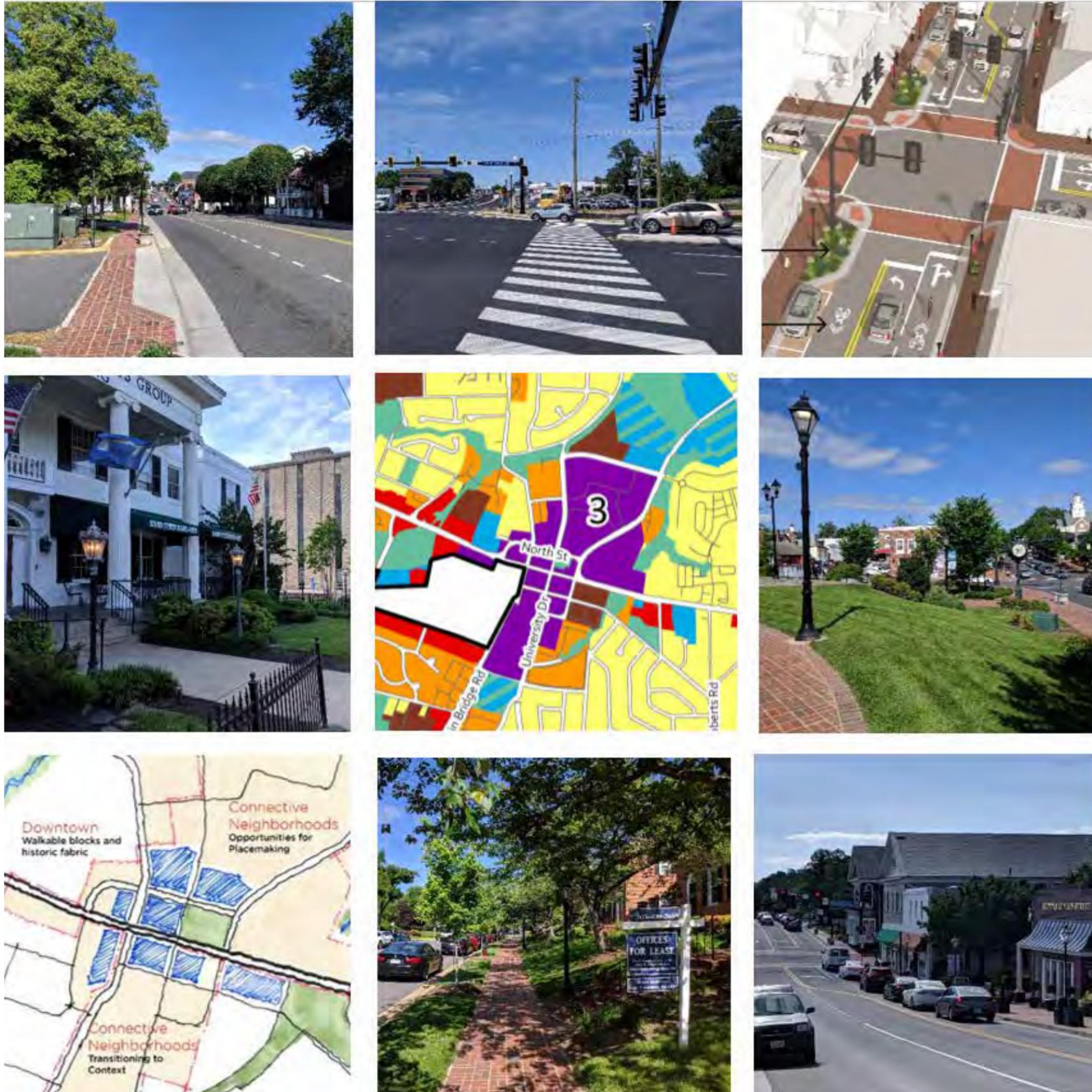


June 8, 2020



# DEVELOPMENT OF SMALL AREA PLANS

## OLD TOWN + NORTHFAX FINAL REPORT

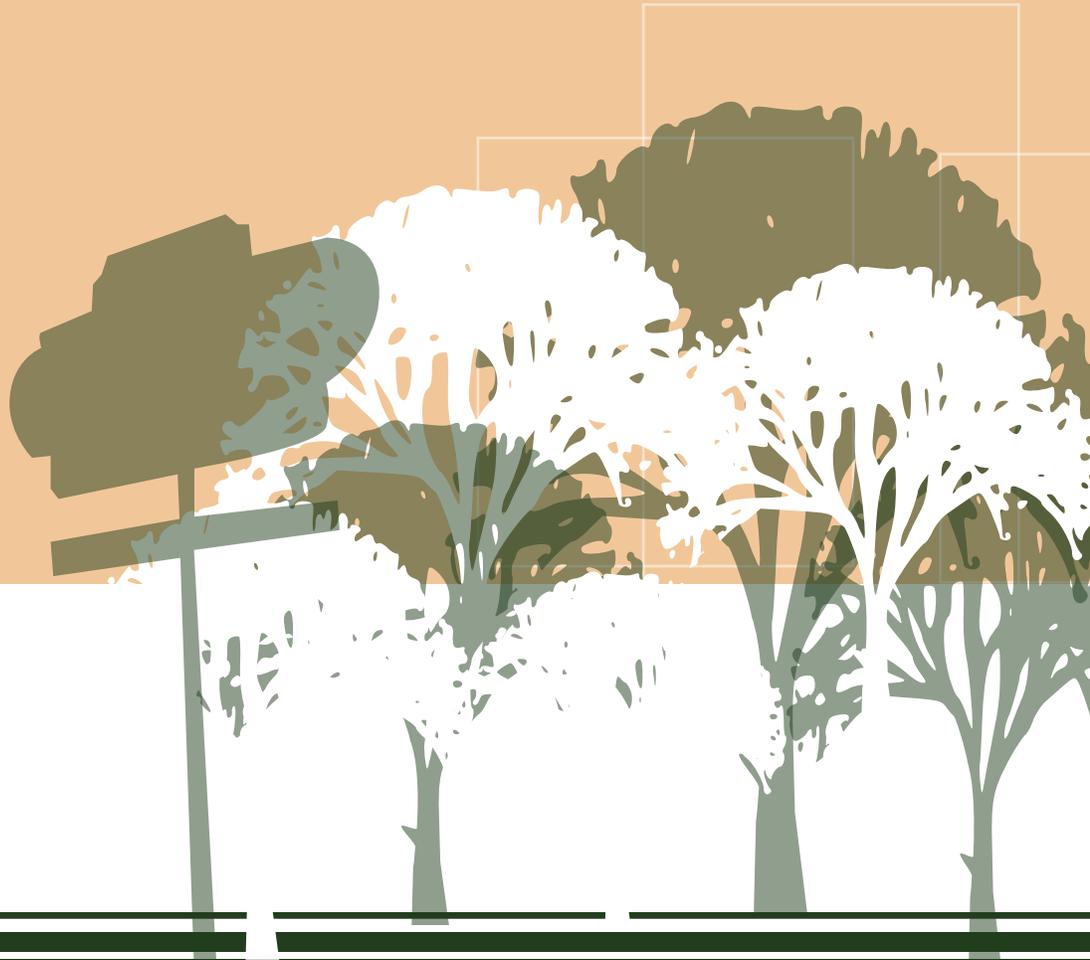
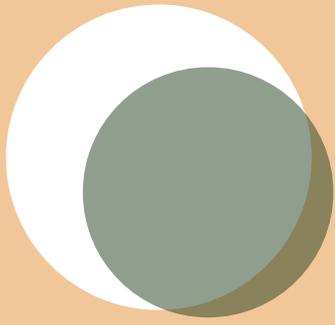
CUNNINGHAM | QUILL ARCHITECTS PLLC

Bolan Smart  
Associates

Kittelson &  
Associates

OCULUS

Walter L.  
Phillips



**6/8/20 DRAFT**

*City of Fairfax*

# Northfax<sup>2020</sup> Small Area Plan

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# PLAN VISION

Development Plan

Key Idea #1: A New Identity

Key Idea #2: The Linear Park

Key Idea #3: A Balanced, Mixed-Use Activity Center

Key Idea #4: Bridging Community and Nature

# DEVELOPMENT PLAN

## NORTHFAX



### MAP KEY

1. Future George Snyder Trail
2. Shiloh Street Park and New Trail System
3. New Community Green
4. Retail Plaza
5. Linear Park and Retail "Main Street"
6. Proposed Accotink Creek Trail System
7. Historic Micro-district
8. Multi-modal Path at Fairfax Boulevard
9. Art and Placemaking Gateway





Photos of the Accotink Creek watershed within the Northfax study area

## KEY IDEA #1: A NEW IDENTITY

### NORTHFAX - AN ECOLOGICALLY SENSITIVE PLACE

As noted in the 2035 Comprehensive Plan, Northfax has the potential to transform from a collection of dormant land uses into a dynamic mixed-use activity center. Today, the study area contains more than 75% impervious surfaces, much of which is car parking and storage lots. These land uses are located at a topological low-point in the Accotink Creek watershed, creating potential stormwater runoff quantity and quality problems.

Because of its history and location, Northfax would benefit tremendously from new development patterns. Establishing a commitment to ecologically-sensitive development would not only improve the watershed health, but also provide a strong identity to differentiate itself from the region.

Northfax is envisioned to be a place of forward-thinking and experimentation for the City of Fairfax, with a

focus on implementation and realistic land development.

New ideas for Northfax include: a new linear park that connects the community with the Accotink Creek watershed and nature, transforming existing “superblocks” into a connected street and block grid, new public open space for outdoor activities including plazas and greens, a new retail center with restaurants and other social

gathering spaces, housing typologies that are not well represented in Fairfax, such as senior living, market-rate apartments, condominiums and affordable housing, and a proactive city involvement in the planning and development process, including public amenities and balanced regulations for better environmental outcomes.



## KEY IDEA #2: THE LINEAR PARK

### LINKING PLACEMAKING + SUSTAINABILITY + HISTORY

The most important design feature in the Northfax vision is a new linear park that spans from Northfax West to Northfax East, and connects north with the Accotink Creek. The linear park serves as public open space, a connector of neighborhoods, and green infrastructure for stormwater capture.

The main intent of the linear park is to connect all of the Northfax community with nature. The park will be generously planted with tree canopy and ground

cover, and will have park furnishings and places to relax and enjoy a natural, yet urban, setting. The linear park will also have a functional aspect - it will serve as a stormwater management and retention strategy, while also filtering runoff from impervious surfaces.

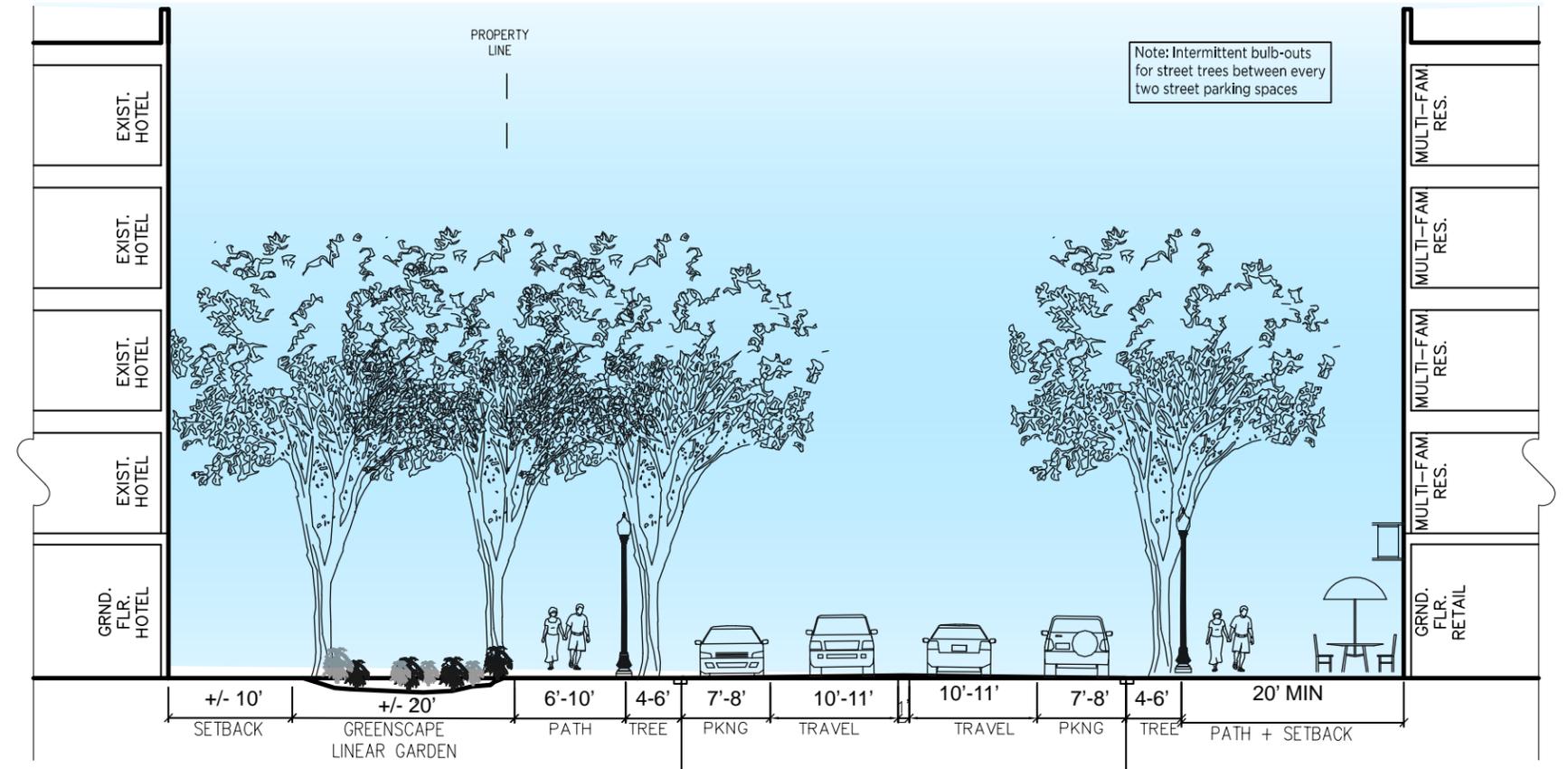
The linear park will be the major identifying design feature for Northfax and will serve as the heart of the community.

### MAP KEY

1. Connection to Future George Snyder Trail, Shiloh Street Park and New Trail Systems at Accotink
2. New Community Green
3. New Retail Plaza
4. Linear Park and Retail "Main Street" with pervious pavement and stormwater management systems.
5. Pedestrian and Bike crossing at Orchard Street and Chain Bridge Road
6. New trail and amenity green space
7. Point 50 Retail

# KEY IDEA #2: THE LINEAR PARK

## DETAILS



### PUBLIC OPEN SPACE

The linear park addresses a major need in Northfax - the lack of public open space. The park will widen in two key areas : 1) a Retail Plaza next to the retail node at Point 50, and 2) North of Eaton Place where it connects to the Accotink Creek. The open spaces are envisioned to be publicly accessible and provide a framework for a variety of activities, including outdoor walking, exercise, pet walking, outdoor dining, public events, relaxation, landscape appreciation and others. Considering the context today, the quality of life in Northfax will be greatly enhanced by the addition of open space.



### GREEN INFRASTRUCTURE

The linear park shall have a continuous greenway across multiple properties that serves as a stormwater capture strategy, such as a bio-retention area or vegetated bioswales. The minimum greenway shall be generally 15 feet wide minimum in cross-section, adjacent to Orchard Street, and shall be bolstered with generous landscaping and street furniture. Trees should be generously planted within the greenway zone, with a minimum of 500 cubic feet soil volume per tree. Native plant species are highly recommended.





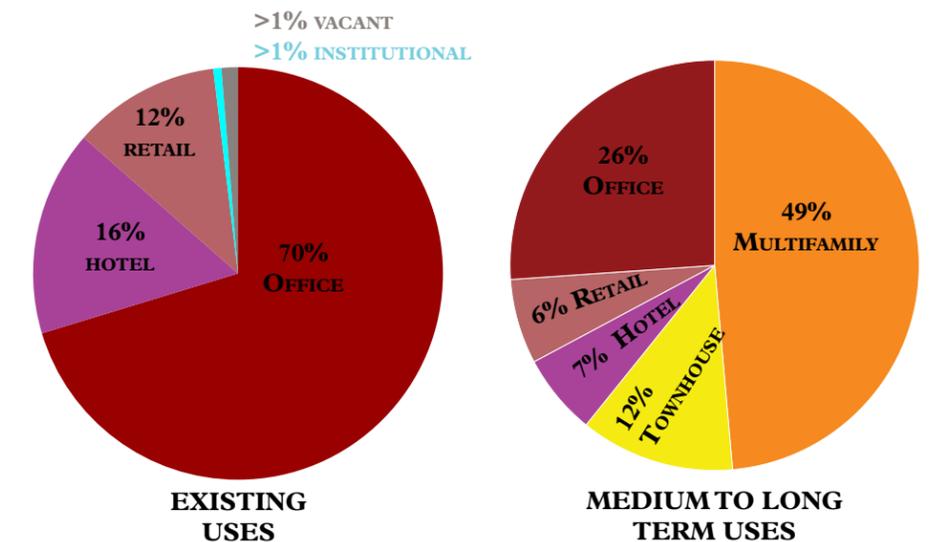
## KEY IDEA #3: A BALANCED ACTIVITY CENTER TRANSITIONING TO A MIX OF USES

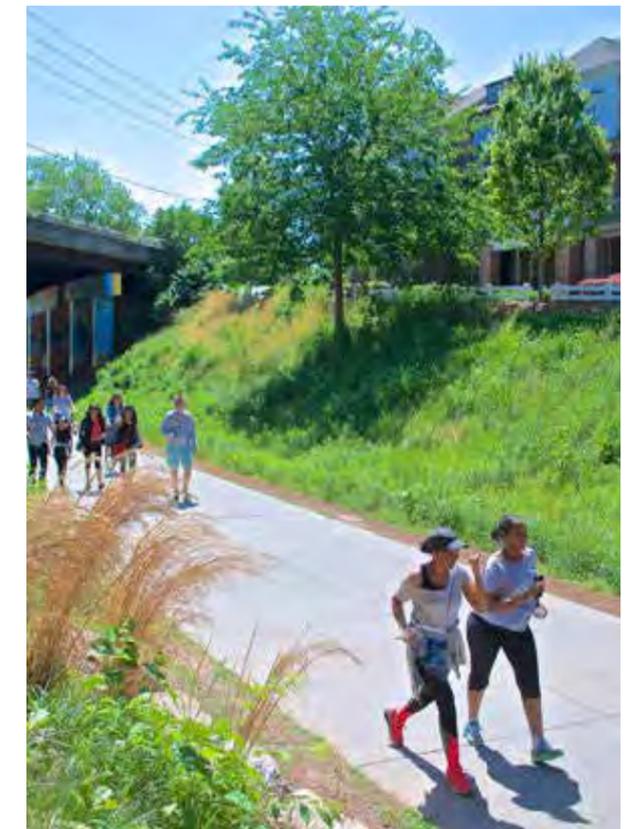
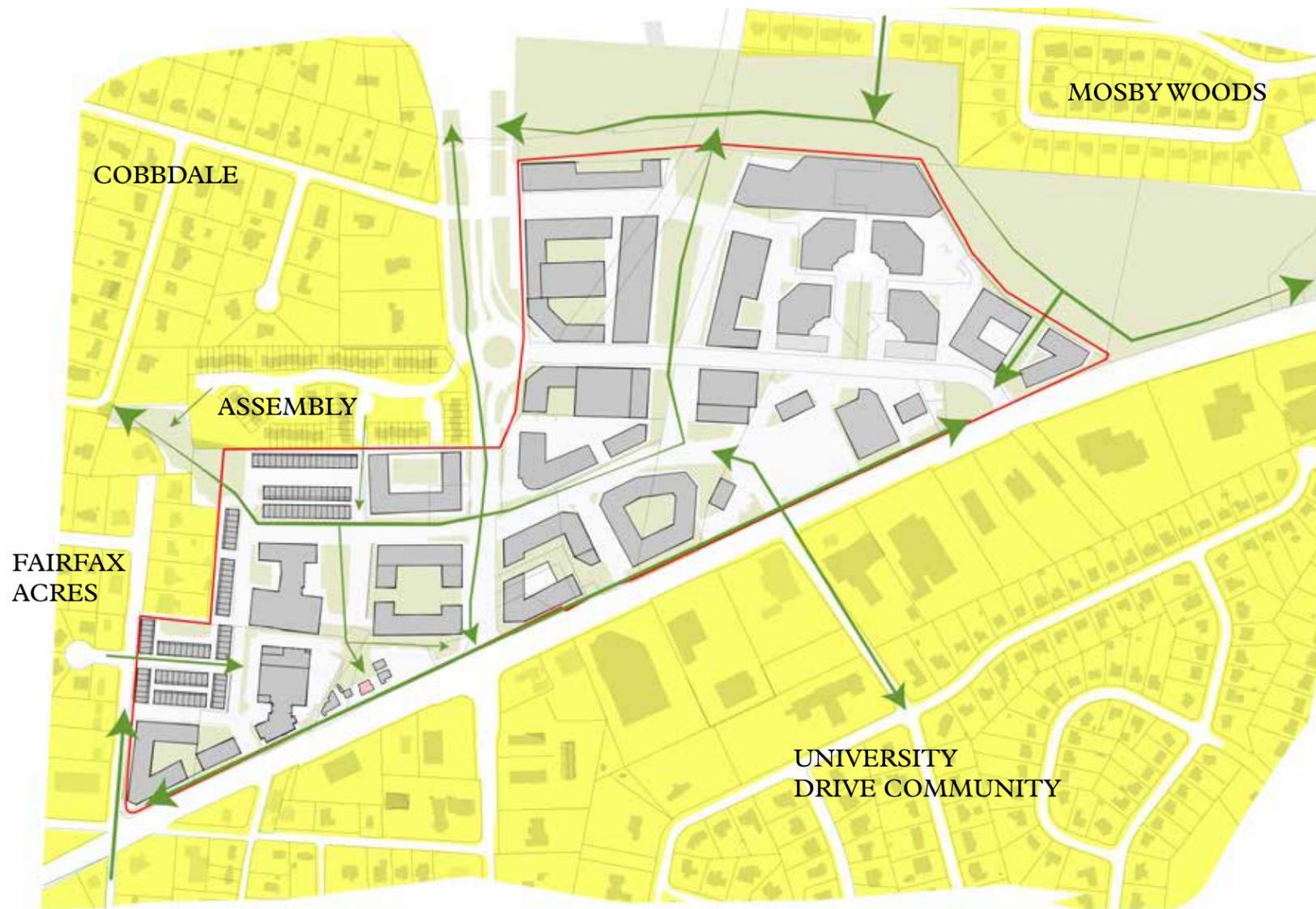
Today, Northfax is dominated by car-based single-use development, a reflection of its suburban development history from 1950 to 2020. Most of the available commercial space within the study area is office (70%), with smaller components of hotel and commercial retail. Most of the building stock within Northfax was built prior to 2000, and many individual structures are nearing the end of their useful lifespan.

Northfax is a huge opportunity to transform into a mixed-use activity center that centers and anchors the surrounding communities. Transitioning to a more balanced mix of uses will help create a better sense of place, bring more activity around the clock, potentially reduce single-use peak traffic, and help create more dynamic public spaces. The existing offices and hotels would be greatly enhanced by additional daytime retail, including restaurants, and a

larger nearby residential population.

In the medium-term of 15 years, the plan expects a sizable infusion on residential and retail uses that will help bolster Northfax and bring public benefits and amenities.





- NEWLY CONNECTED RESIDENTIAL AREAS
- NEW PEDESTRIAN & BIKE CONNECTIONS
- GREEN SPACES

## KEY IDEA #4: BRIDGING COMMUNITY TO NATURE STITCHING TOGETHER NEIGHBORHOODS

One of the most unique features of Northfax is its location atop and adjacent to the Accotink Creek watershed. The watershed is a natural feature containing streambeds and a surrounding forest that stands in stark contrast with the suburban highway character of Fairfax Boulevard.

Over several meetings, the Northfax community expressed a strong desire to connect with the watershed and have a deeper connection with nature. Fairfax

Boulevard and Chain Bridge Road are high-volume traffic arterials and serve as strong barriers between neighborhoods and the study area. Additionally, the current properties serve as impenetrable “superblocks” with fenced private uses and few public streets or spaces.

A key idea of the Northfax vision is to bridge the divides between Northfax and the surrounding neighborhoods and to connect with the Accotink Creek

watershed. The vision recommends new pedestrian crossings at Chain Bridge Road and Fairfax Boulevard, as well as better pedestrian and bicycle facilities on major streets. The vision also proposes a new street and block plan and brings in new public streets and open spaces to interconnect the broader context.

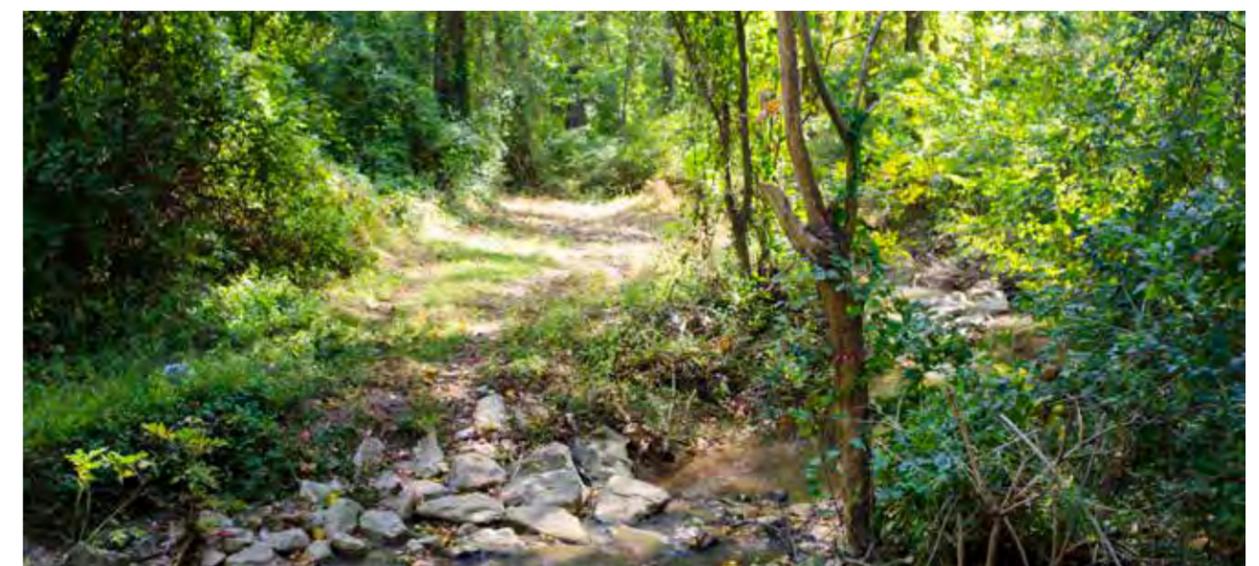
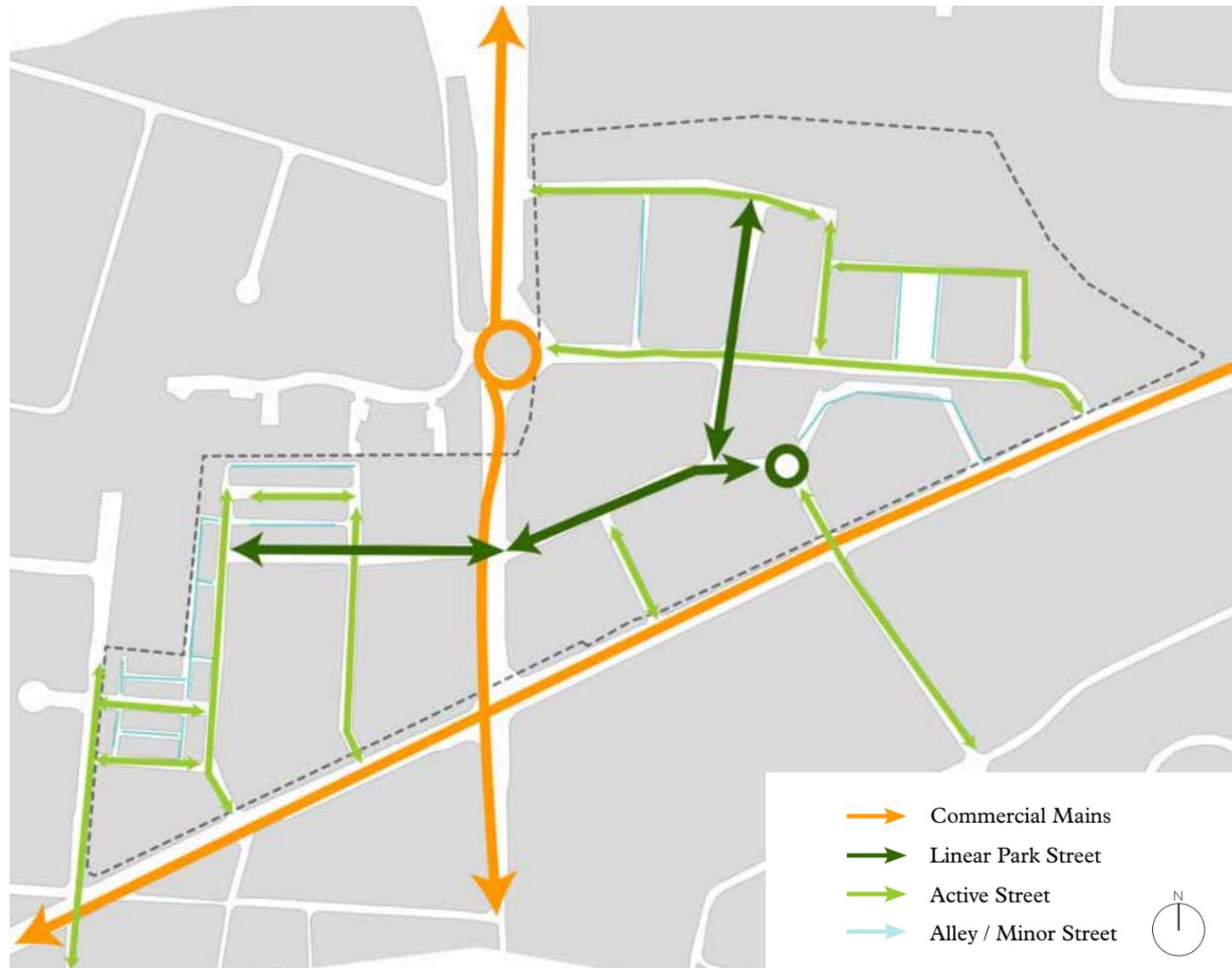


Photo of existing Accotink Creek watershed within the Northfax study area

# URBAN DESIGN

1. Street and Block Plan + Retail Frontage
2. Street Sections
3. Public Open Space
4. Land Use
5. Building Height and Setbacks



- Commercial Mains
- Linear Park Street
- Active Street
- Alley / Minor Street

## STREET AND BLOCK PLAN

### ACTIVE AND MINOR STREETS

As future development comes into Northfax, it is important to create a street and block network within the boundaries of the study area. Currently, both Northfax West and Northfax East serve as “superblocks” with very little public access through private properties. It is important to coordinate future street types and street layouts among multiple properties.

Outside of the existing major throughways (Fairfax Boulevard, Chain Bridge Road, and Eaton Place), the development plan considers three major

types of new streets within Northfax:

- 1) Linear Park Streets: These streets are the major connections through Northfax and contain the Linear Park greenway. The street has a curb-less design, two way traffic, bicycle facilities, on-street parking and generous sidewalks. Retail frontage and primary building facades are expected on these streets.
- 2) Active Streets: These streets are designed to provide major connectivity for pedestrians and vehicles to the properties within the study area. These

streets have two-way traffic, potential bike facilities, on-street parking and narrower sidewalks. Retail frontage is not required on these streets, but is optional. Typical Active Street section details are shown on the following page.

- 3) Alleys/Minor Streets: These streets are designed for service and loading, as well as additional vehicular connectivity for specific properties. These streets may have one or two-way traffic, do not have on-street parking or bicycle facilities, and have narrow or no sidewalks.



- Recommended Retail Frontage

## RETAIL FRONTAGE

### BUILDING ORIENTATION

While the Northfax study area has capacity for dynamic retail, there are limitations on the quantity and location of retail frontage in the study area. Studies have shown that retail works best in concentrated nodes of no more than two to three urban blocks, and in traditional two-sided walkable pedestrian-friendly streets and continuous retail frontage. Public open space can be advantageously used by adjacent retail uses.

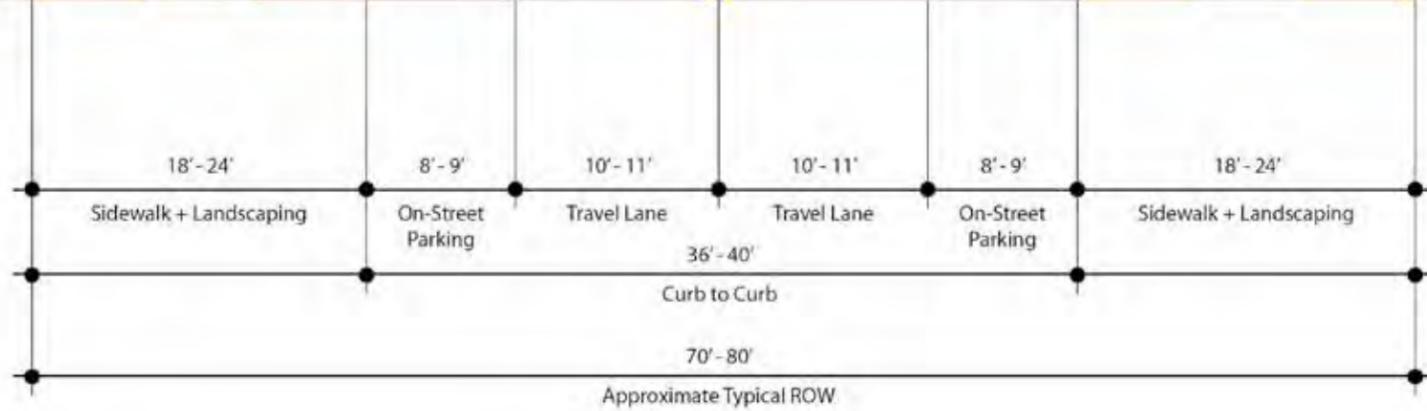
While Chain Bridge Road and Fairfax Boulevard have high visibility to through traffic, the pedestrian unfriendliness and

one-sided nature of these major roads make them better suited for signage and secondary building facades.

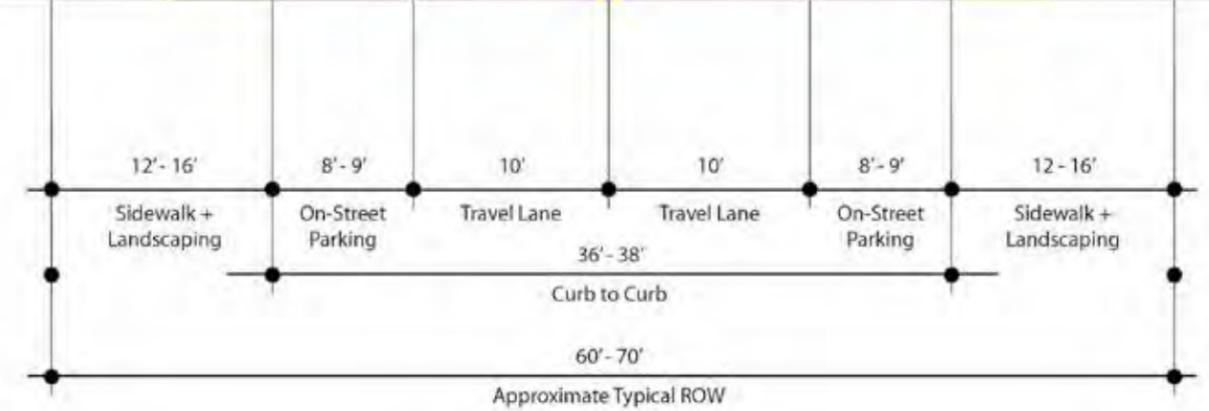
The development plan concentrates retail along Orchard Street and next to the Point 50 shopping center. The existing concentration of retail at Point 50 provides a foundation to build additional retail frontage. Orchard Street also has the advantage of having the Linear Park, which can have additional outdoor seating and activities to synergize with retail programming.

Due to the limited amount of sustainable retail possible, it is important that retail is generally not spread out and fragmented across the entire study area.

Some opportunities outside the recommended retail zones, to serve a particular need or create a unique experience, can function and enhance the study area significantly. Retail outside the recommended areas should be analyzed with the context of the study area and its impact on the local retail market.



Typical street section for active streets, with retail



Typical street section for active streets, with residential

# TYPICAL STREET SECTIONS

## ACTIVE STREETS

Above are sections of typical streets in the Northfax study area that could support a vibrant, pedestrian oriented mixed use community. These typical sections should be used in conjunction with the previous highlighted placemaking moments in the plan to guide typical road networks and urban design.

To the left is a typical street section for a new retail oriented active street. Critical in retail areas is ample space for outdoor retail uses in front of or businesses and accessible to sidewalks. This zone is where activity such as outdoor sales, cafe seating, signage, and other retail can occur. This both builds a vibrant street land cultural

life, visual interest for pedestrians, and also helps support the viability of retail. Urban design should support glass frontages so that retailers can display products and pedestrians have a variety of visual experiences. Other supporting elements include street trees for shade, street furniture for gathering spaces, on-street parking to protect pedestrians, adequate sidewalk widths to allow people to stroll, and travel lanes that can support cars, bicycles, and other modes of travel.

To the right is a typical street section for a new residential oriented active street. The urban design of buildings should be outward focused

with porches, balconies, and stoops that can create publicly interactive outdoor spaces for the residential uses. This helps create vibrancy on the street.

Similarly, supporting elements include street trees for shade, street furniture, on-street parking to protect pedestrians, adequate sidewalk widths to allow people to stroll, and travel lanes that can support cars, bicycles, and other modes of travel.



## PUBLIC OPEN SPACE AND GREEN SPACE

### A COMPREHENSIVE APPROACH

The Northfax plan calls for a variety of green spaces - from trails to neighborhood parks. The variety of green and open space can allow a variety of activities to take place for the residents and visitors.

The plan recommends one large new green space in Northfax East and a large gathering space in Northfax West. These areas will be linked together by a Linear Park along Orchard Street that ultimately bridges the Accotink Trail system with nearby green spaces.

The green spaces also serve as the main pedestrian connectors to the study area from nearby residential areas, as the rendering above proposes. Green spaces like the George Snyder Trail should be active, well-lit, systems that bring nearby residences to the restaurants and amenities of Northfax while also providing access to nature.

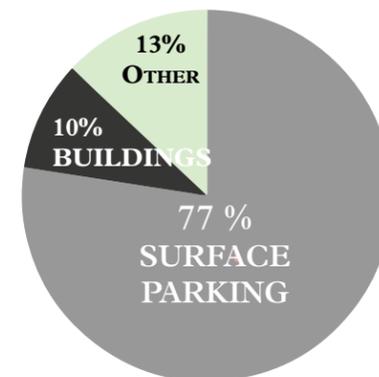
#### MAP KEY

1. Large Public Park - Northfax East
2. Large Gathering Space- Northfax West
3. New Connection to Trail System + Neighborhoods
4. New Connection to George Snyder Trail
5. Proposed Trails and Courtyards Above Culvert Utility System
6. Linear Park along Orchard Street

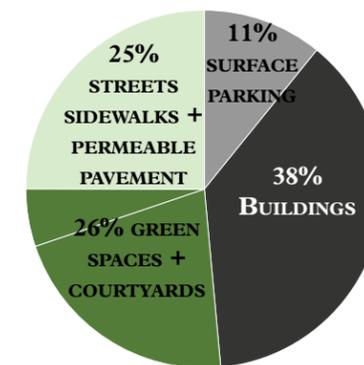
#### EXISTING GREEN SPACE



#### PROPOSED GREEN SPACE



EXISTING GREEN SPACE



PROPOSED GREEN SPACE

#### SURFACE PARKING TO GREEN SPACE

The existing plan has less than 77% of the study area devoted to impervious pavement with only 13% devoted to green spaces, sidewalks, and other uses.

The proposed plan demonstrates that as much as 25% of the study area could potentially be public and private green spaces - from building courtyards to new larger city parks.

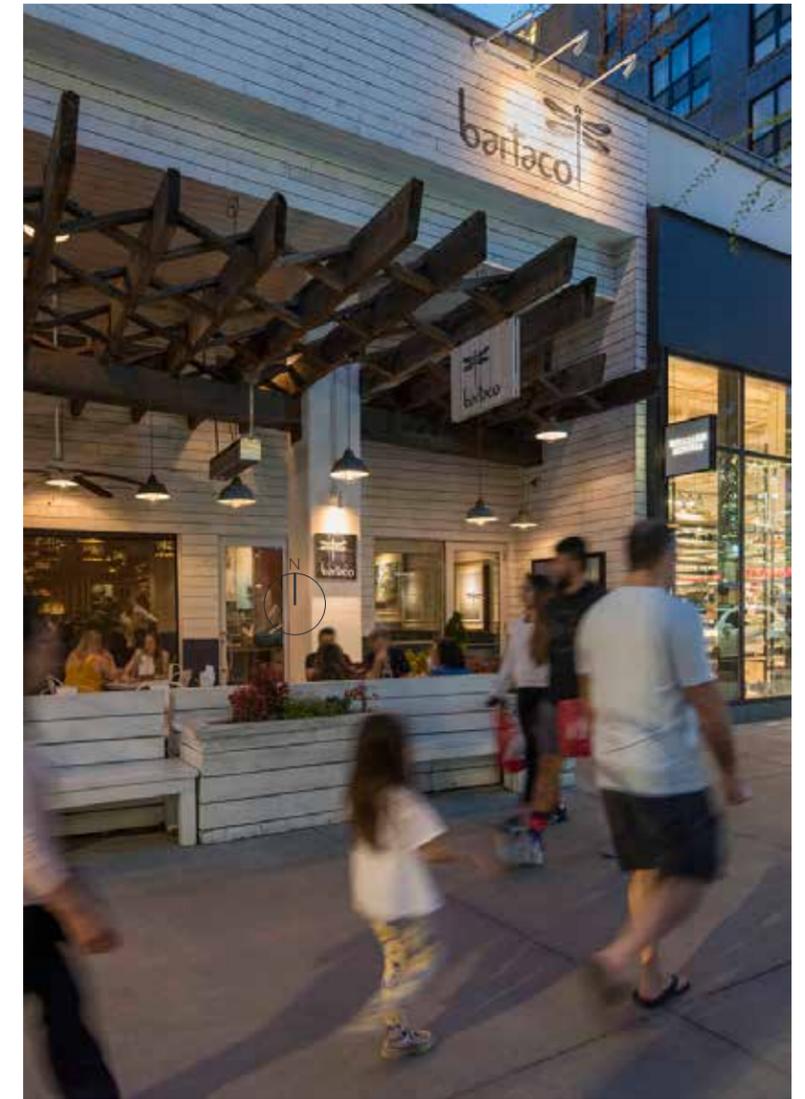
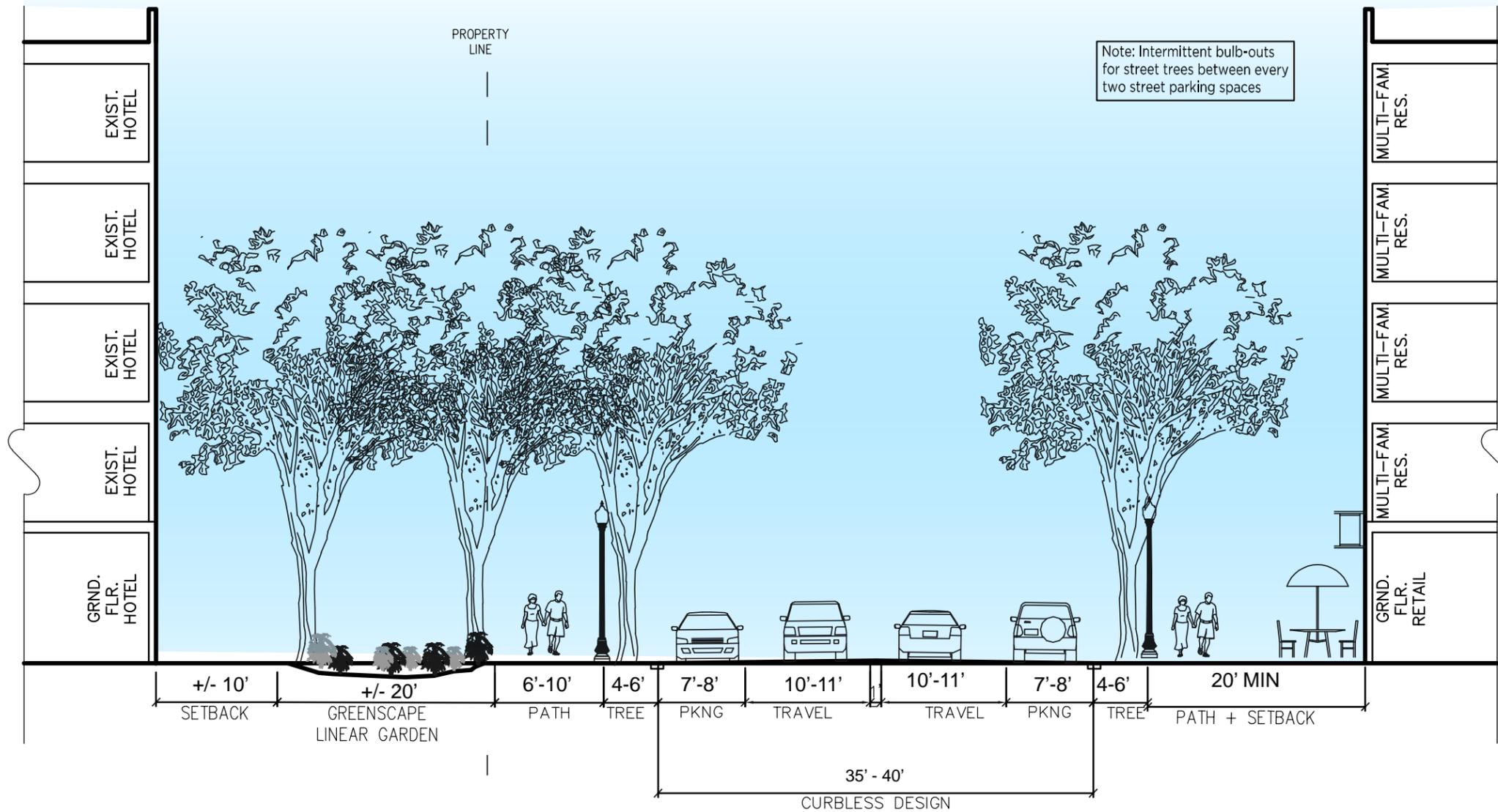
At the time of this report, no green building policies have been adopted by the city. A new green building policy could require that some or all of the required stormwater treatment is achieved through the use of green infrastructure. This would aid in the process of developing green spaces as redevelopment occurs.

Lastly, the plan proposes an increase in buildings - replacing mostly surface parking in the plan. These new buildings have the potential to better direct water, have green roofs, and other eco-friendly designs that improve the ecology of the study area.

#### CONNECTED GREEN SPACES

The proposed green space diagram demonstrates potential green spaces in a total build out of the plan.

The goal of this green space approach is to create 1) interconnected green spaces to facilitate movement of people and wildlife 2) A variety of park sizes and spaces to support different activities and 3) connecting green spaces within the study area to active trail systems and cultural resources.



## THE LINEAR PARK - DETAILS

### ORCHARD STREET

The linear green continues on Orchard Street. The section above illustrates a typical condition between the existing hotel uses and new proposed mixed use to the south. This is the retail main street of Northfax and helps cross Chain Bridge Road to unite the study area.

While the linear green is to be wider here, it still integrates stormwater retention through a rain garden, wide paths for walking, parallel parking, street trees, and areas to sit and gather.

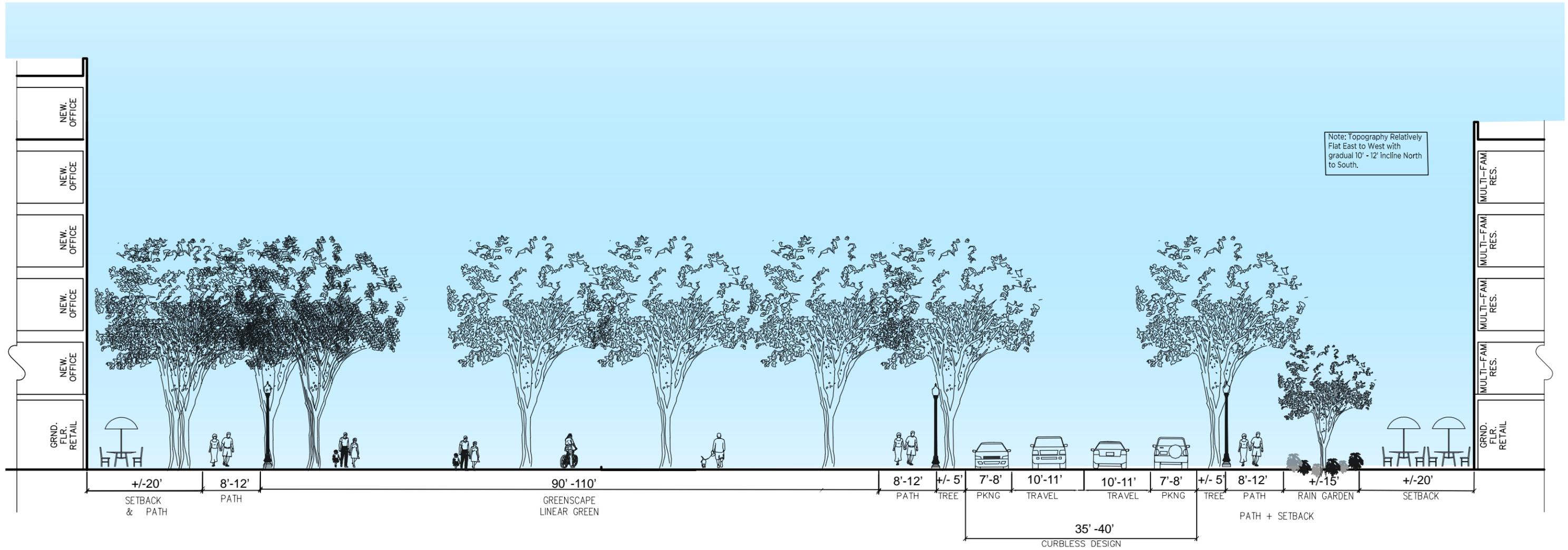
Careful consideration will need to be made to ensure there is ample space to include mixed use buildings in this space. Due to location of culvert and other utilities, placement of buildings and green space is limited. The design of the linear green in this section should consider strategies like bulb outs to maximize amount of space devoted to the linear green and patios in the buildings to provide larger outdoor seating.



Example of retail storefronts and sidewalk



Site Plan



# THE LINEAR PARK - DETAILS

## NORTH OF EATON PLACE

The urban plan calls for a large green space connected to the linear park to the south and to Accotink trail system to the north.

The concept image above demonstrates a large green gathering space for recreation and events anchored by adjoining retail, office, and residential uses. Ideally, the curb-less street - critical for the retail along the linear green - will continue north to distinguish this important main street through the study area.

As the neighborhood develops, future attention will need to focus on property consolidation, potential programming of the green space (i.e. playgrounds, playing fields, green spaces), and sustainability measures that could be implemented to make this park a successful green space.



Example of public open space with mature trees and a sense of nature



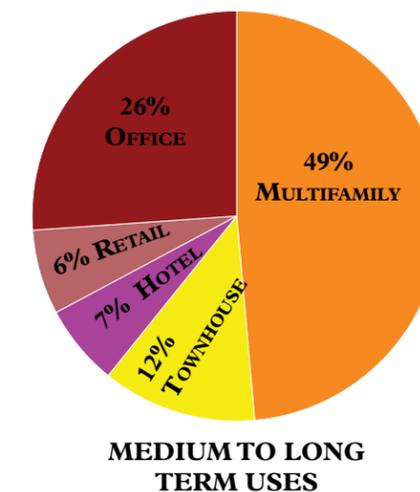
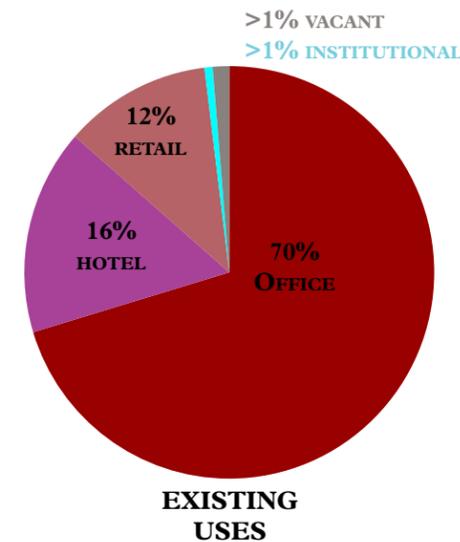
Site Plan



## RETAIL ECONOMICS

- The retail market is limited by a finite amount of regional and local demand. Distribution of future retail will be shared between the City's five activity centers.
- Activity Centers will thrive through diversification. Northfax can distinguish itself from the other activity centers by creating neighborhood related amenities to primarily serve local patrons.
- Primary Demand Sources for Northfax include local residential users, office and hotel transient users, and maximizing demand from pass through traffic on nearby transit arteries.

## TOWARDS A BALANCE OF USES



## OFFICES

- The existing inventory citywide provides office tenants options below the cost of new construction.
- Mixed-use amenities could help stabilize transitioning corporate uses.

## HOTEL

- Citywide, new construction of hotel product has challenged economics.
- Northfax has a viable existing supply with possible longer-term redevelopment.

## CULTURAL & INSTITUTIONAL

- The City of Fairfax has a central Fairfax County location with a compelling cross section of amenities.
- As new housing, office, and retail amenities are provided, there will be a need for a future community or institutional facility to service the neighborhood.

## ECONOMIC CONTEXT

### COMMERCIAL USES IN NORTHFAX

Northfax is home to a large office complex (WillowWood Plaza) and a cluster of hotels serving a range of guests. What is absent in the overall setting is access to convenient / walkable amenities, such as restaurant and retail.

Including providing enhanced neighborhood conveniences for nearby city residents, the redevelopment of the Fairfax Shopping Center into Point 50 will help address this commercial user serving gap. Adding further retailing offerings and other user amenities

elsewhere in Northfax (i.e. green space) is key to strengthening these background existing commercial land uses.

Recommended retail storefront locations are shown on the "Retail Frontage" diagram, located earlier in this document.



### TOWNHOUSES

- The combination of strong market demand, lower density and lowest construction costs per square foot equates to limited developer risk.
- Development economics generally equate to the highest land value per acre.
- High land value proceeds CAN best help pay for infrastructure and possible inclusion of other desired land uses (i.e. commercial and other uses).

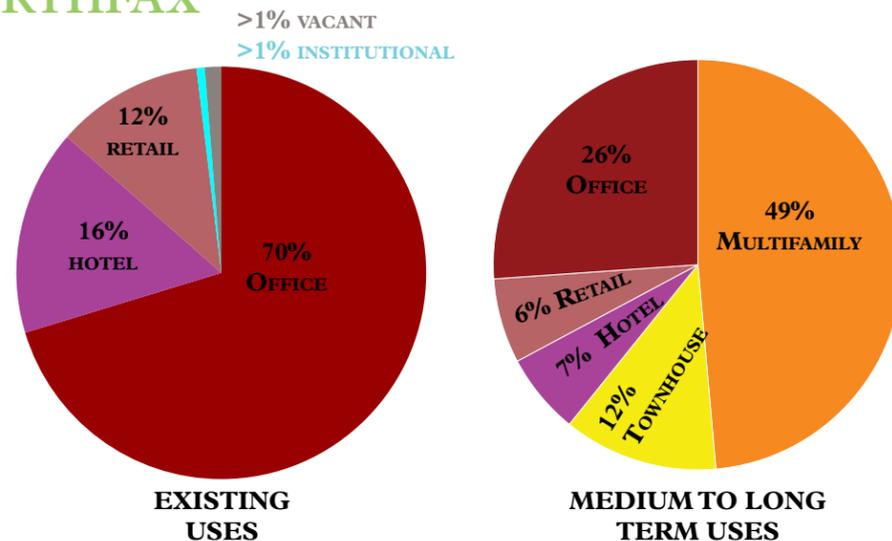


### MULTIFAMILY HOUSING

- The combination of moderate market demand, higher density and higher construction costs per square foot equates to potential developer risk.
- Development economics have mixed impact regarding land value.
- Positive land economics MAY help pay for infrastructure and possible inclusion of other desired land uses (i.e. commercial and other uses).
- Market-rate rental units are more likely than condominiums

## ECONOMIC CONTEXT RESIDENTIAL USES IN NORTHFAX

Residential uses are key to supporting new development in the activity centers, both of which are currently dominated by office space. New residential construction also provides diversification of residential product type since most of the City's existing residential inventory comprises older single family homes and apartment complexes. Expanding residential choices to include new construction, including target market occupants (students through seniors), can help nurture a well-balanced sustainable community.



### SPECIALTY HOUSING: SENIOR & STUDENT HOUSING

- Senior housing units are already being proposed in Northfax and represent a market-driven use.
- Off-campus student housing will likely be concentrated closer to the George Mason University Campus (more likely in Old Town, not Northfax).

# BUILDING HEIGHT AND SETBACKS

## A TAILORED APPROACH

A major goal of the Small Area Plans is to articulate a development vision using realistic patterns of development, with building typologies and land uses based on current market research and regional context. According to this research, the current zoning and other regulations may be hindering optimal land development patterns.

The SAP is also tasked with making recommendations for modifying existing zoning regulations, including land use, massing and height, to allow for better long-term development outcomes.

Currently, most of the properties within the Northfax study area are zoned CR (Commercial Retail), as well as a smaller amount of RM (Residential Medium) zoned properties. CR zoning historically has been used to develop car-oriented commercial office and retail uses, such as the existing developments on site. CR zoned properties are currently limited to 5 stories in height.

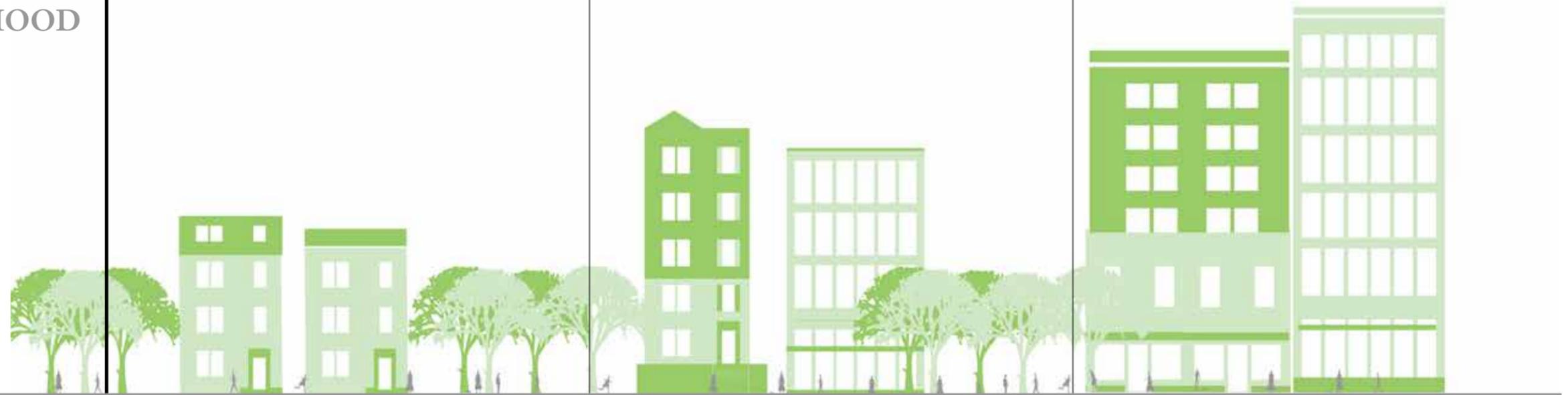
As articulated in the 2035 Comprehensive Plan and other market research, quality mixed-use developments that are appropriate for Activity Centers need a critical mass of height, density and public amenities in order to be achievable. Based on development history within the region, it is generally expected that a fraction of the study area will redevelop at higher heights and densities over the next 15 years.

In this diagram, the SAP project team recommends a tailored approach to height limits by establishing a lower height limit setback of (4 stories) closer to adjacent residential communities. Areas not close to adjacent residential structures are recommended to have a (7 story) height limit. Hybrid transition areas are designated with a (5 story) height limit.



# ADJACENT NEIGHBORHOOD

# NORTHFAX



## NEIGHBORING EXISTING USES

### TYPICAL LAND USES

- RESIDENTIAL TOWNHOUSE
- SINGLE FAMILY HOMES
- LOW SCALE RETAIL

### HEIGHT LIMIT

- 3 STORY MAXIMUM

### CHARACTER

- RESIDENTIAL NEIGHBORHOODS

## RESIDENTIAL ADJACENT ZONES

### TYPICAL LAND USES

- RESIDENTIAL TOWNHOUSE
- LIMITED MIXED USE / MULTIFAMILY
- PARKS + GREEN SPACES

### HEIGHT LIMIT

- 4 STORY MAXIMUM

### CHARACTER

- RESIDENTIAL ZONES THAT ARE HARMONIOUS TO NEIGHBORING SINGLE FAMILY AND TOWNHOUSE USES

## TRANSITIONAL ZONES

### TYPICAL LAND USES

- RESIDENTIAL TOWNHOUSE
- MULTIFAMILY RESIDENTIAL
- MIXED USE
- RETAIL/OFFICES
- PARKS + GREEN SPACES

### HEIGHT LIMITS

- 5 STORY MAXIMUM

### CHARACTER

- MIXED USE TRANSITIONING FROM LOWER SCALE DEVELOPMENT TO NEIGHBORHOOD HUB

## NEIGHBORHOOD CORE

### TYPICAL LAND USES

- MULTIFAMILY RESIDENTIAL
- MIXED USE
- RETAIL/OFFICES
- PARKS + GREEN SPACES
- HOTEL

### HEIGHT LIMITS

- 7 STORY MAXIMUM

### CHARACTER

- MIXED USE NEIGHBORHOOD CORE

# BUILDING HEIGHTS & LAND USE TRANSITIONING FROM NEIGHBORHOOD TO MIXED USE CORE

The diagram above illustrates the goals of the small area plan to provide a transition from the nearby neighborhoods to the new Northfax community.

The plan proposes areas near to the existing single family and townhouse neighborhoods to be residential in character. Mixed use is limited to areas adjacent to major thoroughfares along Chain Bridge Road. In this zone, building heights or setbacks for mixed use buildings

should be no more than 4 stories.

As the one moves away from the proposed residential areas, a transitional zones of medium scale heights of 5 stories maximum is proposed. These transitional zones are found in areas where busy roads or retail corridors are adjacent to lower scale, primarily residential uses.

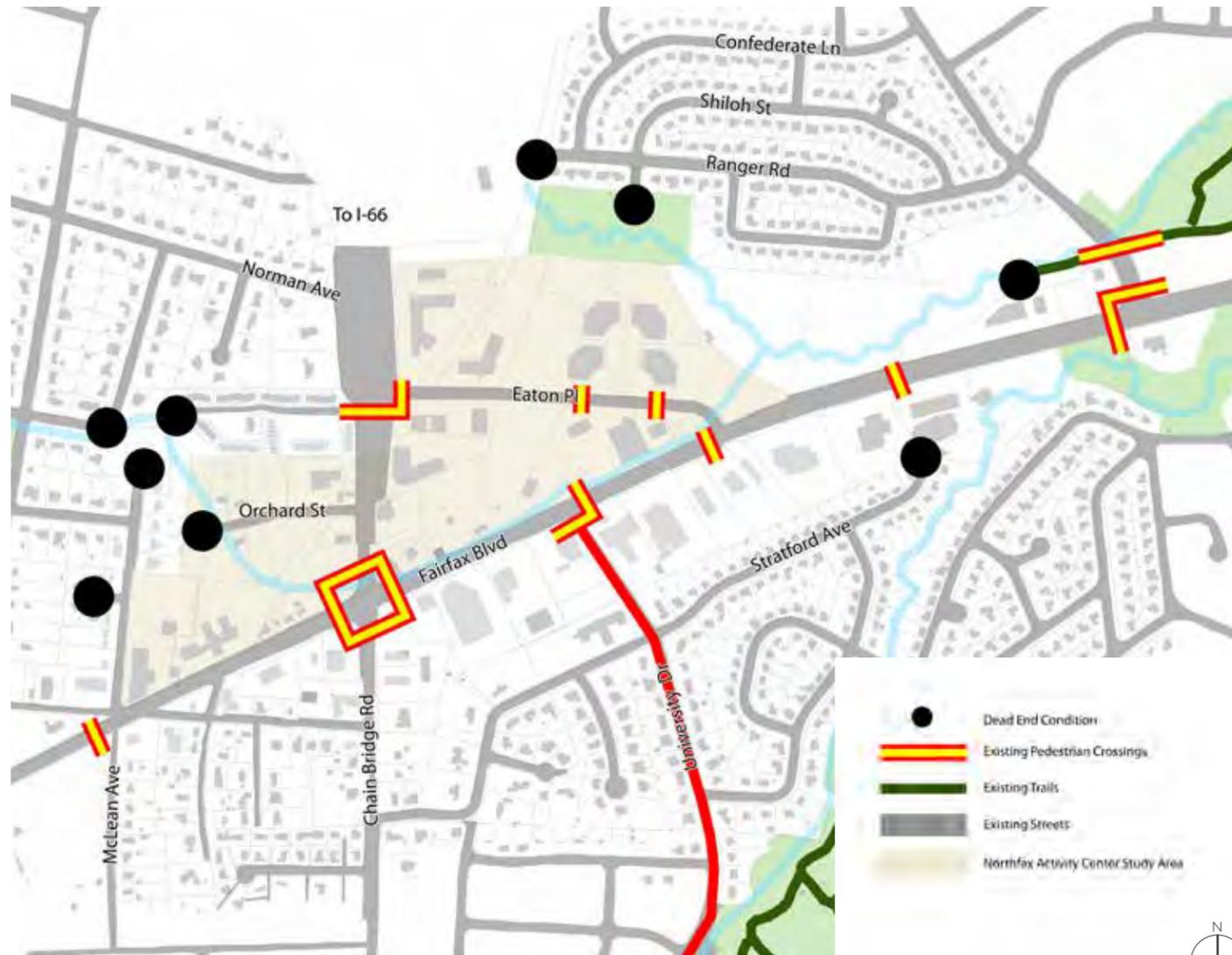
As Northfax is designed as a mixed use center for the city, the bulk of the

plan focuses on the neighborhood core use. Here, a variety of uses from office to multifamily to retail to hotel uses are proposed. The height limit here will range from 5-7 stories. The bulk of parcels with this designation are in the Northfax east area - away from existing adjacent residential neighborhoods. The character of these zones will focus on the Northfax's role as a mixed use neighborhood core and retail hub.

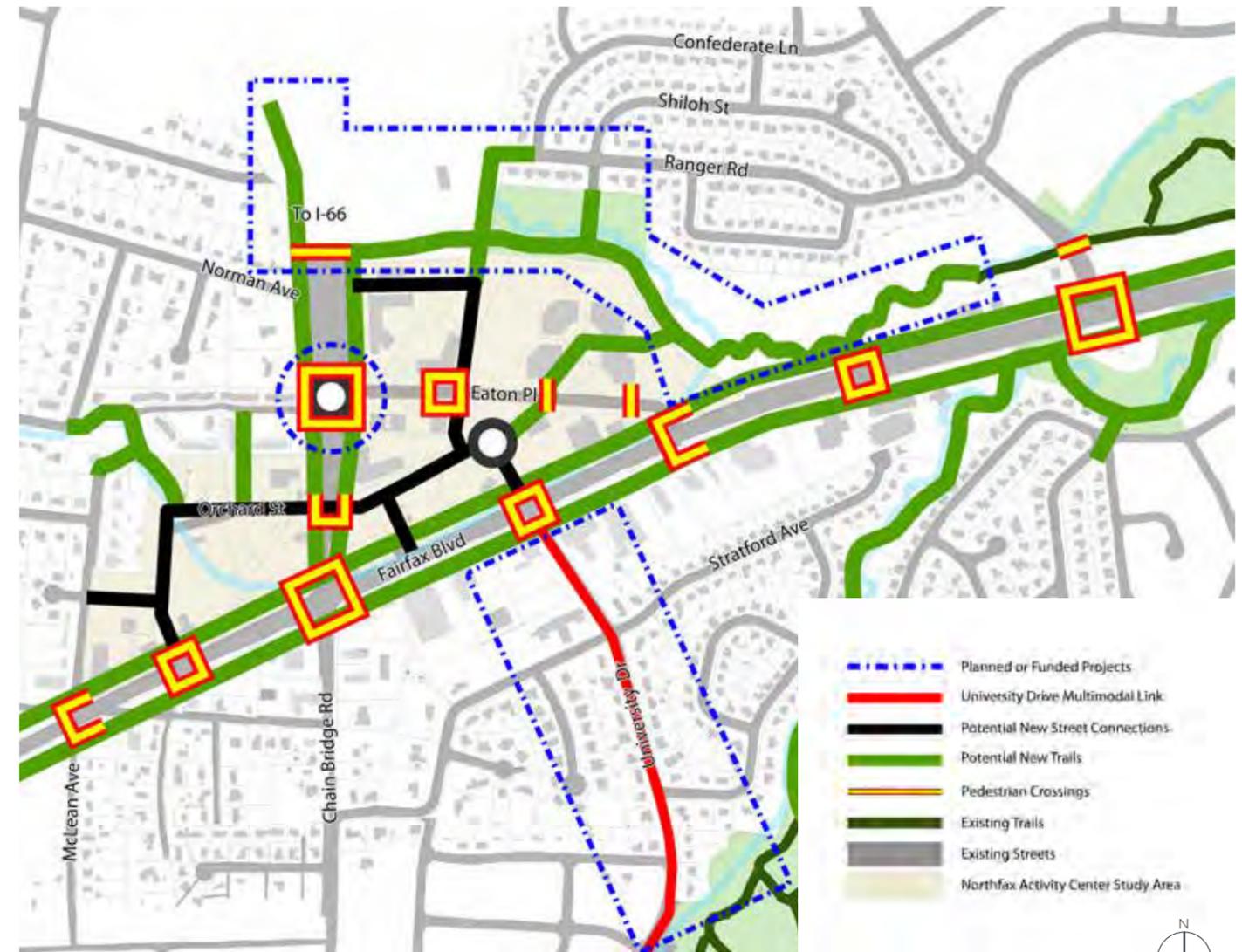


# TRANSPORTATION

1. Northfax Transportation
2. Stitching Together Neighborhoods
3. Chain Bridge Road and Orchard Street
4. Fairfax Boulevard
5. Eaton Place
6. Parking Management
7. “The Spine”



Existing Disconnected Network in Northfax



Recommended Connected Network in Northfax

## STITCHING TOGETHER NEIGHBORHOODS

### ENHANCING CONNECTIVITY

One of the key recommendations of the Northfax Small Area Plan is enhancing the Activity Center’s internal and external connectivity. The plan recommends redeveloping the superblocks into smaller blocks with new internal street connections to improve walkability within Northfax. New street connections can be designed as complete streets with inviting public realms.

Beyond the improvements within the superblocks, there are many opportunities for Northfax to connect to adjacent

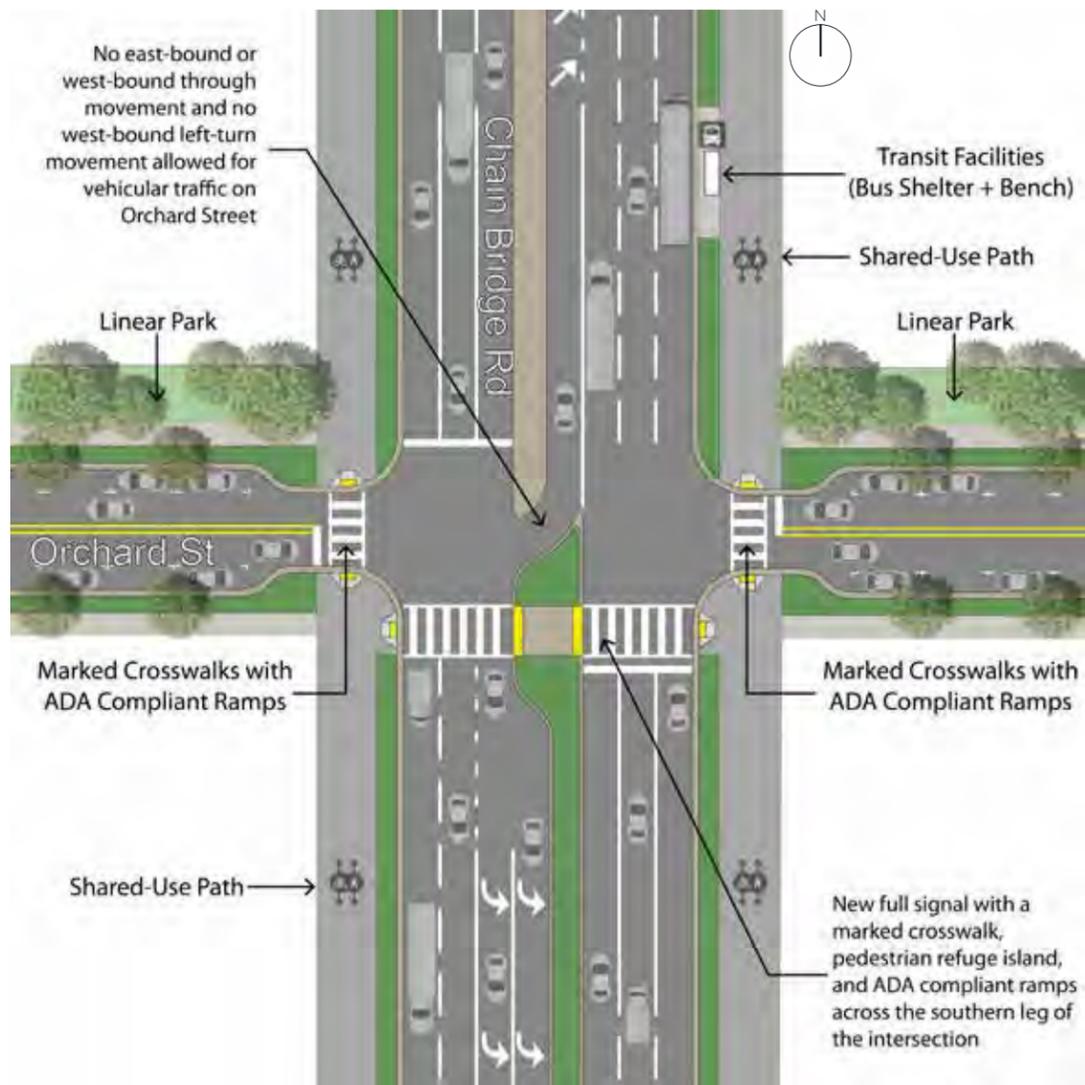
neighborhoods through new pedestrian and bicycle trail connections or new streets. The new links will allow residents in surrounding communities such as Cobbdale, Fairfax Woods, and Mosby Woods, a more direct route to access new destinations and amenities in Northfax. Shorter and more direct trips will give residents the choice to walk, bike, or scoot rather than drive along Fairfax Boulevard or Chain Bridge Road.

Environmental assets near Northfax offer unique opportunities to expand

the City’s off-street trail network. New trails and natural open space for passive recreation along Accotink Creek should connect the activity Center to its natural surroundings. The plan incorporates the proposed George Snyder Trail along Accotink Creek, just to the north of Northfax, and further recommends additional trail spur connections to connect the new development and open spaces to the proposed trail.

Gateways can be used to create an identity and designate Northfax as a

distinct area within Fairfax City. The proposed plan incorporates the planned roundabout at Eaton Place and Chain Bridge Road and highlights its potential to act as a gateway feature as people enter the City from I-66 to the north. A system of wayfinding signs to direct and inform visitors of notable locations within walking or biking distance, could include distances to travel on comfortable routes to parks, trails, Old Town, and George Mason University.



Recommended pedestrian crossing at Chain Bridge Road and Orchard Street intersection



Photo of existing intersection without pedestrian crossing

## CHAIN BRIDGE ROAD AND ORCHARD STREET PEDESTRIAN CROSSING

The proposed Activity Center masterplan for Northfax envisions Orchard Street as a new internal main street with a linear park on both sides of Chain Bridge Road. Currently, there are no marked pedestrian crossings at the intersection of Orchard Street and Chain Bridge Road. Apart from the proposed master plan, there are current redevelopment projects proposed on both sides of Chain Bridge Road. The 'Point 50' retail development is under construction on the eastern side of Northfax, while the 'Northfax West' development that includes townhomes

and senior housing is proposed on the western side of Northfax. With retail and housing on either side of Chain Bridge Road, there is going to be a much higher demand for a safer, more comfortable pedestrian crossings across Chain Bridge Road at Orchard Street.

A new marked and signalized pedestrian crossing should be added across the southern leg of Chain Bridge Road and Orchard Street intersection. The pedestrian crossing can be added by converting the existing partial

signal into a full signal. The new full signal can be coordinated with the current signal at the intersection of Fairfax Boulevard and Chain Bridge Road to mitigate traffic impacts.

Chain Bridge Road is a major six-lane divided arterial roadway that currently acts as a barrier between the eastern and western parts of Northfax. Existing pedestrian crossing opportunities are limited to two signalized intersections along Chain Bridge Road at Fairfax Boulevard and Eaton Place. This

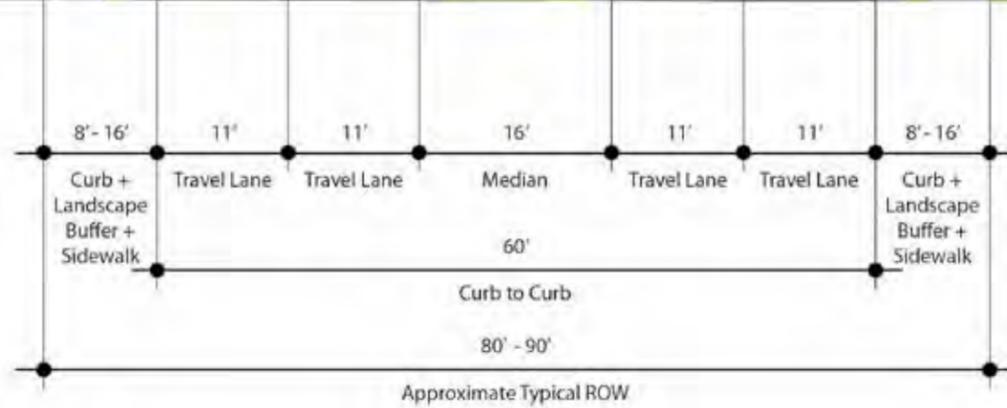
recommendation will add to the other transportation projects planned along Chain Bridge Road and will enhance pedestrian crossing opportunities. Other planned projects include a new signal at the intersection of the proposed George Snyder Trail and Chain Bridge Road, and a multi-lane roundabout at the intersection of Eaton Place and Chain Bridge Road. Pedestrian crossings will be designed across all legs of the roundabout. With the addition of pedestrian crossings at the George Snyder Trail crossing, Eaton Place, Orchard

Street, and Fairfax Boulevard - Chain Bridge Road in Northfax will transform into a more urban place with a series of pedestrian crossings approximately 500 feet apart, as recommended in the City's Multimodal Transportation Plan.

Shared-use paths are also recommended on both sides of Chain Bridge Road from the planned George Snyder Trail crossing to Fairfax Boulevard. With proposed redevelopment fronting Chain Bridge Road on both sides, there is an opportunity to extend

the pedestrian realm and install 10 to 12 foot-wide shared-use paths on both sides of Chain Bridge Road by extending the right-of-way or requiring easements on private properties.

A planning-level traffic analysis for the intersection of Chain Bridge Road and Orchard Street is included in the Appendix. A more detailed signal timing effort will need to be undertaken as part of the engineering design to confirm the feasibility of this recommendation.



Fairfax Boulevard: Existing Conditions

# FAIRFAX BOULEVARD

## PEDESTRIAN AND BICYCLE FACILITIES

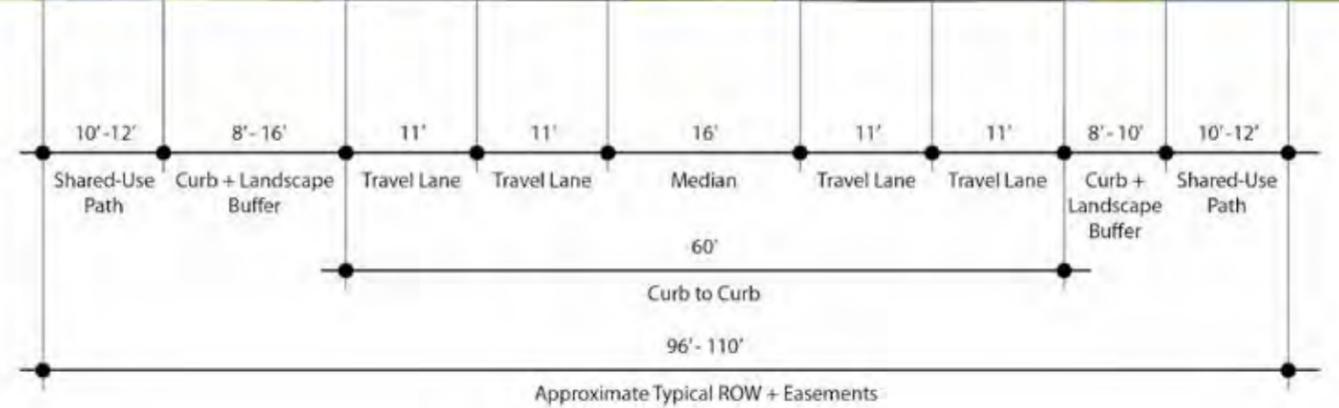
Fairfax Boulevard is a major regional thoroughfare that connects three of the five designated Activity Centers in Fairfax City - Kamp Washington, Northfax, and Fairfax Circle. Apart from the Activity Centers, the mixed-use land use context along the corridor includes several major destinations. Multiple bus transit routes travel along Fairfax Boulevard. These characteristics make Fairfax Boulevard a critical corridor for safe and comfortable pedestrian and bicycle facilities. However, the current conditions along Fairfax Boulevard are not pedestrian

and bicycle-friendly. Sidewalks are narrow, often at the back of curb with no landscape buffers or street trees. Bicycle accommodation is not provided along Fairfax Boulevard. Crossing opportunities are also limited to one or two legs of major signalized intersections. Many intersections also lack ADA compliant pedestrian curb ramps.

10 to 12 foot wide shared-use paths that can be used by people walking and biking are recommended along both sides of Fairfax Boulevard. These shared-use

paths should be separated from traffic by landscaped buffers with shade-giving trees. Additionally, high-visibility marked pedestrian crossings with ADA-compliant ramps and landing pads are also recommended at signalized intersections.

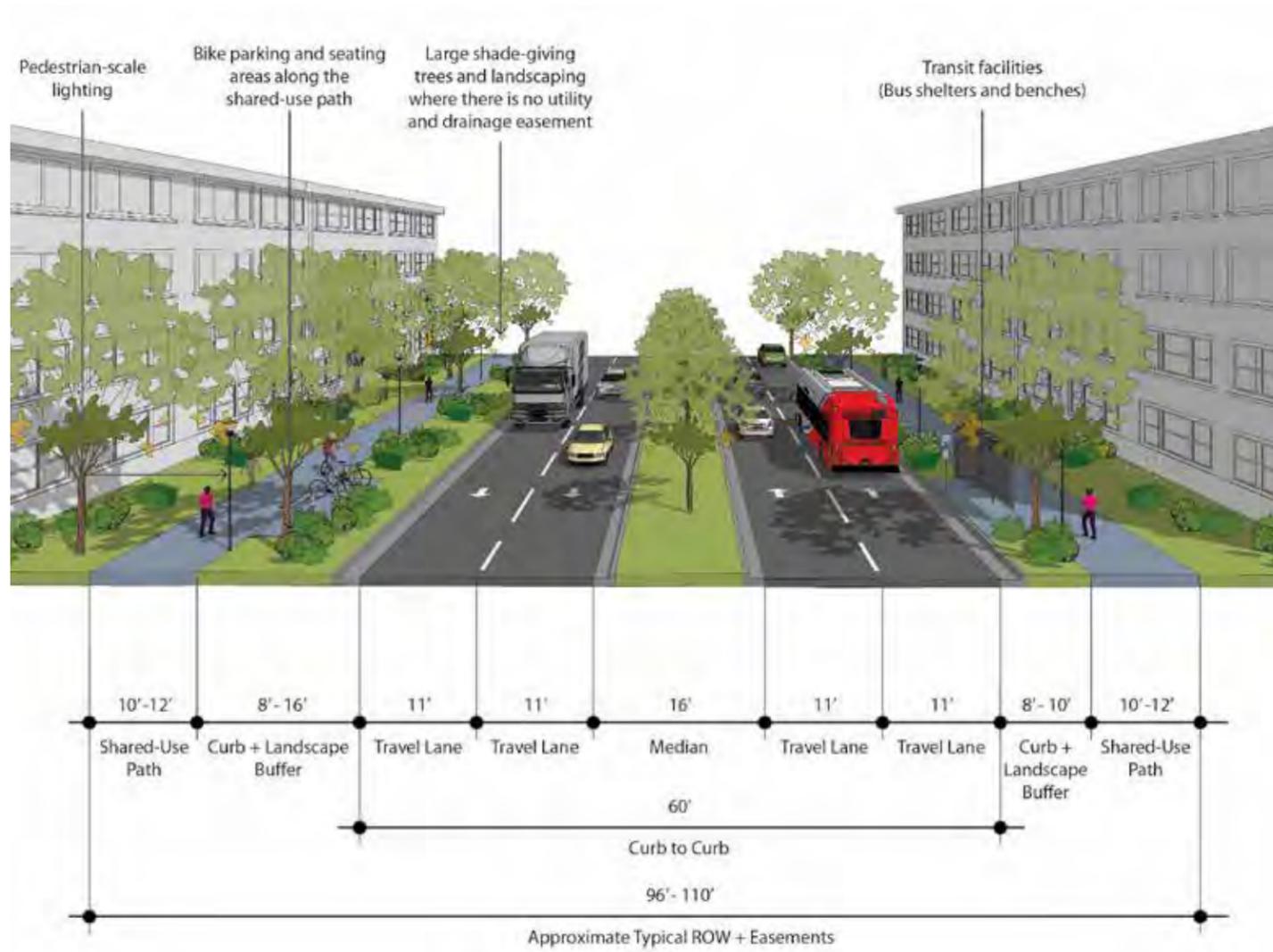
This recommendation does not impact the existing number of lanes and relies on existing ROW or additional utility or redevelopment easement to install shared-use paths.



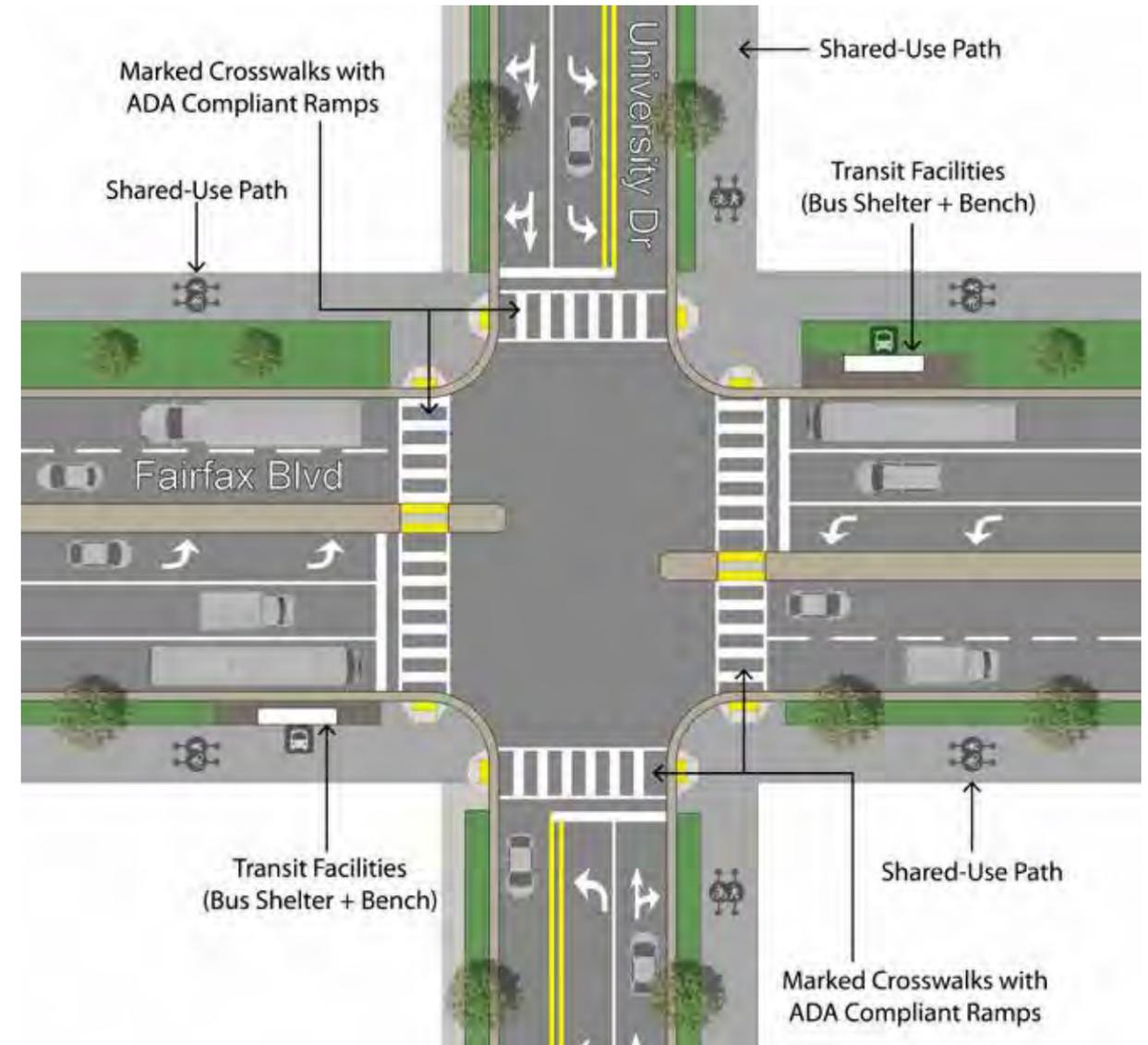
Fairfax Boulevard: Proposed Shared-Use Paths



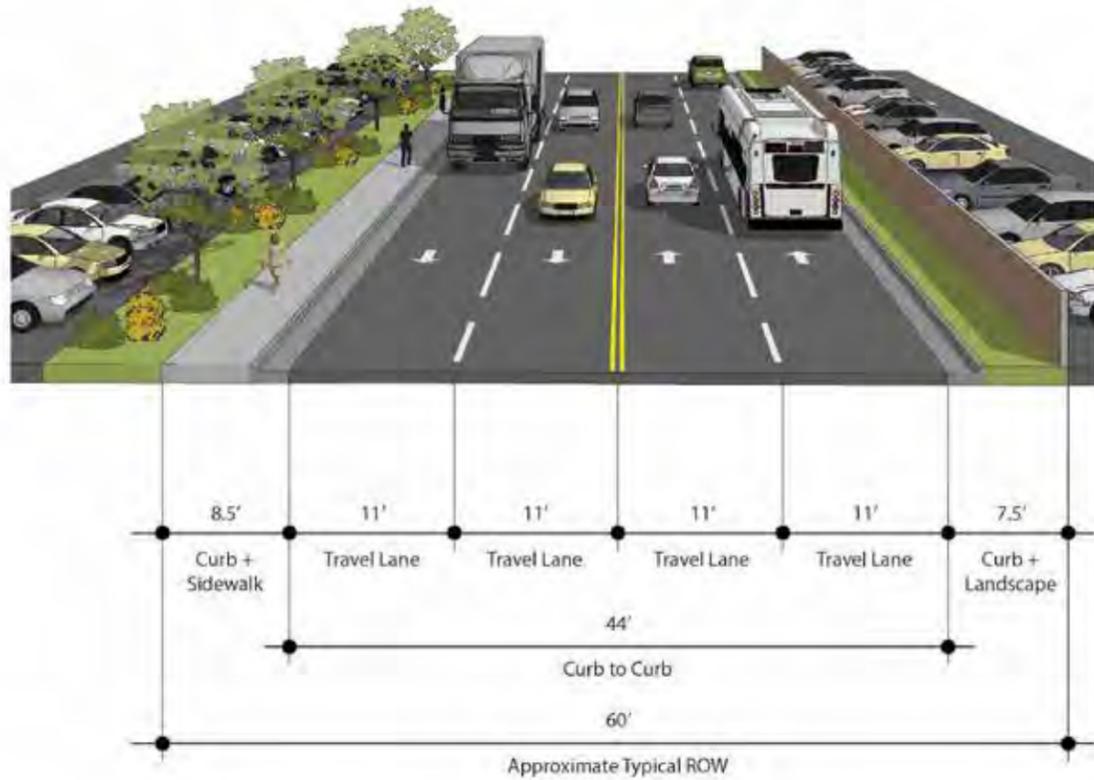
- Fairfax Boulevard Shared Use Paths
- Pedestrian Crossings
- Existing Streets
- Northfax Activity Center Study Area



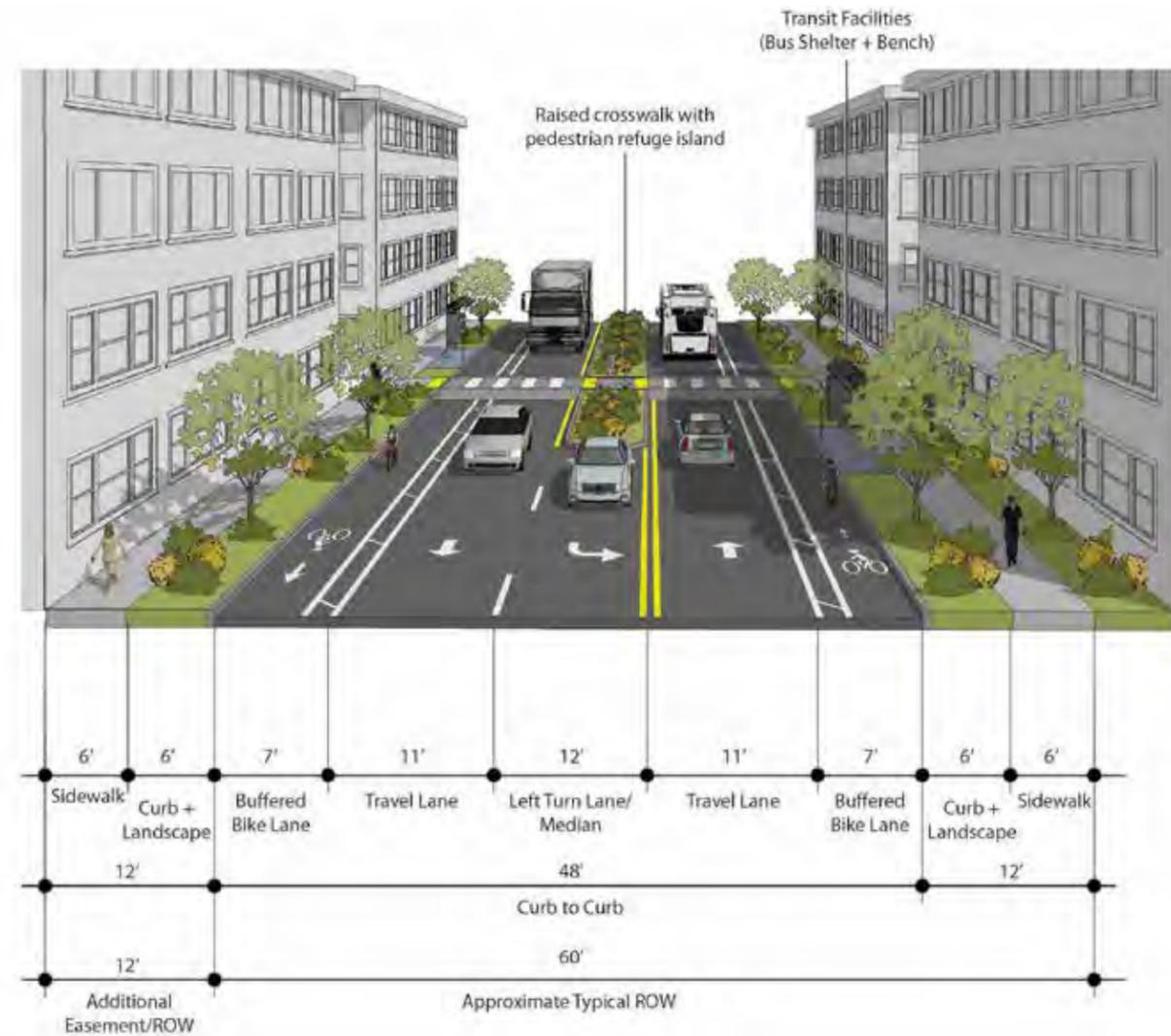
Recommended shared-use paths along Fairfax Boulevard with large shade-giving trees



Recommended pedestrian crossings and shared-use paths at the intersection of Fairfax Boulevard and University Drive



Existing typical cross-section for Eaton Place



Eaton Place Road Diet: Widen ROW as part of redevelopment to add buffered bike lanes and landscape buffers with street trees

## EATON PLACE ROAD DIET

Drivers traveling west on Fairfax Blvd sometimes use Eaton Place to avoid waiting at the Chain Bridge Road signal. The current roadway design and use serves more to divide rather than engage the northern and southern parts of Northfax. This master plan provides concepts for redevelopment with new open spaces and trail connections on both sides of Eaton Place. The central linear park and the ‘Spine’ along University Drive will continue across Eaton Place to connect to the future George Snyder Trail and recreational park spaces along Accotink Creek. As part of this concept the way that Eaton Place functions within

the transportation system will be key.

A Road Diet project is proposed on Eaton Place to convert the existing four-lane undivided street into a three-lane street with one vehicular travel lane in each direction and left-turn lanes at intersections. Space for left-turn lanes can be designed as landscape medians where no left-turn lanes are required. The median can also act as pedestrian refuge islands at mid-block crossings to provide safe and comfortable crossings across the northern and southern side of Northfax. Additional roadway space can be used to add buffered bike lanes

in both directions. Raised crosswalks or tabled intersections should be considered in the design to enhance pedestrian/ bicycle crossing safety and comfort and to reduce attractiveness as a cut-through while slowing vehicular travel speeds.

Road Diet projects that convert four-lane undivided roads to three-lane roads offer several high-value improvements at a low cost. As per the Federal Highway Administration (FHWA), the benefits of a Road Diet project include enhanced safety, mobility, and access for all road users and a “complete streets” environment to accommodate a variety

of transportation modes. The resulting benefits include a crash reduction of 19 to 47 percent, reduced vehicle speeds, improved mobility and access for all road users, and the integration of the roadway into surrounding uses that results in an enhanced quality of life. A key feature of a Road Diet is that it allows reclaimed space to be allocated for other uses, such as bike lanes, sidewalks, pedestrian refuge islands, bus shelters, parking, or landscaping.

Four-lane undivided roadways experience relatively high crashes, especially due to conflicts between high-speed through

traffic, slower left-turning vehicles, and other road users. FHWA has deemed Road Diets a proven safety countermeasure and promotes them as a safety-focused design alternative to a traditional four-lane, undivided roadway.

This recommendation maintains existing approach-lane configuration for Eaton Place at the intersection of Fairfax Boulevard. The configuration includes one shared through and right turn lane and an exclusive left turn lane. The west-bound approach lanes for Eaton Place at the planned roundabout at Chain Bridge Road can also be maintained. The

planned configuration includes one west-bound through lane into the roundabout and one west-bound right turn slip lane to merge onto north-bound Chain Bridge Road towards I-66. The exclusive right-turn slip-lane may limit the vehicle queueing currently experienced on Eaton Place during afternoon peak hours.

A planning-level traffic analysis for this recommendation is included in the Appendix. A more detailed traffic analysis will be required as part of the engineering design to test the feasibility of this recommendation further.

# IMPLEMENTATION AND DETAILS

1. Northfax West Details
2. Northfax East Details
3. Phasing and Economics
4. Sustainability
5. Cultural Preservation
6. Utility Recommendations
7. Zoning and Regulatory Recommendations

# NORTHFAX WEST

## PLAN DETAILS AND EXPECTATIONS

This diagram is a short summary of the expected land uses, building typologies and special details within the Development Plan. These details were based on major stakeholder outreach (including property owners), market research, and urban design best practices.

The buildings and land uses depicted here serve as a conceptual build out for the Small Area Plan framework in Northfax. Although the core ideas should remain consistent, the plan also recognizes that land uses, building typologies, and specific designs may change in the future.

### Trail Connection:

- Publicly accessible path connection from Perry St. to Orchard St.
- Lighting and pathway provided

### Linear Park at Orchard Street

- 12 foot width minimum
- Curb-less street design and special paving for street and sidewalk

### Senior Living Housing:

- 7 story building with integrated parking garage
- Landscaped open spaces on east and west sides of the building

### Townhouses:

- 4 story height limit to transition to neighbors to the west and north

### Primarily Residential Building:

- 5 story height limit
- Streetscape and orientation towards Fairfax Boulevard
- Consolidation with neighboring property recommended



### Mixed-Use Building with Ground Floor Retail:

- 7 story height limit, but the building massing steps down in height to 4 stories along the north edge of the property

### Mixed-Use Building with Ground Floor Retail:

- 7 story height limit
- Architectural design matches prominent location at Chain Bridge Road and Orchard St.
- Structure may bridge over existing underground stormwater culvert

### Historic "Microdistrict":

- Preservation of Historic Resources (Diner, Bridge, Car Repair Shop)
- Potential adaptation of buildings into new commercial uses (eg. restaurant)

### New Commercial Construction (Car Dealership):

- New street connection to Orchard St.
- Increased Pervious Surface Area and Improved Stormwater Capture
- Formation of Street Edge and Increased Sidewalk Widths at Fairfax Boulevard

# NORTHFAX EAST

## PLAN DETAILS AND EXPECTATIONS

This diagram is a short summary of the expected land uses, building typologies and special details within the Development Plan. These details were based on major stakeholder outreach (including property owners), market research, and urban design best practices.

The buildings and land uses depicted here serve as a conceptual build out for the Small Area Plan framework in Northfax. Although the core ideas should remain consistent, the plan also recognizes that land uses, building typologies, and specific designs may change in the future.

### Trail Connection:

- Publicly accessible path connection from the Linear Park to the George Snyder Trail
- Lighting and pathway

### New Commercial Construction (Hotel, Office or Mixed-Use):

- 7 story height limit
- Potential area for housing, including affordable and other types

### Linear Park and Community Green at Orchard Street

- 20 foot width minimum, 30+ feet recommended
- Curb-less street design and special paving for street and sidewalk

### New Commercial Construction (Office or Mixed Use):

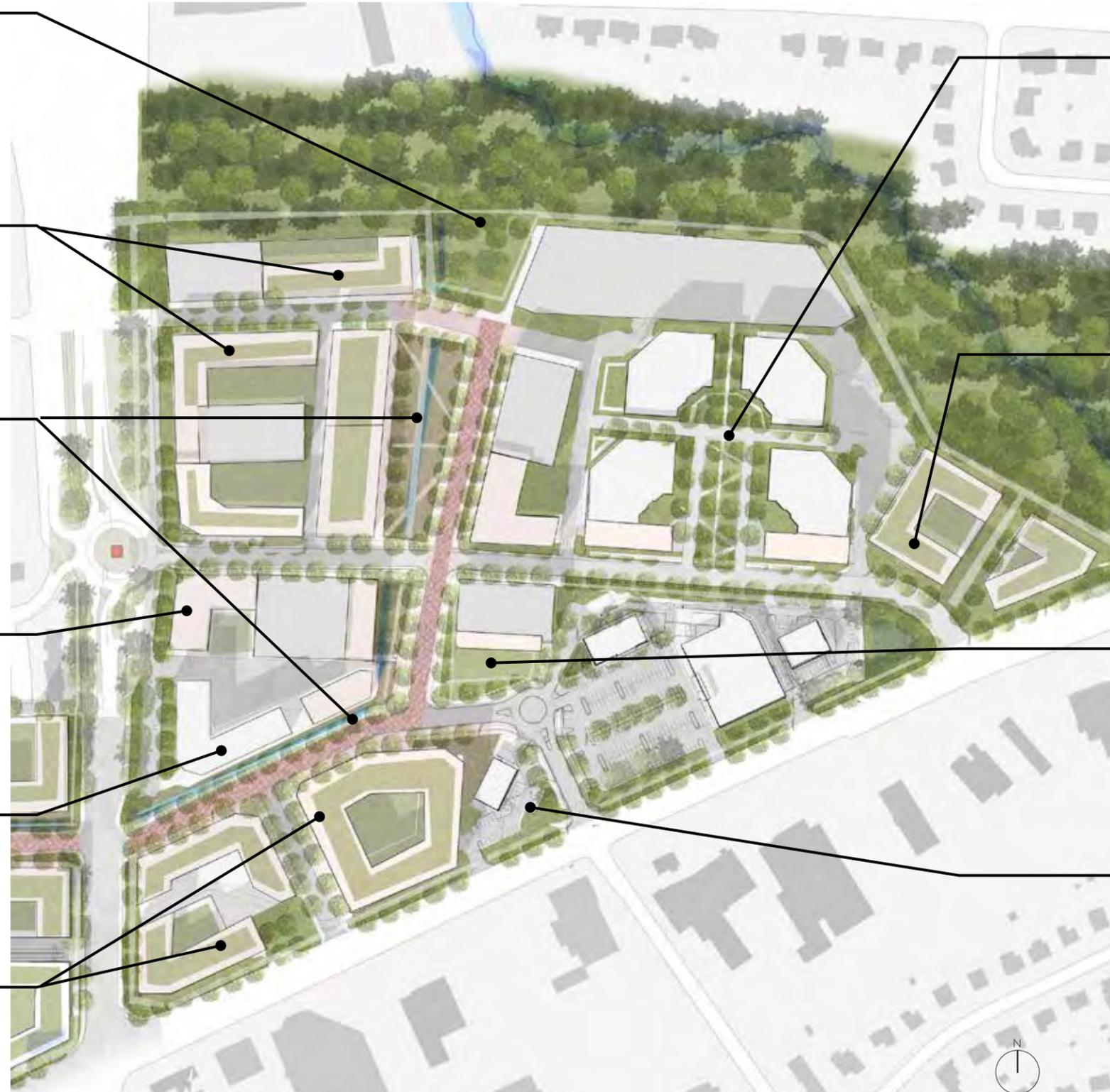
- 7 story height limit
- Potential district-serving parking garage

### Hotel:

- Renovation and Expansion
- Addition of Ground Floor Retail along Orchard St.

### Mixed-Use Buildings with Ground Floor Retail:

- 7 story height limit
- Underground and integrated Parking



### Office Park:

- Preservation of some office uses are recommended in the mixed-use activity center
- Existing buildings are good candidates for renovation and repositioning

### Primarily Residential Buildings:

- 7 story height limit
- Underground and integrated Parking
- Structure may bridge over existing underground stormwater culvert

### New Public Plaza

- Open space integrated with retail frontage
- Specialized design to accommodate outdoor activities, including play areas, events and casual seating

### New Commercial Construction (Retail Center):

- Grocery store anchor with local-serving retail
- New street to be integrated with neighboring property

# PHASING AND ECONOMICS

## NEAR TERM DEVELOPMENT (15 YEARS)

While it is difficult to predict the long term future, the project team has interviewed a majority of the property owners within the study area, with particular attention to future planning efforts. This background information, coupled with ongoing market analysis and regional trends, allows the team to estimate and illustrate a conceptual future buildout of Northfax.

The development figures below are a benchmark for the city's evaluation of the Small Area Plan effort, and the achievement of these figures should precipitate a re-evaluation of the development plan.

For a near term horizon of 15 years, it is estimated that Northfax will bring in substantial new development and land use changes, including:

### Residential:

- Increase of 1,400 residential units (includes townhouses, condos, market-rate apartments, senior living, and affordable housing units)

### Office:

- Retention and re-tenanting of existing office supply and the repositioning of key properties
- Potential replacement of older buildings

### Retail:

- Increase of at least 50,000 GSF new retail (excluding the Point 50 development)
- Net loss of parking lot car storage and parking

### Hotel:

- Retention and renovation of existing hotel properties



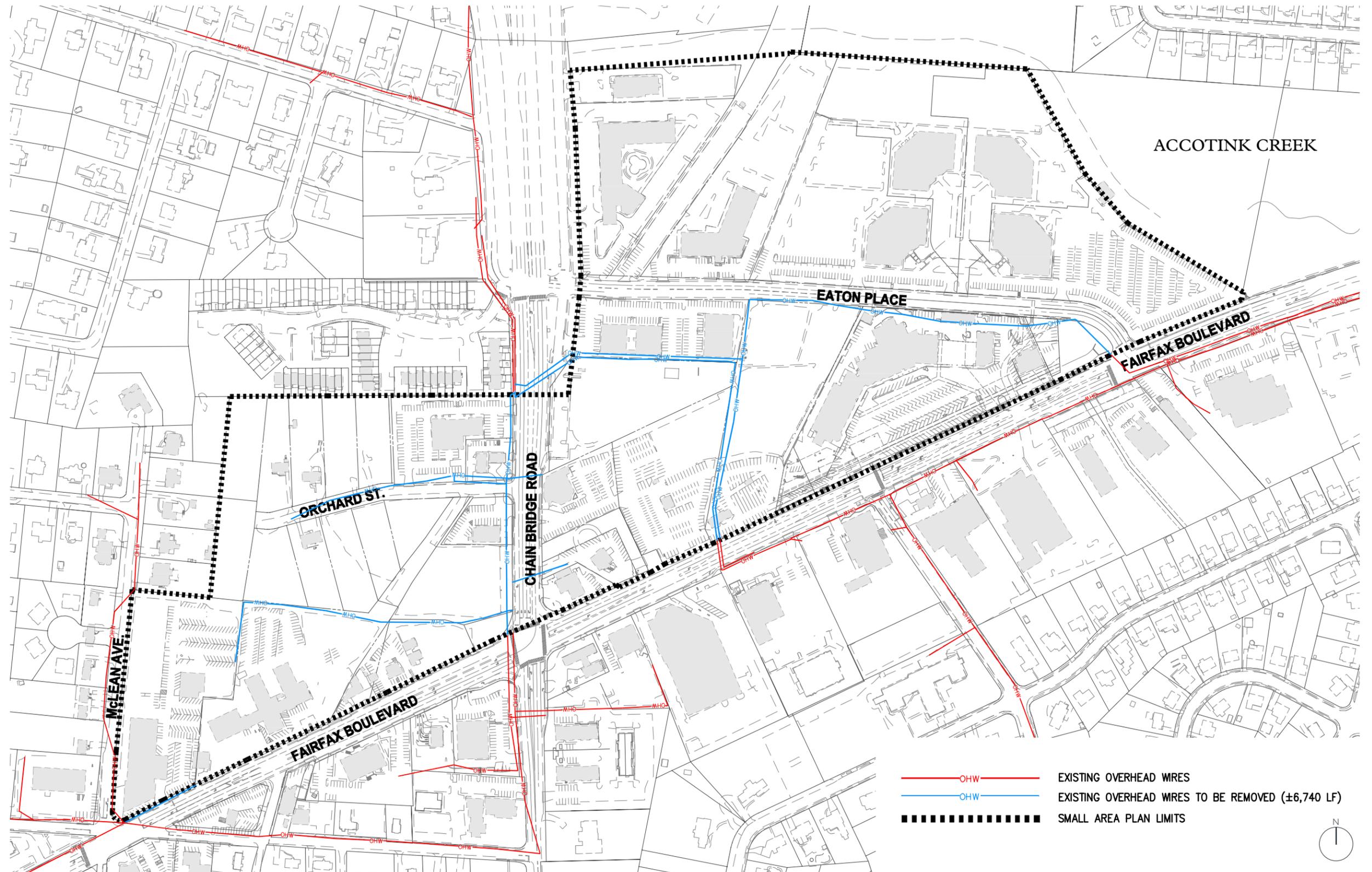
CONCEPTUAL RENDERING SHOWS FULL BUILDOUT OF STUDY AREA (MORE THAN 15 YEARS)

# UTILITIES - OVERHEAD LINES

## RECOMMENDATIONS

Within this plan area, there is approximately 6,750 linear feet of existing overhead utilities. The plan recommends that future developments be encouraged to place existing overhead utilities underground. This could be accomplished through enforcement of existing zoning ordinance provisions.

Based on the review of cost data across a variety of projects in this region, it is estimated that costs for undergrounding can vary from \$1,300 to \$2,000 per linear foot. This significant variation in potential costs is due to the wide range of complexity levels depending on the extent of undergrounding and how the lines to be undergrounded function within the larger utility grid. Based on this estimate, undergrounding of all overhead lines within the plan area over time could cost \$8,800,000 to \$13,500,000. For a less dense area such as this plan area, it is estimated that undergrounding costs may fall in the middle or low end of this estimated range.



# ZONING AND REGULATORY RECOMMENDATIONS

The Small Area Plan outlines a long-term development vision for Northfax and implementing this vision will require adjustments to current zoning and regulations.

1. Zoning (Land Use) – Currently, most of Northfax is zoned CR (Commercial Retail), which does not permit residential and hotel uses without special exception. The plan recommends that all properties in the study area be rezoned to also allow for residential, hotel and mixed-use. The Commercial Urban (CU) zone is a potential solution for the study area, as it has more flexibility in allowable land uses.
2. Zoning (Building Height) – Currently, CR (Commercial Retail) uses are limited to 5 stories / 60 feet. The plan recommends that properties within the study areas have a tailored height limit based on the plan vision (see Building Height and Setbacks) instead of the zoning height restrictions.
3. Stormwater Regulations - With Northfax sited on top of an important watershed, stormwater management is one of the most critical aspects of redevelopment. Currently, the land uses utilize substantial impervious surfaces (like parking lots) and most developments pre-date modern stormwater regulations. Redevelopment in general will help improve the quantity and quality of stormwater runoff due to conformance to state regulations. The plan recommends increasing stormwater requirement metrics by 15% beyond state minimums in both quantity and quality for all development within Northfax. Additionally, developments are strongly recommended to utilize green stormwater infrastructure

technologies that are visible to the public, so they can be used as educational pieces about how the areas is helping the city achieve their sustainability goals in Northfax.

4. Street Tree / Public Tree Standards – The plan recommends increased planting bed standards in Northfax for urban and open space trees. Each property should incorporate continuous planting beds with soil volumes that exceed 500 cu ft per tree, when possible. These standards are particularly important for trees within the Linear Park.
5. Green Buildings – The plan recommends that the City explore a green building standard for all construction within Northfax. Examples of commonly used green building standards include LEED and Earthcraft. Northfax would be appropriate for a minimum green building standard of LEED-New Construction - Silver (or similar).
6. Public Education - Each development is recommended to have a public educational display showing on-site sustainability initiatives, such as stormwater capture, energy production, alternative transportation, green building, and others. A critical mass of developments in Northfax displaying sustainability initiatives will help shape the environmental identity and sustainability aspirations of Northfax.

# IMPLEMENTATION OF KEY IDEAS

Realizing a new revitalized Northfax will require an ongoing commitment by all stakeholders towards the implementation of key ideas.

## Key Idea #1: Northfax as an Ecologically Sensitive District

1. The formation of a Northfax Guidance Committee – this group should be coordinated by City staff and should oversee the implementation the Northfax vision over time. It should be comprised of city staff, community leaders, environmental leaders and property owners. This group should meet quarterly to give updates, coordinate planning, and to promote the efforts and implementation of the Small Area Plan.
2. New incentives – City to explore capital investment in public open space and transportation infrastructure within the study area, such as the Linear Park, the Public Plaza and Orchard Street.
3. New regulations for development, such as increased stormwater and tree standards. These regulation recommendations are designed to establish better sustainability outcomes for Northfax, while promoting needed redevelopment that transitions from existing uses.
4. Establish an Identity – As change occurs, it is important to publicize and highlight these efforts as widely as possible. There is real value for all stakeholders (including property owners) in marketing Northfax as a desirable place to live, work and enjoy. Examples include: publicizing sustainability efforts (green infrastructure, stormwater strategies, sustainability education)

and promoting upcoming projects.

## Key Idea #2: A New Linear Park

1. Follow up coordination meetings with property owners – communicate expectations for each property with key elements, finalize design parameters, including width and design, as well as coordination of site stormwater strategy. If needed, work out city-owner agreements for public space easements.
2. City to consider offering incentives, including increased height and density, to property owners for increased public space beyond minimum requirements, as needed by the design goals.
3. Have a unified design team to coordinate landscape design across multiple properties and timelines (includes planting standards, open space design, phasing, etc).
4. Establish a unified stormwater strategy and detailing for the entire linear park. This will help ensure consistency across varied properties and timelines.

## Key Idea #3: Promoting Balanced Land Use

1. City staff to track data as new land uses come in to replace older ones, and analyze the long-term economic, fiscal, transportation and environmental impacts. This data should be used to help guide future planning efforts.

## Key Idea #4: Stitching Together Neighborhoods

1. City transportation staff to advance the pedestrian crossing (Chain

Bridge Rd pedestrian crossing at Orchard Street) concept plans into design development. The timing of the intersection construction should be coordinated with development of Northfax West and Northfax East properties, as well as the Linear Park design.

2. City transportation staff to further monitor and develop complete pedestrian crossings recommended intersections on Fairfax Boulevard within Northfax. The goal is to better connect the neighborhoods south of Fairfax Boulevard with the study area.
3. The plan vision recommends key trail connections from Northfax to the adjacent communities: Northfax West connecting to Perry Street, the Linear Park connecting to the George Snyder Trail (north of Eaton Place), and Willowood property connecting to the George Snyder Trail. As these specific properties develop, ensure expectations that these trail connections are prioritized and integrated into the site plans.

## City Owned Properties

The City of Fairfax owns property within the small area plan boundaries. Consideration has been given as to how these properties can be best integrated into overall plan recommendations and other City priorities. Factors evaluated as part of this analysis include, but are not limited to:

- Property specific characteristics such as location, parking, traffic impacts, etc.
- Market opportunities
- Supporting plan goals and objectives
- Synergistic factors with

- adjacent land uses
- Community benefit
- Fiscal impact
- Possible City partnering tools

Proposed treatment of City-owned property contemplates possible future site redevelopment, both as stand-alone sites and if planned in conjunction with adjacent properties, to effectuate the most beneficial reuse of the property. See the Appendix for details for these properties.

City-Owned Property:  
10500 Fairfax Boulevard

Plan Recommended Uses:

Stand Alone - Signage or arts potential.  
Block Consolidation - Convey to adjoining land owner for signage or arts potential. Possible transfer of density to other properties.



*City of Fairfax*

# Old Town <sup>2020</sup>

## Small Area Plan

**6/8/20 DRAFT**

# PLAN VISION

The Development Plan

Key Idea #1: Old Town as a Cultural Destination

Key Idea #2: The Arts Walk

Key Idea #3: Injecting Color into Downtown

Key Idea #4: A Pedestrian Precinct

Key Idea #5: Creating a Balanced Mixed-Use Activity Center

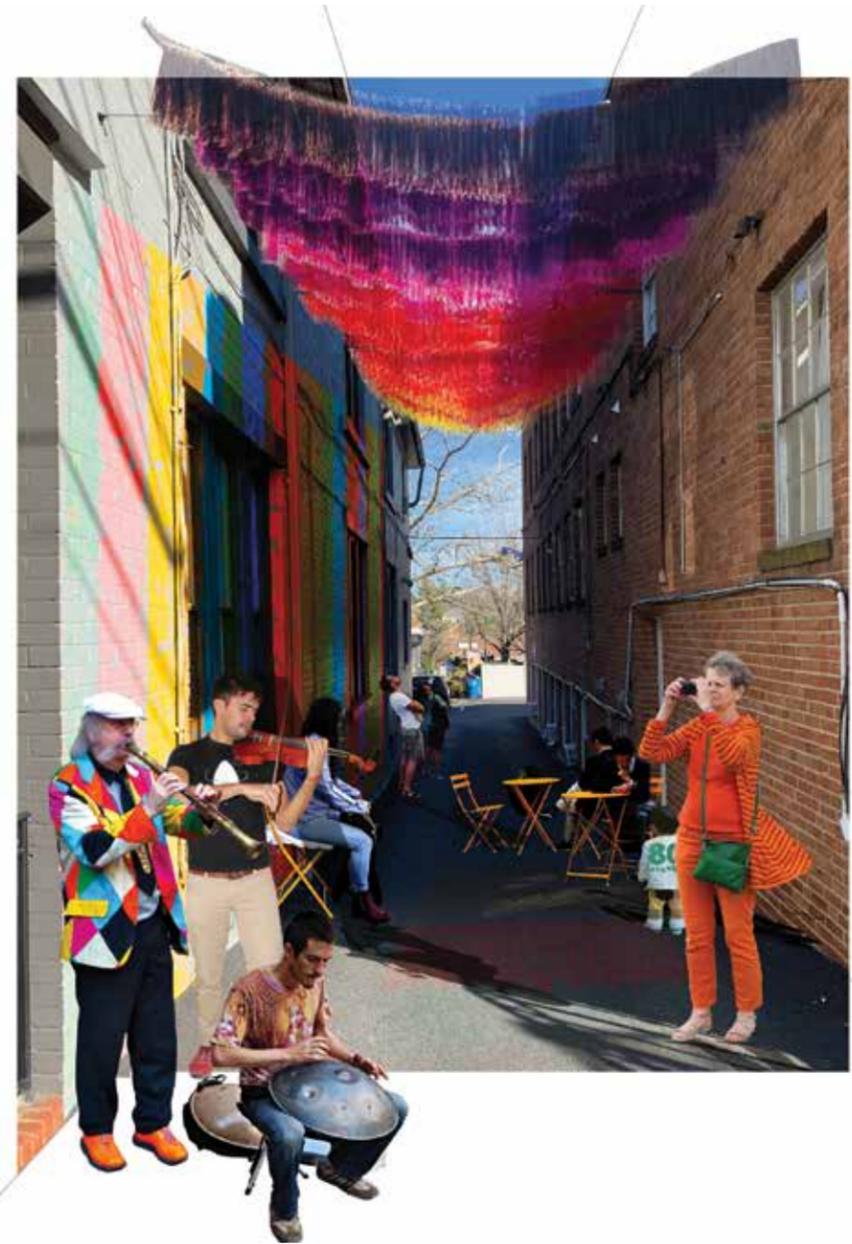
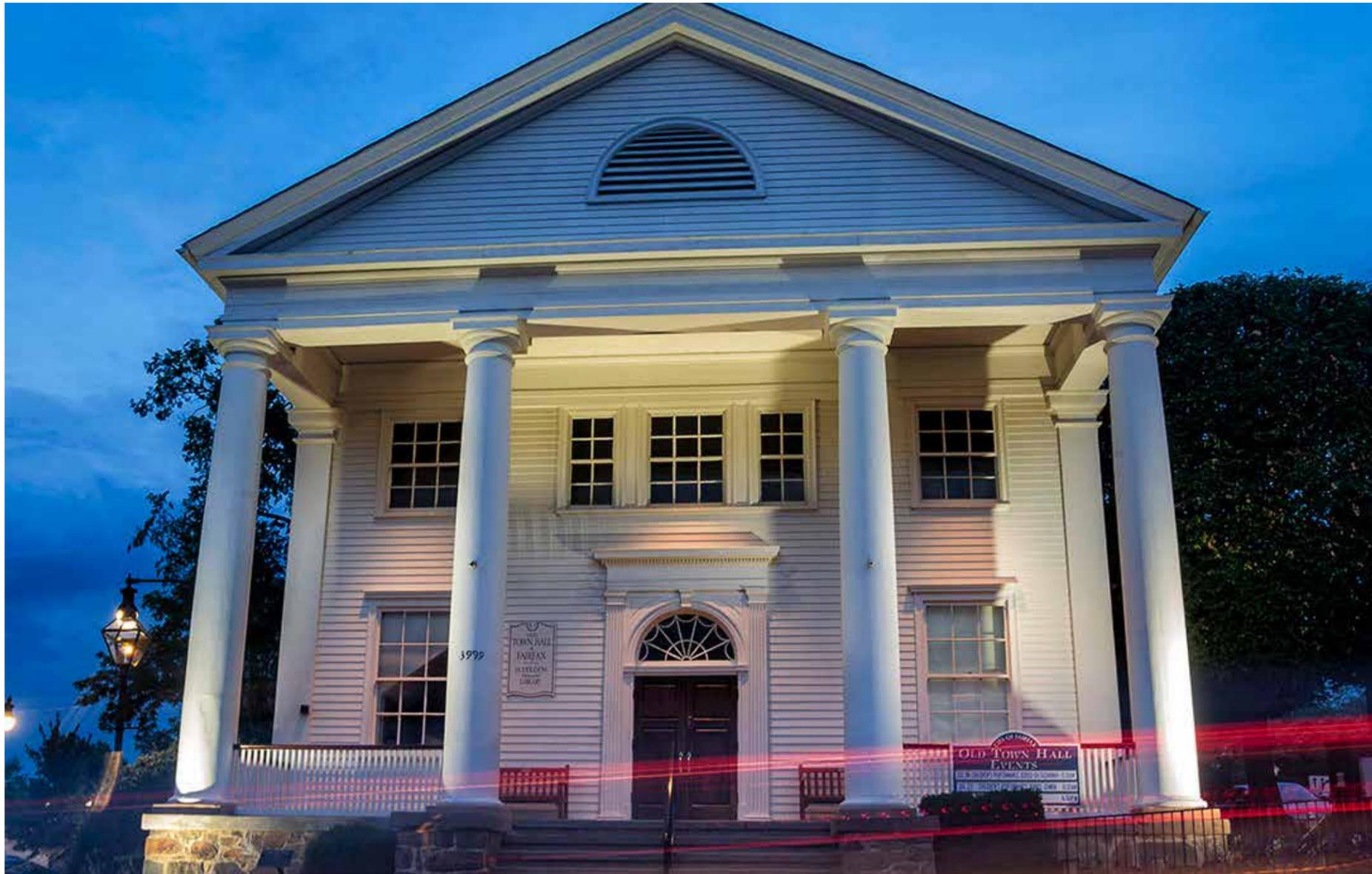
Key Idea #6: “The Spine”

# DEVELOPMENT PLAN OLD TOWN



## MAP KEY

1. Historic Main Street
2. Old Town Square
3. New Arts Walk
4. Old Town Parking Garage (Existing)
5. New Parking Garage
6. Regional Library
7. Proposed Public Open Space
8. New Loop Road Connection
9. "The Spine" - Connector to GMU



## KEY IDEA ONE: OLD TOWN AS A CULTURAL DESTINATION

### RE-IMAGINING THE DOWNTOWN

What makes a neighborhood a cultural destination? Cultural destinations highlight unique businesses, history, the arts, and music and showcase these elements to foster economic and social vibrancy. Examples of cultural destinations range from historic Old Town Alexandria to modern developments like the High Line in New York City.

Old Town is already a unique historical district with specialty shops and restaurants serving nearby residents, workers, and visitors alike. The plan proposes amplifying this existing cultural and economic context to make Old Town an unforgettable destination for the

region. The anticipated result is a vibrant and authentic mixed-use neighborhood, rooted in the past, supported by the local community but beloved regionally.

What sort of uses will support this re-imagined cultural destination?

- **Restaurants and Food:** As outlined in previous chapters, Old Town already has a large cluster of unique food options and festivals. Continuing to support and highlighting this can help establish this as a major regional food destination.

- **History:** Old Town as part of both a national register historic district and local historic district has an intrinsic history few other places in northern Virginia can compete with. Emphasizing and linking these uses to festivals, the arts, hospitality, and retail can help bolster Old Town as a cultural destination.

- **The Arts:** Old Town already has a number of retail establishments and residents involved in music and the arts. This artistic community is unique to Northern Virginia. Cultural uses that support the visual, performing arts, and live music

will help distinguish Old Town from other retail and restaurant destinations in the region. Arts uses not only support economic vitality but also foster a better civic life that will help reinforce local residents connection to Old Town.

- **The Judicial Center** is a natural partner for activation of historical buildings like the Courthouse and the Legato School through lighting and programming. Through future engagement with the Judicial Center Master Plan, the city has a unique opportunity to leverage support for shared cultural and economic uses.

- **George Mason** is a vibrant university with an active arts community, sports facilities, and unique culture of its' own. Bringing some of that culture downtown- whether it be a performing or fine arts facility or homecoming parade - should be a central focus of future planning efforts. Fostering Old Town as George Mason's hometown will help attract alumni, university visitors, and students alike to Old Town which in turn will help retail, business, and cultural institutions thrive.



## KEY IDEA TWO: THE ARTS WALK

### CREATING A UNIQUE DESTINATION EXPERIENCE

Placemaking “is the practice of using a community’s public amenities to make economic progress” and cultural vitality .

The architecture of Old Town is undoubtedly one of the most important assets of the study area. Unique historic buildings already help define the neighborhood as a recognizable place unique in the region.

However, the same unique urban design also creates limited outdoor public space due to narrow sidewalks, and often busy roads.

The plan proposes re-investigating the alleyways, parking lots, and often neglected rear and side facades of the historic district and activating them as spaces for the arts, seating, and entertainment for the city.

The above graphic demonstrates how an interconnected series of spaces could be transformed into active community spaces equipped with murals, art installations, and seating. During specialty events, parking lots could be transformed to event spaces or spaces for the arts.

Small tactical urban design interventions - like adding planters, painting an unsightly wall, transforming

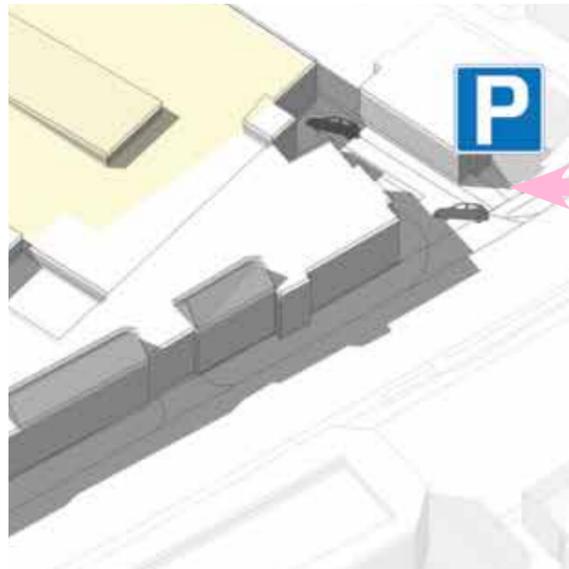
underused spaces to patio seating, and more - could provide the retail the space they need to compete with modern shopping areas while also giving people a unique view of the historical neighborhood they had never seen before.

These urban “in-between” space are often used for service as alleys or parking - they are limited traffic environments that could be made into

shared use pedestrian focused parts of the study area. The plan does not necessarily remove existing parking and loading spaces, rather, open up possible alternative uses (potentially in off-peak or non-business hours, for example) for the spaces that enhance the properites and the downtown as a whole.

The result is a new safe pedestrian route through the most vibrant part of the study area connecting visitors

from parking to shops and unique architecture and activating economic vibrancy and the local arts culture.



### BETTER VISIBILITY AT PARKING GARAGES

Larger signage consistent graphically with regional parking signs.

Graphic language should utilized a blue color with similar font as found in Fairfax County, Arlington County, Alexandria, and other jurisdictions not just at this garage but at all garage locations in Old Town.



### VISUALLY OPEN THE PLAZA TO THE PUBLIC

Consider removing the existing fountain to allow the plaza to have more outdoor seating and be visually open to the sidewalk.

Continue to add inviting small scale interventions such as overhead lighting, murals, and art interventions to make the plaza an active public space.



### GREEN THE ARTS WALK

Consider small scale interventions such as planters, plaza seating, movable planting beds and other interventions to provide needed tree canopies and natural elements into the alleys and parking lots.



### ILLUMINATE HISTORIC RESOURCES

Consider partnering with the County to illuminate the historic courthouse to create a visual nighttime connection.

Consider using the historic lawn as an active community space to hold events such as movie watching, local festivals, and art installations to bring people from the arts walk and retail to the resource.

Partner with property owners to explore ways to illuminate and activate privately held historic resources.

Other historic resources in the City, such as Old Town Hall and the Radcliff-Logan-Addison House, and other structures, should be illuminated.



### PARKING LOTS AS PUBLIC SPACE

Activate the parking lots and alley spaces with murals, art, overhead lights and installations, and with temporary retail pop ups to make more pedestrian activity in these spaces.

Consider a cohesive branding strategy, specialty painting of pavement, temporary closure of lots for events, and other interventions to make these spaces an permanent recognizable arts destination

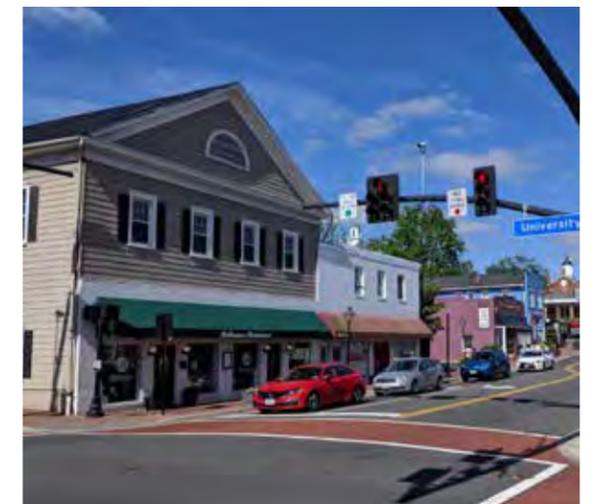
## THE ARTS WALK: HIGHLIGHTED DETAILS



## KEY IDEA THREE: INJECTING COLOR INTO DOWNTOWN CELEBRATING HISTORIC FABRIC

The core of Old Town contains an eclectic collection of historic structures and newer buildings. While many structures themselves are quite distinctive, the overall sense of downtown is that it is fairly monochromatic and bland. The plan vision calls for the introduction of color to downtown by more consistently painting and detailing buildings with more varied colors.

Colorful historic downtowns can be found across the region - good examples of vibrantly colored streets include streets in Old Town Alexandria, Manassas, and Culpepper. These examples build upon the idiosyncratic nature of historic main streets and use lighting and color to accentuate their unique characters.





## KEY IDEA FOUR: A PEDESTRIAN PRECINCT A DOWNTOWN FOR PEOPLE

Today, the streets of Old Town serve as traffic arterials to push through regional volume. More than 30 percent of daily traffic through Fairfax originates and ends outside of the city, meaning much of the through traffic does not interact with the city.

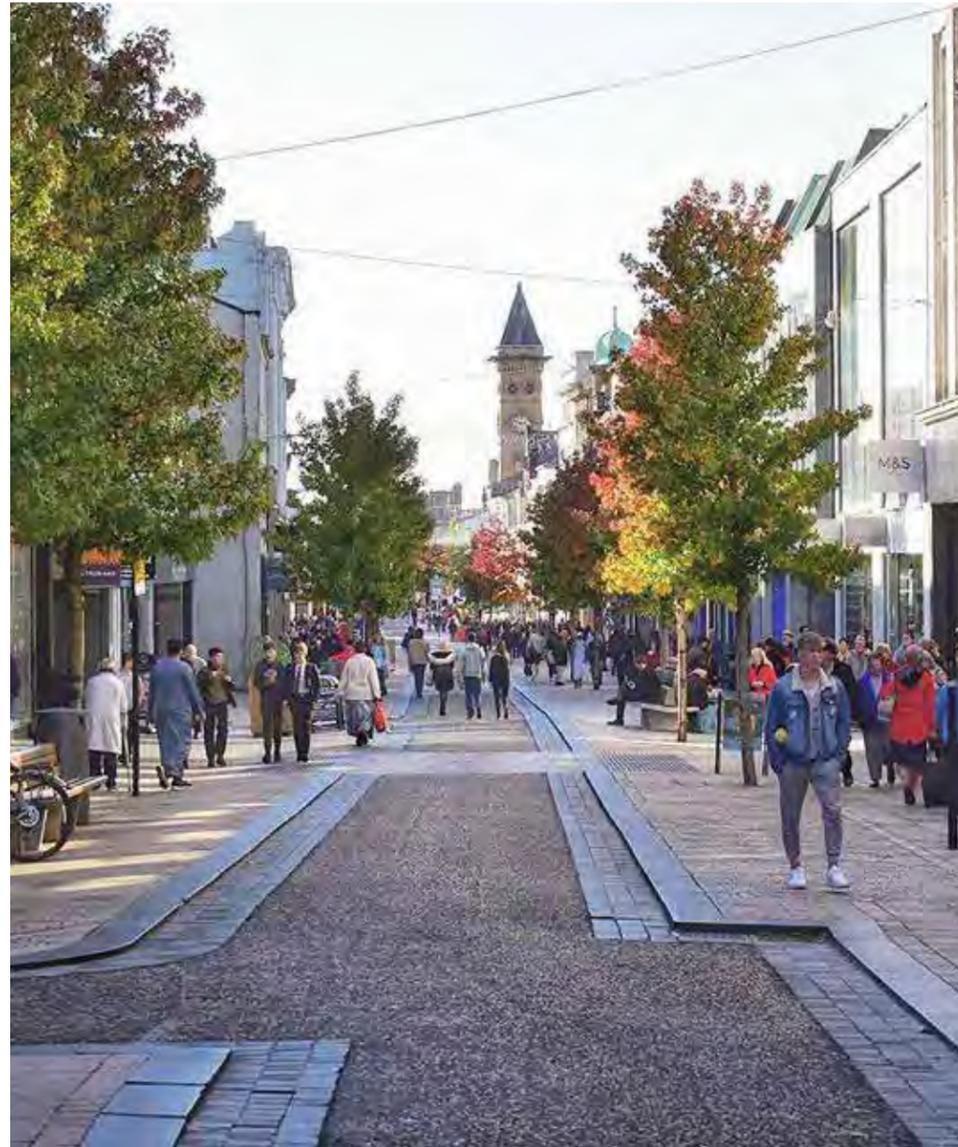
In the Old Town Study area, Main Street, North Street, Chain Bridge Road, University Drive and Old Lee Highway are currently detailed

around traffic volume processing. These streets generally have narrow sidewalks, no bicycle facilities, little to no on-street parking, and high traffic speeds. Pedestrians and cyclists report very high concern with the safety and comfort with the downtown street grid.

The long-term plan vision is to create a pedestrian-friendly precinct in the downtown core. The detailing of these streets will be transformed from

vehicular processing to pedestrian and bicycle friendly details, including: larger sidewalks, consistent on-street parking to protect pedestrians, sidewalk space for outdoor seating, consistent street lighting and furniture, reduction of vehicular turn lanes, and bicycle facilities.





## KEY IDEA FIVE: A BALANCED ACTIVITY CENTER

### TRANSITIONING TO A MIX OF USES

Today, the outer edges of Old Town are dominated by car-focused single-use development, a reflection of its suburban development history from 1950 to 2020. Most of the available commercial space within the study area is office (65%), with smaller components of commercial retail. Most of the building stock within Old Town was built prior to 2000, and many non-historic structures are nearing the end of their useful lifespan.

Old Town has an opportunity to transform into a mixed-use activity center that centers and anchors the surrounding communities. Transitioning to a more balanced mix of uses will help create a better sense of place, bring more activity around the clock, potentially reduce single-use peak traffic, and help create more dynamic public spaces. The existing offices would be greatly enhanced by additional daytime retail, including restaurants, and a

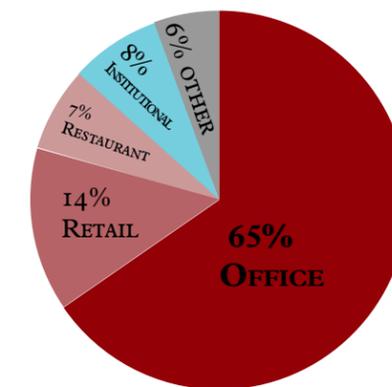
larger nearby residential population.

In the medium-term of 15 years, the plan expects a sizable infusion on residential and retail uses that will help bolster Old Town and bring public benefits and amenities.

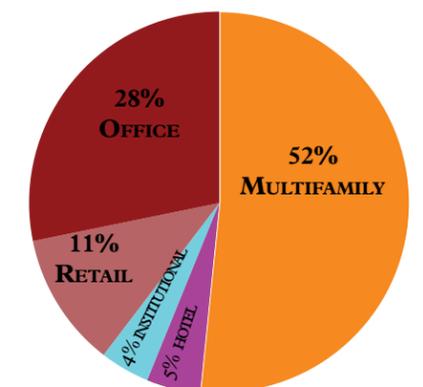
Above left, an example of a townhouse development in historic Ledroit Park, Washington, DC

Above middle, an example of a shared pedestrian oriented street.

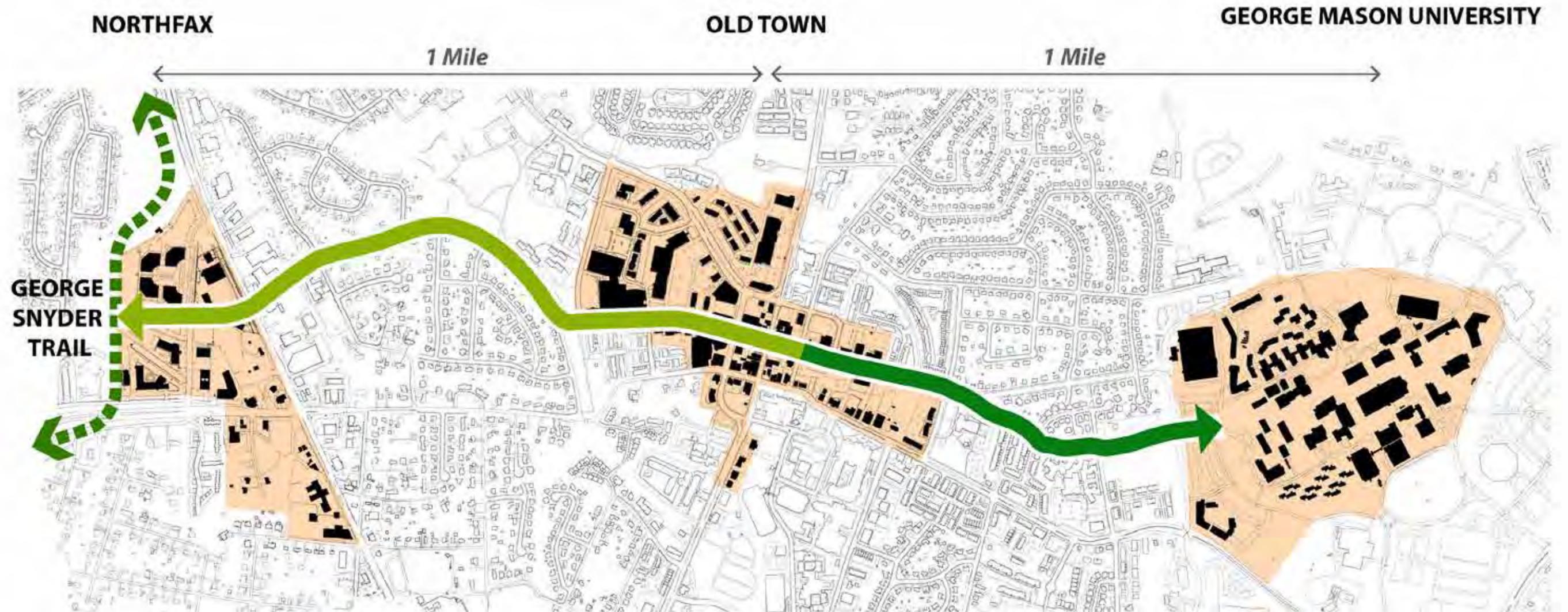
Above right, a rendering of a pedestrian oriented multifamily development



EXISTING MIX OF USES



MEDIUM TO LONG TERM MIX OF USES



- GEORGE SNYDER TRAIL
- SHARED USE PATH
- BICYCLE BOULEVARD (TRAFFIC CALMING + SHARED LANES FOR BICYCLES)

## KEY IDEA SIX: “THE SPINE” CONNECTING THE CITY

One of the key recommendations of this Small Area Plan is developing ‘The Spine’ - a safe and comfortable pedestrian and bicycle connection linking Northfax, Old Town, and the George Mason University (GMU) campus. George Mason Boulevard and University Drive form a prominent north-south connector within Fairfax City. This alignment provides a direct connection between GMU, Old Town, and Northfax. Despite the lack of continuous comfortable facilities for people who walk and bike, many students and residents mentioned that they use these streets to walk and bicycle between the university campus, Old Town, and Northfax. The Spine along George

Mason Boulevard and University Drive can serve as the City’s main north-south multi-modal link that provides a continuous, comfortable, and vibrant route that accommodates all users.

The Spine could be a context-sensitive pedestrian and bicycle facility along George Mason Boulevard from Patriot Circle to Armstrong Street and University Drive from Armstrong Street to Eaton Place. Northfax and GMU are both separated from Old Town by about a mile to the north and south, respectively. A one-mile distance can be comfortably traversed on foot or a bike with the availability

of safe and comfortable facilities.

The City, beginning to realize the multi-modal potential of the corridor, has implemented a road diet project on University Drive from Armstrong Street to Sager Avenue, just south of Old Town. This project added a center-running two-way left turn lane and dedicated bicycle lanes by re-purposing one vehicular lane in each direction. The City is also planning a neighborhood traffic calming project along University Drive, north of Old Town, from Layton Hall Drive to Stratford Avenue. The Spine will build on these previous and ongoing efforts to create an

attractive and branded connection that serves people who walk and bike.

The City should consider developing the Spine as a branded connection with consistent design elements such as street furnishings, benches, paving patterns, landscaping, and wayfinding signage for the entire length. However, the specific pedestrian/bicycle facility types could change as the land use and street context changes. There is an opportunity to widen existing sidepaths and sidewalks to create a 10 to 12-foot wide shared-use path along the west side of George Mason Boulevard and University Drive from GMU to Old Town. University

Drive from Old Town to Northfax is a residential neighborhood street where bicycle boulevard treatments would be more appropriate. Bicycle Boulevard treatments will build on the City’s traffic calming project to add bicycle shared lane or sharrow markings along with specific wayfinding and branding signs. Bicycle boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle Boulevards use signs, pavement markings, and traffic calming measures to create comfortable streets for people on bicycles to share the lanes with low-speed automobiles.

Wide shared-use paths, traffic-calmed bicycle boulevards, and well-designed crossings would provide more comfortable facilities for people who walk and bike and encourage active transportation. Certain areas around significant intersections could be designed with gateway treatments to create small plazas or parklets with seating areas. Improved pedestrian crossings would encourage people of all ages and abilities to use the corridor for commuting, recreation, and exercise. With consistent branding and wayfinding design, The Spine can become an iconic pedestrian and bicycle connector within Fairfax City.



Shared-use path precedent image: Cultural Trail, Indianapolis, IN



Shared-use path precedent image: Potomac Yard Trail, Alexandria, VA



Shared-use path precedent image: Grand Rounds Scenic Byway, Minneapolis, MN



Bike boulevard precedent image: Austin, TX



Bike boulevard precedent image: Berkeley, CA

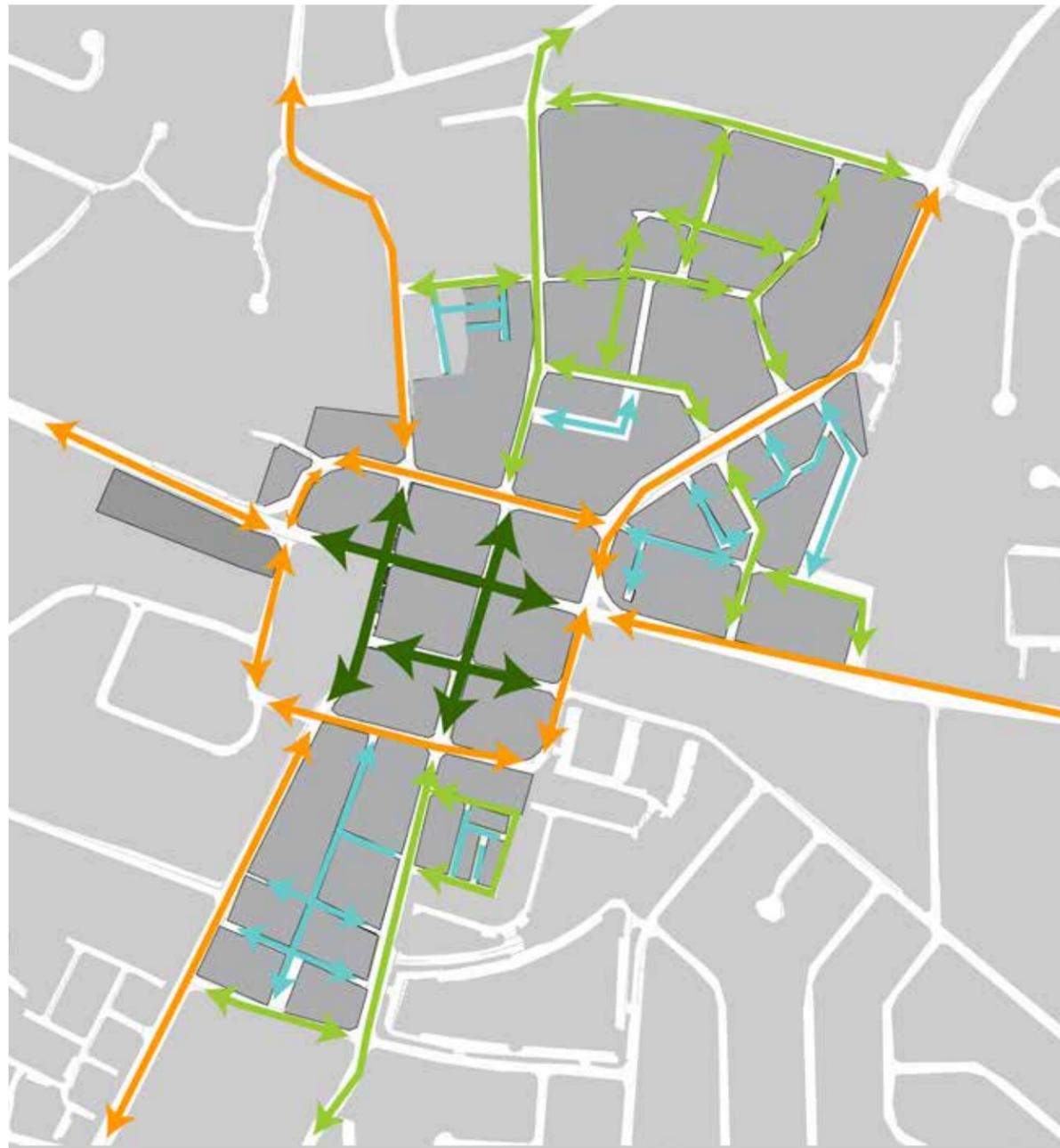


Bike boulevard precedent image: Portland, OR

## THE SPINE: PRECEDENTS

# URBAN DESIGN

1. Urban Framework
2. Public Open Space
3. Street Sections
4. Land Use and Economics
5. Building Height and Setbacks



### STREET HIERARCHY

-  Commercial Main
-  Pedestrian Precinct
-  Active Street
-  Alley + Minor Street

## URBAN FRAMEWORK

### STREET + BLOCK PLAN AND SUB-DISTRICTS

The street and block plan creates a central pedestrian oriented core framed by supporting mixed use neighborhoods to the north and south. Major streets like Old Lee Highway, North Street, and Chain Bridge Road serve as regional connectors while a loop road is proposed to calm traffic at the core of the Old Town Study area.

The plan calls for land uses that reflect this

street network. In Old Town North and South, the plan supports buildings that are larger in scale while focusing on infill and arts, hotel, and institutional uses to the cultural district.

While all development in the cultural district needs to be sensitive to the existing historical context- uses such as architecturally well crafted mixed use buildings, hotels, or arts uses should be encouraged.

New street designs within the Old Town study area should refer to the Old Town Streetscape Standards and the typical street sections depicted in the following pages.

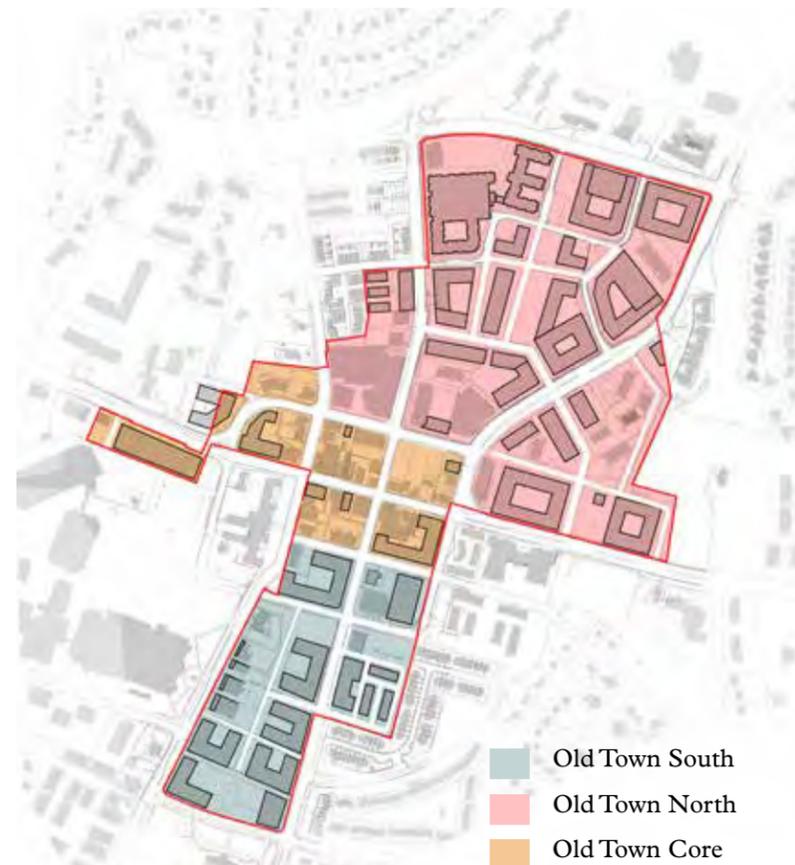


### NEW BLOCKS

The proposed plan supports breaking up the large superblocks in Old Town North and Old Town south to help support a more walkable experience.

The block sizes shown are smaller in scale- helping to foster a better pedestrian experience while also helping facilitate traffic concerns.

The extension of south street also helps create a street grid harmonious with the existing historic fabric of the core of Old Town.

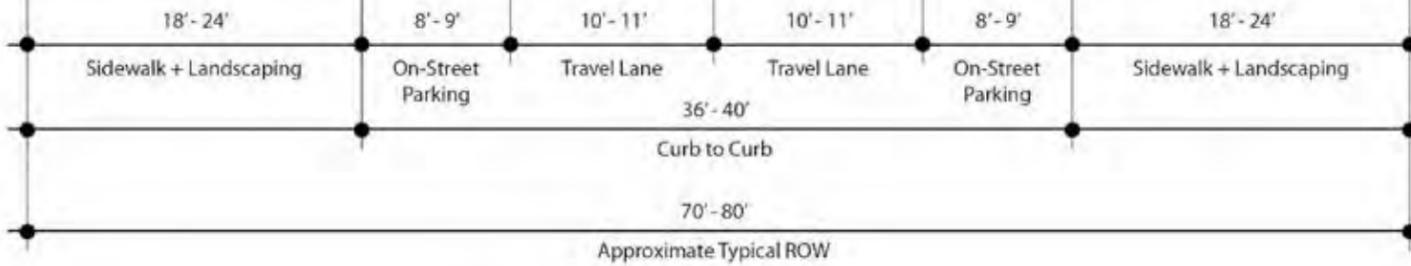


### SUB-DISTRICTS

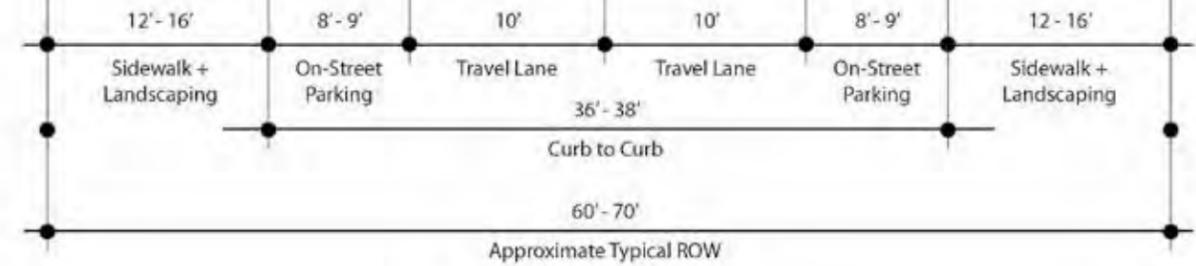
Old Town Core - with its vibrant historical uses and existing unique retail options should allow limited residential, retail, and hotel development that is architecturally significant and helps support historical and retail uses.

Old Town South- with its proximity to George Mason and the Massey complex is ideal for linking Fairfax to core economic generators. The character of this district should focus on those economic links and the proposed offices and parks as anchors.

Old Town North - with its large blocks with consolidated ownership - is the optimal location for large scale mixed use redevelopment efforts. The city should leverage redevelopment efforts to create neighborhood serving retail nodes in this area.



Typical street section for new active streets, with retail



Typical street section for new active streets, with residential

# TYPICAL STREET SECTIONS

## NEW ACTIVE STREETS

Above are sections of typical streets in the Old Town study area that could support a vibrant, pedestrian oriented mixed use community. These typical sections should be used in conjunction with the previous highlighted placemaking moments in the plan to guide typical road networks and urban design.

To the left is a typical street section for a new retail oriented active street. Critical in retail areas is ample space for outdoor retail uses in front of or businesses and accessible to sidewalks. This zone is where activity such as outdoor sales, cafe seating, signage, and other retail can occur. This both builds a vibrant street land cultural

life, visual interest for pedestrians, and also helps support the viability of retail. Urban design should support glass frontages so that retailers can display products and pedestrians have a variety of visual experiences. Other supporting elements include street trees for shade, street furniture for gathering spaces, on-street parking to protect pedestrians, adequate sidewalk widths to allow people to stroll, and travel lanes that can support cars, bicycles, and other modes of travel.

To the right is a typical street section for a new residential oriented active street. The urban design of buildings should be outward focused

with porches, balconies, and stoops that can create publicly interactive outdoor spaces for the residential uses. This helps create vibrancy on the street.

Similarly, supporting elements include street trees for shade, street furniture, on-street parking to protect pedestrians, adequate sidewalk widths to allow people to stroll, and travel lanes that can support cars, bicycles, and other modes of travel.



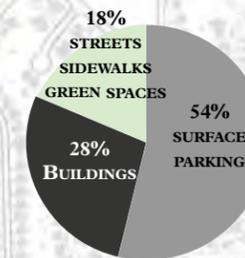
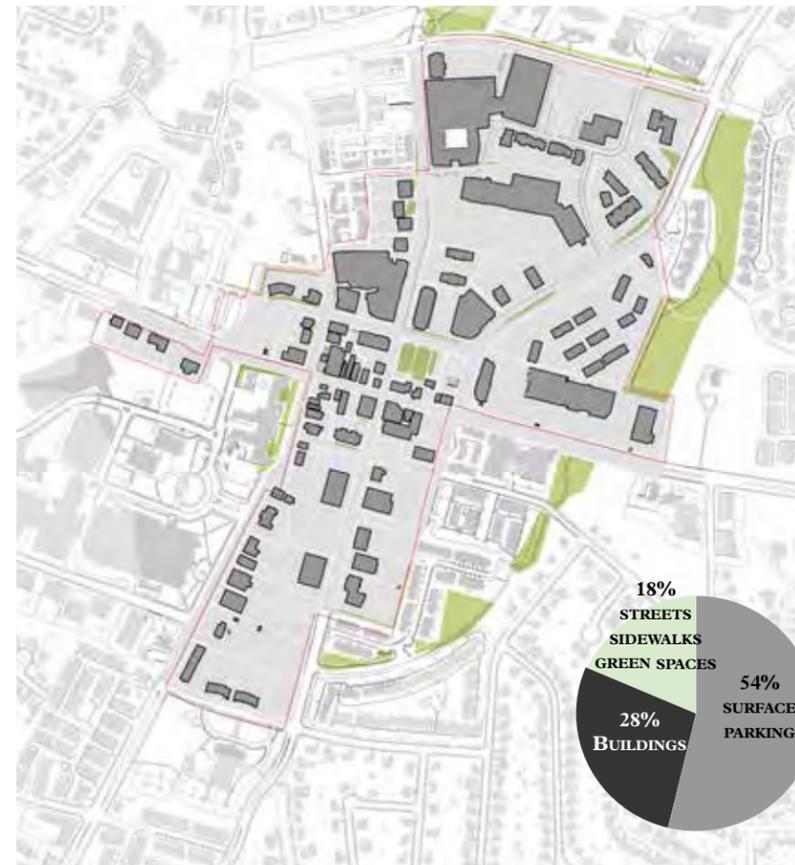
- TRAILS & NATURAL SPACES
- NEIGHBORHOOD PARKS & PLAZAS
- POCKET PARKS & OTHER OPEN SPACES

## PUBLIC OPEN SPACE FROM POCKET PARKS TO TRAILS

The urban plan calls for a variety of green spaces - from trails and natural spaces to neighborhood parks and plazas. The range of green and open spaces can allow a variety of activities to take place for the residents and visitors. Specifically, the plan recommends a large new green space in Old

Town North and one in Old Town South, as well as a green space at the eastern edge of the study area, should the existing retail redevelop. Critically important is also reactivation and connection to neighboring green space. The historic courthouse and city hall all have large underutilized green

spaces which could be programmed with activities or connect to future residents and visitors needs. Likewise, the existing trail systems to the North and South are critical resources that proposed sidewalk and green systems should connect with.

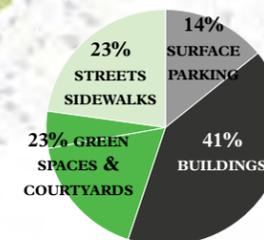
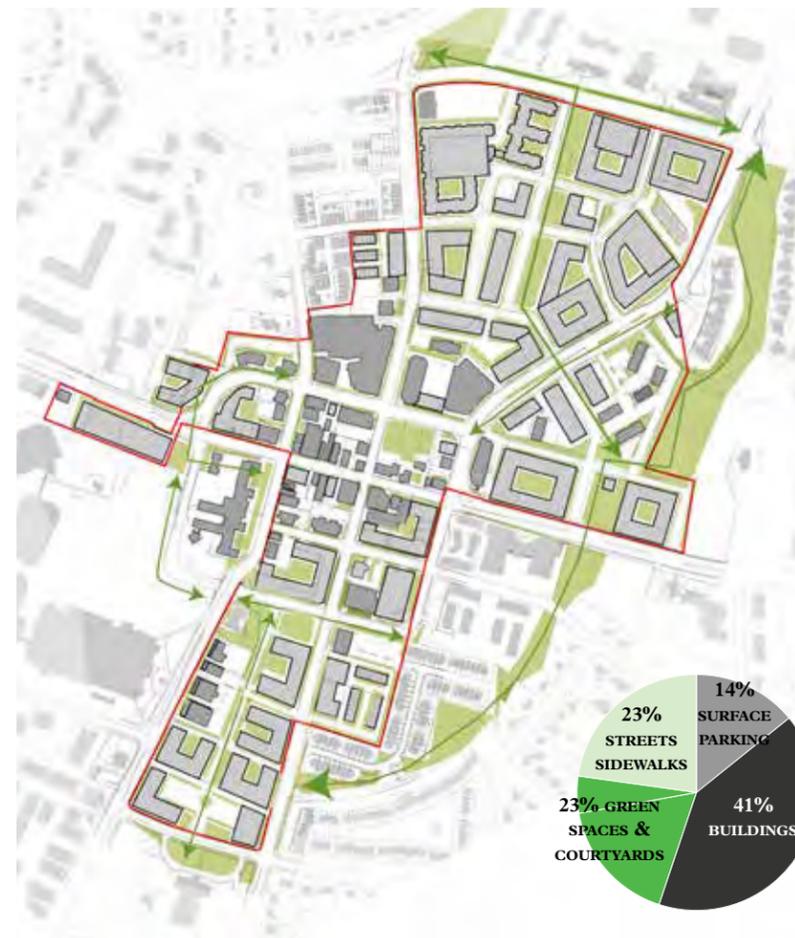


## SURFACE PARKING TO GREEN SPACE

The existing plan has less than 20% of the study area devoted to green space within the study area including sidewalks, medians, and other non programmed green space. Currently Old Town is mostly paved surfaces and existing buildings, which do little to capture stormwater.

The proposed demonstrates that as much as 20% of the study area could potentially be public and private green spaces - from building courtyards to new larger city parks.

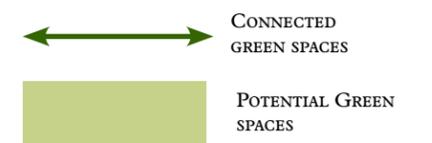
New developments will adhere to modern stormwater guidelines and start to address on-site stormwater capture throughout Old Town. If green building guidelines are adopted in the future, these stormwater standards will further increased.

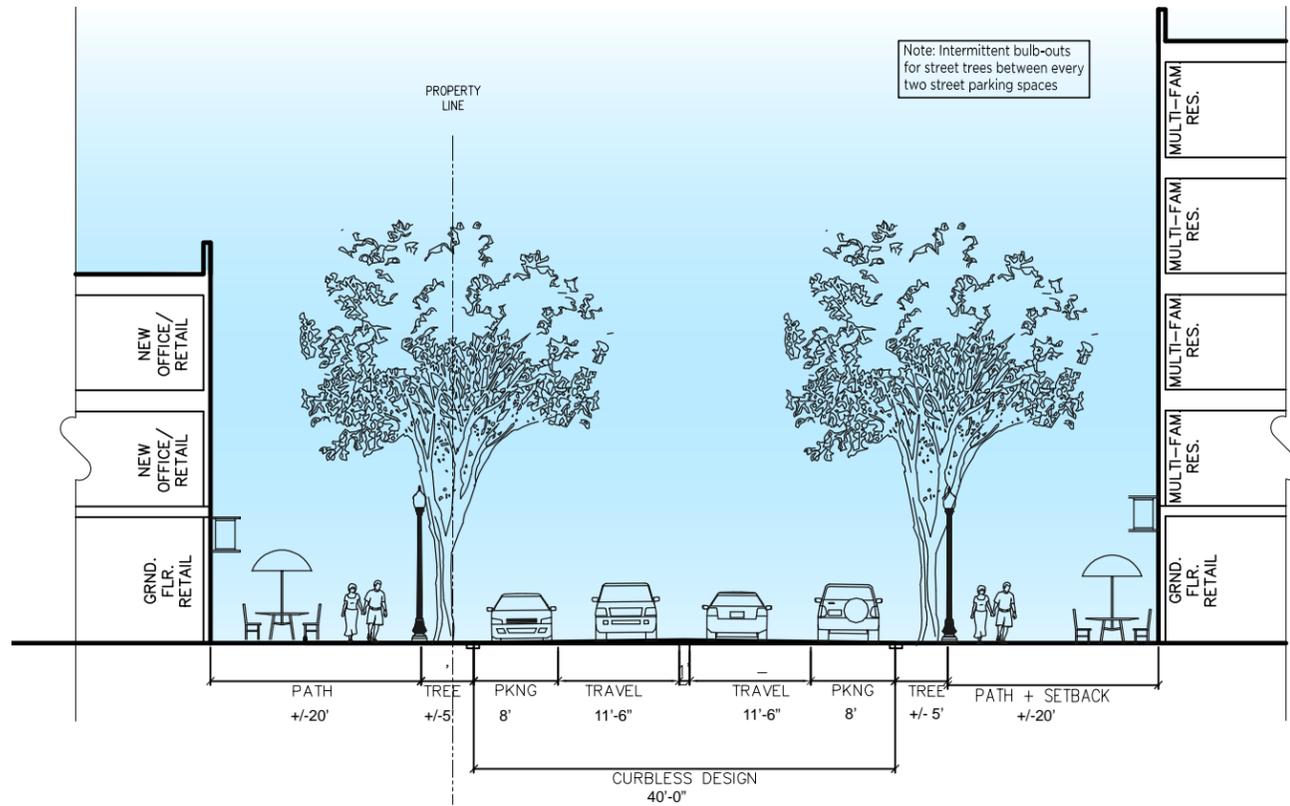


## CONNECTED GREEN SPACES

The diagram to the left demonstrates potential green spaces in a total build out of the plan.

The goal of this green space approach is to create 1) interconnected green spaces to facilitate movement of people and potentially wildlife, 2) A variety of park sizes and spaces to support different outdoor activities and 3) connecting green spaces within the study area to activate trail systems and cultural resources.





TYPICAL NEW RETAIL STREET

## OLD TOWN NORTH - RETAIL STREETS

### PEDESTRIAN ORIENTED RETAIL IN OLD TOWN NORTH

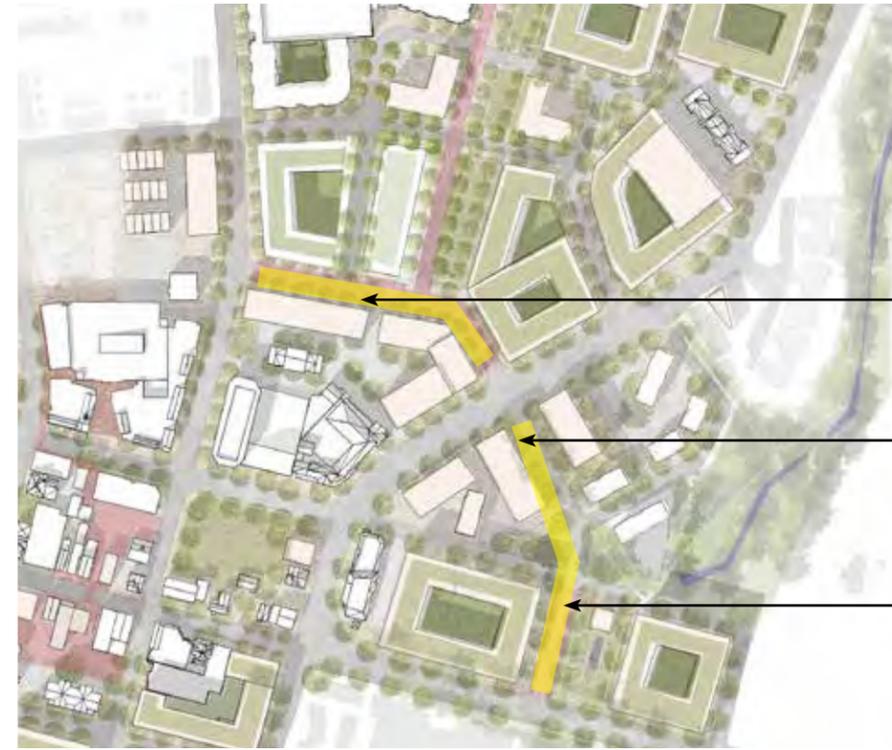
Old Town North is an existing retail area - with largely neighborhood serving retail. The plan proposes to preserve the existing neighborhood serving retail while also planning for a more walkable, pedestrian oriented mixed use experience.

To help encourage a more pedestrian oriented environment, the plan calls for wider sidewalks, street trees, and - where possible - a curb-less street design. These design elements - indicated in the section above - along with wider sidewalks to

support outdoor seating will be critical for the vibrancy of any redeveloped retail in this area and support a stronger, more resilient mixed use neighborhood.

Middle Image- An active streetscape in 14th Street in Washington, DC. Ample space is given for outdoor seating, walking, street trees and street furniture.

Lower Image - A curb-less retail street along the Wharf at the southwest waterfront in Washington, DC. Curb-less streets like this often feature unique paving, bollards and vegetation that helps delineate pedestrian areas and shared vehicular areas.

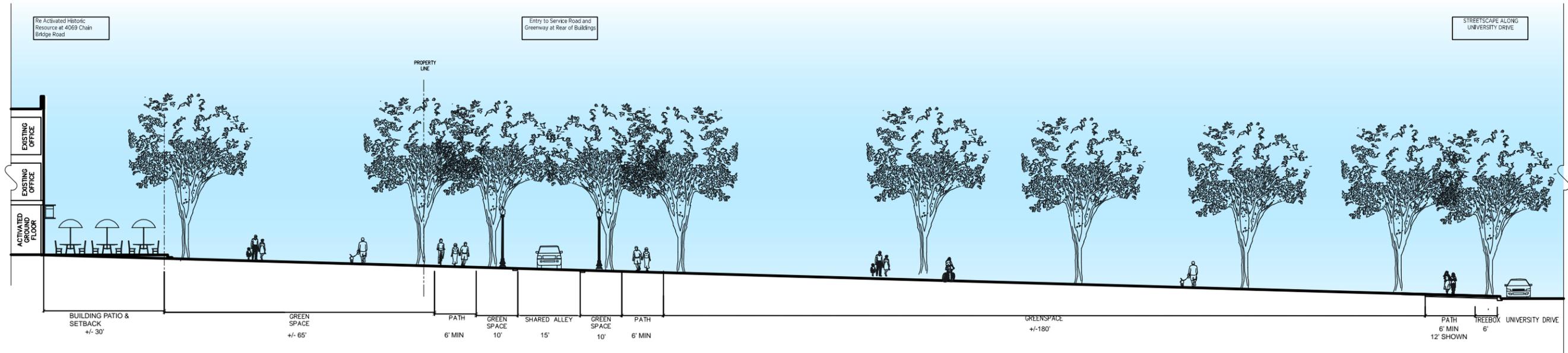


Potential Pedestrian Oriented Street Anchored by Grocery Store and Park

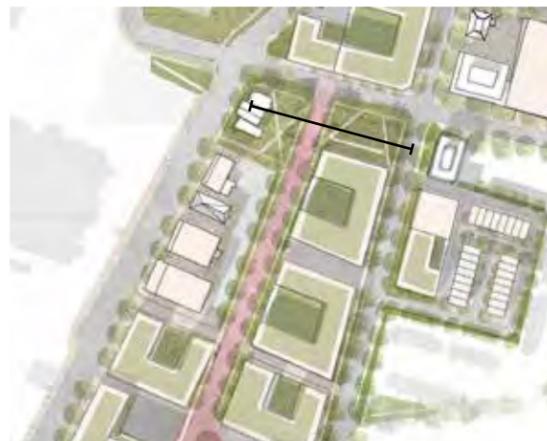
Potential Pedestrian Oriented Street Anchored by Existing Retail Redevelopment

Small retail pavilion and park anchoring southern end of retail street.





NEW URBAN PARK IN OLD TOWN SOUTH



OLD TOWN SOUTH - NEIGHBORHOOD PARK  
 NEW PUBLIC SPACE ANCHORING MIXED USES

Old Town South is an existing office park district - that largely serves the Count and municipal governments, George Mason University, and a local and niche office uses. The plan proposes to account for a projected increase in demand for mixed use and residential uses. It also supports preserving existing offices uses and encouraging partnerships with George Mason University and other economic anchors to encourage new development where feasible.

The plan is proposes a new neighborhood park to be a major gathering place in the neighborhood at the terminus of the cultural district and a shared use green alleyway system.

This new neighborhood park is to be anchored by an existing historic resource (shown above) and fronted by a variety of mixed use residential, retail, and office uses as well as a new pedestrian oriented University Drive.

This new park is most likely to occur through large scale consolidation of the south blocks and/ or in the process of creating the new east-west connection of South street. Future efforts should continue dialogue with these property owners to further this future development goal.



Above Left, The plan encourages an adaptive reuse of 4069 Chain Bridge Rd so the rear of the building can serve as a focal point of this new urban park.  
 Above Middle - Neighborhood Park with bike parking, park benches, mature trees, and spaces to gather.  
 Above Right, Green space for people to gather.  
 Bottom Right, Rain Garden with Native Plants

# RETAIL FRONTAGE

## BUILDING ORIENTATION

While the Old Town study area has capacity for dynamic retail, there are limitations on the quantity and location of retail frontage in the study area.

Retail thrives when concentrated nodes of no more than two to three urban blocks, and in traditional two-sided walkable pedestrian-friendly streets and continuous retail frontage. Public open space can be advantageously used by adjacent retail uses to strengthen the civic life of the park and help support the retail.

Retail should be most concentrated in the pedestrian precinct and cultural core- building upon it's unique existing retail opportunities. Infill buildings and temporary pop up retail should focus on fronting parking lots so pedestrians have a continuous shopping experience. This retail is best suited to be destination focused building upon the arts walk and emerging food scene

At Old Town North- the redevelopment of the existing Courthouse Plaza shopping center and, in the likely longer term, the redevelopment of the Main street Market Place. Retail uses here are likely best suited to continue to support new and existing residents with grocery and neighborhood-serving retail options.

While it is important to focus and concentrate retail storefronts, retail opportunities sometimes occur outside of recommended areas. Opportunities outside the recommended retail zones, such as a unique restaurant experience, can function and enhance the study area significantly. These opportunities should be analyzed with the context of the study area and its impact on the local retail market.





## LAND USE AND ECONOMICS

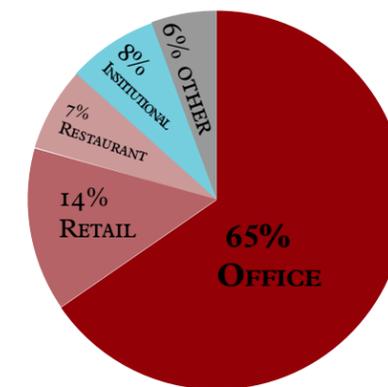
### COMMERCIAL USES IN OLD TOWN

The diverse economic anchors of Old Town - including its historic regional role - provide the natural market underpinnings to support the Small Area Plan concepts. The benefits to the City of Fairfax reach well beyond rational land use planning, impacting both the fiscal health of the City and the positive perceptions of its residents and users.

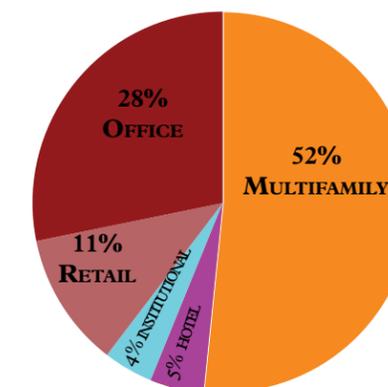
The recommended uses are subject to

change over time, as building typologies, as well as the local and regional market evolve. Additional commercial uses, such as additional hotels, offices, institutional and arts-related uses, though not currently strongly market-supported, may be future opportunities for Old Town, and should be considered enhancements to the activity center. Additionally, the City's ongoing relationship with GMU may leverage partnerships, such as the Mason

Enterprise Center and Mason's Innovation District initiative, into additional dynamic development projects in Old Town.



EXISTING MIX OF USES



MEDIUM TO LONG TERM MIX OF USES

## RETAIL ECONOMICS

- The retail market is limited by a finite amount of regional and local demand. Distribution of future retail will be shared between the City's five activity centers.
- Activity Centers will thrive through diversification. Old Town, for example, will serve as local, regional food services along with cultural use and specialty retail.
- Primary Demand Sources Old Town draws upon multiple demand sources that comprise the Judicial Complex, George Mason University, local and regional households (more than 50% from outside vicinity).

## OFFICES

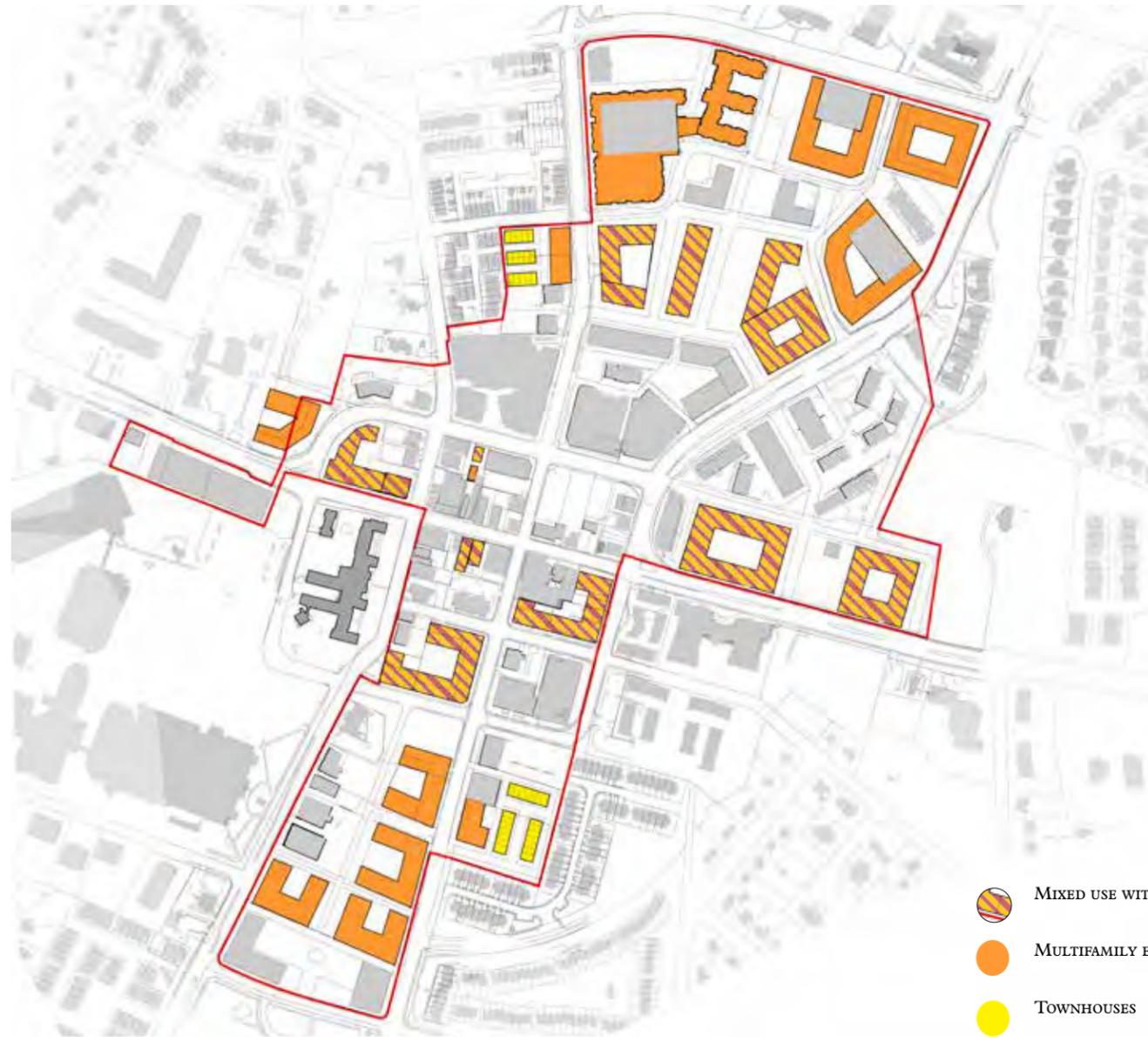
- The existing inventory citywide provides office tenants options below the cost of new construction.
- Existing stable office market will undergo updates medium term but most new development will be concentrated in Fairfax County's Judicial Complex.

## HOTEL

- Old Town is well suited to accommodate a smaller-scale boutique hotel.

## CULTURAL & INSTITUTIONAL

- The City of Fairfax has a central Fairfax County location with a compelling cross section of amenities.
- As new housing, office, and retail amenities are provided, there will be a need for a future community or institutional facility to service the neighborhood.
- Old Town's historic district has strong potential for institutional based partnerships (i.e. George Mason University) for added



### TOWNHOUSES

- The combination of strong market demand, lower density and lowest construction costs per square foot equates to limited developer risk.
- Development economics generally equate to the highest land value per acre.
- High land value proceeds CAN best help pay for infrastructure and possible inclusion of other desired land uses (i.e. commercial and other uses).

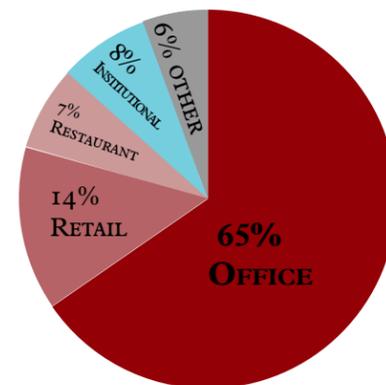


### MULTIFAMILY HOUSING

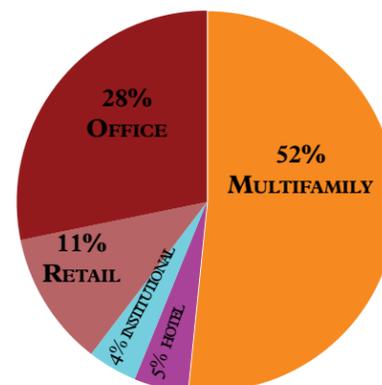
- The combination of moderate market demand, higher density and higher construction costs per square foot equates to potential developer risk.
- Development economics have mixed impact regarding land value.
- Positive land economics MAY help pay for infrastructure and possible inclusion of other desired land uses (i.e. commercial and other uses).
- Market-rate rental units are more likely than condominiums

## LAND USE AND ECONOMICS RESIDENTIAL USES IN OLD TOWN

Residential uses are key to supporting new development in the activity centers, both of which are currently dominated by office space. New residential construction also provides diversification of residential product type since most of the City's existing residential inventory comprises older single family homes and apartment complexes. Expanding residential choices to include new construction, including target market occupants (students and seniors), can help nurture a well-balanced sustainable community.



EXISTING MIX OF USES



MEDIUM TO LONG TERM MIX OF USES



### STUDENT, SENIOR, AND SPECIALTY HOUSING TYPOLOGIES

- Senior housing units are already being proposed in Old Town and represent a market-driven use.
- Old town is a natural location to accommodate off-campus student housing given its proximity to George Mason University's campus as evidenced by the recent approval of the Capstone Collegiate project.

# BUILDING HEIGHTS + SETBACKS

## A TAILORED APPROACH

A major goal of the Small Area Plans is to articulate a development vision using realistic patterns of development, with building typologies and land uses based on current market research and regional context. According on this research, the current zoning and other regulations may be hindering optimal land development patterns.

The SAP is also tasked with making recommendations for modifying existing zoning regulations, including land use, massing and height, to allow for better long-term development outcomes.

Currently, most of the properties within the Old study area are regulated by the Old Town Historic District Overlay and the Old Town Transition District Overlay, which limits buildings to a maximum height of 3 stories / 36 feet and 4 stories / 48 feet, respectively.

As articulated in the 2035 Comprehensive Plan and other market research, quality mixed-use developments that are appropriate for Activity Centers need a critical mass of height, density and public amenities in order to be achievable. Based on development history within the region, it is generally expected that a fraction of the study area will redevelop at higher heights and densities over the next 15 years.

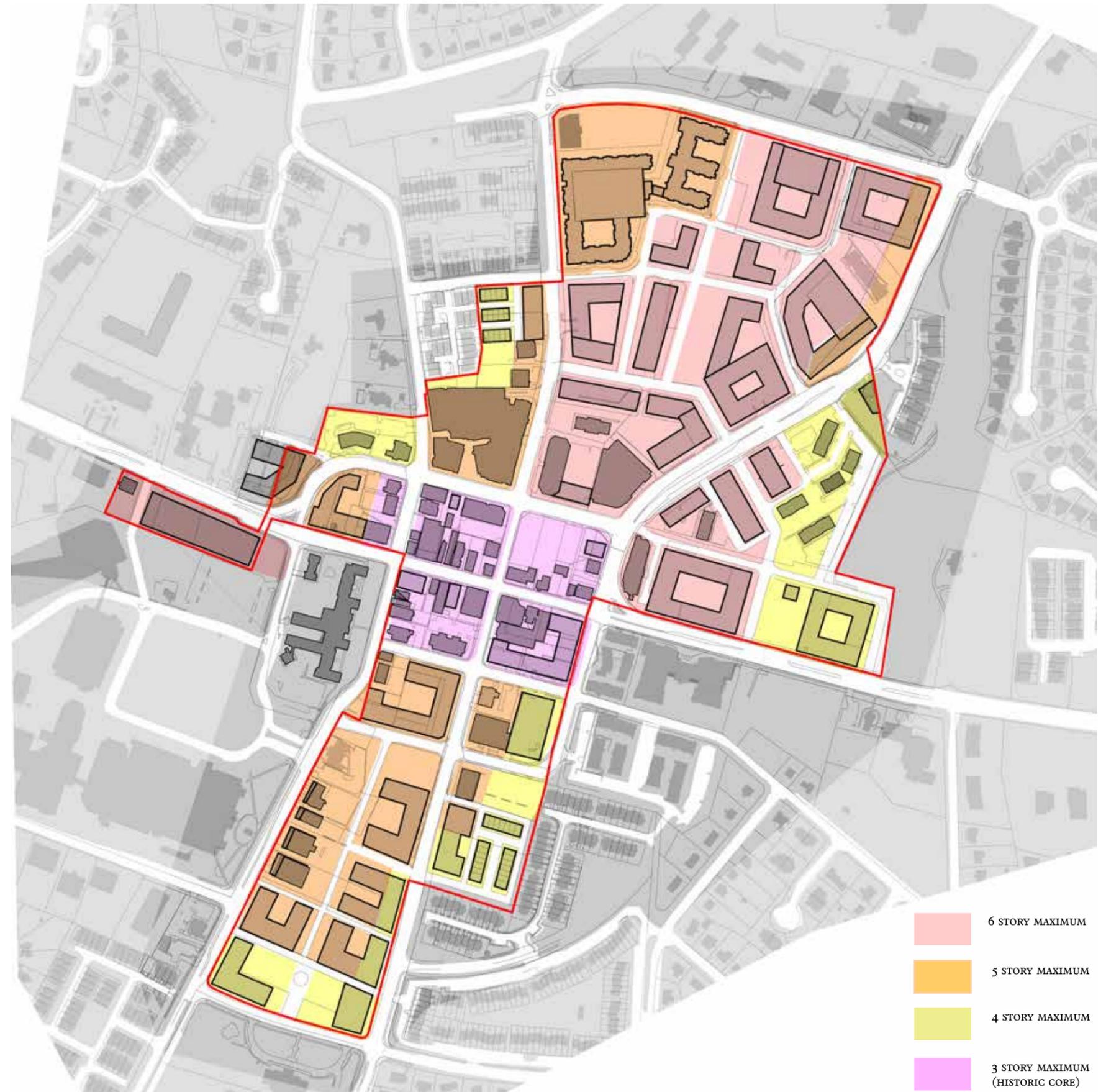
In this diagram, the SAP project team recommends a tailored approach to height limits by establishing a lower height limit setback of (4 stories / 45 feet) closer to adjacent residential communities. Areas not close to adjacent residential structures are recommended to have a (6 story / 85 foot) height limit. Hybrid transition areas are designated with a (5 story / 60 foot) or a (4 story / 48 foot) height limit. The historic core of downtown is recommended to remain limited to (3 story / 36 feet).

Height limits and setbacks must both allow feasible development to occur while also

respecting historical and nearby existing single family uses. At key locations where the study area is adjacent to residential areas, the plan proposes lower scale townhouse uses or pedestrian friendly green spaces and streetscapes to allow a clean visual and programmatic transition.

The plan focuses larger scale redevelopment in Old Town North and Old Town South. Taller buildings conform to the existing character established by the larger existing office buildings and nearby tall structures at the Massey Complex.

Lastly, the Old Town Study area may consider unique and special projects within the downtown area, such as institutional uses, a boutique hotel and/or performing arts center. These unique uses have special public merit and civic / economic development benefits, and may require exceptions to the height limits depicted here, and are subject to further review by city staff.

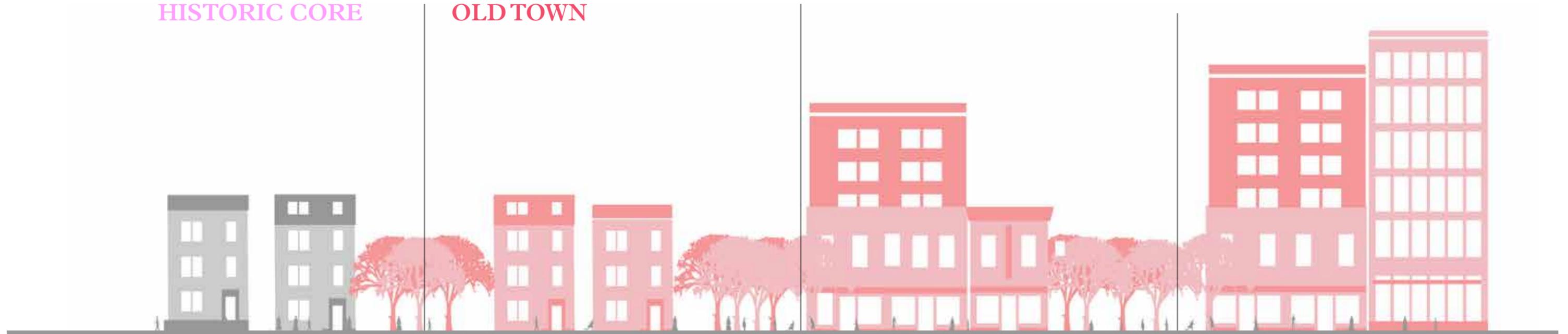




- 6 STORY MAXIMUM
- 5 STORY MAXIMUM
- 4 STORY MAXIMUM
- 3 STORY MAXIMUM (HISTORIC CORE)

## HISTORIC CORE

## OLD TOWN



### HISTORIC CORE

- TYPICAL LAND USES
  - HISTORIC BUILDINGS
  - CULTURAL USES
  - PARKS
  - RETAIL / RESTAURANTS
  - OFFICES
  - MULTIFAMILY CONDO
  - MIXED-USE AND HOUSING
- HEIGHT LIMITS
  - 3 STORY MAXIMUM / PRESERVATION OF HISTORIC STRUCTURES
- CHARACTER
  - HISTORIC DOWNTOWN

### RESIDENTIAL ADJACENT ZONES

- TYPICAL LAND USES
  - RESIDENTIAL TOWNHOUSE
  - LIMITED MIXED USE / MULTIFAMILY
  - PARKS + GREENSPACES
- HEIGHT LIMITS
  - 4 STORY MAXIMUM
- CHARACTER
  - RESIDENTIAL ZONES THAT ARE HARMONIOUS TO NEIGHBORING SINGLE FAMILY AND TOWNHOUSE USES

### HISTORIC SENSITIVE INFILL + TRANSITIONAL LAND USES

- TYPICAL LAND USES
  - MULTIFAMILY RESIDENTIAL
  - MIXED USE
  - RETAIL
  - OFFICES
  - PARKS + GREENSPACES
- HEIGHT LIMITS
  - 5 STORY MAXIMUM
- CHARACTER
  - TRANSITIONAL CHARACTER FROM RESIDENTIAL NEIGHBORHOODS TO DOWNTOWN OR HIGHER DENSITIES

### NEIGHBORHOOD NODE

- TYPICAL LAND USES
  - MULTIFAMILY RESIDENTIAL
  - MIXED USE
  - RETAIL/OFFICES
  - PARKS + GREENSPACES
- HEIGHT LIMITS
  - 6 STORY MAXIMUM
- CHARACTER
  - NEW MIXED-USE NEIGHBORHOODS WITH OPEN SPACE AND RETAIL

# BUILDING HEIGHTS & LAND USE

## TRANSITIONING FROM NEIGHBORHOOD TO MIXED USE CORE

The diagram above illustrates the goals of the small area plan to provide a transition from the historic core and nearby neighborhoods to the rest of the study area.

The plan proposes areas near to the existing single family and townhouse neighborhoods to be residential in character. In these zones, building heights or setbacks for buildings should be no more than 4 stories.

As the one moves away from the proposed residential areas, a transitional zones of medium scale heights of 5 stories maximum is proposed. These transitional zones are found in areas where busy roads or retail corridors are adjacent to lower scale, primarily residential uses.

Old Town is intended to function as an activity center with a historic downtown center surrounded by a supporting mix of uses. The historic

core is recommended to retain its current height limit of three stories. Areas of new neighborhood nodes, including parts of Old Town North, are recommended to have a 6 story height limit to accommodate mixed-use buildings that support the activity center.

# TRANSPORTATION

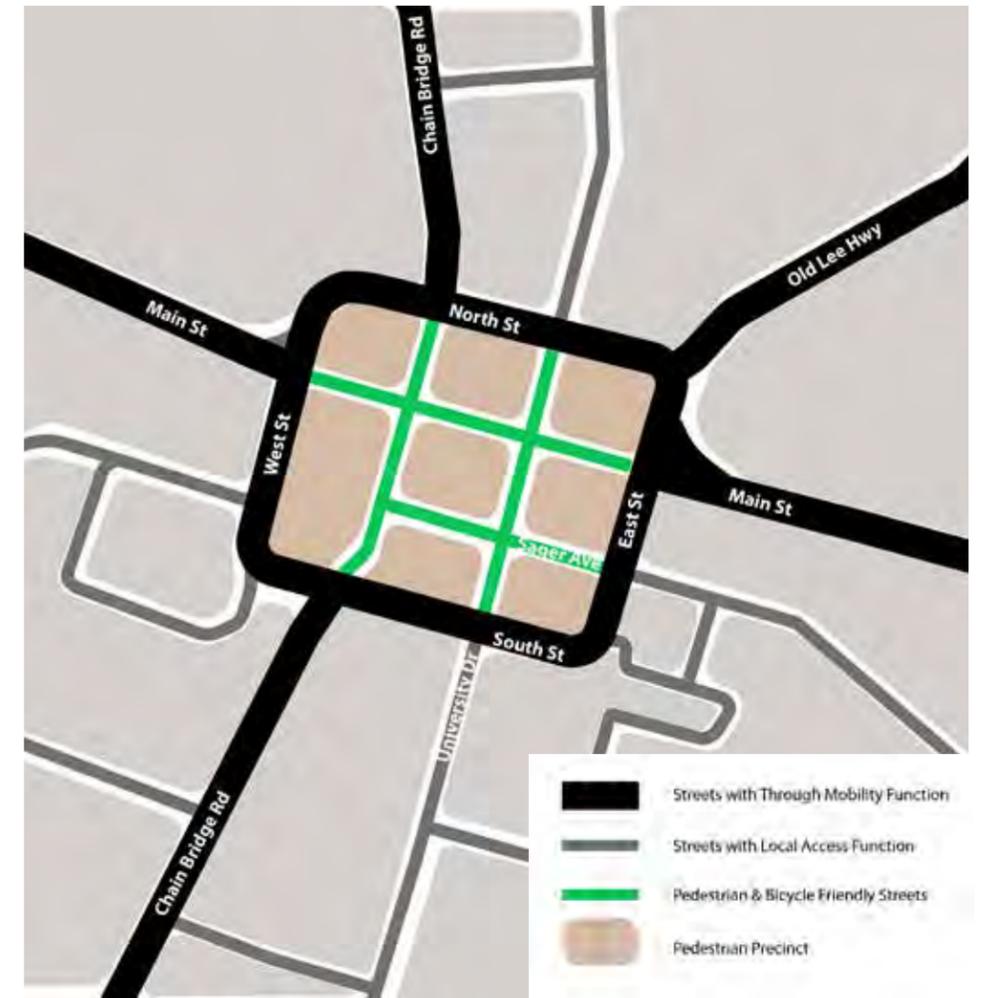
1. Old Town Transportation
2. Pedestrian Precinct and Loop Road
3. Main Street
4. University Drive
5. Old Lee Highway
6. North Street
7. Parking Management



Existing Old Town street network



Loop road and pedestrian precinct: Near Term Recommendation



Loop road and pedestrian precinct: Long Term Recommendation

## PEDESTRIAN PRECINCT AND LOOP ROAD

### A NEW VISION

One of the key recommendations of this plan is to rethink Old Town's street grid and circulation system as a loop road surrounding a pedestrian precinct. The loop road can be designed to carry vehicle trips originating and ending beyond Old Town, while the internal streets within the precinct can be designed as pedestrian-oriented streets that only allow local access and local delivery vehicle trips. Pedestrian-oriented streets can be traffic-calmed public realms with wide sidewalks, street trees, and amenities such as benches and lighting. These streets within the precinct could be completely closed off to vehicular traffic on weekends or for events.

In the near term, North Street/West Street, Chain Bridge Road, Sager Avenue, Old Lee Highway/East Street will form the loop road. Main Street from Chain Bridge Road to Old Lee Highway, and University Drive from Sager Avenue to North Street can be designed as pedestrian-oriented streets. The near term concept recommends restricting north-bound and south-bound left turns from University Drive onto east-bound and west-bound Main Street. All left turns can be limited to intersections of University Drive and Sager Avenue, and University Drive and North Street. Restricting left turns at the intersection of Main Street and University Drive

provides an opportunity to remove the left turn lanes at this intersection. The additional space currently dedicated to left turning vehicles can be repurposed for wider sidewalks.

In the long term, North Street, West Street, South Street, Old Lee Highway/East Street, can form the loop road. Main Street from West Street to Old Lee Highway, Sager Avenue from Chain Bridge Road from South Street to North Street, and University Drive from South Street to North Street can be designed as pedestrian-oriented streets. South Street can be extended to the west beyond

University Drive to Chain Bridge Road as part of the redevelopment of the Old Town South superblock. Continued coordination with the redevelopment of the Fairfax County Massey Complex property provides an opportunity to further extend South Street to the west of Chain Bridge Road and connect it to West Street to complete the loop.

The long term loop road concept also provides an opportunity to re-examine the one-way circulation system that was in effect in Old Town until 2006. However, unlike previously, when Main Street and North Street acted as a one-way couplet, North Street and

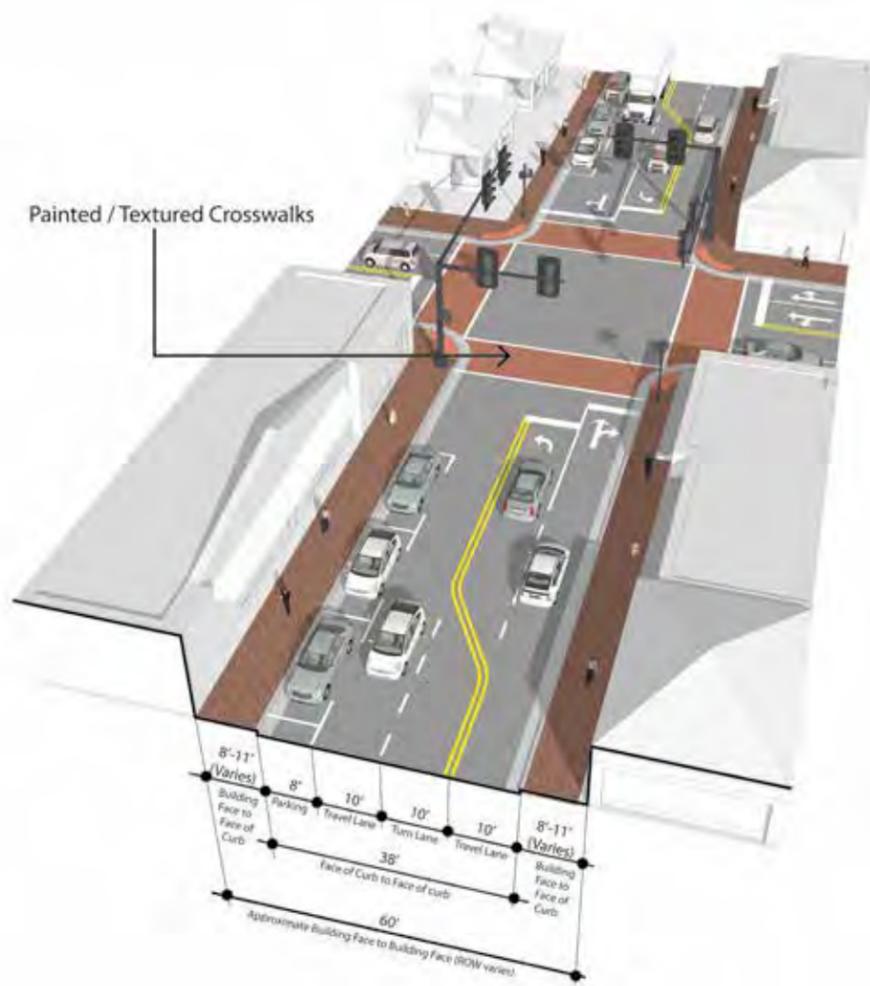
the extended South Street can become one-way couplets. East Street/Old Lee Highway and West Street could also become a new one-way couplet to form a large one-way square-about loop road in the counterclockwise direction around the pedestrian precinct.

The City currently encourages through east-west traffic to use North Street instead of Main Street. The loop road configurations will encourage a similar traffic pattern for north-south through traffic to use Chain Bridge Road instead of University Drive.

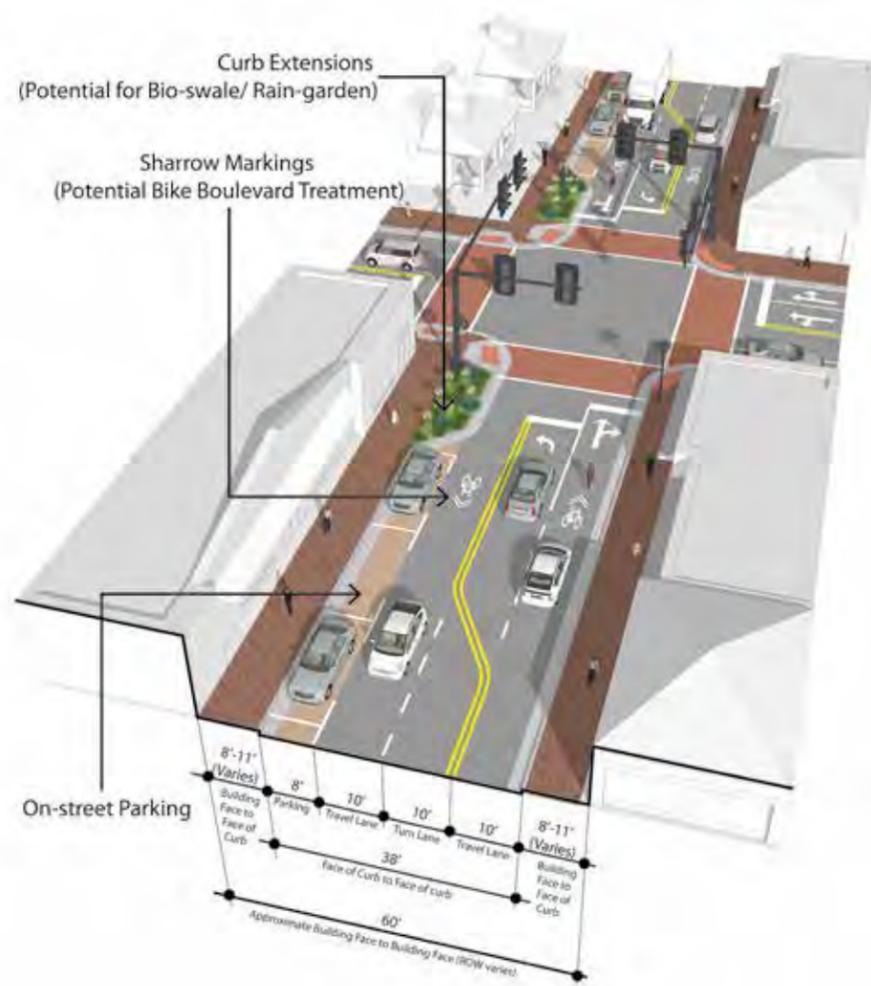
Although the loop road is envisioned

to carry a large number of vehicular trips, it will be critical to provide safe and comfortable pedestrian and bicycle facilities along the loop road, as well as crossing opportunities across the loop road. This pedestrian and bicycle connectivity will ensure that the pedestrian precinct does not end up being an island disconnected from surrounding neighborhoods.

The loop road and pedestrian precinct recommendation is a high-level concept. Detailed traffic analysis will be required to vet the feasibility of this idea. This type of analysis was beyond the scope of this plan and has not been conducted.



Main Street: Existing



Main Street: Near Term Recommendation



Main Street: Long Term Recommendation

## MAIN STREET REDESIGNING OLD TOWN STREETS

Main Street, from West Street to Old Lee Highway, is Fairfax City's historic central street. Currently, Main Street is characterized by narrow sidewalks, no bicycle facilities, uncomfortable crossings, and traffic congestion. Due to lack of street network beyond the Historic Core, Main Street carries the burden of many regional vehicular trips. The majority of the limited public ROW along Main Street has been dedicated to moving cars. As a result, less space is left for people who walk, bike, take transit, or for people to mingle in public space.

Inviting pedestrian-friendly Main Streets are a hallmark of successful historic downtowns. The City has

already developed 30% design plans for a streetscape project along Main Street. Although the streetscape plans do not change the number of vehicular travel lanes, the proposal introduces curb extensions at intersections to widen pedestrian space and shorten crossing distance. The Old Town Small Area Plan incorporates the 30% streetscape design plan as a near term recommendation for Main Street.

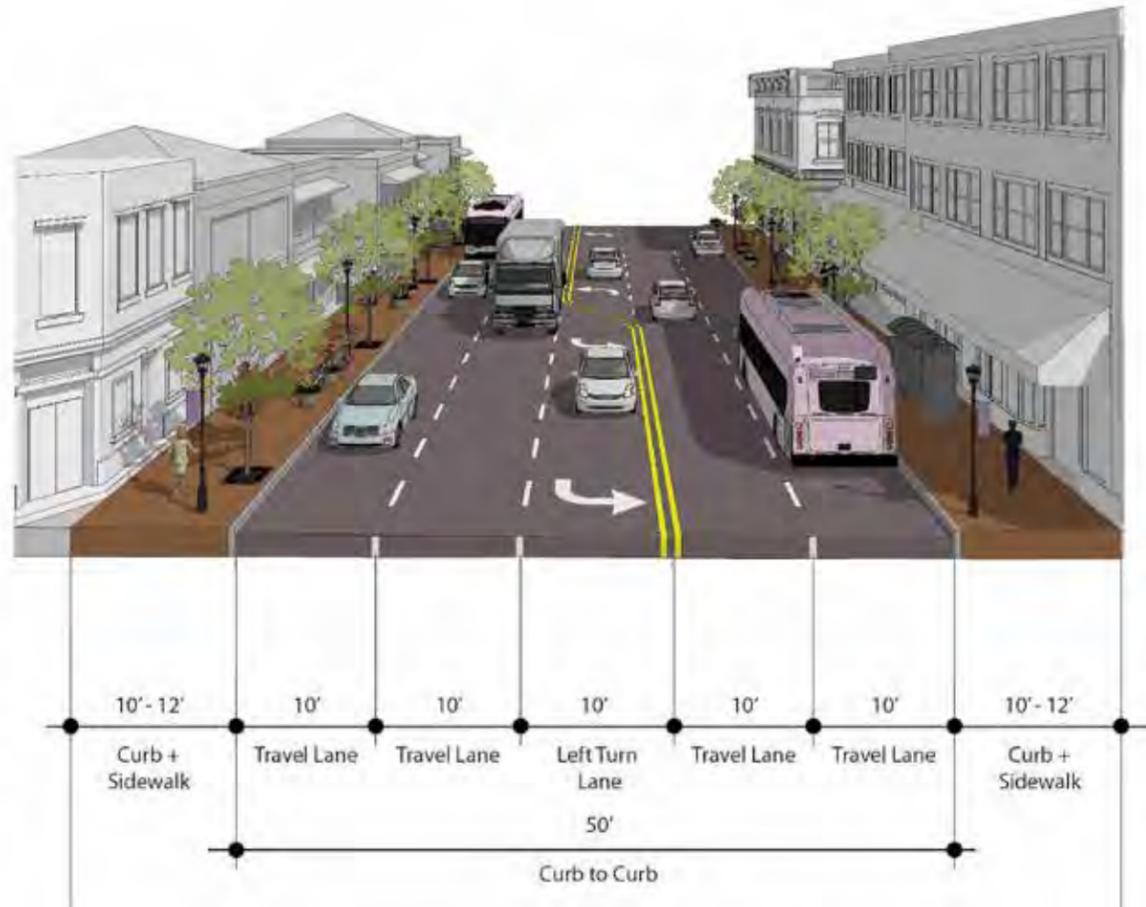
In the long term, once the overall loop road is built by extending South Street to West Street, Main Street could be redesigned to get rid of left-turning movements to and from Main Street between West Street and

East Street, eliminating the need for a continuous left-turn lane. This space currently dedicated to left-turning vehicles could be repurposed for wider sidewalks and on-street parking with curb extensions at intersections.

The long-term recommendation for Main Street is a high-level concept. Detailed traffic analysis will be required to vet the specifics and feasibility of this idea. This type of analysis was beyond the scope of this plan and has not been conducted. Significant additional traffic analysis will be required as part of a future study to test the feasibility and assess the value of trade-offs of this recommendation further.



Photo of Main Street



North Street: Existing



North Street: Curbside on-street parking during off-peak

## NORTH STREET OFF-PEAK PARKING

A potential opportunity to manage curbside space is along North Street in Old Town by providing on-street curbside parking during off-peak weekday hours and all weekends. North Street currently has five lanes. Two lanes in each direction and left-turn lane at intersections. However, there is no on-street parking along North Street. Buildings with sidewalk-fronting ground floor retail along North Street can benefit from the availability of curbside on-street

parking. The pedestrian environment is also enhanced by the presence of parked cars acting as a buffer between fast-moving traffic and sidewalks.

This recommendation is a high-level concept. Additional traffic analysis will be required as part of a future study to further test the feasibility of this recommendation.



Photo of North Street

# IMPLEMENTATION AND DETAILS

1. Old Town Core Details
2. Old Town North Details
3. Old Town South Details
4. Phasing and Economics
5. Sustainability
6. Cultural Preservation
7. Utility Recommendations
8. Zoning and Regulatory Recommendations

# OLD TOWN CORE

## PLAN DETAILS AND EXPECTATIONS

This diagram is a short summary of the expected land uses, building typologies and special details within the Development Plan. These details were based on major stakeholder outreach (including property owners), market research, and urban design best practices.

The buildings and land uses depicted here serve as an conceptual build out for the Small Area Plan framework in Old Town. Although the core ideas should remain consistent, the plan also recognizes that land uses, building typologies, and specific designs may change in the future.

### New Construction (Residential / Mixed-Use Building):

- 5 story height limit
- City-owned property recommended for consolidation with adjacent church property
- Affordable housing recommended

### Infill Construction (Residential / Mixed-Use Building):

- 5 story height limit
- Preservation/renovation of historic bank building

### New Construction (Performing Arts Center / Hotel):

- 6 story height limit
- Potential for increased height limit for special uses with civic benefits, such as boutique hotel / arts center
- Architecturally sensitive and contextual, due to height and massing

### Historic Courthouse (to be coordinated with County):

- New lighting for historic building
- Activation of green space

### New Construction (Mixed-Use / Residential Building):

- 5 story height limit
- Consolidation with neighboring property recommended



### Existing Parking Garage and Mixed-Use Property:

- New parking signage with increased size and visibility to general public
- Renovation of plaza to open up visibility of internal businesses
- Integration with Arts Walk

### Historic Core Infill Construction:

- 3 story height limit
- Careful preservation of original historic structures
- Sensitive additions and renovation of historic structures
- Integration with Arts Walk

### Infill Construction (Mixed-Use Building / Hotel):

- 3 story height limit at Main Street / 4 story towards Sager St (working with topography)
- Potential for increased height limit for special uses with civic benefits, such as boutique hotel
- Ground floor retail and Lobby at Main Street recommended
- City-owned property recommended for development and/or consolidation

### New Public Parking Garage:

- 4 story height limit
- Architectural screening along all exposed facades
- Clear signage and wayfinding for users coming to Old Town

# OLD TOWN NORTH

## PLAN DETAILS AND EXPECTATIONS

This diagram is a short summary of the expected land uses, building typologies and special details within the Development Plan. These details were based on major stakeholder outreach (including property owners), market research, and urban design best practices.

The buildings and land uses depicted here serve as a conceptual build out for the Small Area Plan framework in Old Town. Although the core ideas should remain consistent, the plan also recognizes that land uses, building typologies, and specific designs may change in the future.

### New Construction (Residential / Commercial / Mixed-Use Buildings):

- 6 story height limit
- Projected uses are flexible, should accommodate future activity center needs
- New publicly-accessible open space to be coordinated among property owners and city

### New Construction (Residential / Commercial / Mixed-Use Buildings):

- 6 story height limit
- Grocery store anchor recommended
- New publicly-accessible open space
- Above-grade structured and underground parking to be integrated with site development
- Retail frontage oriented towards new street and public open space

### Willard-Sherwood Master Plan:

- New public buildings, including community center, health services and other programs

### New Construction (Residential / Commercial / Mixed-Use Buildings):

- 5 and 6 story height limit
- Projected uses are flexible, should accommodate future activity center needs

### Infill Construction (Commercial / Mixed-Use Buildings):

- 4 and 6 story height limit
- New construction oriented towards Old Lee Highway

### New Construction (Mixed-Use Building):

- 4 and 6 story height limit
- New publicly-accessible open space connecting trail segments
- Retail frontage oriented towards civic plaza



# OLD TOWN SOUTH

## PLAN DETAILS AND EXPECTATIONS

This diagram is a short summary of the expected land uses, building typologies and special details within the Development Plan. These details were based on major stakeholder outreach (including property owners), market research, and urban design best practices.

The buildings and land uses depicted here serve as a conceptual build out for the Small Area Plan framework in Old Town. Although the core ideas should remain consistent, the plan also recognizes that land uses, building typologies, and specific designs may change in the future.

### Public Open Space:

- Preservation of historic structure
- New public space for outdoor activities

### New Construction (Residential / Commercial / Mixed-Use Building):

- 5 story height limit
- Architecturally sensitive facade along University Drive, forming street edge
- Retail orientation towards public open space

### Existing Office Buildings:

- Renovation of existing structures
- New ground-level engagement of Chain Bridge Road
- Consolidation and development into commercial (non-residential) uses recommended; residential uses not recommended

### New Construction (Commercial / Mixed-Use Building):

- 4 story height limit
- Architecturally sensitive facade along University Drive and Chain Bridge Road, forming street edge



### Fire-station Feasibility Study:

- Potential redevelopment or renovation of existing Fire Station
- Design options pending future studies

### Infill Construction (Residential / Commercial Buildings):

- 4 and 5 story height limit
- Lower height limit along property edges near residential neighborhood
- Architecturally sensitive facade along University Drive, forming street edge

### New Construction (Mixed-Use Building):

- 4 and 5 story height limit
- Architecturally sensitive facade along University Drive, forming street edge

### New Construction (Senior Housing):

- 4 and 5 story height limit
- Adjustment of this site and building layouts may be necessary to allow an appropriate full intersection across from Breckinridge Lane
- Architecturally sensitive facade along University Drive, forming street edge
- Public outdoor space may be included with site design

# PHASING AND ECONOMICS

## NEAR TERM DEVELOPMENT (15 YEARS)

While it is difficult to predict the long term future, the project team has interviewed a majority of the property owners within the study area, with particular attention to future planning efforts. This background information, coupled with ongoing market analysis and regional trends, allows the team to project and illustrate the near-term conceptual buildout of Old Town.

The development figures below are a benchmark for the city's evaluation of the Small Area Plan effort, and the achievement of these figures should precipitate a re-evaluation of the development plan.

For a near term horizon of 15 years, it is estimated that Old Town will bring in substantial new development and land use changes, including:

### Residential:

- Increase of 1,250 residential units (includes townhouses, condos, market-rate apartments, senior living, student, and affordable housing units)

### Office:

- Increase of at least 25,000 GSF new office space

### Retail:

- Increase of at least 60,000 GSF new retail space
- Activation of at least 20,000 GSF of currently vacant retail space

### Hotel:

- Introduction of a new 100 key boutique hotel

### Institutional / Arts:

- Increase of 100,000 GSF of institutional and arts-related space



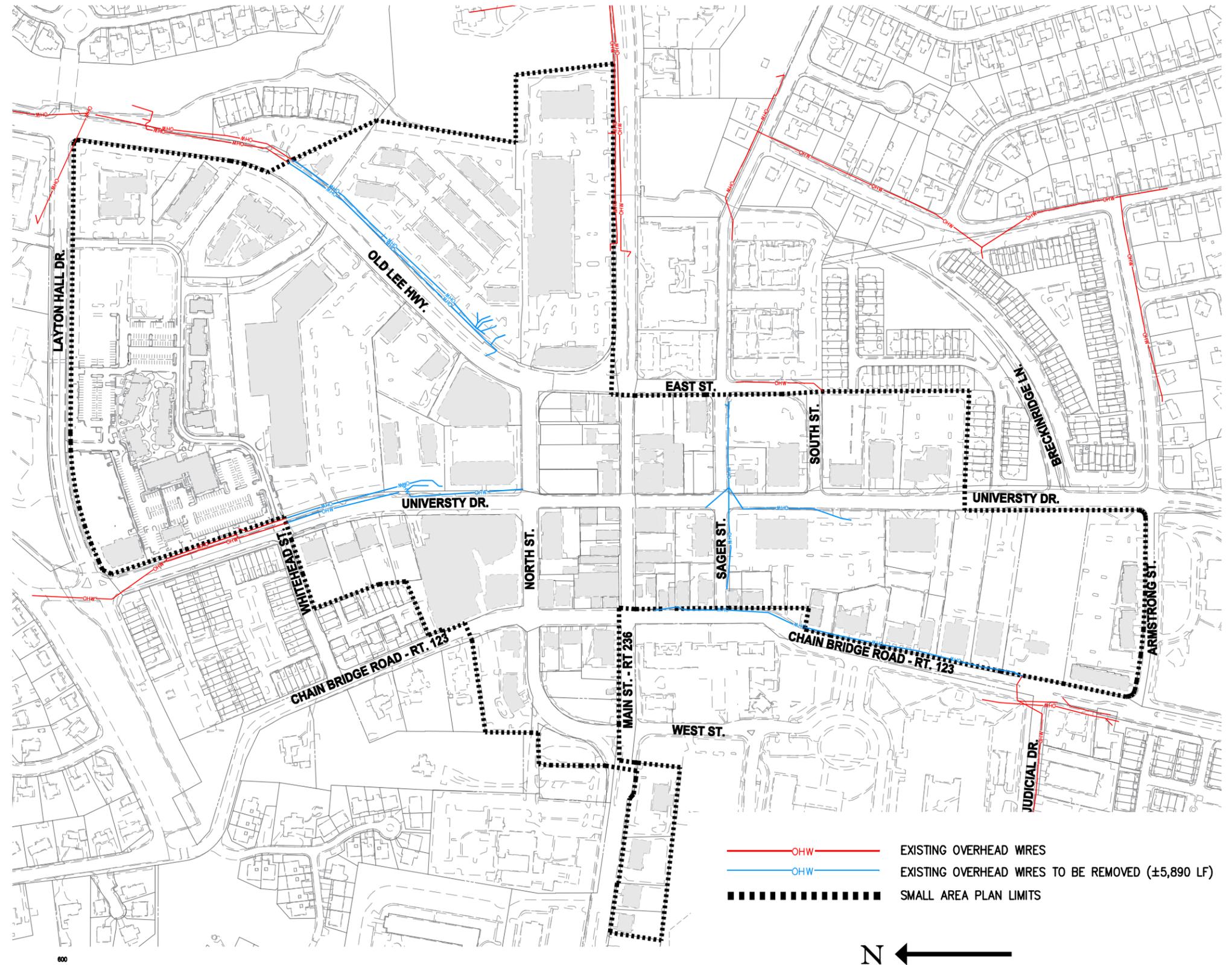
CONCEPTUAL RENDERING SHOWS FULL BUILDOUT OF STUDY AREA (MORE THAN 15 YEARS)

# UTILITIES - OVERHEAD UTILITIES

## RECOMMENDATIONS

Within this plan area, there is approximately 5,900 linear feet of existing overhead utilities. The plan recommends that future developments be encouraged to place existing overhead utilities underground. This could be accomplished through enforcement of existing zoning ordinance provisions.

Based on the review of cost data across a variety projects in this region, it is estimated that costs for undergrounding can vary from \$1,300 to \$2,000 per linear foot. This significant variation in potential costs is due to the wide range of complexity levels depending on the extent of undergrounding and how the lines to be undergrounded function within the larger utility grid. Based on this estimate, undergrounding of all overhead lines within the plan area over time could cost \$7,700,000 to \$11,800,000. For dense, urban environment such as this plan area, it is estimated that undergrounding costs will likely be near the high end of this estimated range.



# ZONING AND REGULATORY RECOMMENDATIONS

The Small Area Plan outlines a long-term development vision for Old Town and implementing this vision will require adjustments to current zoning and regulations.

1. Zoning (Building Height) – Currently, most of Old Town is currently regulated by the Old Town Historic District Overlay and the Old Town Transition District Overlay, which limits building heights to 3 stories / 36 feet and 4 stories / 48 feet, respectively. The plan recommends that properties within the study areas have a tailored height limit based on the plan vision (see Building Height and Setbacks) instead of the zoning height restrictions.
2. Zoning (Land Use) - Currently, most of Old Town is currently regulated by the Old Town Historic District Overlay, which does not allow hotel uses without special exceptions. The plan recommends that approved zoned land use for properties within the study area be expanded to include hotel uses.
3. The City is beginning an effort to revise the Federal Register Historic District boundaries. Consider revising the Historic Overlay District boundaries to coordinate with the revised Federal Register Historic District boundaries once established.

# IMPLEMENTATION OF KEY IDEAS

Realizing a revitalized Old Town will require an ongoing commitment by all stakeholders towards the implementation of key ideas.

## Key Idea #1: Old Town as a Cultural Destination

1. The formation of an Old Town Guidance Committee – this group should be coordinated by City staff and should oversee the implementation the Old Town vision over time. The committee should be comprised of city staff, community leaders, business owners, GMU representatives, and property owners. This group should meet quarterly to give updates, coordinate planning, and to promote the efforts and implementation of the Small Area Plan.
2. GMU Coordination – City Economic Development to continue to meeting regularly with GMU representatives to identify areas of joint interest with regards to the Small Area Plans.
3. City Calendar – Regularly schedule major city events should be encouraged to utilize the Arts Walk and other Small Area Plan ideas. Events, such as Restaurant Week and city festivals, could be significantly enhanced by the placemaking ideas in this plan.

## Key Idea #2: Color in the Old Town

1. Color Recommendations: The plan recommends an introduction of color to the downtown core, particularly the historic buildings. The city Design Guidelines should be updated to help encourage a wider range of color on downtown buildings.

2. The Old Town Guidance Committee to meeting occasionally with historic core property owners, listen to their ideas and concerns, and encourage color and detailing for downtown buildings.
3. City to consider coordinating with an expert to develop color recommendations for interested owners, and distribute recommendations to individual property owners, in coordination with the BAR and other stakeholders.
4. Board of Architectural Review (BAR) to review and approve/ veto/modify color applications.

## Key Idea #3: Creating a New Arts Walk

1. Old Town Guidance Committee should regularly meet with key stakeholders and give updates on events and planning efforts.
2. Outdoor space on private property - City and stakeholders, including property owners, to explore flexible uses for loading and parking spaces in between buildings and alleys. For example, daytime office parking spaces can be used after hours for special Art Walk events for outdoor seating and art installations. The Art Walk does not necessarily mean losing private parking spaces, but rather enhance these properties with additional arts and civic-related uses.
3. Local Artists and GMU Arts Programs – Bring in local arts groups (professional artists, university and high school artists) to provide rotating content to display in the Arts Walk.

4. Mural Program – City to explore a civic mural program that will produce two or three large murals within the Arts Walk.

## Key Idea #4: A New Pedestrian Precinct

1. Main Street – the current Main Street streetscape improvement project fits into the goals of creating a downtown pedestrian precinct.
2. Loop Road Analysis – city staff to study the network impacts of a new loop road, with one-way pair and two-way options. City to work with private property owners and Fairfax County to chart out a timeline for implementation and construction of the loop road.
3. City transportation staff to further study Main Street and University Drive long term recommendations (on-street parking, reducing dedicated turn lanes, larger sidewalks).
4. North Street Off-Peak Parking – City staff to further study options for off-peak parking lanes, including daily timing, towing policies, and engineering details.

## Key Idea #5: Encouraging Balanced Land Use

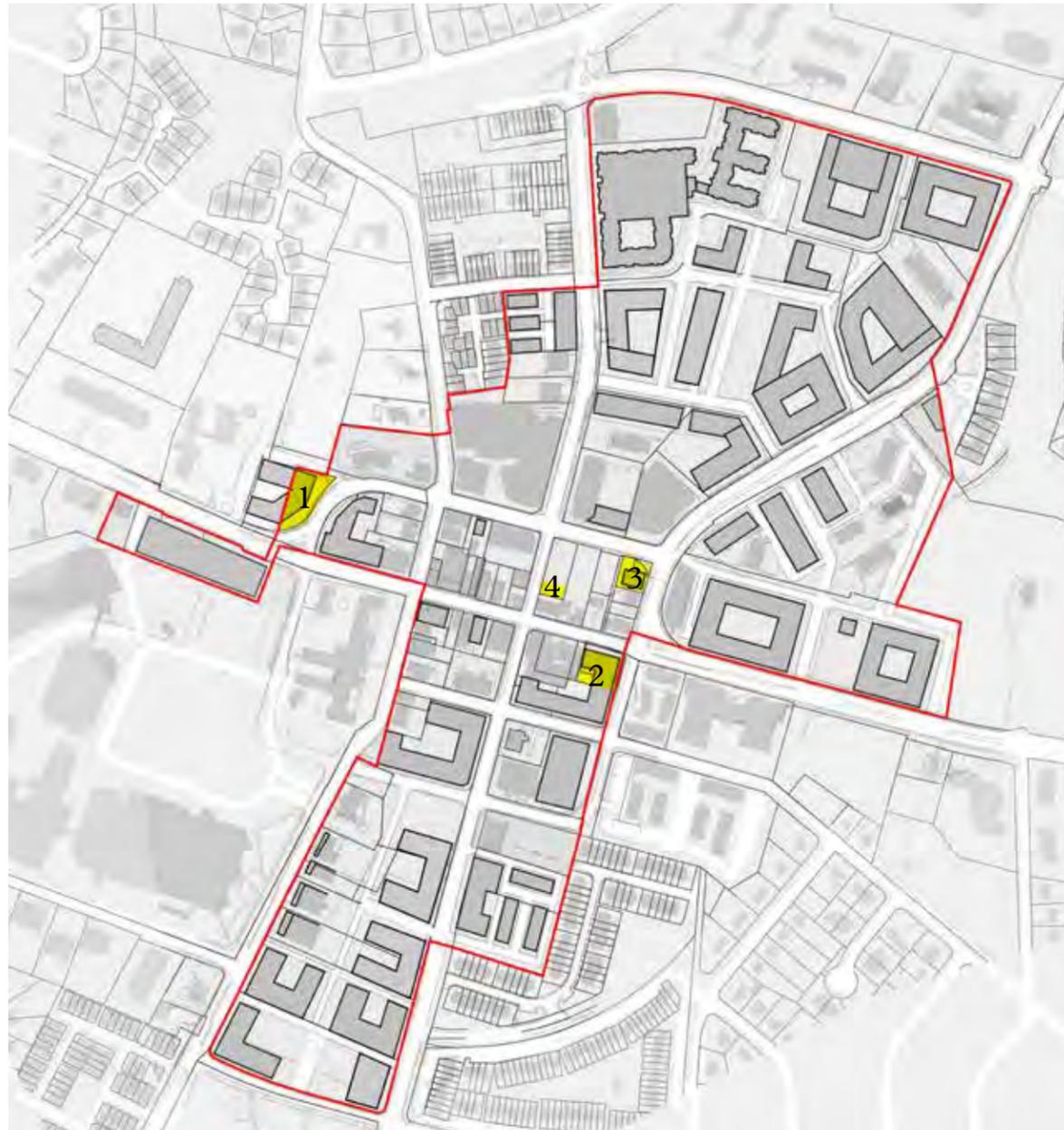
1. City staff to track data as new land uses come in to replace older ones, and analyze the long-term economic, fiscal, transportation and environmental impacts. This data should be used to help guide future planning efforts.

## Key Idea #6: The Spine

1. City transportation to coordinate “The Spine” idea with upcoming

bicycle masterplanning efforts. Interconnecting the city’s activity centers is a core idea of the Spine.

2. City staff to continue coordination of the Spine planning with GMU planners and staff. GMU is encouraged to be involved with the design and planning, as well as input on user-friendliness. Branding is another area of potential shared interest.
3. City staff to coordinate design options, final design, as well as signage, branding and marketing of “The Spine” to the broader community.



KEY:  
 1. TRURO LANE PARKING LOT  
 2. AMOCO PARKING LOT  
 3. OLD TOWN SQUARE PARKING LOT  
 4. OLD TOWN HALL PARKING LOT

 CITY OWNED PARCELS

## ECONOMIC CONTEXT

### CITY OWNED PROPERTIES

The City of Fairfax owns several properties within the small area plan boundaries. Consideration has been given as to how these properties can be best integrated into overall plan recommendations and other City priorities.

Factors evaluated as part of this analysis include, but are not limited to:

- Property specific characteristics such as location, parking, traffic impacts, etc.
- Market opportunities
- Supporting plan goals and objectives
- Synergistic factors with adjacent land uses
- Community benefit
- Fiscal impact
- Possible City partnering tools

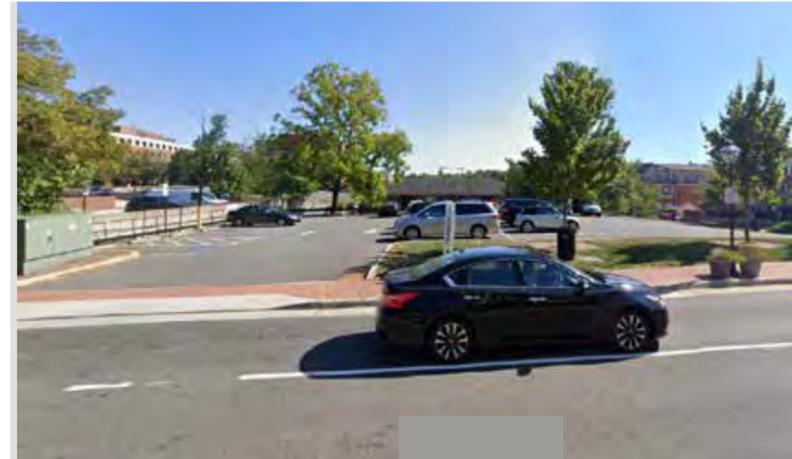
Proposed treatment of City-owned property contemplates possible future site redevelopment, both as stand-alone sites and if planned in conjunction with adjacent properties, to effectuate the most beneficial reuse of the property. See the Appendix for additional details on these properties.



**1. TRURO LANE PARKING LOT**  
10480 Main Street

**Plan Recommended Uses**

- Stand Alone: Site could accommodate a small residential development (5+/- Townhouses) or open space.
- Parcel Consolidation: More units (including multifamily) could be accommodated if redeveloped with adjacent church property. Could also be integrated with redevelopment of the Bank of America parking lot site.



**2. AMOCO PARKING LOT**  
10367 Main Street

**Plan Recommended Uses**

- Stand Alone: Depends on net usable square feet / site density.
- Coordinated Redevelopment with Adjacent Parcels: Facilitates commercial redevelopment.



**3. OLD TOWN SQUARE PARKING LOT**

10413 North Street  
3928 Old Lee highway

**Plan Recommended Uses**

- Stand Alone: Likely continued use as surface parking.
- Block Consolidation: Masterplan remainder of block to maximize space reactivation and utilization (“Surf Shop, Old Town Hall parking, Old Town Hall, etc.).



**4. OLD TOWN HALL PARKING LOT**

3999 University Drive (Actual)

**Plan Recommended Uses**

- Stand Alone: Continued parking or use could augment existing Old Town Square Park (i.e. amenity kiosk).
- Block Consolidation: Masterplan remainder of block to maximize space reactivation and utilization (“Surf Shop, Old Town Hall parking, Old Town Hall, etc.). Could function as an anchor for Arts Walk.



## 2

# THE CITY CONTEXT

This chapter focuses on regional context and shared opportunities and challenges for both the Old Town and Northfax study areas.

The first part of the chapter explores broad observations shared by the community and stakeholders. All efforts begin with key observations and recommendations of past studies and any relevant community outreach. The report highlights common themes, challenges, and opportunities expressed by community members, elected officials, and property owners. Comments that inform project approach, further research and implementation goals.

The report also outlines current market feasibility - asking what economic factors can facilitate future development and project implementation as well as lessons learned from local and regional models. This economic research serves as a road-map towards identifying realistic types of development, and how to channel market demand towards expressed community goals.

The second part of the chapter explores general planning opportunities that are critical in shaping the underlying zoning, transportation, and design of the two study areas.

These four opportunities include:

**1) Revising Zoning to Meet Activity Center Goals:** To accomplish the Activity Centers goals, as outlined in the Comprehensive Plan, changes will need occur in the zoning and regulation of these study areas. Changes should also align with market analysis and realistic implementation goals.

**2) Fostering a Better Pedestrian Realm within and between Activity Centers:** The existing streets and urban landscape are largely designed around the car. The urban design of the study areas should be more focused on a safer and better pedestrian and bicycle experience.

**3) Encouraging a Multi-modal Link between the Activity Centers, Massey Complex and George Mason University:** The best interconnected street that cuts through the city north to south and is potentially safe for pedestrians is University Drive and George Mason Boulevard. Strengthening this as a pedestrian and cyclist oriented street will strengthen both study areas, particularly their economic and cultural vibrancy.

**4) Sustainability & Watershed Infrastructure:** Because of the strategic locations of the two study areas, the approach to sustainability - particularly stormwater capture and management - is important to the local and regional environmental quality.

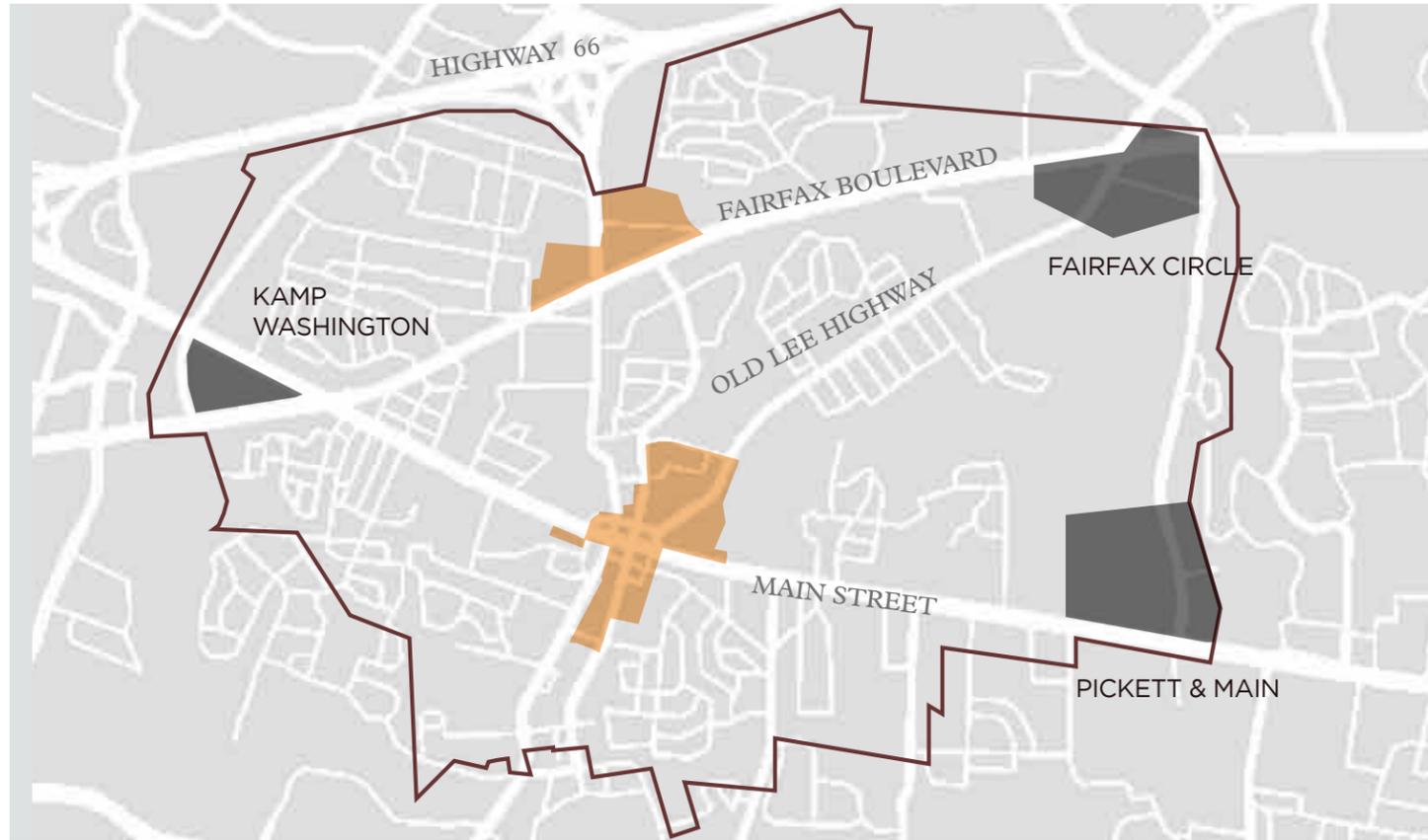
Left, View of Main Street in Old Town

# BUILDING ON PAST STUDIES

The Small Area Plan effort builds upon the 2035 Comprehensive Plan approved by the City of Fairfax in 2019. The Comprehensive plan highlighted five strategic areas (Old Town, Northfax, Fairfax Circle, Pickett and Main, and Kamp Washington) as Activity Centers. Activity Centers were recommended for mixed-use, higher density development, and public spaces. The Activity Centers share common characteristics of being located at key intersections, isolated from existing single family residential developments, and having enough land areas in transition to foster mixed-use pedestrian oriented developments. This study builds on existing studies to help identify feasible approaches capable of supporting new investments over the next 10 to 15 years. Reoccurring themes include:

- **Leadership:** The City of Fairfax is known for supporting economic activity, including strong and broad-based employment drivers, transportation access, high household incomes, and a positive community reputation.
- **Commercial Competition:** Competition for attracting commercial uses from outside the City is challenged given the City's predominantly older and less popular types of commercial locations and spaces. Though there is a strong community desire, actual market support for additional commercial

- spaces is limited because commercial rents and revenues are too low to support new construction.
- **Regulations & Preservation:** Regulations can impose limitations on some potential new development concepts. In some cases, zoning regulations can be revised to accommodate the type of development desired in activity centers without negatively impacting neighborhoods
- **Parcels:** The availability of larger undeveloped land holdings represents an important starting point for coordinated redevelopment
- **Economic Anchors:** A recognition of George Mason University and the Massey Complex as potential economic and cultural drivers.
- **Transportation:** Transportation and planning goals that increasingly look to prioritize the pedestrian, bike, and transit infrastructure
- **Fairfax Boulevard Master Plan,**



## SELECT RECENT PLANNING EFFORTS

- **2007 Draft** – Although never adopted by City Council, the plan envisioned the transformation of Fairfax Boulevard into a multi-way boulevard with more pedestrian-oriented mixed-use development.
- **City of Fairfax Comprehensive Plan, 2012** – The City's long-range policy guide & vision for future land use planning and development. Principles included protecting residential neighborhoods and promoting centers of commerce within a small-town atmosphere. Strategies included transforming the Fairfax Boulevard corridor into a business boulevard, reinforcing Old Town Fairfax as an economic and cultural focal point and focusing pedestrian mixed-use developments in key areas (Northfax for example).
- **City of Fairfax Commission on the Arts Strategic Master Plan, 2013** – Established public art policy and guidelines to promote / increase awareness of the City's Commission on the Arts programs.
- **Fairfax Boulevard Commercial Development Market Analysis, 2013** – Retail needed for neighborhood goods and services and food & beverage; older offices are becoming obsolete and lodging market is appealing as confirmed by addition of Residence Inn.
- **Smart Growth America Fairfax Boulevard Recommendations, 2013** – A technical assistance panel was assembled to address failures of the Fairfax Boulevard Master Plan. Recommendations included targeting public investment and incentives and reviewing pending development projects for connective street networks, walkability, town blocks, etc.



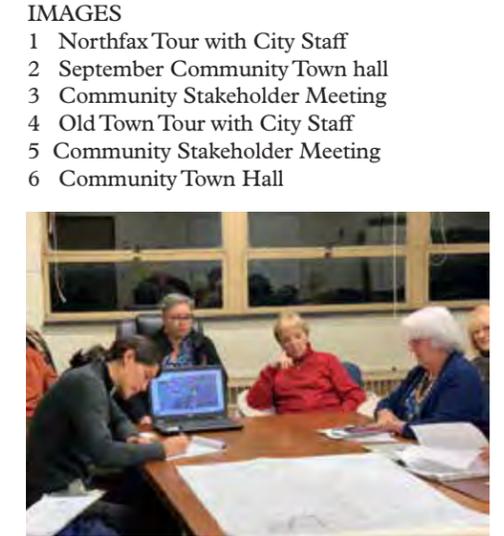
**IMAGES**  
 1. Diagram showing the five Small Area Plans outlined in the 2035 Comprehensive Plan with Northfax and Old town being the first studies undertaken.  
 2. Rendering from Fairfax Boulevard Master Plan  
 3. Photo of Old Town during a community event.

- **Vision Fairfax Mason, 2015** – A workshop held in partnership with the City, George Mason University, and Northern Virginia Regional Commission to explore the connectivity and sustainability between the university and the City's historic downtown.
- **Multi-modal Transportation Plan, 2017** - Envisions the City with options for residents to easily, safely, and efficiently move within and between neighborhoods either by walking, biking, taking public transportation, or driving.
- **City of Fairfax Design Guidelines, 2018** - Adopted design guidelines for historic overlay, transition overlay dt, and architectural control overlay districts.
- **City of Fairfax 2035 Comprehensive Plan, 2019** – Builds on prior plans and provides direction concerning redevelopment opportunities, economic competitiveness, transportation, placemaking, and future land use.
- **Old Town Fairfax Historic Overlay District Streetscape Standards, 2019** - comprehensive and coordinated set of streetscape standards for the district
- **City of Fairfax Fact Books, 2019** – Demographic, land use, and transportation data that has been compiled for the City, Old Town and Northfax that is referenced throughout this analysis.
- **Fairfax County's Massey Complex Master Planning Efforts (Ongoing)**– Market analysis and public charette describes residential market demand for dense multifamily residential uses targeting a mix of users; a variety of retail, particularly food; and possibly some office or hotel uses. Preliminary planning documents propose better street and pedestrian connectivity to Old Town.

# LISTENING & INFORMING

## COMMUNITY OUTREACH

Extensive community outreach is one of the most important aspects of the Small Area Plans effort. Listening to key stakeholders, such as the broader Fairfax residential community, individual property and business owners, developer partners, and civic groups helps inform the planning process and guide implementation of key ideas. Several different types of meetings were used to gather a range of viewpoints and perspectives on the study areas.



### IMAGES

- 1 Northfax Tour with City Staff
- 2 September Community Town hall
- 3 Community Stakeholder Meeting
- 4 Old Town Tour with City Staff
- 5 Community Stakeholder Meeting
- 6 Community Town Hall

### 1 COMMUNITY TOWN HALL

On September 11, 2019 the project team hosted a kick-off community meeting that introduced the project goals and team to the broader community. While the presentation focused on key observations, the following conversation with the community had a diversity of opinions, including:

#### HOPES FOR STUDY AREA:S

- More Public Spaces and Parks
- Regional Draw and Better Retail Experience
- Expression of Local Arts & History
- Potential of a Vibrant College Town

#### CHALLENGES & CONCERNS:

- Implementation
- Awkward Connection between George Mason and Old Town
- Pedestrian and Biking Safety
- Concerns about Zoning & Rules
- Need for Affordable Housing
- Wayfinding and Signage Regulations
- Increased Traffic and Density
- Poor Parking Experience

### 2 JOINT WORK SESSION

On November 5, 2019 the team presented a project update to a Joint Session of City Council and the Planning Commission. The Interim Update presentation focused on: building on the 2019 Comprehensive Plan, summary of common themes from the September 11 community meeting, summary of comments from stakeholder meetings, market analysis (including Northfax and Old Town specific observations), history and existing conditions of Northfax, History and existing conditions of Old Town, observations about current zoning and regulations, transportation observations, and sustainability, storm water and watershed observations.

City Council and Planning Commission members thoughtfully responded to the presentation with several comments, including:

- Noted the trend of private investment towards residential components to foster mixed-use. Would like to see City as a regional player, not just a sub-regional node.
- Appreciated the conversation about the identity of each study area, and how they relate to the region.
- Acknowledged the complex regulatory environment.
- Stressed the importance of documenting and sharing a diversity of opinions, particularly with respect to the relationship with the university and affordable housing components.
- Noted the amount of impervious surface parking and its relationship to the watersheds throughout the City.
- Recommended that the project team consider a wide variety of housing options, including senior, affordable and others.

See full notes from from town hall and joint work session in the Appendix.

### 3 RESIDENTIAL MEETINGS

On December 4, 5, and 12 the project team held Community Outreach meetings tailored to the residential neighborhoods adjacent to the two study areas.

#### Old Town community comments include:

- Pedestrian accessibility, comfort and safety - creating a cohesive, pedestrian environment.
- The volume and speed of through traffic in Old Town.
- Housing in Old Town, with benefits and drawbacks.
- Connecting the study areas to the adjacent neighborhoods.
- Retail vacancies and turnover are a consistent problem.
- Attracting an anchor, such as an arts facility, entertainment venue, etc.
- Open space was repeatedly noted as a draw to bring people to Old Town
- Retaining old and historic buildings, maintaining design standards and avoiding over building.

#### Northfax community comments include:

- Creating a strong pedestrian environment and providing pedestrian connections to surrounding neighborhoods.
- Unwanted land uses, including parking lots.
- General concern about attracting and maintaining quality retail.
- Open space as a draw to bring people to Northfax. Keeping it “as green as possible” will also help give it a unique character.

See full notes from residential meetings in the appendix.

“We are lacking residential... Empty-nesters love D.C... We have beautiful single-family homes but there is no where we can go. We need some combination of condos and apartments for when I can't drive anymore.”

- Senior Resident, December 4, 2019 Old Town South Residential Meeting

## MARKET FACTORS PART OF A DYNAMIC REGIONAL MARKETPLACE

The City of Fairfax is part of a dynamic sub-regional marketplace, defined by a range of commercial and residential land uses comprising a geography that is largely indifferent to City boundaries. This means proposed new uses within the City will compete with competitive supply elsewhere in the region. Recognizing this market fundamental is critical to comprehending what is economically viable (& financeable) at any location in the City. Economic fundamentals of the City in relation to the retail and hotel, office, and residential markets include the following:

- Positive retail and hotel markets in the region, with plentiful newer supply in the vicinity of the City border and generally older inventory in the City proper.
- Niche local serving office uses with some transitioning corporate office locations to amenity rich concentrations.
- A strong residential market across a range of product types.

Prominent examples of some of the newer or recently refurbished concentrations of commercial uses are identified in the map, listed east to west:

### 1 MOSAIC DISTRICT

The Mosaic District, with the first phase completed in 2013, is a \$500 million urban-style mixed-use development situated in the midst of a priorly underserved sub regional market of Northern Virginia. With approximately 520,000 square feet of retail, the Mosaic District has established a critical mass shopping platform. The overall 1.9 million square foot project includes 2,600 residential units (60% of total sf) spanning a range of product types – single family, townhomes, apartments and condominiums). Additional uses include 170,000 square feet of office space, a 148-room hotel, 4,000 parking spaces and a one-acre park. Situated on 32 acres, the Mosaic District has an overall 1.4 FAR.

A Fairfax County targeted economic development effort helped underwrite implementation, facilitated in 2009 by a Fairfax County's Community Development Authority (CDA) a public/private partnership with The Mosaic master developer in 2009. The Mosaic CDA issued and sold almost \$66 million worth of bonds to finance the district's roads, water and sewer system, and park, using both tax increment financing (TIF) and backup special assessments. Over time development specific future property taxes are intended to repay the debt. The significance of The Mosaic to the City of Fairfax and the subject Activity Centers is multi-fold:

- Its development evidences the scale of unmet demand potential for retail and mixed-use in the prior existing marketplace.
- The mix of uses featured illustrate the importance of residential land uses as the underpinning of economic value complemented by the market draw of experiential retailing offerings.
- The achieved critical mass, especially as it comprises a spectrum of retail and entertainment uses, represents a fundamental and magnetic impact on



A view of Fair Oaks Mall Above

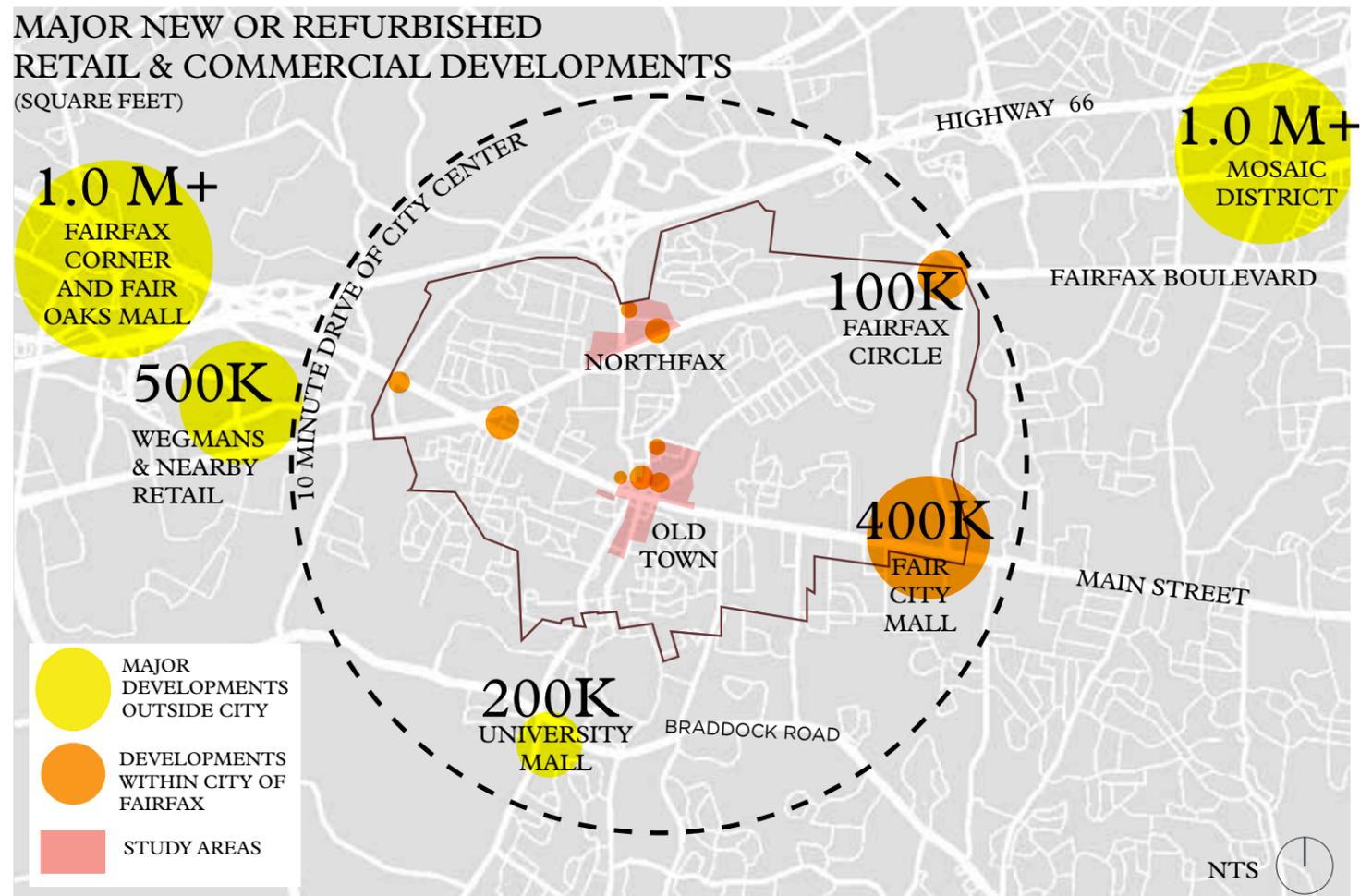
retailer and consumer spending patterns in the greater City of Fairfax market area. While this impact is positive for area residents, it also undercuts and dilutes financial support for other competing uses.

- The combination of the above – new format retail, project scale (and identity) and geographic proximity – have significantly altered the development landscape for the subject Activity Centers compared to ten years ago. Among a host of development planning related learnings to be garnered from The Mosaic, perhaps the most pertinent is that while its success can be enjoyed from a community serving perspective, unless virtually all of its subset economic characteristics can be duplicated, such results cannot be replicated in nearby Fairfax.

### 2 UNIVERSITY MALL

The aging, early generation 200,000+ square foot community scale University Mall underwent a major renovation in 2016. The project provides retailing options for the City of Fairfax, including a modern large grocery store, movie theaters and contemporary restaurant formats. More importantly University Mall, being located immediately adjacent to George Mason University is university centric, catering to both students and other university such as sports events visitors. On a much reduced and more localized scale than the Mosaic District, the newly invigorated University Mall underscores the market opportunities focused on Fairfax and the level of already provided retailing venues.

## MAJOR NEW OR REFURBISHED RETAIL & COMMERCIAL DEVELOPMENTS (SQUARE FEET)



### 3 WEGMANS & NEARBY RETAIL

Perhaps the most profound daily/weekly use retail impacting land use proximate to the City of Fairfax is the 140,000 square foot standalone Wegmans store located just outside the City's western border. Since completion in 2005, this mega grocery facility has not only transformed the nearby food related marketplace but directly and indirectly has been part of a wider addition of neighboring newer commercial and residential developments.

### 4 FAIRFAX CORNER & FAIR OAKS MALL

Approximately equal distant to the west from downtown Fairfax as The Mosaic is to the east, Corner is a newer format, market segment dominating 300,000 square foot town center "life style" development. It is proximate to The Fair Oaks Mall, a 1.5 million square foot traditional enclosed regional mall. Together, these two developments provide a regional destination to the greater Fairfax Center sub-market that serves the retailing needs of the City of Fairfax.

## IMPLICATIONS FOR THE CITY

- On a project-by-project basis, there is potential for a mix of smaller to medium scale and niche-serving retail, infilling existing underused properties or as part of residential dominant mixed-use additions.
- Though there is no likely financial support for a major new "Mosaic" like concentration of additional commercial uses, the designated Activity Centers can become identified with an enhanced combination of market niche-serving land uses.
- The relatively unlimited residential demand and associated generally high value of residential land means that residential dominant development concepts have the strongest overall market potential.

# MARKET FACTORS PRINCIPAL LAND USES CITYWIDE: RETAIL, HOSPITALITY, & OFFICE

## 1 RETAIL TRENDS

- Citywide, the predominant inventory is food and beverage related (46% between grocery stores and restaurants) which is comparable to other regional locations. The City's proportion of general merchandise is under-represented compared to all of northern Virginia, which is to be expected given that general merchandise vendor locations need to capture larger more regional consumer demand base.
- The grocery store sector is very competitive, with two approved stores comprising half of the 165,000 square feet of planned new retail. There are already five large existing grocery options within the City, not including smaller options and others on the periphery of the City and beyond.

- Overall, the retail vacancy rate is consistently low (5-6%) but with some challenged locations and spaces.
- With the exception of the core area downtown, retail spaces are predominantly found in roadway-oriented shopping properties.
- Average rents are typically in the medium range for Northern Virginia locations outside of I-495.
- Although restaurant sales in the City have been stable, recorded in the range of \$150 million annually for the past few years, the City has been losing some ground relative to the growing restaurant sales across the rest of northern Virginia.

## 2 POTENTIAL RETAIL FOCUS

Without major population, employment growth, transportation changes, or robust development in the small area plans the demand for additional retail space is limited to better / updated facilities serving existing markets.

The noted exception relates to possible untapped George Mason University anchored demand. Though limited in magnitude, incremental retail demand will also be generated from new developments (i.e. the need for five to ten square feet of more retail space per new household or possible hotel room). Locations will dictate differentiation between neighborhood / node serving needed retail (Northfax) and experiential / destination type retail (Old Town). Notwithstanding limited unmet retail market demand, retail uses undoubtedly help support more lively, mixed-use environments, reinforcing prospects for investment on other properties.

## 3 HOSPITALITY FOCUS

- There are 4 hotels- all near Northfax - with a total of 373 rooms that compete with numerous hotels just outside the City limits.
- Predominance of national chains.
- Average daily rates are in the \$150 per night ballpark.
- Stable occupancy rates above 70%.
- Location serves multiple market demand sources including weekday business travel, tourists, George Mason University visitors, etc.
- Two older motels / motor inns (Breezeway Motel and Rodeway Inn) are being redeveloped into a range of residential and commercial uses.
- There is currently no hotel in downtown / Old Town though proposals have emerged before and are currently under consideration.

2017 TAXABLE RETAIL SALES CITYWIDE



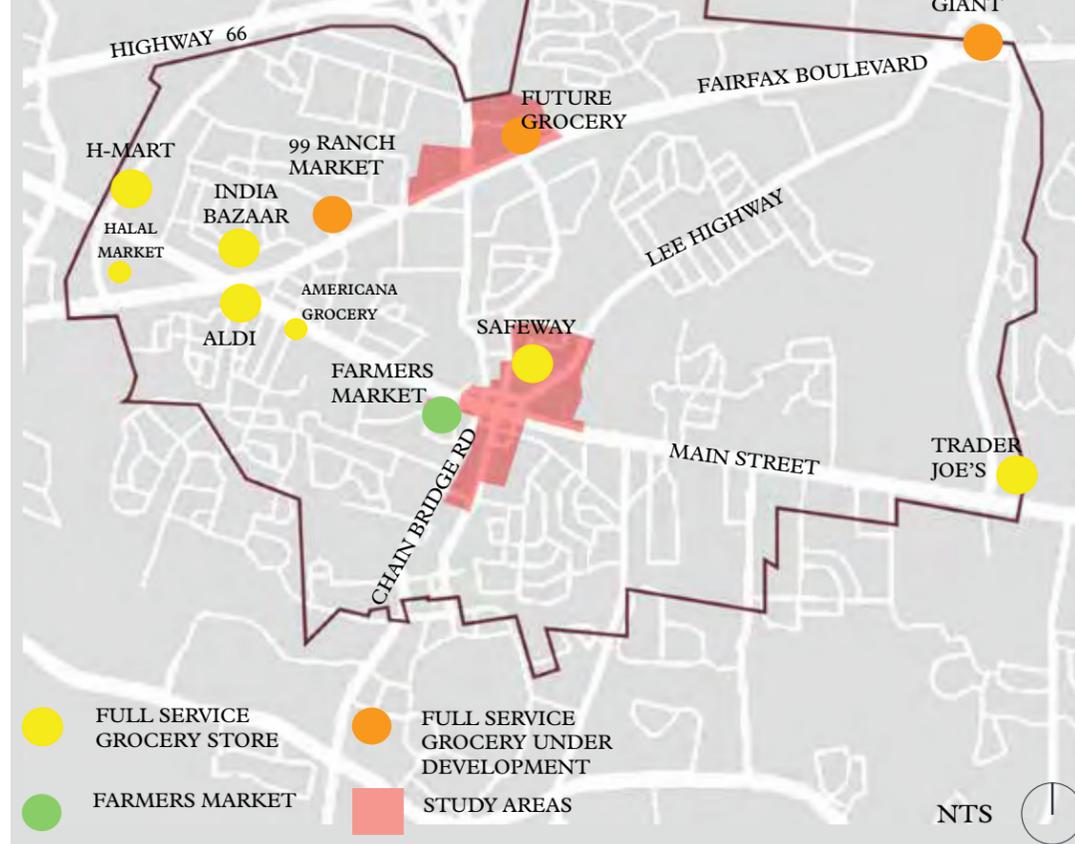
CITY OF FAIRFAX      NORTHERN VIRGINIA

## 4 POTENTIAL HOSPITALITY FOCUS

Reinforcing existing hotel appeal primarily proximate to Northfax by encouraging node-serving improvements and continuing efforts to leverage George Mason proximity and amenity attractions in Old Town in landing a hotel use.

## GROCERY STORES IN CITY

Source: 2020 FactBook



## 5 OFFICE TRENDS

- Limited Class A space, predominantly Class B space indicative of older inventory.
- Rents generally on the lower end for the Northern Virginia region (value-priced / local-oriented market).
- Although vacancy rates have been increasing more recently, the City's vacancy rate in the 12%+ range is still comparably lower than in Fairfax County. That said, at the current pace of office space absorption, it will likely take several years to fully occupy the existing 200,000+ square feet of vacant space in Northfax.
- The relocation of aspects of Fairfax County Government to Fairfax Corner altered some spin off office functions in the City, but core judiciary and other County functions continue to anchor Old Town. The County's current master planning effort for the future of the Massey Complex indicates

an ongoing commitment to the location. This suggests a number of positive scenarios both for office occupancy and other private real estate related synergies, though this potential may also be restrained to the extent private sector land uses are incorporated into the new design.

- Lack of metro access and other amenities makes for a competitive disadvantage for regional corporate users.
- Rents are currently insufficient to support much new office construction.

## 6 POTENTIAL OFFICE FOCUS

Primarily preserving and enhancing the market competitiveness and ongoing viability of existing office uses by reinforcing and strengthening the City amenity base (user convenient retail, open spaces, parking, etc.). Select new demand could hopefully be consequent from any additional purpose-built space at the Massey Complex or nurtured in conjunction with George Mason.

## COMMERCIAL PROPERTY & LAND VALUES

The consultant has assembled a representative summary of recent commercial sales (see Appendix BSA) in the City. The main findings impacting redevelopment potential include:

- Raw land values in the range of \$25 to \$50 per potential built FAR for larger scale projects are consistent with comparable other locations in the Fairfax County vicinity.
- Commercial property values in the City as improved (in many cases including existing structured parking) often exceed the value that new development can support if redeveloped. In these circumstances, some level of reinvestment or repositioning could be more viable than new construction.

It should be noted that when property transaction values comprise a relatively small percentage of larger scale newly improved property (i.e. > 20% of the overall development value), the potential to increase land productivity by minor upzoning or the addition of structured parking is limited.

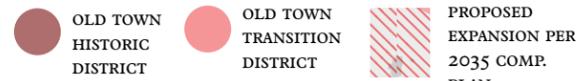
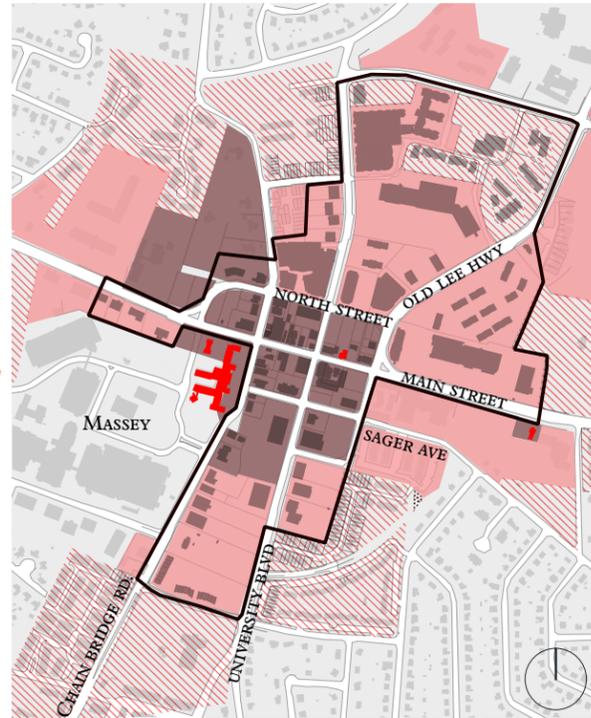
# OPPORTUNITY ONE UPDATING ZONING TO REFLECT PLAN AND MARKET

Zoning is a critical framework for implementing the vision outlined in the 2035 Comprehensive Plan. To the right is a comparison of the proposed and existing zoning for the activity areas compared to regional peers.

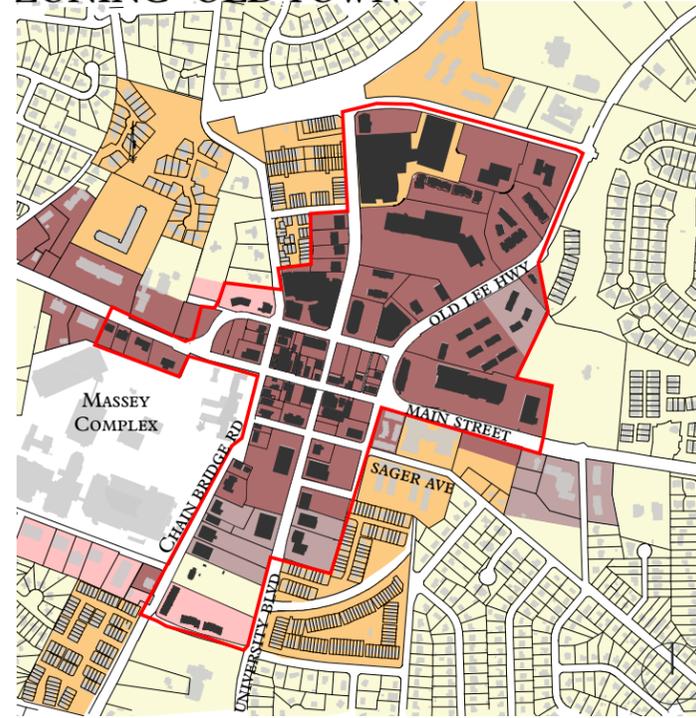
In general, other regional Activity Centers have zoning regulations that are denser, allow more residential typologies such as apartment podium buildings, and allow taller heights than is proposed in the 2035 Comprehensive Plan or indicated by current zoning. Other regional jurisdictions do not tend to have a maximum dwelling unit per acre. Instead the buildings are restricted in density through regulations such as design controls and lot coverage. Lastly, in most of these jurisdictions a FAR ranges from 3.0 to 1.0 The Comprehensive Plan for the City suggests a much lower .4 minimum FAR.

It is also important to note that the majority of recent residential developments in the City are not by-right and have required zoning amendments during the entitlement process. This suggests a possible disconnect between market conditions and regulations as evidenced by the entitlement process. Capstone Collegient- as a recent dense residential development in Old Town- is an indicative case study.

## HISTORIC OVERLAYS

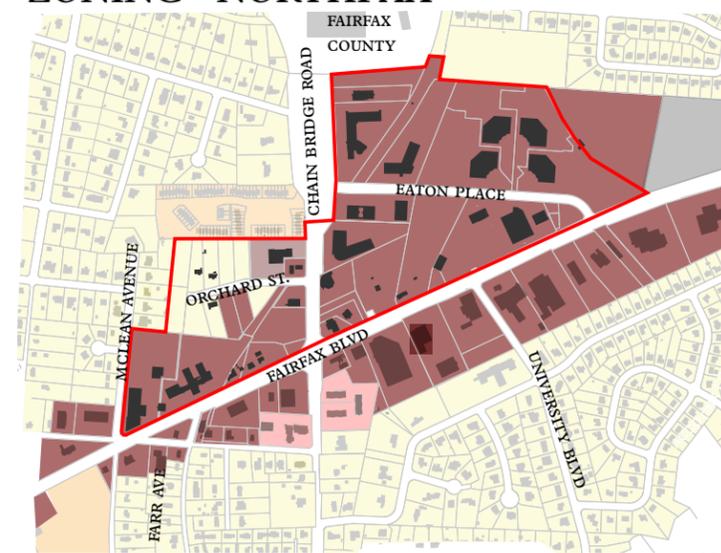


## ZONING- OLD TOWN



\* PLANNED DEVELOPMENTS NOTED BY THEIR PRIMARY BUILT USE

## ZONING - NORTHFAX



## FAIRFAX CITY & REGIONAL ACTIVITY CENTERS

	Comprehensive Plan Recommendations;	0.4 Min in Activity Center	5 Story / 60'-0" Max	Multifamily mixed use or stand-alone multifamily buildings. Townhouses only as transitional uses to existing residential.	Max 48 (if integrated with mixed use)	80%	Comprehensive Plan encourages structured parking. In CU zones, 10% reduction where structured parking is provided	Currently no rezoning per Comprehensive Plan ; References Commercial Urban district (CU) as guide.
City of Fairfax	Commercial Urban (CU)	N/A	5 Story / 60'-0" Max	Townhouses, Multifamily, Mixed use allowed by special exception.	N/A	80%	Parking described by use. Commercial parking garage uses by special exception. Generally 1 space per 200-300sf.	Most Retail uses allowed by right but grocery, parking, and theater uses are special exceptions
	Commercial Retail (CR)	N/A	5 Story/ 60' Max 4 stories at Transitional Districts	No residential by right allowed. Live/work and limited residential allowed per special exception. Assisted living permitted	N/A	60%	Cannot exceed 110% of required parking; allowances for off-site parking within walking distance. Varies per use and location	Typical current zoning for NorthFax and Old Town
	Old Town Fairfax Overlay District	N/A	3 Stories / 36' Max	No new residential allowed	N/A	60% <sup>1</sup>	100% reduction of required per use in Old Town; 50% reduction in transitional historical areas. Varies per use and location.	Underlying zoning typically Commercial Retail (CR) with the Old Town Overlay
	Old Town Alexandria, VA	1.5 to 2.5	Height building by building per Small area plans; Up to 65' in nonsensitive areas	30 Townhouses per Acre Max for new developments (Existing likely higher)	No DU per acre provision	75%	Varies; shared parking strategies. Mixed metro accessibility	Height limits vary/context specific; FAR bonus for mixed uses. Historic review
Regional Comparisons	Barracks Row [MU-24/25] Capitol Hill Historic District Washington, DC	2.5 to 3.0	5 story + 2 Penthouse/ 65' Max w/ affordability bonus	Townhouse; Multifamily allowed	No DU per acre provision.	75%	Uses shared parking strategies ; Parking reductions at proximity to metro stations and buses;	Density bonuses for affordability. Required Green components. Historic review
	Falls Church Mixed Use Overlay Districts (MUR)	.75 Min to 2.72 FAR with increased density bonus if more than 2.5 acres and below grade parking facilities.	63' to 87' <sup>3</sup>	No townhouses; Multifamily allowed only when mixed use with retail/commercial/office	N/A	70%-85% <sup>2</sup>	Surface Parking max 25% of site area. Parking requirements based on time period and use. Mixed use on site reduced requirements as does access to public transportation; density bonus for underground parking; Mixed metro accessibility but generally not.	No hard/fast rule; zoning relational to size of lot. Encourages mixed use for large parcels and preserves relatively lower density development for smaller parcels. Residential only allowed if mixed use. Minimum mixed use redevelopment site is 2.5 acres
	Herndon, VA Planned development downtown district (PD-D)	.7 to 2.5 - see notes	50'-0" with 30'-0 along right of way. 20'-0 Minimum Façade	Very restricted residential use to max 2 units on upper stories of mixed use buildings. Increased residential uses encouraged by plan but only through facilitated zoning adjustment / review	N/A but, Max 15 DU per acre for multifamily in city as a whole.	Varies. 60% to 85% with setback/open space requirements	Increase in requirements. 1.5 per dwelling for multifamily minimum (rather than 1 -1.5 for studio/1br and 2 for 2 br). Otherwise +/- 3.3 per 1,000 gross floor area for most retail. Not at transit areas.	Density bonuses up to 2.5 FAR for open space and façade enhancements, parking management, pedestrian friendly walkways, and other aesthetic enhancements. Requires town council final approval.
	Mixed Use Towncenter Typical Northern Virginia	1.5 to 3.0 is typically the minimum range for	8 Story/72'-0" (Podium 5+1)	Townhouses; Multifamily Rentals and Condos	Gross of 12-15 townhouse per acre;	Varies	Limited Parking Requirements; Often city financed structured parking garages for retail. Mixed metro accessibility though, even non metroable locations are	Often with design controls, architectural or special exceptions, or form based code

1. Most of Old Town is CR Zone with various overlays. | 2. 15% open space requirement; various bulk and setback requirements reduce lot occupancy more | 3. Allowable building height is proportional to size of parcel | 4. Mixed-use Towncenter looked at various non-historic suburban town centers in Fairfax County, Arlington County, and Merrifield, VA as models.



## ENTITLEMENT PROCESS: CAPSTONE COLLEGIENT CASE STUDY

**Existing Use:** Multiple low-rise office buildings with a total of 82,818 square feet surrounded by surface parking situated on 6.15 acres (0.31 FAR).

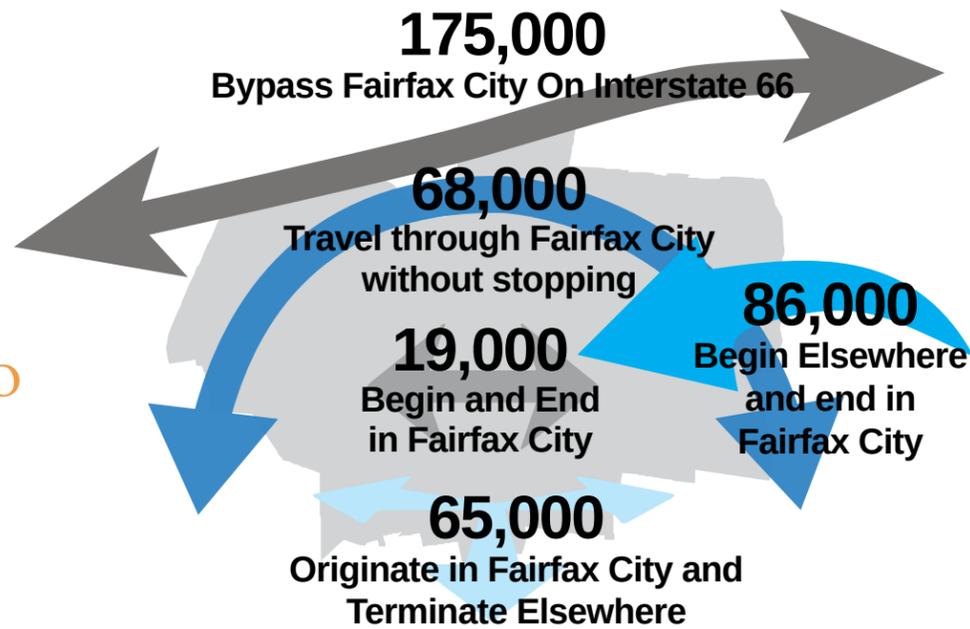
**Approved Use:** Two connected four and five-story multifamily buildings with 275 units (45 units / acre) and a five-story 700+ space parking structure.

**Rezoning:** From the subject site's existing CR – Commercial Retail and Architectural Control Overlay District to PDR – Planned Development Residential and Old Town Fairfax Transition Overlay District, to allow development of multi-family housing on 6.15 acres.

**2035 Comprehensive Plan Amendment:** Modify Future Land Use Map for the subject site from Business- Commercial District to Residential-High District.

**Special Exception:** To allow a modification of the forty-eight (48) foot maximum building height within the Old Town Fairfax Transition Overlay District.

## OPPORTUNITY TWO TOWARDS A BETTER PEDESTRIAN REALM



Every day, 68,000 regional travelers, most of them motorists, travel through the City of Fairfax without making a stop in the city.  
(Source: 2017 City of Fairfax Multi-modal Transportation Plan)

Today, streets in the City of Fairfax are designed to prioritize the efficient flow of vehicular automobile trips in the morning and afternoon peak hours to avoid congestion. As identified in the City's Multi-modal Transportation Plan, a large number of the trips on the City's roadway network are people driving in cars that start and end beyond the City's limits. Despite prioritizing regional traffic to avoid congestion, "traffic" is an oft-repeated complaint from residents, employers, and visitors when discussing the quality of life in the City.

The City's historic street network has limited space or public Right-of-Way (ROW). The majority of this public space has been dedicated to moving cars. As a result, less space is left for people who walk, bike, take transit, or for people to mingle in public space.

These Small Area Plans provide a unique opportunity to fundamentally rethink

the role and design of the City's streets to prioritize people over cars. With this approach, City streets can be designed to focus on local activities and local trips made by all modes rather than regional car trips that do not serve the City's goals.

The City has already taken steps in this direction with the adoption of the Multi-modal Transportation Plan in 2017 that envisions the City with options for residents to easily, safely, and efficiently move within and between neighborhoods either by walking, biking, taking public transportation, or driving. The City also identified five Activity

Centers, including Old Town and Northfax, in the 2035 Comprehensive Plan. These centers are local mixed-use districts with many destinations. The goals and objectives of these two plans clearly define the City's focus to design the streets within these Activity Centers with inviting and comfortable public

realm and amenities for people walking and biking.

Existing streets, as well as new streets, can be redesigned to create a close-knit block and street network that enhances walkability. Rethinking the public ROW that includes comfortable, low-traffic stress bicycle facilities, as well as wider sidewalks with street trees, landscaping, and other amenities such as sidewalk cafes, benches, street lighting; along with space for pick-ups/drop-offs and on-street parking. All of which can enhance local quality of life.

While plans are underway in

Vibrant communities are created when all transportation modes and users can interact comfortably, safely, and efficiently.

"It isn't easy for Mason students to get to Old Town.

How can we potentially bridge that gap? **One of the common refrains was with bicycles.**  
-Community Feedback from Vision Fairfax Mason

## CHALLENGES & OPPORTUNITIES

### MULTIMODAL LINKS



- Limited space for walking and bicycling
- Discontinuous and uncomfortable facilities



- Wide paths encourage biking, walking, jogging, scooting, and strolling
- Branded facility with wayfinding & signage to create identity

### GATEWAYS & PLACEMAKING



- University Drive lacks clear signage when entering the City of Fairfax
- Need to create a destinations



- Placemaking
- Gateway treatments
- Wayfinding signage

### CROSSINGS



- Limited opportunities to cross, perceived risky crossings
- Not all existing crossings are ADA compliant



- Wider ADA compliant crossings
- Opportunity to include artwork and branding to create identity

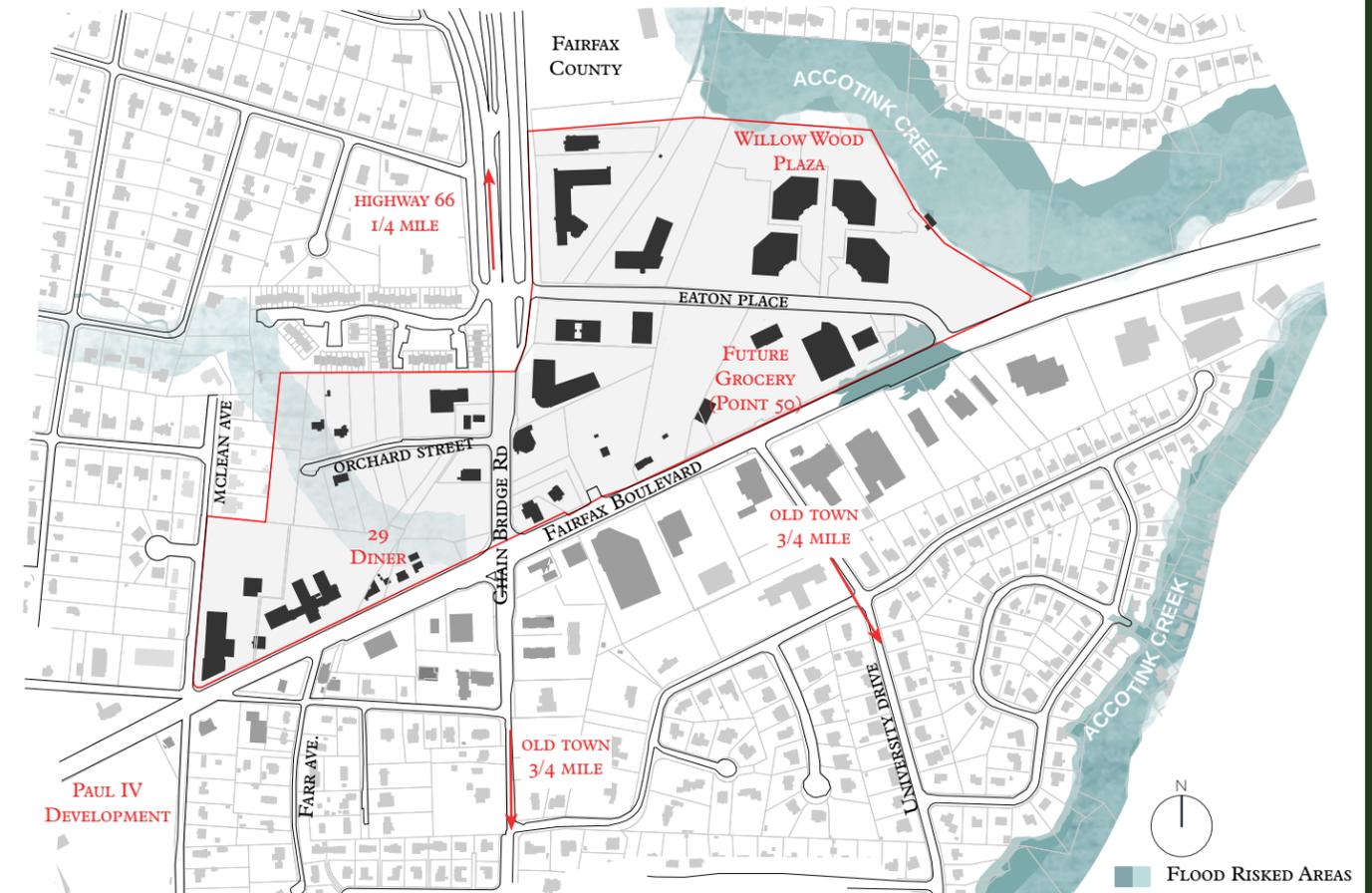
### STREETSCAPE



- Narrow sidewalks and no bicycle facilities along Main Street in Old Town



- Inviting and comfortable pedestrian realm - Main Street in Davidson, North Carolina



## 2

# NORTHFAX CONTEXT

Northfax is a commercial corridor centered at the intersection of Chain Bridge Road and Fairfax Boulevard, and is largely characterized by car-oriented development patterns. Set against a background of strong economic forces for the past decade, this designated Activity Center has been the focus of substantial redevelopment planning, anticipated infrastructure changes, and potential new construction.

This chapter begins with an overview of the characteristics that define Northfax

- first history & identity, then recent developments, next current land uses and finally the impact of the flood plain.

The analysis then focuses on economic opportunities indicated by recent development interests and land values. The question is not if market driven new development can occur, but how, and when is the right time from the property ownership perspective. Pent-up demand supported largely by existing local market needs underpin the unmet land use synergies that this location affords. Economic conditions are followed by analysis of transportation conditions. There, existing conditions and thematic future opportunities are analyzed and presented.

Finally, the chapter concludes with a development framework for Northfax as a gateway, ecologically sensitive district that recognizes the often under appreciated existing natural character of the site and uses it to galvanize new placemaking, land use, and economic vibrancy.

Photo opposite: Route 29 Diner



Fairfax Shopping Center, 1961



10570 Lee Hwy- Ted Britt Ford, 1967



Historic postcard of 29 Diner

## HISTORY & IDENTITY

### AN AUTOMOTIVE CROSSROADS

With the extension of Lee Highway from Fairfax Circle to Little River Turnpike at the end of 1931, the northern edge of Fairfax City, locally known by the portmanteau Northfax, became an important automobile route and gateway into the city

Much of the area was left undeveloped due to challenges with flooding. Where development did occur, numerous businesses sprang up to serve the associated automotive uses - from diners to car lots- creating

a pattern of development that has continued to the present day. Today the geographic and built environment of Northfax has come to be defined by three ideas: 1) a Gateway 2) an Automotive Commercial Center 3) The Accotink watershed.

These identities are span decades and sometimes even centuries and many will remain even as new development comes in. The key design opportunity and challenge is to translate and celebrate these existing

identities as positive placemaking characteristics that will define the new future of Northfax. Currently, only the former Tastee 29 Diner in Northfax is listed as a National Register historic property. Recent surveys do not indicate eligibility of any other building within the study area as a future historic property. See appendix for recent historical analysis of study area.



### NORTHFAX -1937 AGRARIAN CROSSROAD

In the early 20th century, the Northfax area was dominated by agricultural uses, including multiple small farms and properties. Notable land features included a railway line and the Accotink Creek watershed, which meandered through the agricultural landscape parallel to Lee Highway.



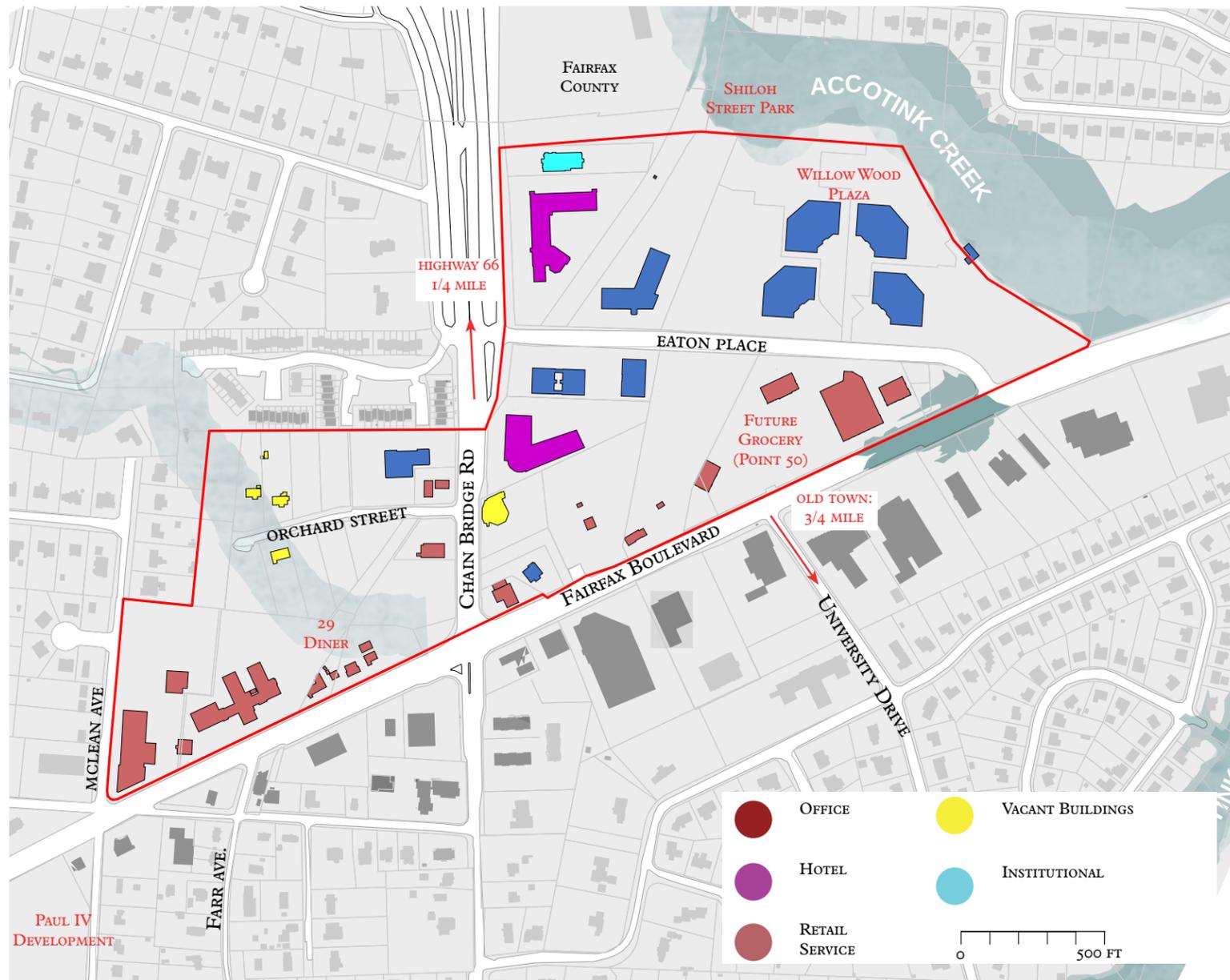
### NORTHFAX - 1997 AUTOMOBILES & OFFICE PARKS

In the post-war decades, Northfax changed dramatically as farms were developed into single-use developments, including commercial retail shopping centers, car dealerships, office parks, and single-family home neighborhoods. Portions of Accotink Creek was channelized and placed underground, and the majority of the Northfax study area was covered with surface parking lots. By 1990s the name NorthFax was designated by property developers.



### NORTHFAX -2020 A NEW BEGINNING

In 2019, several factors have helped shape the next development phase of Northfax, including: city investments in watershed infrastructure and underground channels for Accotink Creek, new retail development with a grocery store anchor, better coordination between property owners, and new street and block plans that provide develop-able parcels within the study area.



## LAND USE HIGHLIGHTS

Land uses in Northfax are currently dominated by auto-oriented retail, hotel uses, and an anchor office building at Willow Wood. These areas are accessed by a limited internal public road network serviced by Fairfax Boulevard and Chain Bridge Road.

Within the study area vast amounts of surface parking and is derelict and vacant combined with flood prone parcels that define the character of the landscape. These uses have been

largely unchanged for decades.

These vehicular focused land uses continue across Fairfax Boulevard to the south with several hotels, auto-sales and repair shops, and restaurants.

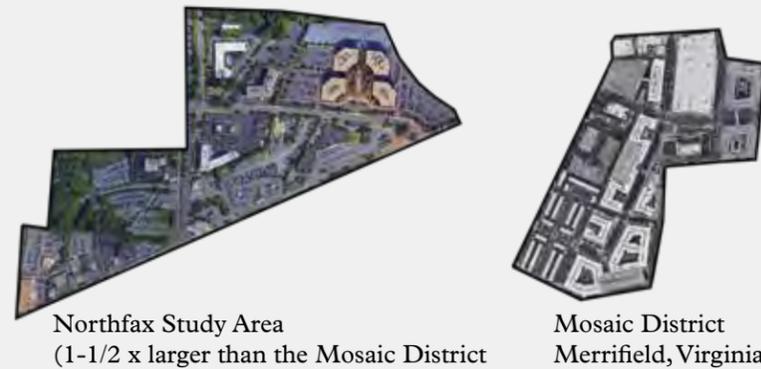
Land uses surrounding the study area include residential areas to the north, east and south as well as multifamily apartments in Fairfax County.

### General characteristics include:

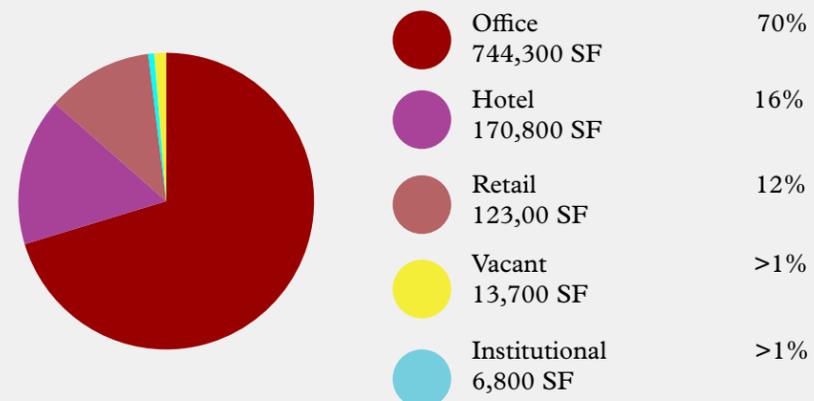
- 45 land parcels across 67 acres of privately-owned land area (20+ actual ownerships).
- Primarily auto oriented retail uses and activities.
- Dominated by surface parking and automotive uses.

## SCALE AND LAND USE COMPARISONS

Below are comparisons of Northfax to the nearby mixed use Mosaic District in Merrifield, Virginia. In terms of size, Northfax is much larger than the Mosaic district- indicating that Northfax has the potential of a relatively large mixed use district. In terms of land use, while Northfax may not develop exactly the same as Mosaic, the illustration gives a broad sense of land use typologies like residential lacking in Northfax that could be limiting the mixed use goals outlined in the Comprehensive Plan.

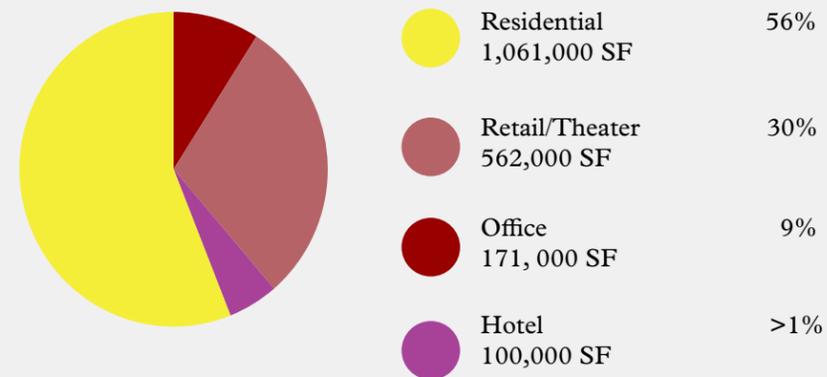


### NORTHFAX - EXISTING USES



### REGIONAL MIXED USE NEIGHBORHOOD

Below is a typical proportion of land uses found that occur in successful regional mixed use, walkable neighborhoods with vibrant retail and community spaces.



## NORTHFAX: INVENTORY & USES

1.1 million square feet of built inventory of which there is a 12% building to land coverage ratio.

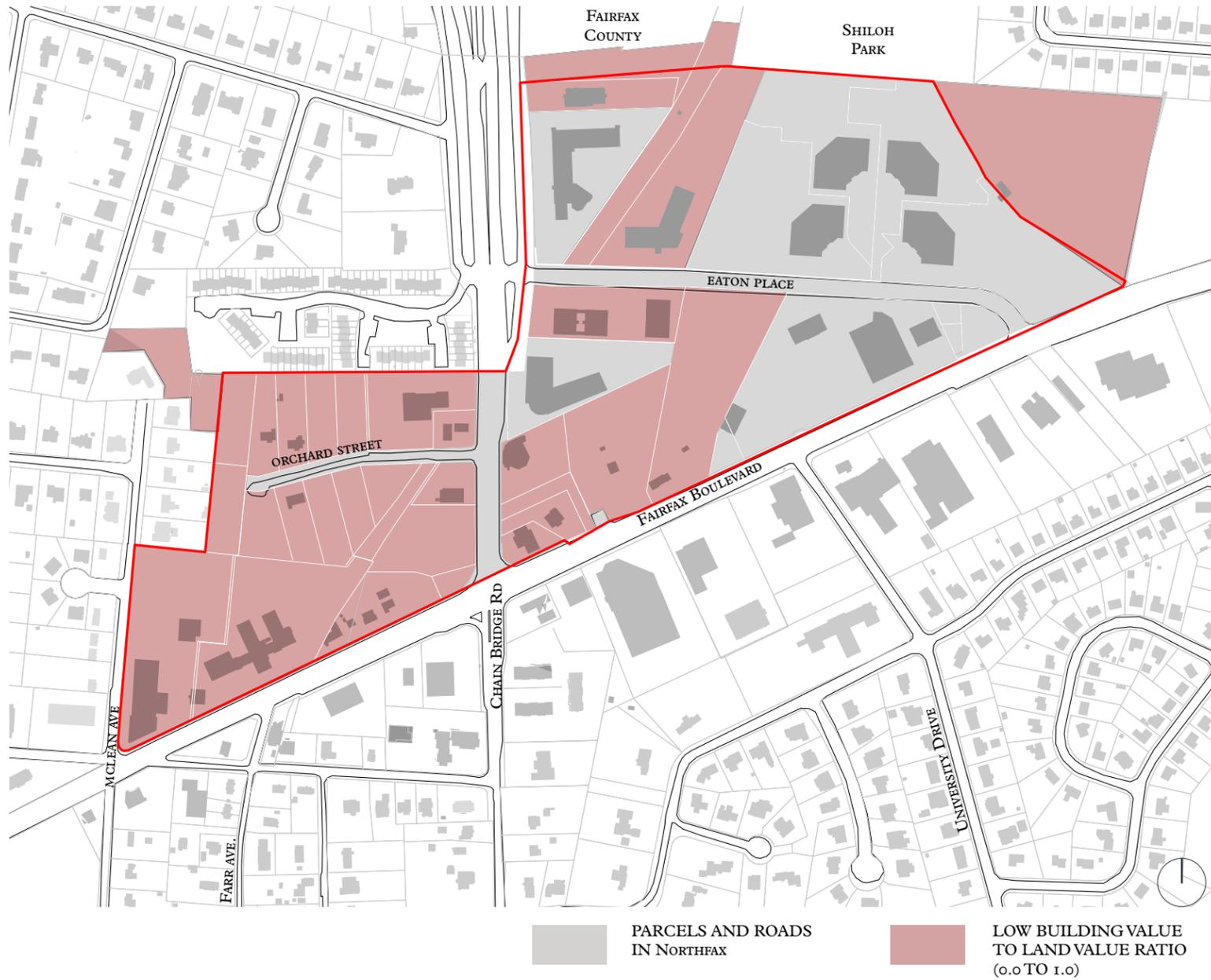
- **Retail** – To the extent that exists, mostly local neighborhood (office, hotel, destination auto, residential) serving. A retail renaissance of sorts is already underway with the redevelopment of the Fairfax Shopping Center into the grocery anchored Point 50 project. Although the project is delivering less retail square footage than what previously existed, the retail offerings are more aligned with current market needs, including supporting nearby office, hotel and auto related uses. Note: land use inventory does not account for food trucks and food and beverage space inside / internal to existing office buildings.

- **Office** – Northfax houses the City's primary private sector corporate type of office buildings with close to 1.0 million square feet. Currently approximately 200,000 square feet is vacant (25%+).

- **Hotel** – Two properties with 282 rooms (and a third immediately outside the study area across Fairfax Boulevard). Stable occupancy is derived from 135,200 recorded visitor nights from hotels for visitor generated demand. New construction could be a possibility at some point but with three hotels already, there is not an apparent deficiency in supply.

- **Residential** – A few single-family units still exist on Orchard Drive but are mostly vacant as part of a lot consolidation process in anticipation of larger-scale redevelopment.

- **Other** – Institutional and vacant space account for approximately 2% of existing uses.



### KEY NEAR TERM OPPORTUNITIES:

- **Opportunity Sites** – There are numerous larger underdeveloped properties characterized by building to land value ratios below 1.0 and low impervious surface sites.
- **Consolidated Properties at Orchard Street** – Has already initiated lot consolidation market opportunities through acquisitions and is currently coordinating with the City’s planning department regarding possible redevelopment concepts.
- **Brown Mazda** – Redevelopment of its existing car dealership use combined with additional new street infrastructure will give the western portion of Northfax a needed facelift and improved access for the Napolitano property.
- **To Be Determined Sites** - To try and leverage momentum adjacent to Point 50 on the east side of Northfax .

### RESIDENTIAL AS ECONOMIC DRIVER

Residential is the essential driver and component of new mixed-use development. Affords opportunity to diversify the housing stock and density that can help subsidize other land uses and amenities. Contributes to incremental increase in retail demand.

Mix of product types - though not entirely multifamily- may be needed to underwrite public overlays and infrastructure as well as a means to activate retail.

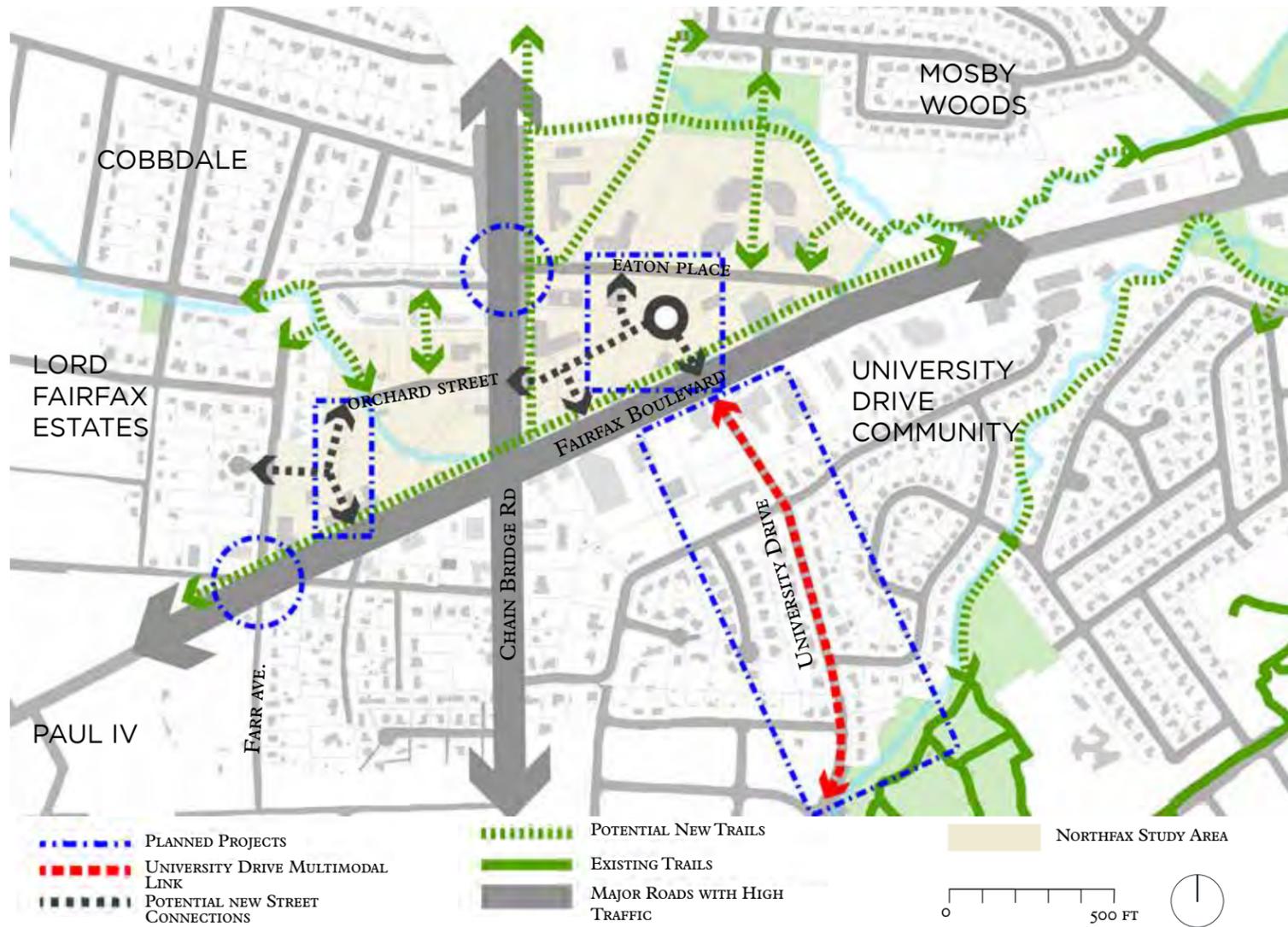
## ECONOMIC OPPORTUNITIES & CONSTRAINTS

### MARKET OPPORTUNITIES:

- New investment energy from proposed, planned and new projects (i.e. Point 50) and infrastructure.
- Multiple markets (office, hotel, auto-related) to support added node-serving needed amenities in the form of retail and public spaces.
- Possible destination themed retail, case-by-case.
- Larger parcel redevelopment opportunities (and economies).
- Creation of new infrastructure framework.
- Aging office properties could be prospects for redevelopment.
- The potential to transform identity of Northfax.

### MARKET CONSTRAINTS

- Commercial market saturation elsewhere in the region.
- Static absorption office conditions (25% vacant).
- Negative perceptions.
- Unmet multi-year planning expectations.
- Unrealized residential development to date has been a disincentive for creating synergistic commercial uses.



# TRANSPORTATION IN NORTHFAX

## FOSTERING CONNECTIVITY

Transportation connectivity is limited in Northfax due to large block sizes, limited route options, and barriers created by wide high-speed and high-traffic volume roadways. These roadways include Chain Bridge Road and Fairfax Boulevard, which serve as the area's primary north-south and east-west connections, respectively.

Fairfax Boulevard and Chain Bridge Road are major roadways that carry regional automobile trips. The average daily traffic volumes on roadways within Northfax are as follows:

- Fairfax Boulevard: 38,000 vehicles per day
- Chain Bridge Road: 23,000-40,000 vehicles per day
- University drive: 6,400 vehicles per day

While the roadways are designed to accommodate regional traffic, local connectivity, especially for people walking and biking is close to non-existent. There are no dedicated bicycle facilities in the area, the existing sidewalks are narrow, and most crossings are limited

to wide signalized intersections. These conditions all contribute to creating an uncomfortable environment for people currently walking and biking, and discourages others from attempting to walk and bike.

Sidewalks are present along the main roadways in Northfax. However, sidewalk widths throughout Northfax are very narrow, with many sidewalks not wide enough to be compliant with ADA legislation that requires sidewalks to be 4-5 feet in width to accommodate wheelchairs and other mobility devices.



Intersection of Fairfax Boulevard & Chain Bridge Road



Eaton Place Looking West



View of Willow Wood Complex from Fairfax Boulevard

The City has invested significant resources in Northfax in the past few years. Apart from implementing drainage and utility infrastructure projects, the City is planning new transportation improvements, including the extension to the George Snyder Trail and a new roundabout at the intersection of Eaton Place and Chain Bridge Road.

Given the existing and upcoming commercial and retail establishments along with surrounding residential neighborhoods, Northfax has the potential to serve as a unique Activity Center for the City's residents, employees, and visitors. However, the lack of connectivity and comfortable facilities for people who walk, bike, or ride transit as well as lack of public spaces and amenities such as parks, plazas, and trails, may deter private investments from realizing the full potential of this area.

Redeveloping these superblocks into smaller block sizes with new internal street connections would improve walkability in the area. Additional street connections would increase access to businesses throughout the area, and redevelopment could include enhanced facilities for people who walk and bike, as well as added public spaces. New street connections can be designed as complete streets with inviting public realms along with them.

Beyond the improvements within the superblocks, there are many opportunities for Northfax to connect to adjacent neighborhoods through new pedestrian and bicycle trail connections or new streets. The new links will allow residents in surrounding communities a more direct route to access new destinations and amenities in Northfax. Shorter distance and a potential for a direct trip may encourage some residents to walk or bike rather than drive along Fairfax Boulevard or Chain Bridge Road.

Environmental assets near Northfax offer unique opportunities to expand the City's off-street trail network. New trails and natural open space for passive recreation along Accotink Creek can enhance the activity Center's connection to its natural surroundings.

Gateways can be used to create an identity and designate Northfax as a distinct area within the City of Fairfax. Wayfinding signs could be used to direct and inform visitors of notable locations within walking or biking distance, such as distance to parks, trails, Old Town, George Mason University.



## 4

# HISTORIC RESOURCES ANALYSIS

As a part of this Small Area Plan report, Cunningham | Quill Architects was tasked with completing a “windshield” reconnaissance survey of the two study areas- NorthFAX and Old Town- within the city of Fairfax. To this end, all resources within the study areas were reviewed from the public way. To augment this effort, all prior historic investigations were consulted. The limited scope of historic research was intended to support the proposals in the Small Area Plan, rather than complete

stand-alone preservation goals.

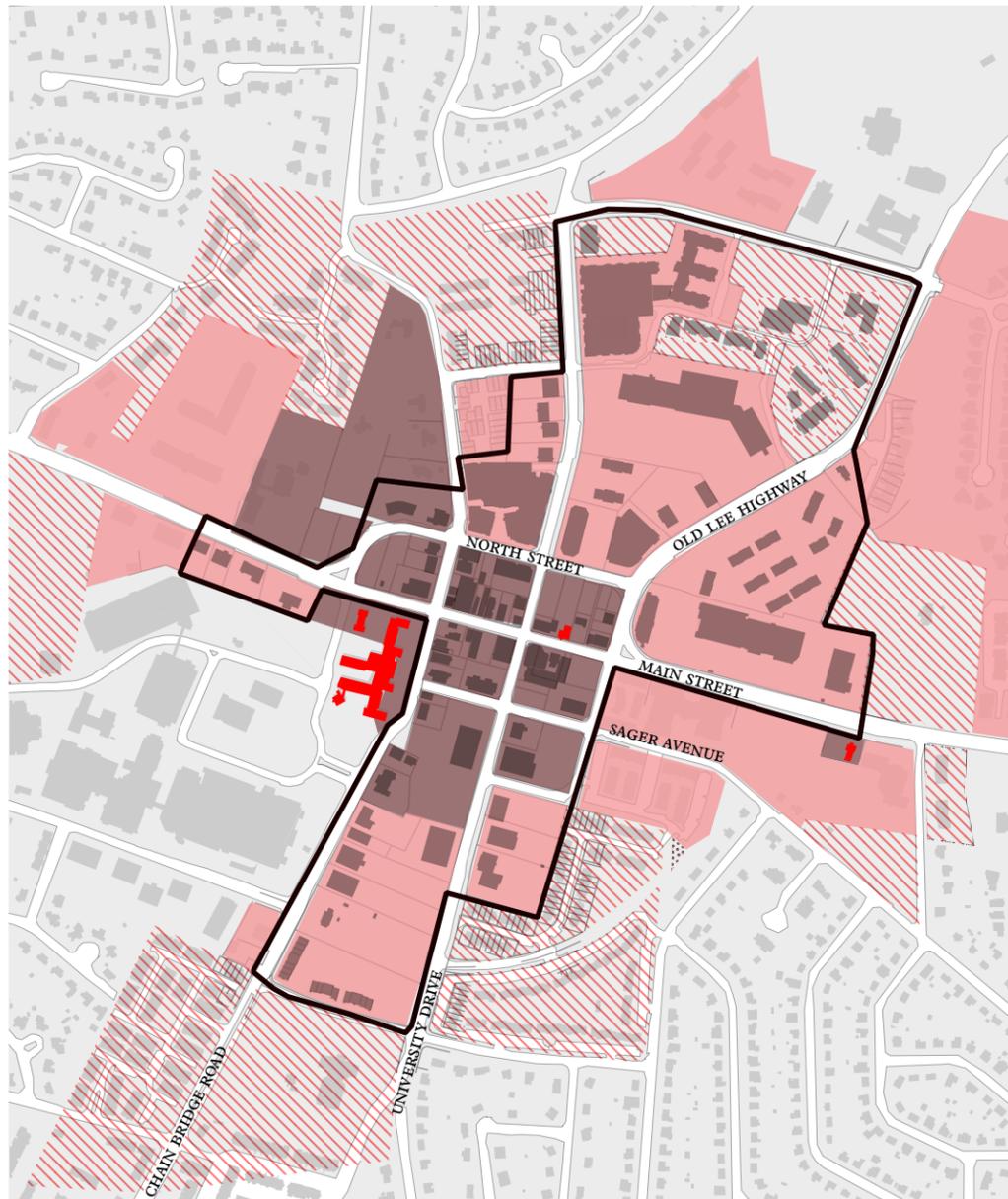
The two following pages summarize the existing historic resources and the city’s preservation processes for these two study areas. Following this information is an inventory of all resources within these two areas. The inventory is intended to be a reference tool for future historic research and preservation planning efforts. The potential eligibility of each resource to be listed either individually or as a part of an expanded or newly created historic district has been included. These preliminary judgments extend from the professional judgment as well as previously completed surveys, however they should be reviewed by preservation professionals and SHPO staff as a part of any future surveys and initiatives.

Our historic preservation findings reinforce those from earlier reports: (1) the Old Town Historic District is recommended for a survey update and boundary expansion to incorporate those resources which previously did not meet the 50-year age criteria and any eligible resources which fell outside of the initial boundaries. (2) No additional historic districts are likely within these two study areas, however the Northfax district lies along a prominent automobile route and the potential for an interpretive plaza or additional survey of the midcentury automobile-related resources is suggested. (3) Additional resources present local significance, but are unlikely to meet National Register criteria for eligibility. It is recommended that city staff collaborate with local leaders and citizens to identify and preserve these resources to extent desired.

- City Old Town Historic District
- Old Town Fairfax Transition District
- Proposed Expansion of Old Town Fairfax Transition District
- National Register Buildings
- Study Area Boundary

Per the Comprehensive Plan, there is the intension to expand the transition overlay zone to include the entire Old Town Study area.

The Architectural Control District reviews all major commercial properties as well as single family attached to historic, or transition, or architecture control overlay districts. Exceptions include but are not limited to single family residential properties outside overlay district and townhouses/duplexes after intial construction.



## HISTORIC DISTRICTS & DESIGN OVERSIGHT CITY OF FAIRFAX ZONING AND APPROVALS

The Small Area Plans are an opportunity to address challenges to preserve the cultural heritage that has come to define the City of Fairfax.

The City has actively pursued preservation goals for several decades. In 1964, the city created the Old and Historic District via local ordinance to establish oversight control of new construction and alterations to existing structures with subsequent enlargements over the following years. The overlay zoning tool is used to

protect areas adjacent to the Old Town district as a separate locally-designated area referred to as the Transition Overlay District. The focus of this zone is to ensure that new construction and alterations are respectful and avoid competition with the historic structures of Old Town. Lastly, the city created the Architectural Control Overlay District to impose local review over new development along all non-residential corridors through the city. Per the City of Fairfax Design Guidelines, “preservation

is not a significant public goal” in the Architectural Control Overlay District, but rather the regulation of design character is central focus of this oversight boundary.

With these tools, the city has approval control over the entirety of the city’s bounds, excepting single-family residential areas. To address the distinct character of these areas of the city, officials have commissioned design guidelines specific to each overlay district.

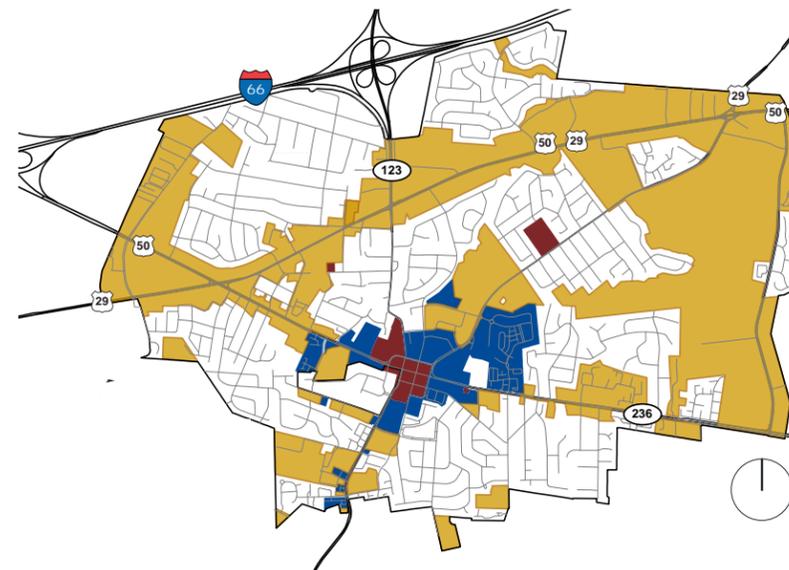


IMAGES:

1. Old Town Hall in Old Town
2. 29 Diner in Northfax
3. View of North Street- part of the transition overlay district of Old Town.



### SPECIAL DISTRICT DESIGNATIONS (2018)



Map per the City of Fairfax Design Guidelines (2018). Note the district has been revised since the creation of his map to include the new Capstone Collegiant parcels in the North of Old Town.

- Historic Districts
- Transition District
- Architecture Control District

## HISTORIC PRESERVATION GOALS

The City’s 2035 Comprehensive Plan, adopted in early 2019, proposes an array of goals which relate to historic preservation.

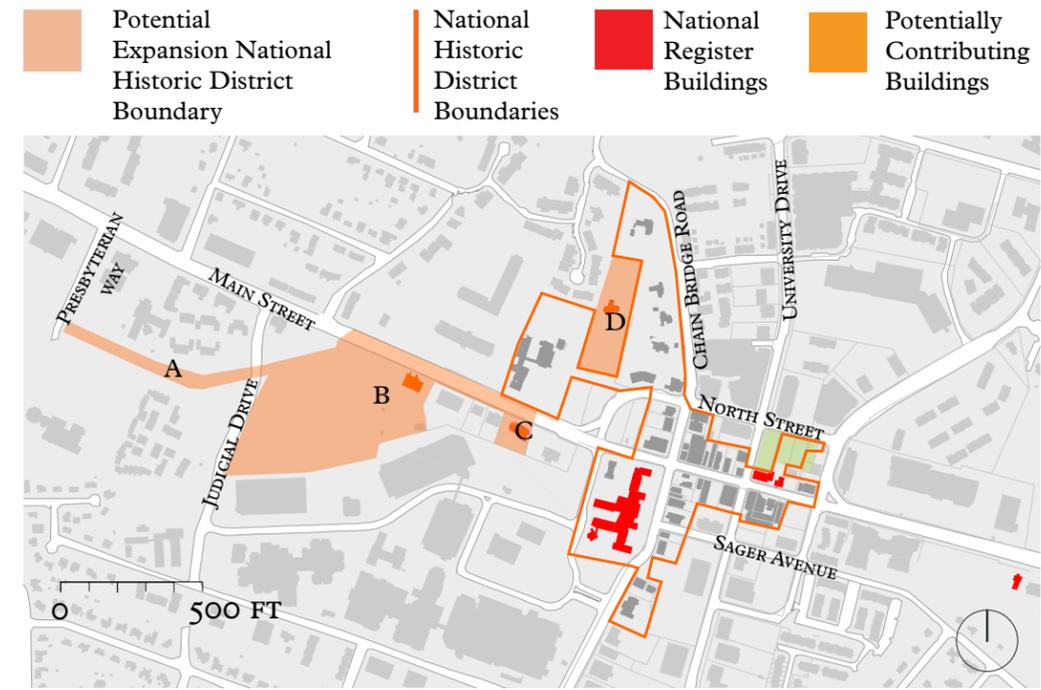
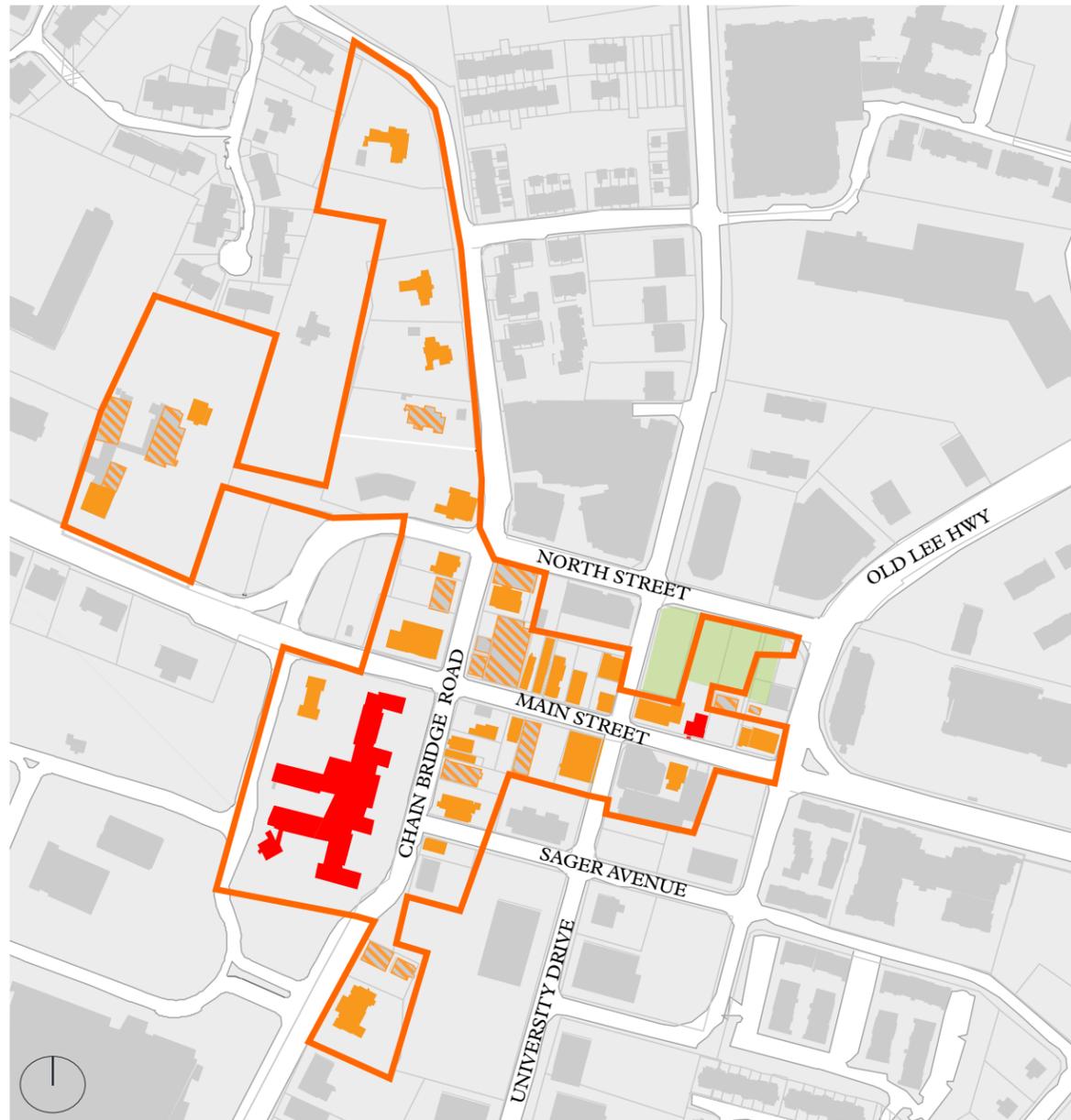
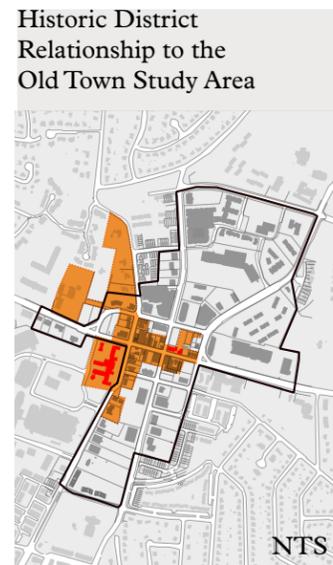
These objectives fit under the umbrella of two principal goals: (1) require high-quality, sustainable design and (2) protect and enhance historic resources.

Both goals focus on the addition and alteration of contemporary structures in the vicinity of the historic resources of Fairfax City as well as the substantive engagement with the municipality’s diverse historic fabric.

New structures are to be designed such that they respect the historic patterns of the built environment and executed in substantial and environmentally-sensitive manners. Meanwhile, the City also intends to expand upon the documentation efforts previously completed in various surveys and investigations.

Currently, the heart of the study area is dominated by the City Old Town Historic district. Regulations include restrictions on height, restrictions related to non-retail use, and design controls on signage. As properties age, the City should conduct periodi reviews of new inclusion of areas in the City of Fairfax Old Town Historic District. Moreover, as part of zoning, the city should investigate appropriateness of current regulations related to usage and height.

-  National Historic District Boundaries
-  Potentially Contributing Buildings (50+ Years)
-  Currently Contributing Buildings
-  National Register Buildings



## POTENTIAL NATIONAL REGISTER DISTRICT EXPANSION

The 2004 historic resources survey by EHT Tracerics identified a possible expansion of the historic district. Remaining contributing resources as of 2020 to this expansion would include:

- A. Manassas Gap Railroad Bed to Presbyterian Way
- B. Fairfax Cemetery
- C. 10515 Main St
- D. The Van Dyck House at 1 Truro Lane

## NATIONAL REGISTER & TAX CREDITS

The listing of these properties on the National Register is an important tool for both development and preservation. All contributing properties are eligible for application of the Virginia State Historic Rehabilitation Tax Credit and, if conditions are met per state review and approval, a renovation or restoration project would receive 25% of costs in tax credits. In addition, these contributing properties could potentially apply for federal Historic Rehabilitation of Tax Credits of 20% of project costs.

Making these incentives available for additional properties should be considered when pursuing new listings or update of existing listings.

# NATIONAL REGISTER DISTRICT PAST STUDIES AND RECOMMENDATIONS

The city has five properties listed on the National Register for Historic Places. This figure does not include the Fairfax County Courthouse and Jail which, although located in the heart of downtown Fairfax City, is part of Fairfax County.

The first building in the city listed was the Radcliffe-Allison House on Main Street, whose nomination was approved in 1973. In 1987, the nomination of the Old Town Historic District was approved by the State

Historic Preservation Office. Five years later, the Tazee 29 Diner in Northfax was also listed on the National Register and later included in a Multiple Property Designation for historic diners across Virginia.

The other two properties, Blenheim and the Fairfax Public School, lie outside of the bounds of the study area. An additional property, the former residence of the city's first mayor John Wood, located at 10605 Cedar Avenue, was designated locally

with an overlay district after discussions of demolishing the structure prompted local preservation efforts. However, this historic district has since been removed as the Paul IV site was slated for planned redevelopment.



- National Register Listed Properties:**
1. Blenheim (*Not in Study Areas*)
  2. Fairfax County Courthouse (*Old Town Study Area*)
  3. Radcliffe-Allison-Pozer House (*Old Town Study Area*)
  4. 29 Diner (*Northfax Study Area*)
  5. Fairfax Public School (*Adjacent to Old Town Study Area*)

# WINDSHIELD SURVEY INVENTORY

DHR ID# (If applicable)	Property Address	Property Name	Approx. Date of Const.	Style	Natl. Register of Historic Places? (Y/N)	Potentially Eligible or a Potentially Contributing Resource?	Notes on Preliminary Determination of Eligibility	Notes on Date of Construction
<b>Old Town Study Area</b>								
	4165 Chain Bridge Road	Condominium	1986	Colonial Revival	N	N	Less than 50 years old	
	4163 Chain Bridge Road	Condominium	1986	Colonial Revival	N	N	Less than 50 years old	
	4161 Chain Bridge Road	Condominium	1986	Colonial Revival	N	N	Less than 50 years old	
	4159 Chain Bridge Road	Condominium	1986	Colonial Revival	N	N	Less than 50 years old	
	4157 Chain Bridge Road	Condominium	1986	Colonial Revival	N	N	Less than 50 years old	
	4155 Chain Bridge Road	Condominium	1986	Colonial Revival	N	N	Less than 50 years old	
	4153 Chain Bridge Road	Condominium	1986	Colonial Revival	N	N	Less than 50 years old	
	4151 Chain Bridge Road	Condominium	1986	Colonial Revival	N	N	Less than 50 years old	
151-5465	4131 Chain Bridge Road	The Hill	1916	Colonial Revival	N	Y	Building may be individually eligible, but the property cannot be documented in a windshield survey due to its setback from road. It is unlikely that an expanded historic district would stretch to this location. Additional study would be necessary to determine individual eligibility. CQA is not aware of any historic studies previously prepared on this property and, although it indicates the incorrect construction date, the 2004 Traceries report also suggests a need for further study. Despite the historic nature of the property, it possesses minimal impact and legibility at the urban scale due to its setback and tree cover. With the development pressure on this site, the city has an opportunity to request/require some level of survey and documentation of this property prior to any alterations or removal.	
	4117 Chain Bridge Road		1988	Modern	N	N	Less than 50 years old	
	4103 Chain Bridge Road		1978	Modern	N	N	Less than 50 years old	
	4101 Chain Bridge Road		1960	Colonial Revival	N	N	Building is older than 50 years and it could be proposed as a part of a historic district boundary expansion. However, the building is not individually eligible and its inclusion in a historic district expansion is not likely due to distance from existing boundary.	
	4085 Chain Bridge Road	Kearney, Freeman, Fogarty, Joshi PLLC	1968	Modern	N	N	Building is older than 50 years and it could be proposed as a part of a historic district boundary expansion. However, the building is not individually eligible and its inclusion in a historic district expansion is not likely due to distance from existing boundary.	
151-0003-0003	4069 Chain Bridge Road	Barbour Building	1910	Colonial Revival	Y			
151-0003-0004	4057 Chain Bridge Road	The Law Buildings	1960	Vernacular	N	Y	2004 Traceries report and CQA survey concur that building may be eligible in a historic district update.	

# OTHER APPENDICES

## A. MARKET SUPPLEMENTS & REPORTS

1. History of Select Development Projects in the City of Fairfax
2. Recent commercial sales
3. Reference Map & City Owned Property

## B. DESIGN RESEARCH SUPPLEMENTS

1. Highlighted City of Fairfax Sustainability Goals
2. Future Sustainability Focus
3. Sustainability Case Studies
4. Stormwater Capture and Pollution

## C. TRANSPORTATION SUPPLEMENTS

1. Eaton Place Road Diet Memo
2. Old Town & NorthFAX Trip Generation Estimate Memo
3. Orchard Street Pedestrian Crossing Memo

## D. COMMUNITY + STAKEHOLDER FEEDBACK

1. Community Townhall- Public Meeting Notes
2. Community Townhall - Public Meeting Comments
3. Joint Work Session Comments
4. Community Residential Meeting - NorthFAX
5. Community Charette - NorthFAX Comments
6. Community Charette - NorthFAX Community Maps

## MARKET SUPPLEMENTS & REPORTS

# HISTORY OF SELECT DEVELOPMENT PROJECTS IN THE CITY OF FAIRFAX

The majority of recent developments in the City are not by-right and have required zoning amendments and special exceptions during the entitlement process. Representative examples of different types of redevelopment projects provided below highlight: a change in approved uses; treatment of a mix of uses and product type; special exceptions (primarily for height maximums); treatment of affordable housing, utilities and other community requirements; rezoning and Comprehensive Plan amendments. Six projects which were approved within the last six years were reviewed to help inform implementation of the Small Area Plans. . A summary of observations includes:

- a) There is market activity for residential and commercial (predominantly retail) developments.
- b) Investments include both local and national developers.
- c) Redevelopment residential and mixed-use densities range from 0.8 to 1.6 FAR (floor area ratio).
- d) Residential parking ranges from 1.6 to 2.7 spaces per unit and retail parking from 5.2 to 6.5 spaces per 1,000 square feet.
- e) Building heights are typically four to five stories.



### PROJECT NAME

#### **The Enclave 9493 Silver King Court**

### PROJECT SUMMARY

In 2014, IDI-RJL began the process to replaced three planned office buildings on 3.8 acres deemed no longer economically viable with 80 condos in two 4-story buildings each above a one-level parking garage with a total of 128 spaces (70 underground garage and 58 surface) and a village green / open space. Construction began in 2016 and units started to deliver in 2018. Unit breakdown is 16 one-bedrooms (751sf), 48 two-bedroom (995-1,534sf) and 16 three-bedrooms (1,450-1,501sf).

### DEVELOPMENT FACTORS

1. Change in Approved Uses from Office to Multifamily
2. Density: 21 units / acre and approximately a 1.0 FAR (floor area ration)
3. Parking Ratio: 1.6 spaces per unit
4. Special Exception for Building Height: Building height of 68 feet is above the maximum of 60 feet.
5. Developer Contributions (\$): The developer contributed funding to public schools, parks and recreation, and to affordable housing.



#### **Mount Vineyard 3971 Oak Street**

In 2018, Pulte Homes delivered the redevelopment of the 6-acre former 110-unit Oak Knolls apartment complex along Main and Oak Streets into 132 total units. There are two 4-story, 32-unit condominium buildings with elevators; 38 stacked condo units and 30 22-foot wide townhomes that ranged in size from 1,419 to 3,001sf (102 condos and 30 townhomes). A total of 290 parking spaces are provided (80 garage, 74 surface plus private garages).

1. Redevelopment of an Existing Multifamily Facility: 32 net new units
2. Density: 22 units / acre and an estimated 0.80 FAR
3. Diverse Product Type: Stacked condos, elevator building condos and townhomes
4. Integrated Open Space Features (fronting the street and interior to the facility)
5. Parking Ratio: 2.2 spaces per unit
6. Developer Contributions (\$): The developer funded all undergrounded utilities on site and in the adjacent rights of way on Oak and Main streets, constructed a bus shelter, donated money for improvements in nearby Pat Rodio Park and contributed funding to affordable housing. In addition, the developer is also making streetscape improvements, providing a pedestrian connection to the park and reducing about 95 percent of the site's surface water flow.



#### **Point 50 10334 Fairfax Boulevard (Northfax Small Area Plan)**

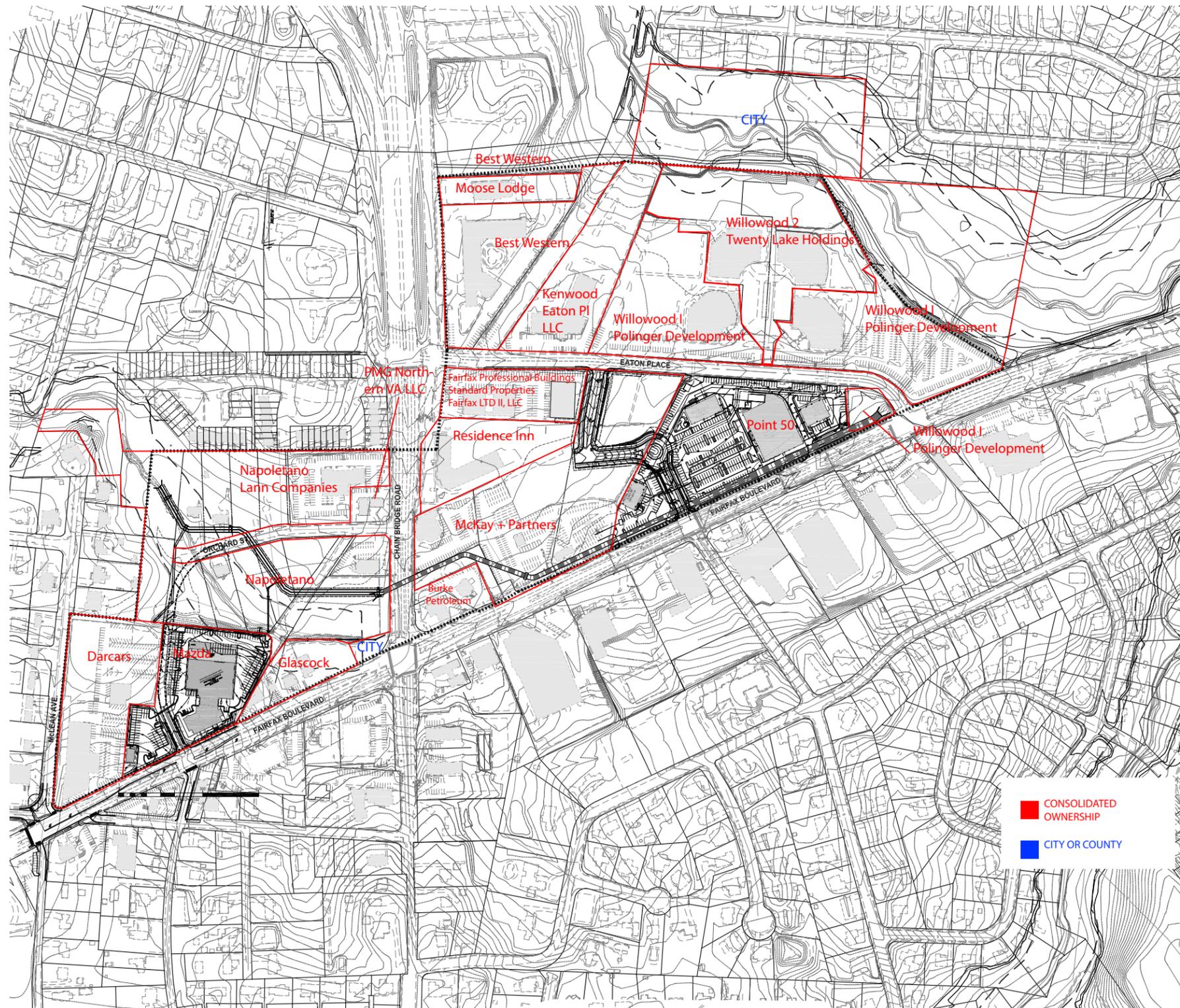
Approved in 2017, Regency Centers shopping center redevelopment project began construction in 2019. Regency Centers is redeveloping the 6.27-acre 68,500 square foot Fairfax Shopping Center that was built in 1951 into a 48,200 square foot multiple building shopping center to include a 30,000 square foot Whole Foods / 365 grocery anchor. The project is situated on 6.27 acres and has a total of 322 parking spaces (note that this exceeds the maximum parking requirement of 269 spaces so the applicant was required to provide pervious pavers for certain spaces per zoning ordinance requirements).

1. Example of a Shopping Center Redevelopment
2. By-Right Land Use
3. Reduction in Density: Point 50 represents a decrease in size by approximately 20,000 square feet. This results in a reduction in density from 0.25 FAR to 0.18 FAR. At 48,800 square feet, less than 60 percent of the 82,268 square feet approved by-right gross floor area is being developed.
4. Parking Ratio: approximately 6.5 spaces per 1,000 square feet
5. Five Special Exceptions Required: All design related primarily pertaining to landscaping, front yard setbacks and sidewalk width.

# MARKET SUPPLEMENTS & REPORTS

## REFERENCE MAP & CITY OWNED PROPERTY

Below is a reference map showing property consolidation and shared ownership as of January 2020 in NorthFaz.



### City Owned Property NORTHFAX GATEWAY CORNER



#### 10500 Fairfax Boulevard

##### Existing Property Characteristics

Site Area (sf)	8,977
Tax ID: 57-2-02-016 (acres)	0.206
Parcel Shape	Irregular / rectangular
Location	Gateway intersection with high visibility
Access	Challenged - westbound Rt 50 right turn only after busy intersection
Utilities	Available
Existing Improvements	Vacant land, access road to adjoining parcel to the north
Year Built	N/A
Physical Condition	No significant improvements

##### Use Conditions

Prior Use	Vacant Land
Current Zoning	CR - Commercial Retail
Existing Land Use	Vacant / Surface Parking
Adjacent Land Uses	North: Storm water culvert South: Retail East: Retail West: Auto-related retail
Potential Redevelopment SF (est)	None

##### Value Indicators

2020 Tax Assessment	\$359,100
Sale History	8/14/2006 for \$1.2M

##### Economic Feasibility Checklist

Market Supported Land Uses	Possible transferable development rights (TDRs) for fee
Transformational Potential	No
Economically / Financially Viable	No
Regulatory Permissible	Yes
Community Acceptable	Yes
Historic Preservation	No
Design Factors	Integrate with adjoining land area
Parking	N/A
Other	N/A

##### Implementation Factors

Property Owner Motivation	Neutral
End User Marketability	None
Redevelopment Cost Hurdles	None
Community Benefit	Improved open space?
Regulatory / Incentives / Etc.	None
Fiscal Impact Potential	None

##### Plan Recommended Uses

**Stand Alone:** No redevelopment potential. Signage or arts potential.  
**Block Consolidation:** Convey to adjoining land owner for signage or arts potential. Possible transfer of density (TDRs)?

# TRANSPORTATION SUPPLEMENTS



100 M STREET, SE, SUITE 910  
WASHINGTON, DC 20003  
P 202.450.3710

## MEMORANDUM

Date: June 4, 2020 Project #: 24024

To: Wendy Block-Sanford; Curt McCullough  
Fairfax City  
10455 Armstrong Street  
Fairfax, VA 22030

From: Alek Pochowski, PE; Aditya Inamdar

Project: Fairfax City Small Area Plans

Subject: Northfax and Old Town Mid-Term (15-Year) Trip-Generation Estimates

## INTRODUCTION

Kittelison & Associates, Inc. (Kittelison) developed trip-generation estimates for the mid-term (15-year) proposed development scenarios as part of the Fairfax City Small Area Plans efforts in the Northfax and Old Town areas of Fairfax City (the City). The proposed development scenarios are high-level reasonable build-out scenarios, and do not represent a specific development proposal. These trip-generation estimates are intended to help the City broadly understand the magnitude of trips that could be expected as part of these development scenarios. The trip-generation estimates were created under the assumption that transportation recommendations proposed as part of the Fairfax City Small Area Plans would be implemented, which results in a greater non-automobile mode split than without the transportation recommendations.

This trip generation analysis was conducted using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10<sup>th</sup> Edition. While this edition of the *Trip Generation Manual* is an improvement upon previous versions in terms of providing data for more urban environments, it is still best practice to adjust for mixed-use developments.

ITE recommends using the *Trip Generation Handbook*, 3<sup>rd</sup> Edition, to estimate internal capture for mixed-use developments. Internal capture accounts for trips that are made internally to the development area without using roads that are external to the site being analyzed. In the case of this small area development, most of these internal trips would likely be made by walking or biking. The *Trip Generation Handbook* provides detailed internal capture rates by use and time of day. These rates were taken from *National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. The rates in NCHRP Report 684 were used to conduct this analysis, ensuring the trip generation estimate follows national best practices and

FILENAME: H:\24\24024 - FAIRFAX CITY SMALL AREA PLANS\4. REPORT\TRAFFIC ANALYSIS WRITE-UPS\TRIP GENERATION\OLD TOWN AND NORTHFAX TRIP GENERATION ESTIMATE MID-TERM 2020-06-03.DOCX

recommendations from ITE. For this analysis, the internal-capture methodology was applied to the entirety of Northfax and Old Town. As a result, the internal capture will be greater than if each development was analyzed separately.

## OLD TOWN

The current land uses in Old Town consists of:

- 294,700 square feet of retail
- 916,600 square feet of office
- 111,900 square feet of library/institution/arts space

The current combination of land uses is estimated to generate approximately 1,346 vehicular trips (1,065 in, 281 out) in the weekday AM peak hour, and 3,172 vehicular trips (1,223 in, 1,949 out) in the weekday PM peak hour. Table 1 shows the breakdown of trip generation by existing land use.

The proposed mid-term (15-year) land uses in Old Town consists of:

- 354,700 square feet of retail
- 941,600 square feet of office
- 21 units of single-family townhouses
- 1,079 units of mid-rise housing
- 150 units of senior housing
- 100,000 square feet of hotel
- 211,900 square feet of library/institution/arts space

This proposed combination of land uses is estimated to generate approximately 1,314 vehicular trips (916 in, 398 out) in the weekday AM peak hour, and 2,789 vehicular trips (1,143 in, 1,646 out) in the weekday PM peak hour. Table 1 shows the breakdown of trip generation by existing land use. This is a net loss of 32 vehicular trips (-149 in, 117 out), during the weekday AM peak hour, and a net loss of 383 vehicular trips (-80 in, -303 out) during the weekday PM peak hour, representing a 2% decrease in trips during to and from Old Town during the weekday AM peak hour, and a 12% decrease in trips to and from Old Town during the weekday PM peak hour. This estimate includes a 16% internal capture rate during the weekday AM peak hour, and a 24% internal capture rate during the weekday PM peak hour. Table 1 also shows the breakdown of trip generation by proposed land use.

*Appendix 1 contains the trip generation estimate worksheets including the internal capture rate methodology.*

# TRANSPORTATION SUPPLEMENTS

## Project Information

Project Number	24024
Project Name	Fairfax City Small Area Plans
Scenario	Old Town
Analyst	Amelia Martin

Land Use	ITE Code	Size (KSF)	Weekday AM Peak			Weekday PM Peak		
			Total	In	Out	Total	In	Out
<b>Proposed</b>								
Retail	820	354.7	333	206	127	1,387	666	721
Office	710	941.6	912	784	128	958	153	805
Single Family (Townhouse)	210	21	20	5	15	23	14	9
Housing Mid-Rise	221	1079	388	101	287	475	290	185
Senior Housing	252	150	30	11	19	38	21	17
Hotel	310	100	45	27	18	49	25	24
Library (Institutional/Arts)	590	211.9	356	253	103	1,960	941	1,019
<i>Total with internal capture</i>			1,752	1,221	531	3,718	1,524	2,194
<i>Total with bike/ped/transit reduction</i>			1,314	916	398	2,789	1,143	1,646
<b>Existing</b>								
Retail	820	294.7	277	172	105	1,209	580	629
Office	710	916.6	888	764	124	934	149	785
Single Family (Townhouse)	210	0	0	0	0	0	0	0
Housing Mid-Rise	221	0	0	0	0	0	0	0
Senior Housing	252	0	0	0	2	1	1	
Hotel	310	0	0	0	0	0	0	0
Library (Institutional/Arts)	590	111.9	181	129	52	1,027	493	534
<i>Total</i>			1,346	1,065	281	3,172	1,223	1,949

## Six-Use Internal Capture Input

### Project Information

Project Number	24024
Project Name	Fairfax City Small Area Plans
Scenario	Old Town
Analyst	Amelia Martin

### Analysis Input

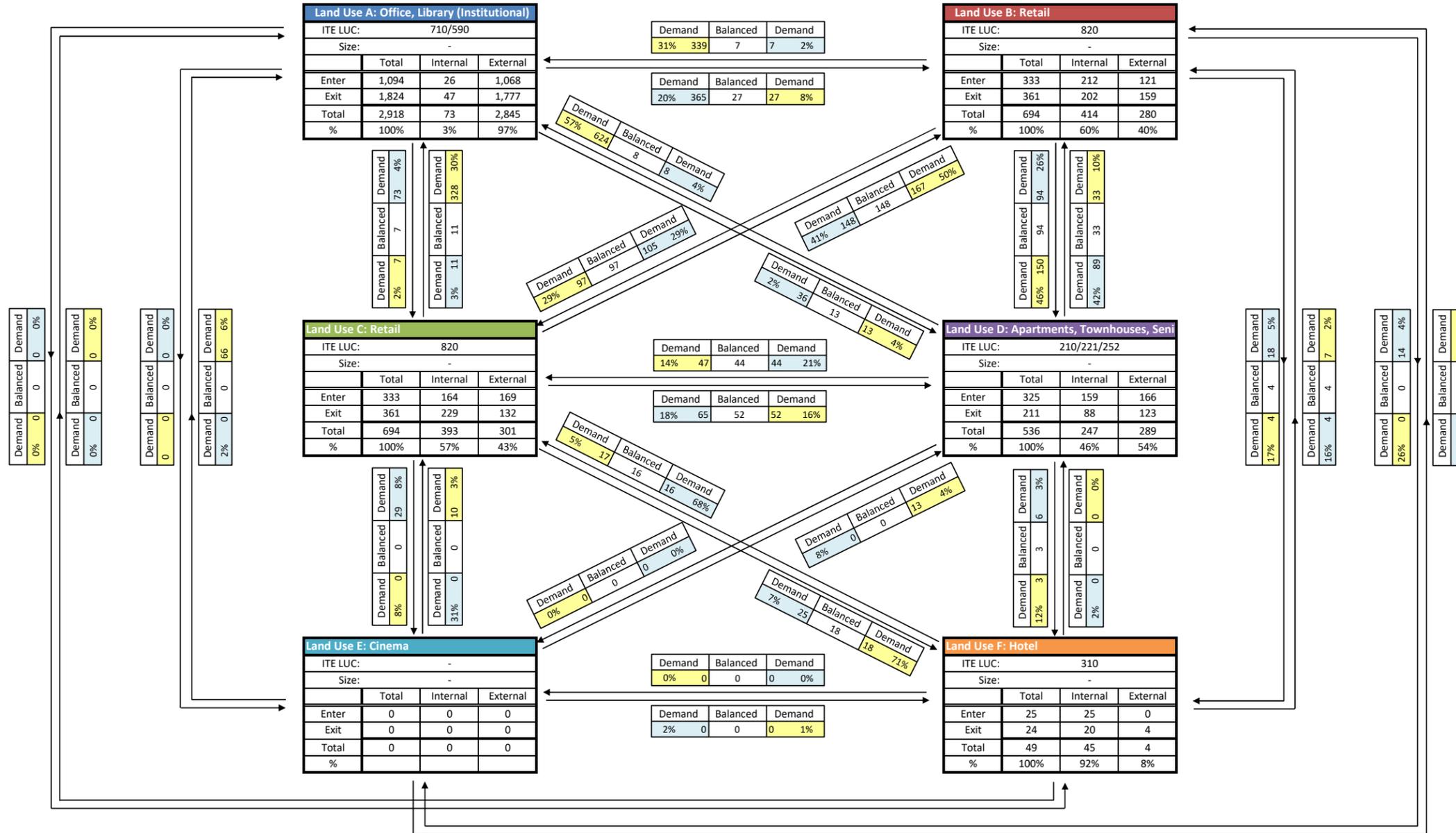
Analysis Period	AM Peak
-----------------	---------

Land Use	Land Use Type	Land Use Code	Description (optional)	Size	Trips	
					Enter	Exit
A	Office	710/590	Office, Library (Institutional)		1,037	231
B	Retail	820	Retail		103	64
C	Restaurant	820	Retail		103	64
D	Residential	10/221/25	Apartments, Townhouses, Senior		117	321
E	Cinema					
F	Hotel	310	Hotel		27	18

Category	Land Use						Total
	A	B	C	D	E	F	
Enter	979	56	48	112	0	26	1221
Exit	174	36	32	291	0	-1	531
Total	1153	92	80	403	0	25	1752
Single Use Trip Generation Estimate	1268	166.5	166.5	438	0	45	2084
Internal Capture	15.93%						
	9.07%	45.05%	52.25%				

Multi-Use Internal Capture

Project Number: 24024  
 Project Name: Fairfax City Small Area Plans  
 Scenario: Old Town



Internal and External Trip Summary						
Origin Land Use	Total		Internal		External	
	Enter	Exit	Enter	Exit	Enter	Exit
A Office, Library (Institutional)	1094	1824	26	47	1068	1777
B Retail	333	360.5	212	202	121	159
C Retail	333	360.5	164	229	169	132
D Apartments, Townhouses, Senior	325	211	159	88	166	123
E Cinema	0	0	0	0	0	0
F Hotel	25	24	25	20	0	4
Internal Capture		23.28%				



100 M STREET, SE, SUITE 910  
WASHINGTON, DC 20003  
P 202.450.3710

MEMORANDUM

Date: May 27, 2020 Project #: 24024

To: Wendy Block-Sanford; Curt McCullough  
Fairfax City  
10455 Armstrong Street  
Fairfax, VA 22030

From: Alek Pochowski, PE; Aditya Inamdar

Project: Fairfax City Small Area Plans

Subject: Orchard Street Pedestrian Crossing

INTRODUCTION

As part of the Fairfax City Small Area Plans efforts in the Northfax and Old Town areas of Fairfax City, Kittelson & Associates, Inc. (Kittelson) reviewed the opportunity for a pedestrian crossing across Chain Bridge Road at the current Chain Bridge Road/Orchard Street intersection in the Northfax area. Figure 1 shows the current intersection, along with the intersection’s proximity to the adjacent Fairfax Boulevard/Chain Bridge Road intersection which is located 350 feet to the south of the Chain Bridge Road/Orchard Street intersection.

Currently, the Chain Bridge Road/Orchard Street intersection is signal controlled in the southbound direction, allowing drivers to turn left to go north, or turn right to go south from Orchard Street to Chain Bridge Road. Because the northbound through movement on Chain Bridge Road is uncontrolled, drivers turning from Orchard Street to Chain Bridge have an acceleration lane on Chain Bridge Road allowing them to match the speed of northbound Chain Bridge Road drivers before merging.

The Fairfax City Small Area Plans study recommends increased development activity in the Northfax area on both sides of Chain Bridge Road. The development is intended to provide services and retail to the local community on both sides of the road and provide new residential development (including senior housing), along with retail serving local residents. A senior housing complex is proposed on the west side of Chain Bridge, and grocery store is under construction on the east side of Chain Bridge Road. With this new development, people are going to be walking across Chain Bridge Road. As a result of this desire, Kittelson identified several options to allow people walking to feel comfortable crossing Chain Bridge Road. After some initial analysis and direction from the Fairfax City, Kittelson analyzed the possibility of a full signal at the Chain Bridge Road/Orchard Street intersection. The results of this analysis are described in this memorandum.



Figure 1. Existing Orchard Street/Chain Bridge Road and Fairfax Boulevard/Chain Bridge Road intersections

Kittelson & Associates, Inc.

Washington, D.C.

# TRANSPORTATION SUPPLEMENTS

## PROPOSED CROSSING

As part of the development of the pedestrian crossing at the Orchard Street/Chain Bridge Road intersection, Fairfax City provided direction that a pedestrian crossing should not interfere with the operations of the Fairfax Boulevard/Chain Bridge Road intersection located 350 feet to the south of the Orchard Street/Chain Bridge Road intersection. In addition, the City directed Kittelson to keep the existing vehicular access to and from Orchard Street to the west, while only providing right-in-right-out vehicular access to the proposed Orchard Street to the east of Chain Bridge Road. To meet these requirements, Kittelson developed the design concept shown in Figure 2. This design concept adds a pedestrian crossing to the south side of the Orchard Street/Chain Bridge Road intersection, and adds signal control to the northbound Chain Bridge Road approach at the intersection.



Figure 2. Proposed Orchard Street/Chain Bridge Road intersection configuration

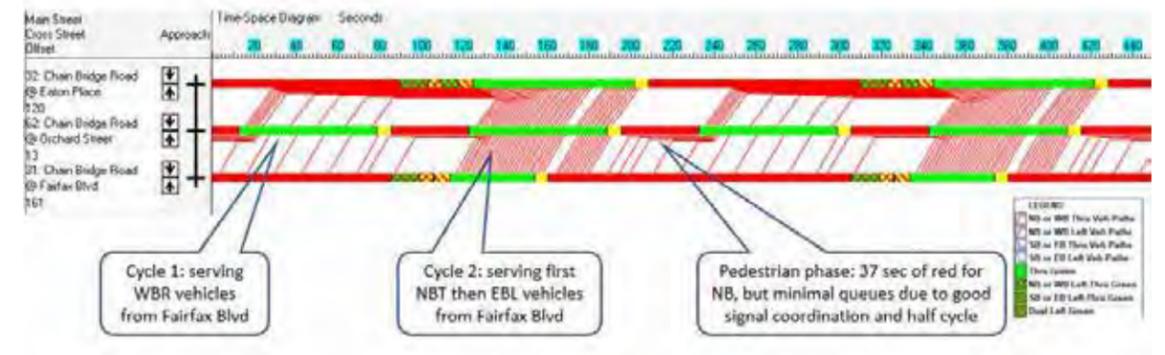


Figure 3. Time-Space Diagram in the Northbound Direction (90<sup>th</sup> percentile flow)

Appendix 1 contains the intersection operations analysis worksheets.

# COMMUNITY + STAKEHOLDER FEEDBACK

# COMMUNITY + STAKEHOLDER FEEDBACK

## COMMUNITY TOWNHALL - PUBLIC MEETING NOTES

On September 11, 2019 the project team hosted a kick-off community meeting that introduced the project goals and team to the broader community. General Discussion made by community members during the meeting are recorded below.

### COMMUNITY DESIRES

- Some residents lamented the loss of a small-town feel with new development.
- Activity centers should add flexible spaces like parklets and plazas that can be programmed over weekends and holidays like farmer's markets or food trucks and provide an opportunity to add color/pop to Old Town and Northfax.
- Many attendees expressed interest in adding more green space/open space to downtown and Northfax.
- One business owner said that street lighting is an issue in downtown — not a very family-friendly place.
- Need for gateways/wayfinding with business names like in shopping malls in activity centers.
- Need more affordable housing in the city.
- Explore creating more events like the Art League to get more people to visit the city.
- Activity centers are the city's economic engines.
- Explore changing regulations to add more pop and color. The City currently doesn't allow painting on red brick walls.
- More commercial development can expand the City's tax base without necessarily expanding population. Schools can benefit from this model.
- The community sentiment agreed that the City Square Park in downtown has been a successful and positive development.

### TRANSPORTATION, PARKING, & TRAFFIC

- One commercial property and business owner expressed the need to change/reduce parking regulations in the current zoning/development regulations to limit the surface parking in activity centers. Maybe adding more FAR or incentives for more FAR will help.
- The community agreed that Old Town has an abundance of parking availability, but the available supply does not match the demand
- One resident suggested a road reconfiguration on University Ave, north of Main Street. Change from four undivided motor vehicles lanes to two lanes for motor vehicles with a two-way left-turn lane and spot medians, and two lanes for bikes.
- Generally, the community expressed concerns over the ability to bike comfortably in the City.
- Many sidewalks and crosswalks/ramps are not ADA accessible.
- Sidewalks in downtown are too narrow.
- Traffic takes away from Small Town feel.
- There is too much traffic on North Street.
- Some homeowners expressed interest in joining one-on-one /small group stakeholder meetings. One resident asked if there is any forum/website to announce stakeholder meetings so people can join publicly.

- Some attendees expressed concern about implementation. There have been many plans in the past that have not been implemented. What can the City do to implement these plans?
- Lee Quill of Cunningham Quill explained that this plan is explicitly looking at parcel by parcel block by block development and talking to property owners. This process and expected outcomes are different than city-wide master plans or comprehensive plans

### CONNECTIONS TO GEORGE MASON

- There has been a divide between GMU and downtown for many years. The residential neighborhoods between the campus and downtown present a gap in commercial activity that divides two areas.
- One GMU student and city resident who lives north of Northfax commutes to the campus. He expressed interest in seeing a more friendly connection for people walking and biking between the university, downtown, and Northfax.
- GMU students want more places to socialize, like coffee shops, bars, restaurants.
- Explore ways to make Fairfax a college town. Many thriving college towns have walkable and bikeable downtown and pleasant walking and biking connections to the campus. Boulder, CO, and Charlottesville, VA have pedestrian zones/streets. Fairfax should explore this idea.
- Explore partnerships with GMU to expand their programs in downtown.

# COMMUNITY + STAKEHOLDER FEEDBACK

## COMMUNITY TOWNHALL - COMMUNITY COMMENTS

On September 11, 2019 the project team hosted a kick-off community meeting that introduced the project goals and team to the broader community. Community comments written to the study team after the meeting are recorded below.

Comment	Hope	Concern	Old Town	Northfax	Politics	Economics	Green	Traffic & Safety	Density	Walking & Biking	Placemaking & Arts	College	Housing
"Mixed use" with living space above would add more traffic		X						x	x				
A smaller CUE bus with different routes throughout the city - not just major roads. Also to/from the city and university.										x			
Better safer walking areas	x												
Can we get signs in old town of local attractions? I went to the splash pad for years before I knew about Woody's Ice Cream and de Clieu. Like a directory for a mall for instance.	x												
City needs class A office space - modern and exciting.	x					x							
Concerned about an increase in commercial density		x							x				
Concern that people are resistant to change and try to keep things the same		x			x								
Deal with vacancies and for leases that can be filled	x												
Does this work include development of the property behind Safeway into graduate housing?													
Elimination of traffic congestion in center city is a top concern		x	x					x					
Encourage green building and construction	x						x						
Fairfax City will become a more vibrant community with businesses that are sustainable. We want more to remain in the city to make it worth coming into	x					x				x			
Fear nothing will be implemented. A lot of this has already been discussed in previous plans.		x			x								
Fear that Nothing comes out of this - property owners do nothing		x											
Greatest concern is that they will look at each parcel individually and not look at the city as a whole. For example downtown impacts northfax. The circle		x			x	x							
Greatest hope is a coordinated, cohesive development with a vibrant downtown area	x		x										
How do we get high tech companies to stay in Fairfax						x							
How will chain bridge road traffic be managed between Fairfax Boulevard and the historic downtown								x					
I am concerned about too much surface parking						x		x					
I am concerned it will be even harder to walk from Northfax to the historic town center										x			
I am concerned that Old Town Center will be high density. High density takes away from the quality of life. We want to keep the small town feel of the city.		x	x						x		x		
I am concerned that the arts will be ignored		x									x		
I am concerned too much traffic								x					
I am concerned about loss of park spaces/green spaces							x						
I am excited about the revitalization and I look forward to having more to do in Old Town. Please energize the Safeway center. I support increased	x		x							x			
I am looking for a safe pedestrian friendly small town area that is family friendly w/ good schools. There is no sidewalk on either side of Chain Bridge			x							x			
I am not afraid of more density, I fully support Capstone and similar projects	x								x				
I doubt Safeway is going to buy into making the store a modern development	x					x							
I want to see a college town that works for all	x											x	
I'd love to see the city of Fairfax become a genuine, vibrant college town with places like De Clieu; cinema arts might locate here; a good independent bookstore might open. The city might develop a space where GMU professors	x		x								x	x	
people away from the Old Town Square		x				x							
Improved pedestrian experience downtown: Bring nightlife, maybe a live theater, a reason to be there at night. Evening foot traffic, mosaic district	x								x		x		
Increase green/open space- plant more trees!	x						x						
Increase walkability in the city (wider streets?)	x									x			
It is a dark walk from GMU to downtown at night		x	x									x	

# COMMUNITY + STAKEHOLDER FEEDBACK JOINT WORK SESSION COMMENTS

Below is a transcription of comments from the Joint Work Session of the City Council and Planning Commission conducted with the city on November 5, 2019. The comments have been annotated for clarity.

**Mayor Meyer:** Lee, I want to express our appreciation for your work to date and also the fact you were able to get through 30 slides in 30 minutes. Your comments and observations were rather rich. Many of these we have heard anecdotally but to have them presented visually, with comparisons regionally. I think this sets the stage for your work. I took many notes. I think we will begin by asking..... for comments:

*No questions or comments were provided by the Planning Commission. Questions were then opened to the Council:*

**Councilmember DeMarco:** Looking at your next steps. I know the city manager put together an advisory group of citizens and representatives from the business community. Have you engaging them? Has that been value added if you will.

**Lee Quill, Cunningham | Quill Architects:** A lot of that has come in with the Old Town group. We will be continuing to interact with them and receive their thoughts. We have not only been meeting with individual property owners but also collective groups since that is a dynamic that is rich.

**Councilmember Stehle:** I have three main comments. One, consider expanding small area plan boundaries to the Sherwood Center. Two, please ensure to include discussions about possible hotel in Old Town. This is particularly important due to connection with Massey Complex and realism of the project happening. Three, (reading from the slide) Clarify “Strong residential market- opportunities to leverage value to underwrite other improvements”. Does this mean, if I put more bodies here I have better opportunities for success economically? If we put more people, we have better opportunity to underwrite other opportunities?

**Eric Smart, Bolan Smart Associates:** From an investors standpoint, they can leverage residential components to add commercial components, infrastructure, public amenities desired by the city.

**Councilmember Stehle:** I have one more comment. The graphic that distinguishes Old Town from NorthFAX is great. Its very easy to understand and clear. Keep with that sort of analysis.

**Mayor Meyer:** As we look at older commercial areas that are in need of redevelopment, the private capital is not moving into those areas without a residential component. The numbers simply do not work without it. That does not mean we just sit back and let it happen. It is a controlled burn if you would. We have to find the balance between the appropriate residential needed and the amount needed to make the commercial and retail viable. And do that without changing the nature of the city itself.

Different people are going to have different opinions on where on the continuum that is. It will differ from one activity area to the other and even within the activity center it will vary. The comment that the city is a “subregional marketplace” is something we need to reflect on. We often have said we want our city and parts of our city to be a destination areas for the region. I think it depends on talking about the Old Town being a restaurant destination versus somewhere else in the city. Subregional gives me pause

because that doesn’t need to be our goal. Maybe that’s where we are at the moment. You also comment that “there is a strong civic commitment to economic development” with “mixed community backing”. All of us know this by knocking on doors, talking to civic groups and individuals and community leaders... while they recognize this intellectual, viscerally they have some issues with the uncertainty with how their city is going to change. I appreciate that, I respect that, and it is a challenge for us. The complex regulatory environment. I also believe is a bit like the city of Fairfax is in a swim meet with other jurisdictions and some of our regulatory constraints are trying to do a freestyle with a brick tied around your ankle. We aren’t going to win these races when we unnecessarily impede our ability to be competitive.

**Councilmember Yi:** So, you mentioned earlier about college towns and the desire from feedback you have received that there is a desire among the community to be a college town.... Turn this into a Boulder, Colorado or a Charlottesville. I was at the outreach meeting, where was the poll taken.

**Lee Quill, Cunningham | Quill Architects:** Obviously there is a diversity of opinion. That is why we are here. You have a major university and driver at the George Mason University sitting right next to the City. When you walk into Old Town, you would not know George Mason is next door. You go to... other communities... you know its there. Whether its (signage), its capturing some of the marketplace of the students, they are identifying with the downtown as their downtown and there is an opportunity for sharing economic.

**Councilmember Yi:** I understand that, and I don’t anyone denies there is potential there. But given the city’s history with George Mason University... we basically deeded the land and other dealing where we have given them lots of land... They have not always done things that in my view are so beneficial to us. That said, we have the court system of one of the largest municipalities in the country right smack in the geographic center. We don’t talk about being a court town or a lawyer town. There are a lot of economic booms and possibilities here. When we talk about small area plan this is going to dictate the strategies of different areas of our city. You show the September 11 community meeting shows that there was a 140+ sign in sheet, I am curious, what was asked, how was it asked, to include this as a vibrant college town? Was this based on the comments? Was this universal?

**Lee Quill, Cunningham | Quill Architects:** Yes sir, it was based on... it was not universal as you well know since you were there. We have heard it several times and in conversation with other stakeholders.

**Councilmember Yi:** So I have that same opinion. I agree with you there is a diversity of opinion. I just want to make sure that diversity of opinion is representative. You are in the first stage here, you are going to continue to engage with the community - city staff, community members. Keep in mind that just because a few people spoke up in a room doesn’t indicate that is the entire view. Trust me, I’m one person out of seven, the rest of them may be shaking their heads right now. Its a big move to say we should strategically move on to be a college town. One more comment and concern, you show here there is a lack of affordable housing. How did you ask that question? Did you ask about AMI? Did people understand what that meant? You throw tag-lines of

affordable or vibrant college town. No one is going to disagree, I just want to make sure we capture the diversity of opinion and outreach.

**Lee Quill, Cunningham | Quill Architects:** Yes sir. Just so you are clear how we approach this. When we do community meetings like the first one. We shared some information to bring some knowledge up. They don’t want to hear us lecture about here is what is happening with your affordable housing. We sit back and let people talk. They can say they want to bring a bridge from here to the metro. Ok we will put that down. Is that a good idea? Maybe maybe not. IN our process we are very open and inclusive and let anyone speak to what they are thinking about. What you are seeing here is the “key takeaways”. This is what a number of people spoke about. That doesn’t mean that’s where the city should go. Its what we have heard and these we have heard from more than one. As we move along in the process, we start taking these comments like “the idea of the university town. Our next question is what do you mean by that? We have a university but where do...”

**Councilmember Yi:** Just do this cautiously. Its not about asking people do you want a university town? Everyone will say “sure”. When you say what is the definition of a university town. You will get people all riled up. The same thing about scooters. We are in a pilot stage- I don’t know if we are committed to redesigning our infrastructure for scooters. There are people e happy about scooters and people unhappy scooters. Before we redesign University Drive different and scooter friendly. Lets take it slower. I love what we are doing with these small area plans they are very important. they are going to make a huge impact and help us develop economically. I want to make sure the ingredients in there are the right ones.

**Councilmember Miller:** I am delighted you and your team are here with us this evening. I, while, much of what you have talked about tonight doesn’t come as a surprise. Some of the slides are interesting. When we look at NorthFAX and downtown and see the percentage of total land that is in surface parking lot. We have relatively large areas of this community that are undeserved and not planned and developed. I appreciate your comment some of the zoning related to NorthFAX isn’t the right type of zoning that will encourage the type of development we want need in that area. That will give us some clues on how to operate in the future. One of the things that I was also particularly delighted to see is the Watershed areas. I think this is important. We have residents just over the past couple of days raise this issue. It is great to see your team cares about issues of development in the 100 year floodplain so we don’t burden existing, new, or future homeowners.

Additionally, I do think a few areas we need to look at is different types of housing whether we want to call it affordable housing or senior housing. We don’t have specific types of residential that are geared towards those groups. The issue of working with Mason is always an interesting area to explore particularly because George Mason is a small town in and of itself with its own retail and restaurant mix. That does not mean we cannot continue to work with them and encourage students, faculty and staff to be a part of the broader community. I look forward to our meetings into December and report back in January and February.



# QUESTIONS + COMMENTS