-mounted Hoop Racks attached with bolts to a rail in the configurations from 3 to 7 Hoops. Rail racks provide more flexibility than mounted racks, but still provide the same degree of security.

2. Rail-mounted Hoops can be left either free-standing or can be anchored to the ground using several anchors. This portability allows for easy snow-removal or sweeping. It also means installation is much less expensive than imbedded bike racks.

3. The Advantages to rail-mounted racks are:
   1. Easier and inexpensive installation
   2. Can be left freestanding or anchored to the ground
   3. Can be easily removed

4. Rail Racks are commonly used where snow removal/sweeping is an issue, or when no suitable base material is available.

PART 3 EXECUTION

3.1 Installation

A. Installation Method
   1. In ground mount
   2. Surface mount
   3. Rail-mounted (free standing)
   4. It is the responsibility of the installer to ensure that all base materials into which the rack will be installed can support the rack and will not be damaged by any required installation procedures.

3.2 Ordering Information

A. When ordering or specifying this rack, make sure the product type, finish and fastener type (if applicable) are included. Contact your Dero representative for a current price list or to place an order.

B. Included in the price is either a hot-dipped galvanized finish, a TGIC powder coat finish, or a stainless steel finish. The foot-mounted and Rail Rack Hoops include 4 wedge anchors or concrete spikes.

3.3 Freight

A. Call 1-888-337-6729 for freight quotes.
Streetscape Elements

BOLLARD/BARRIER

Description
Simple cylindrical formed bollard to be used for pedestrian protection and for defining edges between vehicles and pedestrians

Style
• Straight, simple
• Permanent or removable options

Size
• 37” height
• 4 1/2” diameter

Materials and Color
• Powder-coated metal
• Black or 304 grade stainless steel finish

Location and Setbacks
• Minimum 18” setback from face of curb if posted speed limit is 25 MPH and curb is VDOT Standard Details CG-2 or CG-6
• If curb and/or speed do not meet the above specification, it must meet the VDOT clear zone requirements or pass current crash test requirements for obstacles within street clear zones

Requirements
• Keystone Ridge Grove bollard, GVE-4 or equal

Sources
Keystone Ridge Designs, Inc.  Victor Stanley  Reliance Foundry
670 Mercer Road  PO Drawer 330  Unit 207
Butler, PA 16001  Dunkirk, MD 20754  6450-148th St.
www.reliance-foundry.com  Canada  V3S-7G7
**Streetscape Elements**

**Grove Bollard**
*Exclusive By Design™*

32 39 13  |  Manufactured Metal Bollards
---
12 93 13  |  Bicycle Racks

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**PART 1 — GENERAL**

**1.1 DESCRIPTION**

A. Section includes: Manufactured Metal Bollards and Bicycle Racks

**1.2 SUBMITTALS**

A. Comply with Section 01 33 00 – Submittal Procedures

B. Product Data – submit the following information:
   1. Product literature
   2. CAD drawings
   3. Made in the USA Statement
   4. Proprietary information

C. Samples – submit manufacturer’s color sample, standard or custom

D. Warranty – submit manufacturer’s standard warranty

**1.3 QUALITY ASSURANCE**

A. Manufacturer’s Qualifications: Manufacturer nationally-recognized, patented designer and manufacturer of quality site amenities since 1995

B. References: Provide references of previous public-use purchasers of manufacturer’s site furniture

**1.4 DELIVERY, STORAGE AND HANDLING**

A. Delivery: Deliver products to site in manufacturer’s clearly-marked original, unopened containers and packaging. Upon delivery, examine packages immediately to ensure all products are complete and undamaged.

B. Storage: Store products in a protected, dry area in manufacturer’s unopened containers and packaging until installation.

C. Handling: Protect product’s finish from damage during handling and installation.

**1.5 WARRANTY**

A. Material is warranted against material and workmanship defects for THREE YEARS from the date of shipment from manufacturer, assuming products are installed and maintained according to manufacturer’s instruction.

B. Products damaged by abnormal use, vandalism or acts of nature are not eligible for this factory warranty.

C. Manufacturer will repair or replace any part found defective upon written notification and inspection by our manufacturer’s representative.
PART 2 - PRODUCTS

2.1 MANUFACTURER
Keystone Ridge Designs, Inc.
670 Mercer Road - Butler, PA 16001 USA
Toll Free: (800) 284-8208
Phone: (724) 284-1213 • Fax: (724) 284-1253
E-mail: sales@krdusa.com
Web: http:// keystoneridgedesigns.com

2.2 BOLLARD
A. Product Name: Grove bollard
B. Product Definition: Exclusive By Design™ fully-assembled metal powder coated bollard; made in the USA;
complete weld seams where two pieces of steel touch to reduce chance of corrosion
C. Type/Part Number
   a. Grove straight permanent: GVE-4
   b. Grove straight removable: GVR-4
   c. Grove one loop permanent: GV1E-4
   d. Grove one loop removable: GV1R-4
   e. Grove two loop permanent: GV2E-4
   f. Grove two loop removable: GV2R-4
   g. Grove one chain permanent: GV1CE-4
   h. Grove one chain removable: GV1CR-4
   i. Grove two chain permanent: GV2CE-4
   j. Grove two chain removable: GV2CR-4
D. Metal pieces powder coated in standard colors as listed in current annual catalog

2.3 MATERIALS
A. Commercial-grade materials, at least 25% recycled raw steel, 100% recyclable steel; completely welded
   for optimum strength and stability; sizes and dimensions according to Keystone Ridge Designs, Inc. CAD
drawing: 4” schedule 40 pipe with half dome cap; 11 ga x 3-3/4” tubing removable sleeve; 1/4 x 2” flat
   steel tabs for concrete stabilization or locking attachment; 1” schedule 40 pipe for loops and 1/2” cast
   iron d-rings for chain loops

2.5 FINISHES
A. Metal: The KEYSHIELD® finish protects each piece of furniture from chipping, cracking, UVA damage and
   provides unparalleled corrosion resistance. Steel products are finished with a two-coat powder coating
   process applied to a 7-15 mil thickness. Substrate preparation includes sandblasting to a white finish to
   remove all surface contaminants, the ultimate degree in powder coat preparation. The raw product then
   receives a corrosion-inhibiting phosphate coating prior to the application of the powder coating. The first
   coat applied to the substrate is zinc rich epoxy powder primer used exclusively on sandblasted parts. The
   second coat is a colored polyester powder coating. Both coats are electrostatically applied and oven
   cured according to powder coating manufacturing specifications to create a smooth, satin-like finish.

2.6 MANUFACTURER EXPERTISE
A. Trained consultants provide expertise on product specifications, technical inquiries and project timelines
directly from the manufacturing home office.
Streetscape Elements

CYCLE STALL

Description
Bicycle rack, combined into groups of 10 for installation in on-street parking space, parking garage, or surface lot for multiple bike storage spaces

Style
• Simple hoop, minimum 10 bike capacity

Size
Individual Hoop
• Approximately 1’-8” high (above grade)
• Approximately 1’-2” wide

Frame
• 18 feet by 113 inches for 10 bike capacity (five hoops)

Installation
• In-ground mount embedded in concrete base

Materials and Color
• Powder-coated metal
• Black or 304 grade stainless steel finish

Location and Setbacks
• Parallel to curb: 44” minimum setback from face of curb

Requirements
• Dero Hoop Bicycle Rack or equal; embedded mounting

Sources
Dero
Hoop Bicycle Rack
52 Northern Stacks Drive
Minneapolis, MN  55421
www.dero.com

Landscape Forms, Inc.
Bolo Bicycle Rack, embedded mounting
431 Lawndale Ave.
Kalamazoo, MI 49048

Belson Outdoors, LLC.
627 Amersale Dr.
Naperville, IL  60563

The Park and Facilities Catalog
www.parkcatalog.com

Photo Credit: Dero

Cycle stall/bike rack for multiple bike parking
CYCLE STALL BASIC

Setbacks

36”

44”

113”

36”

44”

STREET CURB

© 2015 Dero
www.dero.com     |     1-888-337-6729
**CYCLE STALL BASIC**

Submittal Sheet

- **CAPACITY**
  - Single: 10 Bikes
  - Double: 22 Bikes

- **MATERIALS**
  - Hoop Racks: 1.5” schedule 40 pipe (1.9” OD)
  - Wheel Stops: Recycled plastic

- **FINISHES**
  - **Galvanized**
    - An after fabrication hot dipped galvanized finish is our standard option.
  - **Powder Coat**
    - Our powder coat finish assures a high level of adhesion and durability by following these steps:
      1. Sandblast
      2. Epoxy primer electrostatically applied
      3. Final thick TGIC polyester powder coat
  - **Thermoplastic Coating**
    - In addition to an increased thickness (8-10mils), the thermoplastic finish covers a galvanized layer and offers superior impact resistance over powder coating.
  - **Stainless**
    - Stainless Steel: 304 grade stainless steel material finished in either a high polished shine or a satin finish.

- **MOUNT OPTIONS**
  - **Rail**
    - Rail Mounted Racks are bolted to two parallel rails which can be left freestanding or anchored to the ground. Rails are heavy duty 3”x1.4”x3/16” thick galvanized mounting rails. Specify rail mount for this option.

Traffic delineators are included in either yellow (standard) or white color options.
Drinking Fountain

Description
Barrier free drinking fountain with pet station, to match fountain located in Old Town Square

Style
- Elkay Outdoor Fountain Bi-Level Pedestal with Pet Station, Non-Filtered Non-Refrigerated, Freeze Resistant, Black
  - LK4420DBFRKBLK

Size
- L: 14”
- W: 31”
- H: 40-5/16”

Materials and Color
- Powder-coated exterior over a corrosion-resistant stainless steel type-316 base material to provide protection from the elements.
- Black color

Location and Setbacks
- Sidewalk, minimum of 6’ from curb and outside of Pedestrian Zone

Requirements
- Elkay Outdoor Fountain as referenced here or equal

Source
Elkay
2222 Camden Court
Oak Brook, IL 60523
Phone: 630-574-8484
http://www.elkay.com/
Elkay Outdoor Fountain Bi-Level Pedestal with Pet Station
Product: Non-Filtered Non-Refrigerated Freeze Resistant
Model: LK4420DBFRK

PRODUCT SPECIFICATIONS

- Heavy Duty Vandal-Resistant, Pet Fountain, Sealed Freeze Resistant
- Tamper-resistant screws
- No Electrification
- Base material constructed from marine-grade 316 stainless steel provides the ultimate corrosion protection from even the most corrosive elements.
- Heavy Duty Vandal-Resistant:
  - Tamper resistant screws
  - Resists stains and corrosion
  - Heavy-gauge construction
- Vandal-resistant, bubblers are one-piece, chrome plated with integral hood guard design to prevent contamination from other users, airborne deposits and tampering.
- Pet Fountain: Features slow drainage for easy drinking.
- Sealed Freeze Resistant Valve System: Fully sealed freeze resistant system that minimizes chance of ground water contamination, and prevents drain water from mixing with fresh water. Designed for ground installation below the frost line.
- Integral hood guard design to prevent contamination from other users, airborne deposits and tampering.
- Users, airborne deposits and tampering.
- Sealed Freeze Resistant Valve System: Fully sealed freeze resistant system that minimizes chance of ground water contamination, and prevents drain water from mixing with fresh water. Designed for ground installation below the frost line.
- Sanitary Freeze-Resistant Valve: Ground Install Detail

PRODUCT COMPLIANCE

- ADA & ICC A117.1
- Non-Filtered Non-Refrigerated
- Non-Filtered Non-Refrigerated
- Non-Filtered Non-Refrigerated
- NSF/ANSI 61 & 372 (lead free)
- Complies with ADA & ICC A117.1 accessibility requirements when installed according to the requirements outlined in these standards. Installation may require additional components and/or construction features to be fully compliant. Consult the local Authority Having Jurisdiction (AHJ) if necessary.

OPTIONAL ACCESSORIES

- Locking Hose Bib (LBV)
- Direct Bury Adaptor (DBA)
- Level Pedestal with Pet Station (LPW)

Warranty:

- All non-drinking water applications are not covered under warranty.
- Warranty pertains to drinking water applications only.

In keeping with our policy of continuing product improvement, Elkay reserves the right to change product specifications without notice. Please visit elkay.com for the most current version of Elkay product specification sheets. This specification describes an Elkay product with design, quality, and functional benefits to the user. When making a comparison of other producers’ offerings, be certain these features are not overlooked.
PLANTER - HANGING BASKET

Description
Metal basket hung parallel to the curbline

Style
• Circular, traditional

Size
• 30” diameter with 12.5” depth

Materials and Color
• Powder coated black iron basket
• Heavy gauge steel chains
• Coconut coir liner

Location and Setbacks
• Hanging basket must maintain a 7 foot vertical clearance from the pavement surface to the basket base when basket extends in Pedestrian Zone and a 15 foot vertical clearance when basket extends into the Roadway Zone
• Hanging baskets may be extended perpendicular to the banner arm if the 7 foot vertical clearance is maintained within the Pedestrian Zone

Irrigation Options
• Reservoir
• Run irrigation line on outside surface of pedestrian light pole

Requirements
• Planters Unlimited/ Hooks & Lattice steel basket B-HB-XL-30 or equal
• Planters Unlimited/ Hooks & Lattice WW-100-HB-22 coconut coir liner or equal

Sources
Planters Unlimited/Hooks & Lattice
6056 Corte Del Cedro
Carlsbad, CA  92011
www.hooksandlattice.com

Tournesol Siteworks, LLC.
2930 Faber St.
Union City, CA  94587
www.tournesolsiteworks.com
Note: reservoir pictured may only be available for 22” Hanging Basket and is not available for Haybasket
PLANTER - HAYRACK BASKET

Description
Metal basket encircling the pedestrian light pole

Style
- Lamppost Hayrack basket LPH25, encircles pole

Size
- 26” overall diameter with 14” depth and 12” front to back
- Pole diameter can range from 4” to 7”

Materials and Color
- Heavy gauge steel bars coated in black plastic
- Coconut coir liner for LPH25 Lamppost Hayrack

Location and Setbacks
- Hayrack basket must maintain a 7 foot vertical clearance from the pavement surface to the basket base when basket extends in Pedestrian Zone and a 15 foot vertical clearance when basket extends into the Roadway Zone

Irrigation Options
- Not currently available with this planter basket

Requirements
Garden Artisans hayrack basket or equal

Source
Garden Artisans
Phone: (410) 824-1891
Fax: (410) 280-2184
451 Defense Highway, Ste A
Annapolis, MD 21401
https://gardenartisans.com
Streetscape Elements

Overall Diameter: 26”
Overall Depth: 14”

Center Opening 6”
Side Bolts: 3-1/4” Long
Center Bolts: 2-1/2” Long
Streetscape Elements

PLANTER - POT

Description
Planter pots with seasonal plantings provide color throughout the HOD, and are of particular value where space is limited for ground level installation of trees and shrubs.

Style
- Simple, round
- Includes drain hole

Size
- 36” diameter and 23” height
- 30” diameter and 18” height
- 24” diameter and 15” height

Installation
- Freestanding

Materials and Color
- Lightweight polyethylene (LMPDE)
- Black or fog

Location and Setbacks
- Pots located adjacent to streets with greater than 25 MPH posted speed limit roadway and/or curb other than VDOT Standard Details CG-2 or CG-6 to follow VDOT standards for clear zone
- Minimum 1.5’ clear setback from face of curb on streets with posted 25 MPH speed limit and VDOT Standard Details CG-2 or CG-6 curbs

Requirements
- Landscape Forms Rosa Planter, freestanding with drain hole or equal
- Optional Reservoir equal to Tournesol Siteworks CWM Modular Container Irrigation, CWM-1720-3k

Sources
Preferred Source
Landscape Forms, Inc.
7800 E. Michigan Ave.
Kalamazoo, MI  49048
www.landscapeforms.com

Tournesol Siteworks, LLC.
2930 Faber St.
Union City, CA  94587
www.tournesolsiteworks.com

Victor Stanley
PO Drawer 330
Dunkirk, MD  20754
www.victorstanley.com
Streetscape Elements

Rosa™ Planter, 36in Dia X 23in H, Freestanding, with Drain Hole

Product Drawing

Date: 5/14/2010

www.landscapeforms.com Ph: 800.521.2546

Drum drawing:

Dimensions are in inches [mm]

Drawing: RO409-02

U.S. Patent No.: D408,322

RETURN TO TOC
Streetscape Elements

TRASH CAN

Description
Trash can - black in color; style to match Old Town Square can or City Park can
Recycling can - blue in color; style to match Old Town Square can or City Park can

Style
- Side opening
- Logo banding optional

Size
- 24” diameter
- 39” height
- 36 gallon side-opening, stainless steel hinge and latch, surface mounted

Materials and Color
- Cast aluminum, spun aluminum top
- Cast iron base
- Stainless steel fasteners
- Matte Black for trash; blue for recycling
- Polyester powder-coat

Location and Setbacks
- Minimum 24 inches setback from face of curb
- Do not exceed 1 receptacle (or 2 if waste/recycling combination) per 300 linear feet (LF) of streetscape

Requirements
- Landscape Forms Chase Park Litter and Recycling Receptacles or equal
- Global Industries Outdoor Steel with Rain lid or equal

Sources
Landscape Forms, Inc.
7800 E. Michigan Ave.
Kalamazoo, MI 49048
www.landscapeforms.com

Keystone Ridge Designs, Inc.
670 Mercer Road
Butler, PA 16001
www.keystoneridgedesigns.com

Victor Stanley
PO Drawer 330
Dunkirk, MD 20754
www.victorstanley.com

Global Industrial
1.888.978.7759
www.globalindustrial.com

City of Fairfax trash can at Old Town Square, left and recycling trash can from City Park, right
Streetscape Elements

Chase Park® Side Opening Litter Receptacle, Dual use, with sand pan, logo band, lock, 2 standard 5x7 signs

Date: 7/17/2014

Dimensions are in inches [mm]

Drawing: CP362-16
U.S. Patent Nos.: D472,357; D481,507; D489,502

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**TREE GRATE**

**Description**
Steel grate that meets ADA standards and provides protection for street tree roots

**Style**
- Recycled iron grate

**Size**
- 48” square or to fit opening

**Materials and Color**
- Recycled iron top
- Steel angle frame
- Concrete anchors for paver installation
- Powdercoat - Matte Black

**Location and Setbacks**
- Shape sized to fit tree pit opening

**Requirements**
- Ironsmith Starburst 1 or equal

**Source**
Ironsmith
41701 Corporate Way #3
Palm Desert, CA 92260
800-338-4766
www.ironsmith.biz

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Photo Credit: Ironsmith

Street tree grate
Streetscape Elements

Detail 7

FRAME INSTALLATION FOR PAVERS ON CONCRETE BASE

Standard height is 3 1/4" for typical 60mm paver on 3/8" to 1" sand bed

Other custom heights can be specified to accommodate other paver-bedding situations.

* frame size may vary depending on tree grate selected.

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IRONSMITH
41-701 Corporate Way #3
Palm Desert, CA 92260
800.338.4766
Streetscape Elements

LIGHTING
DIVISION MATRIX
SHEET

- Decorative lighting
- Pedestrian lights

Legend:
- Active Street Type 1
- Active Street Type 2
- Active Street Type 3

DECORATIVE LIGHTING
PEDESTRIAN LIGHTING

NEED TO ADD ELECTRIC OUTLET OR PLUG TO POWER SEASONAL LIGHTS ON POLE (UPPER SECTION)
RV EL 01/04/19

HOD Streetscape Standard

Other Standard
DECORATIVE LIGHTING

Description
Enhancing the HOD with appropriate seasonal lighting, throughout the calendar year, will add interest and identity.

Style
• LED styled temporary lighting

Size
Illumination levels will conform to Ordinance requirements

Materials and Color
• Limit to warm white in color temperature
• Do not exceed 3500 Kelvin

Location and Setbacks
• Attached to LED Pedestrian Lights

Requirements
• Meets ULI standards for outdoor use
• Limited to six-week long display time period per installation
• No flashing or intermittent lighting permitted unless allowed by City ordinance
• Design plan and material submission required for approval prior to installation

Old Town Square with decorative, seasonal lighting
PEDESTRIAN LIGHTING

Description
Standard pedestrian fixture and pole combination for use throughout the HOD

Style
• Holophane supplied fixture/pole/base (as shown on detail as supplied by Holophane)
• Dominion supplied fixture/pole/base (as shown on detail as supplied by Dominion/LED catalog)

Size
• 12’ mounting height pole (mounting height must be consistent on both block faces between intersections)
• 14’ mounting height pole (mounting height must be consistent on both block faces between intersections)

Materials and Color
• Aluminum pole
• Powder-coat black

Location and Setbacks
• Pedestrian light poles in 45 MPH or less posted speed limit roadway may be placed 18 inches off of curb face where curb meets VDOT Standard details CG-2 or CG-6 detail, per VDOT Standards for clear zone
• Pedestrian light poles in greater than 45 MPH posted speed limit roadway to follow VDOT Standards for clear zone
• Spacing of pedestrian fixtures and poles to be determined by photometric study

Requirements
• Illumination levels to meet IESNA American National Standard Practice for Roadway Lighting (RP-8-14) for public sidewalk lighting
• Breakaway pole accessory
• Clamshell base

Optional
• Banner arm(s) - dependent upon location
• Hayrack basket OR hanging basket

Sources
The fixture, pole, and clamshell combination is available for purchase directly from the vendor Acuity Brands/Holophane or for lease from Dominion.

Dominion LED Catalog (lease)
Holophane Sales Channel (purchase)
Acuity Brands Lighting, Inc.
m 443-462-7883
https://holophane.acuitybrands.com/
NOTE: Confirm banner arm mounting height with City of Fairfax prior to production; current banner length is 48".
Streetscape Elements

**Banner Arms**

- Standard Banner Arm
- SM Link Banner Arm

**Finial Options**

- Cast Aluminum
- Stainless Steel

**Specifications**

**FEATURES:**
- Stainless steel construction of time-proven design
- Available in a variety of styles, including ball, cone, and sphere

**CONSTRUCTION:**
- The finial may be attached to a cast aluminum post or a stainless steel post.

**MATERIALS:**
- Cast aluminum
- Stainless steel

**INSTALLATION:**
- Mounting hardware included

**Accessories:**
- Available in various colors

**Ordering Guide:**
- BA = Banner Arm
- BO = Ball
- H = Half Sphere
- R = Raleigh
- A = Adapter
- BK = Black
- BR = Bronze
- CH = Chrome
- GR = Gray
- SS = Stainless Steel
- W = White

**Mark Appropriate Box for Finial Option**

- Ball (B)
- Ball (R)
- Sphere (S)

**Utility Post LED Series Luminaire**

**Decorative Outdoor**

** spécifications**

**Mechanical Specifications**
- Re-wireable with new or adjacent conductors
- Mounting hardware included
- Available in various colors

**Electrical Specifications**
- Suitable for connection to a 120/240V circuit
- Installed with a 15- or 20-Amp circuit breaker
- Suitable for use in wet locations

**Certifications and Standards**
- UL listed
- Suitable for use in wet locations
- Includes 120/240V circuit breaker

**Warranty**
- 5 years

**Equipment**
- Includes mounting hardware and screws
- Available in various colors

**Accessories**
- Available in various colors

**Order Information**
- BA = Banner Arm
- BO = Ball
- H = Half Sphere
- R = Raleigh
- A = Adapter
- BK = Black
- BR = Bronze
- CH = Chrome
- GR = Gray
- SS = Stainless Steel
- W = White

**Dimensions**
- Banner arm length
- Mounting plate size

**Drawing**
- Banner arm drawing
- Finial options drawing
- LED luminaire drawing
### Streetscape Elements

#### Performance Data

<table>
<thead>
<tr>
<th>Package</th>
<th>Watts Distribution</th>
<th>Lumens Distribution</th>
<th>Lumen Amplitude (LAM)</th>
<th>Projected Lumen Maintenance</th>
<th>Options Matrix</th>
<th>ROAM Option Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>F30</td>
<td>50K (3000K, 70 CRI)</td>
<td>50K (4000K, 70 CRI)</td>
<td>70 (5000K, 70 CRI)</td>
<td>80 (6000K, 70 CRI)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F35</td>
<td>50K (3000K, 70 CRI)</td>
<td>50K (4000K, 70 CRI)</td>
<td>70 (5000K, 70 CRI)</td>
<td>80 (6000K, 70 CRI)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F40</td>
<td>50K (3000K, 70 CRI)</td>
<td>50K (4000K, 70 CRI)</td>
<td>70 (5000K, 70 CRI)</td>
<td>80 (6000K, 70 CRI)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F50</td>
<td>50K (3000K, 70 CRI)</td>
<td>50K (4000K, 70 CRI)</td>
<td>70 (5000K, 70 CRI)</td>
<td>80 (6000K, 70 CRI)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### LED Performance Package

- **P20** (20W): 15,000 lumens, efficiency 100 lumens/watt
- **P30** (30W): 22,500 lumens, efficiency 75 lumens/watt
- **P40** (40W): 30,000 lumens, efficiency 75 lumens/watt

#### Watts Distribution

- **27K** (2700K, 70 CRI)
- **50K** (5000K, 70 CRI)
- **75K** (7500K, 70 CRI)

#### Lumens LPW BUG

- **LPW** (light pollution weight)
- **BUG** (brightness uniformity grade)

#### Lumen Amplitude: Temperature (LAT) Meters

- Use these factors to determine realistic lumen output for average ambient temperatures from 0°C-40°C.

#### Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms rated in a 20°C ambient, based on 6,000 hours of LED testing (tested per EERNA LED-4000 and projected per EERNA TAMI-4). To calculate LF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

### OPTIONS MATRIX

- **P30** (30W): 15,000 lumens, efficiency 75 lumens/watt
- **P40** (40W): 22,500 lumens, efficiency 75 lumens/watt
- **P50** (50W): 30,000 lumens, efficiency 75 lumens/watt

**ROAM Option Details**

- **DE:** Lumen output capability only
- **ME:** Lumen output capability only
- **PH:** Lumen output capability only

**OPTIONS MATRIX Legend**

- **N:** Not included
- **M:** Must have other frame included
- **Y:** Included

**OPTIONS MATRIX Parameters**

- **AD/DE:** LED performance package
- **P3/P4/P5:** Watts distribution
- **P3/P4/P5:** Lumens distribution
- **P3/P4/P5:** Lumen amplitude: temperature
- **P3/P4/P5:** Projected lumen maintenance

### FPDxx Data Table

- **FPD80**
- **FPD85**
- **FPD90**
- **FPD95**

**LED Performance Package**

- **P20** (20W): 15,000 lumens, efficiency 100 lumens/watt
- **P30** (30W): 22,500 lumens, efficiency 75 lumens/watt
- **P40** (40W): 30,000 lumens, efficiency 75 lumens/watt

**FPDxx**

- **50K (3000K, 70 CRI)**
- **50K (4000K, 70 CRI)**
- **70 (5000K, 70 CRI)**

**Options Matrix**

- **Selected Options**
- **ROAM Option Details**

**Lumen Amplitude: Temperature (LAT) Meters**

- Use these factors to determine realistic lumen output for average ambient temperatures from 0°C-40°C.

**Projected LED Lumen Maintenance**

Data references the extrapolated performance projections for the platforms rated in a 20°C ambient, based on 6,000 hours of LED testing (tested per EERNA LED-4000 and projected per EERNA TAMI-4). To calculate LF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.
### Streetscape Elements

#### PAVEMENT

**DIVISION MATRIX SHEET**

- Bulb out
- Crossing island
- Crosswalk - HOD impressed preformed thermoplastic
- Crosswalk - HOD - Main Street vehicular brick paver
- Crosswalk - HOD - Main Street impressed preformed thermoplastic
- Crosswalk - standard/zebra
- Curb and gutter
- Curb ramp - brick
- Curb ramp - concrete
- Driveway apron - brick
- Driveway apron - with curb and gutter
- Driveway apron - concrete

---

**Legend:**

- Active Street Type 1
- Active Street Type 2
- Active Street Type 3
- HOD Streetscape Standard
- Other Standard
PAVEMENT, CONTINUED DIVISION MATRIX SHEET

- Intersection - HOD Main Street vehicular brick paver
- Intersection - HOD Main Street impressed preformed thermoplastic
- Loading zone/parking space markings
- Loading zone/parking space markings - HOD Main Street vehicular paver
- Loading zone/parking space markings - HOD Main Street impressed preformed thermoplastic
- Sidewalk - brick paver
- Sidewalk - concrete
- Sidewalk - concrete pavers

Legend:
- Active Street Type 1
- Active Street Type 2
- Active Street Type 3
- HOD Streetscape Standard
- Other Standard

RETURN TO TOC

OLD TOWN FAIRFAX HISTORIC OVERLAY DISTRICT STREETSCAPE STANDARDS
71
BULB OUT

Description
Widened sidewalks at intersections to enhance pedestrian safety and to provide additional space for street furnishings, plantings, and stormwater infiltration

Style
• Respond in brick pattern to existing sidewalk patterns and colors

Size
• Radius 25’

Materials and Color
• Brick color: To match the sidewalk color
• Concrete curb and gutter (VDOT Standard Detail CG-6)

Location and Setbacks
• Intersections where space exists, pedestrian demand supports and traffic modeling supports implementation

Requirements
• Pedestrian demand or need
• Traffic modeling supports insertion

Source
Glen-Gery Brick or equal
https://www.glengery.com

Bulb outs in the Town of Middleburg, VA
NOTES:
1. PEDESTRIAN BRICK PAVERS SHALL CONFORM TO ASTM C902, CLASS SX, TYPE I, APPLICATION PX AND ASTM C67 FOR FREEZE/THAW.
2. PEDESTRIAN BRICK PAVERS - 8" X 4" X 2.25", K&W OLD SMOKIE PAVER AS MANUFACTURER BY GLEN-GERY BRICK OR APPROVED EQUAL.
CROSSWALK - HOD - IMPRESSED PREFORMED THERMOPLASTIC ON ASPHALT SURFACE

Description
Pressed onto an asphalt base, the preformed thermoplastic layer is positioned on the non-stamped, prepared asphalt surface. Material is heated to embed anti-skid elements and then the selected pattern is stamped into the material and the top layer of asphalt. This is the standard for crosswalks within the HOD. In use for a number of years, the detail in these Standards defines the color and required stamps.

Style
• Diagonal herringbone pattern
• Edge treatment: string course on either side of an internal curb/edge restraint

Size
• Width per City standard for crosswalks

Materials and Color
• Ennis-Flint Traffic PatternsXD at 150-mil thickness
• Color: cocoa
• Stamp: diagonal herringbone with standard border as shown on detail

Location and Setbacks
• HOD Active Street Type 1 except when HOD Main Street crosswalk used instead
• HOD Active Street Type 2

Requirements
• Application to be done by Certified Applicator for Ennis-Flint

Source
Ennis-Flint or equal
https://www.ennisflintamericas.com/
Streetscape Elements

Color: Cocoa (Ennis-Flint)

Pattern: Diagonal Herringbone, available either in 6 foot x 11 foot (XDG-12-104) or 8 foot x 14 foot (XDG-12-101) wire grids; (Ennis-Flint)

Border: Standard Border - Soldier Course, Straight in 12’2’’W x 1’7’’L (XDG-18-1-199) wire grids; (Ennis-Flint stamp)

CROSSWALK - HOD - IMPRESSED PREFORMED THERMOPLASTIC ON ASPHALT SURFACE

Drawing from the City of Fairfax Public Facilities Manual
CROSSWALK - HOD MAIN STREET - VEHICULAR BRICK PAVER

Description
- Specific crosswalks within the HOD may be suitable for use of a special pattern, color, and material that reinforces the historic and pedestrian character of the HOD

Style
- Suitable and sensitive to the surrounding building vocabulary within the HOD

Size
- Crosswalk as dimensioned in detail
- Pavers 8 inches x 4 inches x 2.75 inches

Materials and Color
- Vehicular brick pavers for border - Pine Hall English Edge Full Range
- Concrete walk within crosswalk - Davis Color #5237

Location and Setbacks
- HOD Active Street Type 1 - Main Street and its intersections between East and West Streets

Requirements
- Meet visibility standards
- Vehicular brick pavers to conform to ASTM C1272, Application PX and C67 for freeze and thaw

Source
Pine Hall Brick or equal
https://www.pinehallbrick.com

Note
Concrete pavers maybe used in lieu of vehicular brick pavers upon approval by City Staff
NOTES:
1. VEHICULAR BRICK PAVERS SHALL CONFORM TO ASTM C1272, APPLICATION PX AND C67 FOR FREEZE AND THAW.
2. VEHICULAR BRICK PAVERS - 8" X 4" X 2.75", ENGLISH EDGE FULL RANGE COLOR AS MANUFACTURED BY PINE HALL BRICK OR APPROVED EQUAL.
3. CONCRETE CROSSWALK PATH SHALL BE INTEGRALLY PIGMENTED - MATCH DAVIS COLORS #5237 OR APPROVED EQUAL.

CROSSWALK DETAIL - HOD MAIN STREET - VEHICULAR BRICK PAVER

Note
Concrete pavers maybe used in lieu of vehicular brick pavers upon approval by City Staff

RETURN TO TOC
CROSSWALK - HOD MAIN STREET - IMPRESSED PREFORMED THERMOPLASTIC ON ASPHALT SURFACE

Description
Pressed onto an asphalt base, the preformed thermoplastic layer is positioned on the non-stamped, prepared asphalt surface. Material is heated to embed anti-skid elements and then the selected pattern is stamped into the material and the top layer of asphalt.

Style
- Special crosswalk treatment for key intersections on Main Street

Size
- Crosswalk as dimensioned in detail

Materials and Color
- Ennis-Flint Traffic PatternsXD® at 150-mil thickness
- Center of crosswalk thermoplastic; color - sand
- Walk bounded by impressed preformed thermoplastic border patterns: basketweave and stacked bound; color - cocoa

Location and Setbacks
- HOD Active Street Type 1 - Main Street and its intersections between East and West Streets

Requirements
- Per visibility standards
- Application to be done by Certified Applicator for Ennis-Flint

Source
Ennis-Flint or approved equal
https://www.ennisflintamericas.com/
Notes:
1. Ennis-Flint Traffic Patterns - XD
   ThermoPlastic Crosswalk for Asphalt
2. 150-Mil Thickness
3. Application by Certified Applicator

Crosswalk Detail - HOD Main Street - Impressed
PREFORMED THERMOPLASTIC ON ASPHALT
CURB RAMP - BRICK

Description
Curb ramps located on brick paver sidewalks and within the HOD can be paved with brick, allowing appropriate space for the required dome tiles per regulations.

Style
- Brick pavers with paving pattern to match existing sidewalk basket weave/parquet City of Fairfax Public Facilities Manual (PFM)

Size
- Size will vary dependent upon space available and required grades

Materials and Color
- Match to the surrounding brick paver size, color, and pattern
- City sidewalk standard: Old Smokie by Glen-Gery

Location and Setbacks
- Street Types 1 and 2

Requirements
- Adhere to ADAAG Public Rights-of-way guidance

Source
Glen-Gery Brick or equal
https://www.glengery.com
NOTES:
1. PEDESTRIAN BRICK SHALL CONFORM TO ASTM C902, CLASS SX, TYPE I, APPLICATION PX AND ASTM C67 FOR FREEZE/THAW.
2. PEDESTRIAN BRICK PAVERS - 8' X 4" X 2.25", K&W OLD SMOKIE PAVER AS MANUFACTURED BY GLEN-GERY BRICK OR APPROVED EQUAL.
3. TRUNCATED DOME ADA PAVERS SHALL COMPLY WITH THE ADA REQUIREMENT FOR DETECTABLE WARNING FOR USE IN THE PUBLIC ROW ACCORDING TO R304 GUIDELINES.
4. TRUNCATED DOME ADA PAVERS - 8' X 4" X 2.25", DARK ACCENT COLOR AS MANUFACTURED BY PINE HALL BRICK OR APPROVED EQUAL.

*RAMP FLARE AT 10:1 IF MIN. 4' LEVEL LANDING IS PROVIDED AT THE TOP OF THE RAMP. IF 4' MIN. LANDING CANNOT BE ACHIEVED, FLARE SHOULD HAVE A MAX. SLOPE OF 12:1.
Streetscape Elements

CROSSWALK

PEDESTRIAN BRICK PAVERS - BASKETWEAVE WITH SOLDIER HEADER

CONCRETE CURB - TRANSITION TO MATCH GRADE AT END OF RAMP

TRUNCATED DOME ADA PAVER - RUNNING BOND - 24" FROM THE BACK OF CURB AS SHOWN

PEDESTRIAN BRICK PAVERS - 8" X 4" X 2.25", K&W OLD SMOKIE PAVER AS MANUFACTURED BY GLEN-GERY BRICK OR APPROVED EQUAL

TRUNCATED DOME ADA PAVERS SHALL COMPLY WITH THE ADA REQUIREMENT FOR DETECTABLE WARNING FOR USE IN THE PUBLIC ROW ACCORDING TO R304 GUIDELINES.

CURB RAMP - BRICK OPTION B

NOTES:

1. PEDESTRIAN BRICK SHALL CONFORM TO ASTM C902, CLASS SX, TYPE I, APPLICATION PX AND ASTM C67 FOR FREEZE/THAW.

2. PEDESTRIAN BRICK PAVERS - 8" X 4" X 2.25", K&W OLD SMOKIE PAVER AS MANUFACTURED BY GLEN-GERY BRICK OR APPROVED EQUAL.

3. TRUNCATED DOME ADA PAVERS SHALL COMPLY WITH THE ADA REQUIREMENT FOR DETECTABLE WARNING FOR USE IN THE PUBLIC ROW ACCORDING TO R304 GUIDELINES.

4. TRUNCATED DOME ADA PAVERS - 8" X 4" X 2.25", DARK ACCENT COLOR AS MANUFACTURED BY PINE HALL BRICK OR APPROVED EQUAL.

*RAMP FLARE AT 10:1 IF MIN. 4' LEVEL LANDING IS PROVIDED AT THE TOP OF THE RAMP. IF 4' MIN. LANDING CANNOT BE ACHIEVED, FLARE SHOULD HAVE A MAX. SLOPE OF 12:1.
Streetscape Elements

NOTES:
1. PEDESTRIAN BRICK SHALL CONFORM TO ASTM C902, CLASS SX, TYPE I, APPLICATION PX AND ASTM C67 FOR FREEZE/THAW.
2. PEDESTRIAN BRICK PAVERS - 8" X 4" X 2.25", K&W OLD SMOKIE PAVER AS MANUFACTURED BY GLEN-GERY BRICK OR APPROVED EQUAL.
3. TRUNCATED DOME ADA PAVERS SHALL COMPLY WITH THE ADA REQUIREMENT FOR DETECTABLE WARNING FOR USE IN THE PUBLIC ROW ACCORDING TO R304 GUIDELINES.
4. TRUNCATED DOME ADA PAVERS - 8" X 4" X 2.25", DARK ACCENT COLOR AS MANUFACTURED BY PINE HALL BRICK OR APPROVED EQUAL.

*RAMP FLARE AT 10:1 IF MIN. 4' LEVEL LANDING IS PROVIDED AT THE TOP OF THE RAMP. IF 4' MIN. LANDING CANNOT BE ACHIEVED, FLARE SHOULD HAVE A MAX. SLOPE OF 12:1.

CURB RAMP - BRICK OPTION C
INTERSECTION - HOD MAIN STREET VEHICULAR BRICK PAVER

Description
This detail is applicable where special paving is called for within the center of an intersection.

Style
- Masonry vehicular pavers within bounds of crosswalks

Size
- Vehicular brick paver 8 inch x 4 inch x 2.75 inches

Materials and Color
- Pine Hall Brick vehicular brick paver color English Edge Cocoa
- Intersection pattern - diagonal herringbone with soldier header

Location and Setbacks
- Active Street Type 1, University Drive and Main Street

Requirements
- Vehicular paver to conform to ASTM C1272 application PX and C67 for freeze and thaw

Source
Pine Hall Brick or equal
https://www.pinehallbrick.com

Note
Concrete pavers maybe used in lieu of vehicular brick pavers upon approval by City Staff
NOTES:
1. VEHICULAR BRICK PAVERS SHALL CONFORM TO ASTM C1272, APPLICATION PX AND C67 FOR FREEZE AND THAW.
2. VEHICULAR BRICK PAVERS - 8" X 4" X 2.75", ENGLISH EDGE COCOA COLOR AS MANUFACTURED BY PINE HALL BRICK OR APPROVED EQUAL.

INTERSECTION - HOD MAIN STREET VEHICULAR BRICK PAVER

Note
Concrete pavers maybe used in lieu of vehicular brick pavers upon approval by City Staff
INTERSECTION - HOD MAIN STREET IMPRESSED PREFORMED THERMOPLASTIC ON ASPHALT SURFACE

Description
This detail is applicable where special paving is called for within the center of an intersection. Pressed onto an asphalt base, the preformed thermoplastic layer is positioned on the non-stamped, prepared asphalt surface. Material is heated to embed anti-skid elements and then the selected pattern is stamped into the material and the top layer of asphalt.

Style
- Diagonal herringbone pattern
- Edge treatment: string course on either side of an internal curb/edge restraint

Size
- Full intersection

Materials and Color
- Ennis-Flint Traffic PatternsXD® at 150-mil thickness
- Color and pattern per detail

Location and Setbacks
- Active Street Type 1, University Drive and Main Street

Requirements
- Application to be done by Certified Applicator for Ennis-Flint

Source
Ennis-Flint or approved equal
https://www.ennisflintamericas.com

TrafficPatternsXD® installed on Broad Street, Philadelphia, diagonal herringbone pattern
Streetscape Elements

INTERSECTION - HOD MAIN STREET IMPRESSED
PREFORMED THERMOPLASTIC ON ASPHALT SURFACE

WHITE REFLECTIVE
COLOR: COCOA (ENNIS-FLINT)
STACKED BRICK BORDER (ENNIS-FLINT)
TEMPLATE XDG-18-100; SHEET SIZE 12"W x 10'L
COLOR: SONOMA SAND (ENNIS-FLINT)
PATTERN: DIAGONAL HERRINGBONE,
AVAILABLE EITHER IN 6' x 11' (XDG-12-104) OR 8'
x 14' (XDG-12-101) WIRE GRIDS (ENNIS-FLINT)

VEHICULAR BRICK PAVERS -
DIAGONAL HERRINGBONE
WITH SOLDIER HEADER
REFER TO THERMOPLASTIC ON ASPHALT
CROSSWALK DETAIL - HOD MAIN STREET

VDOT STD. CURB &
GUTTER, DETAIL 201.03

RETURN TO TOC
LOADING ZONE/PARKING SPACE MARKINGS - HOD
MAIN STREET VEHICULAR BRICK PAVER

Description
In very specific locations, most commonly located along Main Street and University Drive, loading zones may be marked with paving stones, bricks, or paint to distinguish the zone from the travel and turn lanes of the street.

Style
- Masonry vehicular pavers

Size
- Vehicular brick paver 8 inch x 4 inch x 2.75 inches

Materials and Color
- Pine Hall Brick vehicular brick paver color English Edge Cocoa
- Pattern - diagonal herringbone with soldier header

Location and Setbacks
- On-street loading zones/parking spaces on Main Street and University Drive within the HOD

Requirements
- Vehicular paver to conform to ASTM C1272 application PX and C67 for freeze and thaw

Sources
Pine Hall Brick or equal
https://www.pinehallbrick.com

Note
Concrete pavers maybe used in lieu of vehicular brick pavers upon approval by City Staff
NOTES:
1. VEHICULAR BRICK PAVERS SHALL CONFORM TO ASTM C1272, APPLICATION PX AND C67 FOR FREEZE AND THAW.
2. VEHICULAR BRICK PAVERS - 8” X 4” X 2.75”, ENGLISH EDGE COCOA COLOR AS MANUFACTURED BY PINE HALL BRICK OR APPROVED EQUAL.

LOADING ZONE/PARKING SPACE - HOD MAIN STREET

VEHICULAR BRICK PAVER

Note:
Concrete pavers maybe used in lieu of vehicular brick pavers upon approval by City Staff
LOADING ZONE/ PARKING SPACE MARKINGS -
HOD MAIN STREET IMPRESSED PREFORMED
THERMOPLASTIC ON ASPHALT SURFACE

Description
Pressed onto an asphalt base, the preformed thermoplastic layer is positioned on the non-stamped, prepared asphalt surface. Material is heated to embed anti-skid elements and then the selected pattern is stamped into the material and the top layer of asphalt.

Style
• Diagonal herringbone pattern
• Edge treatment: string course on either side of an internal curb/edge restraint

Size
• Individual spaces are not marked

Materials and Color
• Ennis-Flint Traffic PatternsXD® at 150-mil thickness
• Color: sienna
• Stamp: diagonal herringbone with standard border as shown on detail

Location and Setbacks
• Active Street Type 1 on Main Street between West and East Streets and University Drive
• Per City practice, individual spaces are not striped, all contiguous spaces contained within a white boundary edge

Requirements
• Adhere to ADA guidelines for accessible space provision, location, and dimensions
• 2009 MUTCD Virginia Supplement Section 3B.19
• Application to be done by Certified Applicator for Ennis-Flint

Sources
Ennis-Flint or approved equal
https://www.ennisflintamericas.com
NOTES:
1. INDIVIDUAL SPACES NOT DELINEATED (ACCOMMODATE BOTH PARKED VEHICLES AND DELIVERY VEHICLES OF DIFFERING LENGTHS)

LOADING ZONE/PARKING SPACE - HOD MAIN STREET
IMPRESSIONS PREFORMED THERMOPLASTIC ON ASPHALT SURFACE

COLOR: SIENNA (ENNIS-FLINT)
PATTERN: STACKED BRICK BORDER (ENNIS-FLINT)
TEMPLATE SCG-18-100
PLANTS

DIVISION MATRIX SHEET

- Planting Detail - Evergreen tree
- Planting Detail - Groundcover
- Planting Detail - Tree pit - Linear pit
- Planting Detail - Tree pit - Soil cells
- Planting Detail - Tree pit - Structural soil
- Planting Detail - Single-stem tree upright
- Planting Detail - Single-stem tree
- Planting Detail - Multi-stem
- Planting Detail - Shrub, Container and B&B
- Planting Detail - Plug
- Planting Detail - Standard tree protection
- Planting Detail - Root pruning

Legend:
- Green: Active Street Type 1
- Blue: Active Street Type 2
- Red: Active Street Type 3
- Yellow: HOD Streetscape Standard
- Gray: Other Standard

RETURN TO TOC
PLANTS
DIVISION MATRIX
SHEET
• Plant List - Groundcovers
• Plant List - Hanging/hayrack basket
• Plant List - Planter pot
• Plant List - Shrubs
• Plant List - Additional Sources

Legend:
- Active Street Type 1
- Active Street Type 2
- Active Street Type 3

ADDITIONAL SOURCES - PLANT LISTS
REFER TO CITY OF FAIRFAX DESIGN GUIDELINES FOR PLANT LISTS FOR
• BIORETENTION
• SCREENING
• TRANSITIONAL YARDS
• URBAN STREET TREES
• UTILITY CORRIDORS
• VEGETATED WALLS

HOD Streetscape Standard
Other Standard
**TREE PIT - LINEAR PIT**

**Description**
Urban trees need access to greater soil volume than often was provided in earlier urban street tree plantings. One technique to expand the soil volume is to plant in a linear pit with the width of the pit varying between 6 and 8 feet wide and the length variable and dependent upon adjacent uses such as on-street curbside parking. The total cubic foot (cf) volume must provide 450 cf per tree if a single tree is planted and 350 cf per tree if multiple trees share a pit.

**Size**
- Pit width and length may vary, maximum depth of soil is 3 feet
- Provide a minimum of 450 cf of soil/tree, or 350 cf of soil each if two or more trees are planted in the same linear pit

**Materials and Color**
- The linear pit is only visible on its surface - surface treatments may vary from the use of a tree grate as pictured to the right, plantings, mulch, or other pervious material

**Requirements**
- Meet 3 foot maximum depth when calculating width and length of pit to achieve 450 cf/single tree or 350 cf/multiple tree
- Adhere to ADA guidelines for accessible space provision, location, and dimensions
Streetscape Elements

AT PLANTING, PRUNE ONLY CROSSING LIMBS, CO-DOMINANT LEADERS, BROKEN OR DEAD BRANCHES AND ANY BRANCHES THAT POSE A HAZARD TO PEDESTRIANS.

CENTER TRUNK IN TREE PIT
WATER THOROUGHLY TWICE WITHIN THE FIRST 48 HOURS OF INSTALLATION

STAKING OPTIONAL UNLESS REQUIRED BY INSPECTOR. STAKES OR GUYS ARE TO BE INSTALLED USING ACCEPTED ARBORICULTURE PRACTICE.

NOTE: SOIL VOLUME 450 CUBIC FEET MINIMUM PER STREET TREE

3" MULCH; MULCH MUST BE 6" AWAY FROM TREE TRUNK

DEPTH OF ROOT BALL VARIES

BRICK SIDEWALK PER PFM STD. DETAIL 406.03

AMENDED SOIL, COMPACTED 85%

TAMP SOIL UNDER ROOT BALL BASE; COMPACTED TO 95% STD. PROCTOR

UNDISTURBED SOIL

SLOPE TO DRAIN

BULB OUT WIDTH VARIES

ROOT BARRIER - MAINTAIN 1:1 BEARING PLANE FROM BASE OF CURB
AGGREGATE SURROUNDED BY NON-BIODEGRADABLE FILTER FABRIC
DRAINAGE PIPE, AS REQUIRED

3" MULCH

NOTE: SOIL VOLUME 450 CUBIC FEET MINIMUM PER STREET TREE

RETURN TO TOC
Streetscape Elements

TREE PIT - SOIL CELLS

Description
A modular system of load-bearing honeycomb structures (boxes, cells, spacers, or similar) placed under the pavement surface to provide structure and space for additional soil volume, the spread of tree roots, and stormwater treatment while supporting the sidewalk or surface pavement. If used for infiltration purposes, soil in structural soil cells must be a minimum of 30 inches of bioretention soil or per the manufacturer’s specifications and must comply with other City standards and regulations for stormwater management.

Size
• Varies by manufacturer

Materials and Color
• Varies by manufacturer

Requirements
• Meet City dimensional requirements
• Adhere to ADA guidelines for accessible space provision, location, and dimensions

Sources
GreenBlue Urban
1-866-282-2743
4405 Anderson Road
Knoxville, TN 37918
United States
www.greenblue.com

Citygreen USA
515 S. Flower Street, 36th Floor,
Los Angeles, CA 90071
Phone: (+1) 888 999-3990
Email: info@citygreen.com

Silva Cell/Deep Root
DeepRoot Green Infrastructure, LLC
101 Montgomery Street, Suite 2850
San Francisco, CA 94104
info@deeproot.com
Tel: 415 781 9700
Toll Free: 800 458 7668
www.deeproot.com
Streetscape Elements

TOTAL EXTENT OF MODULES TO BE DETERMINED TO ACHIEVE MIN. SOIL VOLUME OF 450 CF PER TREE

TREE GRATE, AS SPECIFIED

ROOT BARRIER, TYP.

BRICK SIDEWALK PER PFM STD. DETAIL 406.03

3" MULCH; MULCH MUST BE 6" AWAY FROM TREE TRUNK

AT PLANTING, PRUNE ONLY CROSSING LIMBS, CO-DOMINANT LEADERS, BROKEN OR DEAD BRANCHES AND ANY BRANCHES THAT POSE A HAZARD TO PEDESTRIANS.

CENTER TRUNK IN TREE PIT

WATER THOROUGHLY TWICE WITHIN THE FIRST 48 HOURS OF INSTALLATION

STAKING OPTIONAL UNLESS REQUIRED BY INSPECTOR. STAKES OR GUYS ARE TO BE INSTALLED USING ACCEPTED ARBICULTURE PRACTICE.

VDOT STD. CURB & GUTTER CG-6

BRICK SIDEWALK PER PFM STD. DETAIL 406.03

TOTAL EXTENT OF MODULES TO BE DETERMINED TO ACHIEVE MIN. SOIL VOLUME OF 450 CF PER TREE

TREE GRATE, AS SPECIFIED

ROOT BARRIER, TYP.

BRICK SIDEWALK PER PFM STD. DETAIL 406.03

3" MULCH; MULCH MUST BE 6" AWAY FROM TREE TRUNK

AT PLANTING, PRUNE ONLY CROSSING LIMBS, CO-DOMINANT LEADERS, BROKEN OR DEAD BRANCHES AND ANY BRANCHES THAT POSE A HAZARD TO PEDESTRIANS.

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VDOT STD. CURB & GUTTER CG-6

3' MIN. GEOTEXTILE FABRIC

COMPAKTED BACKFILL

4" MIN. AGGREGATE

DRAINAGE PIPE, AS REQUIRED

GEOGRID

ANCHOR SOIL CELL PER MANUFACTURER RECOMMENDATIONS

PLANTING SOIL PER SOIL CELL MANUFACTURER RECOMMENDATIONS

PLANTING SOIL PER SOIL CELL MANUFACTURER RECOMMENDATIONS

BULB OUT WIDTH VARIES

L/KLA 12.11.18
REV. 1.24.19, 5.1.19

RETURN TO TOC

OLD TOWN FAIRFAX HISTORIC OVERLAY DISTRICT STREETSCAPE STANDARDS

97
TREE PIT - STRUCTURAL SOIL

Description
Structural soil was initially developed at Cornell University - CU-Structural Soil®. Formed from angular stone sized from 3/4 to 1-1/2 inches in size and soil, the product has load bearing capacity via the stone and soil volume to support tree growth. Placed under pavement, it provides a continuous and large volume of soil. CU soil is a patented product and can only be obtained from licensed facilities. It is not to be used in conjunction with stormwater infiltration.

Size
- CU-Structural Soil® has a proprietary specification that spells out stone size and shape, soil type, and mix

Materials and Color
- Angular stone and soil, (20 percent clay)

Requirements
- Meet CU-Soil® specifications or equal

Sources
CU-Soil® is a proprietary material patented by Cornell University and marketed under the trademarked names CU-Structural Soil® or CU-Soil®. By obtaining this material from an Amereq-licensed company, it assures that the material has been produced and tested to meet research-based specifications. http://www.amereq.com/
3" MULCH; MULCH MUST BE 6" AWAY FROM TREE TRUNK

DEPTH OF ROOT BALL VARIES

STAKING OPTIONAL UNLESS REQUIRED BY INSPECTOR. STAKES OR GUYS ARE TO BE INSTALLED USING ACCEPTED ARBORICULTURE PRACTICE.

CROSSING LIMBS, CO-DOMINANT LEADERS, BROKEN OR DEAD BRANCHES AND ANY BRANCHES THAT POSE A HAZARD TO PEDESTRIANS.

CENTER TRUNK IN TREE PIT
WATER THOROUGHLY TWICE WITHIN THE FIRST 48 HOURS OF INSTALLATION

TREE GRATE AS SPECIFIED W/ STEEL ANGLE EDGING
VDOT STD. CURB & GUTTER CG-6

ROOT BARRIER - MAINTAIN 1:1 BEARING PLANE FROM BASE OF CURB

SLOPE TO DRAIN

DRAINAGE PIPE, AS REQUIRED

BULB OUT WIDTH VARIES

UNDISTURBED SOIL

Cu-STRUCTURAL SOIL®

AMENDED SOIL, COMPACTED 85%

Depth of root ball varies

3' MIN.

8' MIN.

3' MIN.

BRICK SIDEWALK PER PFM STD. DETAIL 406.03

Tree pit detail - structural soil

Feet

L/KLA 12.11.18
REV. 1.24.19, 4.8.19
## Streetscape Elements

**PLANT LIST FOR GROUNDCOVERS FOR USE IN TREE PITS, BULB OUTS, AND POTS**

<table>
<thead>
<tr>
<th>Plant Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liriope spicata</td>
<td>Lilyturf</td>
</tr>
<tr>
<td>Rosa wichuaiana</td>
<td>Memorial Rose</td>
</tr>
<tr>
<td>Hypericum calycinum</td>
<td>St. John’s Wort</td>
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<tr>
<td>Cerastium tomentosum</td>
<td>Snow-in-Summer</td>
</tr>
<tr>
<td>Ajuga reptens</td>
<td>Bugleweed</td>
</tr>
<tr>
<td>Galium odoratum</td>
<td>Sweet Woodruff</td>
</tr>
<tr>
<td>Asarum canadense</td>
<td>Wild Ginger</td>
</tr>
</tbody>
</table>

![Ajuga reptens](image)
PLANT LIST FOR HANGING BASKET/HAYRACK BASKET

**Spring**
- Pansies
- Grape Hyacinth
- Snow Drops

**Summer**
- Roses (assorted)
- Petunias
- Grasses (variety of species such as Fountain Grass)
- Russian Sage
- Ice Plant
- Fuchsia
- Geranium
- Impatiens
- Ivy Geranium
- Lantana
- Lobelia
- Verbena Cascading
- Vinca Trailing
- Succulents

**Fall**
- Japanese anemone
- Sedum

**Winter**
- Erica
- Ornamental Kale
- Red Osier Dogwood branches
- Birch branches
- Evergreen cuttings
- Primrose
- Winter Jasmine
- Christmas fern (evergreen)
PLANT LIST FOR PLANTER POT

**Spring**
- Pansies
- Grape Hyacinth
- Snow Drops
- Crocus
- Daffodil/Narcissus varieties
- Dusty Miller
- Tulip
- Blue Sedge (ornamental native grass)

**Summer**
- Roses (assorted)
- Petunias
- Grasses (variety of species such as Fountain Grass)
- Russian Sage
- Ice Plant
- Fuchsia
- Geranium
- Impatiens
- Ivy Geranium
- Lantana
- Lobelia
- Verbena Cascading
- Vinca Trailing
- Aromatic Aster
- Calibrochoa (Million bells)
- Persian Shield
- Blue Mist (native)
- Black-eyed Susan (native)
- Threadleaf Blue Star (native, good through fall)
- Bacopa
- Purple coleus
- Sweet Potato Vine
- Succulents

**Fall**
- Japanese anemone
- Sedum
- Summer ongoing

**Winter**
- Erica
- Ornamental Kale
- Red Osier Dogwood branches
- Birch branches
- Evergreen cuttings
- Primrose
- Winter Jasmine
- Christmas fern (evergreen)

Choices are not limited to these recommendations, other selections may be made.
PLANT LIST FOR SHRUBS FOR USE IN TREE PITS, BULB OUTS, AND POTS

Hamamelis virginiana  Witch Hazel
Ilex verticillata  Common Winterberry
Itea virginica  Virginia Sweetspire
Forsythia arnoldi  Arnold Dwarf Forsythia
Potentilla fruticosa  Bush Cinquefoil
Rhus aromatica  Fragrant Sumac
Spiraea japonica  Japanese Spiraea
Vaccinium angustifolium  Lowbush Blueberry
Jasminum nudiflorum  Winter Jasmine

Choices are not limited to these recommendations, other selections may be made.
PLANTING GUIDANCE

Plant Selection

- Give preference to native, hardy, low maintenance plant materials
- Select salt tolerant plants, particularly if to be located within the Furnishings Zone
- Refer to the list of Preferred Native Species for Urban Street Trees in the City of Fairfax Design Guidelines

Soil Volume

- Ensure a minimum volume of 350 cf of planting medium for each street tree, with a maximum depth in calculating that volume of 3 feet
- If adequate soil volume is not available, use alternate techniques for street tree planting support such as soil cells, structural soil, suspended pavement, or linear pits connected under pavement; alternative techniques must be approved by City staff

Irrigation

- Where possible, fixed supplemental irrigation for pots and hanging baskets is desired - reservoirs or other alternative mechanisms

Location

- Provide clear distance for plant materials or pots from curb when located next to on-street parking (door swing)

Requirements

- Adhere to the City of Fairfax PFM’s plant notes
## Streetscape Elements

### IDENTIFIERS

#### DIVISION MATRIX SHEET

- Gateway - Major
- Gateway - Minor
- Historic Markers
- Public Art Examples
  - Utility box wrap
- Wayfinding
  - Kiosks

### GATEWAY - MAJOR

- [Image of Gateway - Major]

### GATEWAY - MINOR

- [Image of Gateway - Minor]

### HISTORIC MARKERS

- [Image of Historic Markers]

### PUBLIC ART EXAMPLES

- [Image of Public Art Examples]

### WAYFINDING FOR PARKING AND PEDESTRIANS

- [Image of Wayfinding]

### Legend

<table>
<thead>
<tr>
<th>Color</th>
<th>Street Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Green</td>
<td>Active Street Type 1</td>
</tr>
<tr>
<td>Blue</td>
<td>Active Street Type 2</td>
</tr>
<tr>
<td>Red</td>
<td>Active Street Type 3</td>
</tr>
</tbody>
</table>

- HOD Streetscape Standard
- Other Standard
GATEWAY - MAJOR

Description
Signifier of entry to the HOD and historic downtown Fairfax

Style
- Public art
- Landscape plantings
- Sign
- Lighting

Size
- Approximately 12 feet wide by 8 feet deep to provide adequate space for plantings, art, sign, and lighting

Materials and Color
- Breakaway posts for any signs

Location and Setbacks
- Northwest corner of intersection of West/North and Main Streets
- Southwest corner of East and Main Streets

Requirements
- Adhere to ADA guidelines for accessible space provision, location, and dimensions
- 2009 MUTCD Virginia Supplement Section 3B.19
- VDOT Standards and Details
Streetscape Elements

GATEWAY - MINOR

Description
Secondary entry identifier and welcome

Style
- City's current Old Town Fairfax Welcome sign

Size
- Match existing

Materials and Color
- Match existing
- Place in lawn or mulch bed

Location and Setbacks
- Locate within median where possible
- University Drive and North Street intersection
- Old Lee Highway and North Street intersection
- East Street and Sager Avenue intersection
- University Drive and edge of HOD boundary south of South Street
- Chain Bridge Road and Sager Avenue

Requirements
- Adhere to ADA guidelines for accessible space provision, location, and dimensions
- 2009 MUTCD Virginia Supplement Section 3B.19
- VDOT Standards and Details
HISTORIC MARKERS

Description
Interpretive and historic signs

Style
• Vary, from plaques to traditional Virginia signs (pictured) to interpretive panels or kiosks

Size
• Varies

Materials and Color
• Varies

Location and Setbacks
• Varies

Requirements
• Adhere to ADA guidelines for accessible space provision, location, and dimensions
• 2009 MUTCD Virginia Supplement Section 3B.19
• VDOT Standards and Details
Streetscape Elements

PUBLIC ART
Description
Public art enlivens, entertains and educates the observer

Style
• Varies

Size
• Varies

Materials and Color
• Varies

Location and Setbacks
• Varies

Requirements
• Selection criteria and process - City of Fairfax Commission on the Arts

Utility wrap sponsored by the City of Alexandria's Public Art program
King Street/Braddock Road/Quaker Lane traffic island
WAYFINDING FOR PARKING AND PEDESTRIANS

Description
Ten years ago, a comprehensive custom wayfinding sign plan for the downtown area of the City of Fairfax was prepared by Frazier Associates. The design process at that time explored options and the final design was selected by the City with the help of citizens. The Planning Department managed the project. Since that time, some of the system has been implemented.

Parking directional signs, while located on the custom wayfinding, is also located on other directional signage throughout the downtown. One of the key goals of wayfinding is to direct visitors to key destinations and more visitor information. Consistent signage is not in place to support visitors getting to key destinations in the downtown, to find parking and then to find their way to downtown destinations on foot.

Style
• A range of appropriate pedestrian and parking oriented wayfinding signs are included in the Streetscape Standards

Size
• Varies with sign, as illustrated on the following pages

Materials and Color
• Varies with sign, as illustrated on the following pages although color and materials continue the sign and wayfinding vocabulary established in the 2008 wayfinding sign plan; final colors of symbols to be determined by City staff

Location and Setbacks
• Varies, all sign placements must adhere to the City’s regulations and setback criteria
• HOD and TOD

Requirements
• Adhere to ADA guidelines for accessible space provision, location, and dimensions
HOD PARKING DESIGN IDENTIFICATION SIGNS AND PEDESTRIAN WAYFINDING

Design
The design addresses the issue of visibility and readability of the parking signs to enhance motorists ability to find parking.

- Parking Directional/Identification Signs: This design uses the current custom wayfinding system, but reverses the colors so that the dark blue is the background color of the sign while the rust/brown is the accent color at the top. Changing the background color to blue helps provide more contrast and “pop” of the signs color against the brick buildings in the downtown landscape. The size of the parking icon is increased and “free” is removed making it more eye-catching and easier to read. The post and panel parking identification sign has the parking icon breaking the top of the sign panel to enhance maximum attention.
- The ‘P’, although shown in green, can be changed to blue per City staff recommendation.
- Pedestrian Information Kiosk: The existing white “Free Public Parking” kiosk signs that use blue type and maps on low post and panel sign type are more conducive to pedestrian information kiosks as motorist are not conditioned to look for parking directional information on kiosks. Typically, once a motorist has parked their car and gotten out they need help getting oriented and directed to walkable destinations. In this design, the existing parking kiosk is refurbished into the pedestrian information kiosk because the location of the existing parking kiosk signs are in perfect locations for pedestrian access to information. The parking information can remain on the sign. The design of the kiosk uses the same colors used in parking directional/identification signs above.

Location Recommendation
Parking identification/regulatory signs oriented parallel to the roadway should be reoriented perpendicular to the roadway and increased in size to a scale that motorist can easily read.
- General landscaping maintenance is required for optimal visibility of the parking signs and the projecting parking identification signs.

Programming
The content for the parking directional signs requires updates to provide a clear and cohesive system. Some existing conditions and proposed changes include the following.
- Some current parking directional signs, particularly on University Drive going north from North St, cause confusion as to where to turn to get to the parking decks. For instance to the left after the wayfinding street sign is a large vehicular opening into the Old Town Plaza that is actually a service entrance. The left turn to access public parking is further down at the end of the building, but the building sign is hidden by trees and the entrance is recessed and not visible to the motorist. The street sign needs to be redesigned and building signage upgraded.
- The library parking deck does not have clear identification or regulatory information regarding public parking. The directional sign should say, for instance, “Library Parking,” not “Free Public Parking” at this location given the limited general public parking times allowed.
- New parking identification signs should replace existing parking identification kiosk signs at all public parking surface lots/garages.
Wayfinding signs for pedestrian and parking identification

Note: The “P”, shown in green, can be modified and produced in blue per City staff direction.
Streetscape Elements

Existing conditions and signs
Streetscape Elements

Illustration of proposed pedestrian information kiosk and projected parking sign
Appendix

ABBREVIATIONS AND ACRONYMS

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AASHTO</td>
<td>American Association of State Highway and Transportation Officials</td>
</tr>
<tr>
<td>ADA</td>
<td>Americans with Disabilities Act</td>
</tr>
<tr>
<td>ADAAG</td>
<td>ADA Accessibility Guidelines</td>
</tr>
<tr>
<td>ANSI</td>
<td>American National Standards Institute</td>
</tr>
<tr>
<td>HOD</td>
<td>Historic Overlay District</td>
</tr>
<tr>
<td>IESNA</td>
<td>Illuminating Engineering Society</td>
</tr>
<tr>
<td>LF</td>
<td>Linear Feet</td>
</tr>
<tr>
<td>MUTCD</td>
<td>Manual on Uniform Traffic Control Devices</td>
</tr>
<tr>
<td>NRHP</td>
<td>National Register of Historic Places</td>
</tr>
<tr>
<td>OD</td>
<td>Outside Diameter</td>
</tr>
<tr>
<td>PFM</td>
<td>City of Fairfax Public Facilities Manual</td>
</tr>
<tr>
<td>PROWAG</td>
<td>Public Rights-of-Way - United States Access Board</td>
</tr>
<tr>
<td>TOD</td>
<td>Transition Overlay District</td>
</tr>
<tr>
<td>VDOT</td>
<td>Virginia Department of Transportation</td>
</tr>
<tr>
<td>VLR</td>
<td>Virginia Landmarks Register</td>
</tr>
<tr>
<td>ZO</td>
<td>City of Fairfax Zoning Ordinance</td>
</tr>
</tbody>
</table>

REFERENCES AND DEFINITIONS

City of Fairfax Public Facilities Manual

The Public Facilities Manual for the City of Fairfax is available online in portable document format (PDF). This manual was prepared to facilitate ease of use by both the design engineers and the contractors. The various elements that comprise this manual have been compiled from adopted policies and procedures, both current and new standard details, specifications, and practices. This manual contains the information needed by design engineers, developers, and contractors to facilitate design, development, and construction within the City of Fairfax service area.

City of Fairfax’s Design Guidelines
www.fairfaxva.gov/government/community-development-planning/community-development

The Design Guidelines publication is an official policy document that expands upon the concepts of the design principles set forth in the Comprehensive Plan as mentioned above. While the guidelines provide specific recommendations for development, they cannot, and are not intended to, cover all circumstances. Rather, the structure and content of the manual are meant to give owners, developers, designers and reviewers the perspective to address the unique conditions of each project and the flexibility to develop designs that meet the intent, principles and spirit of the guidelines.

The intent of the guidelines is to guide design decisions within the districts, not dictate them. These are a set of principles, not a set of strictly followed laws. City staff, the Board of Architectural Review and City Council should follow the intent of the guidelines but interpret them generally and not substitute them for common sense and good judgment.

IESNA American Standard Practice for Roadway Lighting (RP-8-14)
https://www.ies.org/product/roadway-lighting/

The primary purpose of this Standard Practice is to serve as the basis for design of fixed lighting for roadways, streets, adjacent bikeways, and pedestrian ways. The Standard Practice deals entirely with lighting design and does not give
advice on construction. Its primary purpose is to provide recommended practices for designing new continuous lighting systems for roadways and streets. It is not intended to be applied to existing lighting systems until such systems are completely redesigned. It has been prepared to advance the art, science, and practice of roadway and street lighting in North America. Roadway and street lighting includes pedestrian and bikeway lighting when it is associated with the public right-of-way.

This document has been discontinued and it's content is now included in RP-8-18.

**Virginia Department of Transportation (VDOT) Road and Bridge Standards**

Construction details and standards for improvements within the VDOT right-of-way, including standard curb details.

**Virginia Department of Transportation (VDOT) Road Design Manual**
http://www.virginiadot.org/business/locdes/rdmanual-index.asp

Appendices include geometric design standards for various street types, clear zone/offset guidelines, and intersection and interchange design guidelines.