

APPENDICES

A COMMUNITY OUTREACH

The following pages summarize community outreach efforts undertaken during the crafting of the Small Area Plan. The efforts were conducted by both the consultant team and city staff at citywide and neighborhood levels. Participants included property owners, local neighborhood groups, residents, developers, advocacy groups and more.

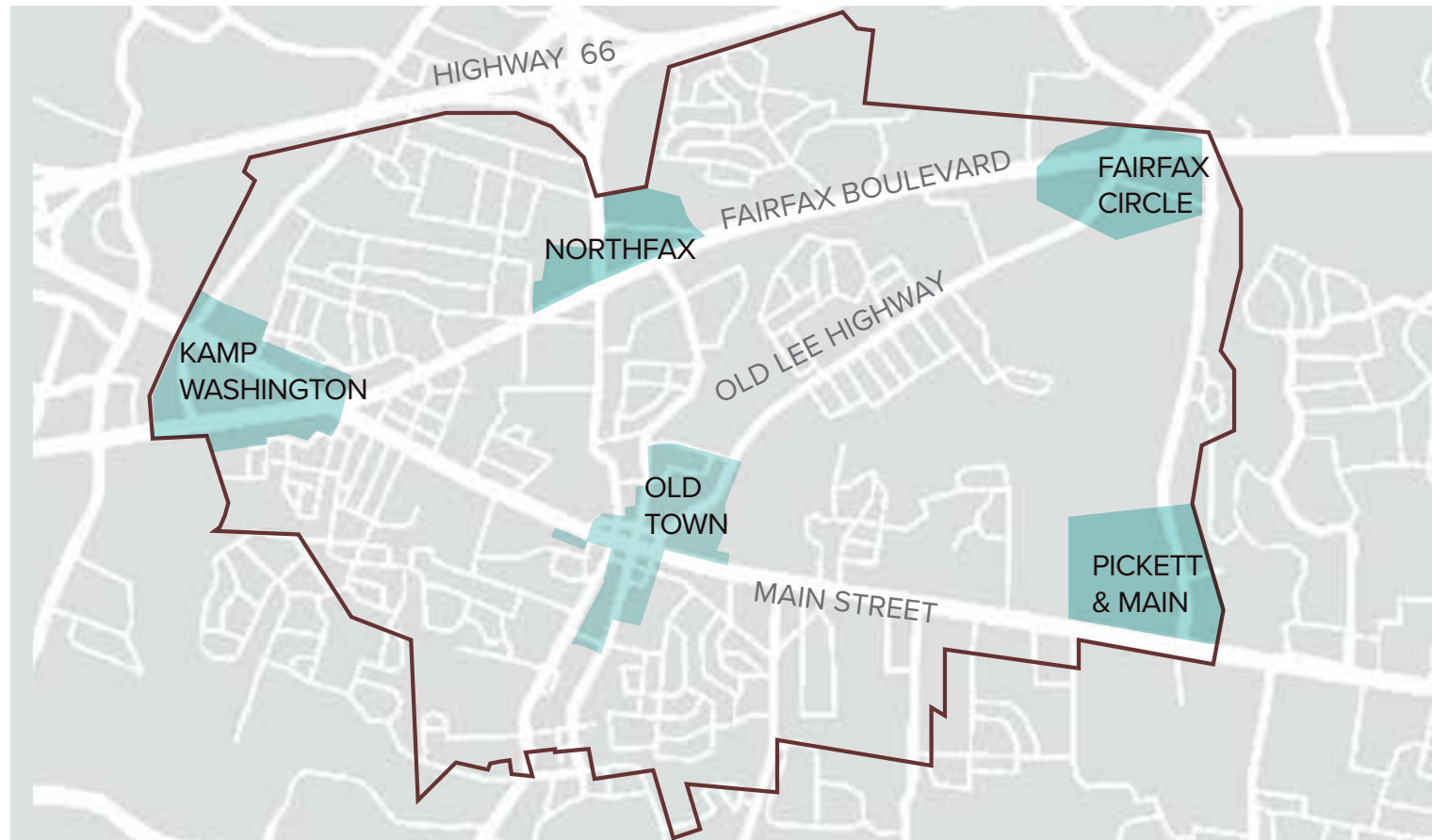
The outreach is also built on past studies and desires expressed by the community in numerous plans and studies that have directed the growth and design of the City.

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, Kamp Washington, Fairfax Circle, and Pickett and Main) 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 Fairfax County government offices as potential economic and cultural drivers.
- **Transportation:** Transportation and planning goals that increasingly look to prioritize the pedestrian, bike, and transit infrastructure.



SELECTED REFERENCED STUDIES

- Fairfax Boulevard Master Plan, 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.
- 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.



IMAGES
Far left: Diagram showing the five Small Area Plans outlined in the 2035 Comprehensive Plan with Northfax and Old town being the first studies undertaken.

Top: Rendering from Fairfax Boulevard Master Plan

Near Left: Photo of Old Town during a community event.

- City of Fairfax Design Guidelines, 2018 - Adopted design guidelines for historic overlay, transition overlay district, 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- 2022– Demographic, land use, and transportation data that has been compiled for the City, Old Town and Northfax.
- Bike Fairfax City, 2021- Transportation master plan with the goal of connecting the City's cycling facilities and improving access to Activity Centers.
- City of Fairfax Small Area Plans - Northfax, Old Town, Kamp Washington - Small area plans for Old Town, Northfax, & Kamp Washington that informed this study.
- Fairfax Circle Fact Book, 2023 - Demographic, land use, and transportation data that has been compiled for the City for Fairfax Circle that is referenced throughout this analysis.
- Fairfax Circle Visioning and Multimodal Intersection Alternatives Study 2021 - Preliminary vision for Fairfax Circle's intersection. Used as a basis of design for current study and recommendations
- Southwest Fairfax Circle Technical Assistance Panel 2022: Urban Land Institute (ULI) preliminary visioning study providing big themes to address in the small area plan

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.



COMMUNITY KICKOFF

- Stormwater management and flooding concerns
- Concern for the unhoused and crime
- Desire for better transportation network, bike-ability, access to metro, and walkability
- Reinvention of Fairfax Circle that improves navigability of vehicles, bikes, and pedestrians.
- Better open spaces including trails, access to Accotink Creek, improved park networks, and greenspace
- Interest in mixed use residential and affordable housing
- Plan that engages with high school and university

PLANNING COMMISSION CITY COUNCIL KICKOFF MEETING

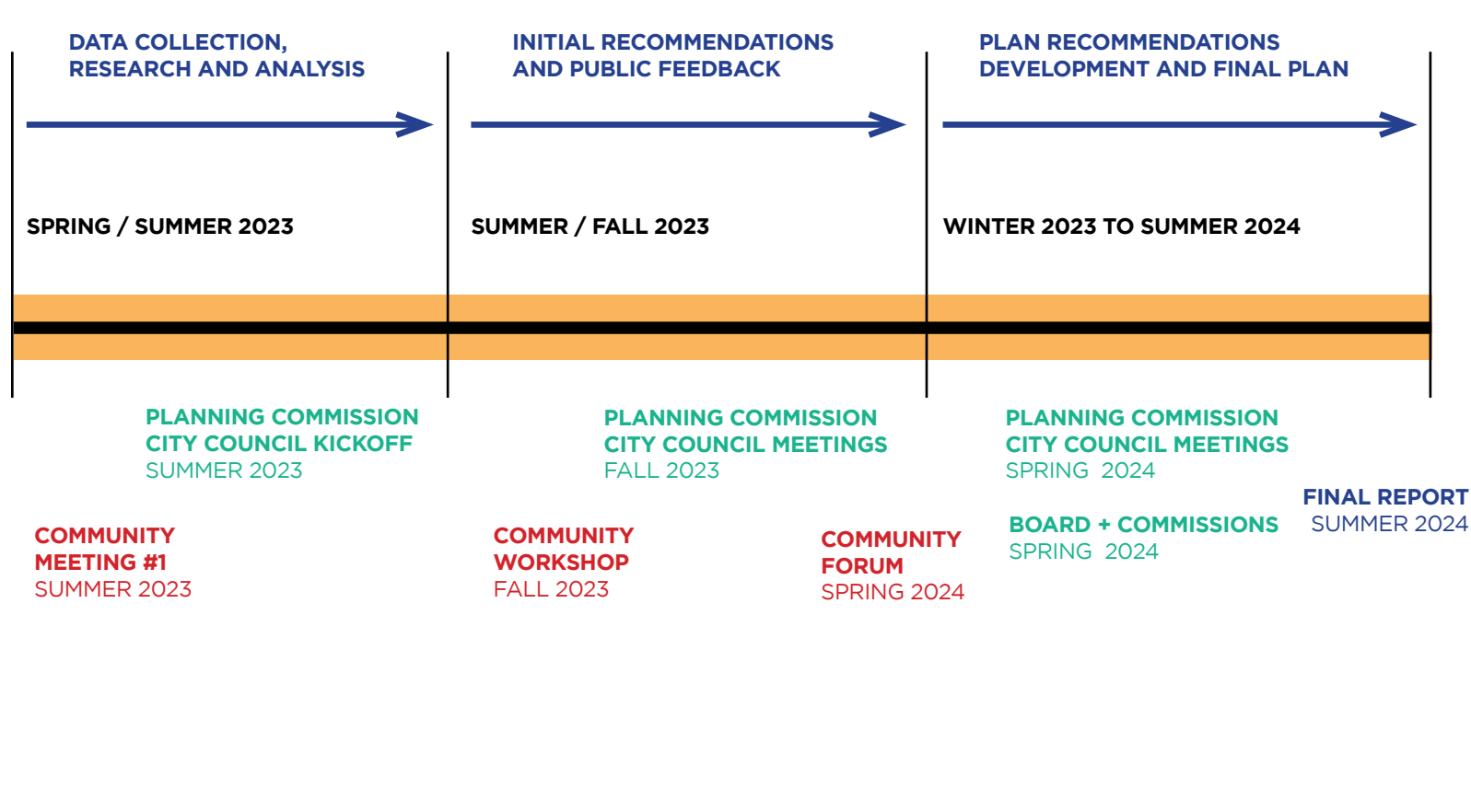
- Importance of community outreach and creative input
- Working with business and residential communities
- Connect to existing uses (industrial, retail, residential)
- Reducing impervious surfaces, flooding, and heat islands
- Retaining Fairfax Circle identity - regional recognition
- Safe crossings and street connections
- Prioritizing walkability, especially across Fairfax Boulevard
- Implementation for future generations

PLANNING COMMISSION & CITY COUNCIL MEETINGS WORK SESSION

- Concerns and enthusiasm about ways to address stormwater issues and flooding
- Interest in activation of creek system as a better amenity
- Support of redevelopment and change of Fairfax Circle.
- Interest in shared use paths, multimodal interventions for the study area.
- Ensure stormwater control coordination with the county
- Encourage better clarification of shared use path.
- Utilize/highlight stormwater capture in SE quadrant including encouraging restaurants/retail to front the Accotink Creek rather than just Spring street
- Encourage to go deeper into the transit hub including clarifications on size and locations that can accommodate future use.

COMMUNITY CHARRETTE

- Support for simplifying Fairfax Circle into intersection but interest in commemorative and iconic art or signage
- Interest in a slow pedestrian moving grid network
- Emphasis on creek restoration and connectivity to trails, Thaiss Park and metro
- Concerns about crime and safety- interest in lighting, stewardship to begin to work at this
- Strong support and detailed suggestions for cyclist network - "Fairfax Circle to Fairfax Cycle"- was a term used by some members
- Desire for this to be a destination area
- Suggestions on locations of crosswalks, red lights, etc. to ease pedestrian crossings.



COMMUNITY TOWNHALL

- Multiple ideas and excitement about the Fairfax Circle redesign including commemorative uses and general wayfinding signage.
- Support and added details related to greenspaces, stormwater management, and connection to Accotink Creek.
- Interest in making this a new neighborhood destination
- Concern about visual aesthetics of buildings throughout the study area. Ideas above better facades and streetscapes.
- Mixed feelings about height and density - particularly adjacent to residential uses
- Interest in more pedestrian and bike infrastructure including bike lanes, wide sidewalks and road diets.
- Concerns about crime and unhoused populations.

PLANNING COMMISSION CITY COUNCIL MEETINGS

- Recommended strengthening design intent around Accotink Creek
- Concerns about stormwater and flooding mitigation. Interest in strengthening the green fingers design aesthetics.
- General support of Spring Street as a main street but interested in more green connections
- Interest in integrating more innovation uses like urban agriculture. General support of PDR uses
- Questions about implementation and evolution of plan

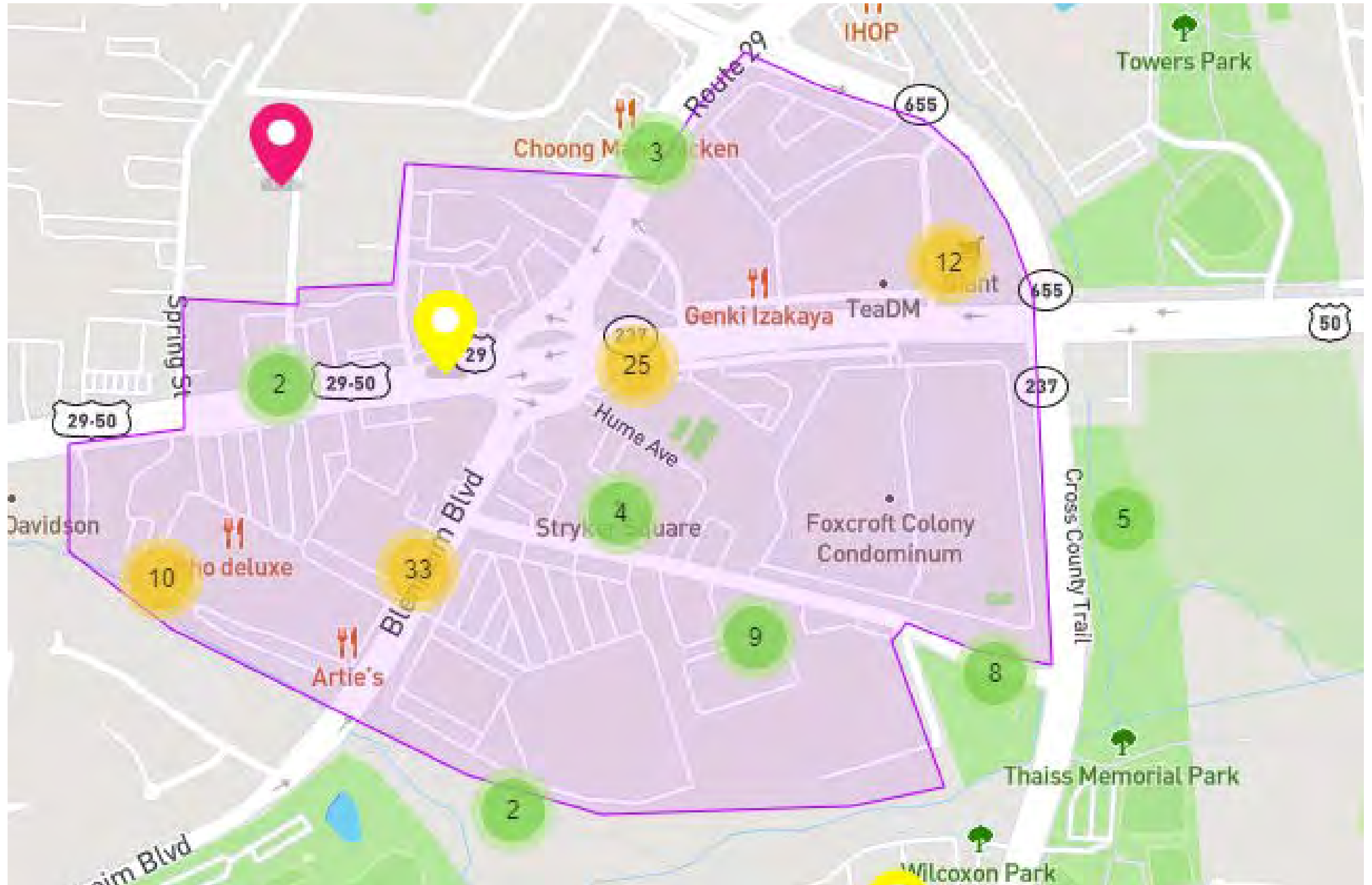
DIGITAL OUTREACH SUMMARY

During the information gathering phase of the report the city staff and design team conducted extensive digital outreach. based on the engage.fairfax.gov platform's Fairfax Circle Small Area Plan Website. This website served as the main portal for contacting city staff, providing community feedback and suggestions, and for community members to review past meetings and presentations. One of the most used methods was the tag-gable map found during the early engagement phase of the project.

As of May 30, 2024

- 75+ community members subscribed for reoccurring email updates
- 120+ comments on the Engage Map that helped shape the goal framework
- Over 3,000 unique site visits
- Over 700 downloads
- Numerous emails and direct engagement with community members, nonprofit partners, property and business owners.

The following pages provide a detailed digital engagement summary and a list of all comments posted to the map.



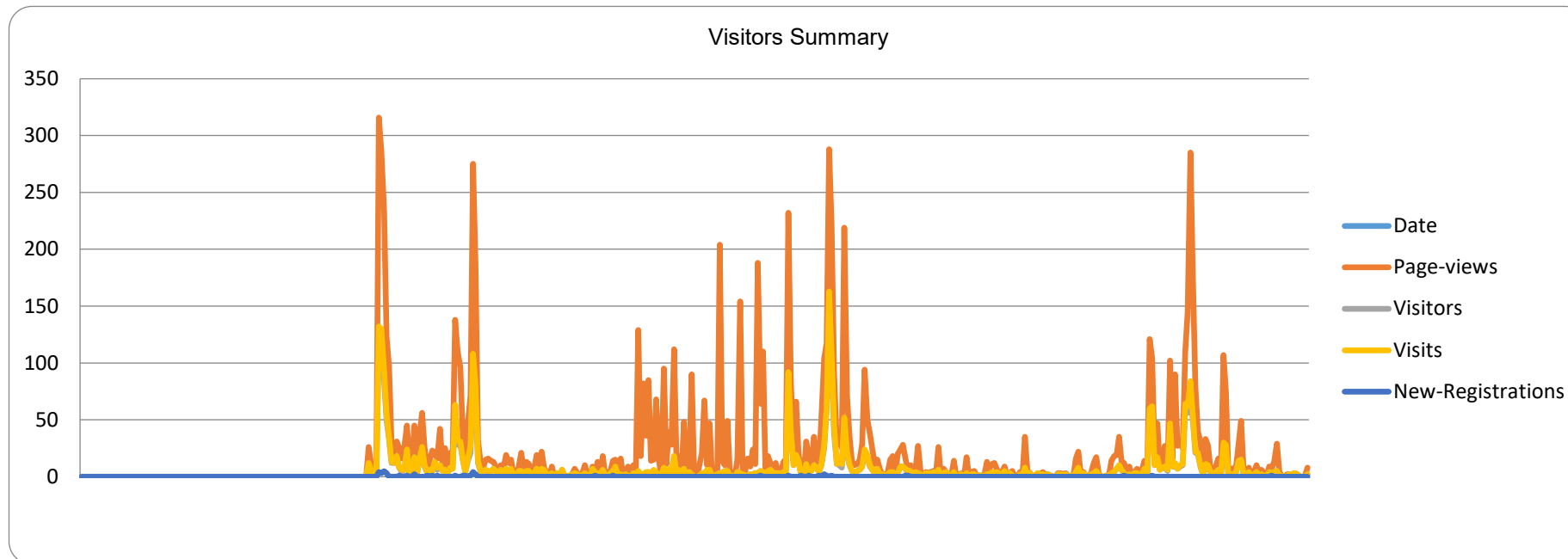
DIGITAL OUTREACH SUMMARY

ENGAGED PARTICIPANTS		40
Engaged Actions Performed		Registered
Asked Questions		4
Placed Pins on Places		35

INFORMED PARTICIPANTS		1,338
Informed Actions Performed		Participants
Downloaded a document		450
Visited the Key Dates page		189
Visited an FAQ list Page		214
Visited Multiple Project Pages		1,246
Contributed to a tool (engaged)		40

Project Highlights	
Total Visits	3.37 k
New Registrations	48
Downloads	759

Widget Type	Engagement Tool Name	Visitors	Downloads/Views
Document	Fairfax Circle Fact Book	153	173
Document	Fairfax Circle Visioning and Multimodal Intersection Alternatives Study	145	159
Document	Public Meeting #3 Presentation	103	119
Document	Community Charrette Table Drawings	86	95
Document	Public Meeting #2 Presentation	78	93
Document	Public Meeting #1 Presentation	70	76
Document	Southwest Fairfax Circle Technical Assistance Panel	41	44
FAQ	faqs	214	225
Key Dates	Key Date	189	241



DIGITAL OUTREACH SUMMARY

I'd like to see less homeless people camping out at the bus stop and empty LOTTE building
Please consider the impacts to Accotink Creek. Plan for conservation of the area, protection against runoff, and possible improvements that might make this a nice walking area.
Fairfax Circle Shopping Center and the Home Depot parking lot combine to make one big paved space. Consider adding more greenery here. Either by removing some parking lot, or the store where Lotte was
Please consider ways to reduce/redirect/limit traffic around the Chic Fil A. At times, traffic spills out of the Chic Fil A parking lot into eastbound Fairfax Blvd which limits access for drivers entering Fairfax Circle from Blenheim Blvd. The planning here will be incomplete unless the traffic flow at this intersection is addressed.
Parking lot is too large. Allows Homeless people living in cars. Subdivide the lot and add a business.
There is a very ugly fence and building at this location. Best to tear down both and rebuild.
The asphalt business has negative air quality impacts, frequent truck traffic, and adds little to Fairfax Circle -- how about a Top Golf for this location next to Home Depot?
The lamb center feeds the homeless here which draws them to the area and the local trail system behind the shopping center. They subsequently litter all over the trails, build encampments not far off the trails, start fires, and can be a nuisance. Consider having the lamb center feed them somewhere else.
Traffic from chic fil a spills into the very short right hand lane which is dangerous in morning commutes. This needs to be remedied
This traffic "circle" is easily one of the most dangerously designed traffic interchanges I have experienced on the east coast. I hope the the designer lost their job over it. Needs redesign.
Local coffee shop with co-working space.
A community center with indoor pool
It's difficult to get into the right lane here with traffic merging from the Circle. I often have to wait for a couple of blocks.
Traffic can get very hairy in this area between merging traffic from the Circle and a back up of cars trying to get into Chic-Fil-A.
Abandoned bank property should be a coffee shop (e.g., Starbucks) with good drive-through window flow. The east-bound (inbound) lanes of Rt. 50 have no drive-through coffee options in the City of Fairfax and this would draw many west-of-city commuters who will not otherwise stop at sit-down coffee shops or be willing to cross traffic lanes to patronize Westbound locations.
Consider using this property to create a better linkage between the Circle and Stryker Square -- perhaps a building that connects the uneven grades and creates a more visible access road to the lower shopping center. Bonus if it adds some parking.
Add a cross walk on the northbound side of this intersection for HS students who walk from Foxcroft to the HS and for people who traverse from the HS to Chik-fil-a and the Scout businesses.
Why is this commercial building still empty? The City should market this space or consider other uses.
Bulldoze the charmless Lotte Plaza building and replace it with shops arranged in a quaint village. A great example is the Village of Gatlinburg, which has unique shops in a Germanic architectural style. https://thevillageshops.com/
Ensure safe, well-lit, publicly-accessible and maintained bathrooms for after-hours unhoused patrons.
The Paving company should not be in our city. It is pollutant !!
https://goo.gl/maps/P9gdKwDgsBfCnK8Q6
Too large, too ugly parking lot. Plant more trees!!!
Doubling down on the comments about Chick-fil-A traffic. It's only a problem at certain times of day, but traffic should never back up onto 50. If there is a way to hold Chick-fil-A accountable to managing their
Many times, people will go from the right hand lane, all the way to the left hand turn, cutting off traffic, so they can get to Home Depot. This is because it is not clear from the light on the other side of the circle which lane they should be in and the make a last-minute switch.
Fairfax Circle has a lot of problematic weaving and merging. But it's also better than a gigantic intersection like Pickett and 50. Creative solutions needed.
While it needs reconfiguration, Fairfax Circle is an iconic gateway to the city. Its placemaking value should be considered through its redesign.
The access to all of the businesses along 29 between Blake Lane and 50 is really limited. This likely hurts viability and growth in this area.
Fairfax Circle Shopping Center needs to be totally redeveloped. This is a huge property representing a huge opportunity for a walkable mixed-use shopping district with enhancement to the creek.
I LOVE having the Home Depot here, but maybe there's an opportunity for redevelopment to improve the functionality of this site while retaining this critical neighborhood amenity.
Could Old Pickett be striped differently? A center turn lane might be desirable as opposed to the three lane configuration which encourages speeding and a lot of near-misses.
Please consider a road diet (preferably moving curbs in) on this part of Blenheim Boulevard. In both directions, people speed and there's too much going on for that.
This underpass is unpleasant.
Use bollard to make this left-in only to Foxcroft. Too often, people use this to try to access Giant parking. Consider adding signage at signal directing eastbound drivers to enter here to access the Giant.
Consider making this full movement, or at least left-in.
Traffic signal needed somewhere in here.

DIGITAL OUTREACH SUMMARY

Since it's likely that Old Pickett can't be shifted further south and away from 50, consider a roundabout at this location. This will slow traffic through this area, create a focal point for redevelopment, and hopefully resolve some of the weaving and merging issues for traffic coming from the circle.
Most shops here appear minimally useful and shabby, certainly not encouraging people to linger and socialize. Recommend different selection of shops/restaurants with additional greenery, seating, and areas to congregate, perhaps a town center of sorts. Could consider something more new in style, like the Scout, or more in keeping with Old Town. This area currently just looks tired and run down.
Traffic circle is a fantastic idea in general, and much better than several other four-way intersections nearby. In execution, however, this could have been better laid out. (I also don't understand American insistence on putting lights on a traffic circle, but perhaps it's inevitable here.) Prefer this over another 4-way intersection, but are there other layouts that would work better?
Let's make this the development that brings back an RPA. Virginia law is 100 feet but this parking lot goes almost all the way to the edge of the creek. Let's bust it up and make the southern edge of Fairfax Circle natural and peaceful again. It would help our local environment, alleviate some storm water issues and get us beautiful views. Outdoor dining along the new edge would be lovely.
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Seconding the comments about stand-off and protecting the green space during new development.
Chick-fil-a backup on 50 is asking for trouble
Please make pedestrian safety improvements so Daniels Run Woods residents can reach Giant on foot or bike
Please more bike racks throughout
This has been an eyesore in this neighborhood for so long. It would be great to revitalize this space instead and replace this mostly empty parking lot with greenery & bustling mixed use area.
This has been an eyesore in this neighborhood for so long. It would be great to revitalize this space instead and replace this mostly empty parking lot with greenery & bustling mixed use area.
Consider renovating Stryker square and adjoining lots as a mixed use area with affordable condominiums/apartments and a green/lawn square and a community garden area.
Agree that Home Depot is great for the area but the parking lot is too large. Maybe consider a multi-level parking lot instead and adding mixed use/green spaces/walkable promenade style area that connects to
Consider adding affordable housing here and tearing down the old lotte building.
This area has potential to be a long walking promenade style area but is quite lacking. Would be great to have a little village center set up here with large trees, green park space, and lots of mixed use buildings.
Make the stop sign more clear by adding a stripe on the ground. So many people just drive on to make a right turn here and I've seen many almost collisions.
If you're going to add more green space please use native trees and shrubs. Bradford Pears are awful.
Trim the bushes next to the bus stop. Residents at Foxcroft have to pull out pretty far to see oncoming traffic.
More affordable housing should be part of the plan.
Can something be done about the traffic making U-turns heading East on 50 in the yellow-striped zone?
The Circle Gateway proposal already presents a plan to revitalize the former Lotte building. https://www.fairfaxva.gov/home/showpublisheddocument/19620/637949596390600000 Friends of Accotink Creek
Forego the Pickett Road Connector Trail. Let's spare the forest and spare the floodplain from further asphalt. Instead, enhance the existing Cross County Trail segment on Pickett Road which already leads bicyclists and pedestrians from the County into the Fairfax Circle Small Area. We are already paying taxes to maintain the existing connection. Let's use it before sacrificing forests to build redundant trails. https://www.accotink.org/2022/PickettRoadConnector.htm Friends of Accotink Creek
Make all the streets in the Fairfax Circle Small Area inviting and safe for non-motorized transport, connecting the Cross County Trail, Fairfax Connector Trail, and Blenheim Blvd project. This VDOT manual shows how:
The 2035 Comprehensive Plan describes a Fairfax Circle Activity Center providing "improved streetscape and pedestrian connections" and "concentrated bicycle supportive infrastructure". Let's make that happen.
The list of six "Key Ideas" of the Circle Gateway proposal should inspire the larger Fairfax Circle Small Area Plan https://www.fairfaxva.gov/home/showpublisheddocument/19620/637949596390600000
Hatmark Branch is a tributary of Accotink Creek that used to flow here, but is now confined to a storm drain from Rt 29 to Rt. 50. It should be returned to the surface. This would require a joint effort with the
Find ways to help the homeless living in the woods here and provide better life alternatives. The Lamb Center's permanent supportive housing project at the corner of Campbell Drive and Fairfax Blvd is laudable. https://www.thelambcenter.org/housing-project/
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DIGITAL OUTREACH SUMMARY

Apply the Linear Park concept from the Northfax Small Area Plan. https://www.fairfaxva.gov/home/showpublisheddocument/15774/637305770880800000#page=8
Incorporate Gateway Park as a gateway into the City for non-motorized travelers, leading from Pickett Road and the Cross County Trail along an Old Pickett Road transformed into a Neighborway , right through the proposed archway and street extension of the Circle Gateway proposal. Neighborways - https://www.fairfaxva.gov/home/showpublisheddocument/16843/637384474284700000#page=14 Circle Gateway - https://www.fairfaxva.gov/government/community-development-planning/major-development-projects/circle-gateway-copy
The Gateway Park Restoration project will restore floodplain wetlands. Let's look for opportunities to increase streamside forested buffer and floodplain function https://www.accotink.org/2023/Images/GatewayParkPresentationSlide.jpg
Connect with Blenheim Blvd project for continuous safe non-motorized travel into commercial areas. https://www.fairfaxva.gov/home/showpublisheddocument/1898/635149641627330000
Forego plans to extend the Wilcoxon Trail through the woods along Accotink Creek to Fairfax Blvd. Improve safe street routes instead to spare the forest and the creek from more asphalt.
Incorporate a Fairfax Connector Trail continuation westward along Fairfax Blvd into the Fairfax Circle Small Area.
The Cross County Trail runs along the east and north side of the Fairfax Circle Small Area on Pickett Road and Blake Lane. Collaborate with the County to make this segment more inviting to non-motorized Encourage/require the planting of native species throughout the Small Area.
Throughout the Small Area, incorporate advanced stormwater controls transformed into attractive amenities as in Atlanta's Historic 4th Ward Park and Rodney Cook Sr. Park. https://www.hdrinc.com/portfolio/historic-fourth-ward-park https://www.hdrinc.com/insights/park-and-so-much-more
Increase tree cover wherever possible to mitigate the heat island effect of so much pavement. Development proposals in general present the opportunity to advance environmentally sound practices– things like: <ul style="list-style-type: none"> • Solar on rooftops, • Electric vehicle charging spaces, • Bicycle parking, • Bird safe glass, • Green roofs, • Robust stormwater facilities, • Dark sky lighting, • Preserving and enhancing contiguous forest and habitat corridors
Seconding the comments about protecting Accotink Creek. The creek runs along the entire southern boundary of the Fairfax Circle Small Area. It needs restored wooded buffer, returned floodplain function, and enhanced stormwater controls everywhere to reduce erosion.
I think a raised pedestrian walkway would add to walkability of area crossing fairfax circle
The trees block visibility of the stop lights on 29 southbound d and Blenheim northbound entering the circle
Let's bulldoze the ocean of parking and create a place people want to be. This area could have a quaint little street connecting Blenheim Blvd to Fairfax Blvd, modeled after Church St in Vienna. Nice unique shops and restaurants—a little behind the main streets. Could hold farmers markets and festivals here. And this would be even better because it could be opened up to access the trail and creek. Could even put a couple floors of apartments on top if that gets it done.
It's impossible to find the cross county trail here. Need lots more wayfinding signs. (As does the county on its portion)
A dog park near the McDonald's and tennis court across from Home Depot.
A fenced in dog park with a separate enclosure for small vs large dogs.
Nobody yields! It's like a race track! Too many close calls from my own experience
Chic fila customers block entry from red light or fly down (without yielding incoming traffic) to Foxcroft entrance- never stop at stop sign as if they have the right away. Again, too many close calls trying to get home to get flipped off by someone stuffing waffle fries in their mouth.
Light is not favorable to vehicles coming from Foxcroft area. Signal cameras are focused on DD and Scout exit, and chic fila but coming from Foxcroft you have to wait until a camera signal is triggered before you get a green light. Have waited eleven minutes just to make a left turn- which is much safer than trying to make a left from Foxcroft.
Reconfigure Foxcroft and Giant entrance/exit. Move red light and turning lanes down to this area alleviating all the near misses of people trying to get into giant where there is no turn lane, allow Foxcroft residents to get in and out of community safely making a left turn without risking getting tboned by chic fila people in a rush that do not stop for stop sign. Use the current turn lane as chic fila entrance to eliminate the back
Consider eliminating the massive parking lot and empty buildings to develop a community area with green space between 50 and old Lee hwy. farmers market - gathering area - food truck fridays? Community fund raisers- family friendly walking area to starting/end point to connect with trail on old picket.

DIGITAL OUTREACH SUMMARY

Please, please, please post a "NO AIR BRAKE " Jake brake or whatever it is officially called- some of these gas trucks ride the air brakes down the hill all hours of the day and night, and it's LOUD and disturbing
You can make Fairfax Circle a beacon and compassionate hub for area unhoused (drawn in from around Fairfax County and beyond) or you can attract hundreds of millions of dollars in mixed-used, tax coffer-filling re-development, but an honest conclusion is that you probably can't do both. The County (with 1.1 million residents) needs to contribute its proportionate share to unhoused services currently provided in our tiny city of 24,000, and citizens with addiction or mental health issues need medical care, medicine, and long-term treatment more than they need a single meal. No easy answers here, but hoping for an honest
The City could really use a daycare center on this side of the city. We always had to backtrack West to find daycare when we were commuting East toward DC and Arlington. This area would be right off of 50. No stores want to locate here it seems and maybe there is enough area for them to have outdoor space. Would also be on the Wilcoxin Trail. Which could be useful for work at home parents who wish to bike or use
Please restore the Accotink Creek here and protect the creek, its RPA and its floodplain. We are the head waters of the Accotink Watershed. Let's really celebrate our connection to the Chesapeake Bay!
Please make this section of Pickett Road, Gateway to Fairfax Blvd, into something like the Blenheim Blvd Multimodel Improvements and not put the trail through a narrow strip of forest that so many of our
Would be great to get the cross county trail routed out of the woods to our businesses. Make our roads, lovely and safe and send them right to Camerons for coffee and a treat or any of our other businesses.
How can we make Fairfax Circle a destination?
This becoming a Huntley Meadows, is actually pretty super! I would love to see City of Fairfax become a Nature Destination. We have some really cool parks with much biodiversity and we need to highlight it!
How many other Nova suburbs have a stand of American Chestnuts just up the road from Fairfax Circle?
Consider adding a public bathroom
add a large trash can and a water fountain
Eliminate the through-highway lanes in the circle and replace them with a large fountain.
I agree with Mark-
Eliminate the through-highway lanes in the circle and replace them with a large fountain.
Let's turn Fairfax Circle into a circle that is similar to the iconic circles found throughout the borders of DC. For example, Chevy Chase Circle on Connecticut avenue that features a beautiful fountain in the center. Let's make Fairfax circle something that we can be proud of architecturally and that enhances the city's beauty and charm. Please do not make this another highway thoroughfare...we already have 66. Speeding up traffic here just makes the city another pass-through and does not improve walkability and a sense of community. Let's create a true city center that we can be proud of and that will enhance the city for
The Chick-fil-A backup onto Rt 50 is a safety hazard. Recommend connecting Blenheim Blvd thru the 4 o'clock circle by-pass to Fairfax Blvd Service Road then close off the current junction in front of Chick-fil-A to Rt 50. Access to Fairfax Blvd Service Road is retained and the queue is moved off Rt 50 on to the Service Road. This gives safe access to vehicles from Blenheim Blvd on to Rt 50.
Limit gas tankers to business hours. At a minimum, restrict northbound travel along Pickett Rd. during 2100 - 0600 M-F and 2100 - 0800 S-S.
Raze outdated office space and rezone for additional residential.
Sunrise Assisted Living design.
Raze the shopping center and add mixed use properties. Create an inviting downtown city center extension to compliment Old Town Plaza.
The Flats on University is a welcomed addition to the City.
The current Home Store; formerly the Lotte Plaza, should be razed and redeveloped with a mixed used property.
I'd like to see the Social Services provided by FACETS delivered at the large parking lot next to the FACETS facility and not at the Home Depot parking lot. A safer environment for business would enhance the
Add sidewalk to the other side of Draper Drive so that it aligns with the crosswalk on Fairfax Blvd. This would make it easier for residents of the townhomes and condos on Kingsbridge Drive and Cardinal Rd to
I have called and ask serval time to ask there people not to come over because they leave trash from this site in the parking lot and take up spots of people who live next door. also no one stops at the stop sign the block the people forming getting into Foxcroft and out. adding a second drive though lane wont help it will just make the people who live below life a night mare because parking is hard and that will make it harder if they put all there gear there they will need to keep it out of are parking lot is all I am saying.
the new concrete plant add a lot of noise early morning and late evening and there was not notice or anything given to Foxcroft. this adds more noise and dust to the area making it unpleasant and when its summer time the asphalt plant makes the air unpleased to breath
a better storm drain system would help with flooding of the park and Foxcroft after along down poor of rain
why is there a plate scanner camera here
what's going on with the once gas station now concrete pad?
I walk past this property and its gives me bad vibes gate is broken it does not look like anything is in there and should be considered for a rec center / community center for the city
Crosswalk needed
Great auto repair
Great idea to tie in NOVA Parks' plan for restoring Gateway's wetlands to plans for nearby area. For example, how can we better connect the park to the Willcoxon Trail across the Accotink? NOVA Parks plans to complete their design plans for the restoration this year, so the timing could not be better in regard to this Small Area Plan.
This area is currently run down and attracts homeless and a lot of trash everywhere. Instead of the eyesore we currently have, I'd like to see a more upscale, walkable town center that aesthetically looks like Old Town Fairfax with brick walkways and gas lamp-looking lampposts.
The trail alongside Accotink is dark and not lit; thereby attracting homeless and criminals in the evening and early morning hours. I'd like to see solar-powered trail lighting all along the trail.

DIGITAL OUTREACH SUMMARY

I hope you can coordinate with Fairfax County to connect planned Blenheim Blvd cycle track at least as far as Vaden, giving access to Metro and new trails on south side of 29
Proposal shown at November 2 charrette, eliminating the circle and extending the Blenheim cycle track, better fit city's stated goals than do status quo or 2021 proposals. Nice work!
Getting from bike trail at NE corner of this intersection to the one that runs to Blenheim is a long, stressful wait to cross in two directions.
Wish you would consider making two left hand turn lanes on SB Pickett to Fairfax Blvd. One lane should be sufficient to go straight through. Getting stuck behind a couple of full tanker trucks often means you miss the light and have to sit through two long cycles. I have on more than one occasion been stopped from entering the turn lane because the police have pulled a car over in that lane and are blocking it.

COMMUNITY CHARRETTE: TABLE 1 COMMENTS AND MAP

Community Comments:

- Simplifying intersection but wanted element to commemorate it.
- Support stormwater along Blenheim.
- Make it more pedestrian friendly.
- Should be a street network but make sure its slow.
- Light at Spring Street. Not at Campbell intersection because don't want too many signals.



COMMUNITY CHARRETTE: TABLE 2 COMMENTS AND MAP

Community Comments:

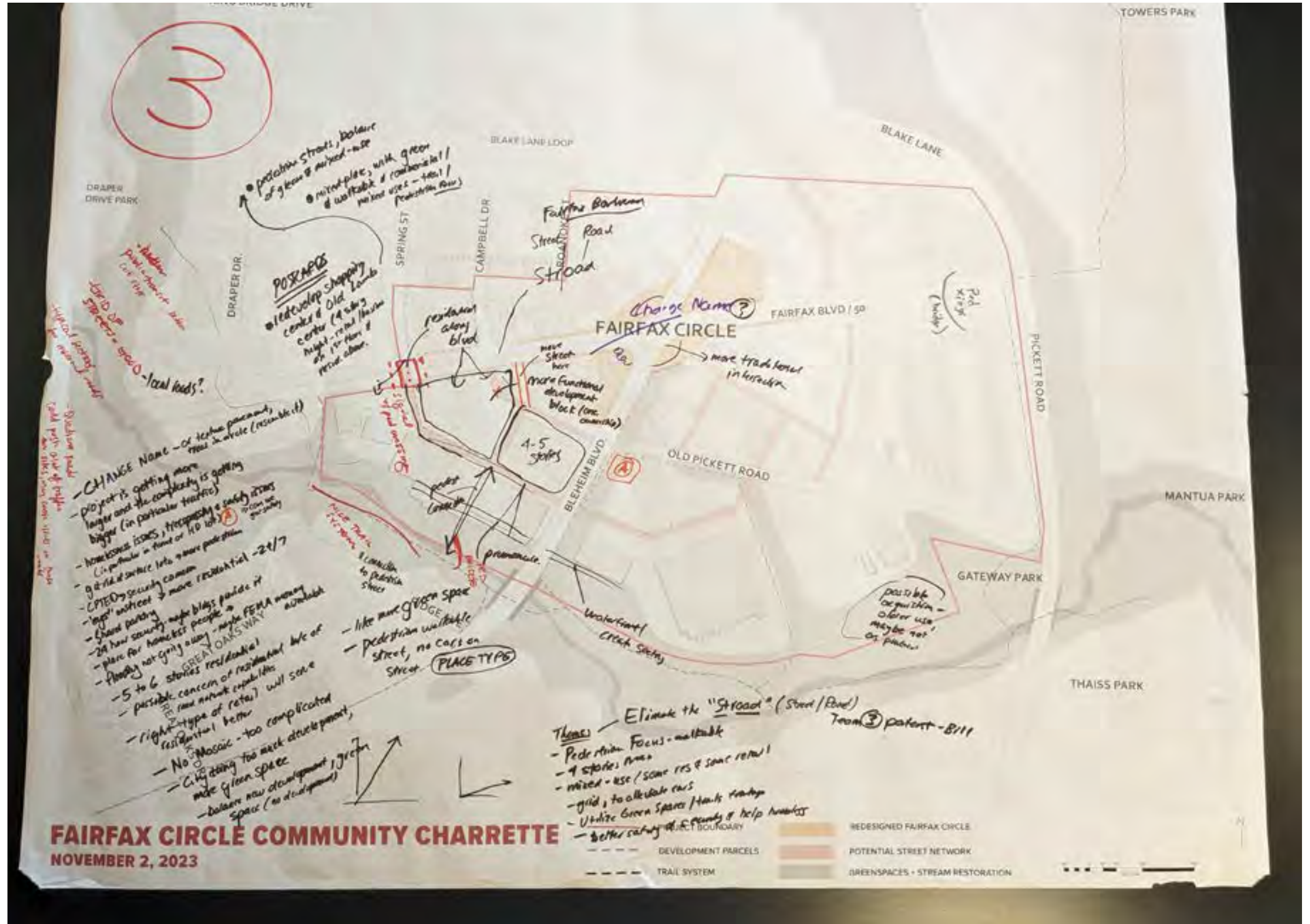
- Gateway on Blenheim Blvd. on the bridge over Accotink. Widen bridge to deal with stormwater. Highly visible from the Circle, Blenheim Blvd., and from trails along the creek.
- Reduce lanes on Blenheim Blvd. to create better bike/ped network through circle and to the metro.
- Mixed use retail residential along Blenheim Blvd.
- Have Home Depot garden center along stream.
- Fairfax Blvd is a major artery into the County. You have to preserve that artery, though it is unfriendly and fast. Find a way to slow down the traffic while keeping it moving.
- Central focus area is then from the Circle to the bridge on Blenheim Blvd.



COMMUNITY CHARRETTE: TABLE 3 COMMENTS AND MAP

Community Comments:

- Get rid of circle but have a landmark.
- Have a grid of streets with signalized intersections. Pedestrian oriented street or even pedestrian only.
- Big parking lots are derelict and no "eyes on the street"
- Don't want mosaic or Arlington but okay with 4-5 floors. More human scale.
- Convert concrete business into a park.
- More activity will dilute homeless presence. Even include community space in new buildings for feeding homeless, etc.
- Find a happy medium between high density and small-town feel.



COMMUNITY CHARRETTE: TABLE 4 COMMENTS AND MAP

Community Comments:

- Stormwater management. A lot we can do to capture water, have porous paving, etc.
- Community member remembered when Pickett Road was completed to Fairfax Blvd. Stream was widened and there was no flooding for a long time. Over time, the creek has filled in with brush, etc. and it floods again.
- Supports re-doing circle to a regular intersection.
- Supports new streets but think about if you are getting your bang for your buck on some of them.
- Creek is a great resource. Would be good to have some areas where you could sit, etc.



COMMUNITY CHARRETTE: TABLE 5 COMMENTS AND MAP

Community Comments:

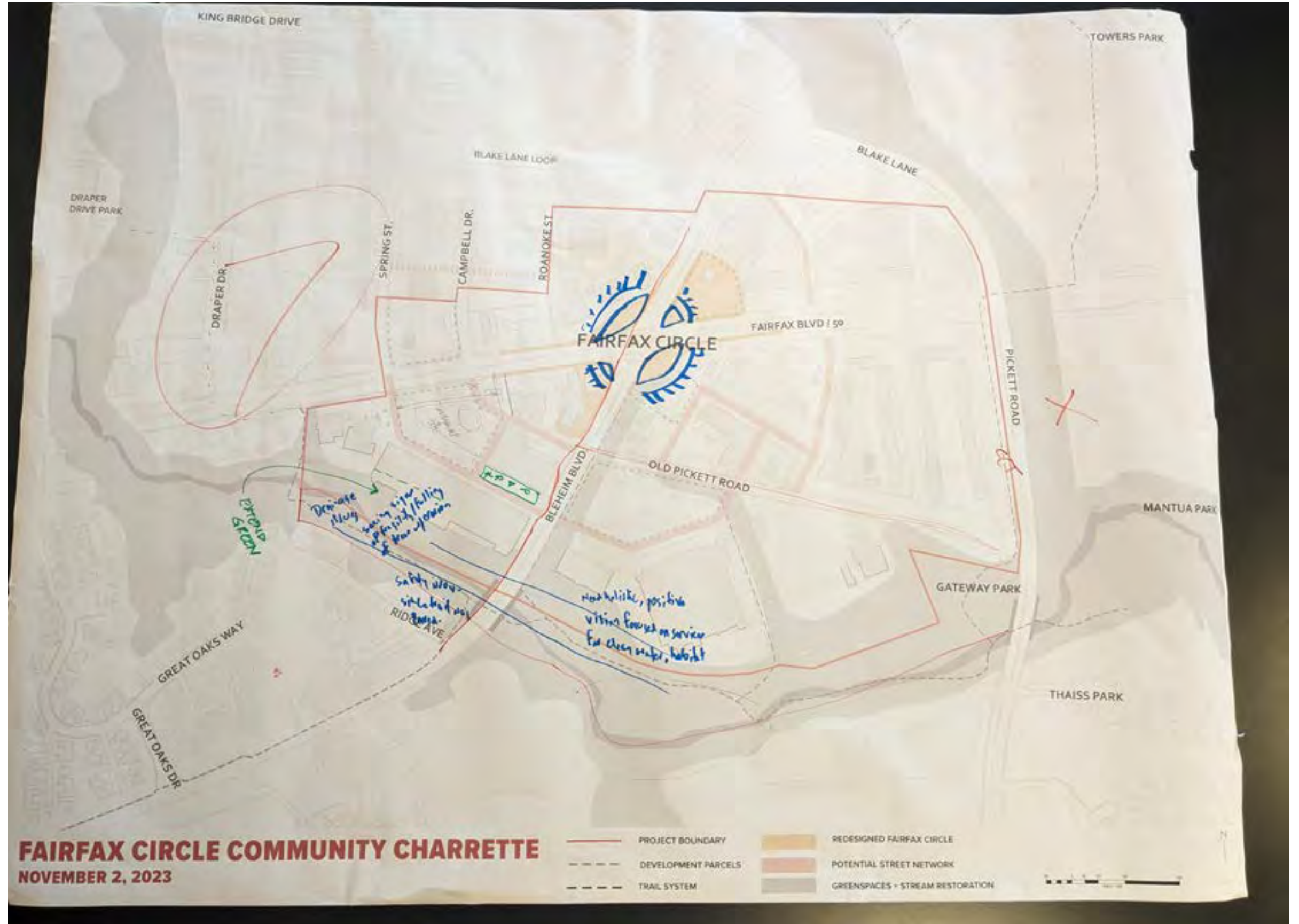
- Didn't talk about density or Thaiss Park. More important to talk about stormwater management and connecting streets and the rest will follow. Didn't know there was a flooding problem except went to Arties once and it was closed because power went out.
- Great Oaks is supportive of a stormwater pond in the back of their HOA area.
- Stormwater Management isn't just a Fairfax Circle AC issue. It is a citywide issue. Regulations citywide, and especially for this area could help reduce impact.
- Having a grid system is very important. Take traffic away from main road and distribute it better. Important one is extending Old Pickett to Campbell. Thought about some connections more as pedestrian- ways.
- At back of Circle Shopping Center, could have terraced residential facing creek.
- Had Home Depot and Lamb Center representative both at table. Agreed it was important to make connection from lamb center to food distribution better. Could move food distribution, but generally need to make walking better and safer anyway.
- Take advantage of bikability. Could be a mecca of bike sports types of companies to locate.



COMMUNITY CHARRETTE: TABLE 7 COMMENTS AND MAP

Community Comments:

- A lot of the problem with stream management comes from upstream.
- Improve the stream bed while minimizing tree loss.
- Improve lighting and safety.
- Like the idea of having the circle as a normal intersection but commemorate it.
- Plan shows a service road with businesses facing it. Have a very recognizable entry point at the circle.
- Like grid network. Will relieve some pressure on 50.
- Extend the bike trail down Blenheim through the circle and out of the City.
- Same for Pickett Road. Make it better for bikes and pedestrians.
- Pedestrian "Boulevards" especially in front of businesses.
- Accotink is character defining. Just because something is green doesn't make it healthy. We can put in trails, but at some point we have to preserve the natural resources that are there.
- The idea of connecting to nature suggests you have nature. We need to think about it from that standpoint before we do too much.
- Expanded study area to include more natural area.
- It is redundant to build the proposed Pickett Road trail.
- It is an opportunity to improve the creek bed.



COMMUNITY CHARRETTE: TABLE 8 COMMENTS AND MAP

Community Comments:

- Group consisted of resident, restaurant owner, bus rider, bike rider, and a person who lives near GMU.
- All realized this is not a destination area. Would like to make this a place where people go.
- Transit hub (near Fast Eddies?)
- Fairfax Blvd is 6-7 lanes (including turn lanes) and they are 12 foot lanes, which is not a lane width for a city.
- Talked about water sheet flowing to creek. Could build bioswales, etc. to carry the water and add softscape. Also helps pedestrian environment.
- Need to make it easier for people to walk and bicycle from one side of the main roads to the other.
- This is not "Fairfax Circle", this is "Fairfax Cycle".
- Sketch map of cycle path that goes around the study area and into county.
- Makes it easier to get from this area to Oakton, Vienna, Metro, DC, etc.





ECONOMIC AND LAND USE ANALYSIS

The following pages provide the analysis of land use and economic existing conditions that provided the ground work for the final document. Details include historical aerial analysis, topographic analysis, building and parcel land uses, regional competition review, and other factors that explain how the small area plan was shaped and where it is today.

CHANGE OVER TIME

The urban design today is a legacy of the auto oriented development that occurred in 1970s - 1990s. This mostly unplanned suburban development pattern set the locations of buildings and major sites. New developments like "the Scout" offer new models for mixed use and residential anchored development and are a significant break from the older single use established in the 1970s.



1937



1972



2002



1953



1976



2011



1960



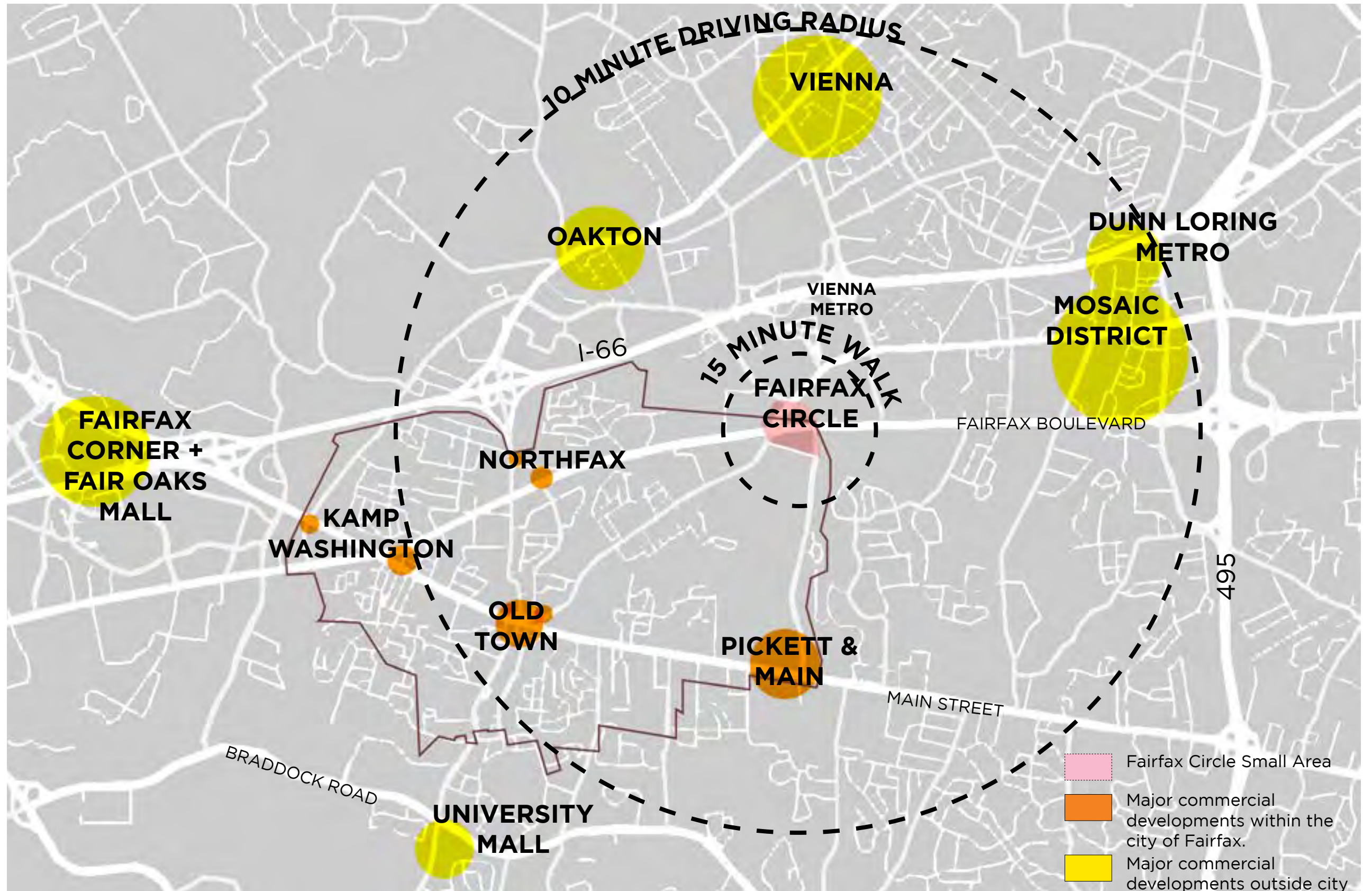
1990



TODAY
2021 AERIAL

REGIONAL COMPETITION

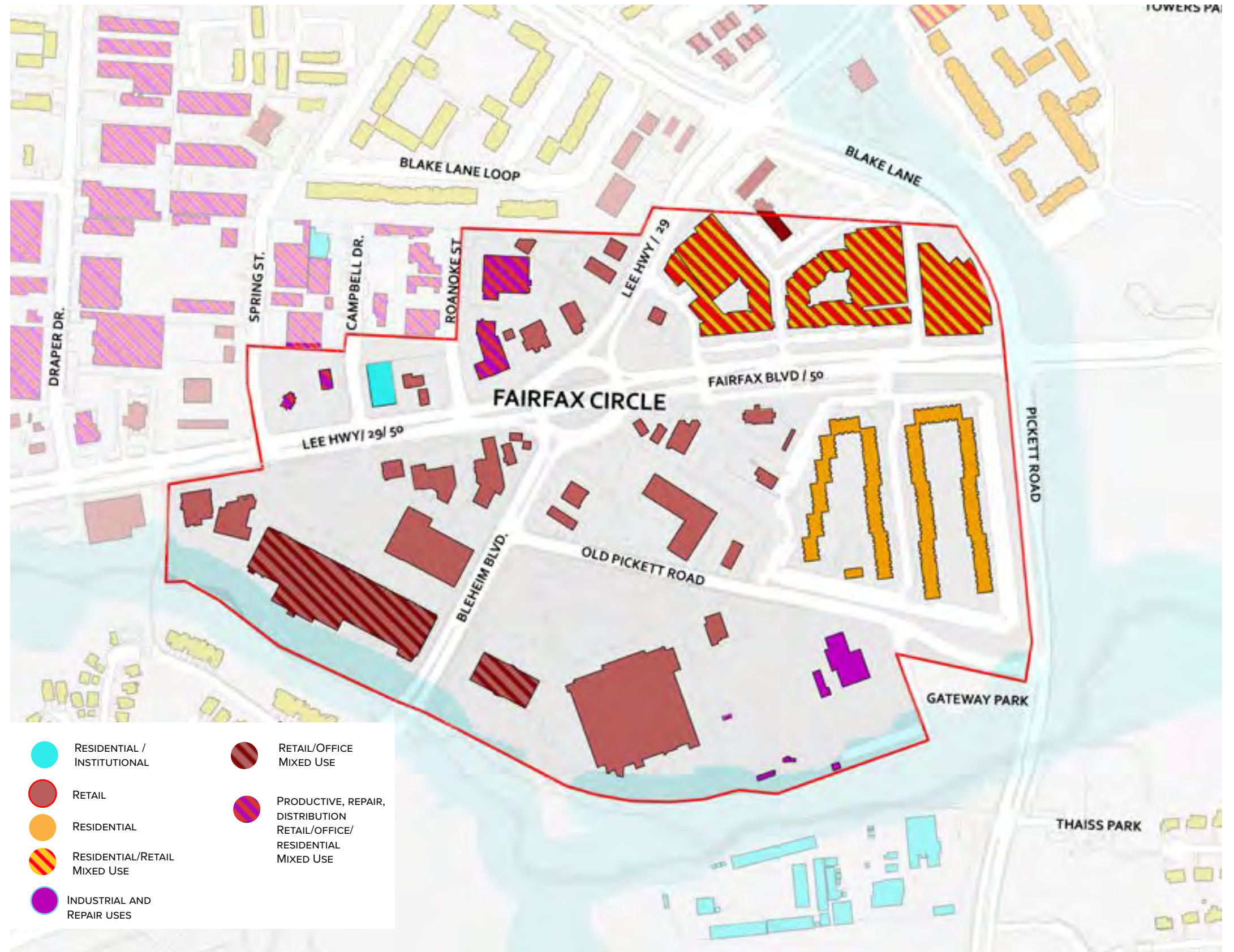
- Major retail competition with Mosaic District, Old Town as destinations.
- Neighborhood retail competition with Northfax, Kamp Washington, Pickett/Main, Vienna and Oakton
- Closest small area plan to the Vienna Metro with opportunities and residential density at County line.



For further exploration of regional context fundamentals- see analysis done with Old Town Small Area Plan Appendix - Page 54.

CURRENT AND EVOLVING LAND USES

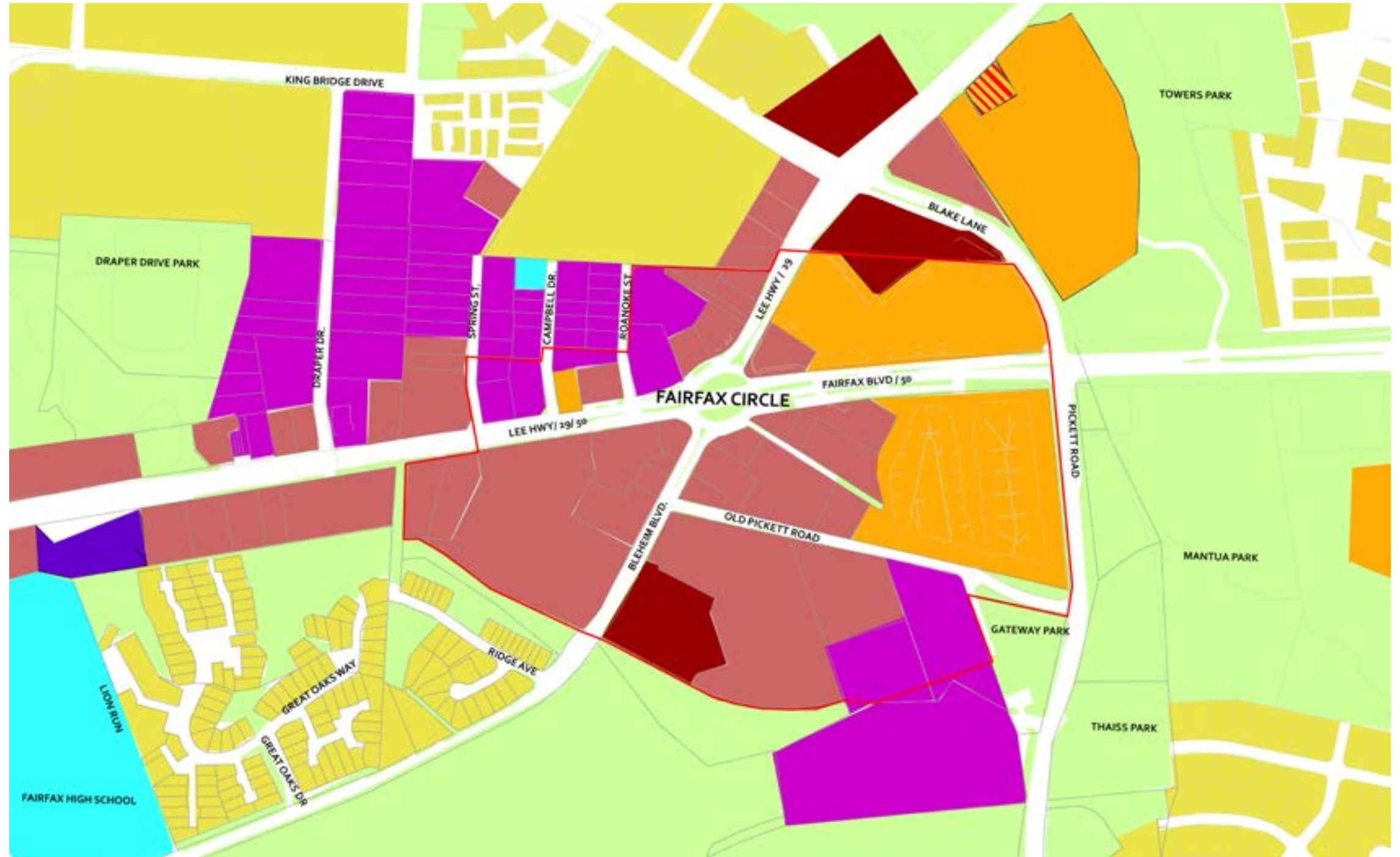
- Closest SAP to a Metro Station – perception of transit-oriented impact
- Limited market demand associated with adjacent land uses
- Access barriers from adjacent land uses
- Has established Fairfax “Circle” identity
- Disorienting traffic patterns
- Existing uses defined by Commercial Retail (CR) zoning
- Existing properties are largely income producing



CURRENT AND EVOLVING LAND USES

HIGHLIGHTS

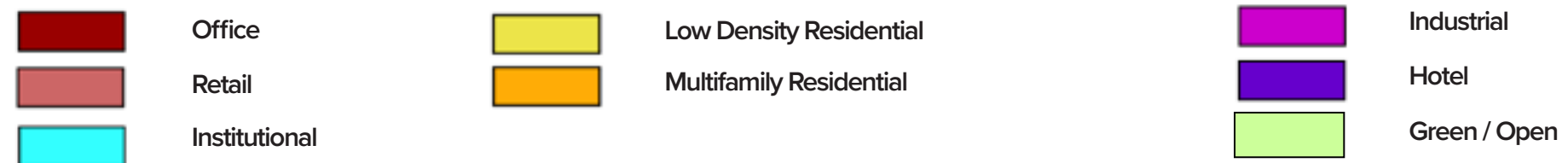
- Variety of commercial, industrial, and multifamily uses
- Established auto industry location
- Location for special purpose type uses: range of public utilities
- Proximate areas are mostly built out or park / open space; versatile and transitional retail location
- Some office space; not considered an office market node
- Some older multifamily and newer residential mixed-use
- Defined by subareas with quite different characteristics (mixed commercial / retail, mixed industrial, residential mixed-use and lower density residential.)
- Mix of building types and ages, relatively low density
- Some specific conflicting land use adjacencies
- Variety of indicators signaling redevelopment potential - some obsolete
- Closest SAP to a Metro Station – perception of transit-oriented impact
- Limited market demand associated with adjacent land uses
- Access barriers from adjacent land uses
- Has established Fairfax “Circle” identity
- Disorienting traffic patterns
- Existing uses defined by Commercial Retail (CR) zoning
- Existing properties are largely income producing



LAND USE METRICS

- 76.55 Acres Total
- 40 Properties
- 1.28 Million SF Built
- .38 FAR

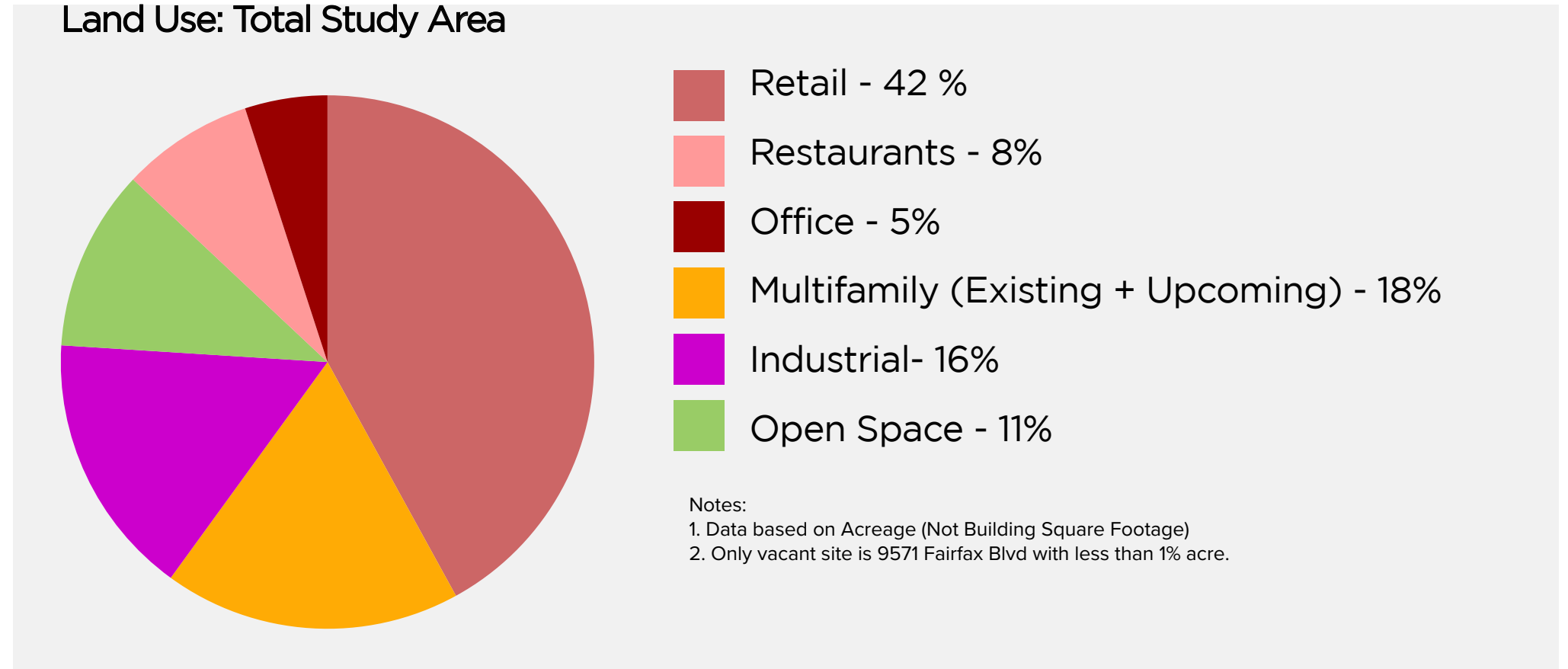
DOMINANT LAND USE (BY PARCEL)



STUDY AREA LAND USE HIGHLIGHTS & CHALLENGES

LAND USE HIGHLIGHTS

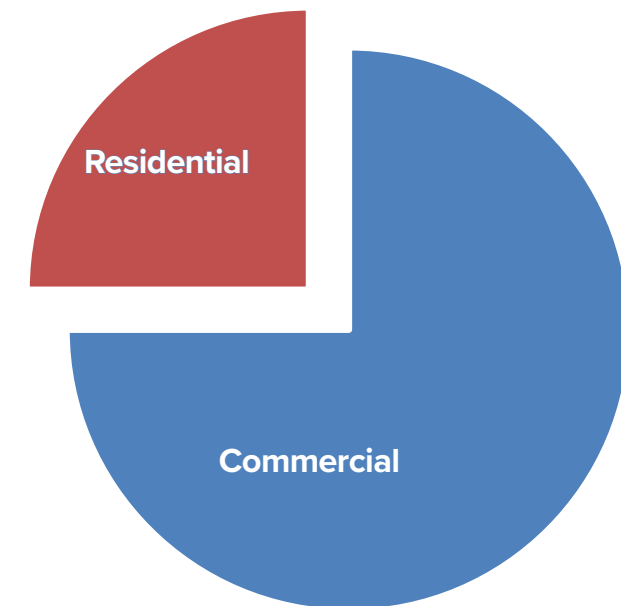
- Versatile and transitional retail location
- Some office space; not considered an office market node
- Some older multifamily and newer residential mixed-use
- Defined by subareas with quite different characteristics (mixed commercial / retail, mixed industrial, residential mixed-use and lower density residential,)
- Mix of building types and ages, relatively low density
- Some specific conflicting land use adjacencies
- Variety of indicators signaling redevelopment potential - some obsolesce



The Scout

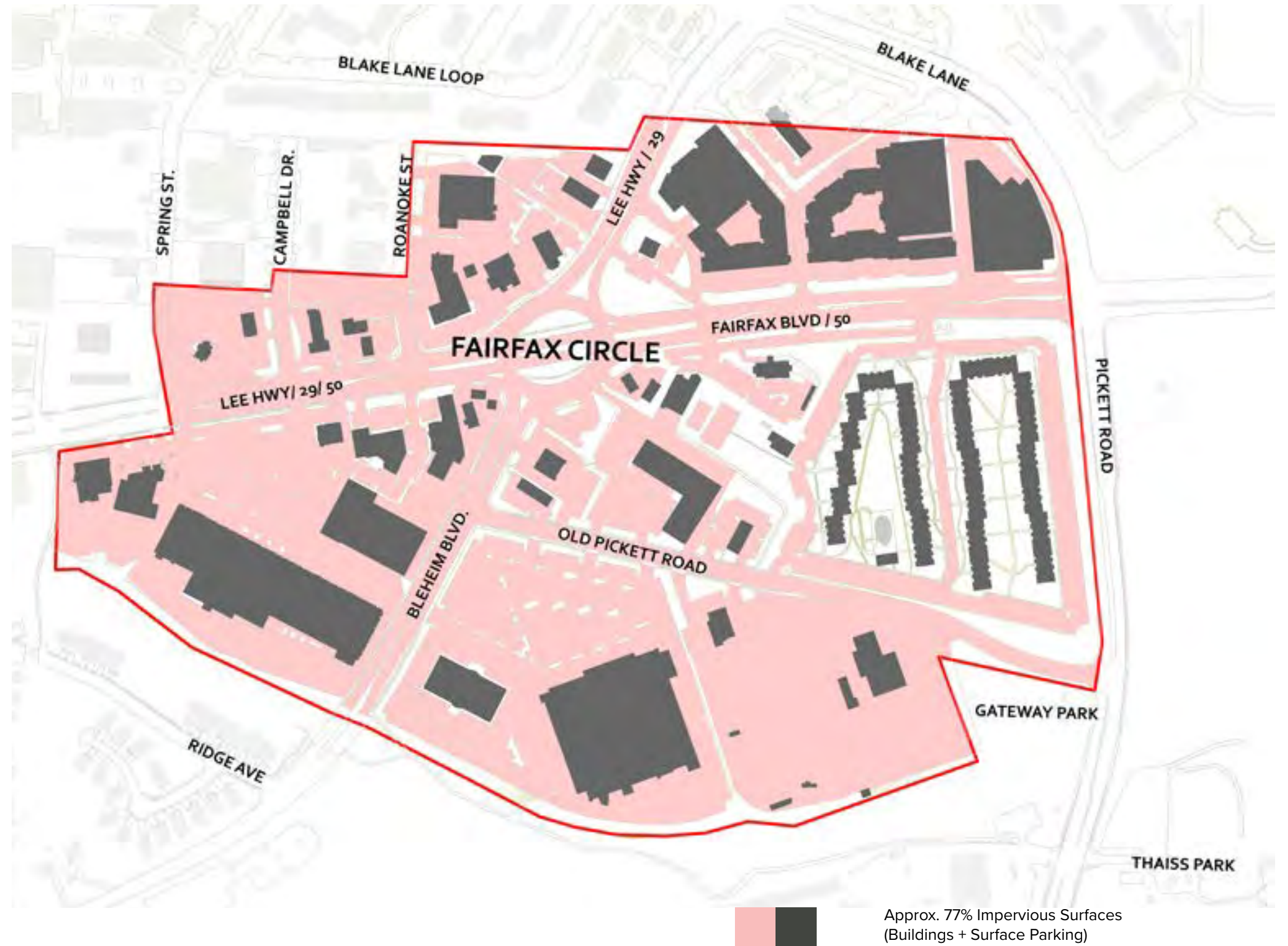


Fairfax Circle Shopping Center



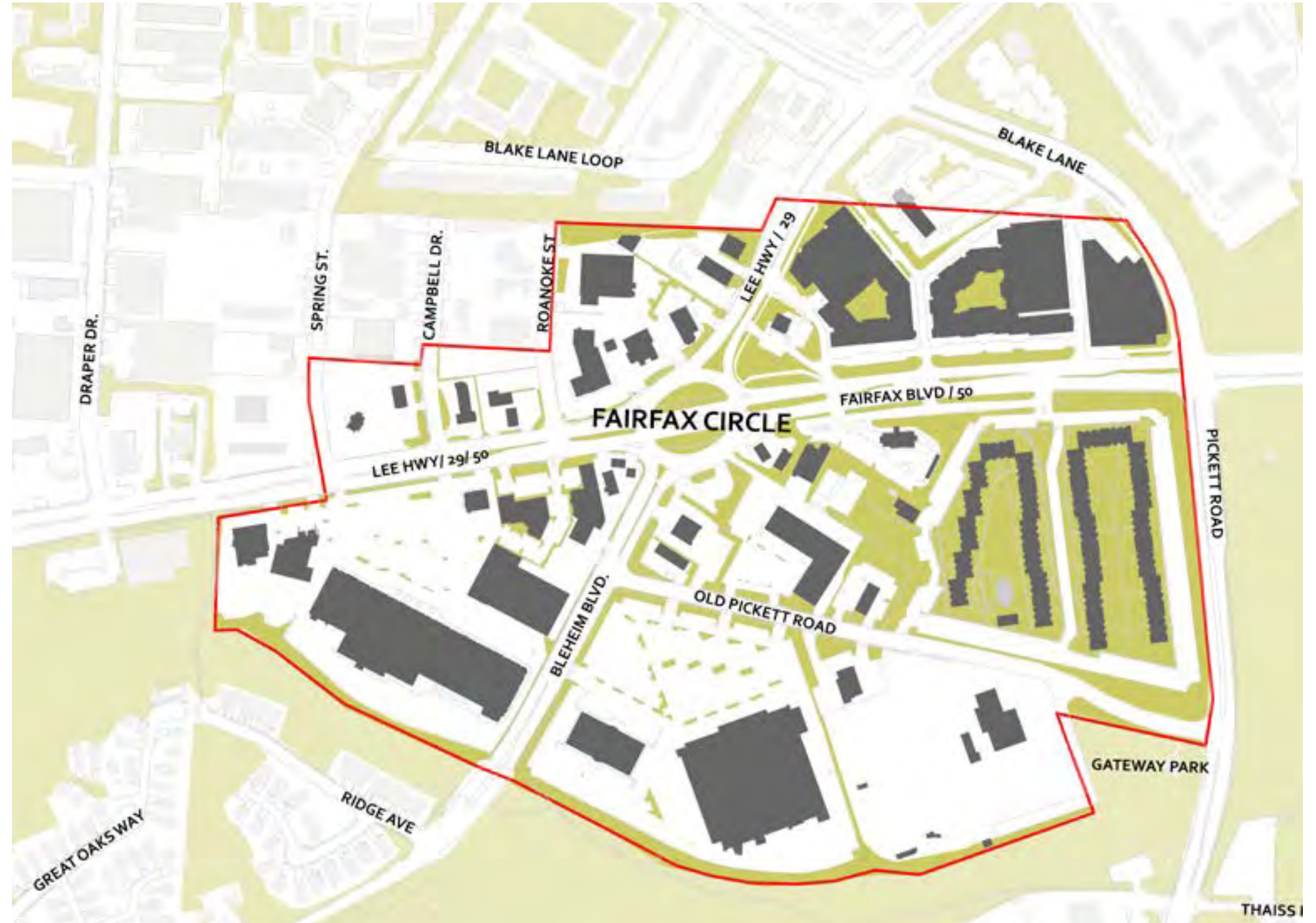
LAND USES: PAVEMENT

- **VEHICLE ORIENTED COMMERCE:** Auto-oriented land use patterns fostered removal of natural spaces and land uses devoted to automobile parking and movement
- **STORMWATER:** This study area along with other auto-oriented developments and reduction in natural spaces is contributing to stormwater risk in the Accotink watershed. Polluted water drains directly from parking areas into the creek. During major storm events, there is no absorption or retention on site-risking properties.



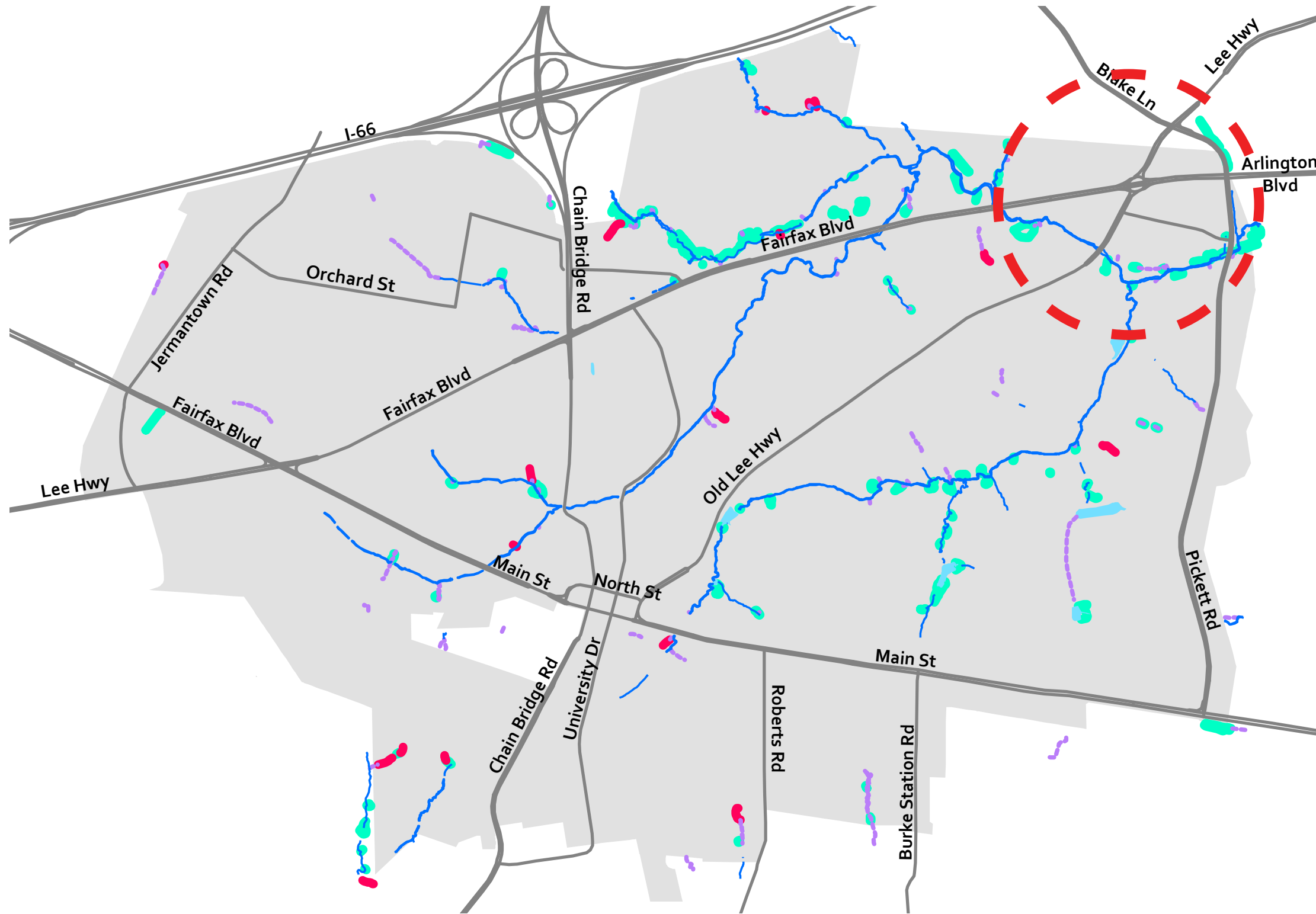
LAND USES: GREENSPACES

- ACCOTINK CREEK SYSTEM: The forested area system currently wraps around the study area roughly correlating to the flood plain, local parks, and the Accotink Creek. Currently the automotive land uses largely disconnect the study area from these spaces.
- PRIVATE OPEN SPACES: This study area contains a few green or open spaces. These are largely concentrated at residential developments at Foxcroft and the Scout and are privatized.



GREENSPACES

FOCAL AREA FOR STORMWATER + TOPOGRAPHIC LOW POINT



- **STORMWATER:** As the topographic low point in the city, this area has enhanced risk for stormwater related flooding and erosion. A key challenge and opportunity is to tackle major stormwater and flooding related issues.
- **ECOLOGICAL MANAGEMENT:** Given the extensive natural areas and flood plains in this study there is an enhanced opportunity for fostering an improved greenspace that is responsive to flora and fauna.
- **LAND USE:** The topographic low point places these buildings and land uses significantly lower than their surrounding areas with many in the flood plain or RPA. The small area plan has the opportunity to remove buildings out of the most severe flood effected areas and protect existing structures. Given the need to address these flood issues, the study area has the opportunity to take advantage of the lower topography to explore taller buildings in select areas.

FOCAL AREA FOR STORMWATER + TOPOGRAPHIC LOW POINT





EXISTING TRANSPORTATION ANALYSIS

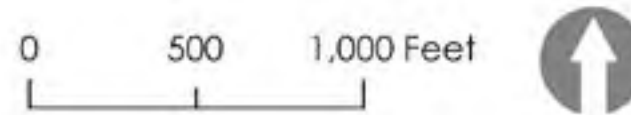
The following pages provide the analysis of transportation conditions that provided the ground work for the final document. Details include review of speed limits, crashes and risky locations within the study area, review of signals and sidewalks, as well as mass transit and trail systems. This analysis was referenced throughout the review and creation of the final recommendations along with previous studies by the city.

EXISTING SPEED LIMITS

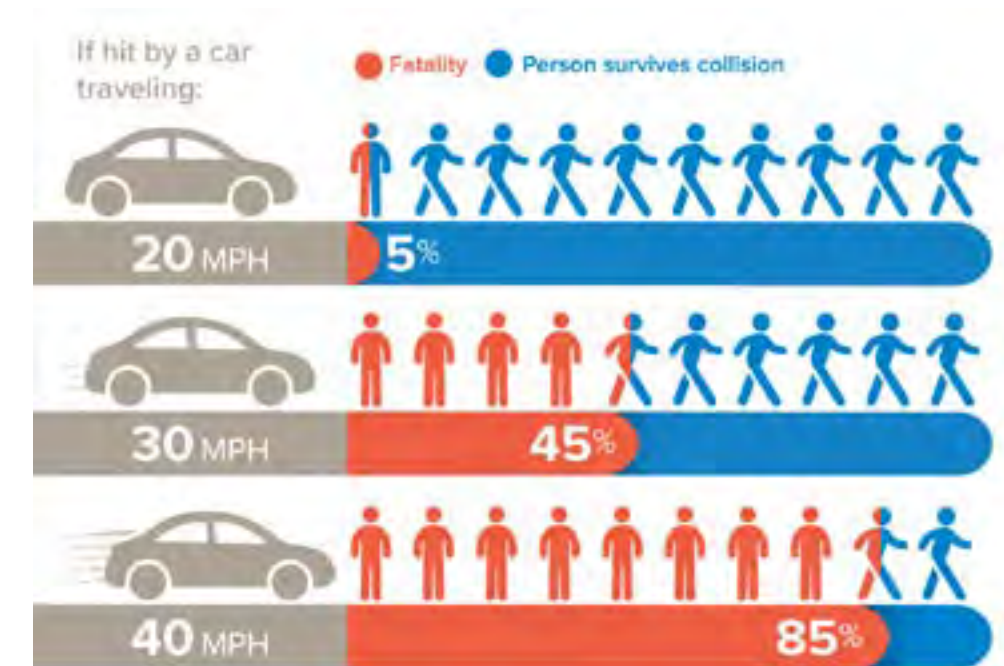


Fairfax Circle
Small Area Plan

Source: Roadway Centerlines, Fairfax County GIS



- Fairfax Boulevard, Blenheim Boulevard (north of Fairfax Circle), Blake Lane, and Pickett Road have a speed limit of 35 MPH.
- Blenheim Boulevard (south of Fairfax Circle) and Old Pickett Road have a speed limit of 30 MPH.

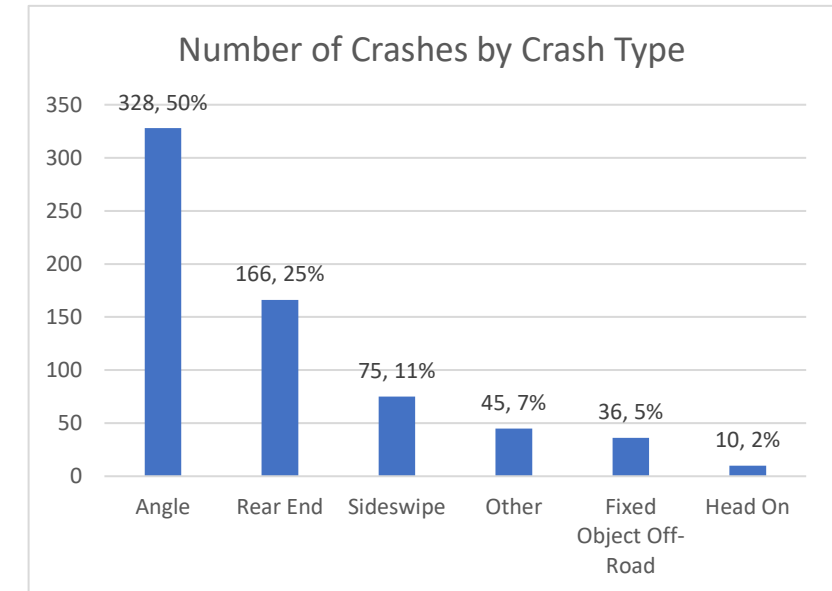
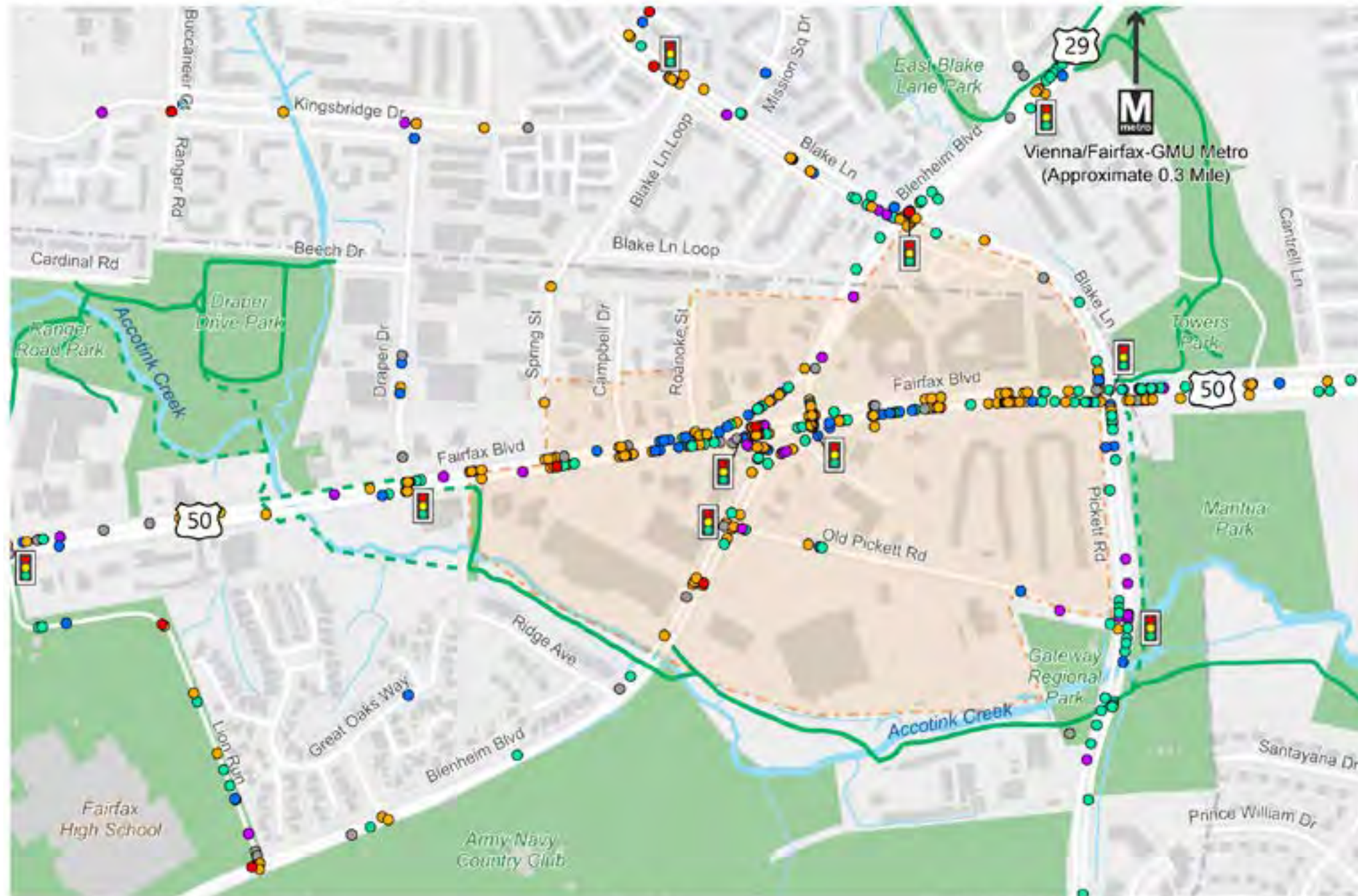


Relationship between vehicular speed and chances of survival in case of a crash with pedestrian

Source: National Traffic Safety Board (NTSB)

660 CRASHES IN LAST 7 YEARS, MOSTLY ALONG MAJOR ROADS

Crashes by Crash Type (2016-2022)



- Between 2016 and 2022, there were 660 total crashes.
- The most common crash types were angle (328, 50%), rear end (166, 25%), and sideswipe (75, 11%).
- Crashes concentrated around major intersections.

Fairfax Circle Small Area Plan

Legend

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

Crash Type

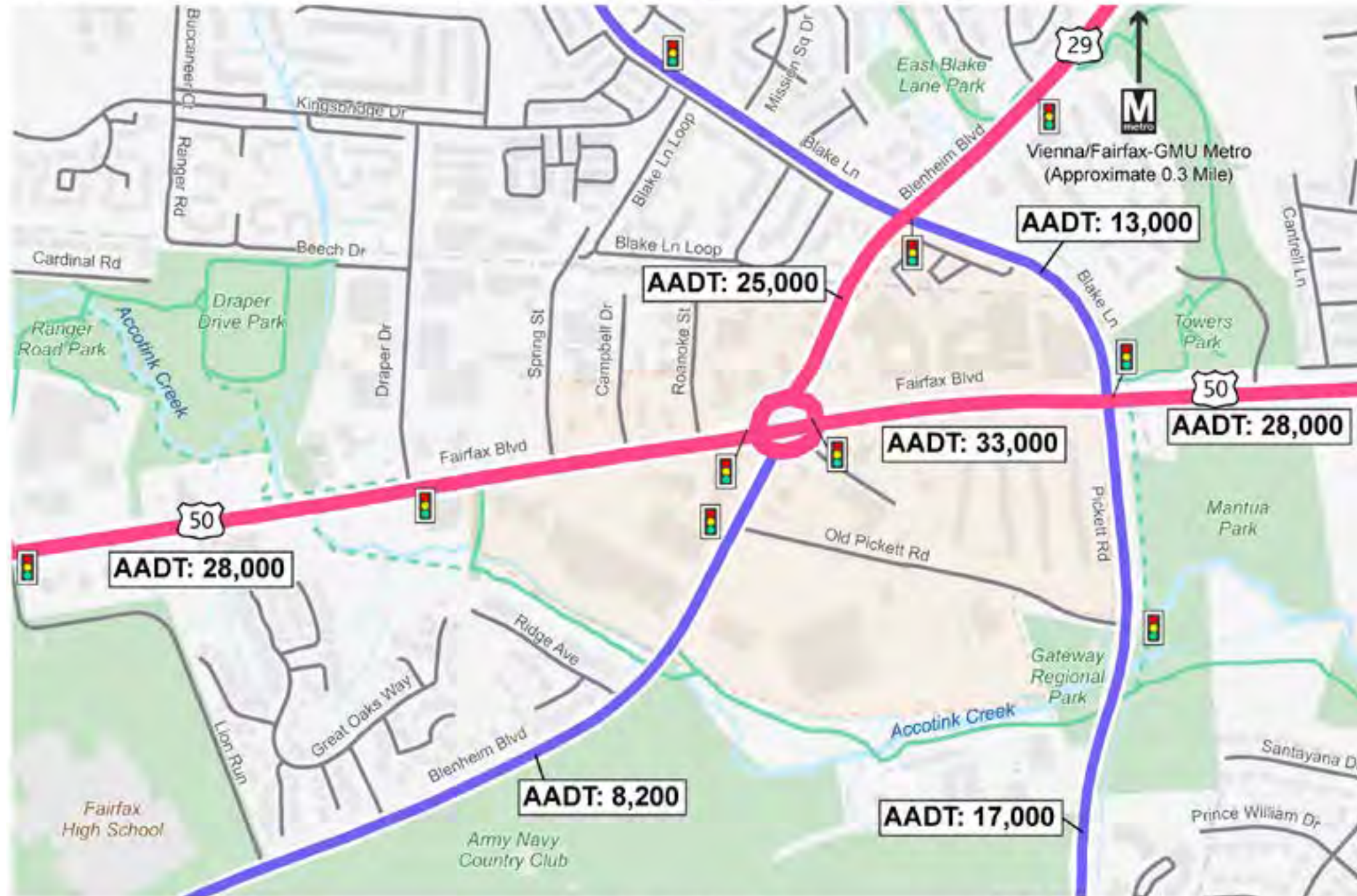
- Angle
- Head-On
- Rear End
- Sideswipe
- Fixed Object (Off-Road)
- Other

Source: Crashes (2018-2022), Virginia Department of Transportation

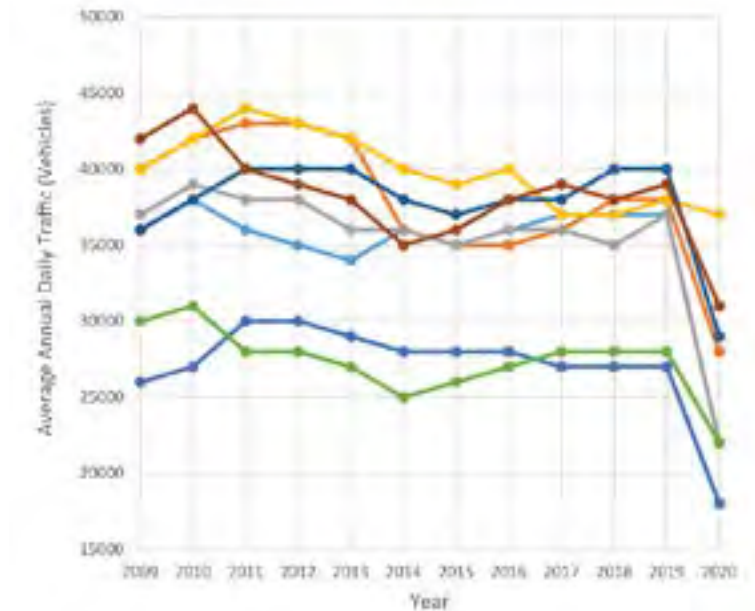
0 500 1,000 Feet

LIMITED STREET NETWORK AROUND FAIRFAX CIRCLE

Functional Classification and Annual Average Daily Traffic (2020)



- Fairfax Boulevard and Blenheim Boulevard are Principal Arterials.
- Blake Lane, Pickett Road, and Blenheim Boulevard south of Fairfax Boulevard are Minor Arterials.
- Traffic decreased significantly in 2020 during the COVID-19 pandemic, but is expected to return to pre-pandemic levels in 2023.
- Traffic on most arterials did not fluctuate dramatically between 2009 and 2019.



- (1) US 29 between Jermantown Road and US 50/Main Street
- (2) Main Street between US 29/50 and West Street
- (3) US 29/50 between US 29/Main Street and Chain Bridge Road
- (4) US 29/50 between Fair Woods Parkway and Draper Drive
- (5) Pickett Road between Main Street and Colonial Avenue
- (6) Chain Bridge Road between City Line and Judicial Drive
- (7) Main Street between Blenheim Boulevard and Whitacre Road
- (8) Chain Bridge Road between US 29/50 and Interstate 66

Annual Traffic Trends Source: City of Fairfax - Fairfax Circle Fact Book

Fairfax Circle
Small Area Plan

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

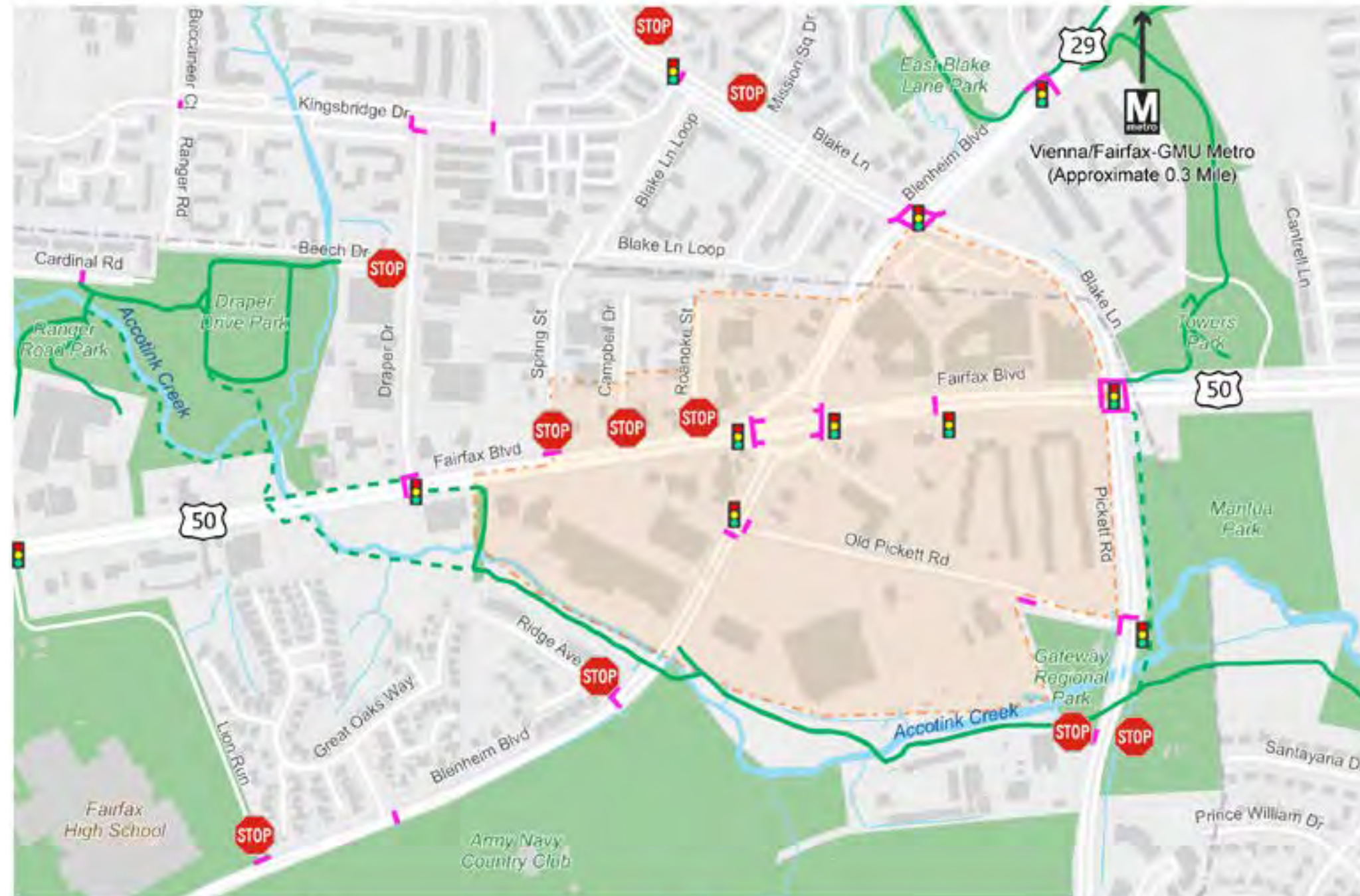
Source: Roadway Centerlines (2023), Fairfax County, and Traffic Volumes (2020), Virginia Department of Transportation.

0 500 1,000 Feet



FEW SIGNALS - LIMITING PEDESTRIAN CROSSINGS

Existing Traffic Control Devices



Fairfax Circle
Small Area Plan

Legend

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

Source: Sidewalks (2021), Fairfax County GIS
Data was supplemented with Google Maps

0 500 1,000 Feet



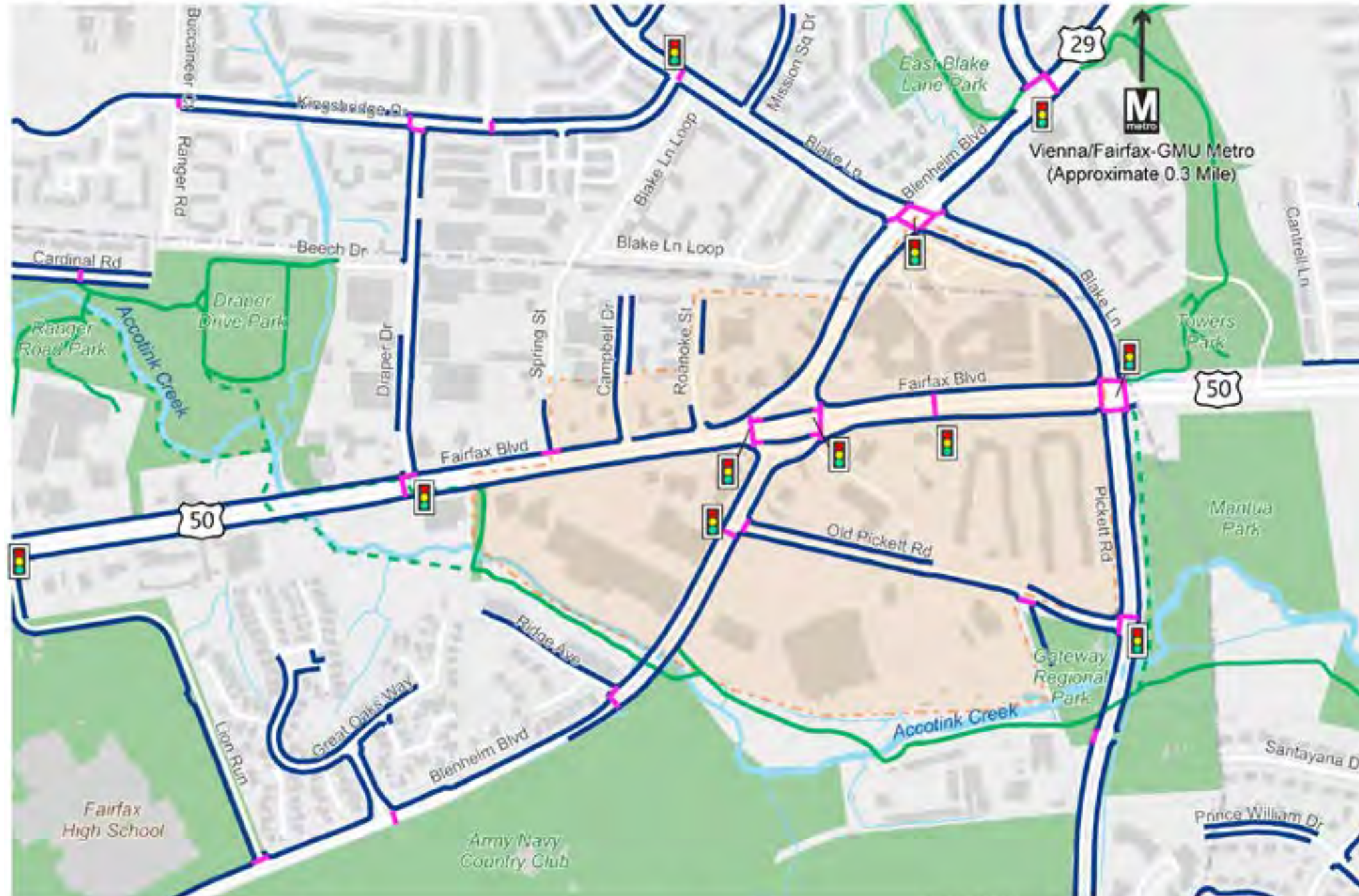
- Few signalized intersections in the study area limiting the number of controlled pedestrian crossings.
- Average spacing of signalized intersections:
 - Fairfax Boulevard = 1,500 feet
 - Blenheim Boulevard = 800 feet
 - Old Pickett Road = 1,800 feet
 - Pickett Road = 1,100 feet
- City's comprehensive plan recommends signalized intersections in Activity Centers at 500 feet spacing.
- Most minor street approaches are stop-controlled with free-flow traffic along major roads.



Signalized intersection at Blenheim Boulevard and Old Pickett Road

SIDEWALKS ALONG MAJOR ROADS DO NOT FEEL COMFORTABLE

Existing and Planned Pedestrian Network



Sources: Sidewalks (2021), Fairfax County. Data was supplemented with Google Maps.

Fairfax Circle
Small Area Plan

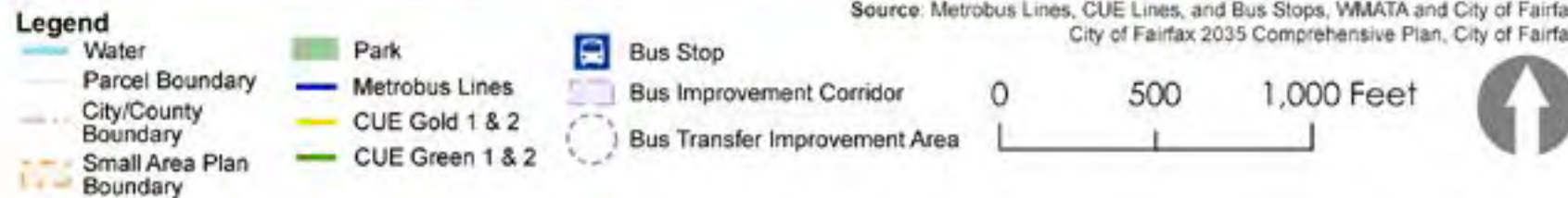
- There are sidewalks along most of the Principal and Minor Arterials within the study area; however, these are not separated by a buffer from vehicular traffic.
- Few sidewalk gaps exist on local streets.
- Marked crossing opportunities are limited to signalized intersections, however, not all legs 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

BUS TRANSIT ROUTES & STOPS ALONG MAJOR ROADS

Existing and Proposed Transit Network



Fairfax Circle
Small Area Plan

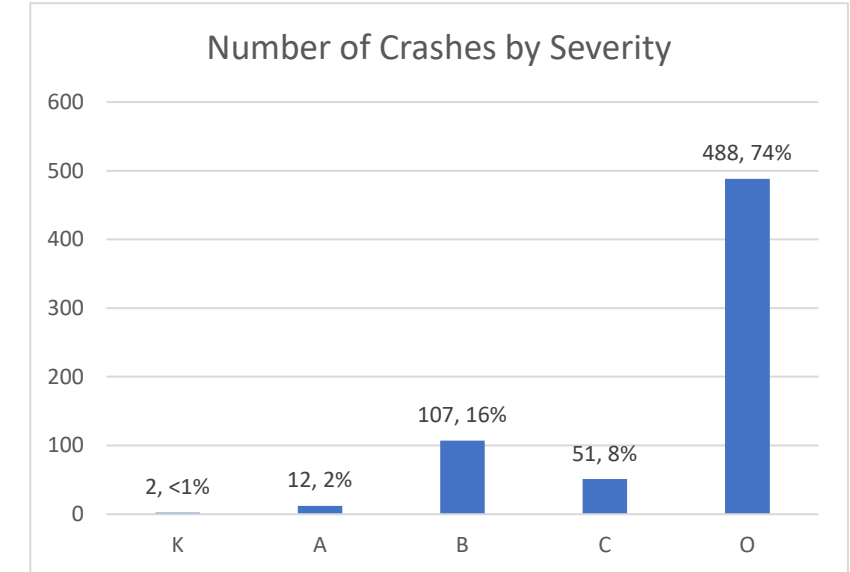
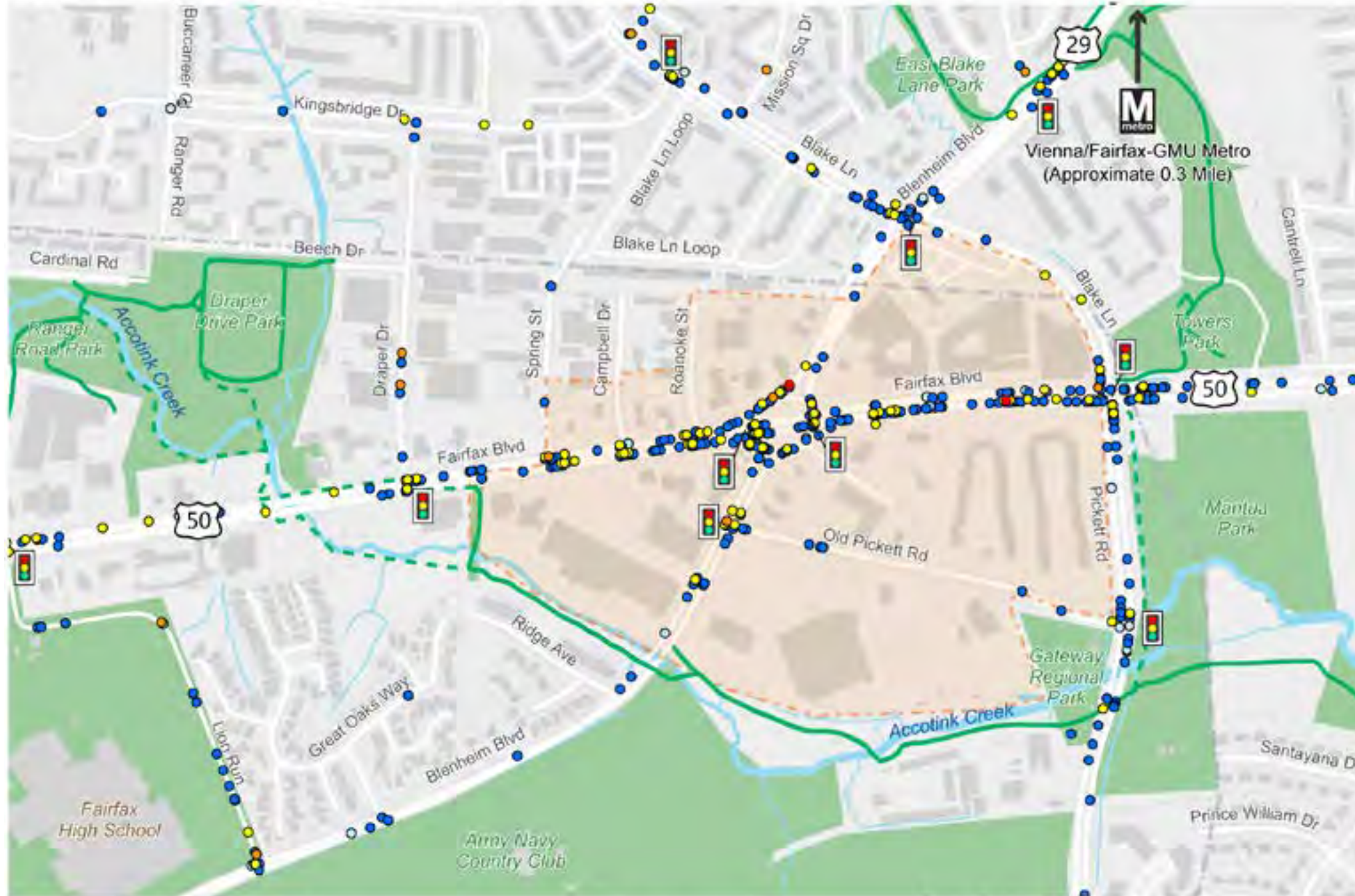
- CUE Gold 1 & 2 and CUE Green 1 & 2 Lines run within the study area.
- WMATA Metrobus Routes 1C, 2B, and 29N run within the study area.
- The Vienna/Fairfax-GMU Metro Station is approximately 0.3 Miles north from the study area.
- Limited to no amenities present at existing bus stops.



Narrow sidewalks with no buffers leading up to a bus stop with no amenities along Fairfax Boulevard

CRASHES BY SEVERITY

Crashes by Severity (2016-2022)



- Most crashes were Property Damage Only (Pdo) - (488, 74%).
- Two fatalities were reported within the study area between 2016 and 2022.

Legend

- Water
- Parcel Boundary
- City/County Boundary
- Small Area Plan Boundary
- Park
- Existing Trail
- Planned Trail
- Traffic Signal
- Severity
- Property Damage Only
- Possible Injury
- Suspected Minor Injury
- Suspected Serious Injury
- Fatality

Source: Crashes (2016-2022), Virginia Department of Transportation

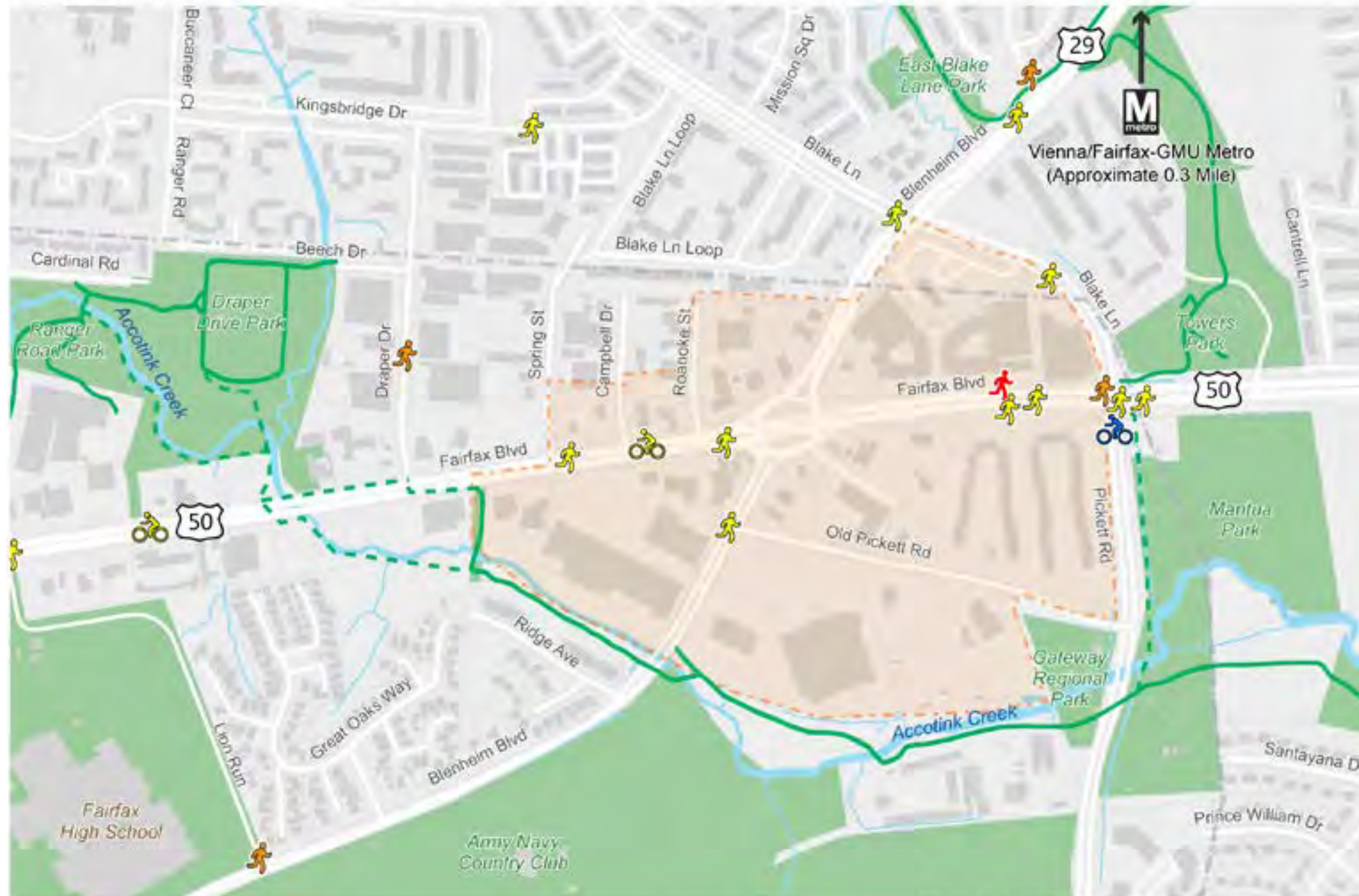
0 500 1,000 Feet



Fairfax Circle
Small Area Plan

PEDESTRIAN AND BIKE CRASHES

Pedestrian and Bicycle Crashes by Severity (2016-2022)



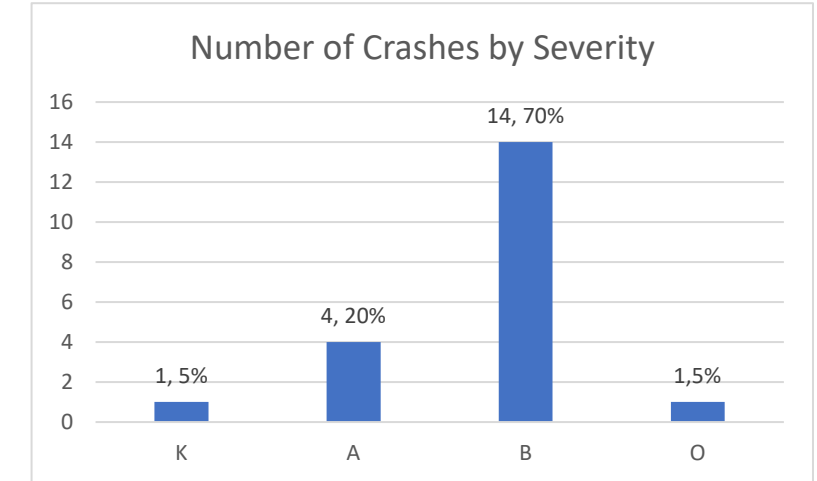
Source: Crashes (2016-2022), Virginia Department of Transportation

Fairfax Circle
Small Area Plan

Legend

- Water
- Parcel Boundary
- City/County Boundary
- Small Area Plan Boundary
- Park
- Existing Trail
- Planned Trail
- Pedestrian-Related Crash
- Bicycle-Related Crash
- Property Damage Only
- Suspected Minor Injury
- Suspected Serious Injury
- Fatality

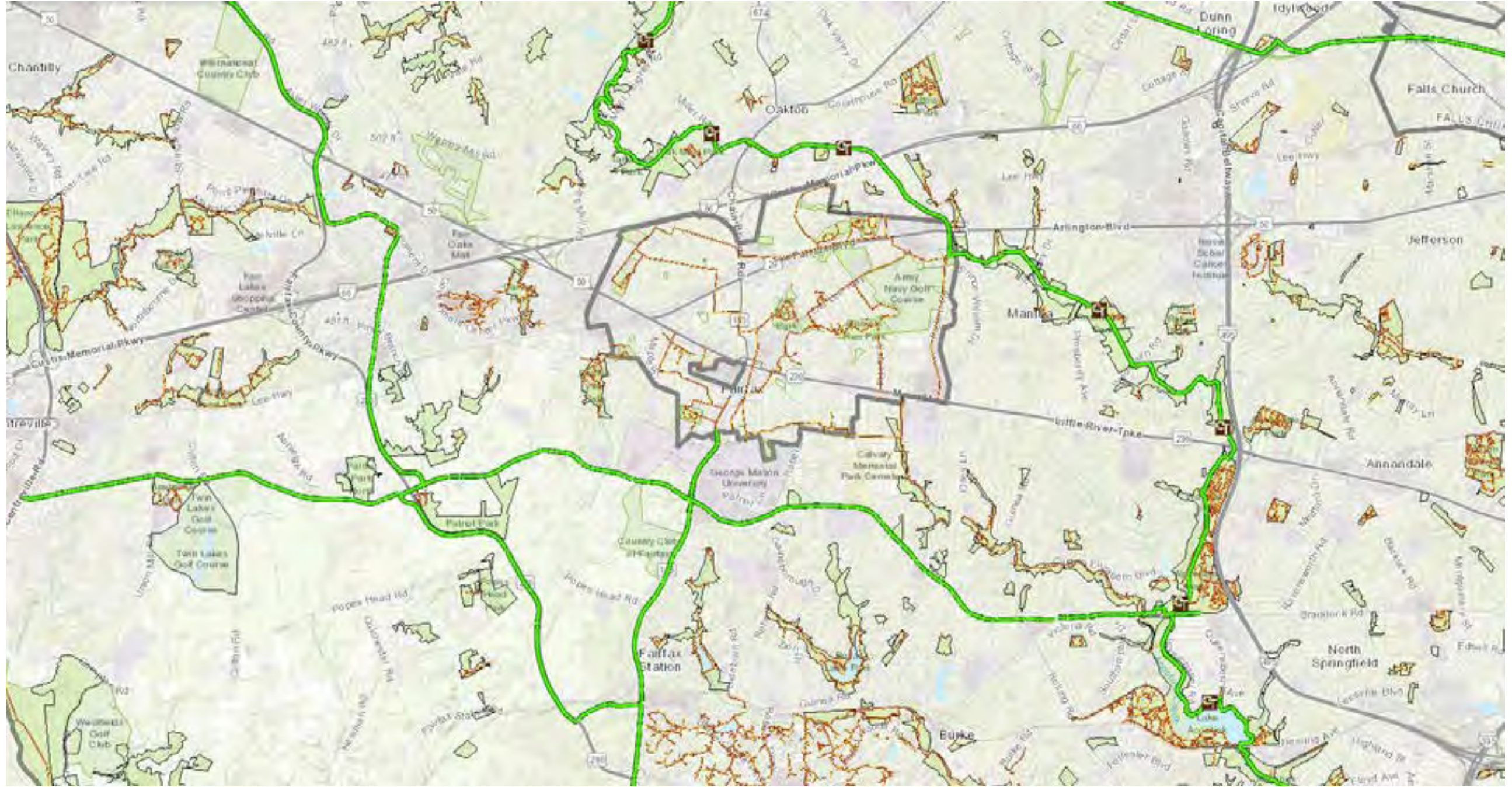
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- Between 2016 and 2022, there were 17 pedestrian-related crashes and 3 bicycle-related crashes.
- Most crashes had a severity level, or suspected minor injury.
- A crash with one pedestrian fatality was recorded in 2016 along Fairfax Boulevard between Blenheim Boulevard and Blake Lane.

REGIONAL TRAIL SYSTEMS

- Fairfax Circle as an untapped regional trail node for northern Virginia.

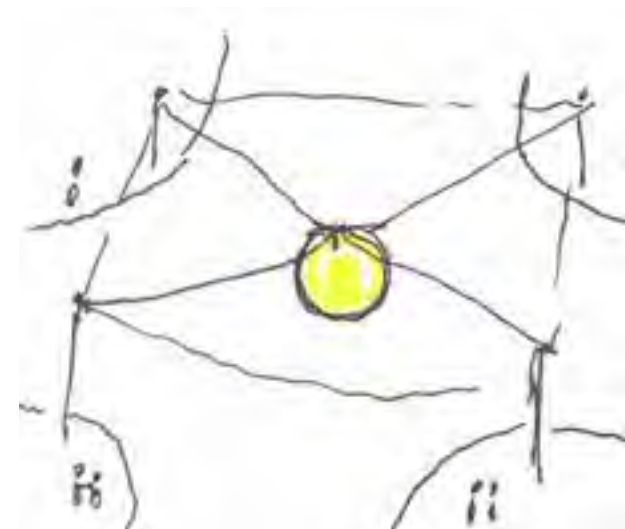
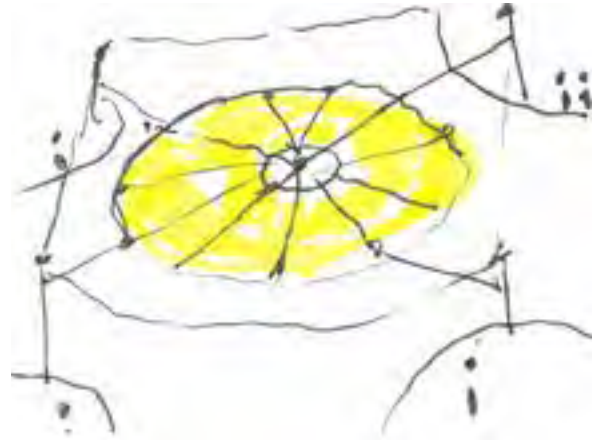




OTHER CIRCLE PLACEMAKING CONCEPTS

The following concepts are early iterations of what circle placemaking might look like in art or sculpture for the study area. This is not specifically intended to be used for the remaking of Fairfax Circle itself but instead are provided to serve as inspiration as local private businesses, artists, residents, and others seek to re-capture and re-interpret the memory of “Fairfax Circle”. Concepts for remembering the circle need further exploration by the larger community of developers, local artists, and residents as the plan and these works are meant to be used as a launching point.

OTHER CIRCLE PLACEMAKING CONCEPTS



CIRCULAR ICONIC ART

Lightweight metal sculpture over roads, paths, or intersections in the shape of a hoop held by lightweight cables. When done elsewhere it often incorporates backlit signage, art elements, flags, or other eye catching items.

Precedent Photos:

1 & 2 North Metro Tafe Webnet, Perth Australia by Greskley Abas Architects. Canopy over a central courtyard. Similar concept could be applied over the intersection in tensile fabric, metal or wood.

3 & 4 Ring Street Sign - Houston, Texas. Done at 5 intersections to create a sense of placemaking in a semi-suburban context.

SPHERE SCULPTURES

Lightweight metal, wood, or PVC sculptures. Circular in form a sculpture like this can reference the idea of the circle or sphere and is an instantly recognizable as a new "Fairfax Circle" icon perhaps as a reference once the old one is gone.

Precedent Photos

1. Wood Spheres by Korean Artist Lee Jae Hyo
2. PVC Inflatable Moon Floating on a Lake

OTHER CIRCLE PLACEMAKING CONCEPTS



FERRIS WHEEL OR ACTIVATED "CIRCLE"

Re-imagining the "Circle" as a usable ferris wheel or even an older decommissioned Ferris Wheel is another concept. The new Ferris Wheel Circle could be painted in a bright color and have wayfinding naming it "The Fairfax Circle". Optionally lit up at night with dark sky compliant color changing lighting it could be used to signal or celebrate holidays, university or high school events. If operational rather than just a landmark, a nearby kiosk or food truck may be a welcome addition.

Precedent Photos:
1/2 - Ferris Wheels



CIRCULAR OBSERVATION TOWER

Another approach is to provide an art object that is circular in form as the new "Circle". It could be an architectural element, sculpture, or observation tower. In all cases it should reference the circular shapes to give the idea of "Fairfax Circle" as an enduring landmark. It too could be lit up at night with dark sky compliant lighting to celebrate holidays, university or high school events. These circular elements like the one at Nante serve as a unique way to "re-frame" vistas or views.

Precedent Photos
3. Accessible Treetop Observation by Arup / EEFKT
4. Fire Lily Shaped Observation Deck - Yanko Design
5. Nante, France Circle Sculptures