

# MERRIFIELD REVITALIZATION REPORT

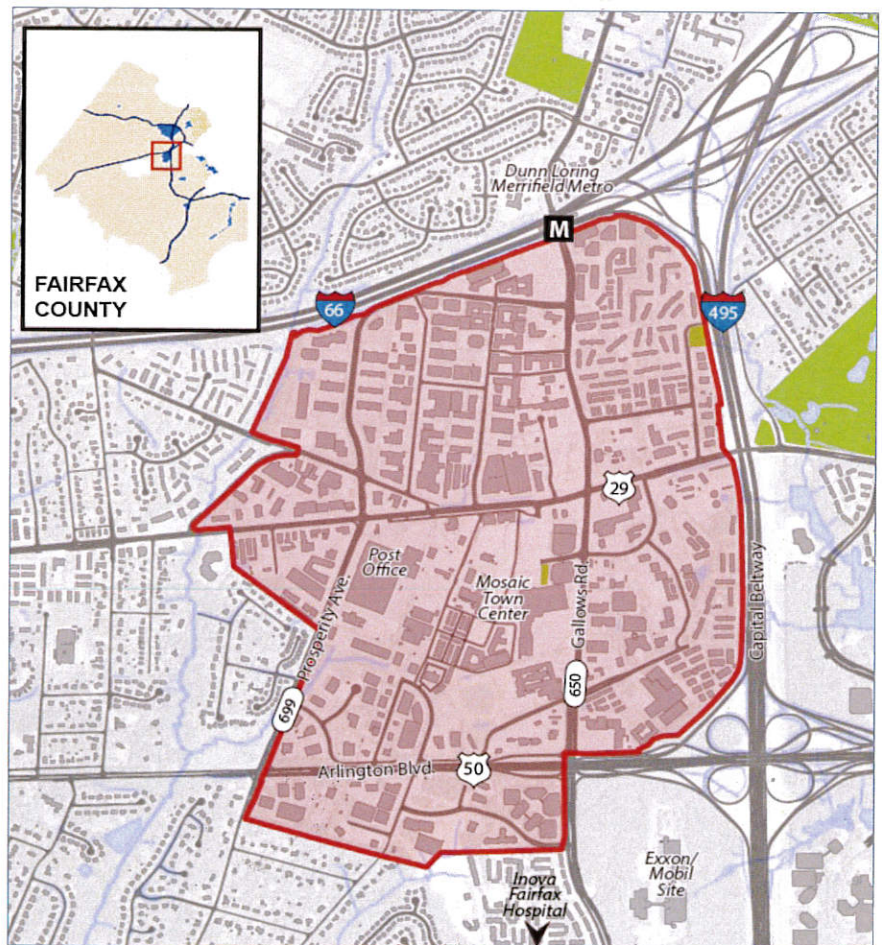
August 2015



*Avenir Place at the Metro*



*Mosaic District*



## MERRIFIELD OVERVIEW

The Merrifield Commercial Revitalization Area (CRA) is a 775 acre area located between I-66 and the Inova Fairfax Hospital campus. The Capital Beltway forms its eastern boundary and the Dunn Loring-Merrifield Metro station is located at its northern edge. Merrifield's central location, roadways and transit amenities make it ideally suited to serve as a mixed-use activity center that integrates residential, retail and office uses together with a variety of parks and plazas.

The *Greater Merrifield Business Association*, along with property owners and neighborhood leaders, worked with Fairfax County to define a vision for Merrifield that takes advantage of its location and emphasizes mixed-use development, while preserving complementary existing uses that serve the local community and the greater region. The adopted Comprehensive Plan (Plan) encourages a pedestrian-friendly, urban character for the area. The Plan calls for two focal points - one a newly established town center; the other, a dense, transit-oriented development around the Dunn Loring-Merrifield Metro station. Each of these focal areas will have improved connectivity through the establishment of a local grid of streets linked via a central roadway, lined with pedestrian amenities. These hubs are where the greatest intensity of development is planned and where highly-quality urban design should be emphasized. Merrifield design guidelines were developed that further define the urban design and streetscape vision for the area. To view the Merrifield design guidelines go to: <http://fcrevit.org/merrifield/designguides.htm>.

The vision for Merrifield is being realized through a series of recent redevelopment projects and transportation improvements. Redevelopment in the CRA is attracting new residents and users, and bringing economic benefits to the surrounding community. The establishment of a local street grid in the town center, designed to reduce traffic congestion, has resulted in improved connectivity among Merrifield's thoroughfares and has increased the walkability of the area. The area adjacent to the Dunn Loring-Merrifield Metro Station is also undergoing a major transformation into a dense, mixed-use center. Merrifield is now transforming into an active and vibrant mixed-use district with contemporary styling and an urban vibe.

## MOSAIC DISTRICT COMMUNITY DEVELOPMENT AUTHORITY

The creation of Fairfax County's first Community Development Authority (CDA) was used to develop the town center through a public-private partnership (PPEA). The partnership was essential to realizing the redevelopment and achieving the goals for a new town center. The Mosaic District Community Development Authority (CDA) was created in 2011 by the Fairfax County Board of Supervisors (Board) to provide financing for public infrastructure associated with redevelopment of the Mosaic District. Public financing included tax-exempt and taxable bonds secured by the CDA and are repaid through property taxes from land owners in the district. Public infrastructure improvements in the Mosaic District include: construction of new streets, utilities, stormwater infrastructure, public parks, and parking garages. Securing financing for these public improvements has been key to the success of Mosaic.

Before the Board approved the creation of the CDA, the project was evaluated against the county's adopted financial policies for public investment entitled the *16 Principles for Public Investment to Support Commercial Revitalization* (Principles). The Principles provide a coordinated approach to address the needs and opportunities of a changing development environment, while ensuring that public dollars are contributed only when essential to realize revitalization. The Principles are available on OCR's website at: [fcrevit.org/publications/index.htm](http://fcrevit.org/publications/index.htm).

## CONNECTING MERRIFIELD

A significant improvement that has occurred over the past several years has been the implementation of a grid of streets in Merrifield. Eight new streets and 25 new intersections were constructed throughout Merrifield since the Plan was adopted in 2001. All of these streets include new pedestrian facilities and some have bicycle lanes or trails. Adhering to the Merrifield Streetscape Design Manual, new streets have wide sidewalks, lighting, and street trees. Some streets, such as those in the transit station area and the Mosaic District, have added elements such as seating, special landscaping, and activated storefronts adjacent to the sidewalks. These features work collectively to build a transit accessible, pedestrian-oriented district.

There are a number of benefits to imposing a grid of streets on what was a suburban patterned street network. Typically, the maximum length of a walkable block is 600-feet so each time a new street or intersection is added, Merrifield becomes increasingly walkable. As streets are added, new choices arise for drivers and pedestrians to navigate Merrifield and more options allow drivers to choose a different route if there is an accident. Also, the urban-style network creates blocks that are more adaptable as it is easier to construct new developments within smaller blocks and rectilinear blocks can easily accommodate changing land uses over time.

Merrifield will continue to benefit from the vision set forth in the Plan, and as more growth happens in the future, new grid connections can be anticipated.



*Halstead Square Road, a new street in Merrifield*

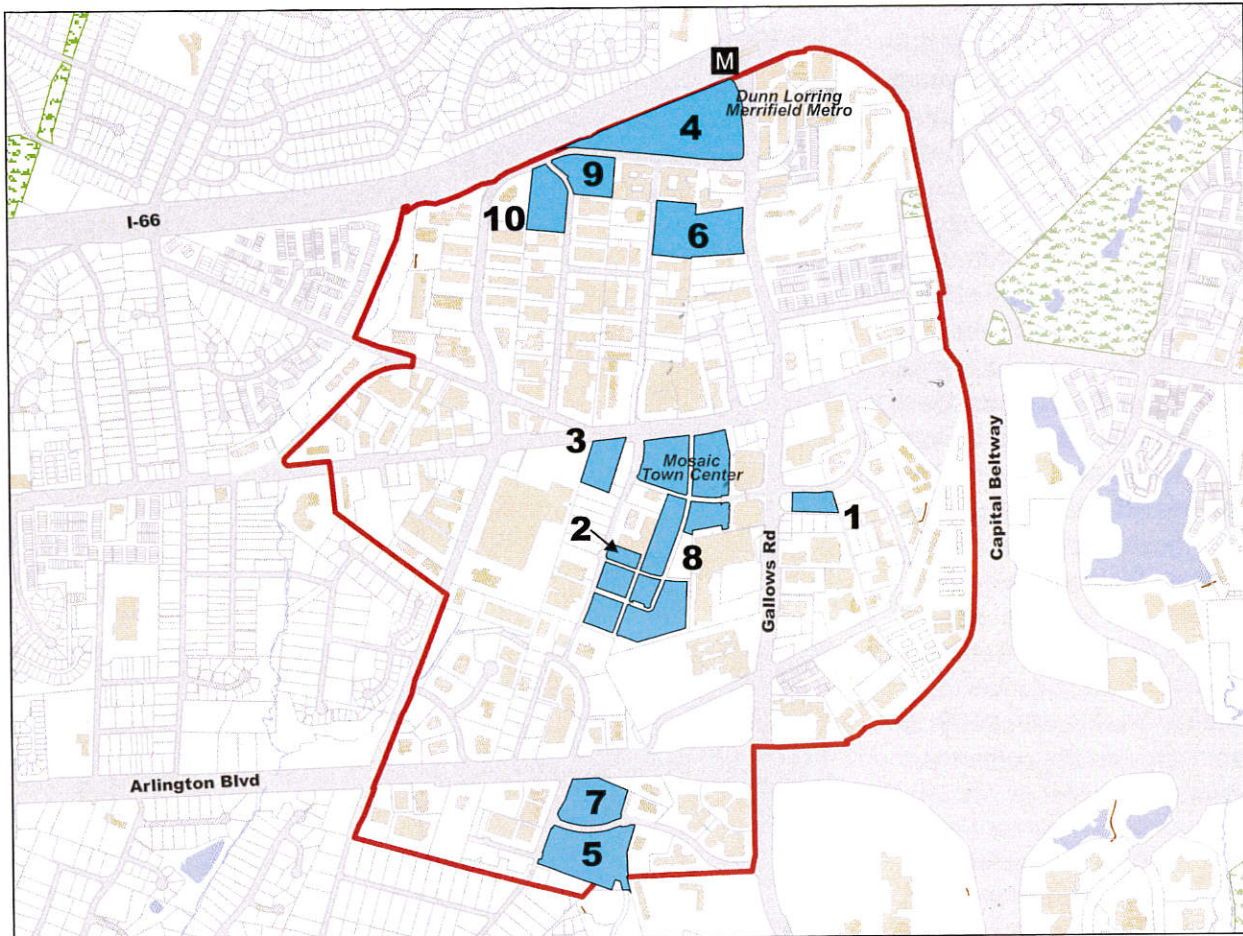


*Willow Oaks Corporate Dr., next to Mid-County Human Services Building*



*Strawberry Lane and District Avenue in the Mosaic District*

## DEVELOPMENT ACTIVITY



*Merrifield CDA Development Activity Map*

In 2015, the Merrifield CRA has approximately 16,394,561 square feet (SF) of existing development. Of this amount, approximately 12,372,492 SF, or 75%, is commercial development, which include rental apartments, and 2,625,177 SF, or 16%, is non-apartment residential development. There are over 3,300 rental apartment units in the Merrifield CRA, with additional properties under construction.

More information on each development can be obtained through the County's Land Development System, found online at: <http://ldsnet.fairfaxcounty.gov/ldsnet>



*Route 29 streetscape*



*Halstead Square*

## DEVELOPMENT ACTIVITY

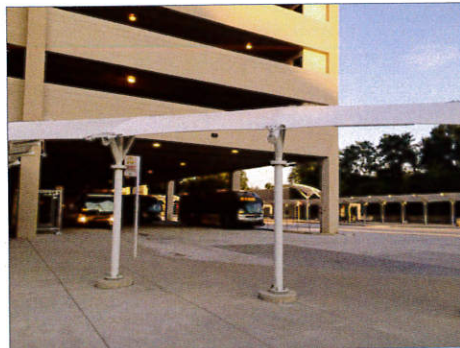
Rezoning/Site Plan Number (Approval Date/Status)	Merrifield CRA Development Activity
1) TRUSTEES OF FIRST BAPTIST CHURCH OF MERRIFIELD RZ 2014-PR-006 (app. 11/18/14)	Approval of a rezoning for the consolidation and expansion of the existing church and child care facility on 1.69 acres. The new building will total 31,000 square feet (SF). Enhanced streetscape is to be provided.
2) EYA DEVELOPMENT, LLC RZ 2013-PR-007 (approved 4/29/14) 0561-SP-010-2 (approved 12/30/14)	Under construction are 25 townhomes adjacent to the Mosaic District. The townhomes will be similar to those built previously by EYA Development within the Mosaic District.
3) ESKRIDGE II, LLC SE 2014-PR-022 (approved 12/2/14)	Approval of a 3,000 SF financial institution, public plaza, and streetscape improvements along the site's Route 29 and Eskridge Road frontages.
4) DUNN LORING METRO, LLC RZ 2005-PR-039 (approved 12/4/06) 0378-SP-002-3 (approved 8/17/11)	Construction of Phase I, including multi-family housing, retail, two Metro parking garages and a new road, is complete. Phase II is under construction with a Harris Teeter grocery, additional retail and multi-family housing. The project will result in a total of 128,000 SF of retail and 628 multi-family apartments.
5) FAIRFAX COUNTY BOARD OF SUPERVISORS PCA 87-P-038-05 (approved 7/26/11) (construction complete 2014)	A county human services facility with 160,000 SF of office use and 37,000 SF of cellar space located on the Inova Fairfax Hospital campus.
6) DFS/LONG METRO II, LLC RZ 2007-PR-001 (approved 10/15/07) 024817-SP-001-2 (approved 4/24/13)	Nearing completion is Halstead Square, a mixed-use development of 1,150 apartments and 101,700 SF of retail space. Three buildings are complete and occupied with a variety of restaurants and community serving retail. The fourth building is under construction.
7) INOVA HEALTH CARE SERVICES PCA 2008-PR-009-02 (approved 9/10/13) SE 2013-PR-004 (approved 10/29/13)	Approval of a 258,000 SF expansion of the Fairfax Hospital campus, to include a new Cancer Treatment and Research Center. Some infrastructure improvements have been completed, including new road connections and streetscape.
8) MERRIFIELD MIXED USE, LLC RZ 2005-PR-041 (approved 7/12/12) PCA 2005-PR-041-03 (app. 7/31/12) 0561-SP-011-1 (under review)	At the Mosaic District, construction is complete on the Avalon Bay mixed-use building that includes 531 apartments and 40,000 SF of retail and the Mill Creek mixed-use building with 252 apartments and 60,000 SF of retail. Under review are the final two mixed-use buildings which will include apartments and specialty retail use.
9) PROSPERITY METRO PLAZA OF VIRGINIA, LLC RZ 2012-PR-009 (approved 10/16/12) FDP 2012-PR-009 (approved 10/4/12)	Approval of a rezoning to expand existing office space in two buildings by 52,250 SF.
10) SQUARE 1400, L.C. RZ 2009-PR-002 (app. 10/19/10) 7813-SP-003-2 (approved 7/30/13)	Construction of a ten-story tower, with 327 residential units and 3,000 SF of non-residential use, was completed in 2013. The Fairfax Arts Council and the Fairfax Symphony Orchestra recently moved into the retail space on the first floor of the building.

## TRANSPORTATION IMPROVEMENT PROJECTS

1. **Gallows Road and Route 29 Roadway Improvements.** Major roadway improvements to Gallows Road, including the Route 29 intersection, were completed in 2013. This widening project was designed to alleviate congestion along these two key roads by increasing the number of through lanes on Gallows Road from four to six. Sidewalks, trees and landscaping were added to improve pedestrian connections between the Metro Station and the Mosaic District.
2. **Interstate 495 Express Lane Connection to Route 29 (Lee Highway).** Construction of the I-495 Capital Beltway HOT/Express Lanes was completed in 2014. The southern portion of the Route 29 bridge over I-495 was demolished and reconstructed to add an express lane ramp linking Route 29 and the Capital Beltway. This new ramp connects the Beltway directly into the Merrifield CRA, which improves access to and from the area.
3. **Dunn Loring Merrifield Metro Station Improvements.** As part of a PPEA with Washington Metro Area Transit Authority (WMATA), Mill Creek Residential Trust has constructed a series of enhancements to the Dunn Loring Merrifield Station, including a parking garage containing 2,000 new and replacement commuter parking spaces; new covered bus bays; an enhanced kiss and ride lot; and, bicycle parking along with other pedestrian and bicycle improvements.
4. **Eskridge Road.** Known as Merrilee Drive north of Lee Highway, Eskridge Road is planned to serve as the central main street in the Merrifield CRA. The extension of Eskridge Road to Williams Drive creates a new north-south connection between Route 50 and Route 29, thereby improving access to the Mosaic District.
5. **Willow Oaks Corporate Drive.** An enhanced street network was part of Inova Fairfax Hospital's expansion plans. The extension of Willow Oaks Corporate Drive to Williams Drive provides improved access to the Inova campus and to Fairfax County's new Mid-County Human Services facility.
6. **Dorr Avenue Connection.** The developers of Square 1400, a new multi-family complex on Prosperity Avenue, completed construction of an extension of the formerly cul-de-saced Dorrr Avenue to form a new intersection with Prosperity Avenue. The project includes streetscape and pedestrian enhancements.
7. **Halstead Square Road.** The construction of Halstead Square included a new local street that connects Merrilee Drive with Gallows Road. Enhanced streetscape was constructed as part of the project.
8. **Mosaic at Merrifield Town Center Grid of Streets and Transit Circulator.** A number of new local streets have been constructed as part of the development of the Mosaic Town Center. The streets form pedestrian-scaled, walkable blocks designed to encourage pedestrian and bicycle activity, and the additional connections between Route 29 and Gallows Road help reduce congestion on those streets. Streets were designed to be low speed with high-quality streetscape, wayfinding, and seating areas to enhance the pedestrian environment. A public circulator bus with two stops in the Mosaic District transports residents, office workers and retail patrons to and from the Dunn Loring-Merrifield Metro Station.



*Streetscape adjacent to the Metro*

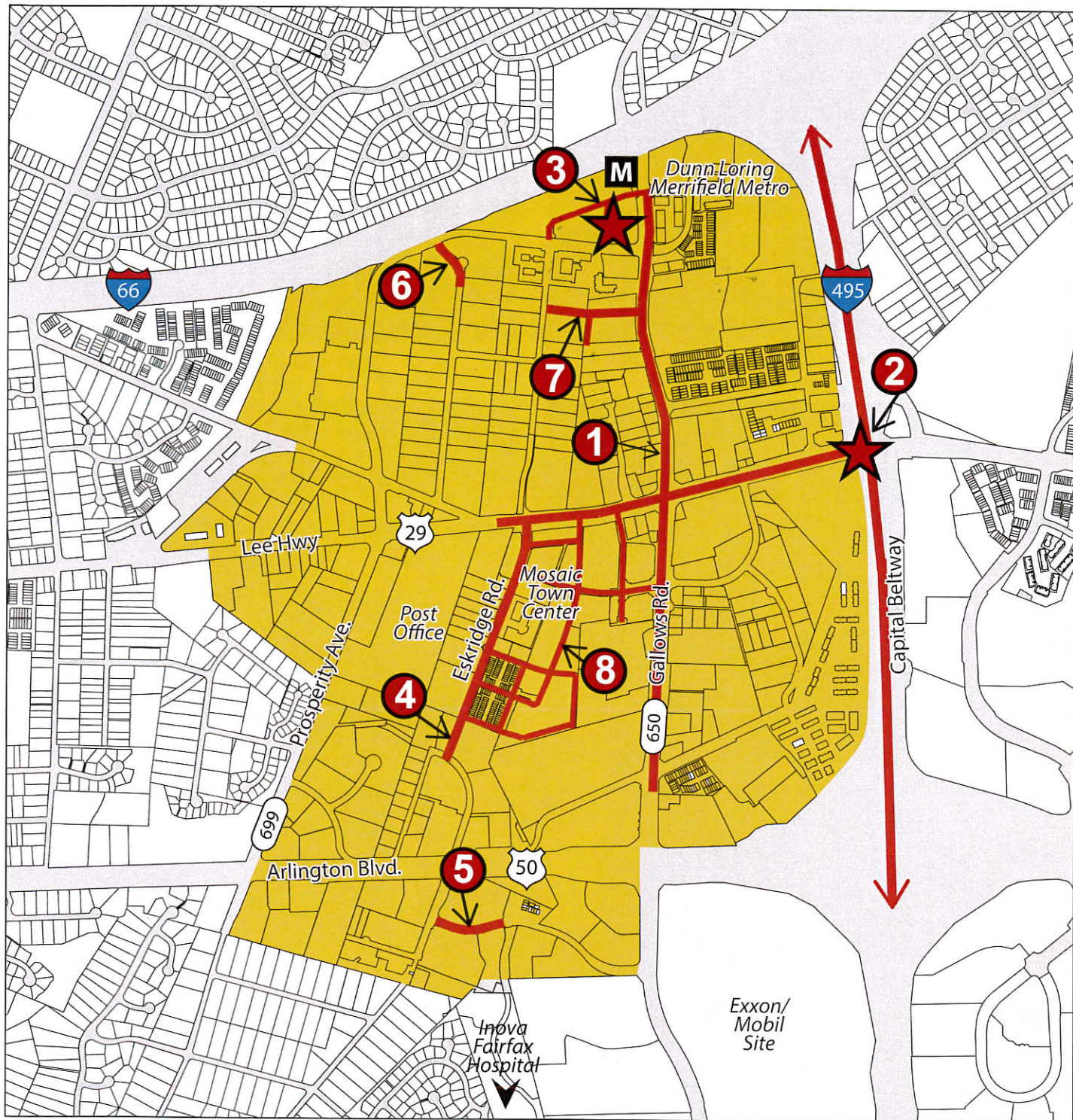


*Bus transit center at the Metro*



*Plaza at Avenir Place at the Metro*

## TRANSPORTATION IMPROVEMENT PROJECTS



A number of transportation improvements have been completed. The red lines on the above map indicate new streets or new roadway connections. Stars represent intersection enhancements or other major transportation improvements.

## DEVELOPMENT ACTIVITY PROJECT IMAGES



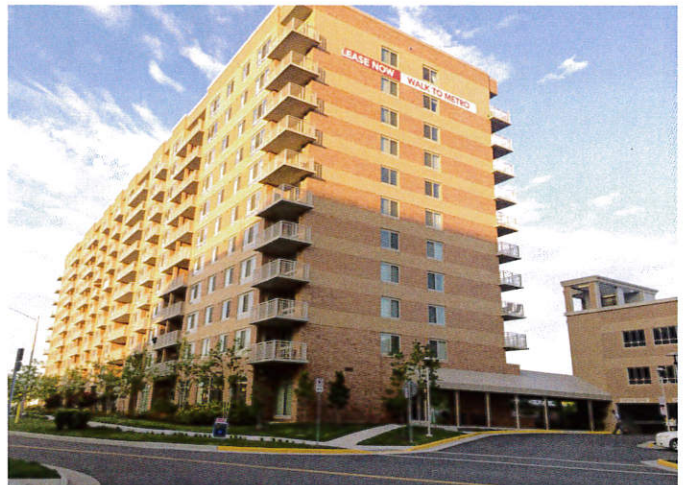
*Avenir Place at the Dunn Loring-Merrifield Metro*



*Glass Alley in the Mosaic District*



*Townhomes in the Mosaic District*



*Square 1400 on Dorr Avenue*



### Contact Information

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