

## **Bealeton Service District Plan Town Center Design Principles**

General Design Guidelines and Design Principles for the Service District have been identified in the Comprehensive Plan. These include:

- Commercial buildings in the Bealeton Town Center should be constructed adjacent to 10 to 16 foot wide sidewalks and have minimal side yards, to enhance pedestrian interest and efficiency. Sidewalks of this width allow sitting areas, specialized landscaping, outside eating, and pedestrian movement to occur with ease.
- The building mass of Town Center structures should maintain a consistent volumetric size and shape, as seen from fronting and surrounding streets. Particular care should be taken to choose roof pitches that are similar with those nearby. Commercial structures and apartments should generally be 2½ to 3½ floors in height.
- Continuous parallel parking in the street buffer zone is encouraged. Otherwise, parking for residential, commercial, recreational, public and institutional uses should generally be located at the rear of lots. Parking in side yards for other uses is also allowed although discouraged. No off-street parking shall be permitted in front yards. Adjacent off-street parking lots shall be interconnected.
- Access to off-street parking should generally be achieved by means of alleys, shared access ways from streets, and parking lot interconnections.
- Off-street parking areas and garages should be designed to have low visibility, and consequently shall not be located at the visual termination of roads and streets, and shall not be the principal use of corner lots.
- Roads and streets shall generally be planted on both sides with street trees, spaced according to species, at regular intervals to ensure tree health and overhead leaf canopy in the summer.
- Parking lots should be small with no more than 20 to 25 cars and, if larger, the parking lot should be divided into bays by lines of trees and shrubs. Fifteen percent of the interior of the parking lot should be landscaped, with one deciduous tree for every eight car spaces. Parking lots should be completely screened from adjacent streets with fencing and landscaping, walls and landscaping, or hedges. Such fencing should be a minimum of three feet tall.

The Comprehensive Plan includes Design Principles which appropriate for a traditional town, and are especially critical in mixed-use areas and include:

- Pedestrian orientation;
- A generally rectilinear pattern of blocks and interconnecting streets and alleys, compatible with natural terrain and environmental features;
- Parks, civic spaces and open spaces;
- Predominantly multi-story buildings;
- Buildings and spaces of human scale; and

- Relegated parking behind the principle structures, along with street parking and occasional pocket parking areas throughout the core;

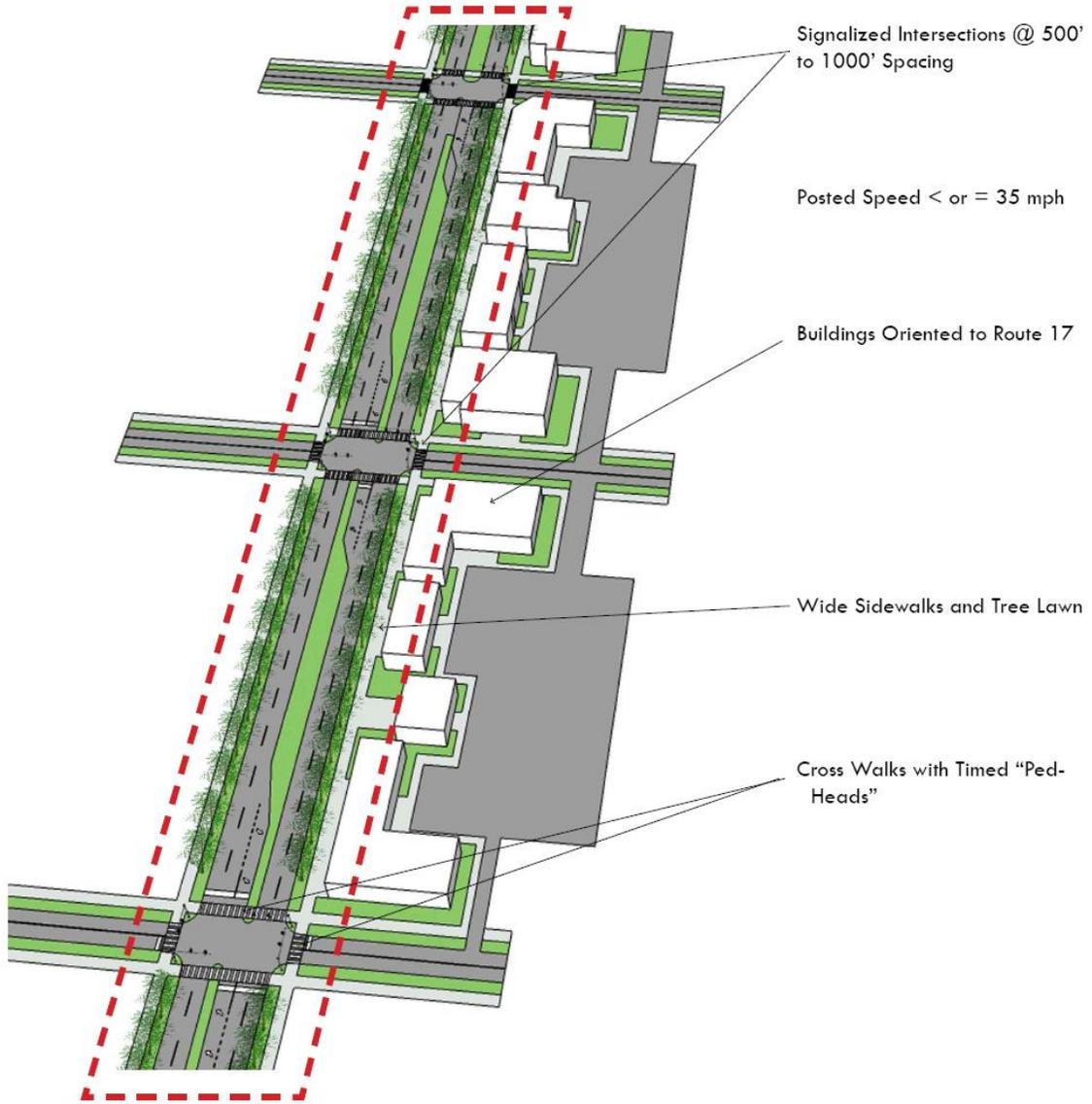
For commercially based mixed-use areas, the Service District Plan states that other design principles also need to be incorporated. These include:

- Buildings and building entrances placed directly behind the sidewalks or in close proximity to the sidewalk;
- Multiple focal points (including civic buildings, squares, parks, monuments, sculptures, entertainment features, etc.);
- Two and three story buildings that are designed to create a strong streetscape;
- Special architectural treatment, including roof pitches, for anticipated larger footprint, destination retail uses that may be “sprinkled” among the smaller shops and other buildings;
- A mix of uses within buildings;
- Appropriately scaled window and door openings on the first floors;
- Sidewalks of adequate widths to accommodate comfortable pedestrian movement and facilitate walkable shopping, including activities such as outdoor dining and cafes;
- Street furniture (benches, planters, lighting);
- Coordinated landscaping and hardscaping, including street trees, pedestrian crossings with special pavers, pocket parks and civic spaces;
- On-street parking;
- Shared parking and loading spaces to minimize the areas of impervious surface; and
- Signage of a size, design and placement in keeping with a traditional town

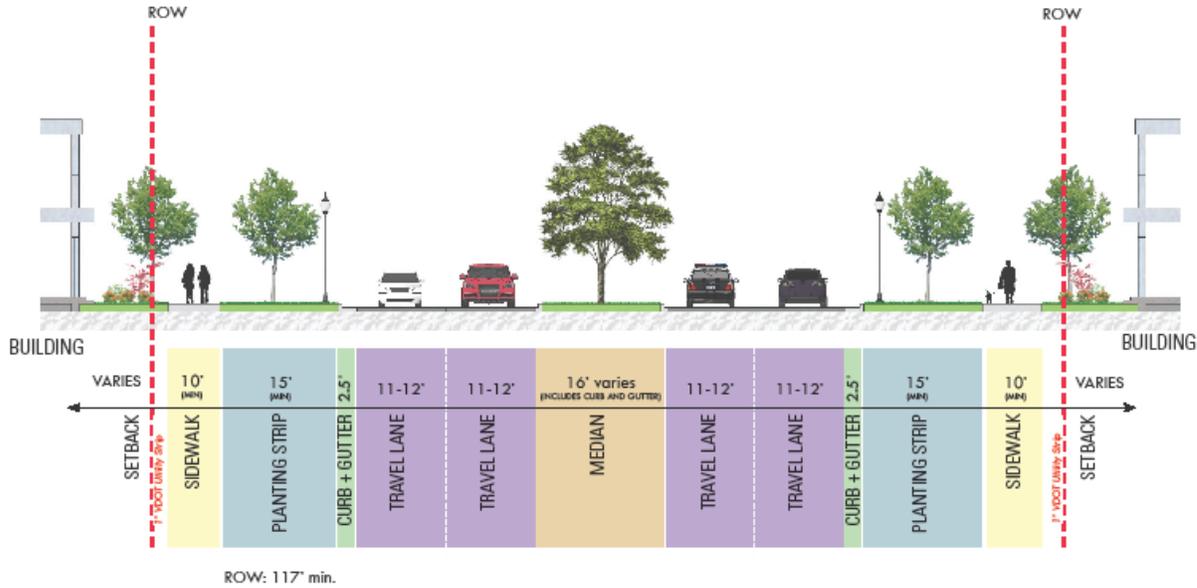
**FIGURE BE-2  
TOWN CENTER ILLUSTRATIVE PLAN**



**FIGURE BE-3  
ROUTE 17 BOULEVARD ILLUSTRATIVE**



**FIGURE BE-4  
ROUTE 17 BOULEVARD CROSS SECTION**



**FIGURE BE-4A  
ROUTE 17 BOULEVARD CROSS SECTION ALTERNATIVE**

