

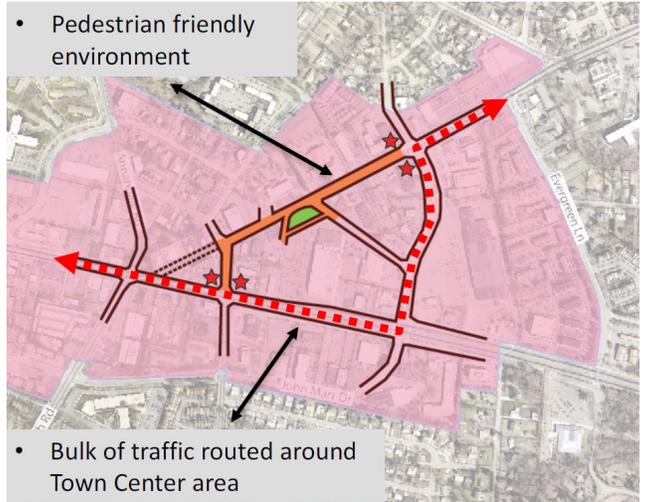
**Revitalization
Activity Update**
October 2016



Office of Community Revitalization
Fairfax County, VA

OCR CONVENES ANNANDALE ULI TECHNICAL ASSISTANCE PANEL

In July 2016, a group of industry experts under the auspices of the Urban Land Institute (ULI) conducted a Technical Assistance Panel (TAP) (a brief intensive study) of the core area of the Annandale Commercial Revitalization District, with the intent to provide short - to medium - term revitalization strategies to enhance the appearance, economic vitality, awareness, and promotion of Annandale. The panel gained a perspective of the area's attributes, challenges, and the vision for the future from a review of previous studies; the results of an online community survey in which respondents suggested ideas for the area's future enhancement; a tour of the area; and, discussions with stakeholders including Annandale residents, business operators, and property owners.



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Four Key Recommendations of the TAP:

A: Establish a Main Street Program, Business Improvement District (BID), or other similar entity to work with established groups, local businesses, and stakeholders to provide a wide range of coordinated activities, events, branding, business outreach and physical improvements. (Recommendation A not illustrated)

B: Reconfigure Columbia Pike within the existing public right-of-way to install 100 public on-street parking spaces, landscaping, sidewalks, and a dedicated on-street bike lane to achieve an inviting pedestrian environment and facilitate downtown circulation, activities, and events.

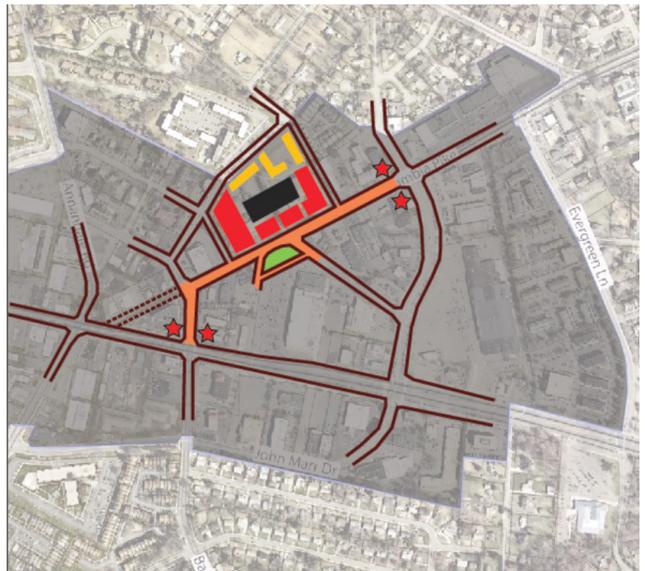
C: Install a temporary urban plaza at the corner of Tom Davis Drive and Columbia Pike to provide an interim community gathering space until a permanent one is developed.

D: Leverage the two county-owned properties along Columbia Pike to spur redevelopment in the area by means of a public-private partnership to construct a mixed-use multifamily development that would include public uses such as a municipal parking garage and community center, and would retain the Annandale Christian Community in Action (ACCA) Child Development Center.

To view the complete TAP recommendations, go to: <http://www.fcrcv.org/annandale/revitstrategies.html>



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MERRIFIELD – ONE OF AMERICA’S “BEST SUBURBS” AND “BEST PLACES TO LIVE”

Merrifield was ranked #2 out of 8,729 places in Niche’s 2016 rankings of “Best Suburbs to Live in America”, and #4 out of 19,140 places in its ranking of “Best Places to Live in America”. Niche offers rankings and statistics on neighborhoods and cities in the U.S. to help people find the best places to live, visit, and raise a family. Niche’s “Best Places to Live” rankings provide a comprehensive assessment of the overall livability of an area. The rankings take into account key factors of a location in an attempt to measure the overall quality of an area, and are based on data from the U.S. Census Bureau, Federal Bureau of Investigation (FBI), The Centers for Disease Control and Prevention (CDC), Bureau of Labor Statistics (BLS), and other sources. The 13 factors that are considered in Niche’s rankings are:

- Cost of living
- Percentage of residents who have received a bachelor’s degree or higher
- Public schools
- Strength in the real estate market based on trends in housing prices, affordability, and homeownership
- Socioeconomic and demographic composition
- General well-being and access to care
- Access to bars, restaurants and cultural amenities
- Length of commute, as well as the proportion of residents who walk, bike, or use public transportation
- General safety statistics
- Access to parks, libraries, cultural activities and outdoor amenities
- Opportunity for employment and economic stability
- Access and proclivity towards outdoor activities
- Year-round weather



Halstead Square



Mosaic District



Townhomes in the Mosaic District

SEVEN CORNERS TRANSPORTATION RECOMMENDATIONS: ENVISION ROUTE 7



The Northern Virginia Transit Commission (NVTC) is managing Envision Route 7, a study to identify financially sustainable new transit along Route 7 from Alexandria to Tysons. This year, the NVTC recommended Bus Rapid Transit (BRT) as the preferred transit mode, which is expected to attract 9,500 new daily transit riders to Route 7. BRT is proposed to run 11 miles, mostly in a dedicated lane, between the Spring Hill Metrorail Station in Tysons and the

Mark Center in Alexandria, with a connection to the East Falls Church Metrorail Station. This regional solution will expand travel options and reduce greenhouse gas emissions and traffic congestion. Having studied the corridor and developed recommendations for mode and alignment, NVTC is now exploring funding options and working to identify a project sponsor.

NEW RESTON DESIGN GUIDELINES STRIKE A BALANCE BETWEEN OLD & NEW

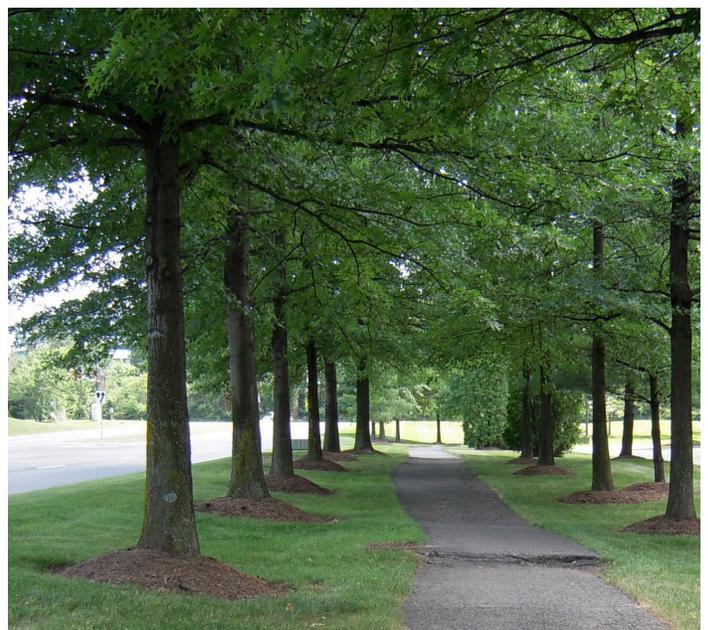
The community of Reston was developed under a set of principles that ensured integrated land uses, protection and enhancement of natural areas, and a development pattern that embraces the ideals of a diverse, vibrant, walkable community. A Comprehensive Plan (the Plan) Amendment for the Reston Transit Station Areas (TSAs) was adopted by the Board in 2014 to plan for Transit Oriented Development (TOD) around the new Wiehle-Reston East, and the future Reston Town Center and Herndon Silver Line Metrorail Stations. Transforming the existing suburban context into a pedestrian and transit oriented community, as recommended by the Plan for the TSAs, presents a unique urban design challenge.



The Guidelines for Developing in the Reston Silver Line TSAs (the Guidelines) were developed to help guide this redevelopment in a manner that meets the vision embodied in the Plan. The Guidelines build upon the Urban Design Principles set forth in the Plan, and offer a framework and specific strategies for the development community and the public review agencies to implement these design principles. These principles ensure that developments complement the existing Reston character, prioritize pedestrian connections, conserve land, enhance local and regional identity, and design sustainable buildings and environments. The Guidelines provide a framework for identifying and embracing Reston's natural assets, achieving context-sensitive urban site design, and striking the appropriate balance between urban development and the distinctly Reston character of heavily wooded pathways and natural open spaces.



The Guidelines were developed with and vetted by an Advisory Committee comprised of stakeholders representing various components of the Reston community. The Guidelines remain in draft form until the completion and incorporation of multi-modal street standards, which are under development by the county and review by the Commonwealth. As of October 2016, there were approximately 18 active development applications under review in the Reston TSAs, mostly within the Wiehle Station TSA. The draft Guidelines are being utilized in the review of these development proposals and as a component of the dialogue with the development community regarding design expectations in the Reston TSAs.



BUILDING REPOSITIONING

Changes in the commercial real estate market and high office vacancy rates have created new opportunities for office buildings to be reinvented in order to become viable once again. This can occur in a variety of ways. Buildings can be repositioned to improve their viability through major structural changes such as facade updates, amenity improvements, and systems upgrades, while retaining existing uses. They can be repurposed through a change in use from office to uses including residential use, institutional uses, such as a school or church, or a combination of uses. They also can be retrofitted to accommodate emerging trends such as makerspaces, which are community workshop facilities that integrate multiple uses at a single site such as co-working, co-living and flex live/work units, business incubators, and urban farming.

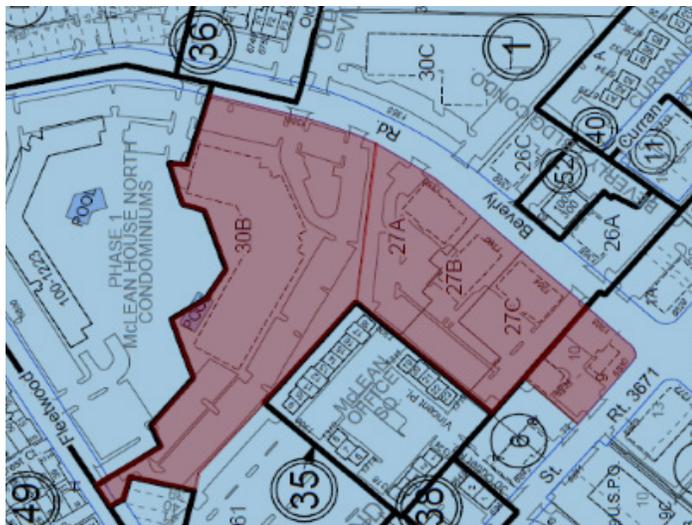
The Fairfax County Building Repositioning Workgroup was formed in the fall of 2015. The Workgroup's membership includes a mix of stakeholders representing non-profits, development industry leaders, and County staff. The Workgroup evaluated the impacts of the changing office market on existing office space; assessed potential process and policy changes the County should consider to address the challenges and opportunities ahead; and, identified resources to assist the private sector by facilitating building repositioning and/or repurposing projects.



NOVA Labs Makerspace - Reston, VA



Repositioned Silverline Center - Tysons, VA



REPLANNING EFFORT UNDERWAY FOR DOWNTOWN MCLEAN

In July 2016, the Board of Supervisors authorized a Comprehensive Plan amendment to increase the intensity of certain properties along Beverly Road in the McLean Commercial Revitalization District (CRD). This action will establish a new high density residential node to address certain recent changes to the Code of Virginia.

Proposed Area of Plan Amendment

SPRINGFIELD GARAGE RE-IMAGINES THE FUTURE OF MULTI-MODAL FACILITIES



Concept Design - Roof Top Amenity Space

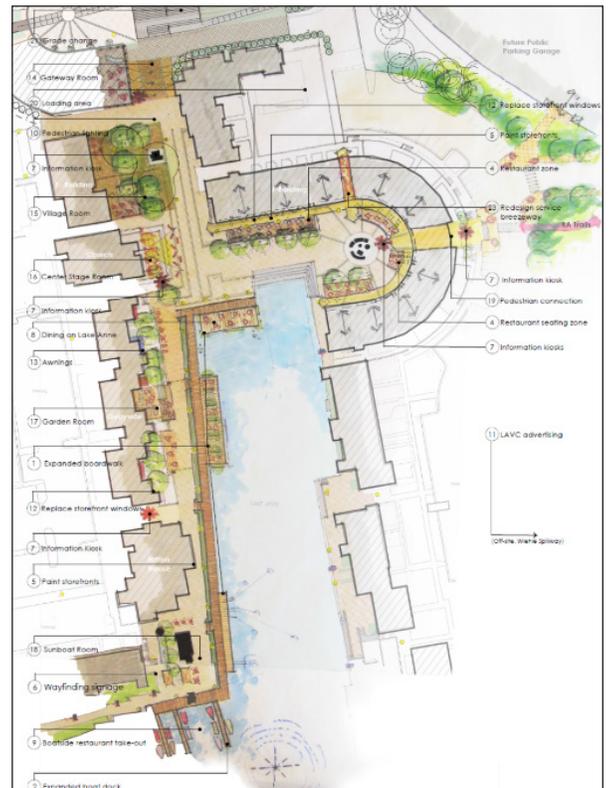


Facade Concept - View from Old Keene Mill Road

A multi-departmental team within Fairfax County is taking an innovative approach to designing a new commuter parking garage/transit center by incorporating public amenity spaces into the design. This public facility is located in the Springfield Commercial Revitalization District at 7039 Old Keene Mill Road and is intended to replace the informal carpool or “slug” spaces located throughout the area with over 1,000 permanent commuter parking spaces. The project will also include bus bays, short-term parking, and a pedestrian bridge over Old Keene Mill Road. Two new public gathering/event spaces – one on the ground floor and the second on the upper level of the garage – will be integral components of the design and are envisioned to accommodate community events such as a farmers market and “movies under the stars” during nights and weekends. It is anticipated that the garage will be completed in 2020.

OPPORTUNITY TO IMPLEMENT LAKE ACCESS DESIGN CONCEPTS EXPLORED

The Lake Anne of Reston, a Condominium (LARCA) is seeking to capitalize on Reston Association’s planned replacement of the existing wooden dock at Washington Plaza within the Lake Anne Village Center to implement the Lake Access Concepts identified in the 2015 Design Charrette conducted by OCR. The vision is to enhance the relationship between Washington Plaza and the exceptional asset of Lake Anne. Components include expanding the existing dock, moving the boat dock and boat rentals to the southern edge of the boardwalk, constructing a floating stage, improving accessibility, and creating seating opportunities intended to attract people to the Lake Anne Village Center and to the water’s edge.



Washington Plaza Design Concept

DEVELOPMENT ACTIVITY HIGHLIGHTS

Redevelopment activity continues at a rapid pace within OCR's program areas. Projects that embrace and enhance the built environment by creating vibrant spaces where people want to live, work and thrive are economic development catalysts for the revitalization areas. Following are highlights of some of these revitalization projects.



e-LOFTS

Novus Property Holdings, LLC is proposing the innovative repurposing of a vacant, obsolete office building located at 5600 Columbia Pike in the Baileys Crossroads Commercial Revitalization District. The existing 173,000 square foot (SF) building is proposed to become a hybrid use, under the brand name e-Lofts, that provides tenants the flexibility of using each of the 157 units as either an apartment, a live/work space or an office suite. The existing garage will remain to serve the tenants, while the site's open space will be extensively upgraded to provide amenities for the tenants and the community. This project served as a test case for the Building Repositioning Workgroup and has informed some of its recommendations.

ARLINGTON BLVD PROJECT

A new mixed-use development is currently under construction at 6077 Arlington Boulevard in the Seven Corners Commercial Revitalization District. The project will contain 174 multifamily units, 14 townhouses and 14,800 SF of ground floor retail, and will be integrated with the two office buildings to the east. Public amenities include a public courtyard with seating areas, tables for passive recreation and retail dining, a water feature, enhanced landscaping, and the undergrounding of utilities along both South Street and Arlington Boulevard.



THE SIGNET

Construction has begun on a new mixed-use project in the heart of downtown McLean at 6862 Elm Street. The Signet will transform a 4-acre site that contains an office building and surface parking lot into a pedestrian-oriented, mixed-use development. The existing 109,600 SF office building will be retained, with part of its existing space converted to ground floor retail space. A 7-story, 263,806 SF, 123 unit condominium with first floor retail will be constructed in the parking lot. Amenities include extensive streetscape improvements along the property's frontages, active and passive open space areas, a sensory garden, a water feature, and public art.

BELVOIR SQUARE

A mixed-use development is under construction just south of the Richmond Highway CRD near Ft. Belvoir at Route 1 between Anderson Lane and Shepherd Lane. While the Richmond Highway corridor has seen a substantial amount of new multi-family development at its northern end, this will be the first significant project in the south. Belvoir Square will contain 283 dwelling units and between 11,000 and 24,000 SF of retail and other secondary uses. Amenities include over two acres of landscaped open space to serve residents and the public.



BUS RAPID TRANSIT SYSTEM COMING TO RICHMOND HIGHWAY



The Virginia Department of Rail and Public Transportation (VDRPT) conducted a Multimodal Alternatives Analysis of the Richmond Highway corridor that recommended a program of transportation improvements for Fairfax and Prince Williams Counties consisting of roadway, pedestrian and bicycle improvements associated with the implementation of a Bus Rapid Transit (BRT) system, and ultimately, the construction of a three-mile extension of the Metrorail Yellow Line from Huntington to Hybla Valley. Embark is a major, multi-departmental effort by Fairfax County to plan for and implement these recommendations. This effort is supported by consultant services, as well as a citizen Advisory Group established to help guide the planning efforts and engage the broader community.

A major component of this project is the re-planning of portions of the Richmond Highway Corridor to create places where people want

to be, and to provide more ways for them to get there. The land uses in the areas surrounding the planned BRT and future Metrorail stations are being planned in a way that will create more walkable places for people to live, work and play, and that will take advantage of their proximity to transit.

Another component of the overall project is the next phase of the widening of Richmond Highway from Route 235 to Napper Road. The widening component is being led by the Virginia Department of Transportation (VDOT). Both the BRT and the Richmond Highway road widening projects will be subject to the Federal environmental review process outlined in the National Environmental Policy Act (NEPA) documentation.

For more information, go to: <http://www.fairfaxcounty.gov/dpz/embarkrichmondhwy/>



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