

NEW DEVELOPMENT COMING TO NORTH GATEWAY

New residences, streets, streetscapes, and an extension of the Cameron Run Waterfront Park are just a few of the improvements coming to Riverside Apartments in the North Gateway Community Business Center. The property owner, Washington REIT, is following a similar trend occurring around the region which involves the redevelopment of existing surface parking lots into new housing and amenities. The result is a more attractive environmentally-friendly development that reclaims impervious asphalt parking lots for buildings and green spaces.

The redevelopment at Riverside Apartments will add approximately 760 residences in five new buildings along with seven acres of open space. The exciting new Cameron Run Waterfront Park will offer public recreational features such as trails, look-out points, fitness equipment, and possibly a kayak launch. A wide landscaped pathway connecting Huntington Avenue to the Waterfront Park will provide area residents access to the new amenities. Riverside Apartment’s first phase is expected to open in the fall of 2022.



Rendering of Riverside Apartment’s new buildings

RESTON SPECIFIC STREETScape DEMONSTRATION INSTALLATION

Development applications in the Reston Transit Station Areas (TSAs) are expected to reflect the guidance developed in the Comprehensive Plan and the Reston Guidelines for Development in TSAs (Guidelines). The Guidelines place emphasis on vegetated landscapes and environmental stewardship. However, because this is a new concept, applicants had questions about what characterized a Reston-specific streetscape and where these features should be located to best convey their significance and contribute to a functional project design.

In Fall 2018, county staff took the Guidelines a step further by demonstrating what the streetscapes could look like. In partnership with Reston Association, a demonstration project was installed on the grounds of the Reston Association’s Central Services Facility. The plantings demonstrate the implementation of the Reston Specific Streetscape Expressions described in the Guidelines, which vary in planting density based on the distance from the Metrorail Stations. In addition to the landscaping, the demonstration installation includes an interpretative sign.

Once the plantings were established, a reveal event for the streetscape plantings was held in May 2019. Despite inclement weather, the event had over 50 people in attendance and was a great opportunity to allow the development community, county staff, citizens, and elected and appointed officials to view the installation and ask questions. The installation will continue to be maintained, added to, and monitored to determine which plants are most successful. A website with more information on the demonstration installation is under development and will include background information and quarterly photos that show the progress of the plants.



Reston Specific Streetscape ribbon cutting



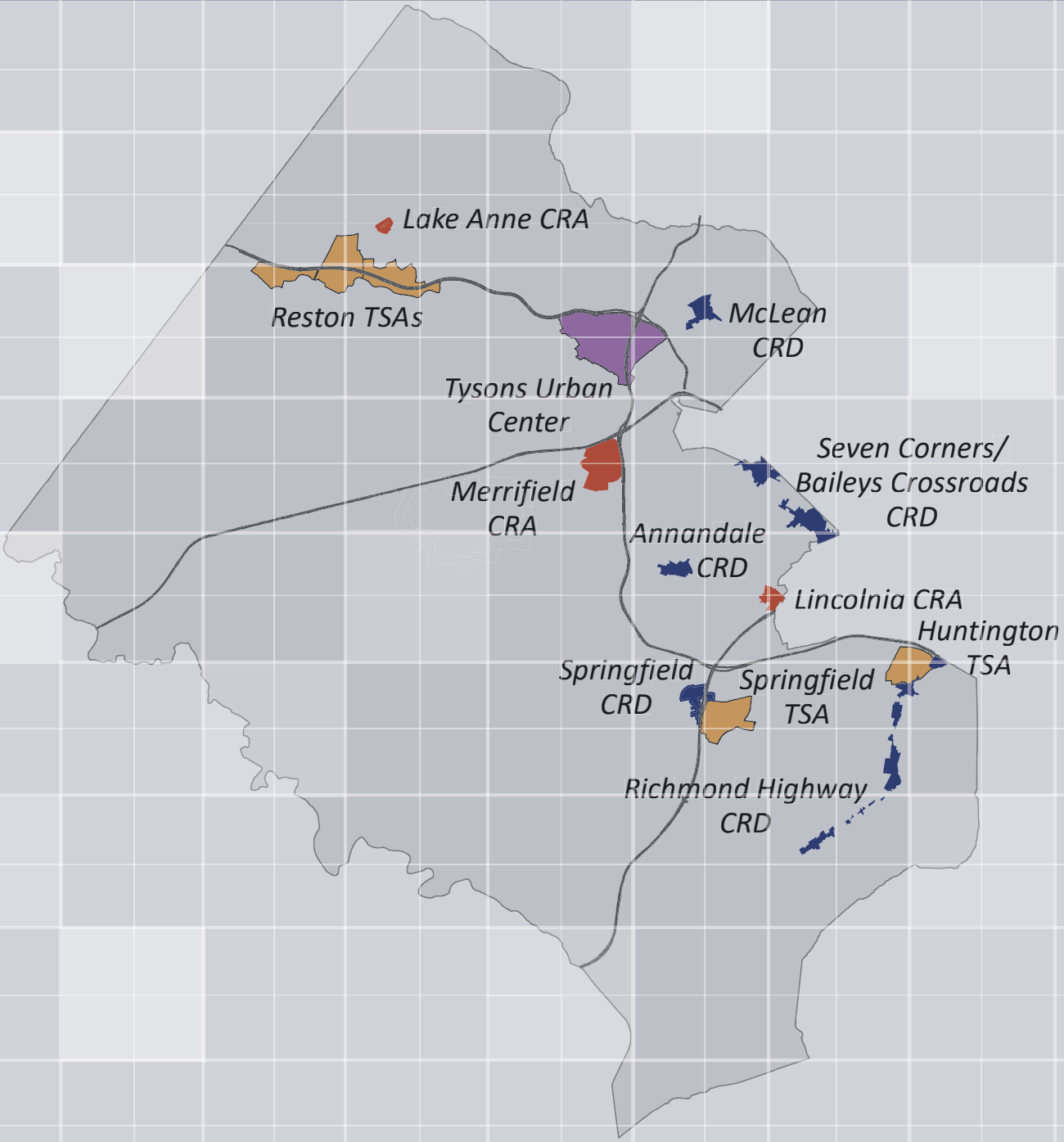
Reston Specific Streetscape interpretive sign

Revitalization Activity Update  
October 2019



PLANNING & DEVELOPMENT

Department of Planning and Development  
Community Revitalization Section and Urban Centers Section  
Fairfax County, VA



Fairfax County Department of Planning and Development  
Community Revitalization and Urban Centers Sections  
12055 Government Center Parkway, Suite 755  
Fairfax, VA 22035  
703.324.9300  
[www.fcrevit.org](http://www.fcrevit.org)



Fairfax County is committed to a policy of nondiscrimination in all County programs, services, and activities and will provide reasonable accommodations upon request. To request this information in an alternate format, call 703-324-9300 or TTY 711.



NEW DEPARTMENT OF PLANNING AND DEVELOPMENT/MERGER OVERVIEW

The Fairfax County Office of Community Revitalization (OCR) merged with the Fairfax County Department of Planning and Zoning effective July 1, 2019, to create the new Department of Planning and Development (DPD). The revitalization function within DPD is now called the Community Revitalization Section and the Tysons and Reston function is now called the Urban Centers Section. The mission and activities of each section have not changed. Each Commercial Revitalization District or Commercial Revitalization Area will continue to have an assigned Revitalization Program Manager and the Reston and Tysons areas will continue to have dedicated staff to these areas. Telephone numbers for staff in both sections will remain the same. Both sections are relocating from the tenth floor to the seventh floor of the Herrity Building in 2020, so the suite number will change from 1048 to 755. Please note that our web address remains [www.fcrevit.org](http://www.fcrevit.org).

MERRIFIELD SUBURBAN CENTER STUDY HIGHLIGHTS NEW VISION FOR OFFICE PARKS

On July 31, 2018, the Board of Supervisors authorized three Plan amendments for the Merrifield Suburban Center, including the Inova Center for Personalized Health, (ICPH) on the site of the former Exxon Mobil campus, Fairview Park North, and Fairview Park South. The sites were grouped together into a single study to allow for a comprehensive review of the potential benefits and impacts.

The authorization directed staff to consider mixed-use development up to an intensity of 1.0 floor area ratio (FAR) on the ICPH site for a clinical and academic campus centered on health and innovation. The site is envisioned to develop as an economically and environmentally sustainable mixed-use neighborhood that complements the adjacent office buildings and residential communities, honors the natural setting, promotes healthy lifestyles and positive social interactions, and respects the surrounding residential communities through appropriate transitions in use, scale, and buffering. The ICPH proposal was processed concurrently with a Proffer Condition Amendment that proposes to develop the site at a maximum intensity of 0.7 FAR, or approximately 3.8 million square feet, with a similar mix of uses.

The authorization also included office, hotel, and residential mixed-use development at an intensity of between 0.80 FAR to 1.0 FAR on the Fairview Park sites, to increase the sustainability of an existing office park by adding new amenities, including retail and civic uses, and housing.

The staff evaluation occurred in coordination with a citizen task force that was launched in September 2018. The task force recommendations and staff report were completed in early September 2019. The Board of Supervisor approved the proposal on September 24, 2019, along with follow-on motions from Supervisor Linda Smyth. Staff was directed to:



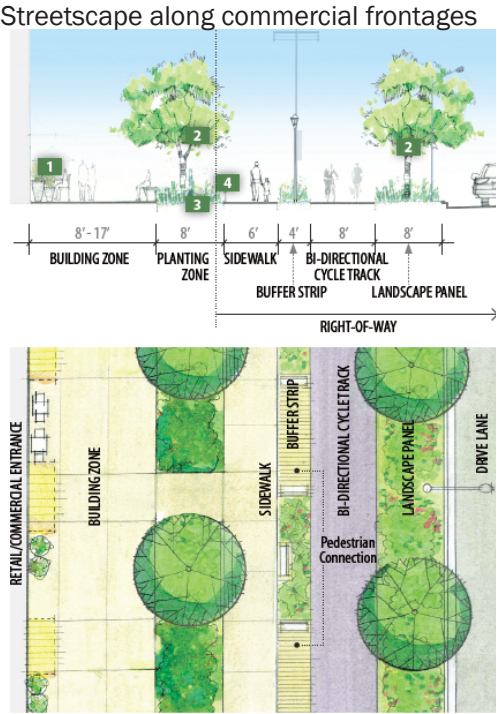
Illustrative Rendering of Mixed-Use Option for Fairview Park North

conduct a multi-modal transportation study of the Merrifield Suburban Center with a focus on Gallows Road, study the barriers to connectivity created by I-495, work with property owners and the surrounding communities to reduce single-occupancy car trips, coordinate with the Fairfax County Public Schools to evaluate future school capacity needs created by future build-out of the Merrifield Suburban Center Plan, and develop a funding plan for transportation projects recommended by the Merrifield Suburban Center Comprehensive Plan.

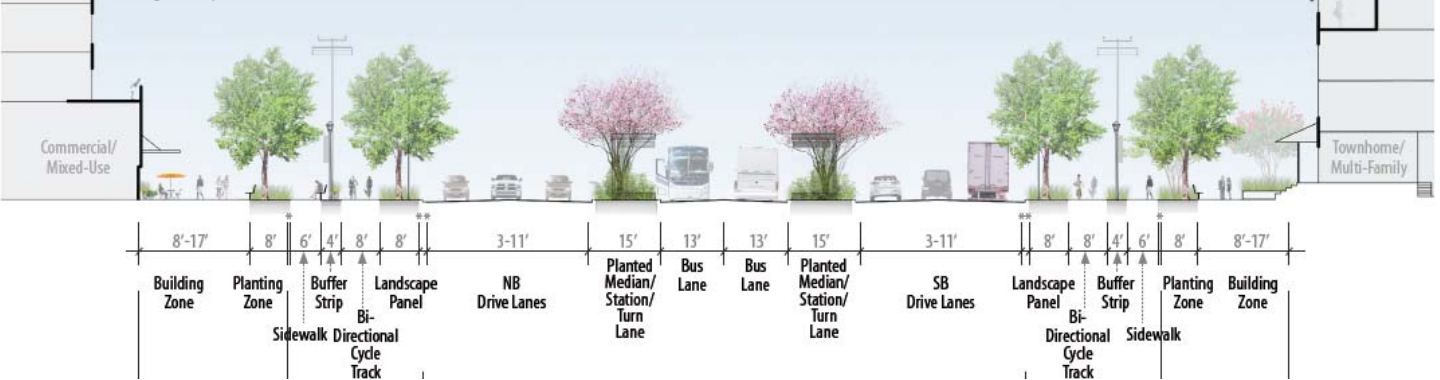
DISTRICT DESIGN GUIDELINES COMING TO RICHMOND HIGHWAY

The Embark Comprehensive Plan adopted in 2018 describes the vision for the Richmond Highway Corridor. To help achieve that vision, District Design Guidelines for the Richmond Highway area are being developed that will facilitate implementation of the Embark Plan and further refine the Plan’s urban design recommendations. Specifically, the District Design Guidelines for Richmond Highway will provide details on the design of paving, trees and landscaping, streetscape furnishings, building form, and certain parks and plazas.

The District Design Guidelines for Richmond Highway were developed over the past year with significant community engagement. In December 2018, a public workshop was held to gather community input on the desired character and open space features for each Community Business Center (CBC). In the spring of 2019, a series of pop-up events and an online survey were used to solicit community feedback on initial concepts and potential streetscape materials and furnishings. Throughout the process, an advisory group comprised of local stakeholders helped inform recommendations and strategies. A draft of the District Design Guidelines for Richmond Highway will be released in the fall of 2019 to obtain public feedback. The final District Design Guidelines for Richmond Highway are anticipated to go to the Board of Supervisors for endorsement in early 2020. For more information and to view the document visit: <http://www.fcrevit.org/richmondhwy/designguides.htm>



Richmond Highway Transit Boulevard Cross-section



RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS AND TRANSIT PROJECTS UPDATE

Progress is being made on two projects that will fulfill the vision for a multi-modal Richmond Highway Corridor. The first is the VDOT road-widening project for the three-mile segment of Richmond Highway from Sherwood Hall Lane to Jeff Todd Way, which includes widening the roadway from four to six lanes, and adding a two-way bicycle track and a 6-foot wide sidewalk on both sides of the road. The project design reserves the median for the future Bus Rapid Transit (BRT) system. Fairfax County is partnering with VDOT on a number of the project’s design features including streetscapes, street trees, and stormwater facilities to ensure that pedestrian and bicycle facilities are safe, attractive, and comfortable. The stormwater facilities will meet both our desired environmental and aesthetic goals. Substantial completion of this project is anticipated in 2026. For more information visit: [http://www.virginiadot.org/projects/northernvirginia/richmond\\_highway.asp](http://www.virginiadot.org/projects/northernvirginia/richmond_highway.asp)

The BRT project will provide rapid bus service in mixed-traffic on North Kings Highway and in the median of Richmond Highway from the Huntington Metrorail Station to Fort Belvoir. Project engineering is progressing and the design for the station architecture is underway. Station design will consider the comfort of transit riders, sustainable features, and how the design can contribute to enhancing the image of the corridor. The BRT project recently received an award of \$250 million from the Northern Virginia Transportation Authority – a significant step to securing full project funding. The first section of the BRT system is scheduled to open in 2026. For more information visit: <https://www.fairfaxcounty.gov/transportation/richmond-hwy-brt>



ZMOD CHANGES PROPOSED FOR COMMERCIAL REVITALIZATION OVERLAY ZONES

As part of the larger Fairfax County effort to modernize the county’s Zoning Ordinance, also known as zMod, the county recently drafted proposed new language for the zoning overlay districts known as Commercial Revitalization Districts (CRDs). This draft language consolidates the CRD regulations and associated standards into a new Article 3 – Overlay and Commercial Revitalization Districts. Formerly, the CRD regulations were contained in Article 7 and Appendix 7 of the county’s Zoning Ordinance.

The proposed substantive changes to the CRD regulations are summarized below:

- **Consolidated Article.** Previously there were separate parts for each of the five CRDs. This resulted in a lot of repetitious language. The draft consolidates all of the parts into a single article, while maintaining specific conditions pertaining to individual CRDs.
- **Building Height.** Under current regulations, increased flexibility is included in the standards that apply to CRDs in order to encourage redevelopment. The proposed draft expands this flexibility to maximum building height in the same manner as it currently applies to setback requirements. While setbacks are specified in the underlying zoning district, a lesser front setback is permitted if the adopted Comprehensive Plan specifies such. The proposed draft would also allow an increase in the building height permitted in the underlying zoning district if such is specified in the adopted comprehensive plan.
- **Parking Reduction.** While this change has not been proposed in the draft, expanding an administrative reduction in parking for non-residential uses to all CRDs rather than only the Richmond Highway CRD is under discussion.
- **Interior Parking Lot Landscaping.** Under today’s standards, interior parking lot landscaping in CRDs is only required when a proposed expansion or enlargement of an existing development involves 20 or more parking spaces. In an attempt to further revitalization efforts, the draft proposes to require interior parking lot landscaping when the resultant parking lot contains 20 or more parking spots, which is the same standard that applies to non-CRD districts.

As with previous drafts of revised articles of the Zoning Ordinance, many of the edits involved replacing legalese (e.g., heretofore and wherein) with more common terminology that is easily understood. Throughout the draft, placeholders within brackets are used to indicate a future cross-reference to current regulations. (For example, [reference to relocated Sect. X-XXX].) As the draft Zoning Ordinance is modified over the next several months, these cross-references will be populated with hyperlinked text leading directly to those standards. To see the draft text, visit: <https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/assets/documents/zmod/summary-district-changes.pdf>

THE NEW LAKE ANNE FELLOWSHIP HOUSE

The Fellowship House LP is preparing to replace two obsolete 1970s era multi-family buildings that contain 240 affordable senior housing units with one 8-story multi-family building containing an equal number of senior affordable units and 36 market-rate townhomes on the approximately six acre site located on the west side of Village Road and North Shore Drive within the Lake Anne Village Center Commercial Revitalization Area.

The planned redevelopment will create 2.32-acres of natural, passive, and active park spaces including a plaza and a terrace containing seating, gardening planters, and landscaping.

A revised site plan for the development project is expected to be submitted soon. Construction drawings were submitted in August 2018. Once all permits are approved, construction is expected to take approximately 22 months. The demolition of the old and construction of the new Fellowship House buildings will be phased to allow residents to relocate directly into the new independent living multi-family building.



Renderings of proposed Fellowship House



ANNANDALE POP-UP PARK HOSTS SUMMER INSTALLATION AND PROGRAMMING SERIES

The County, in partnership with the Park Authority, launched the Annandale Pop-Up Park. Conceived as a creative temporary community gathering space located on county-owned property at 7200 Columbia Pike, it was activated with a near-monthly “pop-up” programming series.

The programming series featured five successful events: a Pop-Up Park Clean-Up, a Nature Day, an Arts Day, a Fitness & Fun Day, and a Community Day during the Taste of Annandale from June to October 2019. Each programming day theme originated from ideas provided by community members through outreach activities held in 2018, and were brought to fruition through the combined efforts of County agencies and departments, the Park Authority, and several community partners.

In addition to the minor repairs and upgrades made to the site’s gathering space by the Facilities Management Department, staff from the Community Revitalization Section used recycled and adapted excess County property to build a fun and colorful seating area complete with an outdoor piano for community enjoyment during the summer season.

The Annandale Pop-Up Park builds upon the momentum started in 2018 for creating the Annandale Park/Civic Space vision. The temporary installation and programming series encouraged the community to enjoy the site while funding for a permanent park space at this location continues to be pursued.



Fitness & Fun Day - jump rope session Summer 2019 - Community Piano Arts Day - chalk drawings

CROSSROADS INTERIM PARK OPENS IN BAILEYS CROSSROADS

In September 2019, a new interim park opened at the county-owned property located at 5831 Columbia Pike in Baileys Crossroads. The initiative resulted from extensive inter-agency collaboration among County entities such as the Fairfax County Park Authority, the Department of Public Works and Environmental Services, the Facilities Management Department, and the Department of Planning and Development.

The 2.94 acre site was previously vacant following the demolition of the 5-story Bailey’s International Center building. The interim park embodies the future vision to transform Baileys Crossroads into a walkable, mixed-use urban center by providing a new placemaking venue for the Commercial Revitalization District.

The plaza space incorporates unique paving, native vegetation, colorful outdoor seating options, and shade sails to provide comfort in the summer. There is a grassy open play area adjacent to the plaza space, and part of the parking lot has been designated for flexible and seasonal use, such as food trucks, a mobile farmer’s market, or a small outdoor festival. The interim park is expected to be in place for at least five years.

To assist the county in better understanding how to manage, program, and maintain this type of urban park space, an Urban Parks Interagency Workgroup was launched in the fall of 2019. The Workgroup is tasked with monitoring Crossroads Interim Park, tackling general management topics that could arise over time, and providing a forum for interagency collaboration and coordination. A later phase of the Workgroup will also address bigger picture policy and resource questions related to the pursuit and success of similar or comparable county-owned and operated future urban park spaces, both interim and permanent.



Crossroads Interim Park - plaza space



NEW SPRINGFIELD GATEWAY DESIGNS PROPOSED

To raise the visibility and reputation of Springfield as a great place to live and do business, Fairfax County is developing new “gateway” entrance signs to welcome visitors and shoppers into the Springfield commercial area. Previously the County engaged a branding firm to develop a new logo for the Springfield area that builds upon the local character and modern aesthetic of the community.

To provide stakeholder input, a steering committee was formed earlier this year, composed of representatives from the Greater Springfield Chamber of Commerce, the Springfield Civic Association, the Monticello Woods Civic Association, the Springvale Civic Association, the Lee District Supervisor’s Office, and the Virginia Department of Transportation.

Following a community workshop to present preliminary concepts to the public on July 17, 2019, an online survey was conducted that received nearly 1,000 responses through the survey and Facebook page comments. The design team is using the public feedback to refine the concepts for gateway signs, which are anticipated to be finalized in late 2019.



Photos of the community workshop on gateway signs



Vesper Trail looking towards Tysons

TYSONS - VESPER TRAIL

The Fairfax County Department of Transportation implemented the county’s first lighted trail - a 2025 linear-foot shared-used path that connects Vesper Drive to Route 7 and the Spring Hill Metrorail Station. The need for the trail was identified in the Tysons Metrorail Station Access Management Study (TMSAMS), and will make walking and biking safer and more attractive. The Urban Centers Section of DPD was involved in the lighting selection and design for the Vesper Trail. The trail provides much needed connectivity between the Spring Hill Metrorail Station and the surrounding communities in central Tysons. The trail opened for use in early 2019.



Vesper Trail looking towards Vienna

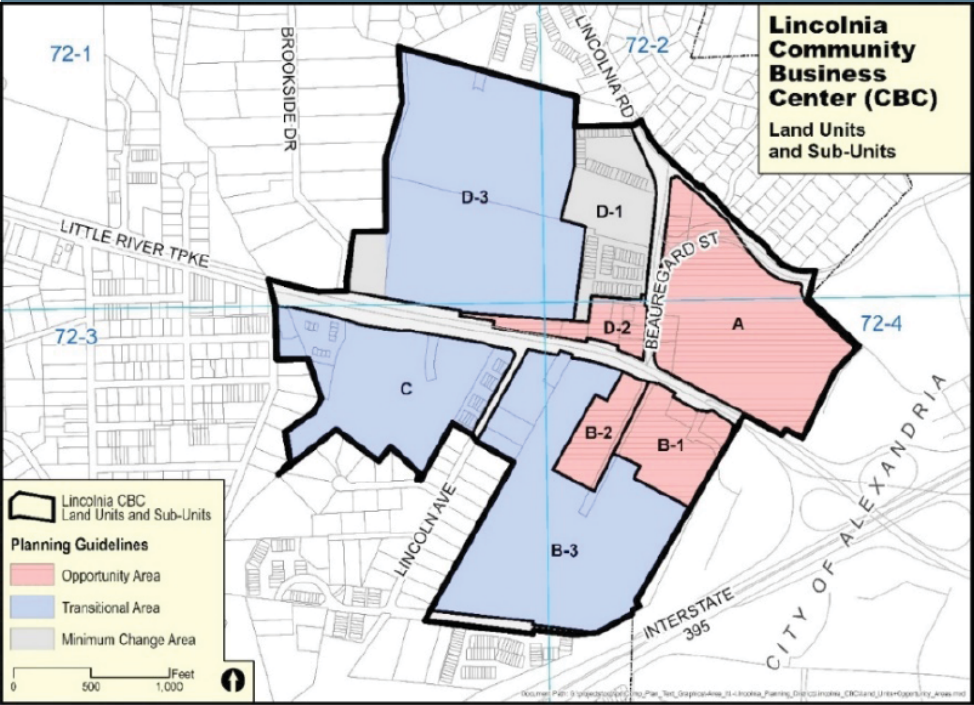


Vesper Trail sign

LINCOLNIA PLAN AMENDMENT APPROVED

Lincolnia is located on Fairfax County’s eastern boundary and the City of Alexandria and Interstate-395. It is centered at the intersection of Little River Turnpike (Route 236) and Beauregard Street. The Board of Supervisors designated Lincolnia both a Community Business Center and a Commercial Revitalization Area in March of 2018. The 160 acre area is currently developed with 1,930 residential dwelling units, predominately multi-family, and 742,400 square feet (SF) of office, retail, and institutional uses.

In 2019, a three-phase planning study of the Lincolnia Planning District was concluded. The resulting Plan Amendment (PA 2013-I-L1(C)) was approved by the Board of Supervisors on July 16, 2019. The new plan contains a redevelopment option for portions of the Lincolnia CBC to include a mix of uses with supporting transportation improvements. The plan for the Lincolnia CBC allows for up to 3,400 residential dwelling units and up to approximately 575,000 SF of office, retail, and institutional use. Building heights are planned to be tallest where the CBC abuts I-395 and along Little River Turnpike, reaching up to 12 and 5 to 7 stories, respectively. The plan also calls for an alternative transportation network within the Lincolnia CBC Opportunity Areas. The alternative network would introduce a new grid of streets with additional road connections, bicycle, and pedestrian facilities. Finally, the new plan classifies streets within the CBC and provides a cross-section and illustrative plan for specific streets.



MCLEAN CBC STUDY PROGRESSING

Substantial progress has been made on the replanning of the McLean Community Business Center (CBC). In December of 2018, the Vision Plan developed by Streetsense, a consultant brought in to conduct the visioning process, was presented to the community. The Vision Plan has formed the basis of most of the work that the McLean Task Force has done over the last year. Additionally, the Task Force has been considering recommendations regarding various site-specific applications for changes in land use and intensity. The Task Force developed an alternative land use scenario, which was analyzed by transportation consultants Kittleson & Associates, to determine transportation impacts and to devise possible mitigations to those impacts. Other potential impacts, such as to schools and parks, were also analyzed and mitigations were proposed to address them.

It is expected that the Task Force will continues to meet at least monthly through the first quarter of 2020 to finalize its recommendations regarding the future of the McLean CBC. It is anticipated that the staff report and draft Plan amendment will go before the Planning Commission and Board of Supervisors by late spring/early summer 2020. For more information about the study, including meeting summaries, meeting materials, other studies and reports, and schedules go to: <https://www.fairfaxcounty.gov/planning-development/mclean-cbc-study>