
Rosslyn-Ballston Corridor Streetscape Standards



FINAL
MAY, 2003
updated June, 2007

Prepared by the
Department of Community Planning,
Housing and Development,
Planning Division

TABLE OF CONTENTS

I. Purpose	1
II. Streetscape Zones, Materials, and Dimensions	2
A. Shy Zone.....	2
B. Clear Zone.....	2
C. Landscape and Furniture Zone	4
III. Street Tree Planting.....	7
A. Street Tree Spacing.....	11
B. Street Tree Size	11
C. Street Tree Types	11
IV. Street Furniture	12
V. Transition Areas.....	14
VI. Special Considerations.....	16
VII. Implementation.....	16
VIII. Streetscape Standards by Metro Station Area.....	16
A. Rosslyn	20
B. Court House	22
C. Clarendon.....	24
D. Virginia Square	27
E. Ballston	29
1. Ballston "C-O-A" Streetscape Standards.....	30
2. "C-O-A" Sidewalk Widths.....	30
3. Placement of Streetscape Elements in the Sidewalk.....	33

LIST OF FIGURES

1.	R-B Corridor Streetscape	1
2.	Example of Acceptable Clear Zone Treatment (slate texture)	3
3.	Example of Acceptable Clear Zone Treatment (broom finish)	4
4.	Concrete Pedestrian Pavers Installation–Sand Set over Aggregate Base	5
5.	Concrete Pedestrian Pavers Installation–Sand Set over Asphalt	5
6.	Concrete Pedestrian Pavers Installation – Sand Set over Concrete	6
7.	Standard Tree Grates	7
8.	Typical Street Tree Planting Detail	8
9.	Plan View – Standard Tree Grate and Concrete Paver Sidewalk	9
10.	High Density Residential Planting Options	10
11.	Street Tree Spacing	10
12.	Street Furniture	12
13.	Incorrect Installation of Utility or Street Furniture	13
14.	Correct Installation of Utility or Street Furniture	13
15.	Installation of Manhole Cover	14
16.	Corner Transition from One Streetscape Standard to Another	15
17.	Transition from a Wider Sidewalk to a Narrower Sidewalk with Different Street Tree Treatments	15
18.	Example Streetscape Type ‘A’	17
19.	Example Streetscape Type ‘B’	17
20.	Example Streetscape Type ‘C’	18
21.	Rosslyn Streetscape Map	19
22.	Court House Streetscape Map	21
23.	Clarendon Streetscape Map	23
24.	Virginia Square Streetscape Map	26
25.	Ballston Streetscape Map	28
26.	Ballston “C-O-A” Streetscape Standards (Sections)	31
27.	Ballston “C-O-A” Streetscape Standards (Plan Views)	32



FIGURE 1. R-B Corridor Streetscape

I. Purpose

The Rosslyn-Ballston (R-B) Corridor Streetscape Standards consolidate guidelines from several Arlington County policy documents. These documents include: the Sector Plans for each of the five Metro Station Areas in the Corridor, the Master Transportation Plan, Standard Site Plan Conditions, Administrative Regulation 4.3 (Tree Planting), and "Standards for the Preservation and Planting of Trees on Site Plan Projects" ("Tree Standards"). These standards identify a consistent treatment for all public sidewalk areas in the R-B Corridor.

The following standards are designed to coordinate the visual and physical aspects of development on different sites. This includes coordinating new developments of different densities and types with each other, as well as coordinating new development with existing features. The goal is to create public and private spaces that provide comfort, utility and amenity for all who use them. The streetscape standards are organized as follows: Streetscape Zones; Street Tree Planting; Street Furniture; Transition Areas; Special Considerations; Implementation; and Streetscape Standards by Metro Station Area.

A hierarchy of streetscape treatments has been developed relating to the type and intensity of development in an area. The maps in this document are organized around Metro station and sector plan areas. In most cases, the three types of streetscape are A, B, and C. Streetscape 'A' is the widest sidewalk, occurring in the densest urban areas. Streetscape 'B' is in less urban but still highly traveled areas and Streetscape 'C' occurs in more residential areas of the corridor.

As an exception, the recently updated 2006 Clarendon Sector Plan includes five streetscape types, instead of the three streetscape types indicated in most other station areas. Also, the Ballston area has additional requirements as called out in the Ballston Area Sector Plan and referenced in this document.

II. Streetscape Zones, Materials and Dimensions

Streetscapes include the area from building face to building face on both sides of the street and all the elements in between. This document will focus on what are traditionally considered elements of the Pedestrian Realm, within the larger streetscape environment. The Pedestrian Realm Streetscape typically consists of the following zones:

1. Shy Zone
2. Clear Zone
3. Landscape & Furniture Zone

An array of paving materials may be used in the design and construction of streetscapes, which vary according to the specific streetscape zones. Recommended standards for paving materials, dimensions, and applicability for each streetscape zone are detailed below.

II.A Shy Zone

The shy zone is a walkable surface adjacent to a building face, typically 18"-24" wide. This area is meant to accommodate any building protrusions, such as blade signs, standpipes, bay windows, and any outdoor commercial displays. It functions as an area on busy sidewalks that allow pedestrians to linger and window shop out of the way of most pedestrians. Shy zones are not needed adjacent to sidewalk cafés or where buildings are set back from the back edge of sidewalk.

Materials:

- Pre-cast pavers, brick, and poured-in-place concrete (colors vary).

Dimensions of Zone:

- 18"-24", depending on pedestrian density and adjacent uses.

Applicability:

- For use in "streetwall" building locations. Does not apply when adjacent to building-side cafés.

II.B Clear Zone

The clear zone's primary purpose is to facilitate safe, direct, accessible pedestrian mobility. It is usually located between the landscape & furniture zone and the building or shy zone. This space is largely unobstructed and constructed of materials and patterns that provide a relatively smooth surface that complies with – or exceeds – ADA accessibility standards. In Arlington County, the standard clear zone material is poured-in-place concrete with a range of surface treatment options, discussed in more detail below.

Specific clear zones may be established by sector and local area plans for high-density, mixed-use and commercial areas, which range from six feet to twenty-four feet. In these areas, cafés may encroach up to four feet into the clear zone provided that a minimum of six feet clear is maintained. In lower-density and residential areas, the minimum clear zone width is four feet. With regard to vertical clearance, a minimum of eight feet must be maintained.

Occasional, unavoidable pinch points are acceptable, provided they do not narrow the clear zone by more than two feet, and are not longer than two linear feet of frontage. In no case shall a pinch point be permitted when it would reduce a sidewalk's clear width to less than 48 inches or otherwise make a walkway inaccessible as per ADA standards.

Materials:

- Poured-in-place concrete. Gaps 1/4-in. deep or greater may not be spaced any closer than 30" avg.

Dimensions of Zone:

- 6' minimum (high-density) / 4' minimum (low-density) typical. Exact dimension depends upon pedestrian density and adjacent uses.

Applicability:

- All sidewalks.

Alternatives and Options (subject to approval):

- Typically, decorative clear-zone concrete is not tinted. However, projects are encouraged to incorporate integral colors that harmonize with their surroundings.
- Non-standard materials and surface treatments such as concrete pavers or clay bricks may be permitted in special locations, provided these materials are free of bevels or chamfers. Such areas may include:
 1. prominent vistas
 2. corners
 3. significant building entries
 4. transition areas. (See below for allowable, non-compliant materials).
- Base preparation and construction must conform with acceptable details.
- Non-compliant sidewalk clear zone materials (ie: bevelled pavers) may be used in specific, limited installations (such as repairs of existing sidewalks) where the predominant sidewalk material is also non-compliant. Such situations shall meet either of the following contextual indicators:
 1. Proposed sidewalk occupies less than 50% of the block face, OR
 2. Pre-existing streetscape had been adopted as part of a PDSP.



FIGURE 2. Example of Acceptable Clear Zone Treatment (slate texture)
Detail of slate texture. Note the directional pattern.



FIGURE 3. Example of Acceptable Clear Zone Treatment (broom finish)
Detail of broom finish texture. Note the 2" troweled edge inside the tooled joint.

II.C Landscape and Furniture Zone

The landscape and furniture zone is typically located between the curb and the clear zone. This area is where most street side landscaping is located, most importantly, street trees. It also accommodates parking meters, utility poles, bicycle racks, bollards, streetlights, garbage cans, bus shelters, signage, and benches.

For more detail on the Landscape and Furniture zone, see Section III. Street Tree Planting and Section IV. Street Furniture.

Materials:

- With Tree Grates or Pits: Pre-cast pavers, brick, poured concrete (colors vary).
- With Planting Strip: No Paving Materials Applicable.

Dimensions of Zone:

- 4'-6', varies according to street type and adjacent densities:
 - 6' preferred adjacent to high-density developments and high pedestrian volume streets.
 - 5' minimum acceptable for standard streets.
 - 4' minimum acceptable for accommodating street trees.

Applicability:

- All sidewalks, wherever possible. Landscape zones in commercial areas should not be less than 4' wide.

Where pavers are used, their edges should be fixed in order to keep them from moving horizontally. Where pavers meet a lawn or planted area, Ryerson Steel Edging (or equal) should be used to hold the edge of the sidewalk in place. Wood strips are not acceptable as an edging.

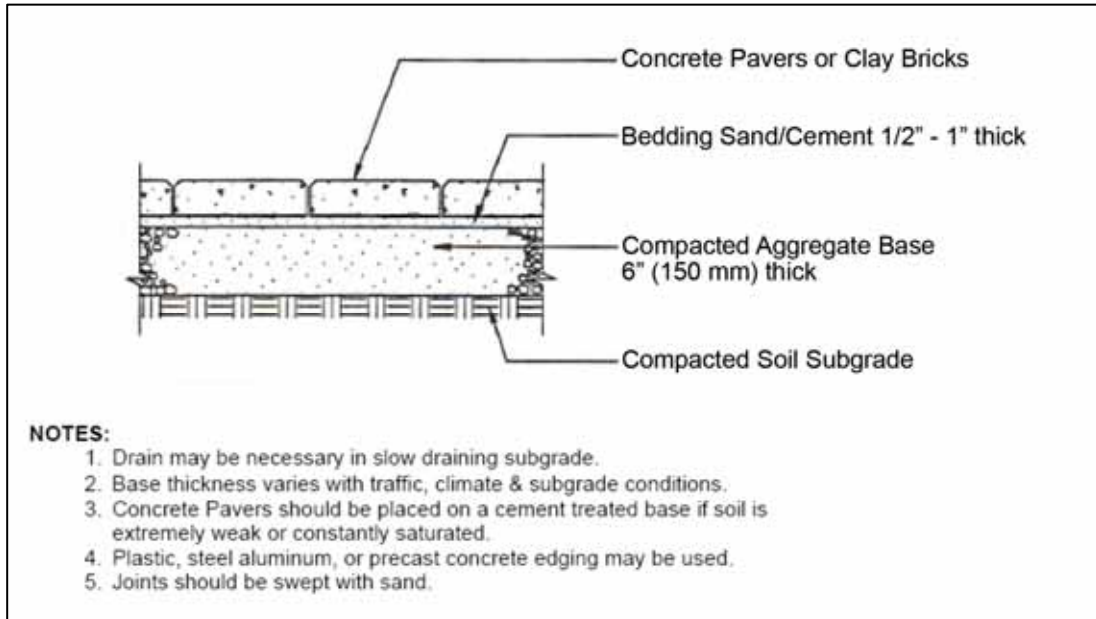


FIGURE 4. Concrete Pedestrian Pavers Installation – Sand Set over Aggregate Base

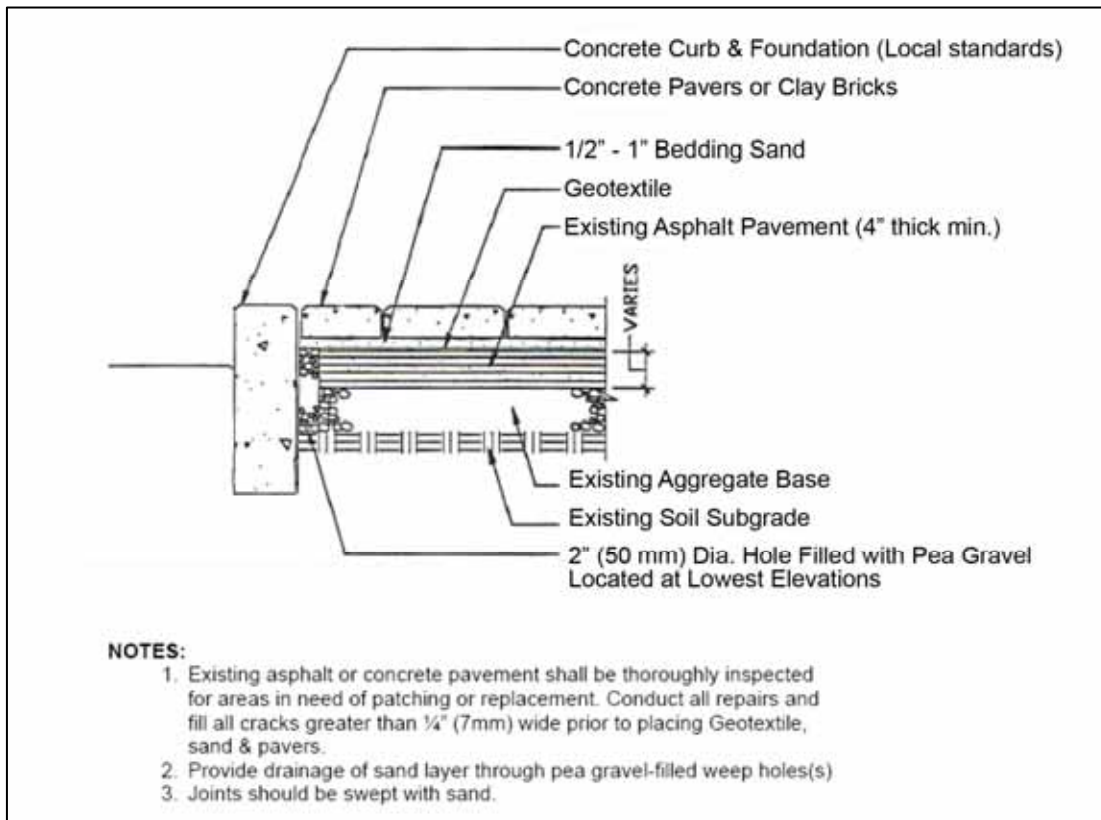


FIGURE 5. Concrete Pedestrian Pavers Installation – Sand Set over Asphalt

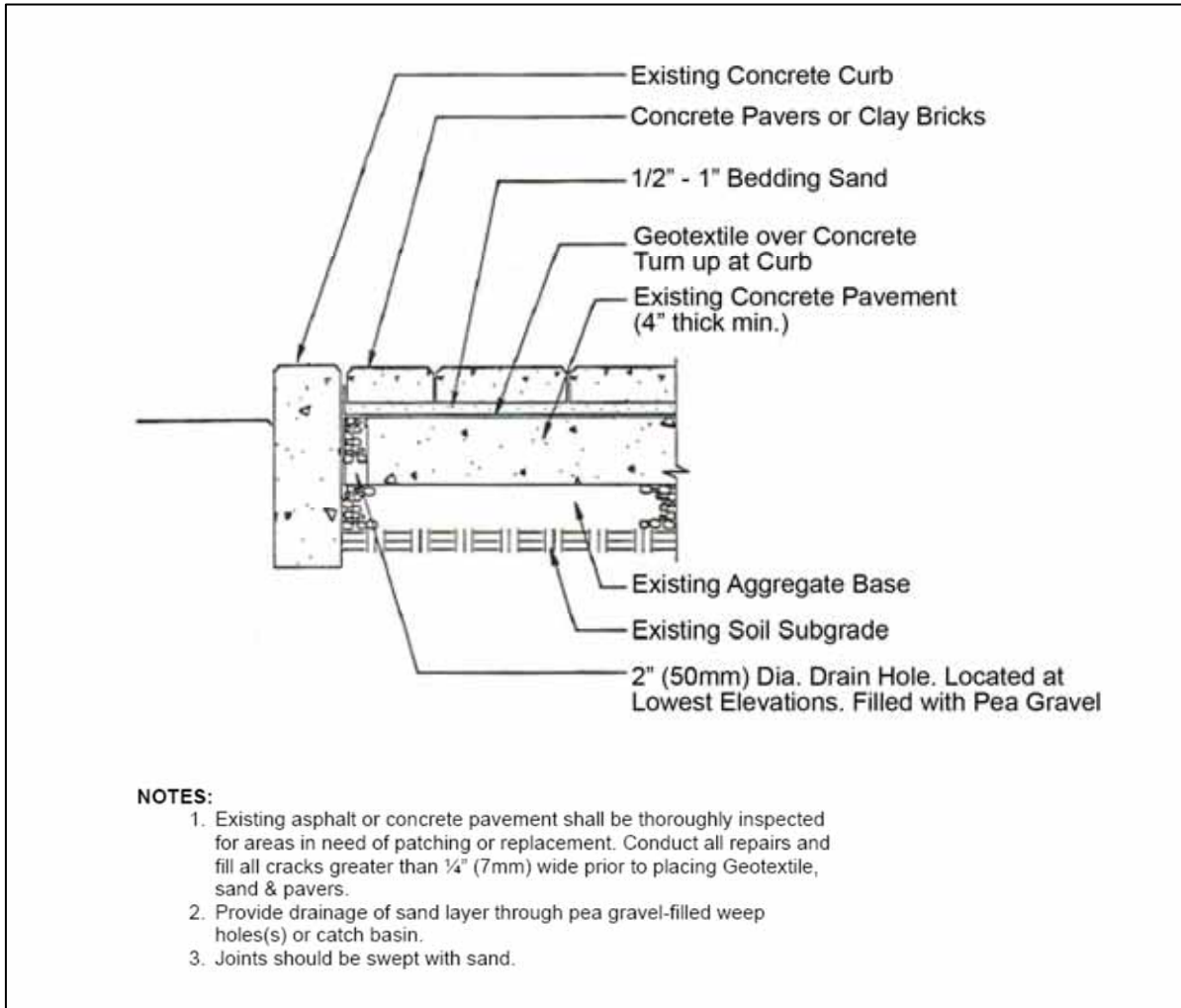


FIGURE 6. Concrete Pedestrian Pavers Installation – Sand Set over Concrete

III. Street Tree Planting

Trees are an important urban amenity. Street trees provide shade and some protection from the weather. They create a sense of pedestrian scale by drawing the eye away from height of buildings. Trees evenly spaced along a street give the appearance of a landscaped boulevard and help tie the streetscape together as a whole.

These tree planting standards reflect a policy adopted during the development of the Sector Plans in the Rosslyn-Ballston Corridor of designating one type of street tree per street, but different trees for different streets. The intent is to create continuity along each street but also to allow variety throughout an entire area. This philosophy of continuity is the main rationale behind the R-B Corridor Streetscape standards.

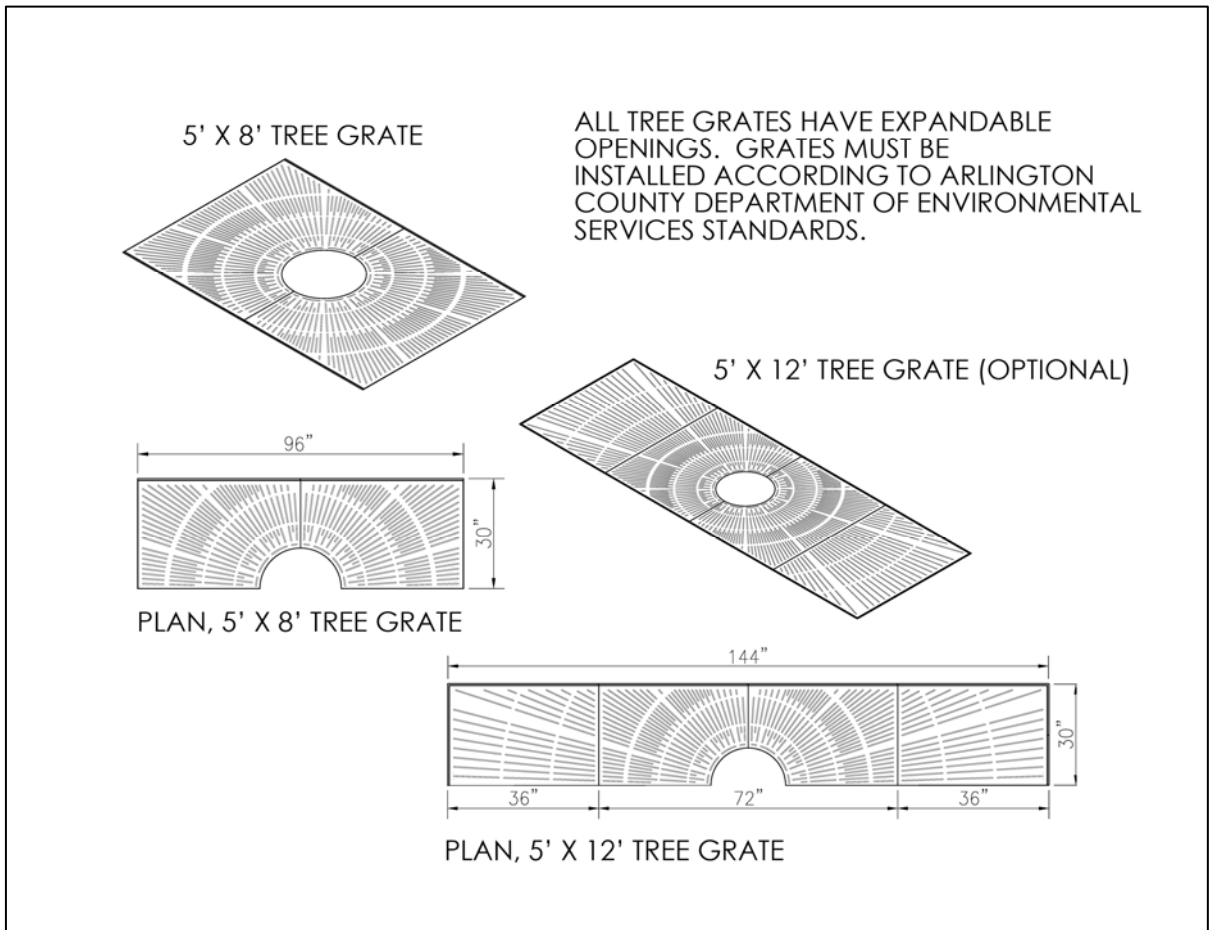


FIGURE 7. Standard Tree Grates

In the Rosslyn-Ballston Corridor, street trees are to be planted in tree pits adjacent to the back of the street curb and within the 5-foot wide public planting and utility strip (with the exception of the area covered by the Ballston Streetscape Standards. See pages 30-32). The following tree planting methods shall be used:

Tree grates may be appropriate in high-traffic areas, typically in high-density residential and commercial areas where parking is provided at the street. A minimum 5-foot by 8-foot Neenah (or equal) tree grate shall be used. Larger grate and pit sizes, *e.g.*, 5' x 12', are optional as may be necessary for larger trees. (See Figure 7 for details). The tree grate shall be placed approximately 8 inches or one soldier course from the back of curb with the longest dimension parallel to the curb.

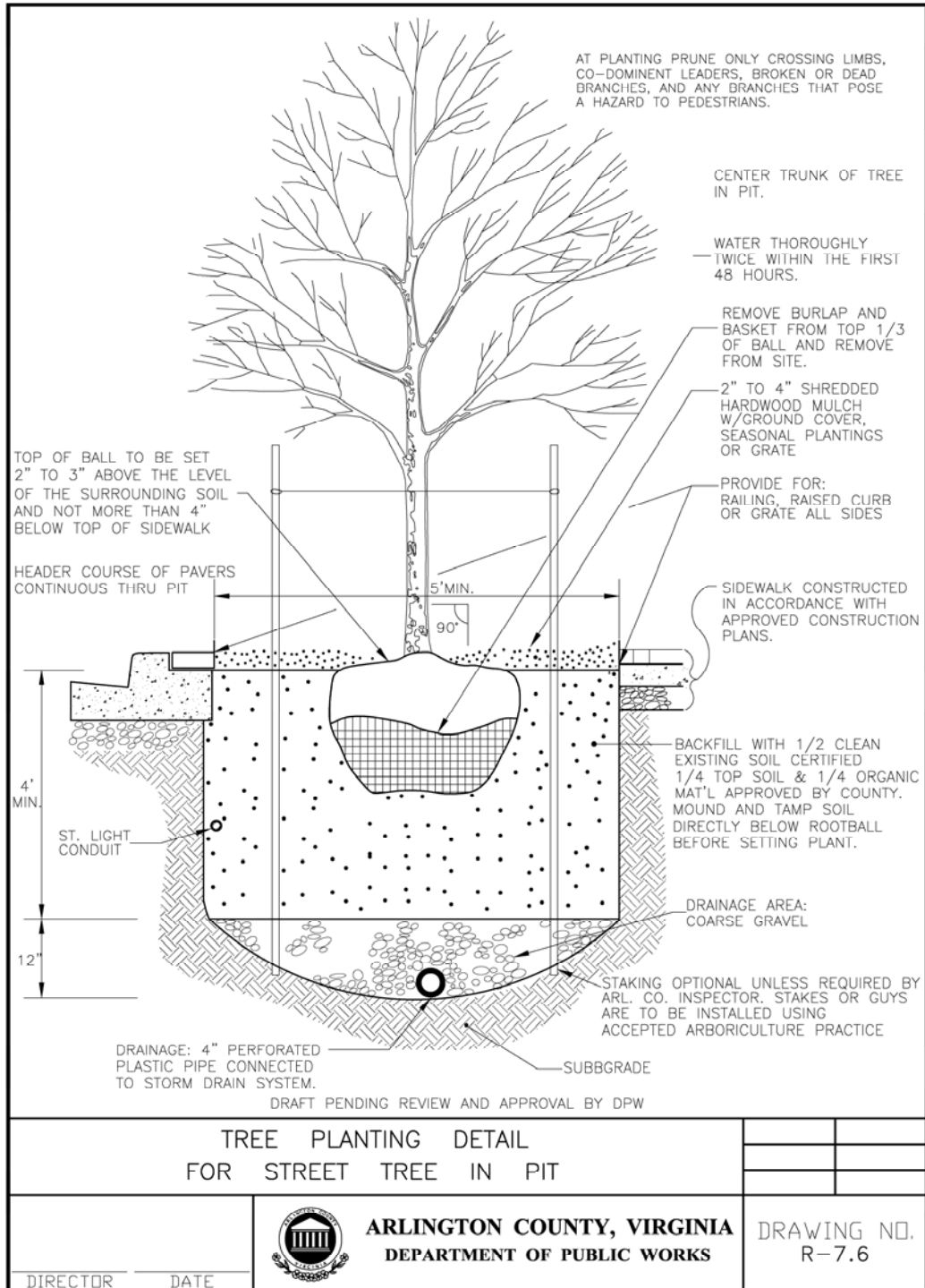


FIGURE 8. Typical Street Tree Planting Detail

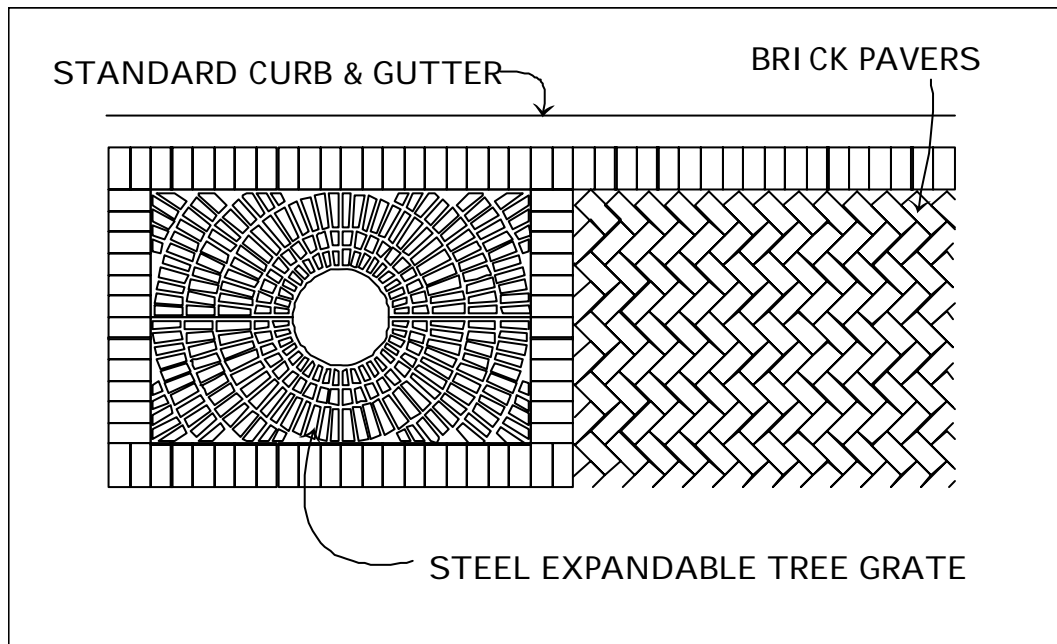


FIGURE 9. Plan View-Standard Tree Grate and Concrete Paver Sidewalk

- Where high-density residential planting options are designated on the map set, one of the options shown in Figure 10 may be used (sod, lirioppe, hypericum or other approved ground cover placed around the tree). These are primarily intended for use in medium to high density residential areas.

In special circumstances, to be determined as part of the site plan review process, other planting techniques such as raised planters or planting beds may be used in the streetscape for plants but not for tree planting. Planters should not conflict with pedestrian movement or curb-side pedestrian drop off from automobiles.

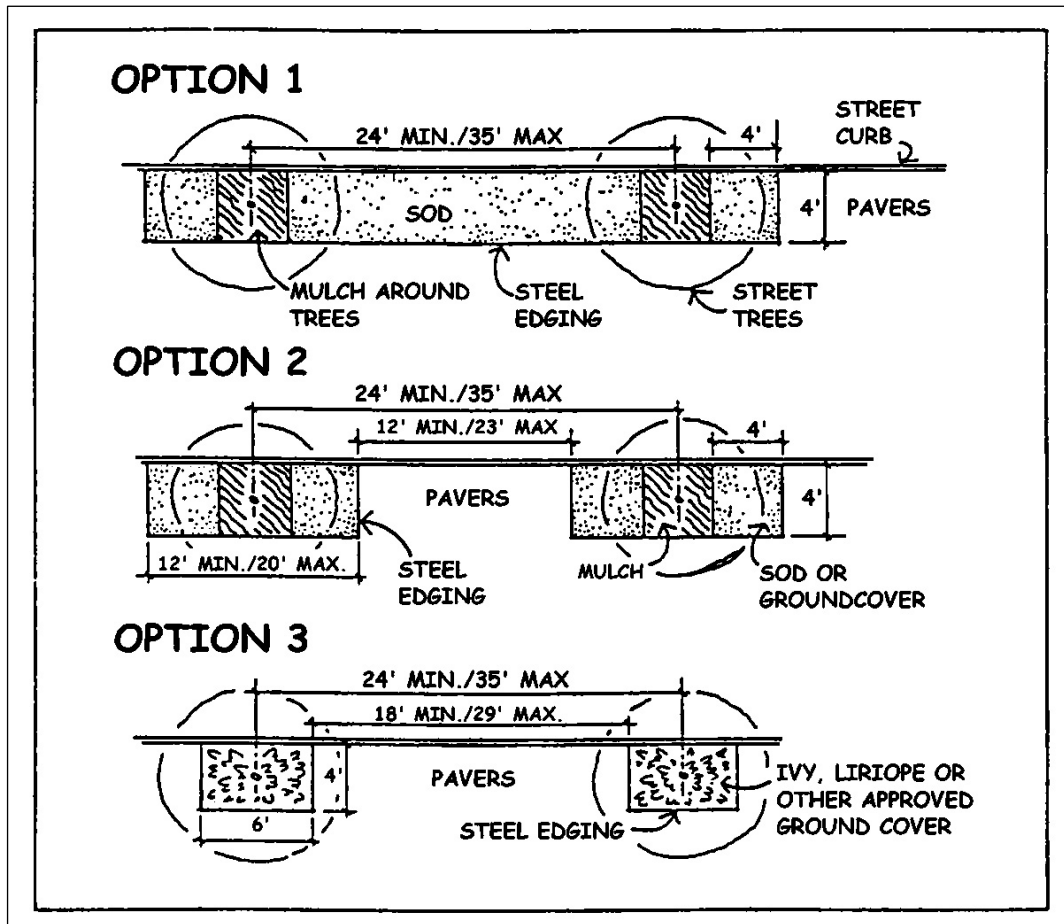


FIGURE 10. High Density Residential Planting Options

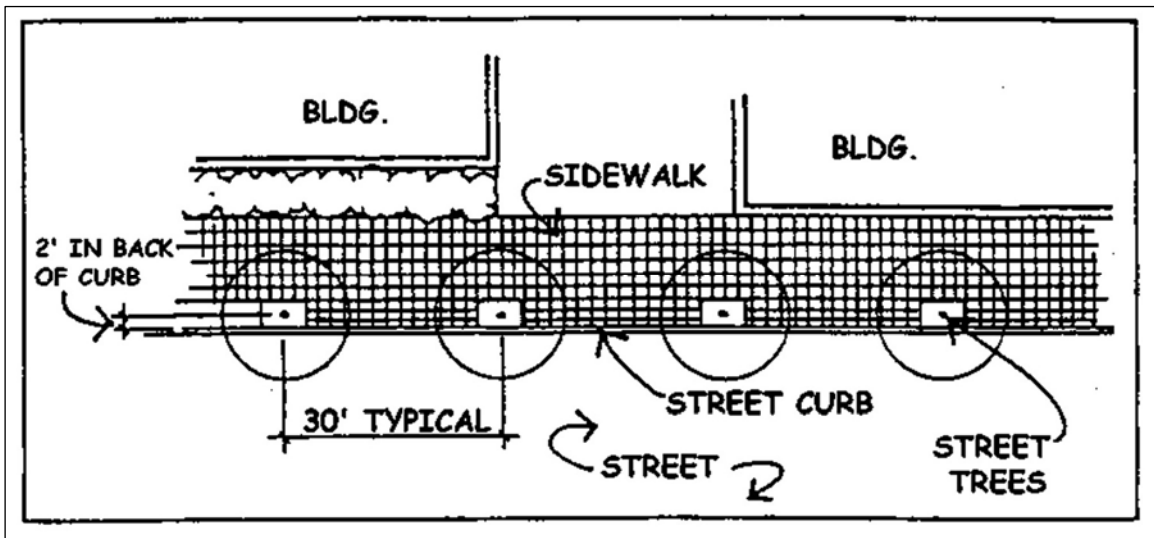


FIGURE 11. Street Tree Spacing

III.A Street Tree Spacing

- Trees are to be placed 30 feet on center, centered in the tree pit and a minimum of 2'-6" back from the back of the curb (2'-0" when planted in a tree strip). The final location of street trees will be shown on the final site engineering plan, to be reviewed by the Department of Environmental Services; and on the landscape plan, to be reviewed by the Planning Division of the Department of Community Planning, Housing and Development and the Department of Parks, Recreation, and Cultural Resources. The spacing of streetlights and street trees should be coordinated to allow regular spacing as far as possible. In general, street trees should be no closer than 12 to 15 feet to a street light.

In areas designated "Low" Residential on the General Land Use Plan where overhead utility wires are present and will not be removed by redevelopment, tree location and type will be considered on a case by case basis.

III.B Street Tree Size

The following standards apply regarding size of street trees to be planted.

- Major deciduous trees – 4" to 6" minimum caliper, 16 to 30 feet in height.
- Ornamental trees – 3" to 4" minimum caliper, 10 to 12 feet minimum height.

III.C Street Tree Types

During the Sector Plan Review Process, certain key streets were chosen to be planted with Willow Oaks throughout the length of the corridor to create the effect of a continuous boulevard. These streets include the Wilson Boulevard and Clarendon Boulevard one-way pair; Washington Boulevard; Fairfax Drive; and 10th Street North. Street trees for other streets were chosen by the Sector Plan Review Committees on a station area by station area basis. These are listed in the R-B Corridor Streetscape Map set. In most cases, species shall be consistent on each street.

All street trees must adhere to the Standards for American Standard for Nursery Stock and must meet the standards of Administrative Regulation 4.3; the standards contained in site plan conditions (for site plan approval projects) or the Arlington County Zoning Ordinance (for by-right development); and the Tree Standards.

IV. Street Furniture

Street furniture includes light poles, parking meters, trash receptacles, benches, bollards, bicycle racks and signs – anything that is placed within the streetscape. It is the intent of the Sector Plans that street furniture in the streetscape is consistent in appearance throughout the R-B Metro Corridor. Street furniture should also be placed where pedestrian traffic will not be obstructed.

- Most street furniture should be of a dark neutral color such as brown, dark green or black. Exceptions may include sign posts and parking meter posts. Where benches or trash receptacles are allowed (see individual Sector Plans), they should be placed so that the sidewalk is clear and unobstructed. A variety of street furniture should be allowed as detailed in each individual Sector Plan. All of the publicly installed elements, such as lights and parking meters, shall be placed within the planting and utility strip (with the exception of the area covered by the Ballston Streetscape Standards, where the placement of lighting and other street furniture is different in some cases). (See Figure 12.)



FIGURE 12. Street Furniture

Installation

Installation of all street furniture or utilities shall be done so that the finished walk is not marred by unsightly patches of concrete or asphalt.

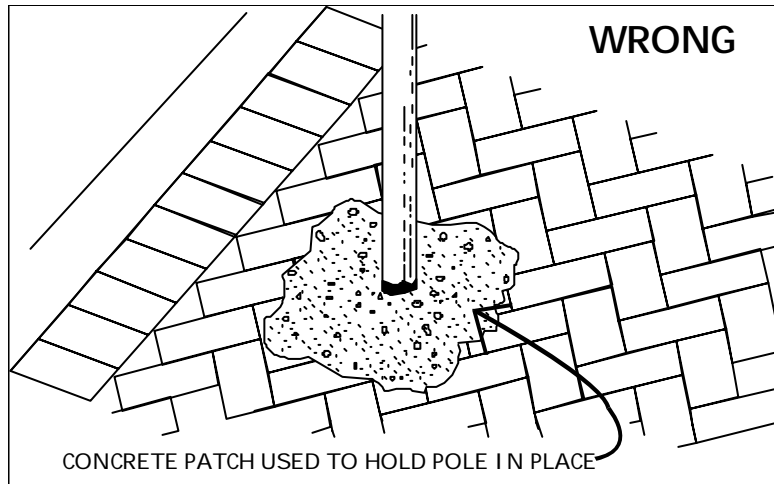


FIGURE 13. Incorrect Installation of Utility or Street Furniture

Where pavers must be removed to place a parking meter, bench or trash receptacle support, they shall either be cut and fitted around the installed item, or a metal skirt or bell should be fitted over the base of the pole or support so that it covers the hole in the pavement. (See Figures 13 and 14.)

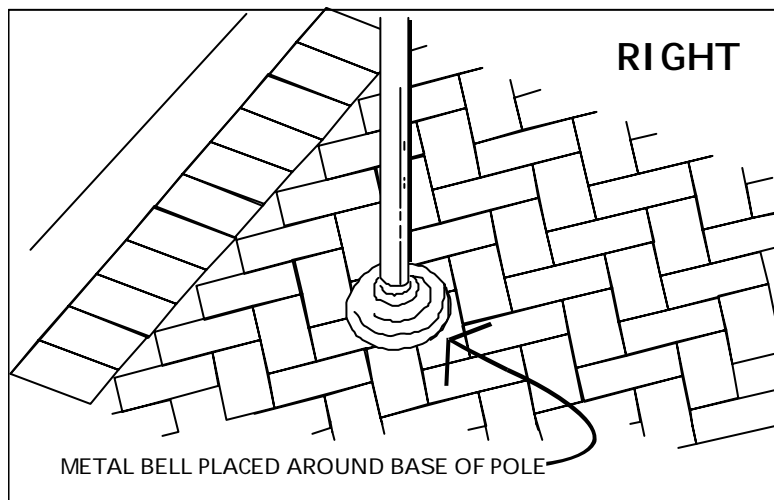


FIGURE 14. Correct Installation of Utility or Street Furniture

Where any utility (such as a manhole cover, water meter access plate or cover) must be part of the sidewalk, it should be flush with the sidewalk surface. Where a utility is surrounded by pavers (typically outside of the clear zone) it should not have a concrete footing around it at the level of the sidewalk surface, but rather the footing should be recessed so that the pavers may rest on it and be cut to fit around the utility. (See Figure 15.) Within the redevelopment areas of the Rosslyn-Ballston Metro Corridor, all utilities are to be placed underground in accordance with the undergrounding plan.



FIGURE 15. Installation of Manhole Cover

V. Transition Areas

Transition areas are instances where the streetscape standards vary from one street to the next. Where the two streets meet at a corner, a transition must be achieved between the two standards. Figures 16 and 17 show how this should be achieved. In general, the following guidelines should apply:

- When an existing paver sidewalk transitions into a concrete sidewalk, the pavers should continue around the corner at least to the end of the radius of the curb return.
- Where pavers are appropriate, they should also continue to some natural point of division such as a drive entrance, the edge of a planter, a walkway, etc.
- Right angles of wall planters should be eliminated at corners to allow better pedestrian movement around the corner.

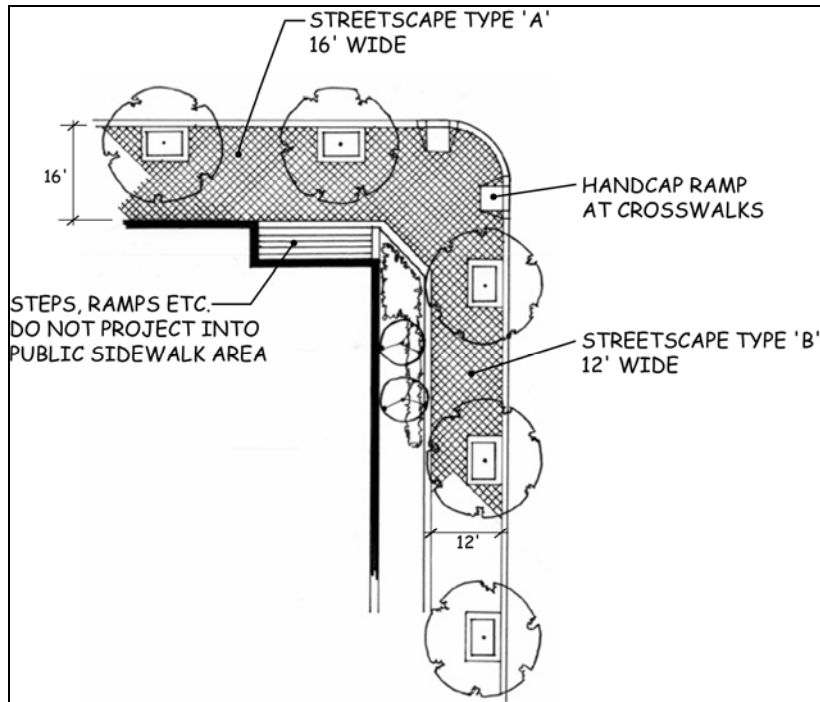


FIGURE 16. Corner Transition from One Streetscape Standard to Another

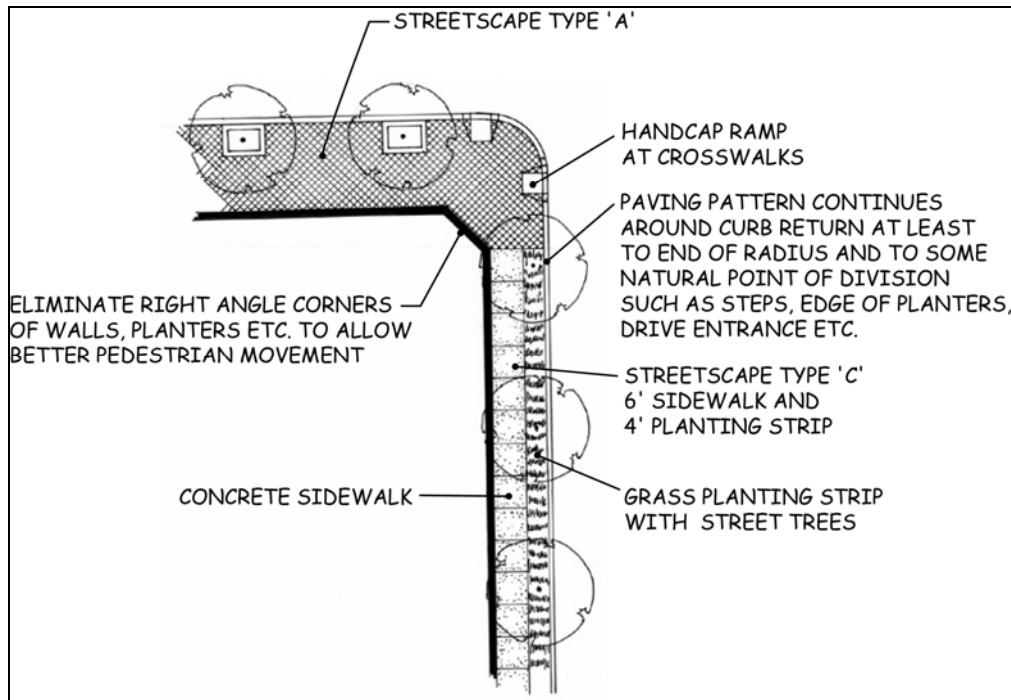


FIGURE 17. Transition from a Wider Sidewalk to a Narrower Sidewalk with Different Street Tree Treatments

VI. Special Considerations

Each Sector Plan contains general urban design standards for development in addition to specific standards applying only to a particular sector plan area. These general standards relate to plaza design, building facades, signage, screening, parking and other elements and are intended to coordinate various kinds of uses, pedestrian and vehicular traffic, and provide for a pleasant and functional pedestrian environment. This document is intended to provide a composite of considerations relating to streetscape elements. The sector plan for each area should be consulted in addition to these standards

VII. Implementation

Implementation of the Rosslyn-Ballston Streetscape Standards shall be accomplished through the site plan approval process as site plan conditions. These standards shall be reflected on all site plan submittals in the R-B Corridor. These improvements shall be shown on the final site engineering plan, to be reviewed by the Department of Environmental Services; and on the landscape plan, to be reviewed by the Planning Division of the Department of Community Planning, Housing and Development and the Department of Parks, Recreation, and Cultural Resources. Installation of all improvements shall meet Department of Environmental Services standards and specifications. An example and description of each type of streetscape 'A', 'B,' and 'C' are shown in Figures 18-20.

VIII. Streetscape Standards By Metro Station Area

Streetscape standards are listed for each Metro Station Area on the following pages. Street trees within each Metro Station are listed by street. Example streetscape types depicted on following pages are typical streetscape types. However, Clarendon and Ballston have additional parameters for desired streetscape conditions in those areas.



FIGURE 18. Example Streetscape 'A'

Streetscape 'A' is located in areas with highest level of development, and thus the most pedestrian activity. It requires a minimum 16'-8" wide sidewalk with 5'x8' (or larger) tree pits with grates or approved groundcover.



FIGURE 19. Example Streetscape 'B'

Streetscape 'B' includes less dense areas and requires a 13'-0" wide sidewalk with 5'x8' (or larger) tree pits with grates or approved groundcover.



FIGURE 20. Example Streetscape 'C'

Streetscape 'C' includes those streets with even less dense development. The requirements for these areas are a 6-foot wide concrete sidewalk plus a minimum 4-foot wide planting strip. The street trees shall be planted in the planting strip.

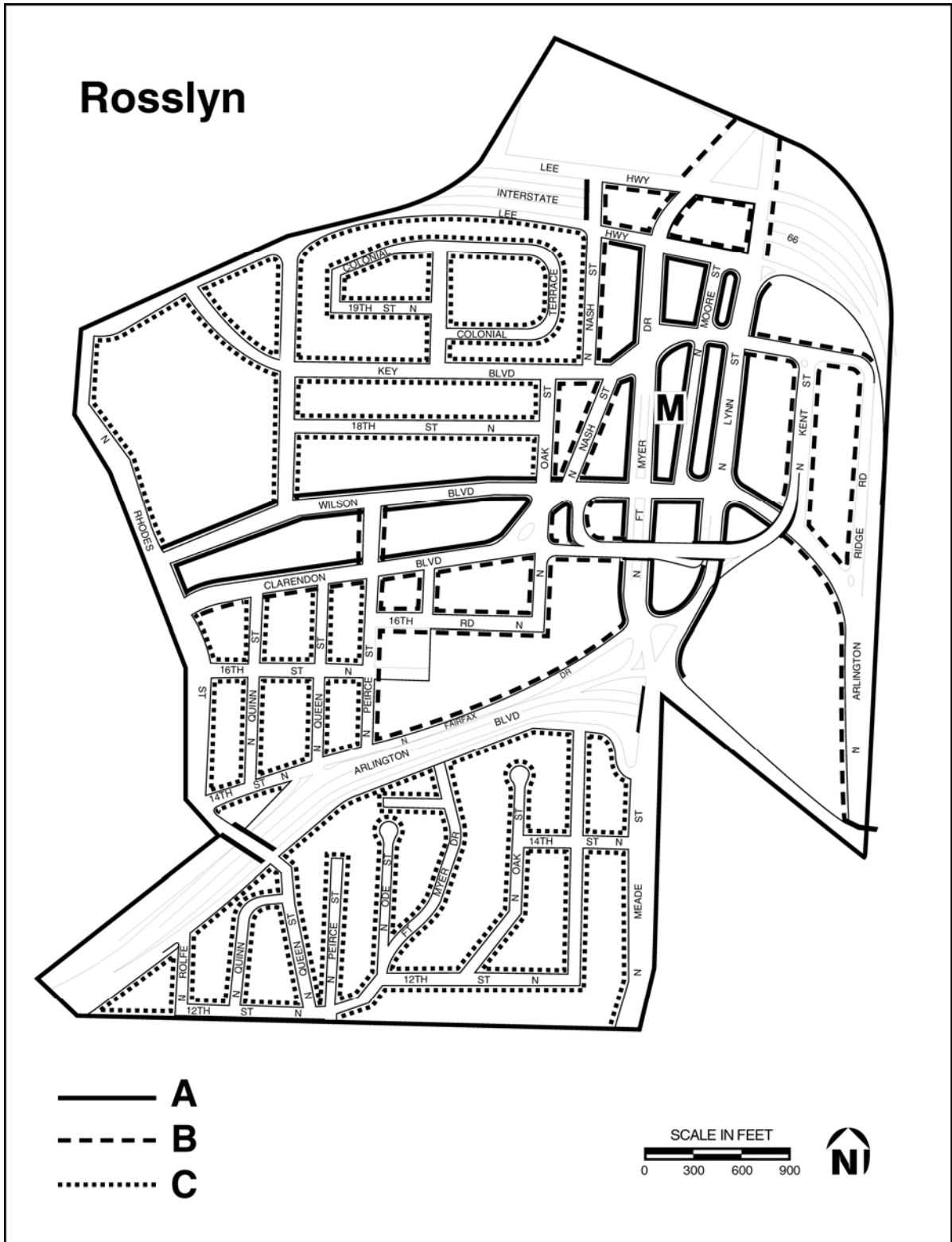


FIGURE 21. Rossllyn Streetscape Map

VIII.A Rosslyn

TYPE	SIDEWALK	STREET TREE TREATMENT	OTHER
A	Minimum width: 16'-8"	Trees in 5'x8' (or larger) tree pits with grates or approved groundcover (liriopse)	
B	Minimum width: 13'-0"	Trees in minimum 4' planting strip or 5'x8' (or larger) pits with grate or approved groundcover (liriopse)	
C	Minimum width: 6'-0" (plus min. 4' planting strip)	Trees in 4' or larger planting strip located at back of curb	

List of Approved Street Trees by Street

TREE*	STREET
Scarlet Oak (Quercus coccinea) Pin Oak (Quercus palustris) Swamp White Oak (Quercus bicolor)	North Arlington Ridge Road North Kent Street North Lynn Street North Moore Street North Fort Myer Drive North Nash Street North Oak Street 19 th Street North 16 th Street North 16 th Road North 14 th Street North 12 th Street North North Meade Street
Willow Oak (Quercus phellos)	Wilson Boulevard Clarendon Boulevard 18 th Street North
Ginkgo (Ginkgo biloba)	North Ode Street North Pierce Street North Queen Street North Quinn Street (south of Wilson Boulevard) North Rhodes Street North Rolfe Street
London Plane Tree (Platanus acerifolia)	North Quinn Street (north of Wilson Boulevard) Key Boulevard Colonial Terrace

Notes: For streets where no street tree is shown, any tree may be chosen from the list of street trees on this page. However, only one species of street tree shall be used on any one street.

VIII.B Court House

TYPE	SIDEWALK WIDTH	STREET TREE TREATMENT	OTHER
A	Minimum width: 16'-8"	Trees in 5'x8' (or larger) tree pits with grates or approved groundcover (liriope)	
B	Minimum width: 13'-0"	Trees in minimum 4' planting strip or 5'x8' (or larger) pits with grate or approved groundcover (liriope)	
C	Minimum width: 6'-0" (plus min. 4' planting strip)	Trees in 4' or larger planting strip located at back of curb	

List of Approved Street Trees by Street

TREE*	STREET
Scarlet Oak (<i>Quercus coccinea</i>) Northern Red Oak (<i>Quercus borealis/rubra</i>) Swamp White Oak (<i>Quercus bicolor</i>) Pin Oak (<i>Quercus palustris</i>)	All other Station Area Streets
Willow Oak (<i>Quercus phellos</i>)	Wilson Boulevard Clarendon Boulevard 15 ^h Street North 10 th Street North Fairfax Drive
Ginkgo (<i>Ginkgo biloba</i>)	North Rhodes Street
London Plane Tree (<i>Platanus acerifolia</i>)	Lee Highway
Japanese Zelkova (<i>Zelkova serrata</i>)	Key Boulevard

Notes: For streets where no street tree is shown, any tree may be chosen from the list of street trees on this page. However, only one species of street tree shall be used on any one street.

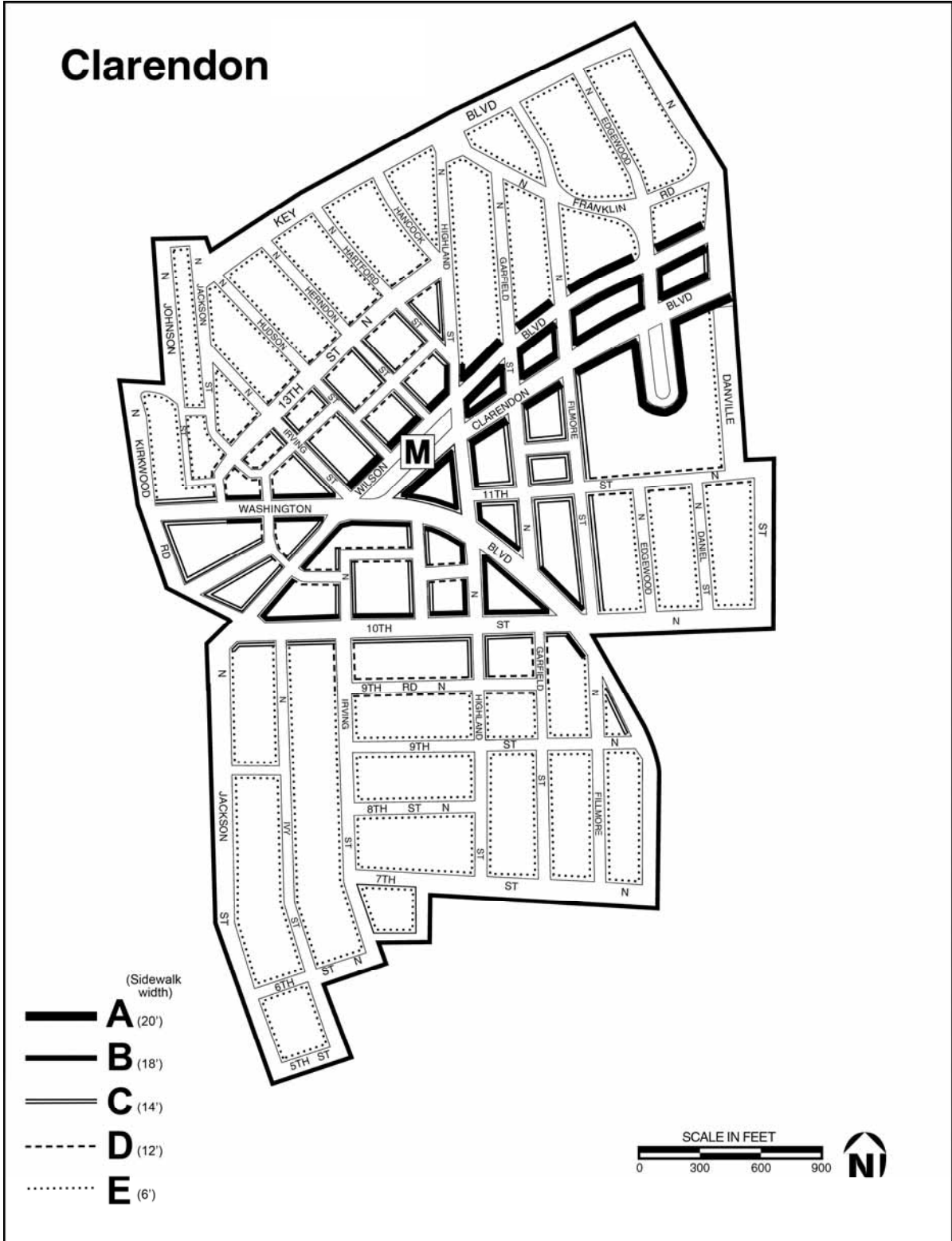


FIGURE 23. Clarendon Streetscape Map

VIII.C Clarendon

TYPE	SIDEWALK WIDTH	STREET TREE TREATMENT	OTHER
A	Minimum width: 20'-0"	Trees in 5'x12' or larger tree pits with grates or approved groundcover (lirioppe)	
B	Minimum width: 18'-0"	Trees in minimum 5'x12' or larger pits with grate or approved groundcover (lirioppe)	
C	Minimum width: 14'-0"	Trees in minimum 5'x12' or larger pits with grate or approved groundcover (lirioppe)	
D	Minimum width: 12'-0"	Trees in minimum 5'x12' or larger pits with grate or approved groundcover (lirioppe)	
E	Minimum width: 6'-0" (plus min. 4' planting strip)	Trees in 4' or larger planting strip located at back of curb	

List of Approved Street Trees by Street

TREE*	STREET
Willow Oak (<i>Quercus phellos</i>)	Wilson Boulevard Clarendon Boulevard 10 th Street North Washington Boulevard North Highland Street 12 th Street North 11 th Street North North Herndon Street
Ginkgo (<i>Ginkgo biloba</i> 'Autumn Gold')	11 th Road North 10 th Road North North Irving Street
Zelkova (<i>Zelkova serrata</i>)	North Highland Street North Hudson Street North Herndon Street North Hartford Steet
Pin/Red/Scarlet Oaks (<i>Quercus palustris/rubra/coccinea</i>)	Clarendon Boulevard 11 th Street North North Danville Street North Fillmore Street
Honey Locust (<i>Gleditsia triacanthos</i>)	Fairfax Drive Edgewood Street
London Plane (<i>Platanus x hispanica</i>)	North Irving Street North Hudson Street 11 th Street North North Fillmore Street North Kirkwood Road North Ivy Street North Highland Street North Garfield Street North Edgewood Street
Lacebark Elm (<i>Ulmus parvifolia</i>)	13 th Street North 12 th Street North North Highland Street North Fillmore Street
Red Maple (<i>Acre rubrum</i>)	North Hudson Street 9 th Street North North Highland Street North Hartford Street
Silver Linden (<i>Tilia tomentosa</i>)	9 th Road North North Irving Street North Hudson Street

Notes:

- Table indicates trees recommended for segments of specified streets. See 2006 Clarendon Sector Plan, Street Trees Map for additional information.
- For streets where no street tree is shown, any tree may be chosen from the list of street trees on this page.

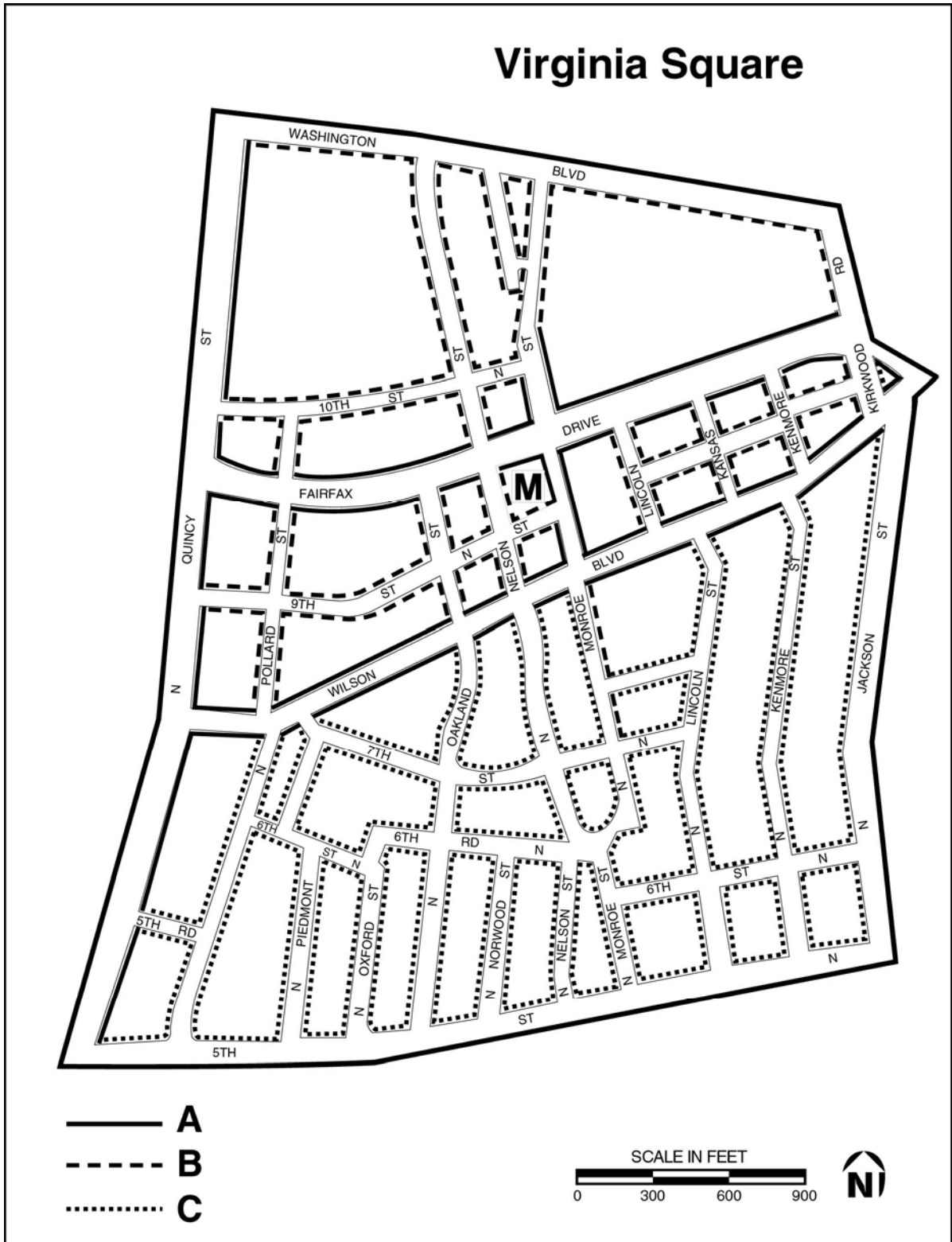


FIGURE 24. Virginia Square Streetscape Map

VIII.D Virginia Square

TYPE	SIDEWALK WIDTH	STREET TREE TREATMENT	OTHER
A	Minimum width: 16'-8"	Trees in 5'x8' (or larger) tree pits with grates or approved groundcover (liriope)	
B	Minimum width: 14'-0"	Trees in minimum 4' planting strip or 5'x8' or larger pits with grate or approved groundcover (liriope)	
C	Minimum width: 6'-0" (plus min. 4' planting strip)	Trees in 4' or larger planting strip located at back of curb	

List of Approved Street Trees by Street

TREE*	STREET
London Plane Tree (<i>Plantanus acerifolia</i>)	All other Station Area Streets
Willow Oak (<i>Quercus phellos</i>)	Wilson Boulevard North Kirkwood Street Fairfax Drive Washington Boulevard
Japanese Sophora (<i>Sophora japonica</i>)	North Kenmore Street
Zelkova (<i>Zelkova serrata</i>)	North Monroe Street (also on north side of 10 th Street North as part of the special streetscape walkway)
Red Maple (<i>Acer rubrum</i>)	North Quincy Street

Notes: For streets where no street tree is shown, any tree may be chosen from the list of street trees on this page. However, only one species of street tree shall be used on any one street.

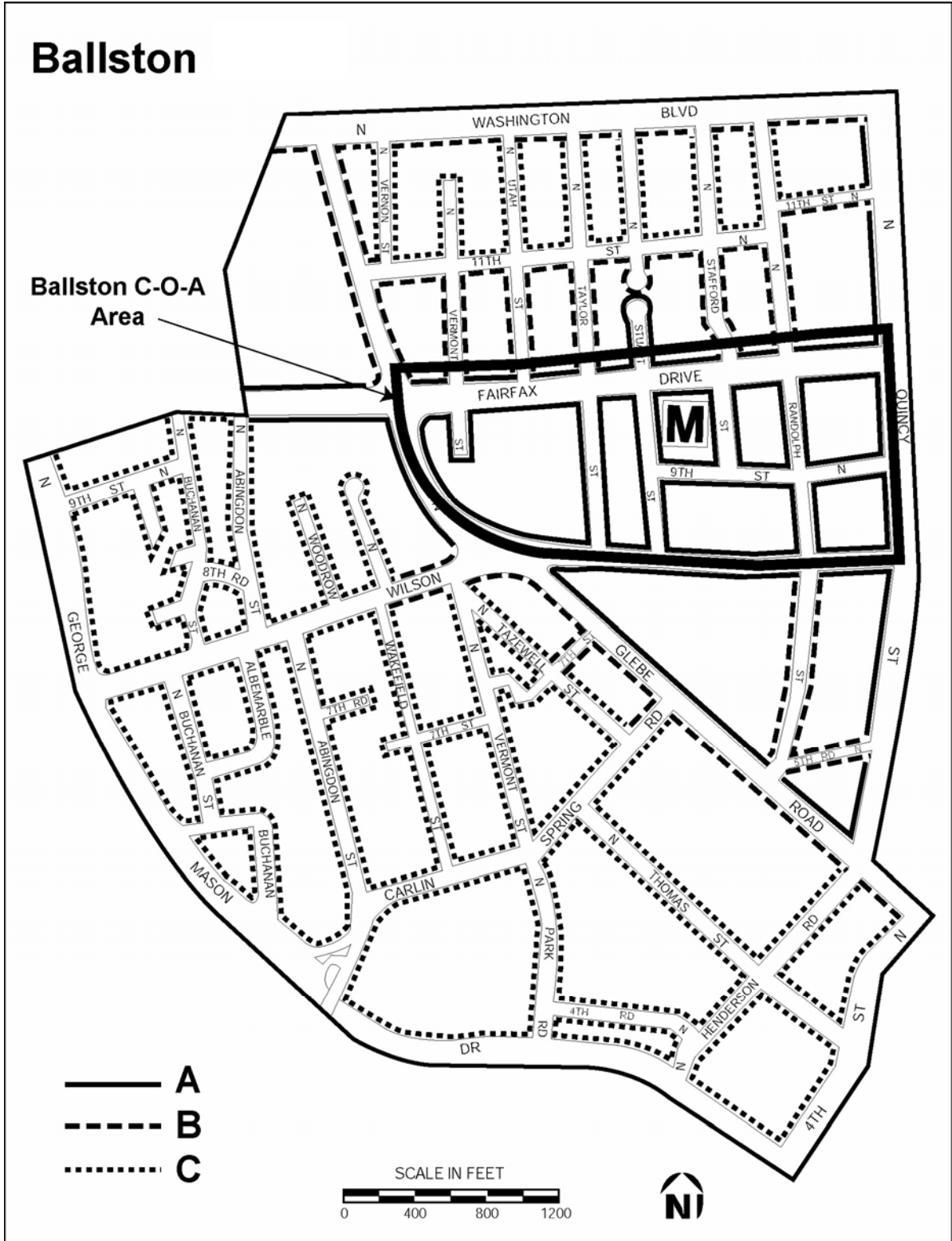


FIGURE 25. Ballston Streetscape Map

VIII.E Ballston

TYPE	SIDEWALK WIDTH	STREET TREE TREATMENT	OTHER
A	Minimum width: 16'-8"	Trees in 5'x8' or larger tree pits with grates or approved groundcover (liriopse)	
B	Minimum width: 13'-0"	Trees in minimum 4' planting strip or 5'x8' or larger pits with grate or approved groundcover (liriopse)	
C	Minimum width: 6'-0" (plus min. 4' planting strip)	Trees in 4' or larger planting strip located at back of curb	

List of Approved Street Trees by Street

TREE*	STREET
Pin Oak (Quercus palustris)	North Vermont Street 9 th Street North 11 th Street North
Willow Oak (Quercus phellos)	Wilson Boulevard Fairfax Drive Washington Boulevard
Pin Oak (Quercus palustris)	North Randolph Street North Utah Street North Vernon Street
Zelkova (Zelkova serrata)	North Stuart Street North Stafford Street North Taylor Street Carlyn Springs Road
Red Maple (Acer rubrum)	North Quincy Street North Glebe Road North George Mason Drive North Henderson Road

Notes: For streets where no street tree is shown, any tree may be chosen from the list of street trees on this page. However, only one species of street tree shall be used on any one street.

VIII.E.1 Ballston “C-O-A” Streetscape Standards

The Ballston “C-O-A” Standards were developed by the Ballston Partnership in conjunction with County staff and approved by the Arlington County Board on February 27, 1987, for the area in Central Ballston labeled Ballston C-O-A on Figure 25. Ballston Area Streetscape Map. This area is the “C-O-A” zoned area in the several blocks around the Ballston Metro Station with the addition of the north side of Fairfax Drive. These standards entail a placement of streetscape elements which differs from the standards in effect elsewhere in the R-B Corridor; selection of a special set of street furniture, including pedestrian lighting; and a redefinition of walkway width for certain specific “Secondary” streetscapes. The intent of these standards is to create a streetscape for the Central Ballston area with a sense of identity distinct from other areas in the Rosslyn-Ballston Corridor.

The standards for sidewalk walkway width, placement of streetscape elements (trees and street furniture) and type of street furniture are given below.

VIII.E.2 “C-O-A” Sidewalk Widths

Within the Ballston Sector Plan area, a hierarchy of streetscapes has been developed in addition to the ‘A’, ‘B’, and ‘C’ categories seen on the maps. These are comprised of “Special,” “Primary,” and “Secondary” streetscapes. Fairfax Drive (both the north and south sides) and North Stuart Street (east side) are “Special” streetscapes and have sidewalks that are a minimum of 24 feet wide. Wilson Boulevard (north side), North Glebe Road (east side), and North Stuart Street (west side) are “Primary” streetscapes and have sidewalks that are a minimum of 20 feet wide. All other streets in the area are considered “Secondary” streetscapes. These consist of a 14-foot wide sidewalk plus a 6-foot wide additional setback, totaling 20 feet from the back of the street curb to the building setback line. The 6 foot wide additional setback is available for planting, seating or some other treatment, and should be reviewed by staff and approved by the County Manager (or his designee) as part of the final site development and landscaping plan and final engineering plan. Below is a tabulation of the Ballston Streetscape Standards sidewalk widths.

	Sidewalk Width	Building Setback From Street Curb
Special Streetscapes		
Fairfax Drive (north and south sides)	24 feet	24 feet
North Stuart Street (east side “Stuart Street Walkway”)	24 feet	24 feet
Primary Streetscapes		
North Glebe Road (east side)	20 feet	20 feet
Wilson Boulevard (north side)	20 feet	20 feet
North Stuart Street (west side)	20 feet	20 feet
Secondary Streetscapes		
9 th , Vermont, Taylor, Stafford, Randolph (both sides) and west side of Quincy Street	14 feet	20 feet

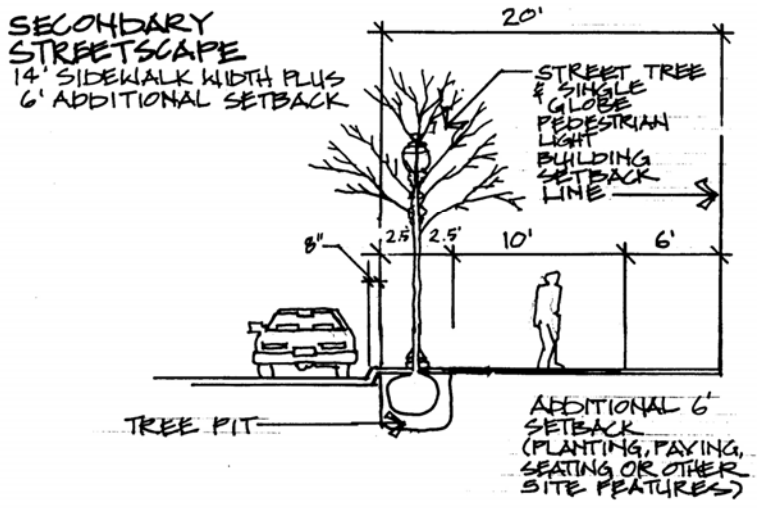
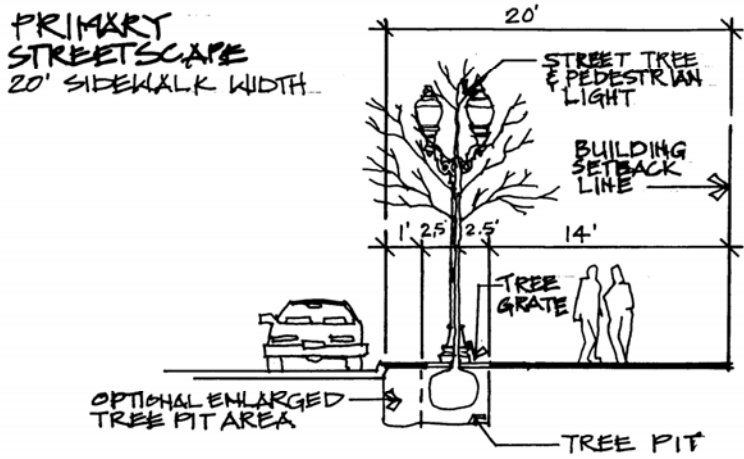
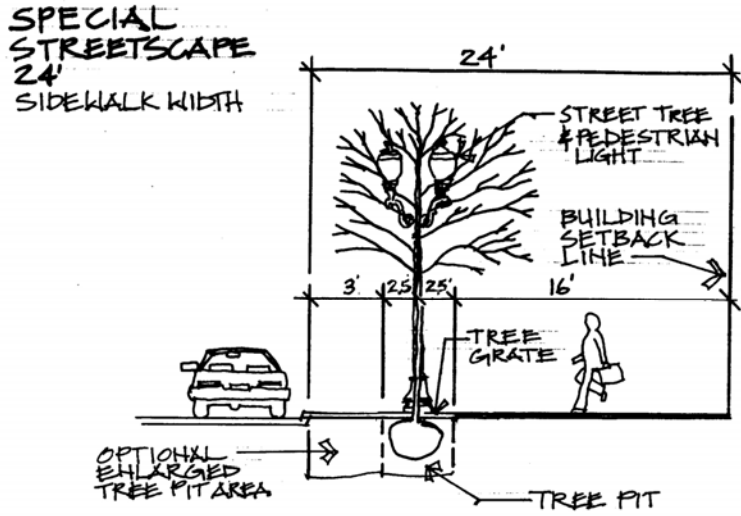
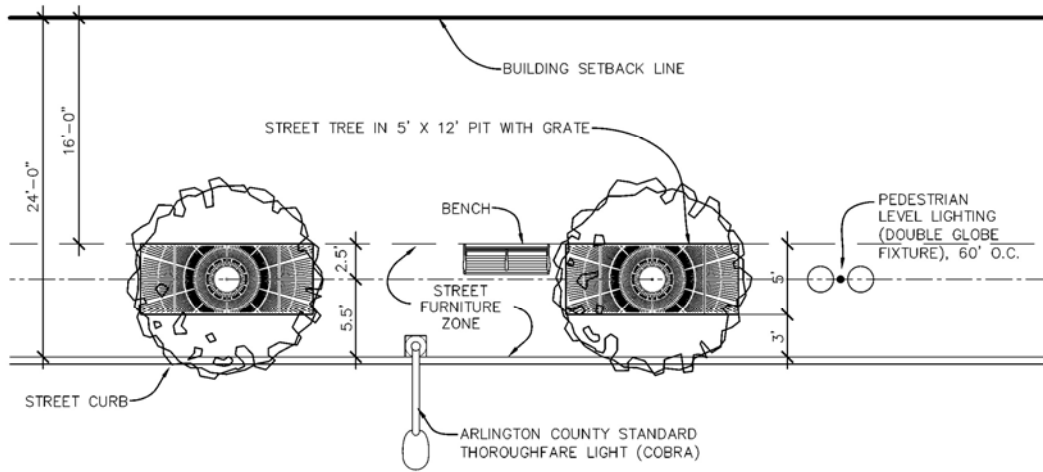
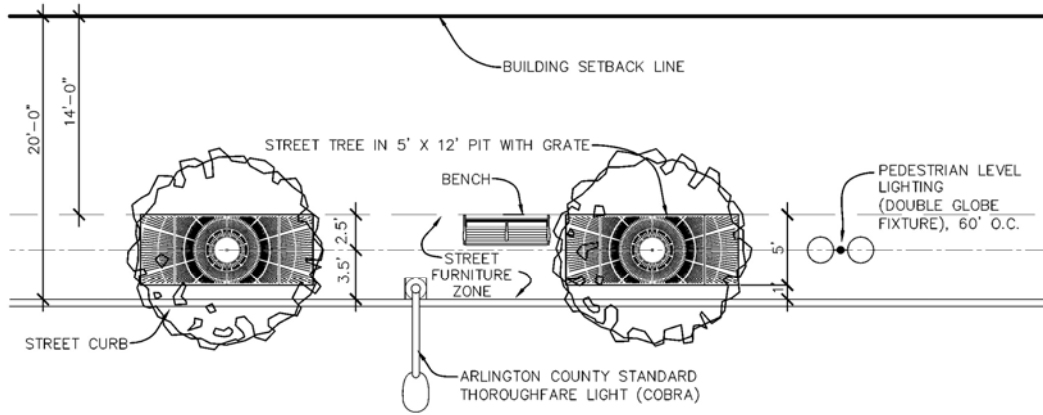


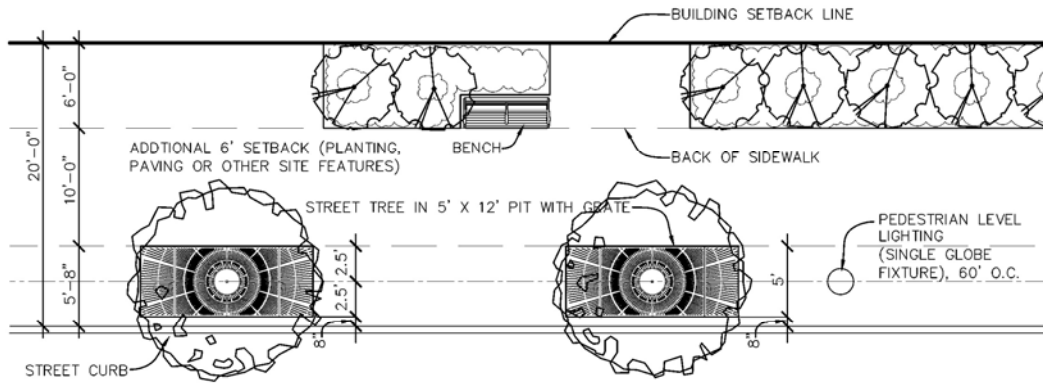
FIGURE 26. Ballston "C-O-A" Streetscape Standards (Sections)



SPECIAL STREETScape: 24 FOOT SIDEWALK WIDTH



PRIMARY STREETScape: 20 FOOT SIDEWALK WIDTH



SECONDARY STREETScape: 14 FOOT SIDEWALK WIDTH PLUS 6 FOOT ADDITIONAL SETBACK

FIGURE 27. Ballston "C-O-A" Streetscape Standards (Plan Views)

VIII.E.3 Placement of Streetscape Elements Within the Sidewalk

Under the Ballston "C-O-A" Standards, the placement of streetscape elements (trees, benches, trash receptacles) is somewhat different than standards for other areas of the R-B Corridor. This special placement was derived from the desire to introduce pedestrian scale lighting into the streetscape. On streets where both cobra (Arlington County standard thoroughfare lights) and pedestrian lighting is planned, it is necessary to move the pedestrian-scale lighting back from the curb to avoid conflicts with the cobra lights and provide efficient lighting for the sidewalk area. To retain a sense of order and continuity in the streetscape and keep other streetscape elements within a well-defined zone, street trees are moved back from the standard location near the curb to line up with the pedestrian scale lighting. Other street furnishings (trash receptacles, benches) are also located within this new zone and also line up with the pedestrian scale lighting.

The placement of the streetscape elements in the sidewalk follows the hierarchy of sidewalk widths set up by the "Special," "Primary" and "Secondary" streetscapes in terms of how far back from the curb the streetscape elements are placed and how much unobstructed sidewalk space there is between the streetscape elements and the back of the sidewalk (or building setback line). On "Special" streetscapes (24-foot wide sidewalks) the pedestrian scale lights, the street trees and other street furniture are set back 5.5 feet on center from the back of the street curb to the centerline of the tree. There is, therefore, 16 feet of unobstructed sidewalk space measuring from the edge of the tree grate to the back of the sidewalk (from the centerline of the tree to the back edge of the tree grate is 2.5 feet). For "Primary" streetscapes (20-foot wide sidewalks) the streetscape elements are set back 3.5 feet from the street curb, allowing 14 feet of unobstructed sidewalk from the edge of the tree grate to the back of sidewalk. On both "Special" and "Primary" streetscapes, a double-globe pedestrian light will be used, with the cross arm supporting the lights placed perpendicular to the street curb (see Figures 26 and 27). On "Secondary" streetscapes a single globe pedestrian light is used; this is placed adjacent to the street curb and the cobra is not used (except when incorporated into traffic signal poles). The street trees would also be placed adjacent to the curb according to the standard in the rest of the R-B Corridor, allowing 10 feet of unobstructed sidewalk space from the back of the tree grate to the edge of the sidewalk.

In all cases, trees are planted in the standard 5' x 8' tree grate or approved equal. Figures 26 and 27 illustrate the placement of streetscape and the following tabulation summarizes the drawings.

Placement of Streetscape Elements Within Ballston "C-O-A" Area

	Special Streetscapes	Primary Streetscapes	Secondary Streetscapes
WALKWAY WIDTH (back of curb to edge of pavement)	24 ft.	20 ft.	14 ft.
BUILDING SETBACK (back of curb to building line)	24 ft.	20 ft.	20 ft.
STREET TREE PLACEMENT (back of curb to centerline of tree)	6 ft.	4 ft.	2 ft.
PEDESTRIAL LIGHTING PLACEMENT (back of curb to centerline of fixture base)	6 ft.	4 ft.	2 ft.
STREET FURNISHINGS ZONE (benches, trash receptacles, etc., back of curb to rear edge Of tree grate)	8 ft.	6 ft.	4 ft.
CLEAR WALKWAY SPACE (edge of tree grate to back of sidewalk or building setback)	16 ft.	14 ft.	8 ft 4 in.

REFERENCES

Ballston Sector Plan, "Urban Design"
Virginia Square Sector Plan, "Concept Plan Elements, Streetscape Hierarchy"
Clarendon Sector Plan, "Urban Design Guidelines"
Courthouse Sector Plan, "Urban Design"
Arlington County Administrative Regulation 4.3
Master Transportation Plan, Arlington County, Virginia
Standards for the Preservation and Planting of Trees on Site Plan Projects



COMMUNITY PLANNING, HOUSING & DEVELOPMENT

Planning Division

2100 Clarendon Boulevard, Suite 700, Arlington, VA 22201
TEL 703.228.3525 FAX 703.228.3543 www.arlingtonva.us