



# DEVELOPMENT OF SMALL AREA PLANS

## FAIRFAX CIRCLE COMMUNITY CHARRETTE 11/2/23

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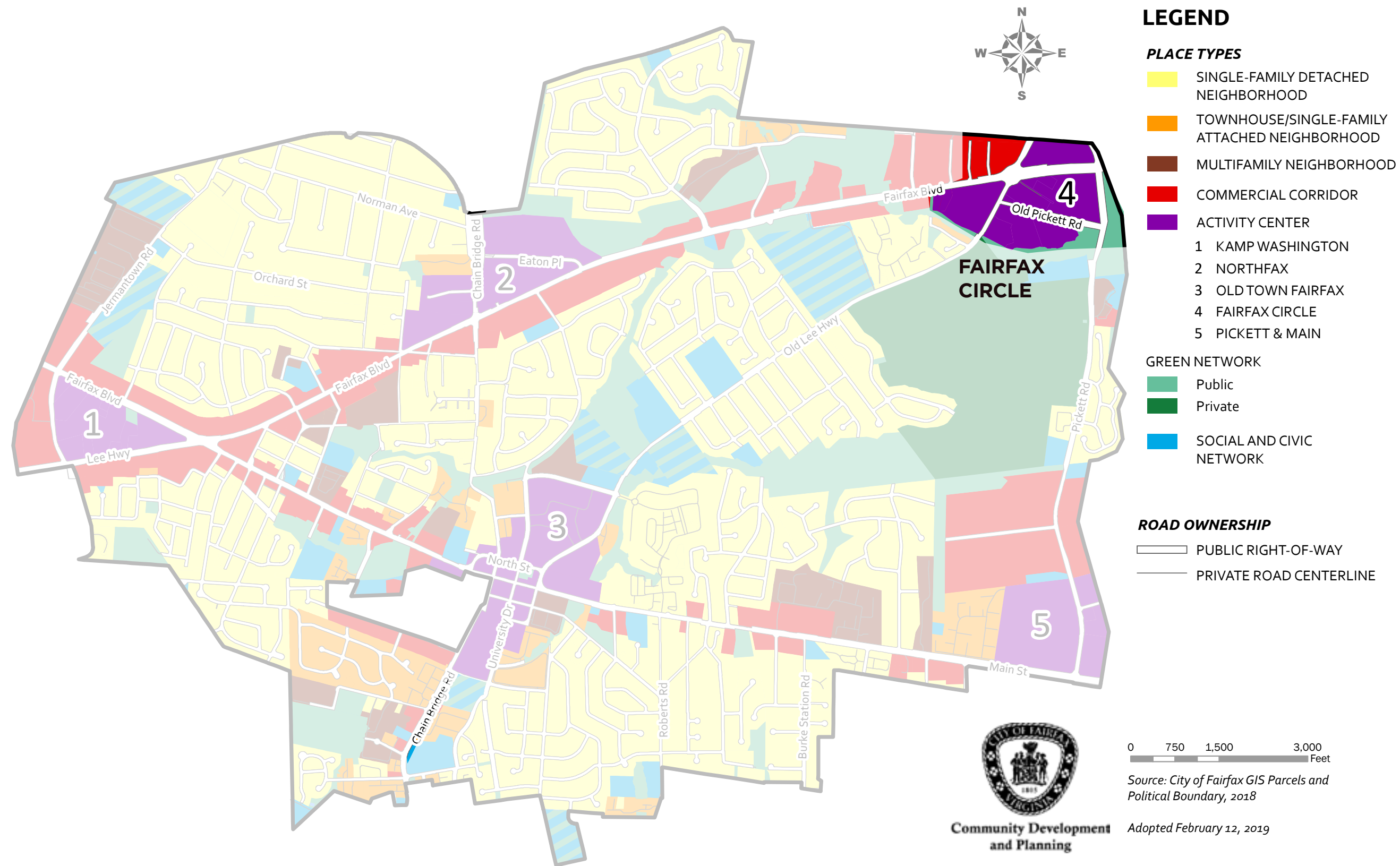
OCULUS

Walter L.  
Phillips



# BUILDING ON THE 2035 COMPREHENSIVE PLAN

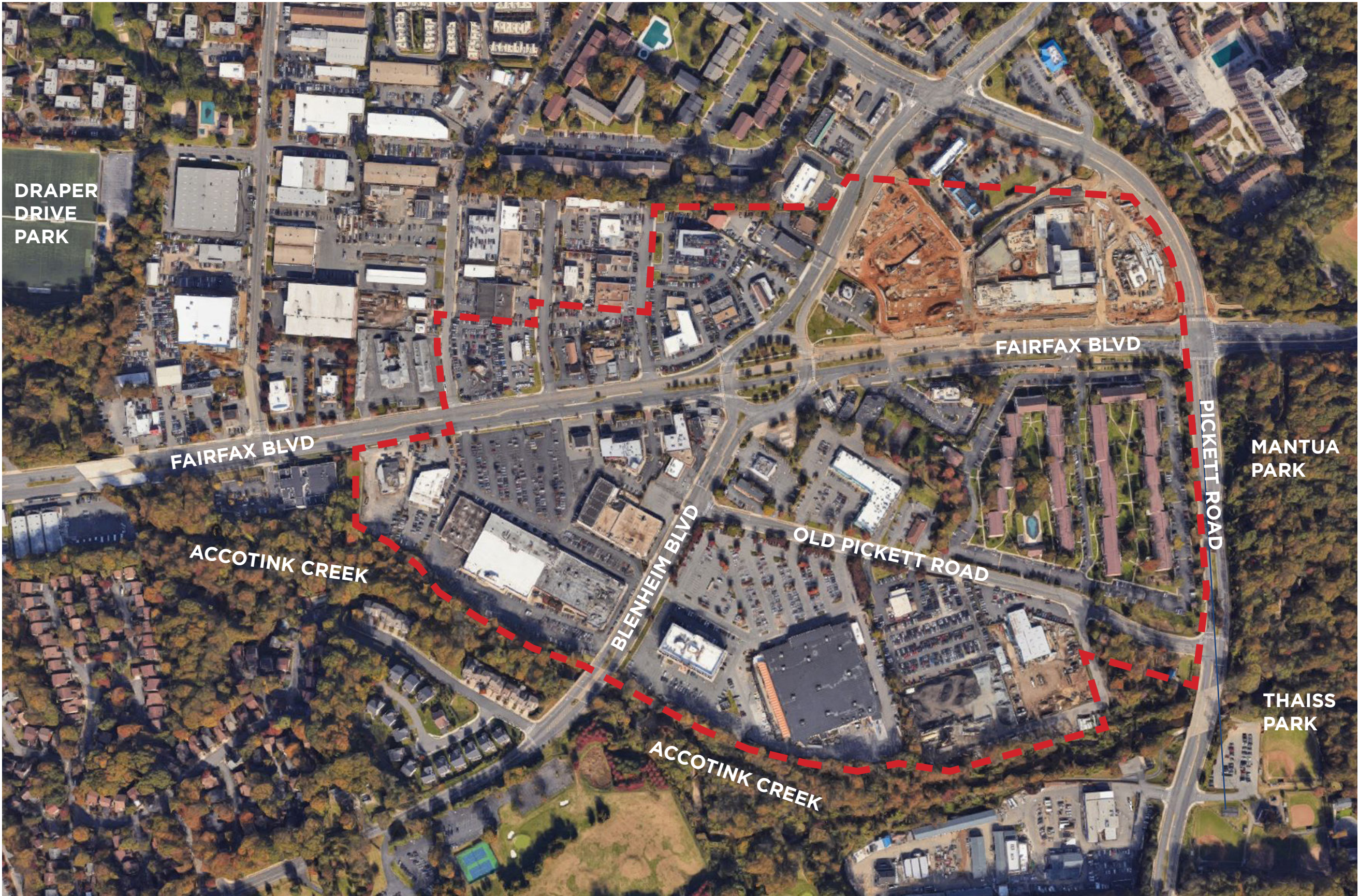
## ACTIVITY CENTER: FAIRFAX CIRCLE





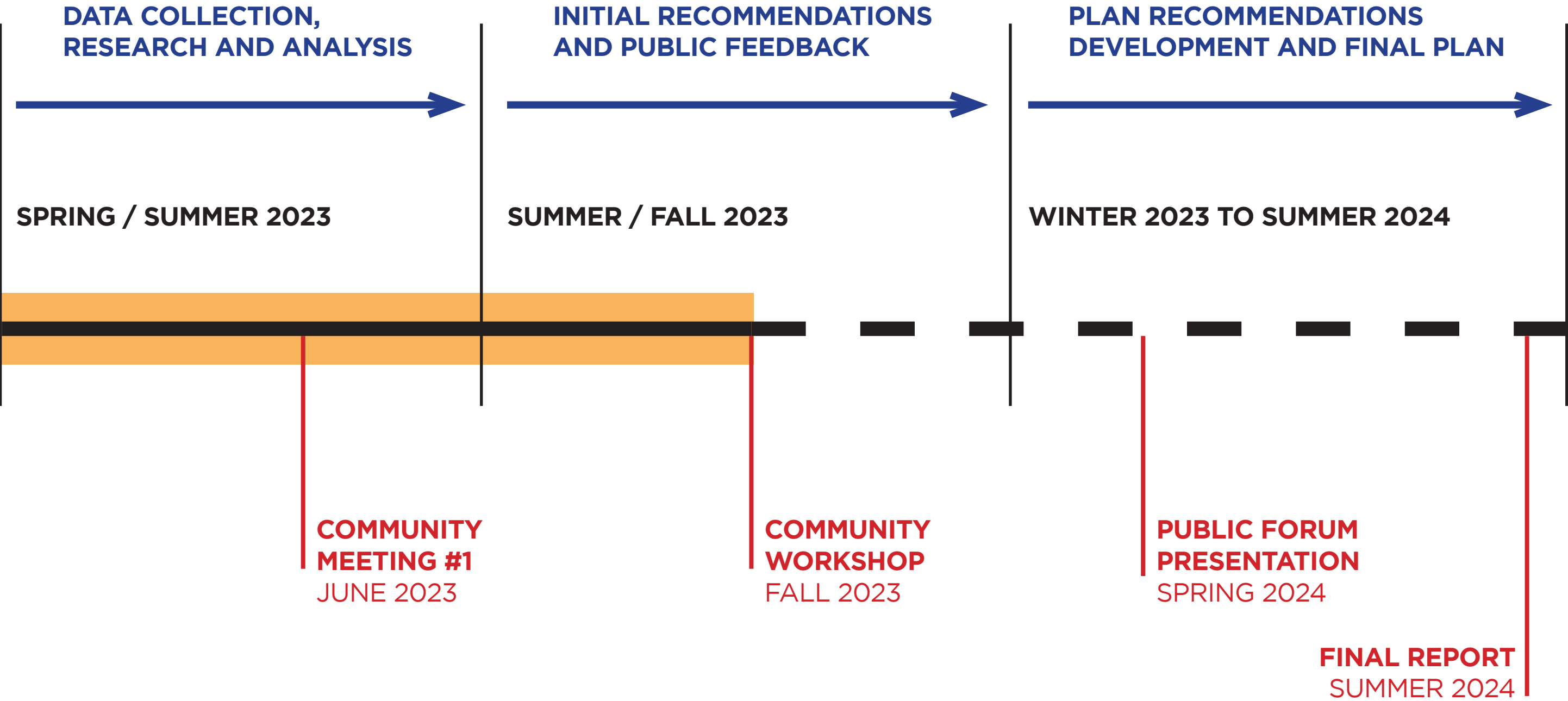
# FAIRFAX CIRCLE

STUDY AREA BOUNDARY





# PROJECT TIMELINE





WHAT WE'VE HEARD



# COMMUNITY MEETING HIGHLIGHTS

June 15, 2023

- Stormwater management and flooding, particularly at residential areas (such as Foxcroft Colony)
- Desire for a better transportation network, bikeability, access to Metro, & walkability throughout the study area.
- Re-designing Fairfax Circle to improve user-friendliness
- Excitement for better open spaces including trails, access to Accotink Creek, improved park networks, and green space within study area
- Enhancing and protecting natural ecosystems
- Interest in mixed-use residential and affordable housing
- Concern about the unhoused and the impact on community safety and retail vitality
  - Quality of Life Concerns by Residents
  - Safety for pedestrians across roads
  - Hope for better short and long-term solutions (Public Bathrooms; Locations for Food Delivery and Social Services)
- Engaging high school users and George Mason college students

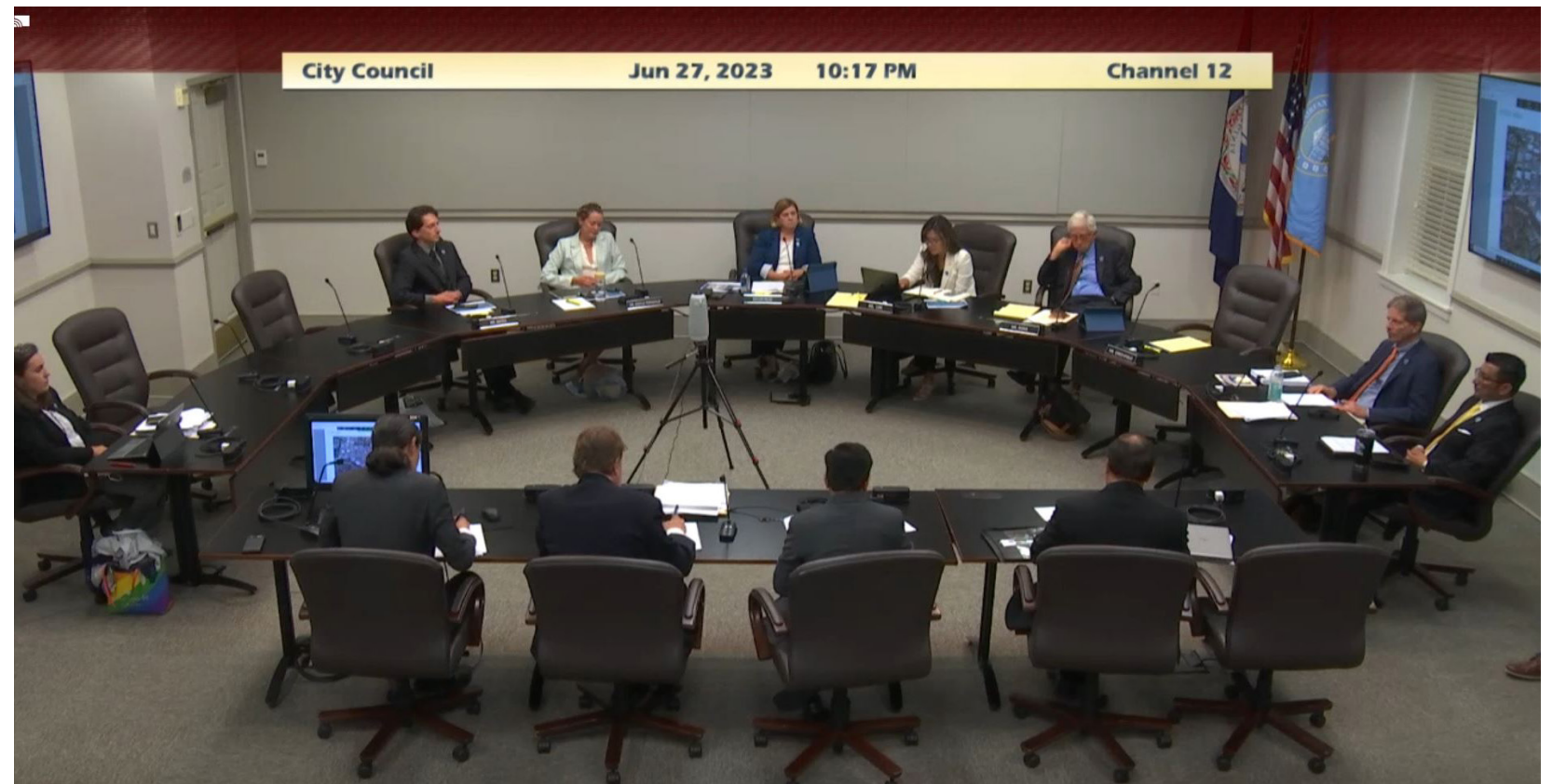
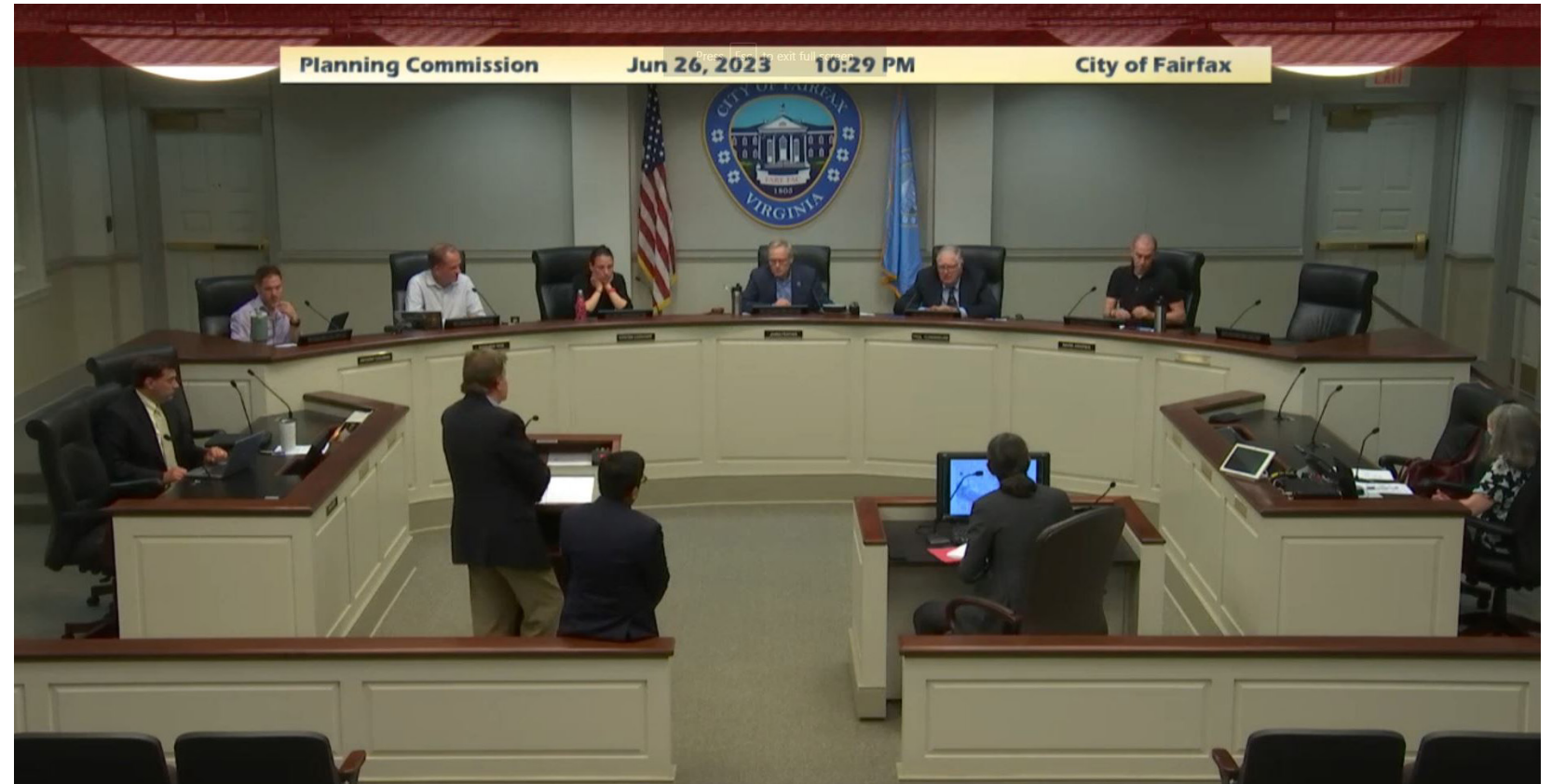




# PLANNING COMMISSION AND CITY COUNCIL MEETINGS

June 26 and 27, 2023

- Importance of Community Outreach and Creative Input
- Working with Business and Residential Communities
- Connect to existing uses (industrial, retail, residential)
- Metro Accessibility and Inter-Modal Connections
- Mixed-Use Communities
- Concern for Homelessness and Crime
- Increasing Green Space and Trees
- Reducing Impervious Surfaces, Flooding and Heat Islands
- Retaining Fairfax Circle Identity - Regional Recognition
- Safe crossings and street connections
- Prioritizing walkability, especially across Fairfax Boulevard
- Implementation for future generations

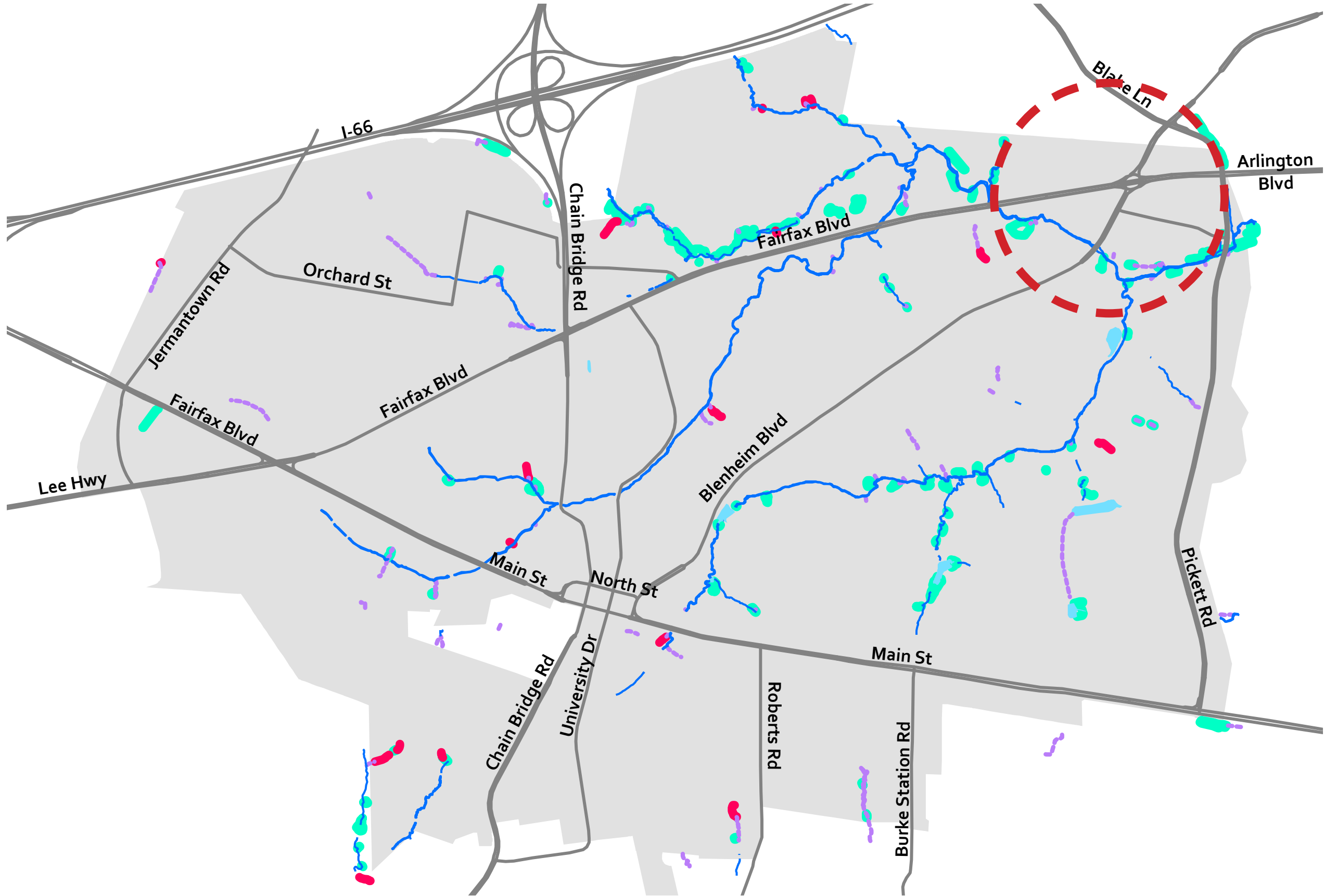




# IDEA 1: MANAGING STORMWATER

# CITY-WIDE ACCOTINK WATERSHED


Focal Point for Topography and Stormwater

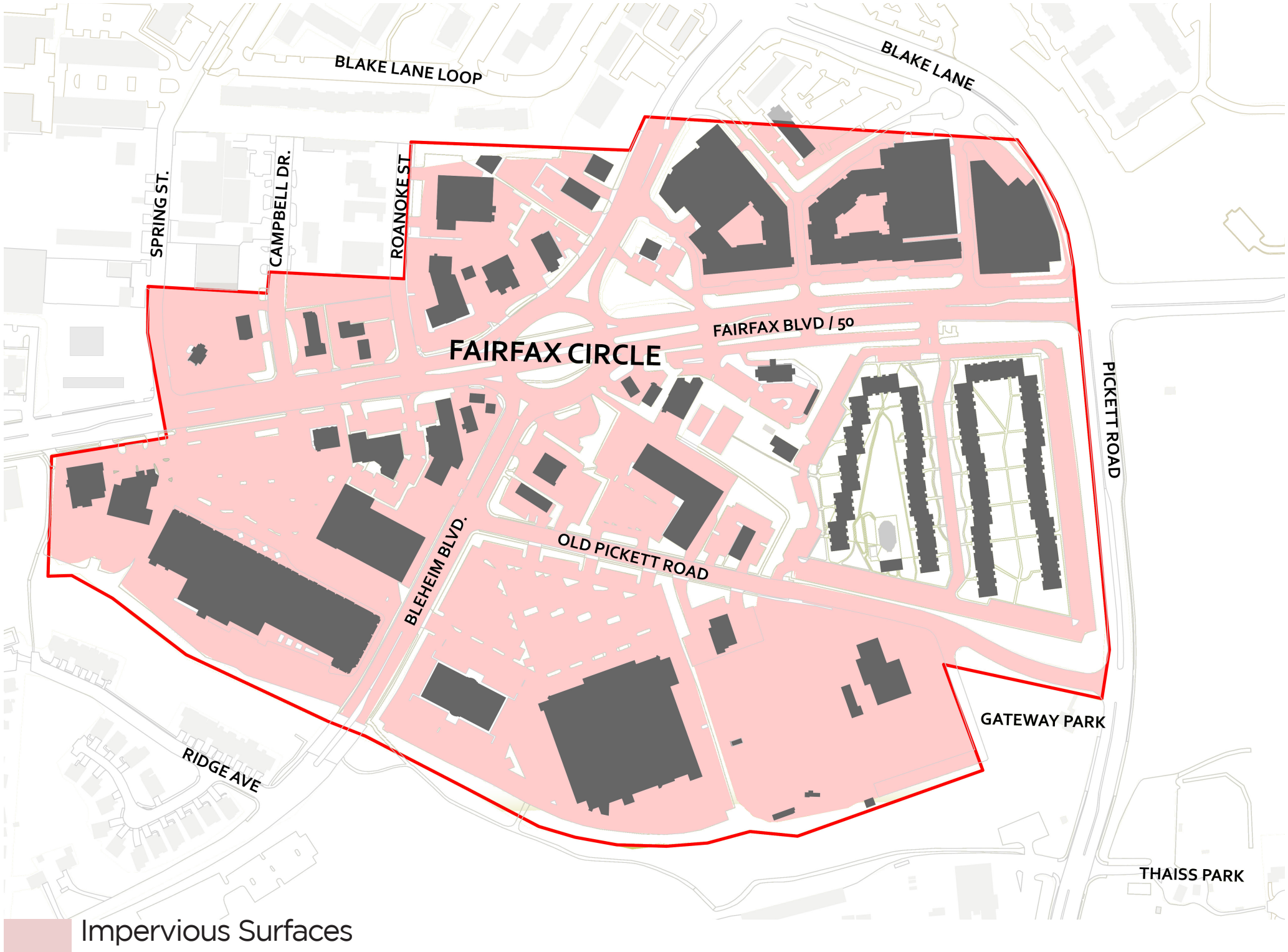




# FAIRFAX CIRCLE - IMPERVIOUS SURFACES

## Study Area

 Approx. 77% Impervious Surfaces  
(Buildings + Surface Parking)





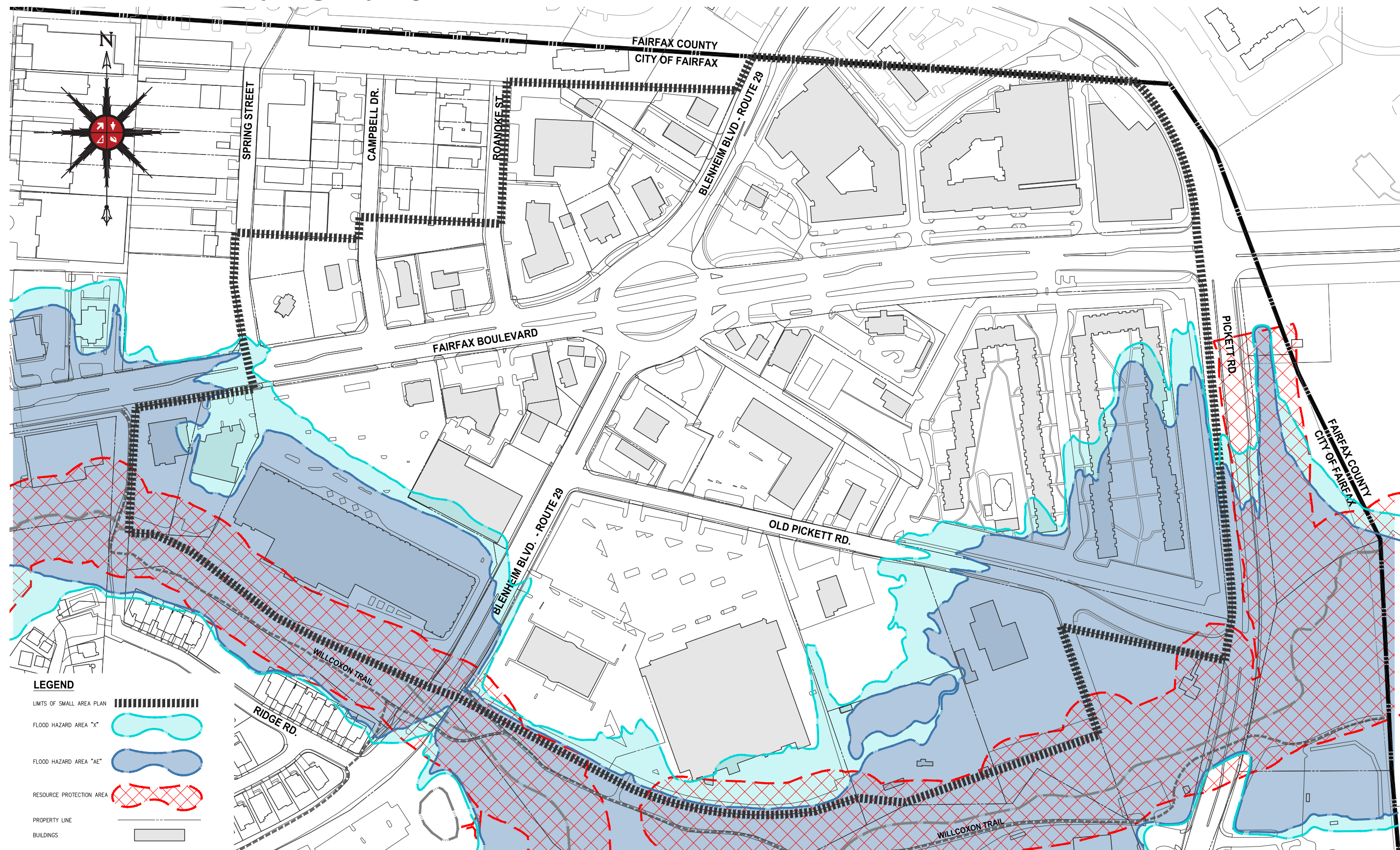
# FAIRFAX CIRCLE - IMPERVIOUS SURFACES





# FAIRFAX CIRCLE - ACCOTINK WATERSHED

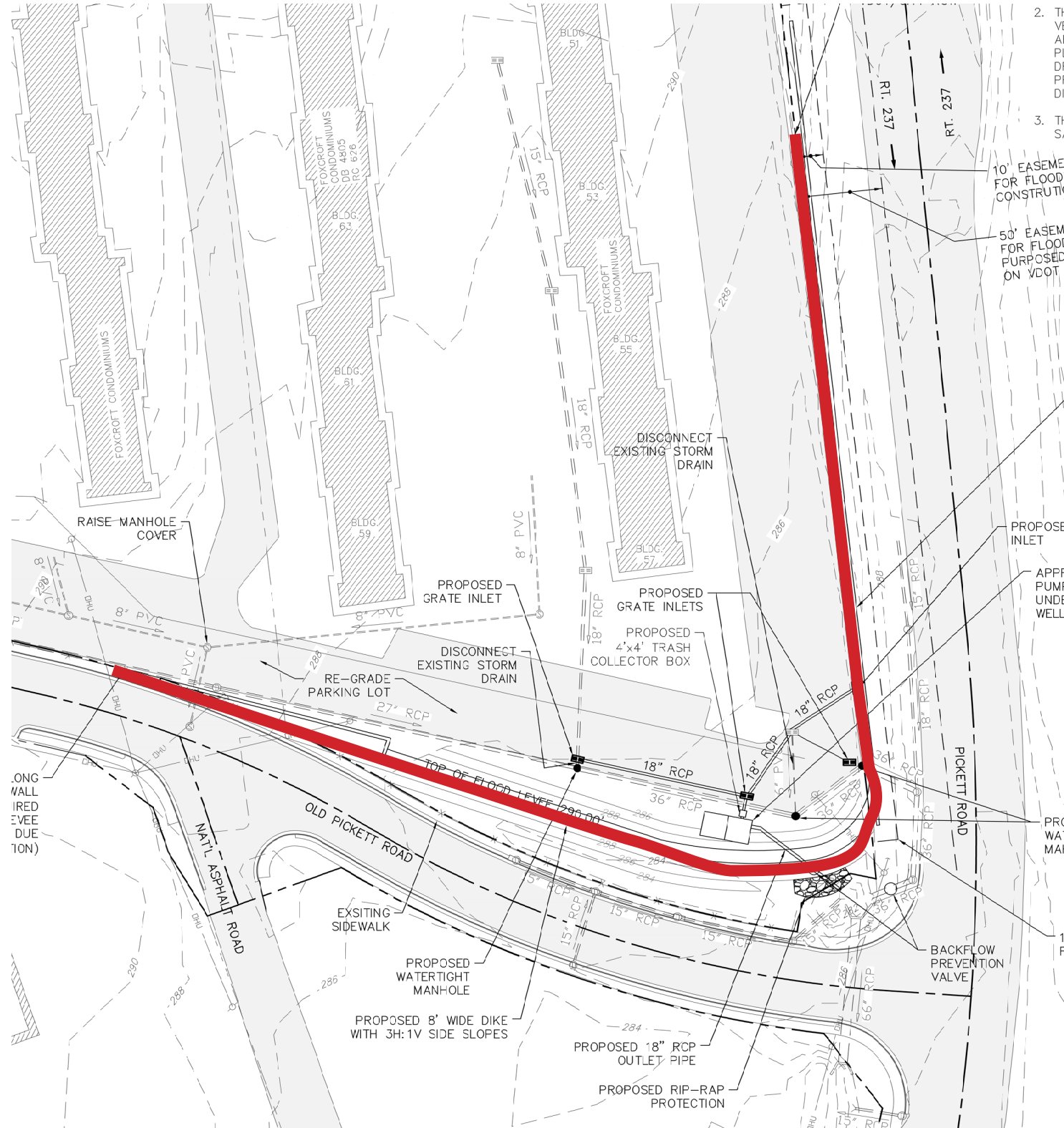
## Focal Point for Topography and Stormwater





# IDEAS TO CONSIDER - FLOOD LEVEES AND WALLS

## Examples

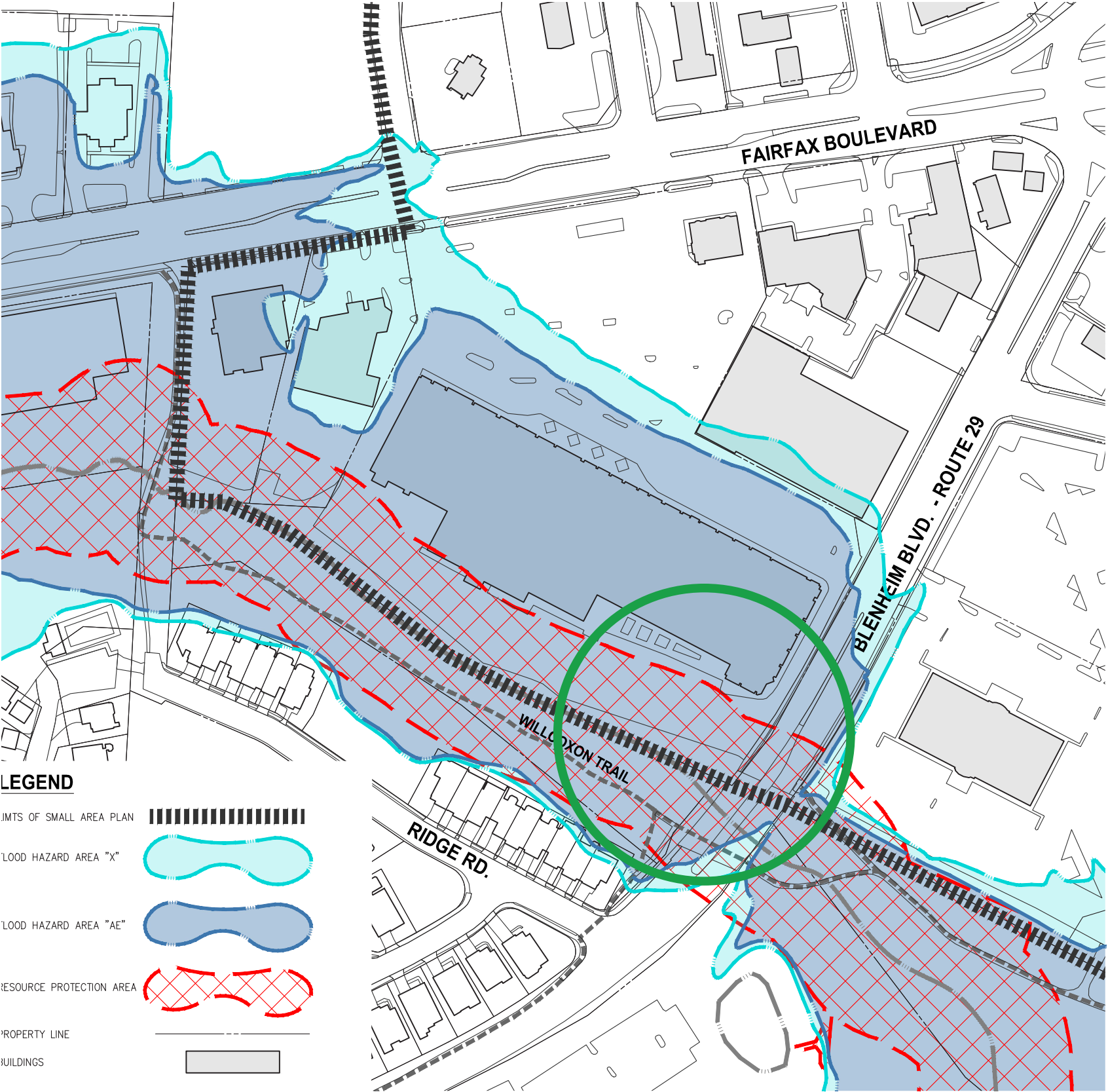


## 2015 Study



# OPENING UP CAPACITY - BLENHEIM BLVD

## Improving Existing Infrastructure





# OPENING UP CAPACITY - PICKETT ROAD

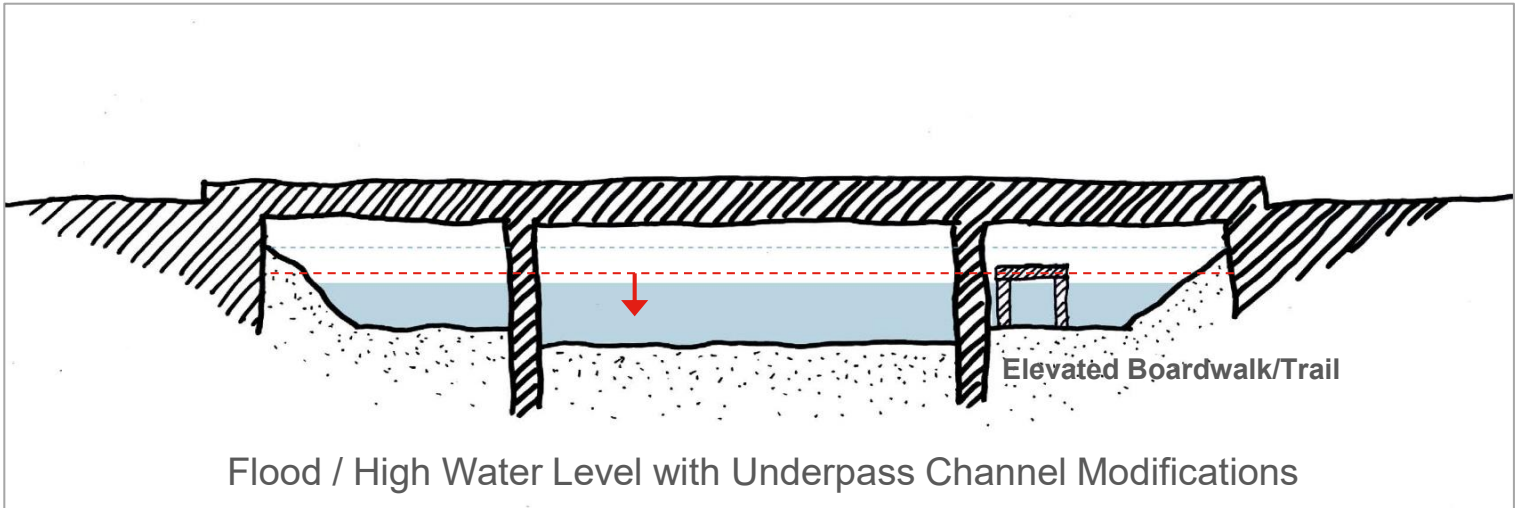
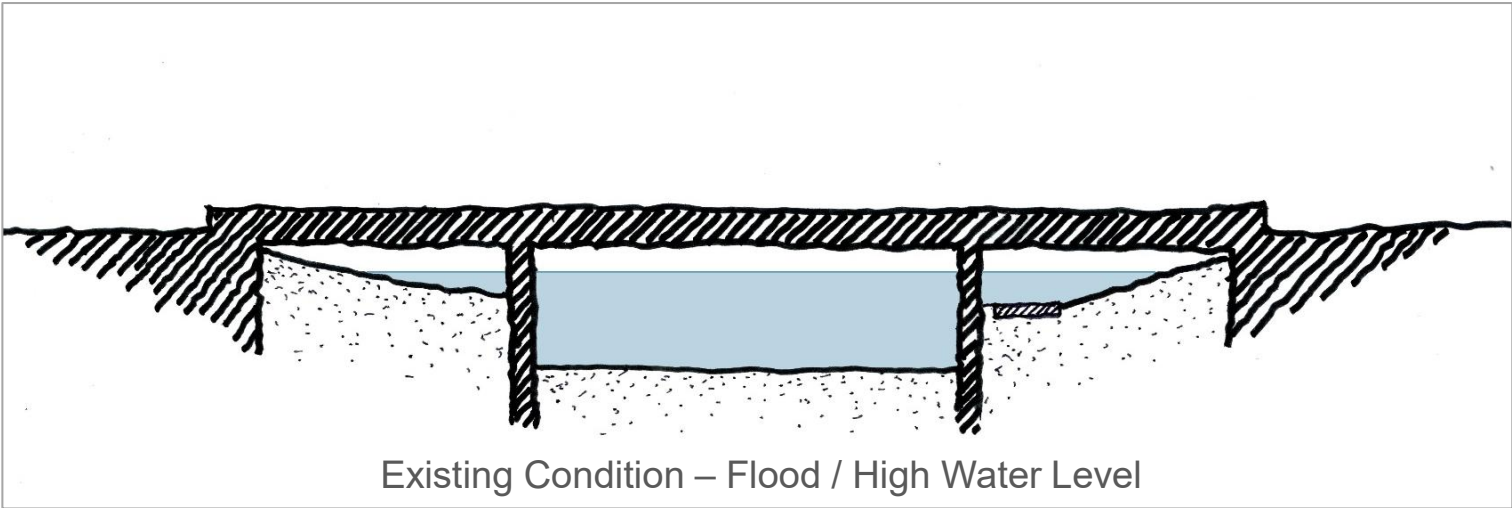
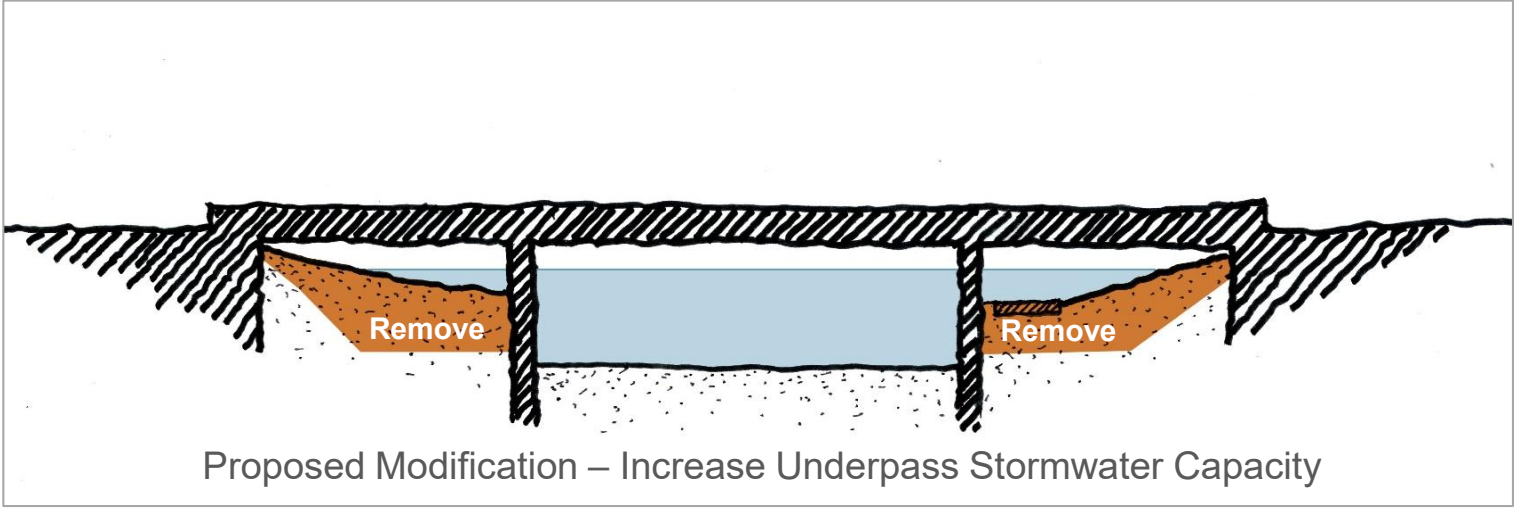
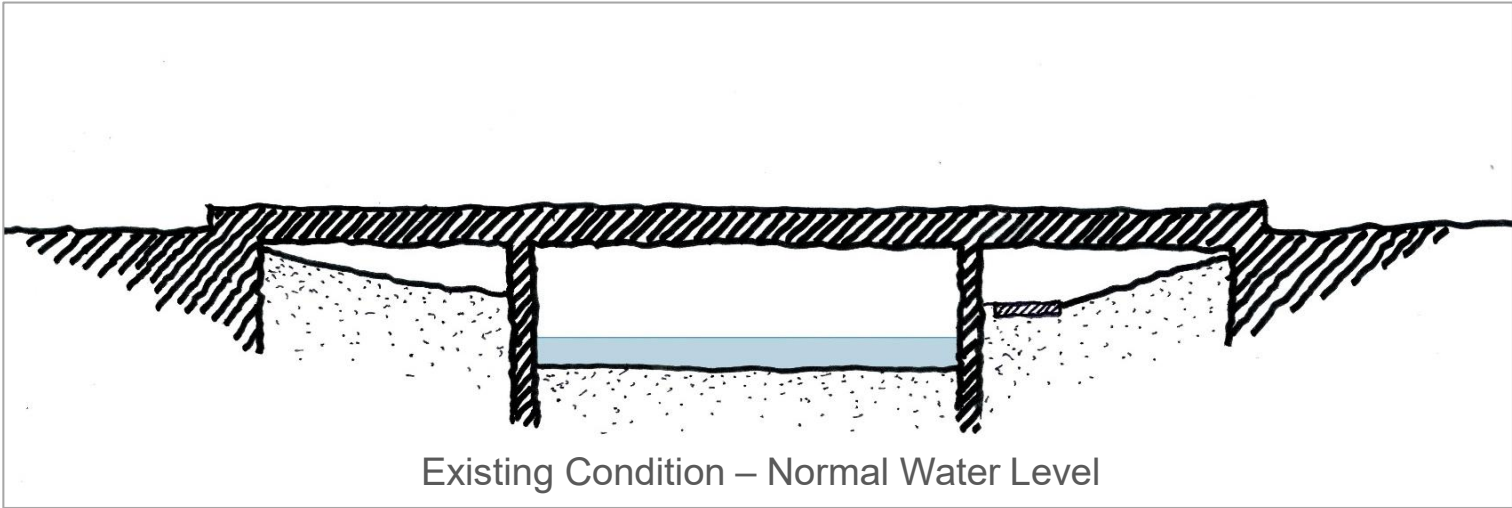
## Improving Existing Infrastructure





# CHANNEL CAPACITY

## Improving Existing Infrastructure





# STREAM RESTORATION

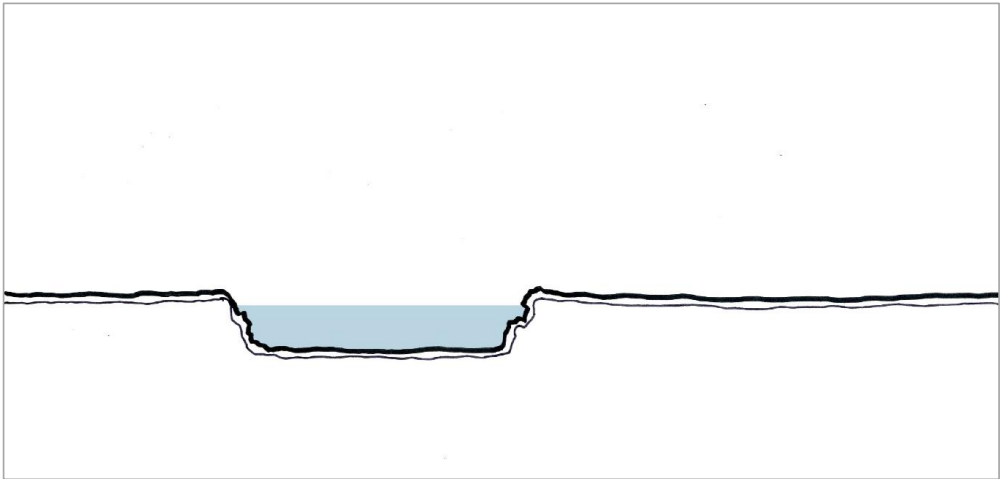
Improving Existing Infrastructure



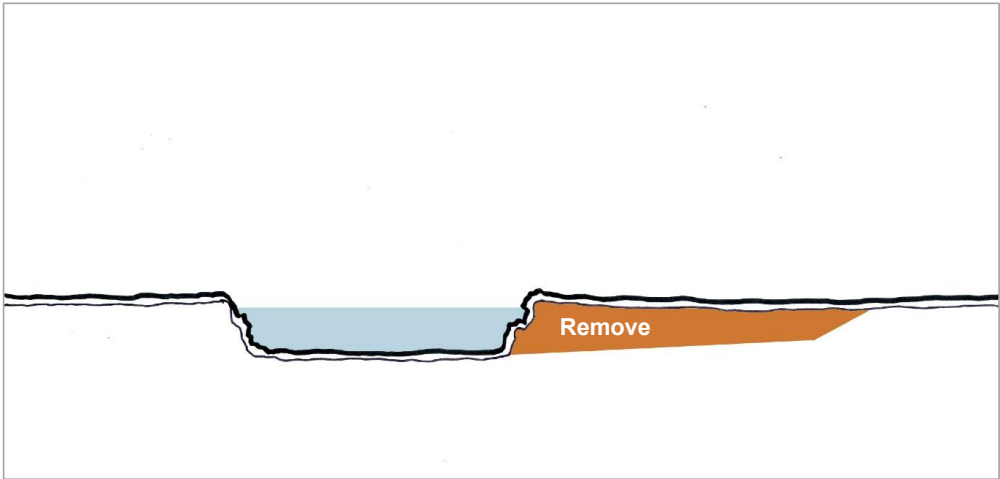


# STREAM RESTORATION

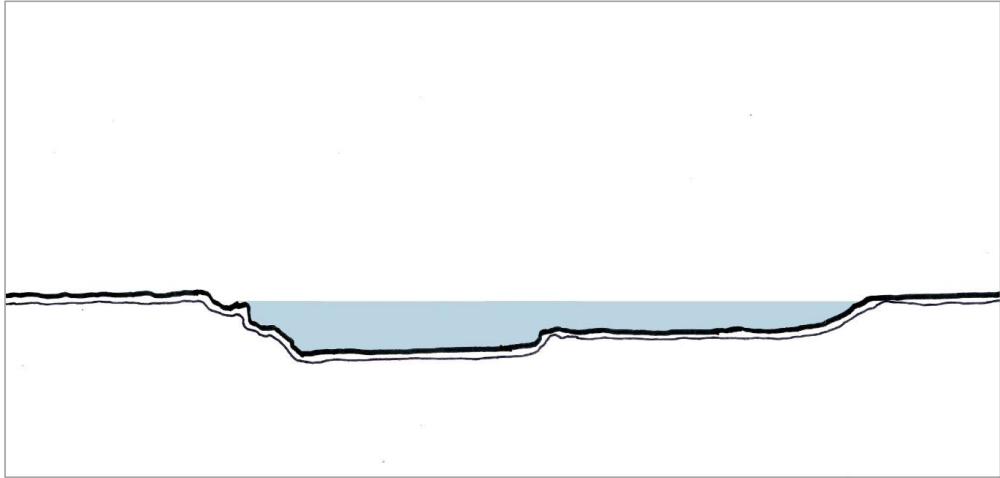
## Improving Existing Infrastructure



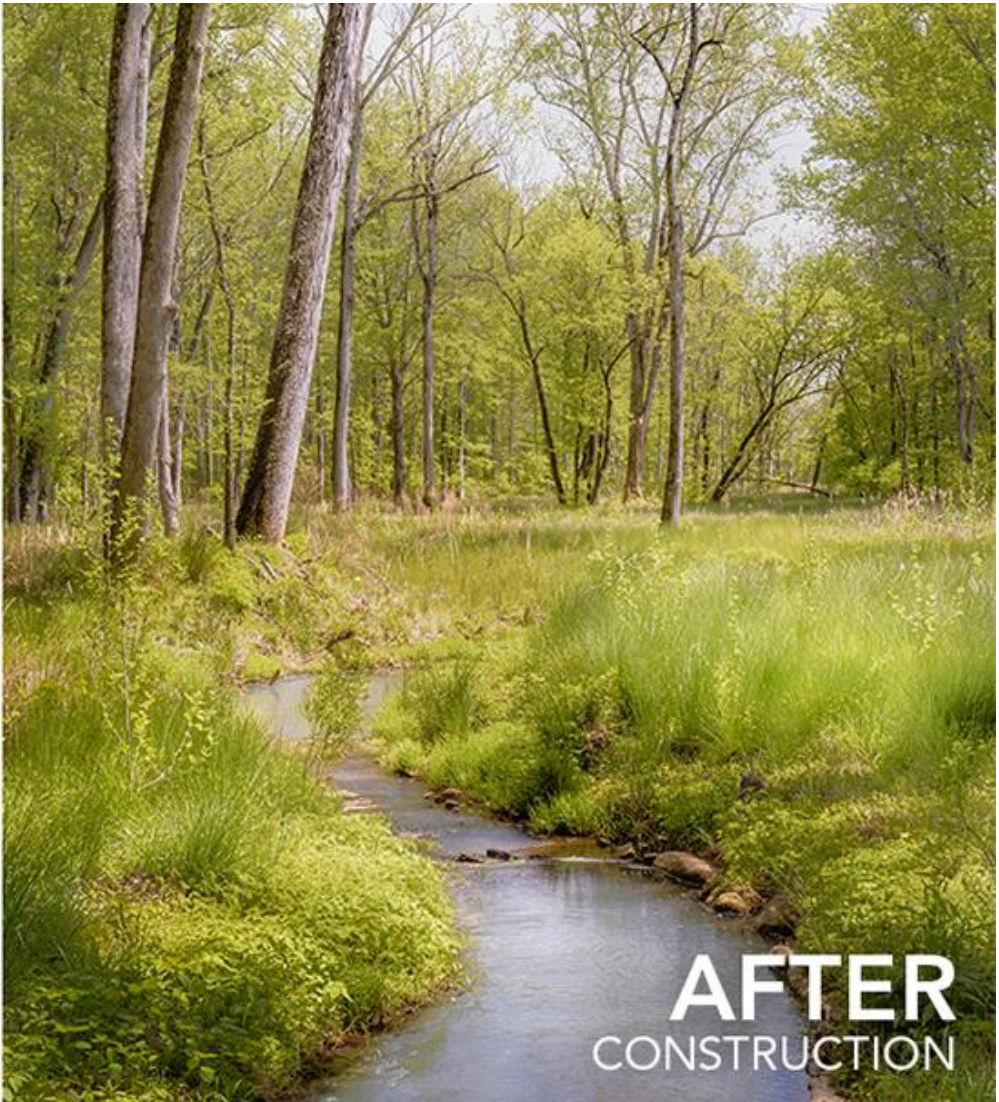
Existing Channel Condition



Proposed Channel Modification on North Side of Stream



Modified Channel



Reedy Creek Stream Restoration  
Charlotte, NC



# URBAN STORMWATER RETENTION

## Examples



First Street, NE - Washington, DC



Tanner Springs Park - Portland, OR

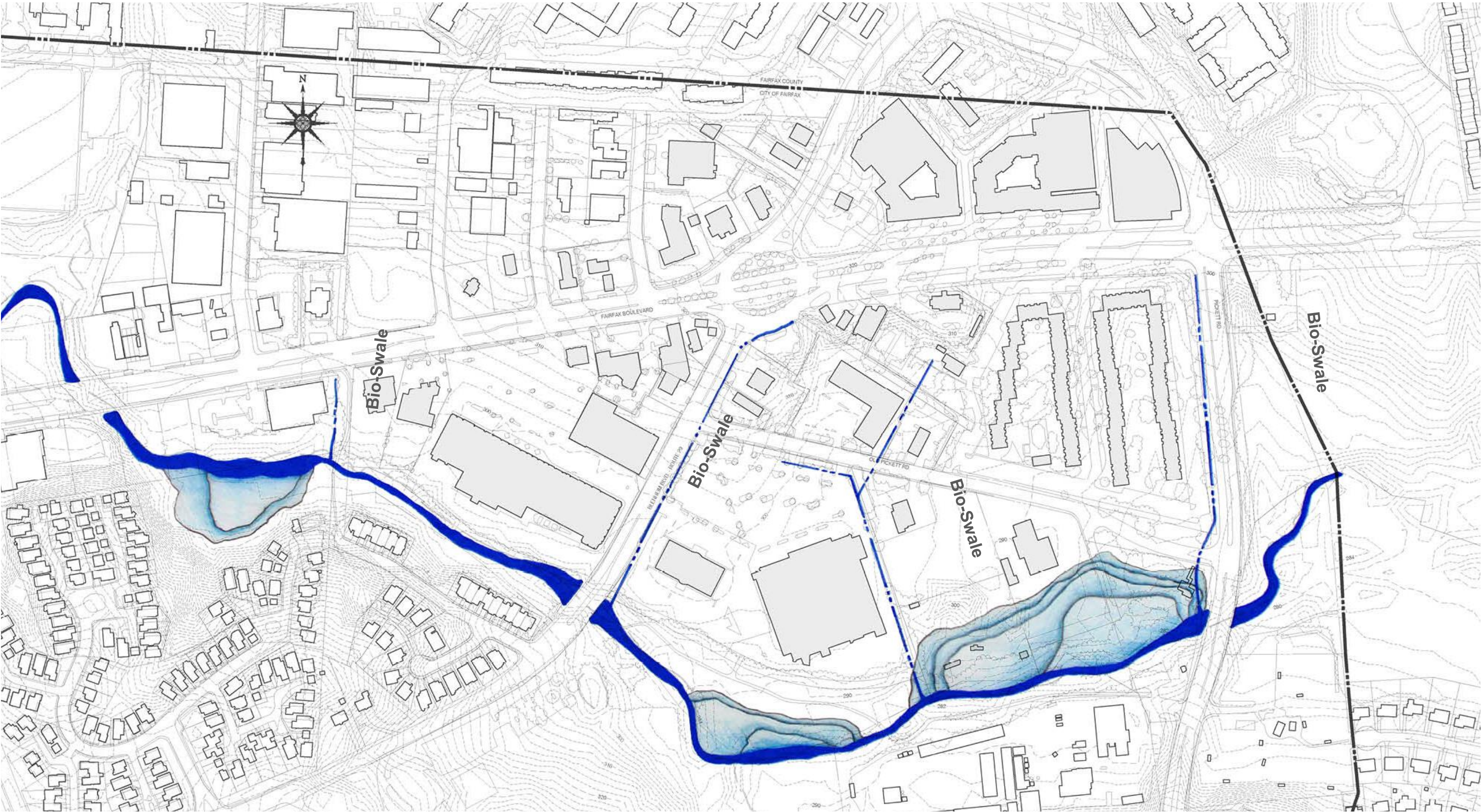


Benjakitti Forest Park, Thailand



# ON-SITE FLOOD CONTROL MEASURES

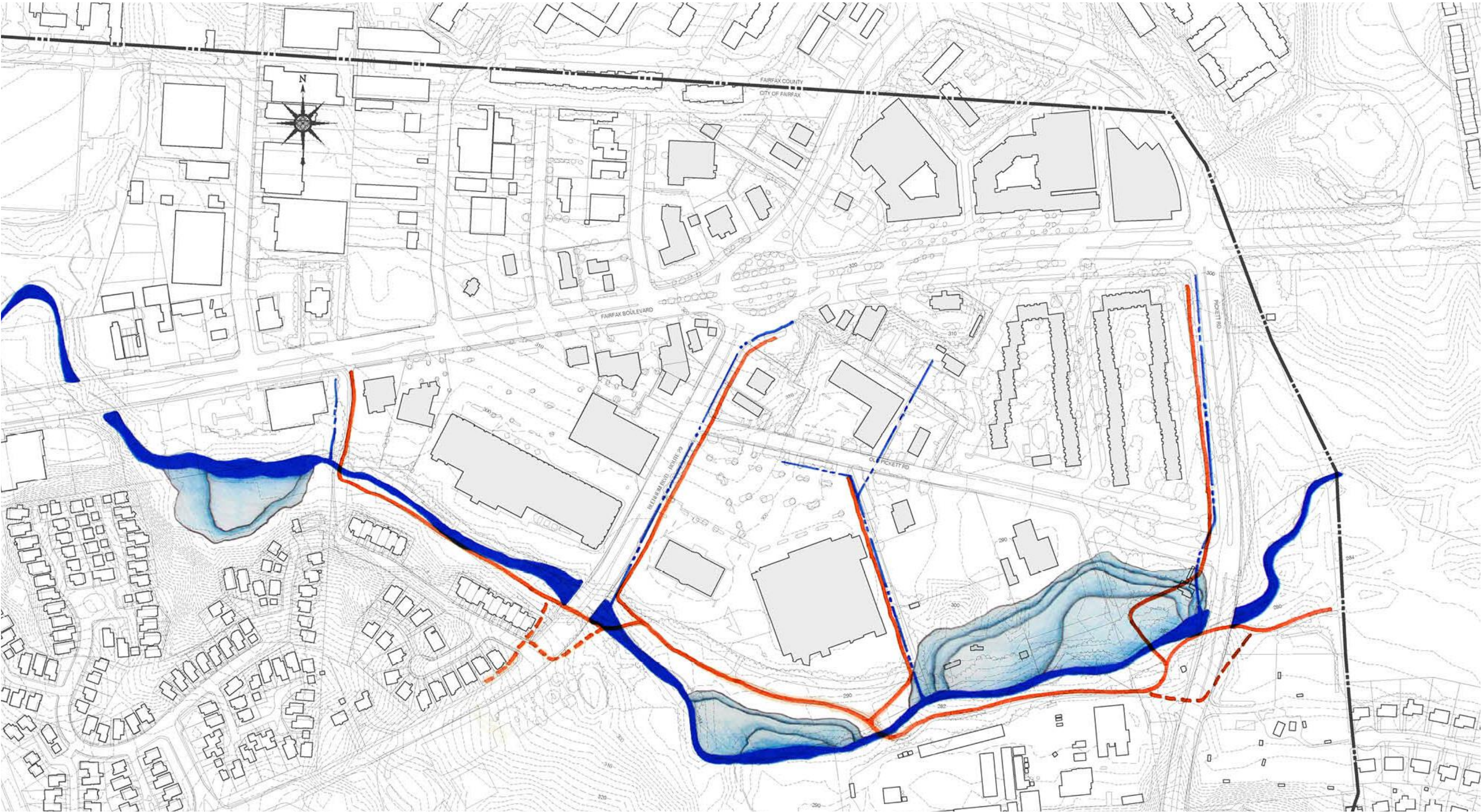
## Improving Existing Infrastructure





# PEDESTRIAN CIRCULATION

## Improving Existing Infrastructure





# GREEN “FINGERS”

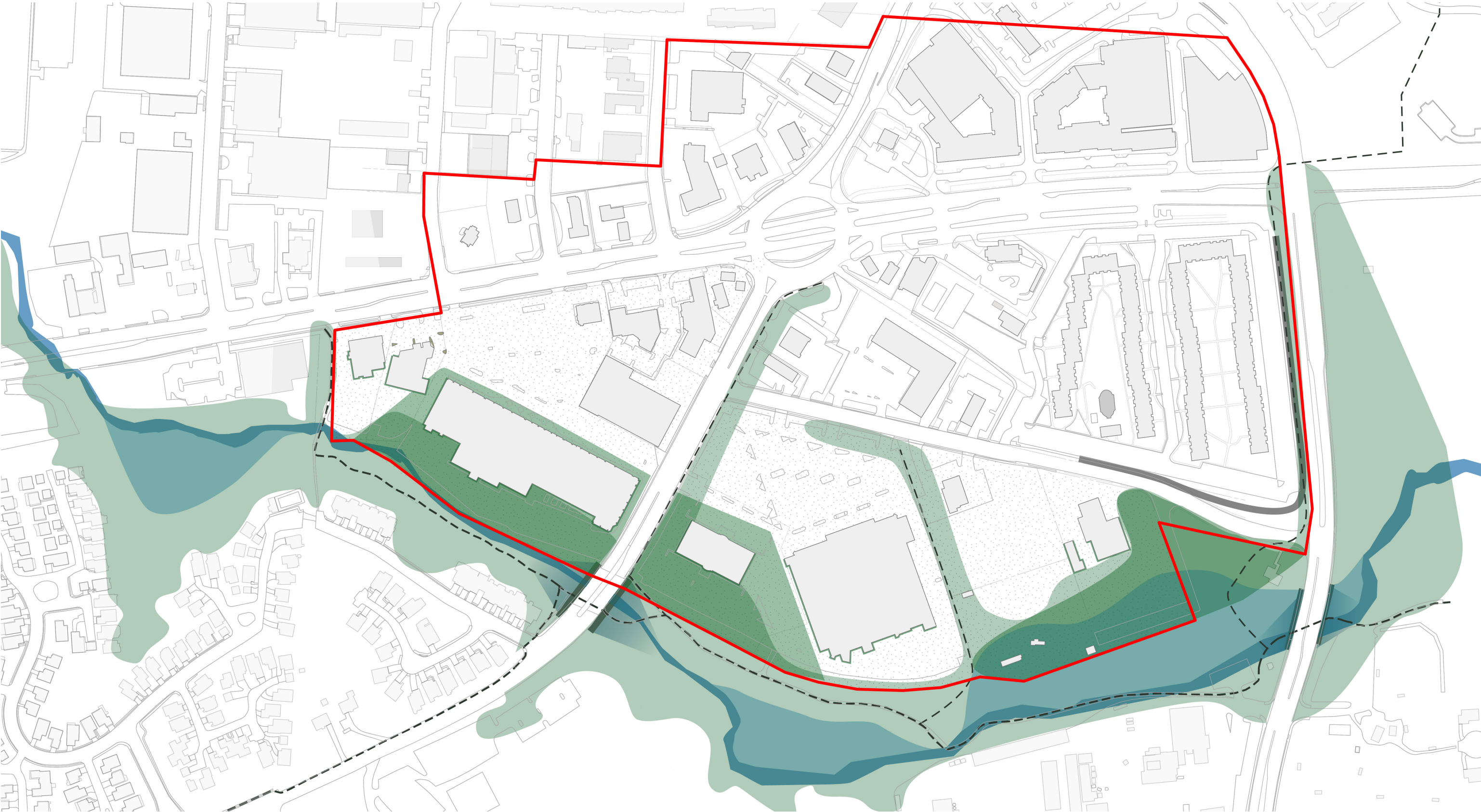
## Improving Existing Infrastructure





# IDEA 1: MANAGING STORMWATER

## Concept Sketch





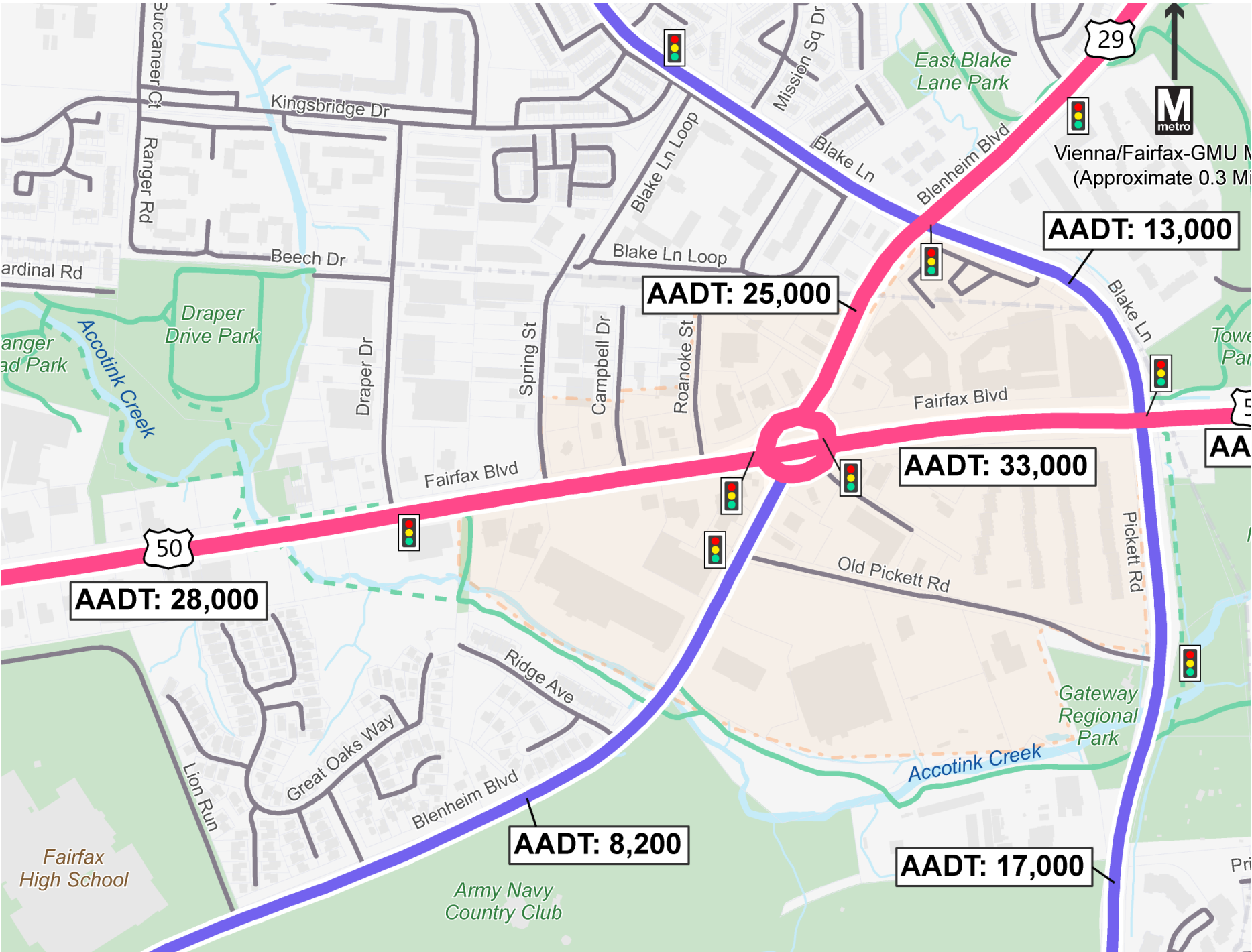
IDEA 2:  
RE-IMAGINING  
FAIRFAX CIRCLE

TRANSPORTATION

IDENTITY



# LIMITED STREET NETWORK AROUND FAIRFAX CIRCLE



Legend

- Water
- Parcel Boundary
- City/County Boundary
- Small Area Plan Boundary
- Park
- Existing Trail
- Planned Trail
- Traffic Signal

Functional Classification

- Principal Arterial
- Minor Arterial
- Local Street

Source: Roadway Centerlines (2010), Traffic Volumes (2020), Virginia Department of Transportation

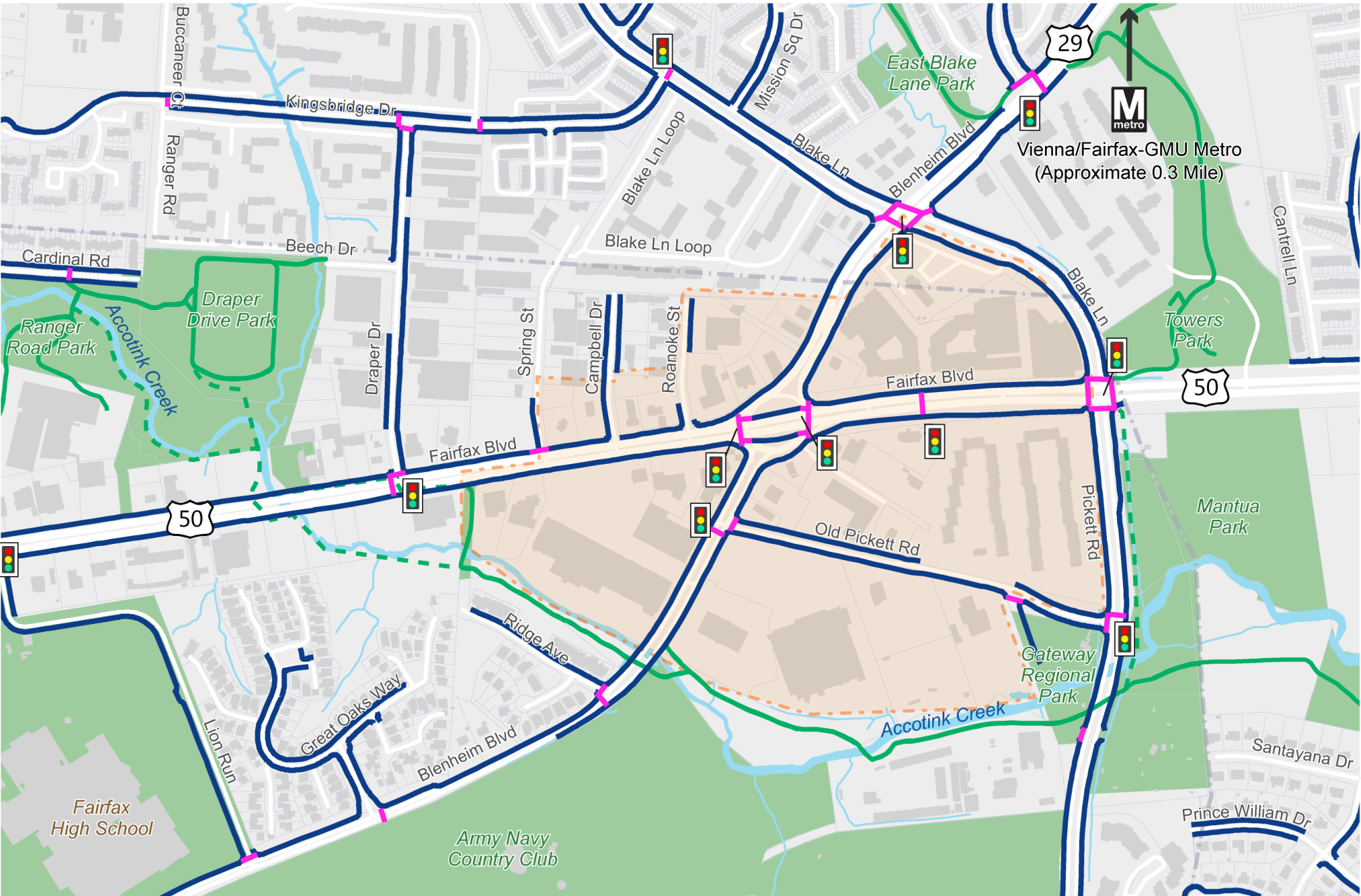
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# SIDEWALKS ALONG MAJOR ROADS DO NOT FEEL COMFORTABLE

## Existing and Planned Pedestrian Network



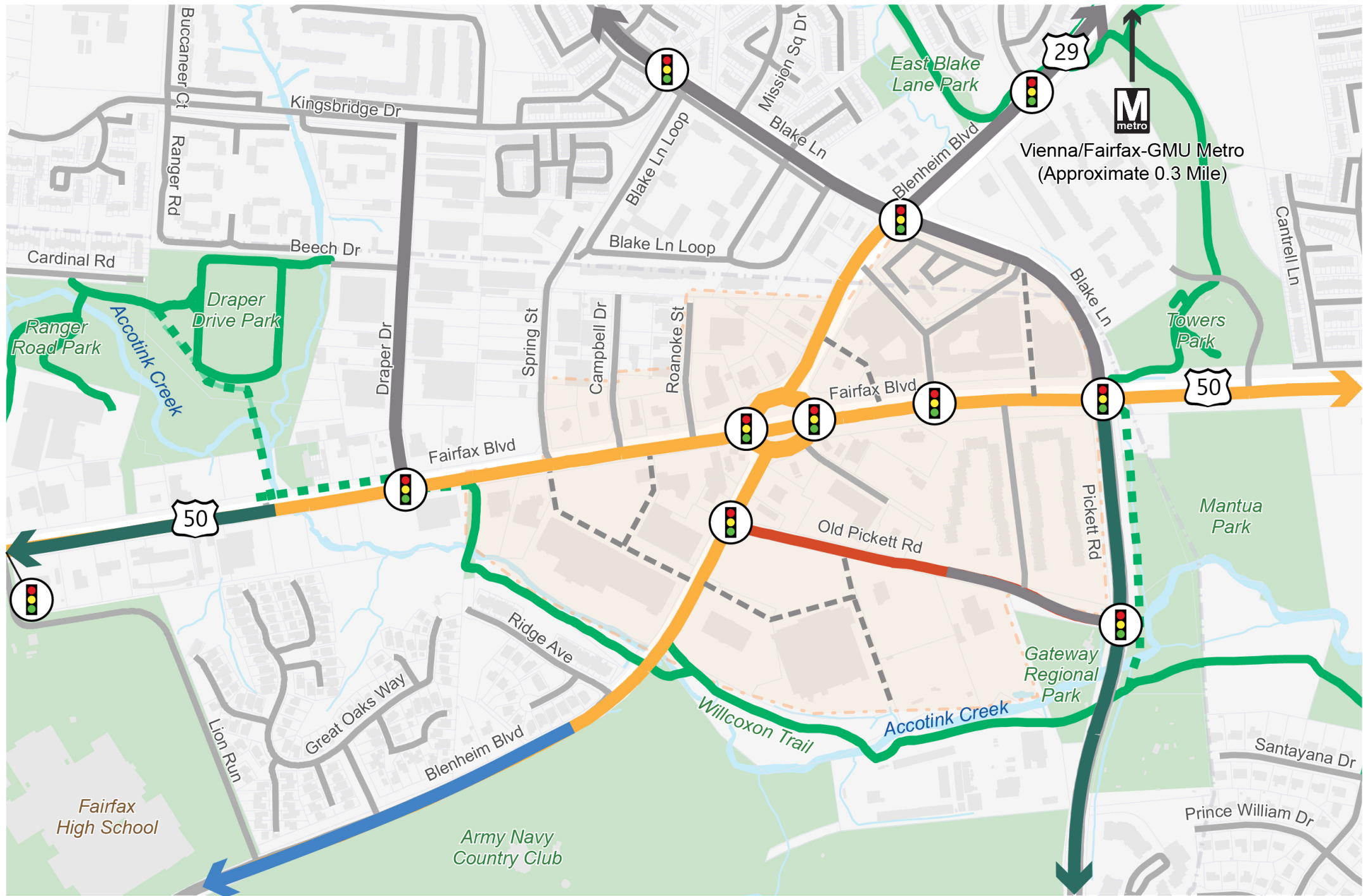
- There are sidewalks along most of the Principal and Minor Arterials within the study area; however, these are not separated by a buffer from vehicular traffic.
- Few sidewalk gaps exist on local streets.
- Marked crossing opportunities are limited to signalized intersections, however, not all legs have marked crosswalks.
- Off-street trails provide a comfortable, low-stress pedestrian facility as an alternative for those passing through the area.



Sidewalks with no buffers along Fairfax Boulevard



# EXISTING STREET NETWORK



Fairfax Circle  
Small Area Plan

**Legend**

- Water
- Parcel Boundary
- City/County Boundary
- Small Area Plan Boundary
- Park
- Existing Trail
- Planned Trail
- Traffic Signal

**Link + Place Street Type**

- Commercial Mains
- Active Streets
- Boulevards
- Avenues
- Neighborhood Circulator Streets
- Limited Connection Residential Streets
- Major Drive Aisles/Private Streets

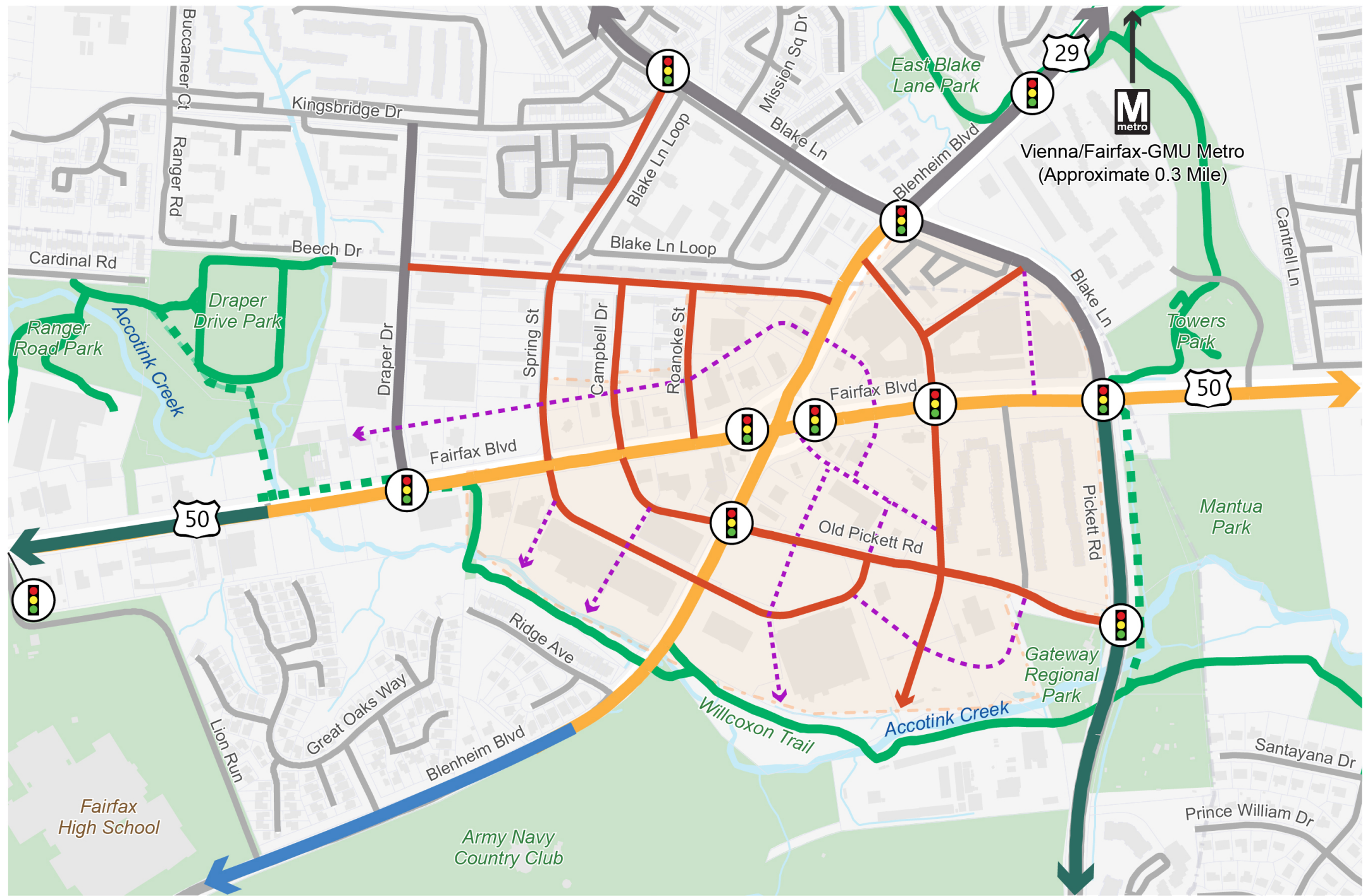
Sources: Bike Fairfax City (2021) and Bicycle Trails (2022), Fairfax County GIS

0 500 1,000 Feet





# FUTURE STREET NETWORK



Fairfax Circle  
Small Area Plan

**Legend**

- Water
- Parcel Boundary
- City/County Boundary
- Small Area Plan Boundary

- Park
- Existing Trail
- Planned Trail
- Traffic Signal
- Potential New Signal/Controlled Crossing

**Link + Place Street Type**

- Commercial Mains
- Active Streets
- Boulevards
- Avenues
- Neighborhood Circulator Streets
- Limited Connection Residential Streets
- Secondary Streets (Alley/Driveway)

Sources: Bike Fairfax City (2021) and Bicycle Trails (2022), Fairfax County GIS

0 500 1,000 Feet





# FAIRFAX CIRCLE TLC STUDY RECOMMENDATIONS

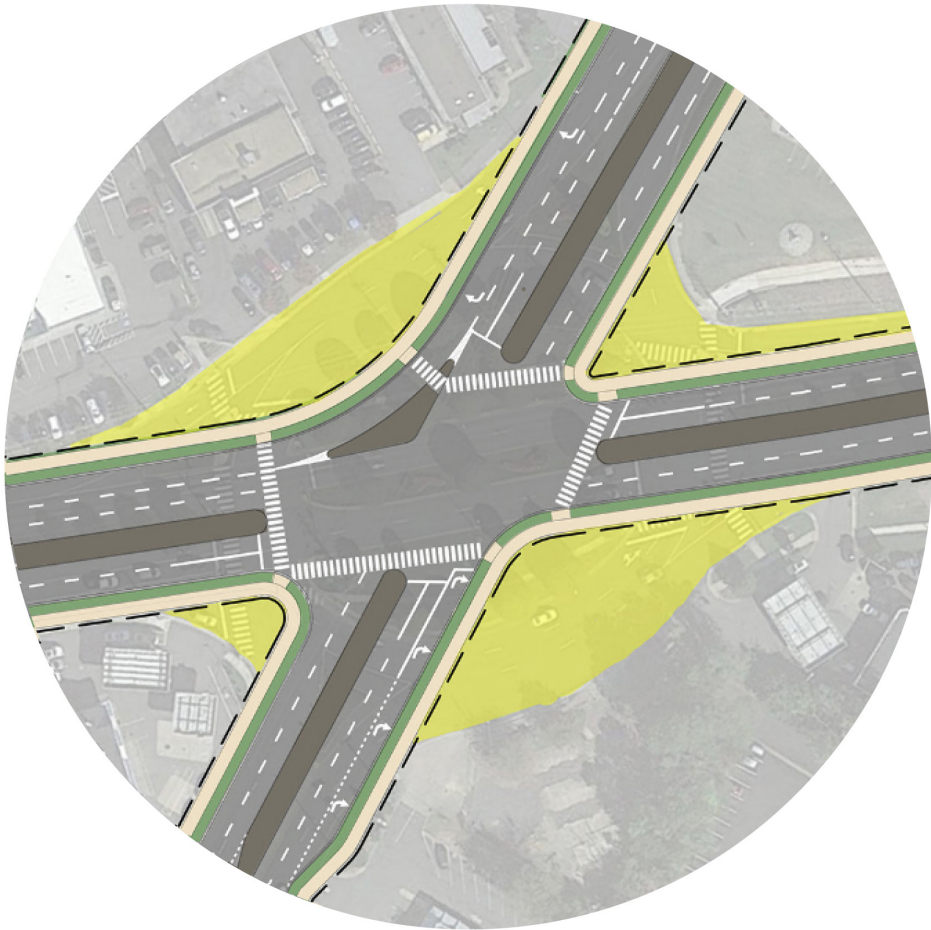
Traditional Intersection (with Skew)



Roundabout with Grade Separation



Quadrant Roadway Intersection



**Traditional Intersection  
(with skew)**

This alternative replaces the circle with a traditional four-legged signalized intersection using the existing alignment of Lee Hwy. and Old Lee Hwy.



**Roundabout with Grade Separation**

This alternative retains the circle configuration, removing slip lanes and signals to create a roundabout; it also removes the heaviest volumes (through movements on Fairfax Blvd.) from the intersection by placing them below-grade.



**Quadrant Roadway Intersection**

This alternative replaces the traffic circle with a traditional four-legged signalized intersection; it utilizes a new roadway through the southwest quadrant to accommodate left turns, enabling a smaller footprint for the primary intersection.

- LEGEND
- Median
  - Reclaimed Right-of-Way
  - Sidewalk
  - Buffer Strip

Source: Fairfax Circle Visioning and Multimodal Intersection Alternatives Study (2021), City of Fairfax.



# EXISTING CONDITIONS





# PROPOSED DESIGN

## NEAR TERM





# PROPOSED DESIGN

## MID TERM





# PROPOSED DESIGN

## LONG TERM



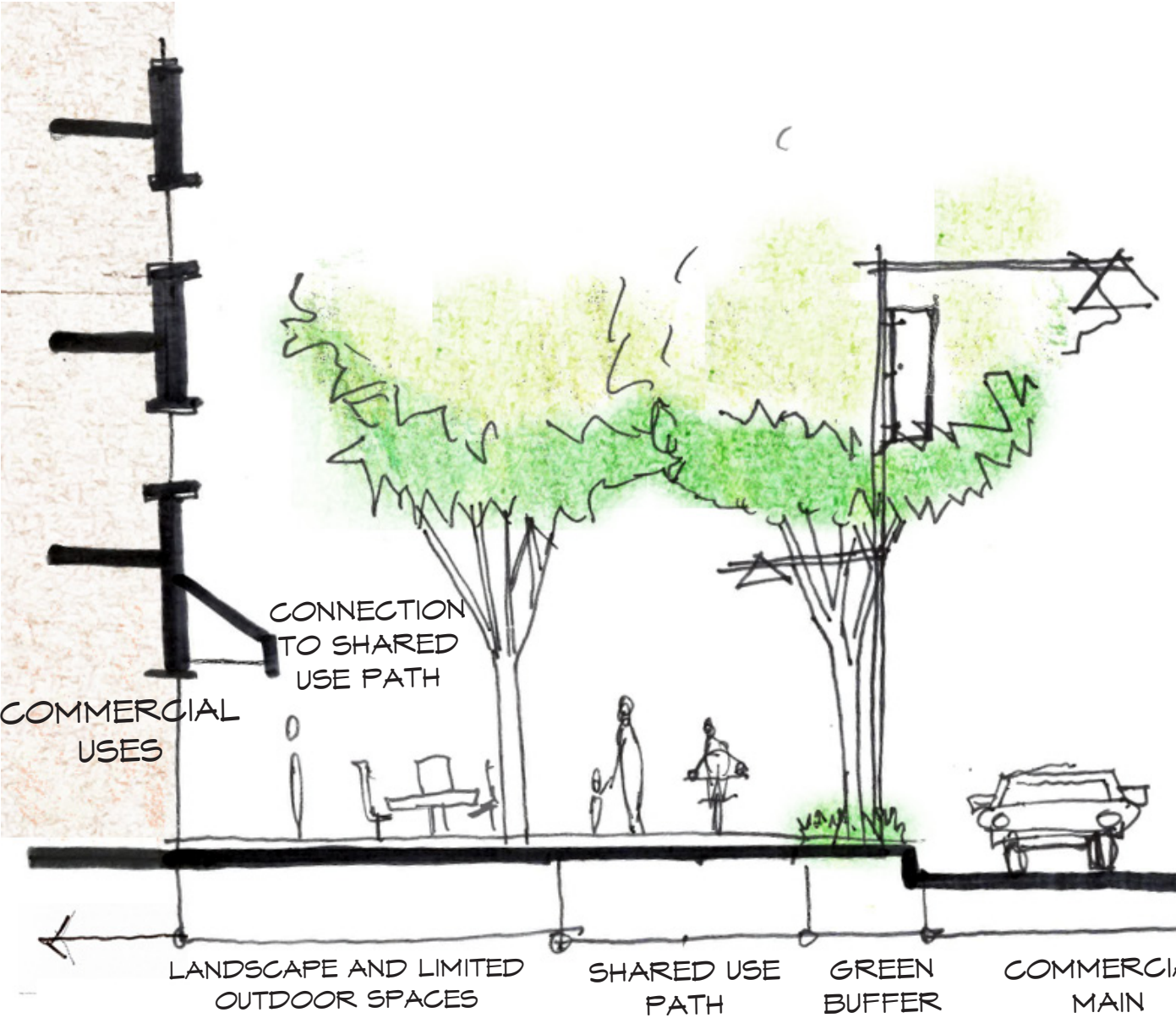


# REINVENTING THE COMMERCIAL STREETSCAPES



## CPTED

Crime Prevention Through Environmental Design





# FAIRFAX CIRCLE

Historic and Regional Identity





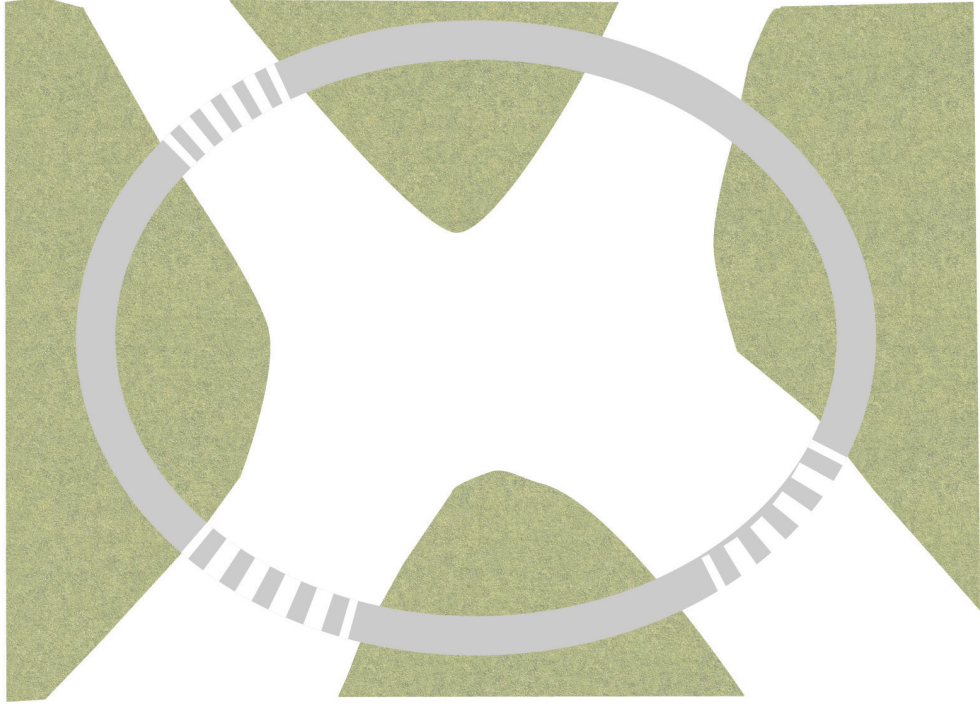
# IDEA 2: RE-IMAGINING FAIRFAX CIRCLE

## Concept Sketch

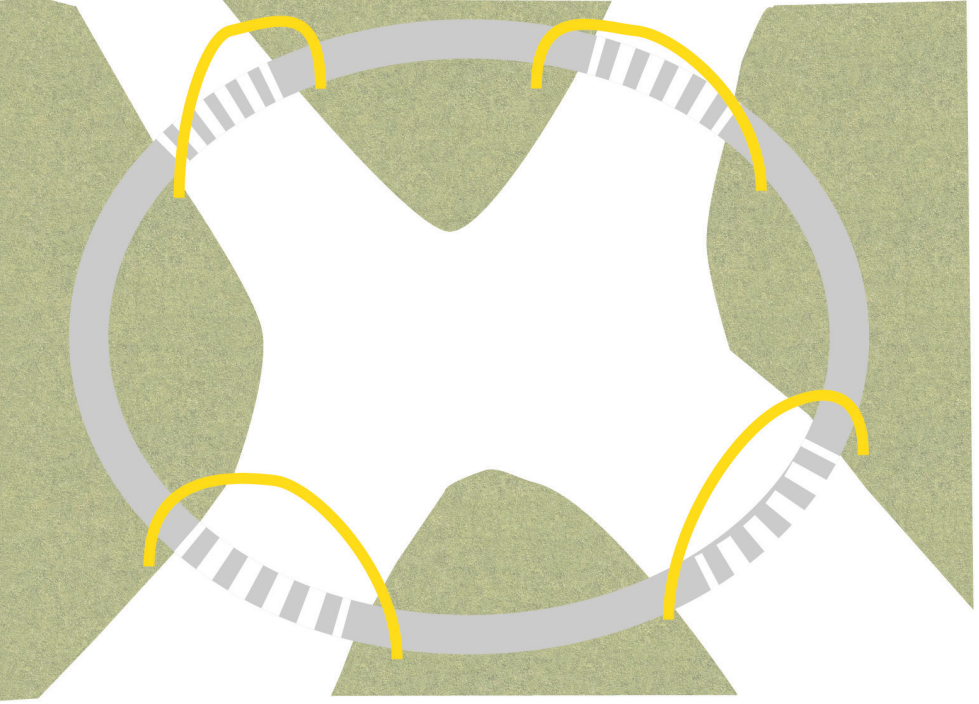
EXISTING CIRCLE



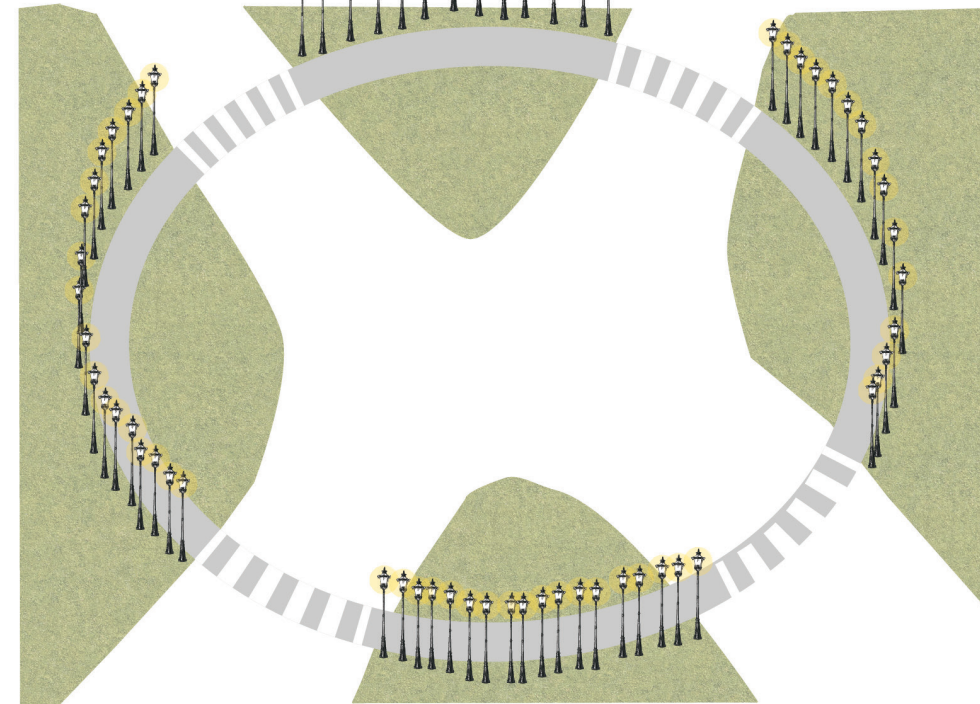
CIRCLE PATH



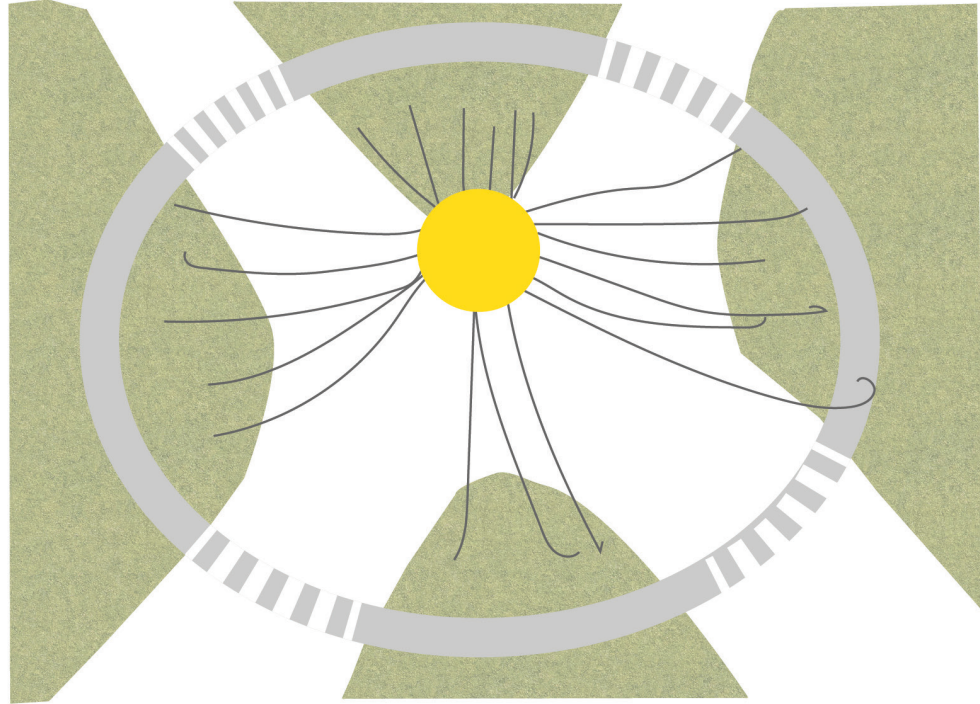
CIRCLE GATEWAY



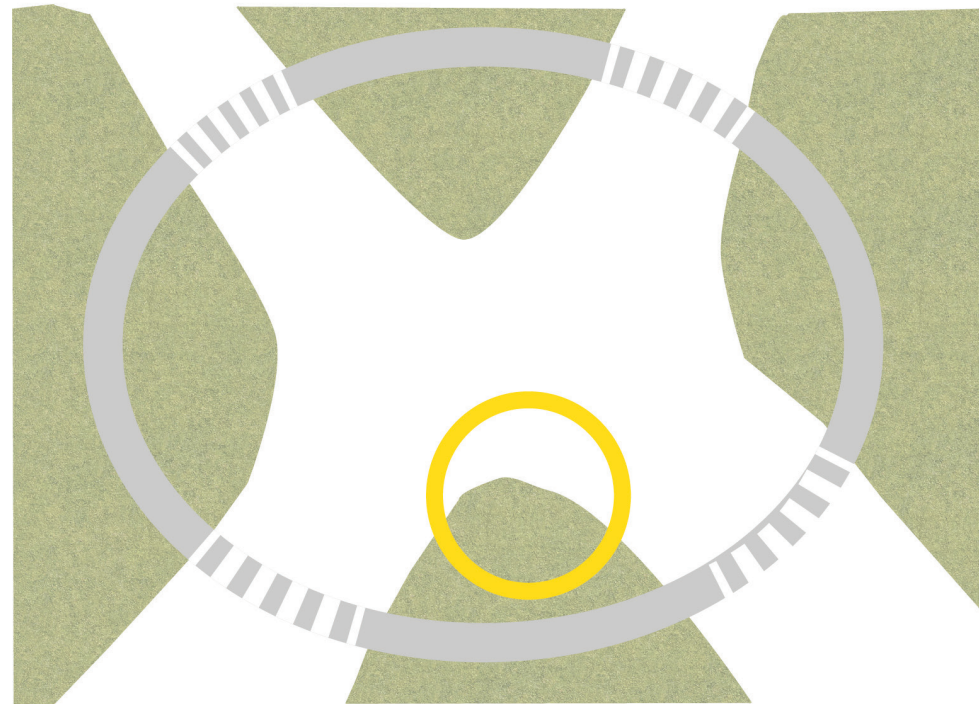
CIRCLE OF LIGHT



CIRCLE ABOVE



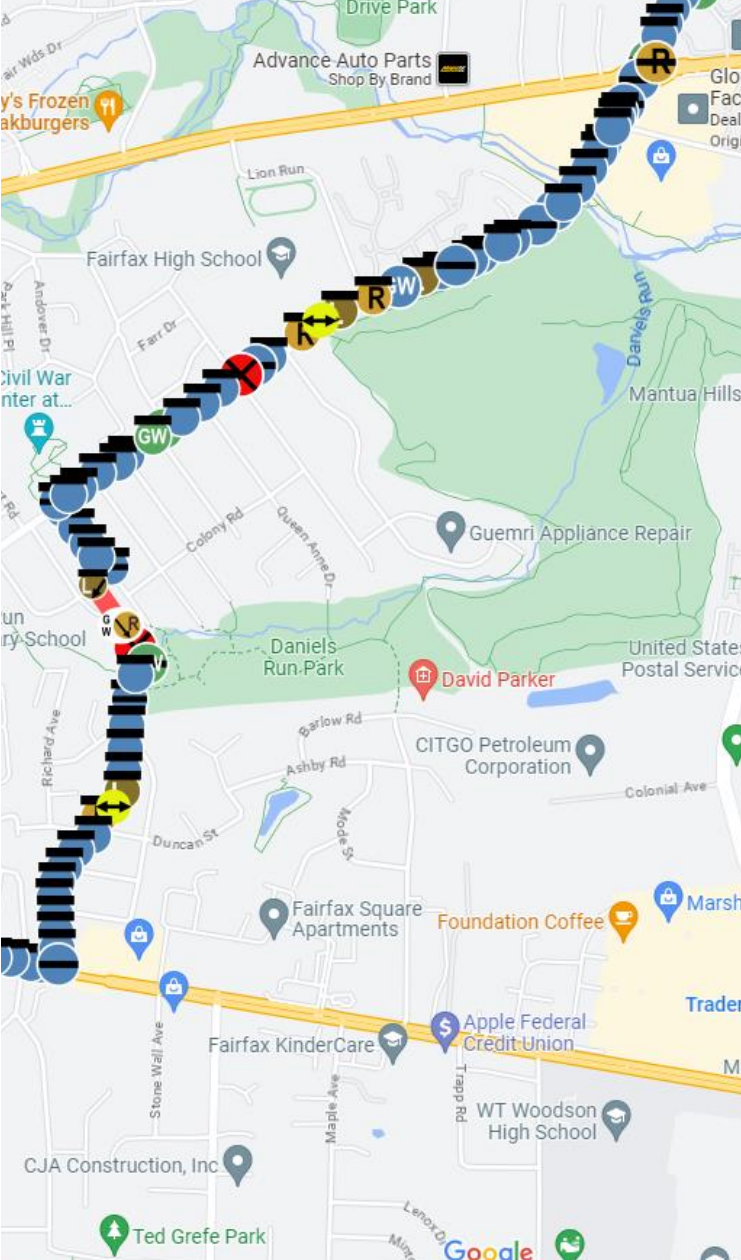
CIRCLE SCULPTURE





# IDEA 2: RE-IMAGINING FAIRFAX CIRCLE

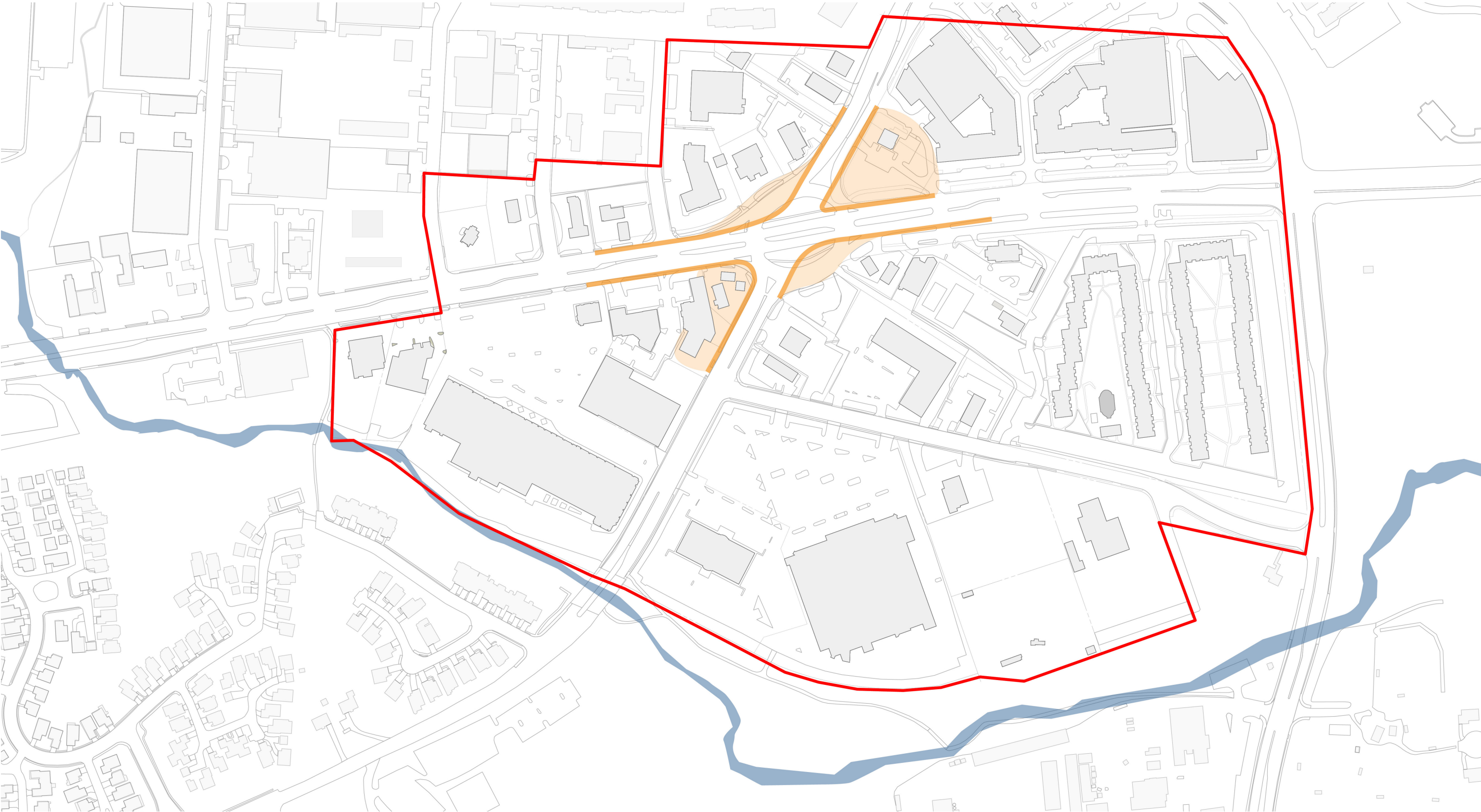
## Infrastructure, Arts and Culture





# IDEA 2: RE-INVENTING FAIRFAX CIRCLE

## Concept Sketch





IDEA 3:  
A FUTURE STREET AND  
BLOCK NETWORK



# GREATER FAIRFAX CIRCLE AREA - LAND USES

- Variety of commercial, industrial, and multifamily uses - versatile location
- Over 50% of the retail space is hybrid destination oriented due to regional access, established vendors, convenient parking and cost-effectiveness.
- Location for special-purpose type uses
- Proximate areas are mostly built out or park / open space
- Some specific conflicting land-use adjacencies
- Not considered an office market node
- Variety of indicators signalling redevelopment potential
- 1.3+ Million SF Built / 0.40 FAR

## Land Use: Total Study Area

<span style="color: #C0392B;">■</span>	Retail - 47 %
<span style="color: #8B0000;">■</span>	Office - 5%
<span style="color: #FFA500;">■</span>	Multifamily - 20%
<span style="color: #FF00FF;">■</span>	Industrial - 15%
<span style="color: #90EE90;">■</span>	Open Space - 13%

Note: Data based on Acreage (Not Building SF)





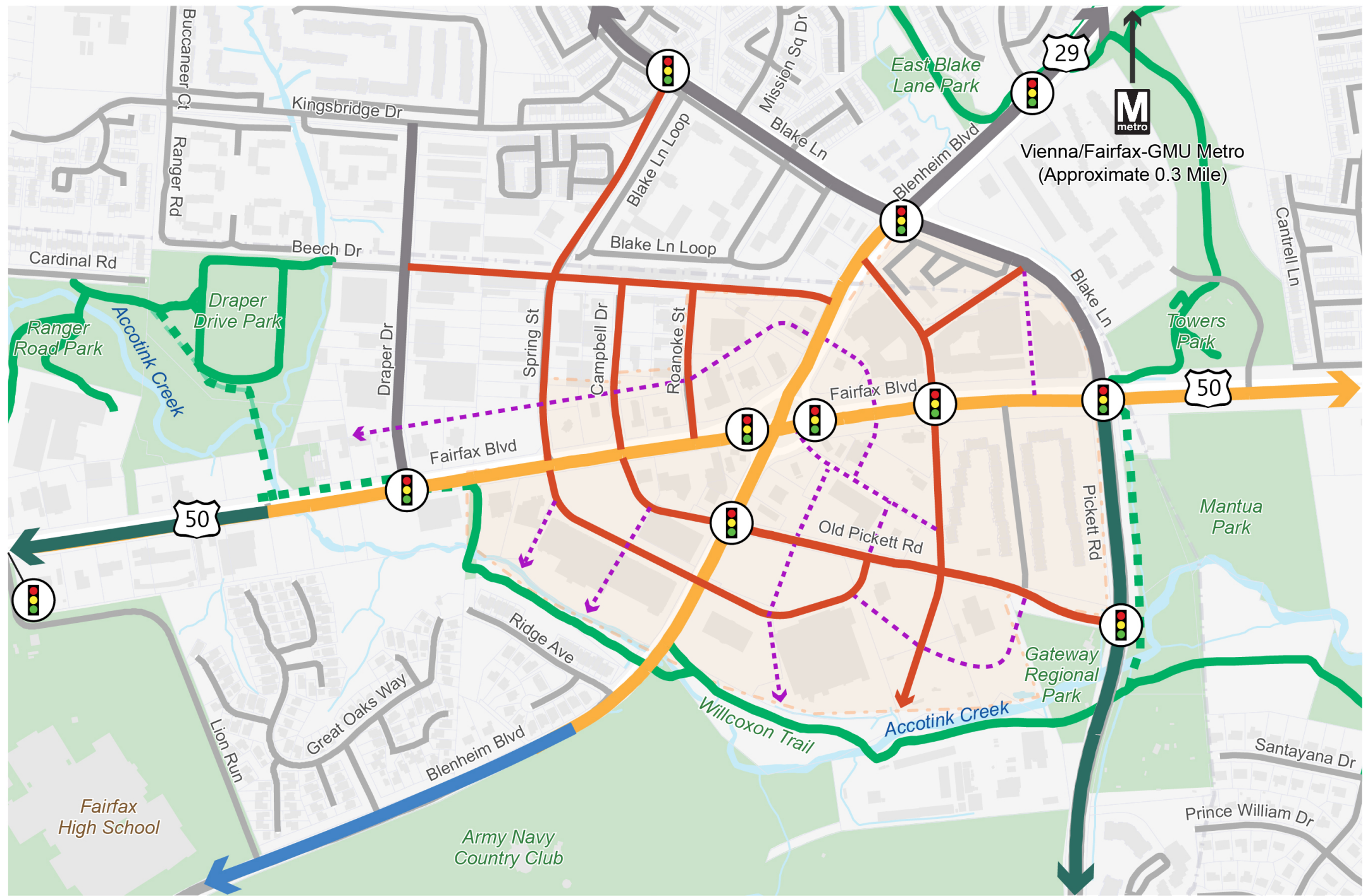
# ECONOMIC CONSIDERATIONS

- Closest SAP to a Metro Station – perception of transit-oriented impact
- Existing uses defined by Commercial Retail (CR) zoning
- Limited market demand associated with adjacent land uses
- Access barriers from adjacent land uses
- Has established Fairfax “Circle” identity
- Disorienting traffic patterns
- Existing properties are predominantly producing income for owners
- Important and unique part of the City of Fairfax tax base





# PROPOSED NETWORK



Fairfax Circle  
Small Area Plan

**Legend**

- Water
- Parcel Boundary
- City/County Boundary
- Small Area Plan Boundary

- Park
- Existing Trail
- Planned Trail
- Traffic Signal
- Potential New Signal/Controlled Crossing

**Link + Place Street Type**

- Commercial Mains
- Active Streets
- Boulevards
- Avenues
- Neighborhood Circulator Streets
- Limited Connection Residential Streets
- Secondary Streets (Alley/Driveway)

Sources: Bike Fairfax City (2021) and Bicycle Trails (2022), Fairfax County GIS

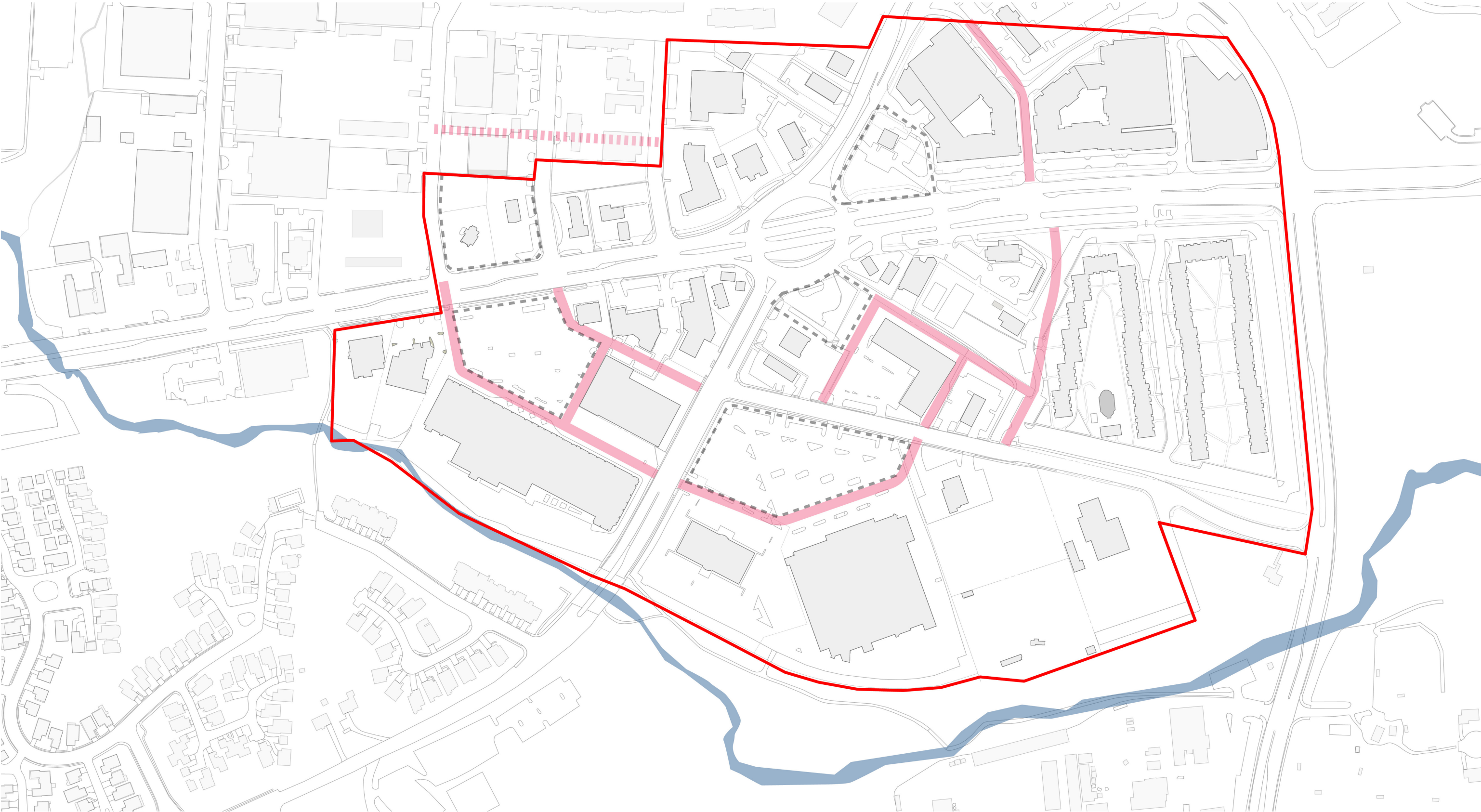
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# IDEA 3: A FUTURE STREET AND BLOCK PLAN

## Concept Sketch



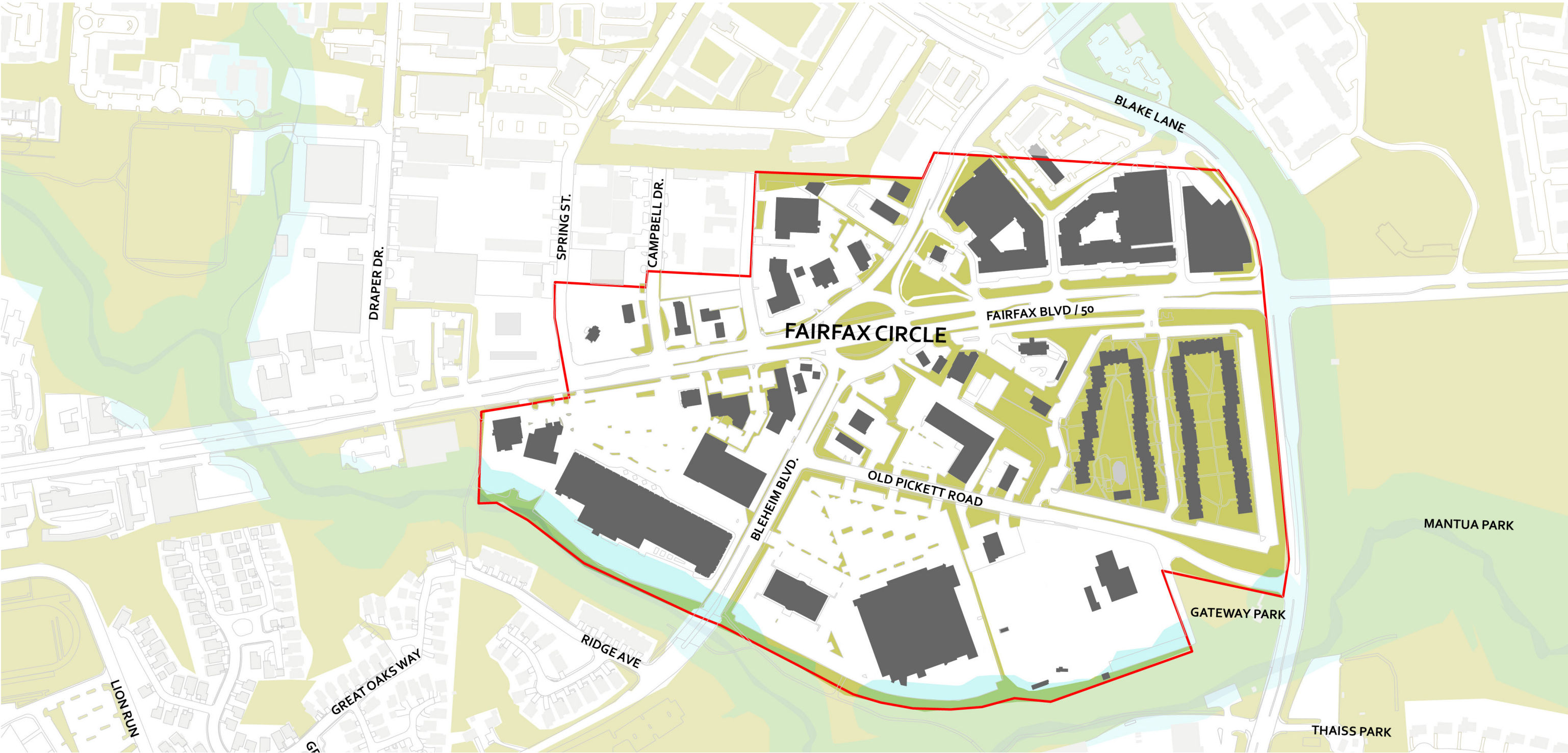


IDEA 4:  
CONNECTING  
TO NATURE



# OPEN SPACE IN FAIRFAX CIRCLE

## Connecting to Nature



Greenspaces



# FLAGSHIP DESTINATION RESTAURANTS - OUTDOOR SEATING

## Accotink as a Character-Defining Element





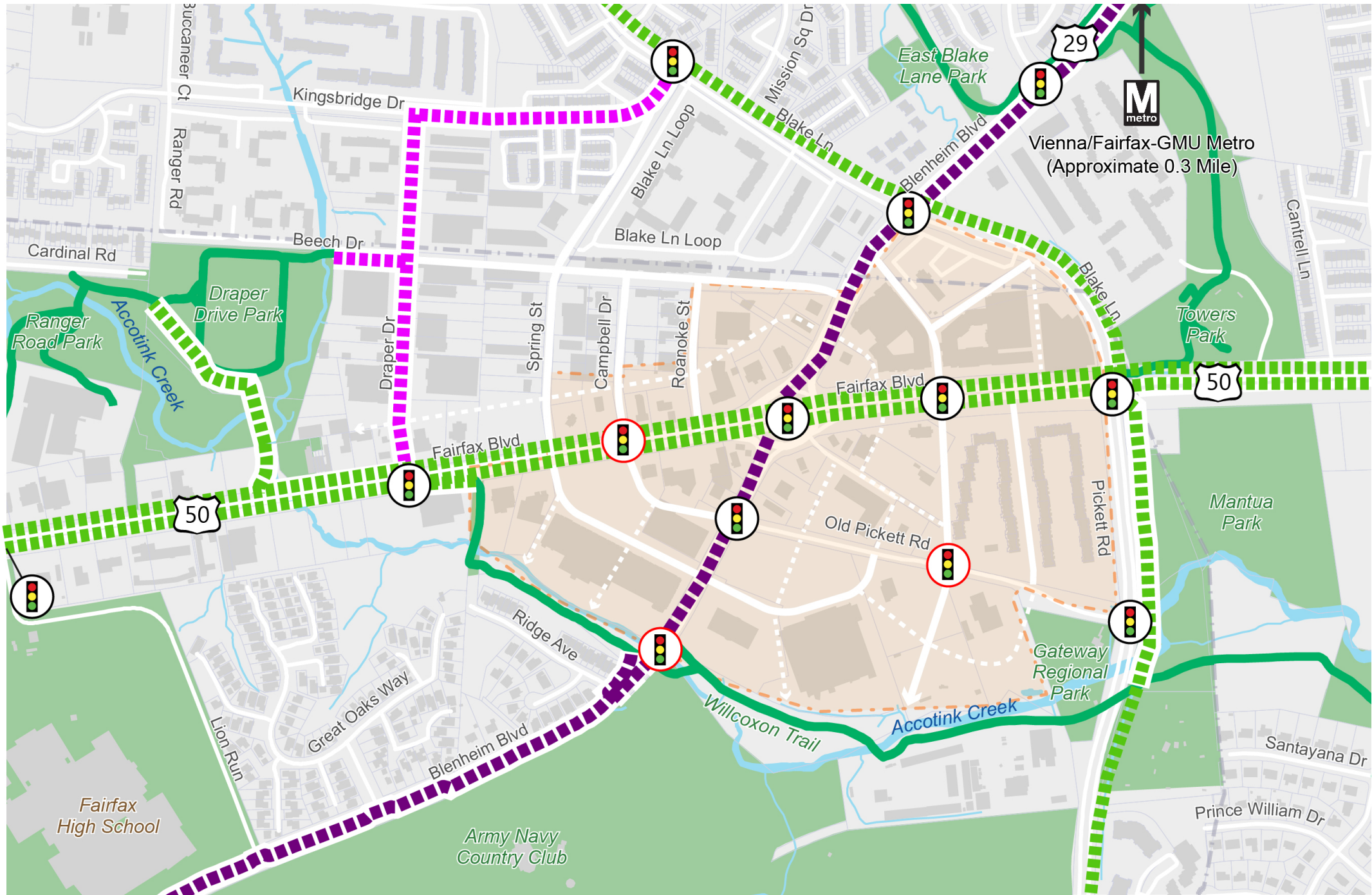
# KIT OF PARTS - REDUCING URBAN RUNOFF AND STORMWATER

Raingardens, Low Impact Development (LID), Structured Stormwater Capture





# FUTURE TRAILS AND PLANNED BICYCLE FACILITIES



- Trails make up the main facilities in the existing bicycle network in the study area.
- Train extensions are planned to connect proposed George Snyder Trail and existing Willcoxon Trail.
- Two-way separated bike lanes are planned along Blenheim Boulevard south of Ridge Avenue.
- Bicycle Plan recommends bike lanes along Draper Drive and long-term improvements along Fairfax Boulevard and Blenheim Boulevard.



Willcoxon Trail along Accotink Creek provides a low-stress and comfortable pedestrian and bicycle facility

Fairfax Circle  
Small Area Plan

**Legend**

- Water
- Parcels
- City/County Boundary
- Small Area Plan Boundary
- Park
- Existing Trail
- Traffic Signal
- Potential New Signal/Controlled Crossing

**Planned**

- Potential Trail / Shared Use Path
- Conventional Striped Bike Lane
- Two-Way Separated Bike Lane

Sources: Bike Fairfax City (2021) and Bicycle Trails (2022), Fairfax County GIS



# ACTIVE LIFESTYLE

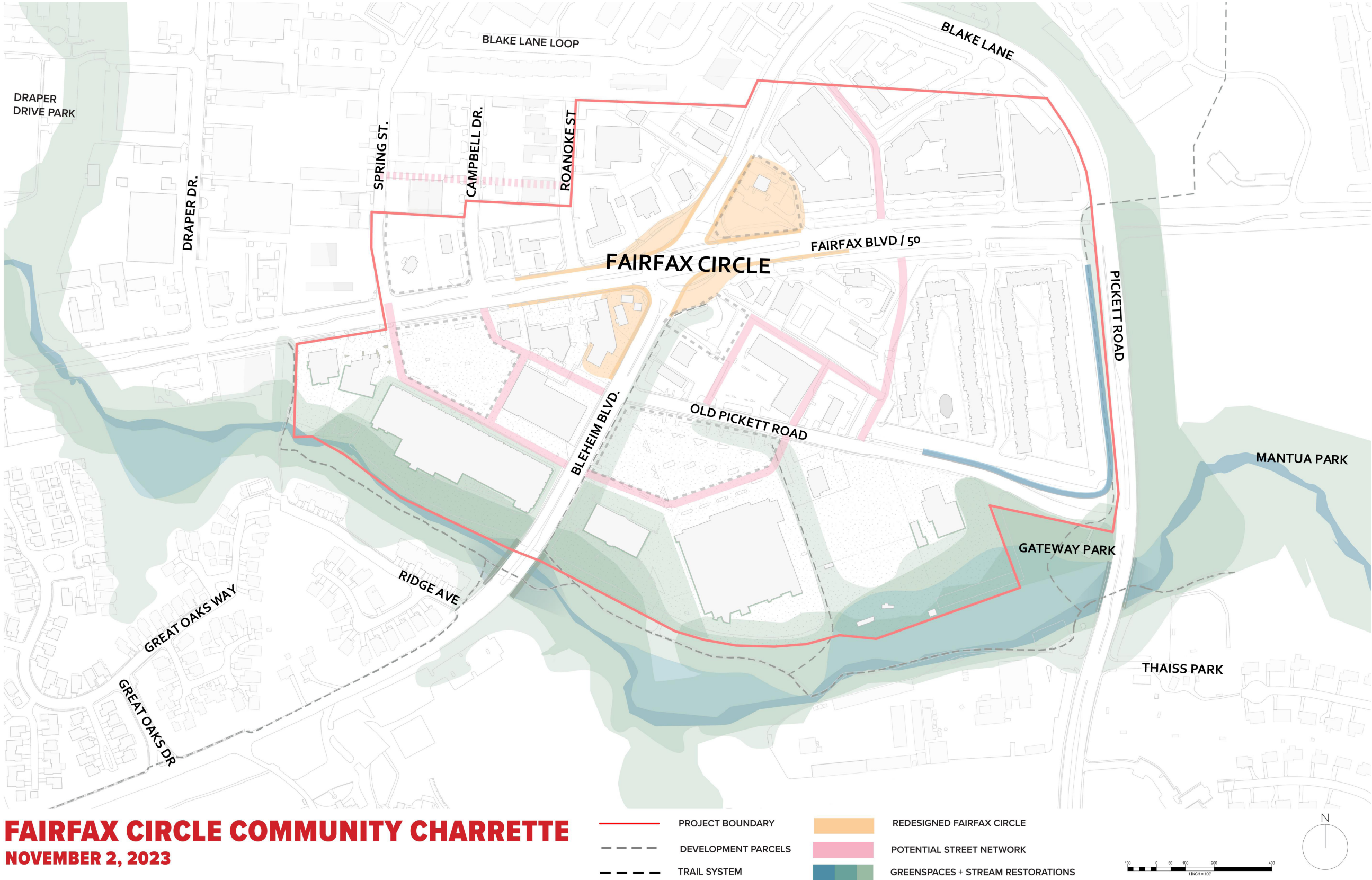
## Examples





# TABLE SESSIONS

## Composite Drawing





REPORT BACKS