

CITY OF FAIRFAX

OLD TOWN FAIRFAX REVITALIZATION PLAN

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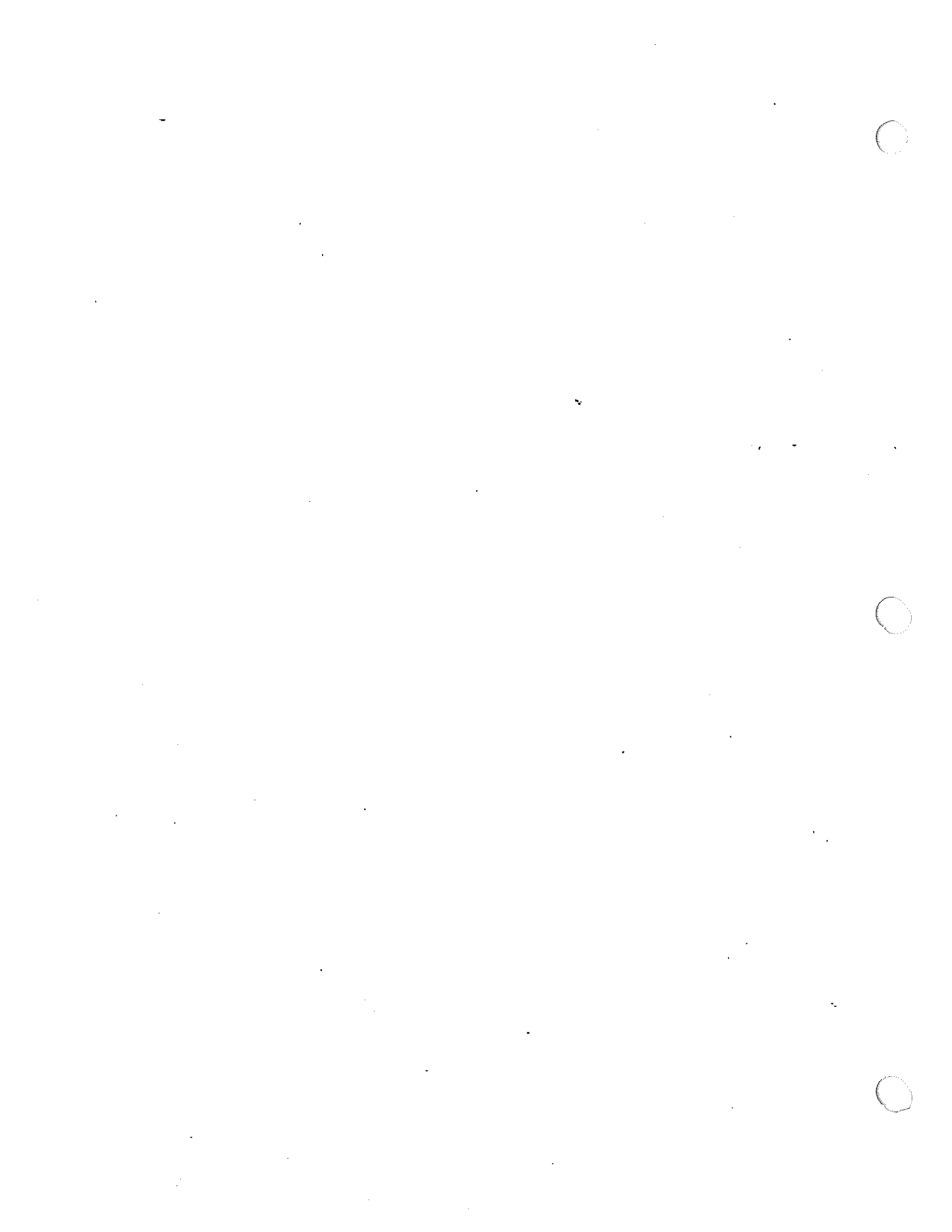


OLD TOWN FAIRFAX
REVITALIZATION PLAN

DRAFT

September, 1989

The Phipps Group MMM Design Group Baldwin & Gregg Douglas & Douglas



ACKNOWLEDGEMENTS

Success in a commercial revitalization project depends to a great extent upon a shared vision for the future. The recommendations in this plan are due to the work and dedication of many individuals and groups. In particular, we wish to acknowledge the major contributions of the Old Town Fairfax Advisory Committee, the small band of citizen and business representatives, which produced both balanced and sensitive guidance. Our thanks are also extended to Councilmember Robert Lederer who, as Chairman, was invaluable in keeping the meetings focused, cordial, and on-schedule. Finally, we wish to thank Jon Ellestad, Assistant City Manager and Peggy Wagner, Director Department of Community Development and Planning, and their staffs, for their continued guidance and support.

THE PHIPPS GROUP

September, 1989



OLD TOWN FAIRFAX REVITALIZATION PLAN

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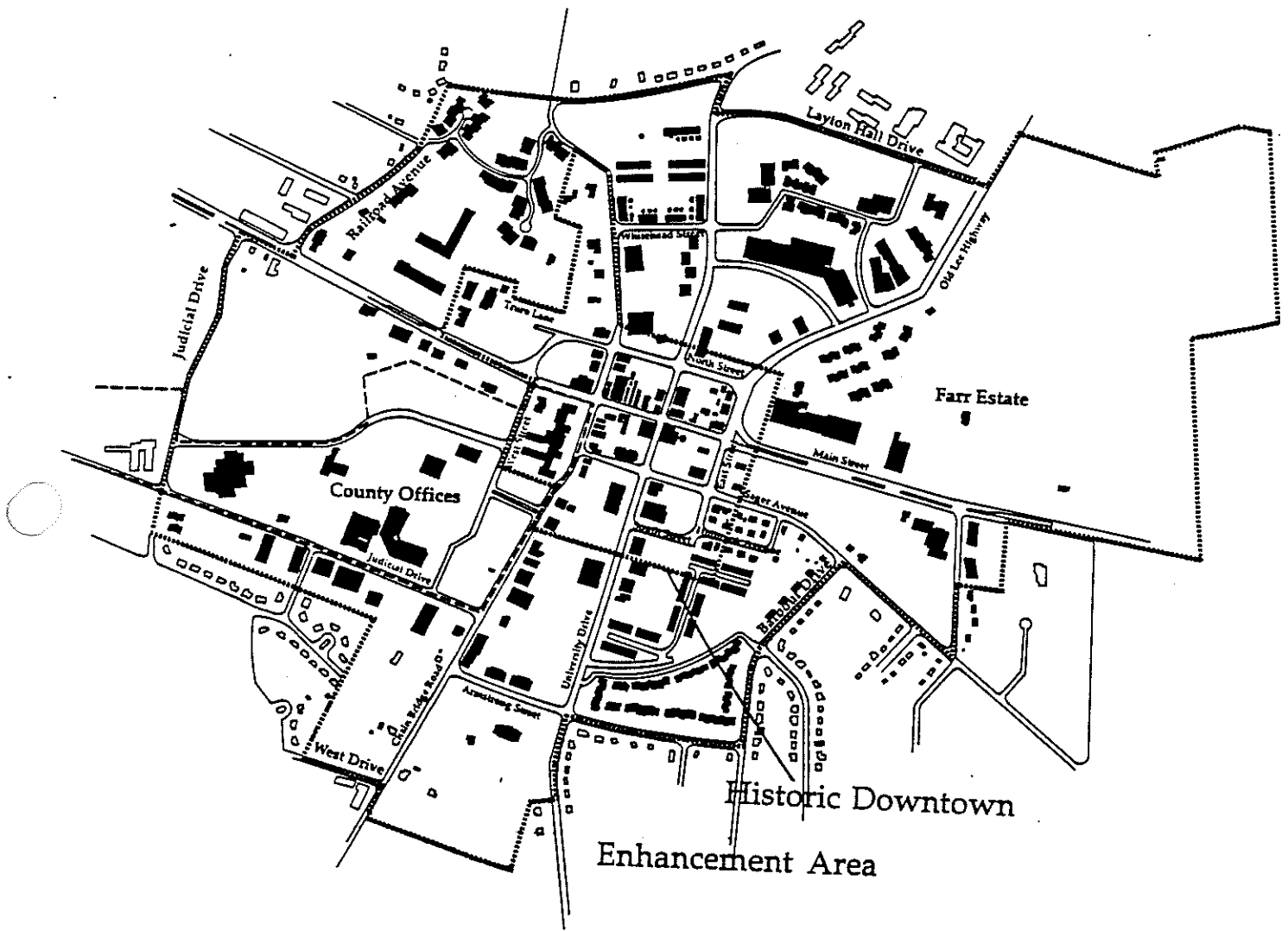
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Boundary of Study Area

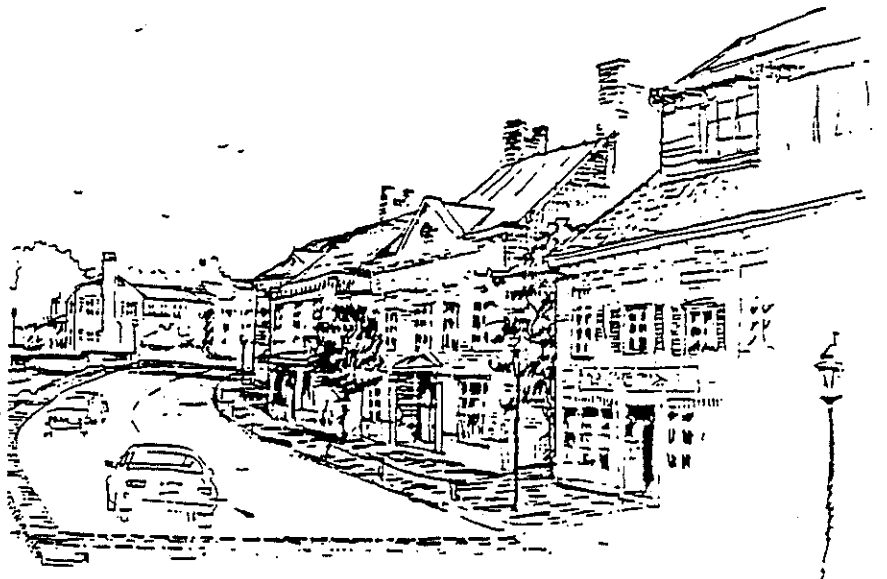
<p>CITY OF FAIRFAX</p> <p>OLD TOWN FAIRFAX REVITALIZATION PLAN</p>				<p>1</p>
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I. INTRODUCTION & PURPOSE





I INTRODUCTION AND PURPOSE OF THE STUDY

The principal purpose of strategic planning is to identify and carry out a program of action on a select number of issues which are of the greatest overall importance.

The purpose of the Revitalization Plan for Old Town Fairfax is threefold:

- . to propose a realistic development program designed to revitalize Old Town Fairfax,
- . to develop alternative routes for traffic around the central core, and
- . to develop clear zoning and design guidelines which both reflect market realities and reinforce human scale and urban charm.

This plan is designed to address the issues of the changing nature of land uses in the Old Town area as well as to encourage compatible retail and residential development.

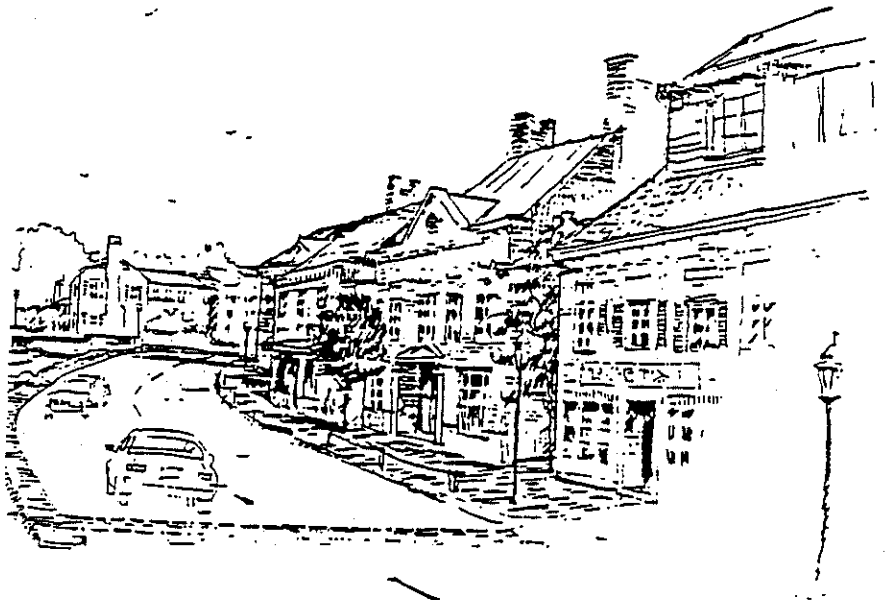
The relationship of Old Town's design character to the surrounding commercial and residential neighborhoods is an important component of this Action Plan. Thus, it includes not only general guidance for dealing with overall growth, but specifically includes:

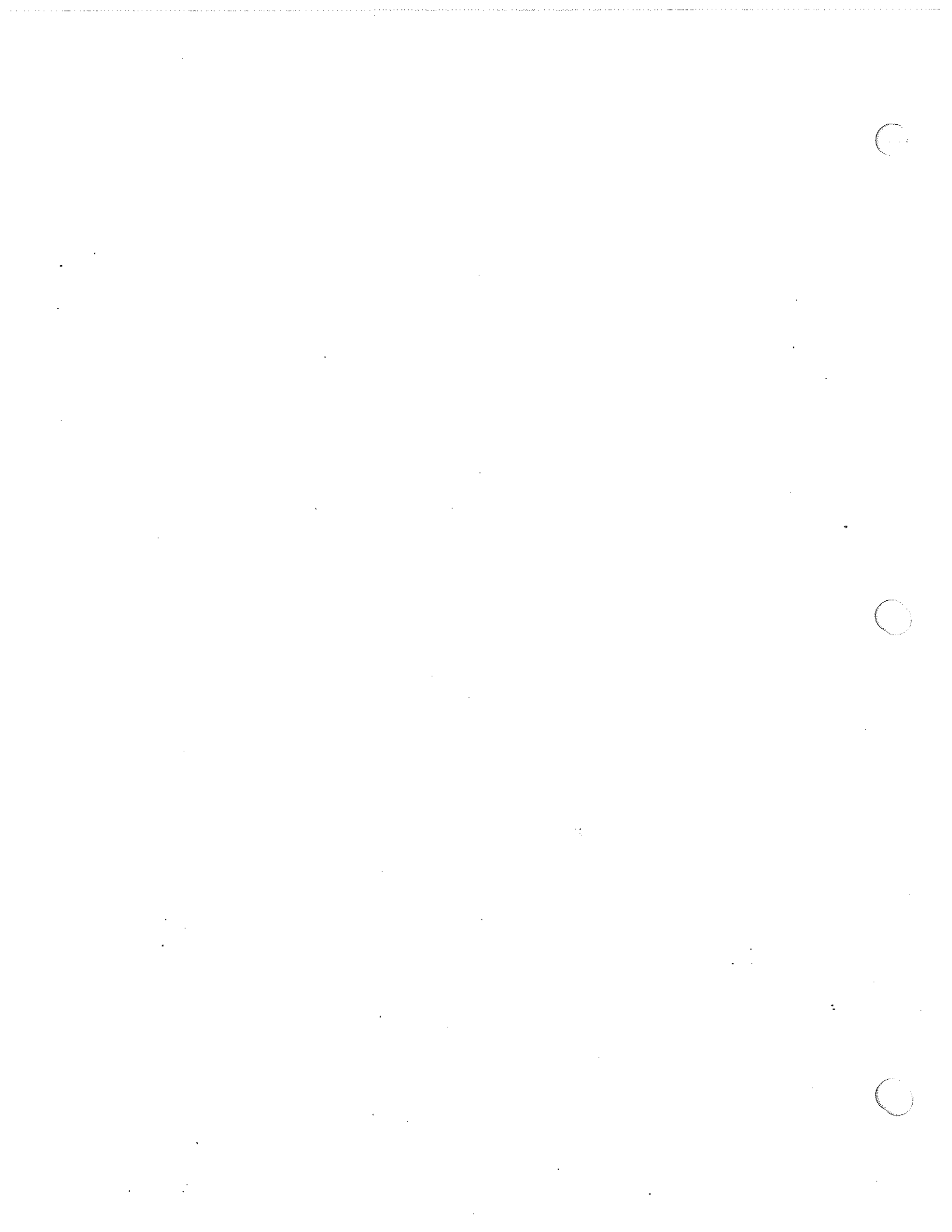
- . the development of a transitional zone with clear zoning and design requirements,
- . traffic and parking recommendations,
- . site specific recommendations, and
- . an urban design concept plan.

The function of this development plan is to provide the necessary basis for immediate actions, and to target and schedule specific public and private investments and actions for longer-term implementation.

Figure 1 shows the boundary of the study area.

II. GOALS & OBJECTIVES





II. GOALS AND OBJECTIVES

As preparation for the development of the Revitalization Plan recommendations, an Advisory Committee composed of representatives of civic associations, business and property owners, and government representatives met to assist in the development of a commonly agreed upon set of goals and objectives for the nature, scale and function of the revitalization of Old Town. (See Appendix A for listing of the Advisory Committee members.)

GENERAL GOAL: Encourage and promote substantial rehabilitation, redevelopment and development within Old Town Fairfax which will:

- o improve its economic viability and physical appearance,
- o ensure its role as the City's focal point and activity center,
- o reinforce its distinct historic, human scale, urban character and charm,
- o enhance its attractiveness as a unique retail destination which is functionally usable, and
- o enhance the quality of life for the community.

ISSUES OF REHABILITATION AND DEVELOPMENT:

- o Develop a strategy to strengthen the physical and design relationship of structures within the historic core and the enhancement area through sensitively designed rehabilitation, redevelopment and development.
- o Develop a strategy to encourage new development on vacant parcels, or in areas where rehabilitation is not practical or economically feasible.

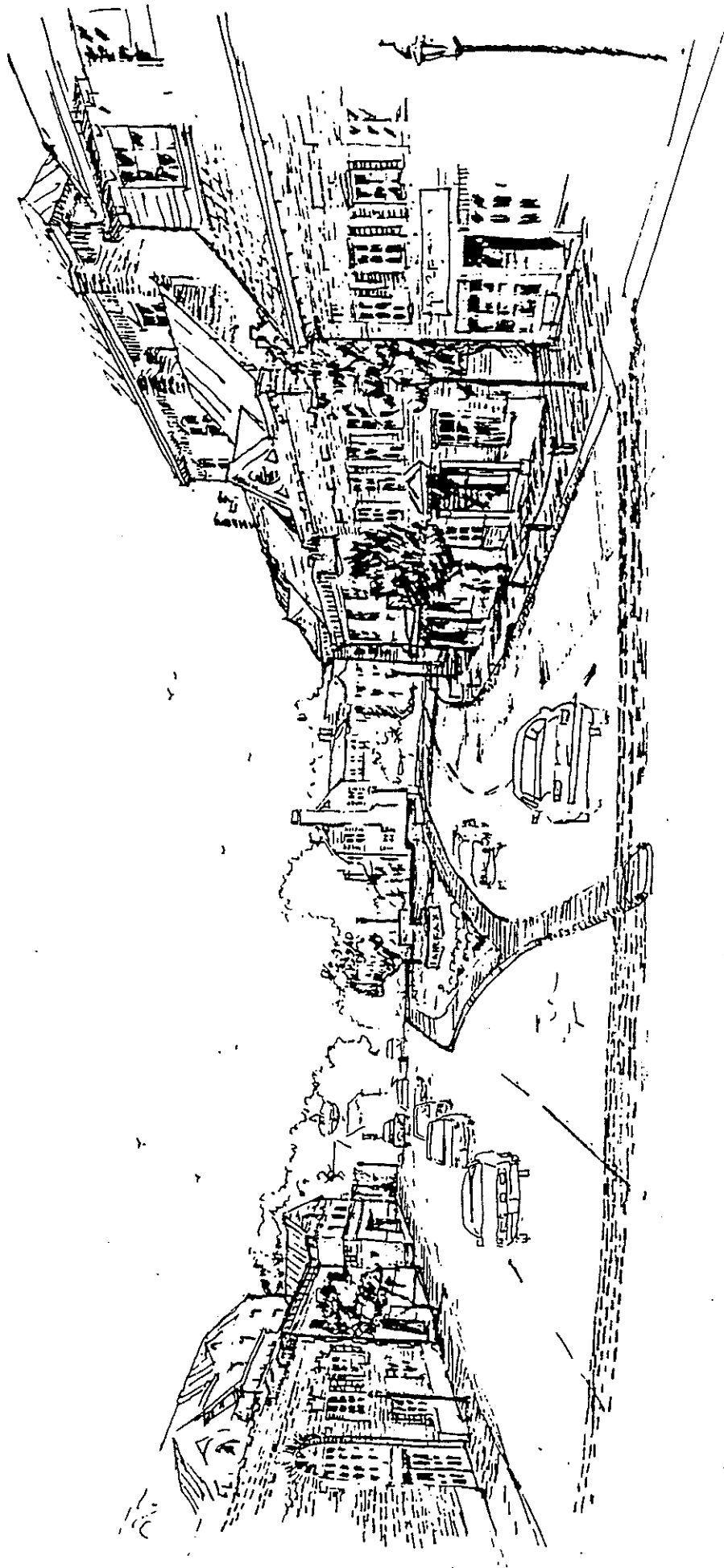
- o Review, and if necessary, modify zoning or other ordinances to facilitate rehabilitation, development and redevelopment consistent with design guidelines and human scale.

MIX OF USES:

- o Encourage compatible mixed use development (retail, office, residential) wherever possible.
- o Retain and attract high quality retail to the Old Town area which will serve the needs of the City as well as a broader community.
- o Promote the establishment of cultural facilities/events.
- o Encourage the construction of high quality residential.
- o Publicly owned historic structures should be integrated into the economic life of the area.

TRAFFIC MANAGEMENT & PARKING:

- o Develop adequate parking within the commercial core, through a program of structured, surface, underground and on-street parking.
- o Review parking regulations and zoning requirements for their impact on retail in new development and adaptive reuse.
- o Reduce the pace and volume of traffic through the Old Town area, by:
 - identifying possible alternative routes, within and outside the City,
 - reducing the speed limit in selected areas,



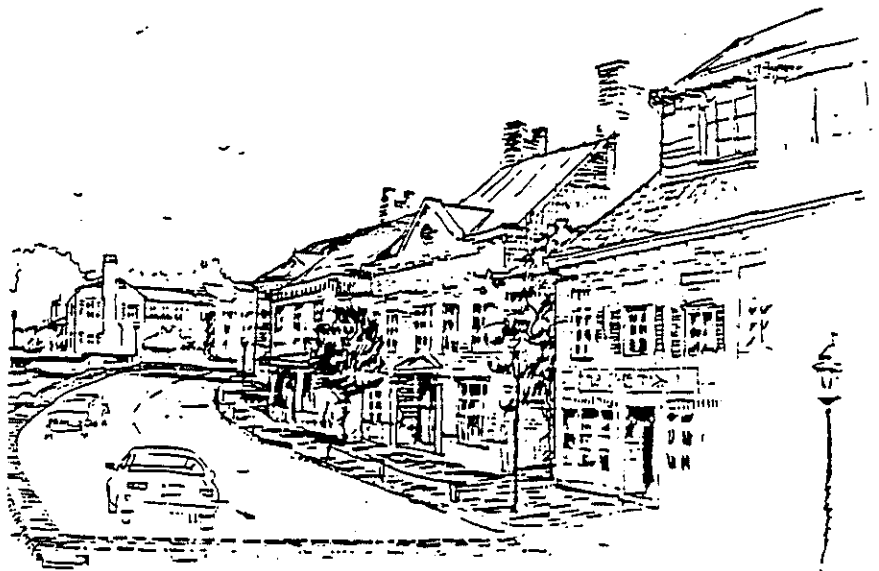
MAIN STREET - OLD LEE HIGHWAY

- installing pedestrian signalization on appropriate intersections, and
 - providing for on-street parking in designated areas.
- o Develop a parking management program which addresses boundaries and financing.
 - o Integrate public transportation into all traffic management proposals.
 - o Improve pedestrian access, safety, and movement within Old Town and between the historic core and the enhancement area.

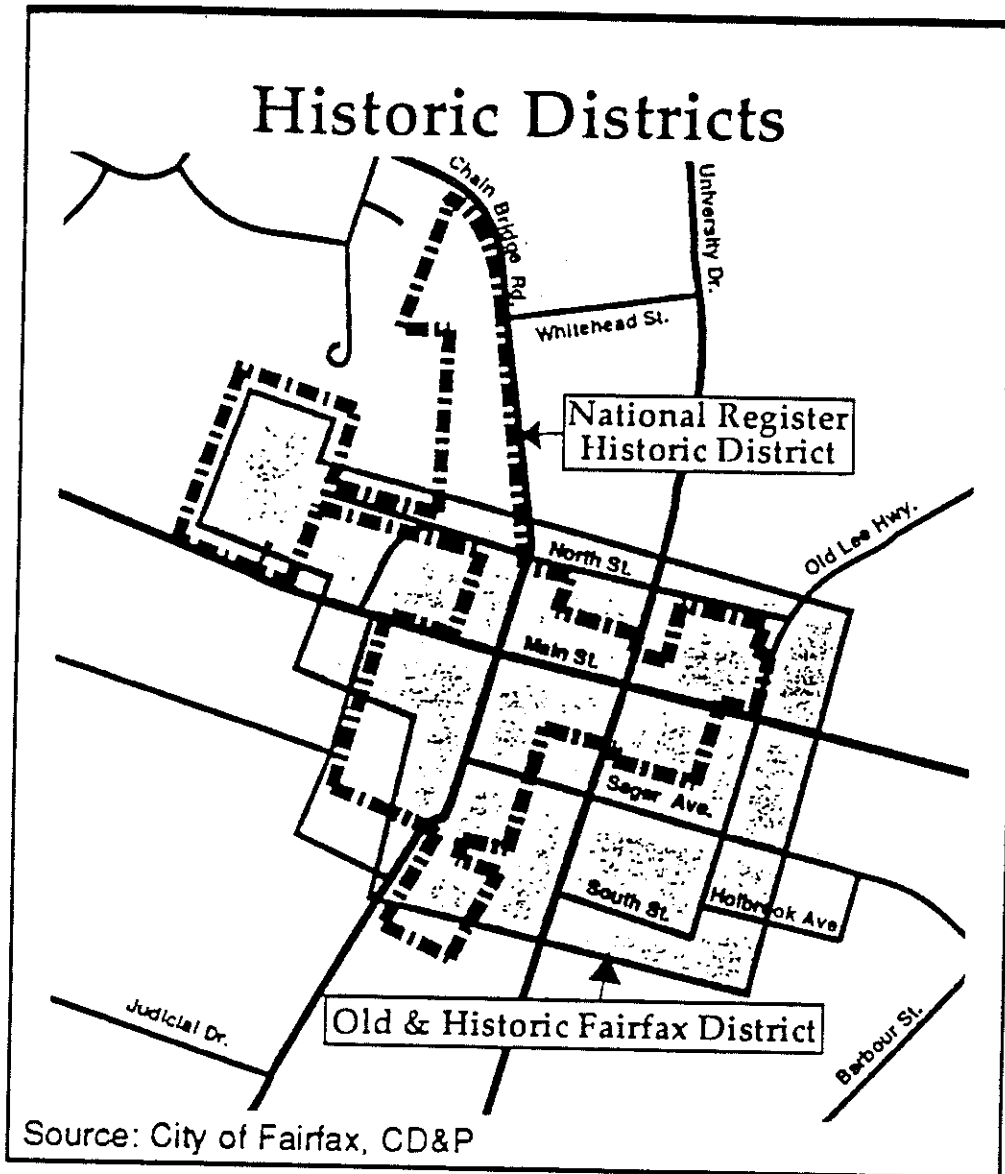
DESIGN AND PUBLIC IMPROVEMENTS:

- o New construction and rehabilitation design should be consistent with the distinct, human scale, historic urban character of Old Town.
- o Public improvements, including benches and lighting, sidewalk and crosswalk materials, should be consistent with the historic appearance of the area.
- o Private improvements, including signage, open spaces, courtyards and exterior amenities, should be consistent with the historic appearance of the area.
- o Design and improve public and private linkages between the historic core and the enhancement area.

**III. EXISTING CONDITIONS:
LAND USE & ZONING**







Historic Districts Boundaries

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III. EXISTING CONDITIONS: LAND USE & ZONING

A. LAND USE:

1. Overview:

Old Town Fairfax is composed of two separate and distinct areas which represent two eras of economic development within the City center - the Historic Downtown and the Enhancement Area.

a. **The Historic Downtown:**

The Historic Downtown, bounded by the City's two overlapping historic districts - the Old and Historic Fairfax District and the National Register Historic District, (See Figure 2) is a six block concentration of restaurants, shops and offices. With its historical significance and distinctive turn-of-the-century character, the Historic Downtown plays a significant symbolic role in the life of the City.

Transected by three major arterial routes, [#123; Main Street, Rt 236; and Old Lee Highway, Rt 29] two of which are State highways, the historic core suffers from intense traffic pressures, insufficiency of retail shops, lack of convenient parking, and the absence of a vibrant and enticing shopping atmosphere.

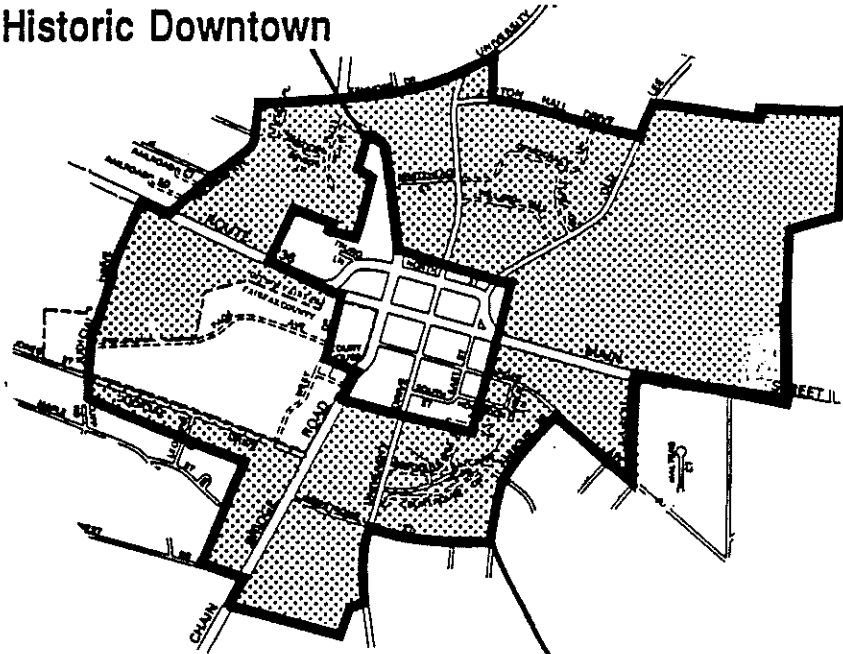
b. **The Enhancement Area:**

The Enhancement Area, (See Figure 3) which is the land immediately surrounding the Historic Downtown, represents a later stage of commercial development, dating from approximately the early 1950's to current time, and is characterized by extensive low-scale retail in extended mall configurations, as represented by the Court House Plaza and University Shopping centers, and low to mid-rise office buildings.

Significant institutional uses also are located in the Enhancement Area: the Fairfax City Hall; the U.S. Postal Service; the Fairfax County

OLD TOWN FAIRFAX

Historic Downtown



Enhancement Area

The Enhancement Area

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figure

Regional Library; the Fairfax County Offices; and Truro Church. Residential uses are concentrated on both the northwestern and southeastern quadrants of the Area.

Vacant land and land designated for **agricultural use** compose an important segment within the Enhancement Area. The approximately 83 acres of the Farr Tract, and the approximately 10 acres of vacant or redevelopable land south of Main Street are located on the eastern boundary of the study area (See Figure 4).

2. Changing Land Use:

It is clear that the nature of the Old and Historic District has changed from the neighborhood retail function it served in an earlier time. Like many small, urban neighborhood shopping cores, the Historic District has lost much of its retail function to competitive surrounding retail malls.

The land use map of current uses (Figure 5) also documents another trend - the proliferation of **office space usage**, and the principal concentration of retail in two separate shopping centers, Courthouse Plaza and the University Shopping Center. The City of Fairfax, Comprehensive Plan documents this change:

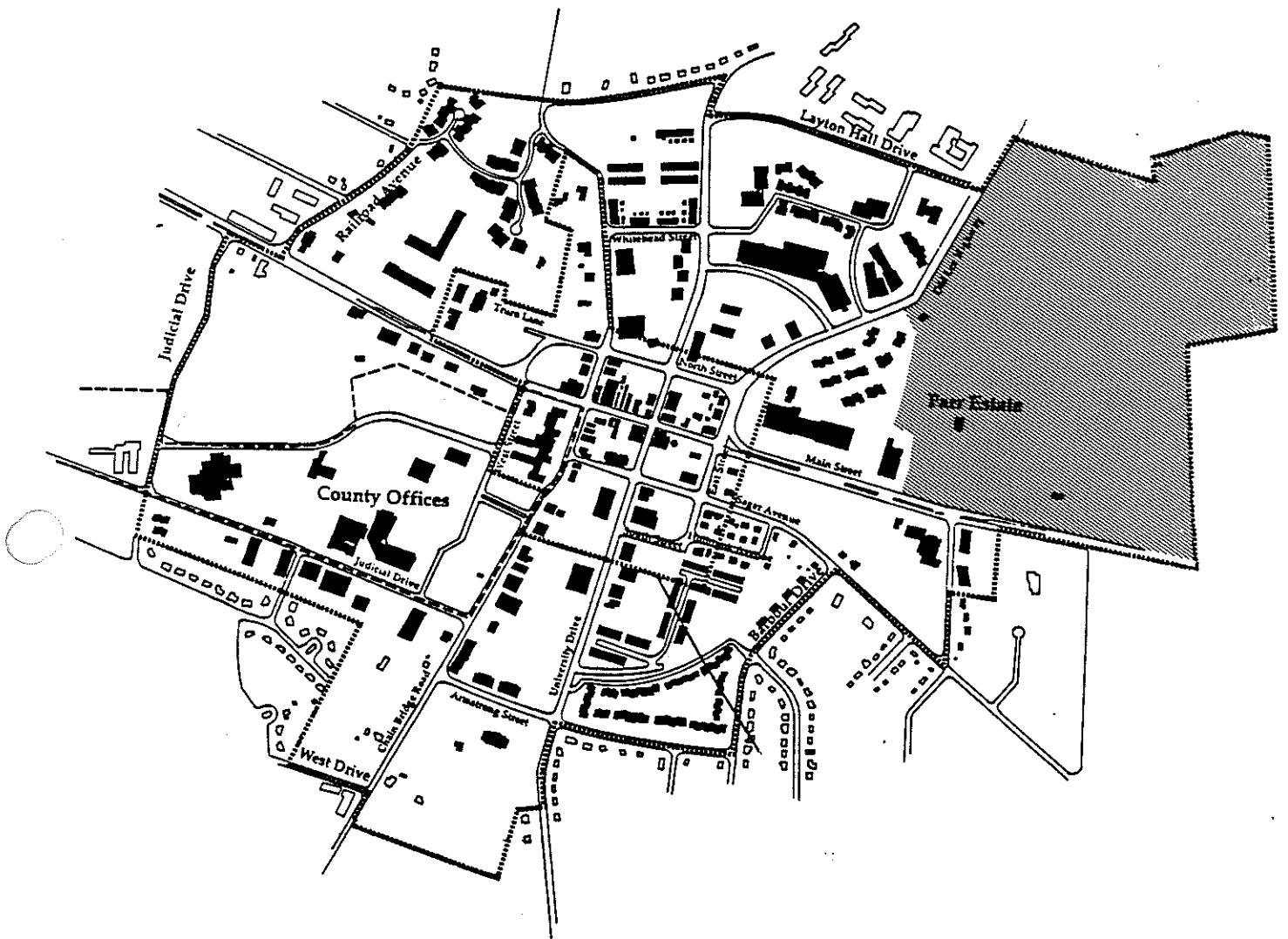
In October 1988, there was approximately 1,640,000 square feet of office space existing or under construction in the Old Town area, compared with approximately 290,000 square feet of retail space -- a ratio of approximately 6:1. The Citywide ratio of office space to retail space is approximately 2:1.¹

Single family residential use today represents a very small segment of land uses within the Old Town Fairfax study area. The most important single family dwellings are the five structures within the National Register District located along Chain Bridge Road. These are protected in terms of design by National Register status, but are threatened by perennial proposals to widen Chain Bridge Road.

In addition to "Grandma's Cottage" on Old Lee Highway, there are two architecturally interesting single family dwellings on the Farr Tract fronting on Main Street².

¹ City of Fairfax, Comprehensive Plan, "Land Use", 9-7.

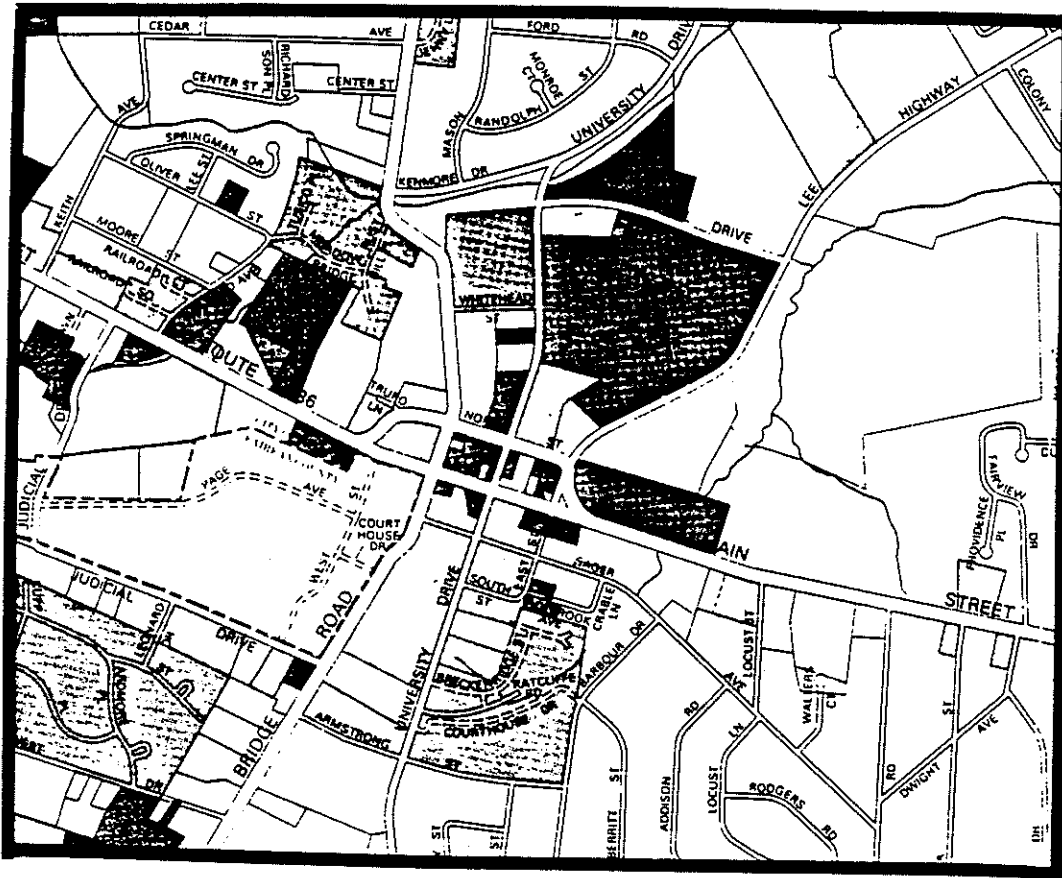
² There is one single family structure on tax parcel #145 at the easternmost edge of the property, one barn on the site and adjacent worker housing.



The Farr Estate




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EXISTING LAND USE







LEGEND





RESIDENTIAL

-  Single-Family Detached
-  Single-Family Attached
-  Multi-Family

BUSINESS

-  Transitional Office
-  Office
-  Commercial
-  Industrial

OTHER

-  Parkland and Open Space
-  Mixed Use
-  Institutional
-  Vacant

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figure

There are also approximately 15 single family structures in the Sager, Holbrook and Barbour area, as well as the Davis property on Chain Bridge Road. These 16 properties have been identified in the Comprehensive Plan as appropriate for future mixed use development.

Thus, if and when the uses on these parcels change, and absent new development, only seven single family structures, will remain in Old Town Fairfax.

Two townhouse developments (Olde Fairfax Mews and Courthouse Square I & II) are located near the heart of the historic core. However, unlike most urban areas, only one apartment building (the Mosby) is located in the study area.

3. Property Ownership:

Traditional ownership patterns in most urban cores reflect a multiplicity of owners. By contrast, property ownership patterns in Old Town Fairfax are characterized by a select number of owners who control a significant amount of:

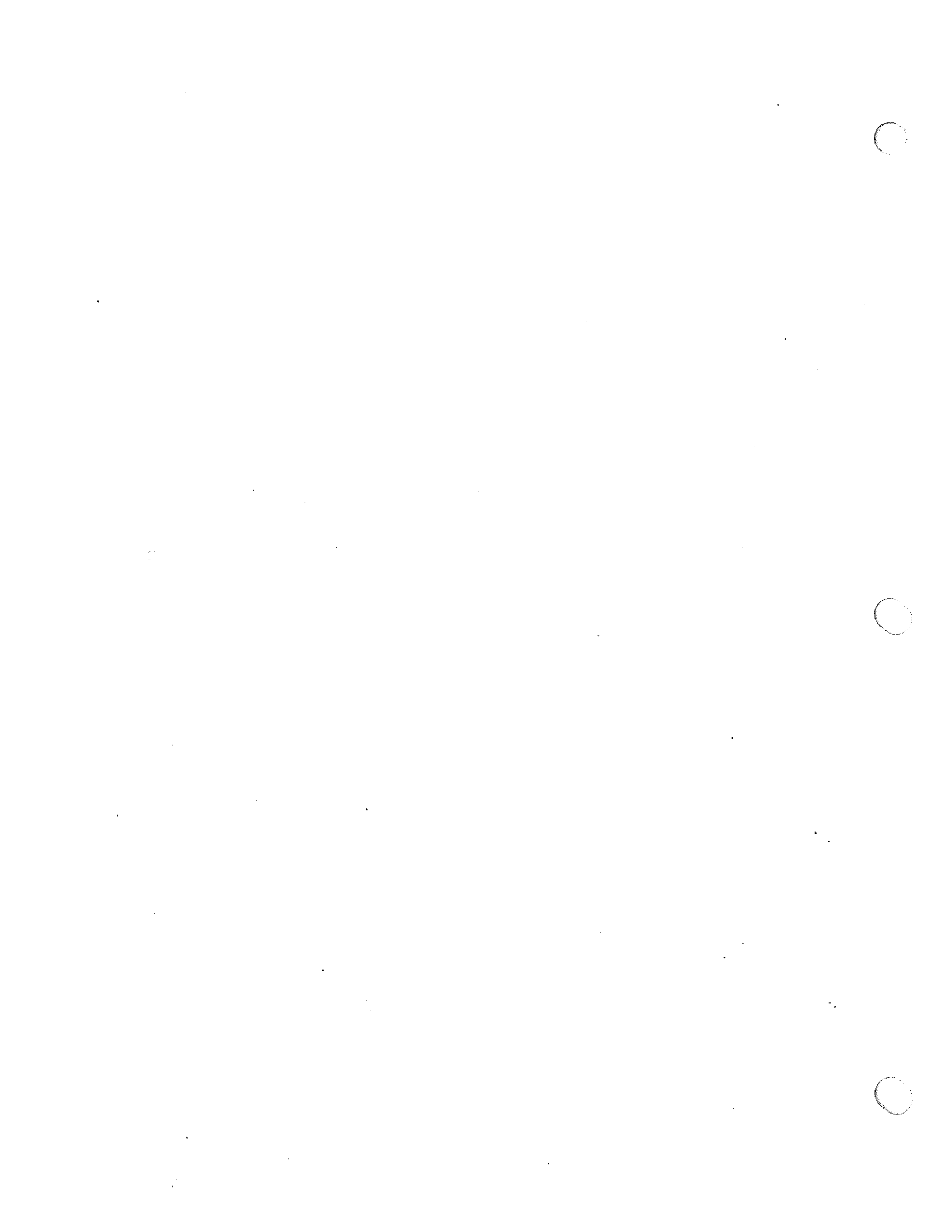
- o all historic commercial property in the Old and Historic District, and
- o all developable or redevelopable property in the Enhancement area.

Thus, actions by a relatively small number of people can make a major difference in the future direction of growth of the City of Fairfax. This can have the positive effect of facilitating implementation of the City's adopted land use policy, or the negative effect of impeding implementation, should a small number of landowners disagree with this policy.

a. Old & Historic District:

According to the "Inventory" prepared for the National Register of Historic Place, there are 52 properties located within the Historic District.³ Of these 52, four are residential; five are church properties; and five are publicly owned (City of Fairfax owns three; the County owns two).

³ United State Department of the Interior, National Park Service, "National Register of Historic Places Inventory - Nomination Form", City of Fairfax Historic District, Fairfax, VA, p. 1-13.



Of the remaining 38 properties, seven (7) owners hold title to two properties each, for a total of 14 properties⁴; while one owner holds title to six⁵. Thus, these eight owners control over 50% of all historic commercial property in the City core (Figure 6).

b. Enhancement Area:⁶

In the Enhancement Area, 6 owners control the most significant parcels of land. Members of the Farr family hold title to the largest single holding in the Study Area -- approximately 87 acres, of which approximately 80 acres are designated for agricultural use, and approximately 7.5 acres are in commercial shopping center usage, leased by the national retail developer Trammel Crow.

South of Main Street, there are five parcels⁷, controlled by two owners which combined equal approximately 5.7 acres of developable land on this parcel. There is a site constraint of a significant grade change between Main Street and Sager, particularly at East Street.

South of Sager, there are 18 parcels⁸ controlled by one owner, which combined, equal approximately 4.3 acres. The site is transected by Holbrook Ave. and Crable Drive (Figure 7).

The City owned parking lot at the northwest corner of North Street and Old Lee Highway is slightly over 1 acre. A small portion of this lot is in the Old & Historic District.

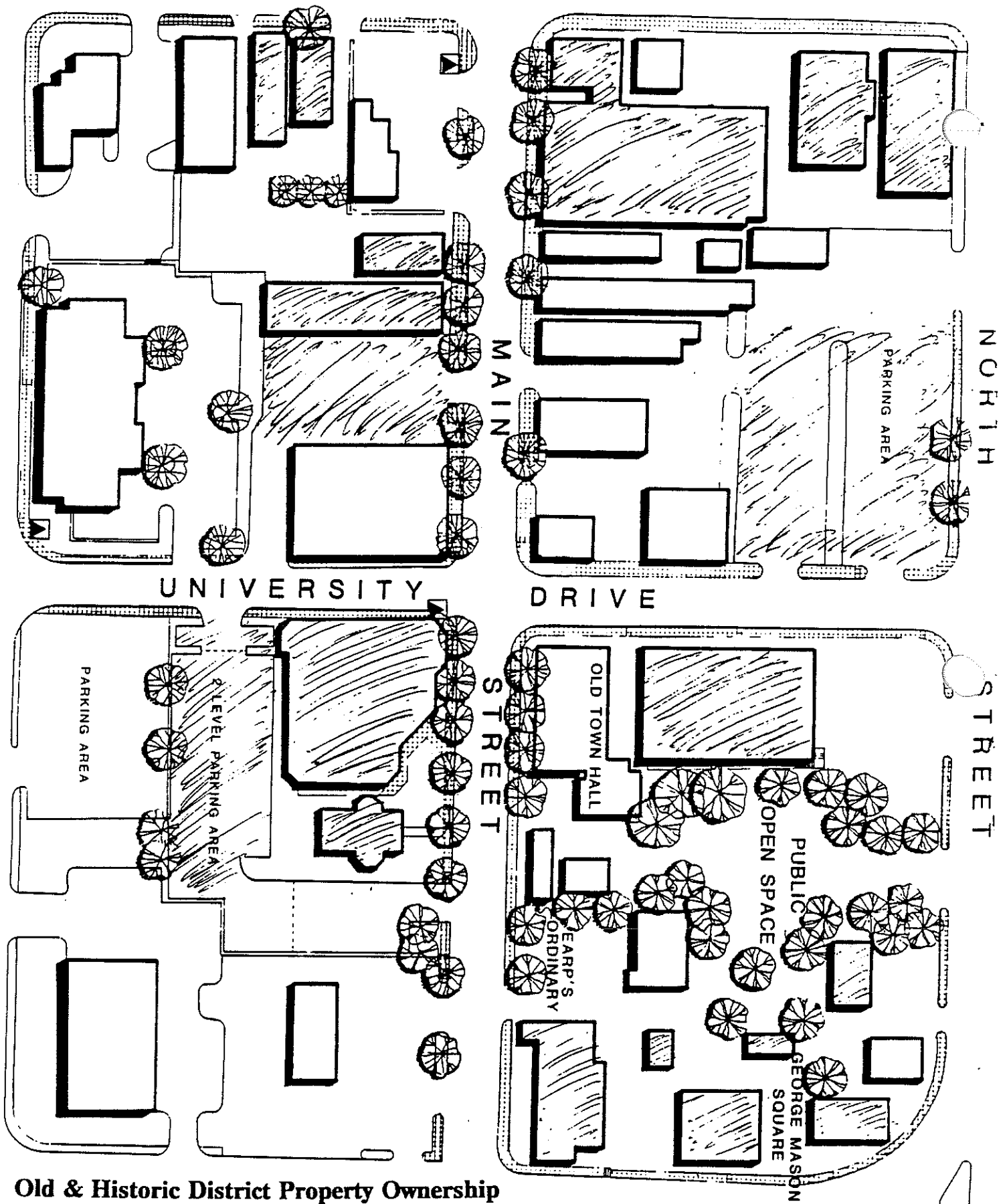
⁴ Real Title Inc., owners of 4055 & 4057 Chain Bridge Road; Henry C. and Douglass Mackall, owners of 4037 & 4029 Chain Bridge Road; John E. Bowen III, trs., owner of 4011 & 4009 Chain Bridge Road; JCW, Inc., owner of 3977 & 3971 Chain Bridge road; Knab Fax Inc., owner of 10440 & 10430 Main Street; R. Dickson, owner of 10417 & 10409 Main Street, and RJI Associates, owners of 10389 & 10381 Main Street - Victorian Square.

⁵ James Woods, John Rust, trs., owner of 10376 Main Street (Ship's Hatch); 10364 Main Street (Us Too Studio); 3936 Old Lee Highway (Surf Shop); 3490 Old Lee Highway (Novel Ideas); 3934A /3936 Old Lee Highway; and, 10415 North Street.

⁶ This discussion includes only those parcels for which no formal plans have been submitted to the Department of Community Development and Planning. Thus, it does not deal with the former Bailiwick site or the Doctor's Hospital site.

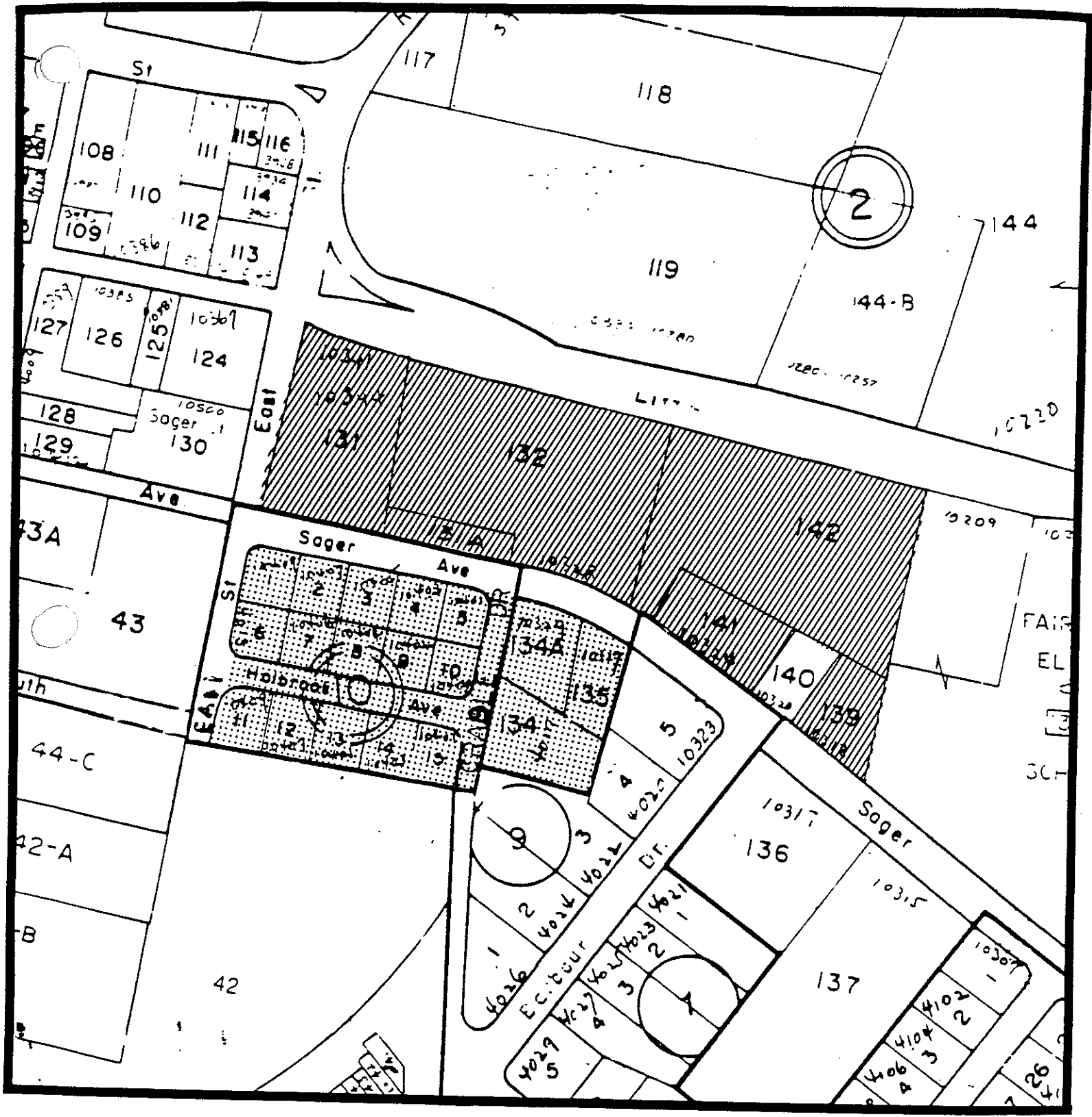
⁷ Tax map 57 4 02, reference #131, 141, 142 & 139 owned by J. Mathy, Jr, and #132, owned by M. Orr.

⁸ Tax map 57 4 10, reference 1,2,3,4,5,6,7,8, 9, 10, 11, 12, 13, 14, 15; reference 02, 134, 134A, & 135, owned by R. Bartlett, R. Tydings, Trustee.



Old & Historic District Property Ownership

<p>CITY OF FAIRFAX</p> <p>OLD TOWN FAIRFAX REVITALIZATION PLAN</p>				<p>6</p> <p>figure</p>
<p>THE PHIPPS GROUP</p>	<p>MMM DESIGN GROUP</p>	<p>BALDWIN & GREGG</p>	<p>DOUGLAS & DOUGLAS, INC.</p>	



Enhancement Area Property Ownership

<p>CITY OF FAIRFAX</p> <p>OLD TOWN FAIRFAX REVITALIZATION PLAN</p>				<p>7</p>
<p>THE PHIPPS GROUP</p>	<p>MM DESIGN GROUP</p>	<p>BALDWIN & GREGG</p>	<p>DOUGLAS & DOUGLAS, INC.</p>	<p>figure</p>

The H. C. Davies property⁹ represents 2.7 acres.

Also within the Enhancement Area but outside the City of Fairfax's jurisdiction is the vast expanse of the County of Fairfax's parking lot, located between West Street and Chain Bridge Road. The historic Legato School House is currently located on this site. It was moved here from its original site.

c. Remainder of Study Area:

There are three parcels within the balance of the study area where development might occur:

- o the northeast corner of Main and Railroad Avenue,¹⁰ which is approximately 1.2 acres,
- o the southeast corner of Main and Judicial Drive,¹¹ a combination of 3 parcels representing a little over an acre. A significant portion of this site is identified as flood plain, and
- o the southeast corner of University and Layton Hall Drive,¹² which is approximately 1.5 acres.¹³

4. Architectural Significance:

The rich and varied historical periods of Fairfax are well represented both within the Old and Historic District as well as the enhancement area.

The general impression given by the existing structures is eclectic - with many architectural styles and periods represented. The underlying feel of the area is that of change and a passage of time. If a particular period of time were to be

⁹ Tax map 57 4 02, reference 040, fronting on Chain Bridge Road.

¹⁰ Tax map 57 2 02, reference 150, G. N. Skinner, owner.

¹¹ Tax map 57 102, reference 119 A, T. Higginbotham, owner of 21,780 sf., and Tax map 57 1 02, reference 117 & 118, D.M. Keenan, owner of combined parcel of 26,775 sf.

¹² Tax map 57 3 02, reference 007, D.H. Miller et al, owners.

¹³ A site plan was filed with the Dept. of Community Development and Planning as this report was being written.

selected which best captures the City's character, it would be the late 19th and early 20 century. (Figure 8).

Some of the major structures which convey this character are: The Old Town Hall, County Courthouse, Ford Building, Moore House, Truro Rectory, Old Fairfax Jail, T.T. Reynolds, Ratcliffe-Logan-Allison House, and the Draper House. These buildings are by no means the only ones considered to be significant, but are cited as examples which illustrate individually, or in combination, the character of the study area.

Figure 9 indicates those buildings which are located within the study area and which fall into one of three categories:

CATEGORY ONE: Historically and Architecturally Significant

Old Town Hall	Truro Church
Old Fire House	Old Fairfax Jail
National Bank of Fairfax	Have-A-Bite Restaurant
Oliver House	T.T. Reynolds
McHugh & Hoffman	Feed Store
Sauls House	Fairfax Herald
Ratcliffe-Logan-Allison House	County Courthouse
Moore-McCandlish House	Ford House
Earps Ordinary	Marsh House
Draper House	Baptist Church
Robey House	Fabio House
	Truro Rectory

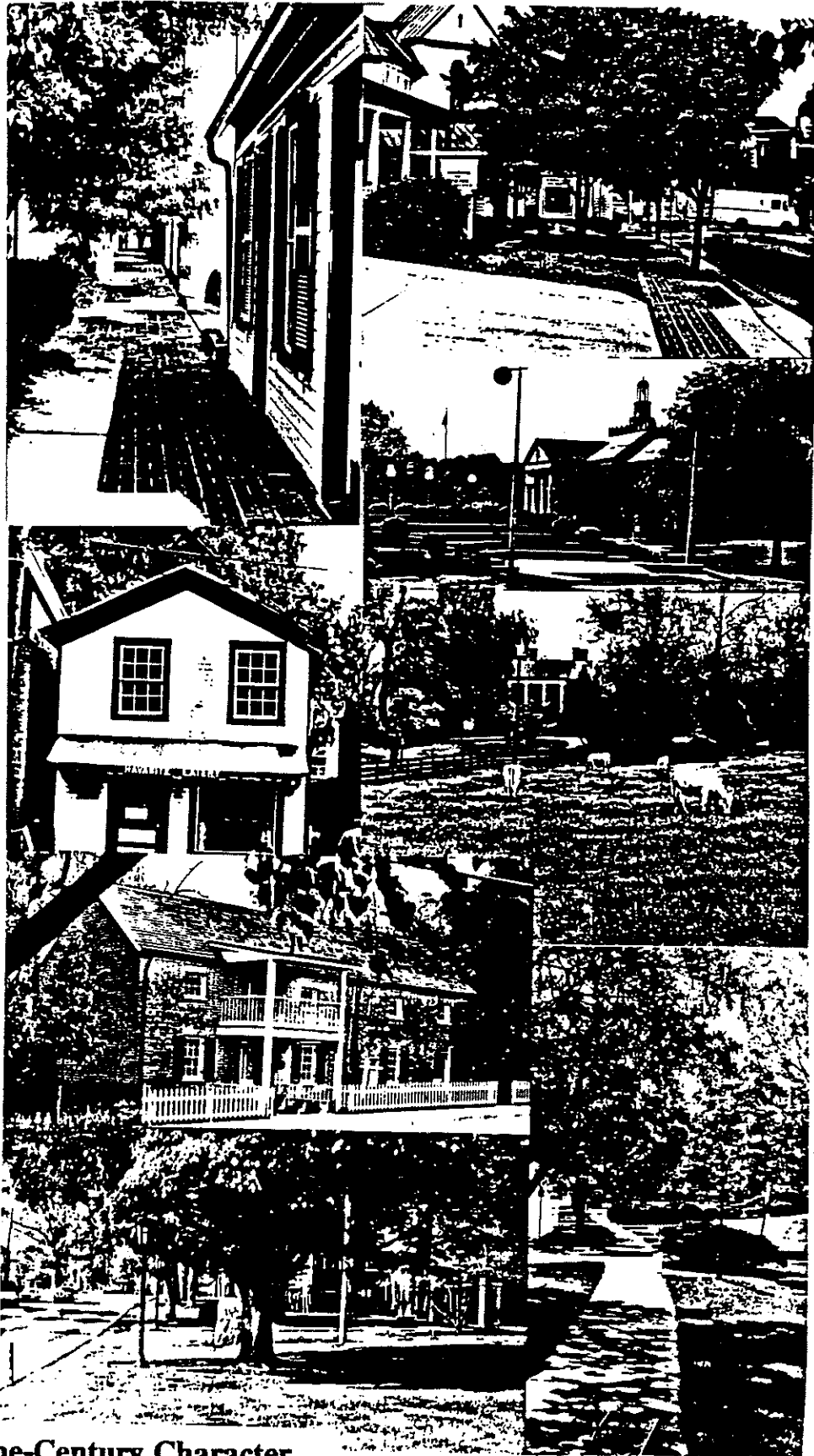
CATEGORY TWO: Important Structures Contributing to the Streetscape

Office

Law Buildings
Legal Aid Building
Jesse Building
Truro Episcopal Church
Graham Building
Hunsberger/Monaco
Victorian Square

Retail

Leigh Building
Dickson Building
Ramparts
Roseberry & Foster Bonding
Robey Drugstore
Ships Hatch



Turn-of-the-Century Character

CITY OF FAIRFAX
 OLD TOWN FAIRFAX REVITALIZATION PLAN





THE PHIPPS GROUP

MMM DESIGN GROUP

BALDWIN & GREGG

DOUGLAS & DOUGLAS, INC.



- 
CATEGORY 1:
 HISTORICALLY/ARCHITECTURALLY SIGNIFICANT 
CATEGORY 2:
 IMPORTANT TO STREET SCAPE 
CATEGORY 3:
 INCONSISTENT WITH CHARACTER 

Architectural Significance

<p>CITY OF FAIRFAX</p> <p>OLD TOWN FAIRFAX REVITALIZATION PLAN</p>				9
THE PHIPPS GROUP	MMM DESIGN GROUP	BALDWIN & GRECC	DOUGLAS & DOUGLAS, INC.	figure

CATEGORY THREE: Inconsistent with Architectural Character

Bowling Alley Bldg(The Alibi) Mundays Gas Station
Surf Shop Antique Shop

There are three buildings outside the Old & Historic District which possess some historical and/or architectural merit. They are: the five chimney Farr house, Grandma's House, and the Legato School, currently located on Fairfax County property.

Obviously, buildings listed in Category One would also qualify in Category Two, in that they also contribute significantly to the streetscape. Likewise, buildings listed in Category Three might be brought into Category Two with various landscape and architectural treatments and become structures which contribute to the desired streetscape rather than detract from it.

5. Natural Features:

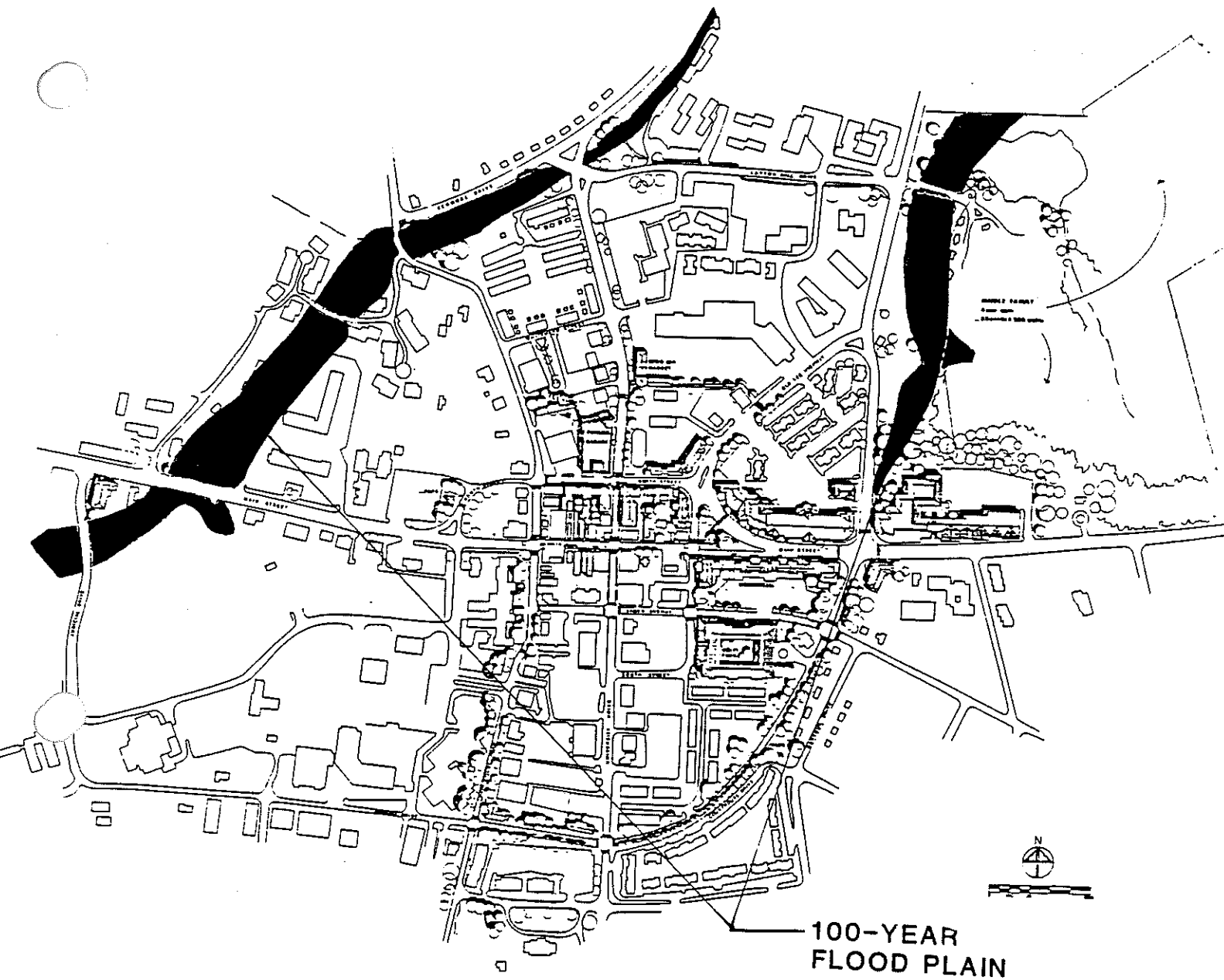
The topography of the study area can generally be described as rolling hills typical of what would be expected in this portion of the Commonwealth. This topographical relief would not act as a hindrance to development or redevelopment.

Streams are located in the low areas of the study area and act as drainage outfalls. There are 2 sites where the 100 year flood plain is located in the study area: on the Farr tract, and near the intersection of Main and Judicial (Figure 10). The headwaters of both these sites have been long ago disturbed and constructed upon.

6. Significance of Existing Conditions:

The Comprehensive Plan states that "the supply of commercially and industrially zoned vacant land has decreased both in absolute terms and as a percentage share of total vacant land since 1975."¹⁴

¹⁴ Comprehensive Plan, p. 9-5.



Natural Features: Flood Plain

CITY OF FAIRFAX				10
OLD TOWN FAIRFAX REVITALIZATION PLAN				
THE PHIPPS GROUP	MWM DESIGN GROUP	BALDWIN & GREGG	DOUGLAS & DOUGLAS, INC.	figure

Of that declining percentage, approximately 24 acres of planned mixed use or commercially zoned land, suitable for development or redevelopment, is within the Study Area of Old Town Fairfax. Of that amount, approximately 83% is located within a proposed Transition Zone. These 20 acres are owned by 5 owners: the Farr family; J. Mathy & M. Orr; R. Bartlett, and H.C. Davies.

The Comprehensive Plan also states that the supply of vacant residentially zoned land in the City has decreased by 58% between 1975 and mid-1987.¹⁵ Today in the City of Fairfax, approximately 192 acres of vacant residentially zoned property remain undeveloped. Of that amount, the Farr Tract's 76.2 acres represents almost 40% of all remaining single family residential zoning.¹⁶

Because of the strong market conditions in the City of Fairfax, the limited number of owners, and the logical parcel amassment, it is clear that development or redevelopment will occur on the identified vacant or redevelopable sites.

This report attempts to answer the questions:

- o what kind of development is appropriate, and
- o how can the City ensure implementation of appropriate development in a manner which benefits the community as well as the landowners?

B. ZONING:

1. Existing Zoning:

The City of Fairfax carried out a complete review of all land use and zoning within the City in the context of the Comprehensive Plan. This Plan was adopted in November of 1988.

a. Old & Historic District:

¹⁵ Ibid.

¹⁶ If we subtract the 9.2 acres of the Bailiwick site, and the 6.2 acres of the Doctors Hospital site for which plans have been submitted, then the Farr tract represents 42%.

The Old and Historic Fairfax District (OHD) is an overlay zoning district that imposes special bulk, area and use restrictions and design controls on structures and sites (Figure 11).¹⁷

Within this overlay district, the base zone is C-2, or "retail commercial". The land use and development regulations of the underlying zone apply, except to the extent they are modified by the provisions within the overlay zone.

There are several important distinctions between the base (C-2) and the overlay zone (OHD), and they are found primarily in:

- o permitted uses,
- o bulk & lot area requirements, and
- o off-street parking requirements.

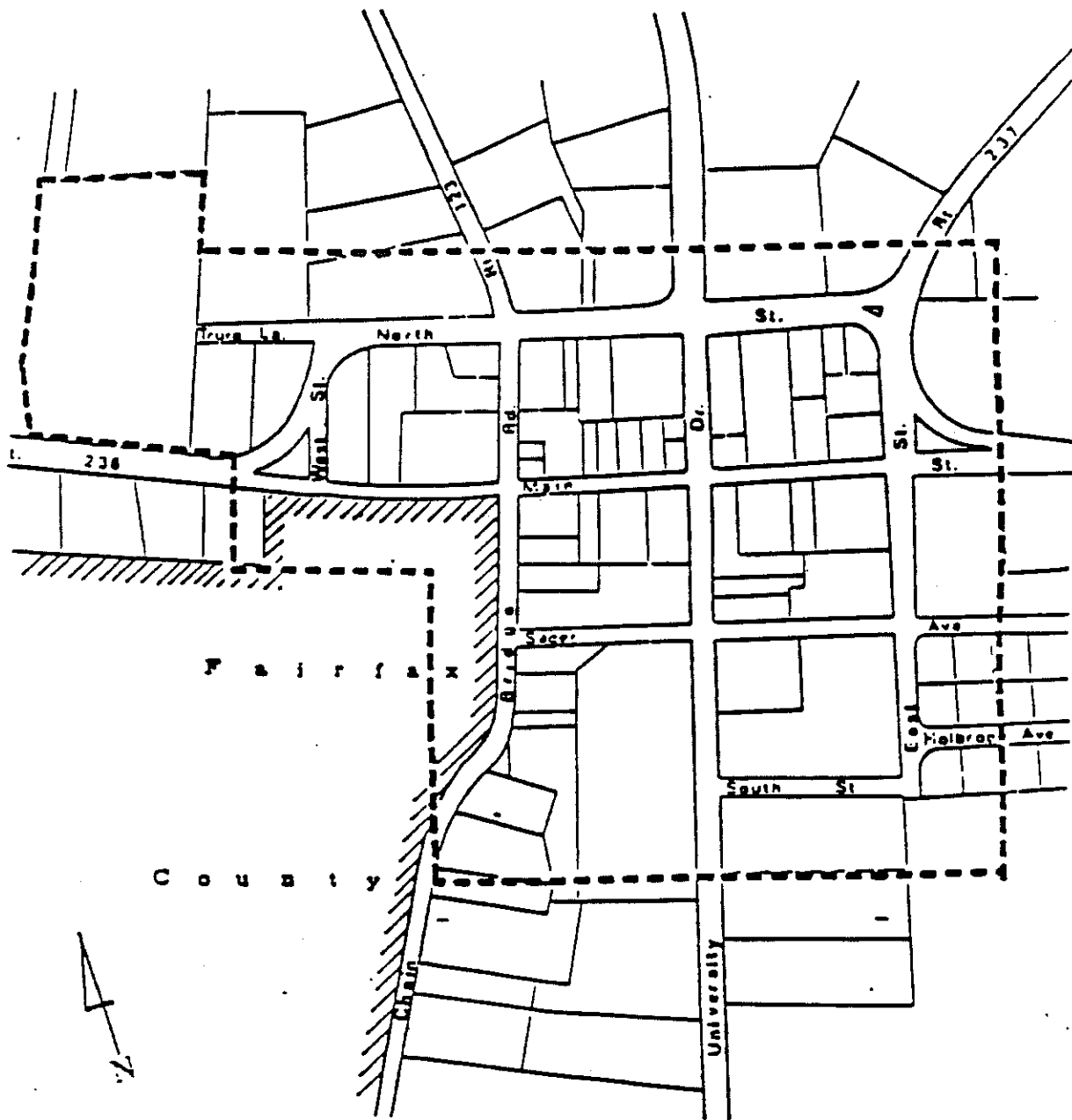
PERMITTED USES

In addition to the general office and retail uses permitted by C-2, the OHD zone permits residential uses, both single-family and townhouse units as well as apartment houses and accessory apartment units.

BULK & LOT AREA REQUIREMENTS:

<u>C-2 Zone</u>	<u>Old & Historic District</u>
	<u>Minimum lot area</u>
20,000 sf	None
	<u>Minimum lot width</u>
100 feet	None

¹⁷ Zoning, Article XVII. Old and Historic District, Sec. 26-193.



CITY OF FAIRFAX
 OLD AND HISTORIC FAIRFAX DISTRICT

ADOPTED JUNE 21, 1977

Old & Historic District Boundaries

CITY OF FAIRFAX				11
OLD TOWN FAIRFAX REVITALIZATION PLAN				
THE PHIPPS GROUP	MMM DESIGN GROUP	BALDWIN & GREGG	DOUGLAS & DOUGLAS, INC.	figure

Maximum building height

5 stories above grade,
not to exceed 60 feet

35 feet, not to exceed 3
stories

Minimum yard requirements

Front: 25 feet setback¹⁸

Front: average of front yards
within 100 yards of either side

Side: no side yard required
except where abuts residen-
tially zoned, then 25 feet

Side: no side yard required
except where abuts residen-
tially zoned, outside district
limits, then 25 feet.

Rear: none, except where
abuts residential, then
25 feet

Rear: none except where abuts
residential, then 25 feet

Open Space Requirements

Minimum of 25% of gross area
landscaped as open space

None

Floor Area Ratio (FAR)

Maximum is 0.50¹⁹

None

Special Design Requirements

None
Subject to BAR review

Must complement unique
character of area
Subject to BAR review

¹⁸ Except on a street that has a right-of-way less than fifty (50) feet, the front yard shall be measured from a line established 24 feet from center line of road.

¹⁹ If a parking structure is included on the site, the total gross floor area of buildings on the lot and the above grade horizontal surface area of the parking structure shall not exceed seventy (70) per cent of the lot area.

Parking Requirements

Off street parking on same parcel of land

Parking may be provided off-site, given certain conditions

IMPACTS OF DIFFERING DEVELOPMENT REGULATIONS:

o **Old & Historic District:** The development regulations of the Old & Historic District result in renovations, additions and redevelopment which echo the development practices of the turn of the century -- that is buildings which front directly on the street, which often cover almost the entire site, which relate to adjacent buildings in size, bulk, scale and materials, and which create a low-profile streetscape.

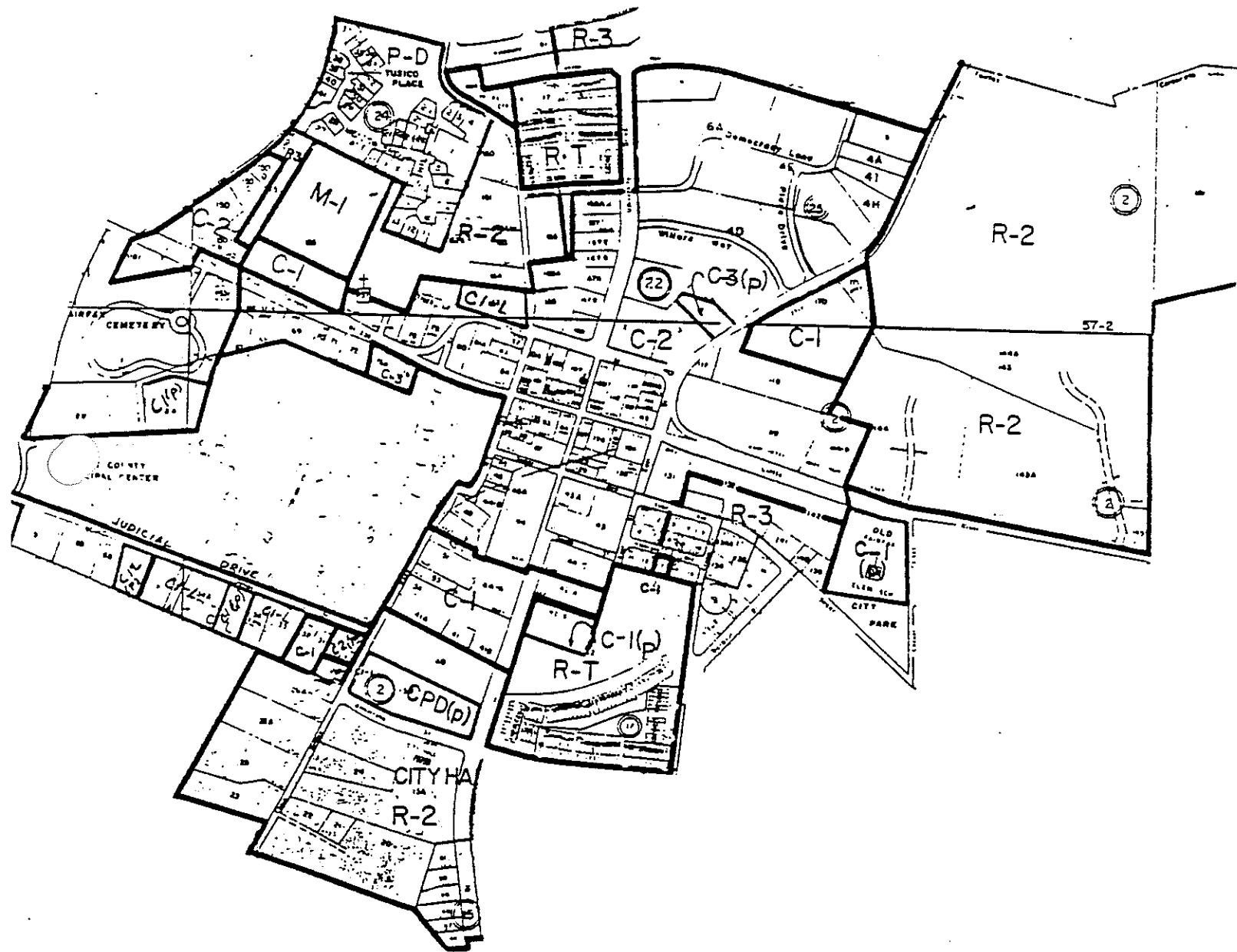
o **C-2 Zoning:** The development regulations of C-2, on the other hand, require that the building be set back from the street a minimum of 25 feet; restrict lot coverage to a maximum of 75%; require a minimum of 25% open space; and permit construction to rise to 60 feet.

This can result in buildings which stand isolated on their site, with little or no relationship to their adjacent neighbors -- such as the Foster Building on the corner of North and University; or, in shopping center construction which acts as a self contained unit surrounded by parking. In both cases, there is no integration of these buildings or their functions into the fabric of the existing community.

b. The Enhancement Area:

There are currently eight (8) zoning categories applied throughout the Enhancement Area (Figure 12). They are: C-1, Office Commercial District; C-1L, Limited Office District; C-2, Retail Commercial District; R-2, Single Family residential; R-3, Single Family, and semi-detached residential; R-T, Townhouse District; M-1, Multifamily residential; and CPD, Commercial Planned Development District.

These eight categories reflect the differing uses found within an urban area, and reflect and permit a vibrant mix.



Current Zoning

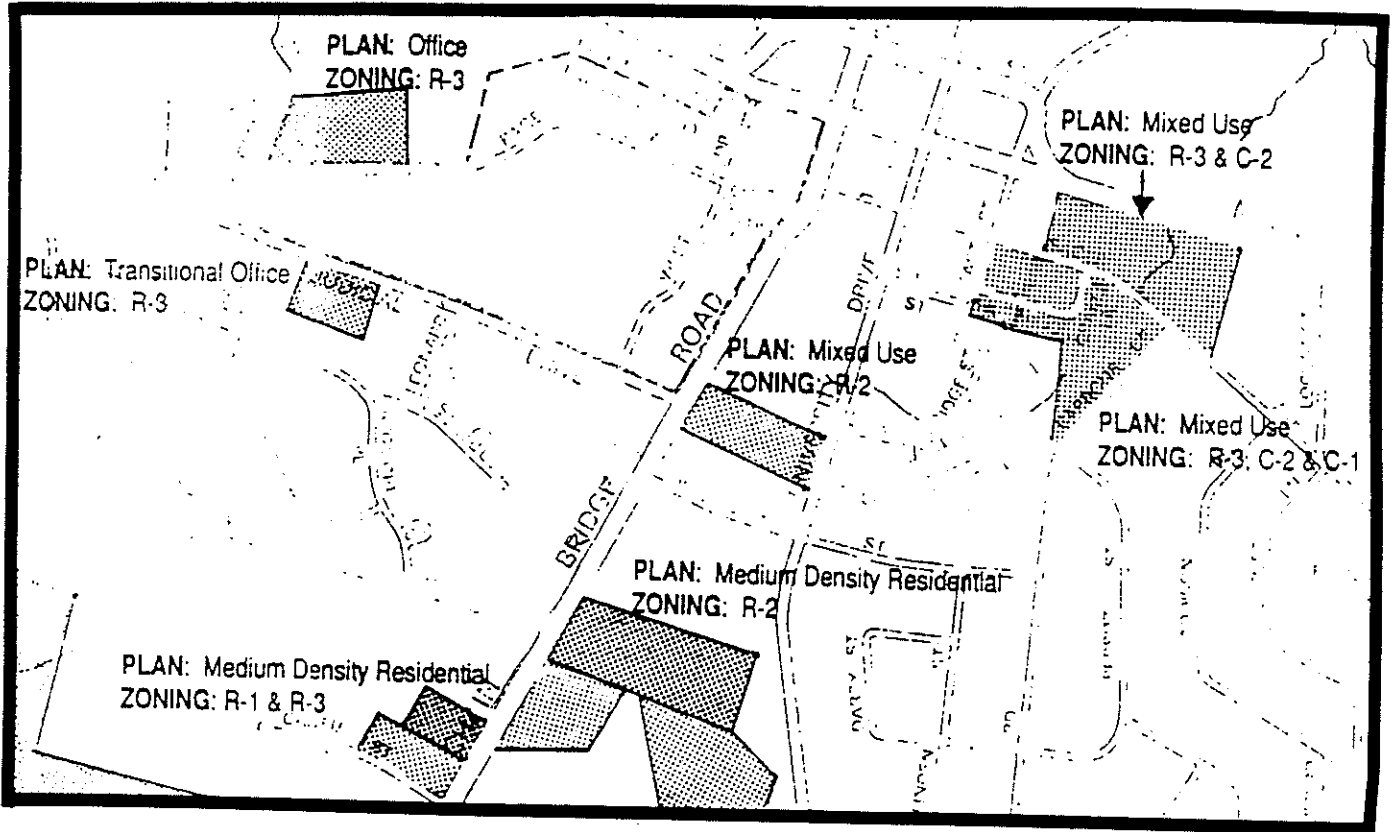
The Comprehensive Plan notes the need for additional residential units in the Old Town area.²⁰ While there are two townhouse developments, one planned development (Rustfield) and a small number of single family residences, there is only one apartment building (Mosby).

In addition, the distinctly differing development requirements of C-2, from those of the Old & Historic District, has created an abrupt change in the nature of development in the Old Town area. This is best illustrated by the dramatic difference between the University Shopping Plaza on the east side of East Street and George Mason Square on the west; and the Foster Building on the north side of North Street, and the China Star Building and Old Town Hall on the south.

2. Areas Where Proposed Land Use is Inconsistent with Existing Zoning:

The Comprehensive Plan has identified areas where a change of land use is appropriate. This has resulted in 18 parcels within the City where the current zoning is inconsistent with the approved land use plan. Seven (7) of those parcels are within the Old Town Study Area (Figure 13).

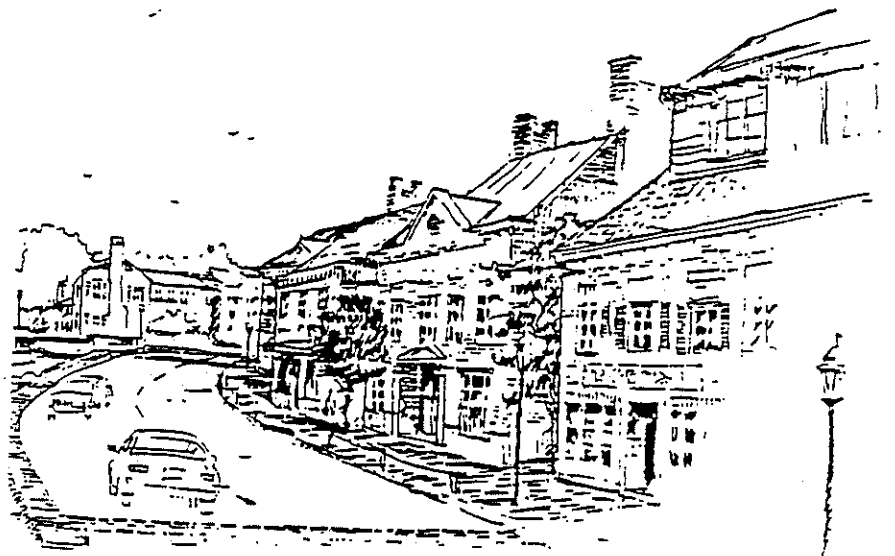
²⁰ Comprehensive Plan, p. 9-7.



Proposed Land Use is Inconsistent with Existing Zoning



IV. CONSUMER ATTITUDES





IV. CITIZEN & CONSUMER ATTITUDES

A. OVERVIEW:

During the past two years, the City has sponsored a variety of surveys designed to sample community opinion on a variety of pressing issues: policies for the Comprehensive Plan; identification of assets and liabilities of life in the City, and opinions regarding the functioning and future of Old Town. A common thread emerges from this opinion polls: the need to control the pace and volume of traffic in the Old Town area, and the need to direct and control growth.

B. FINDINGS OF THE QUALITY OF LIFE STUDY:

In the Summer of 1988, the City of Fairfax commissioned a Quality of Life study in which a broad base of community opinion was sampled through interviews and meetings with elected and appointed officials, business leaders and merchants, civic association representatives and university and cultural arts representatives.¹

The study identified those asset and liabilities which the citizens and Officials of the City regarded as the most important to their quality of life.

The principal assets identified were:

- o A sense of community -- of small town atmosphere, and
- o A community of neighborhoods -- the residential nature of the City.

While some residents and elected officials differed on the ranking of the City's assets, **there was virtually no disagreement on the principal liability --- the impact traffic, traffic, traffic.** Closely allied to this liability, was a deep concern over the

¹ City of Fairfax Quality of Life : Selected Issues, September, 1988.

economic future and viability of the Old Town area.²

Also identified was a pervasive feeling of anxiety that growth outside the City's boundaries would soon overwhelm the historic downtown with traffic; while growth inside the City was not providing the amount and variety of retail and residential in the Old Town area which was desired.

This Old Town Revitalization Study was commissioned to address these issues.

C. HISTORIC DOWNTOWN CONSUMER SURVEY:

1. Overview:

In order to provide all interested citizens an opportunity to comment on the types of changes they would like to see in the historic downtown, a consumer survey was developed. This survey questionnaire was made available to all the citizen associations, merchant associations, and property owners through their representatives on the Advisory Committee. In addition, the survey questionnaire was printed in a February and a March edition of the local newspaper, "The Fairfax Connection".

Because of the voluntary and local nature of the survey, a significant segment of the City's daytime office population did not respond. It is important to keep this in mind when reading the survey results, because the office population may represent a significant portion of the current Old Town patronage.

A second important market segment was not included in this survey: the students, faculty and staff of George Mason University located on the southern border of the City. The reason that there was not a concerted effort to elicit response from this segment is that the University itself surveyed its population separately in June of 1989.³

² These findings were reviewed against the findings of the City sponsored opinion sample carried out in June, 1987 in preparation for the development of the Comprehensive Plan. In this survey, the top ranking concerns were: "Controlling the quality and impact of new development"; and, "Protecting existing neighborhoods from traffic and commercial encroachment". City of Fairfax, The City's Future - Your Opinion, Summary of Results, June 30, 1987.

³ The results of this survey were not yet available when this report went to press.

2. Survey Results:

One hundred and fifty seven people responded to the Consumer Survey. Of that number, over 70% responded to the survey questionnaire carried in the Fairfax Connection. The questionnaire itself did not provide boxes for checking, but blanks to be filled in, thus demanding a significant commitment of time for the response. The response was then mailed back for analysis. Many respondents added colorful explanations of their comments.

The following responses reflect the order of the questions in the survey.

a. Frequency of Patronage:

Of the 157 respondents, 42% said they shopped in the Old Town area occasionally. Six percent said they shopped in the area more than once a week; 10% replied that they shopped weekly; 11% said they patronized the shops every couple of weeks and 6% said they visited the area monthly. Twenty-four percent said they never shopped in the Old Town area.

How often do you or members of your household shop in Old Town?

		<u>% Distribution</u>
a.	<u> 9 </u> More than once a week	6%
b.	<u> 16 </u> Weekly	10%
c.	<u> 11 </u> Every couple of weeks	7%
d.	<u> 9 </u> Monthly	6%
e.	<u> 73 </u> Occasionally	42%
f.	<u> 38 </u> Never	24%
	<u> 1 </u> No response	1%
		100%

b. Businesses Patronized in Last Six Months:

Restaurants and banks headed the list of businesses which were patronized most frequently in Old Town.

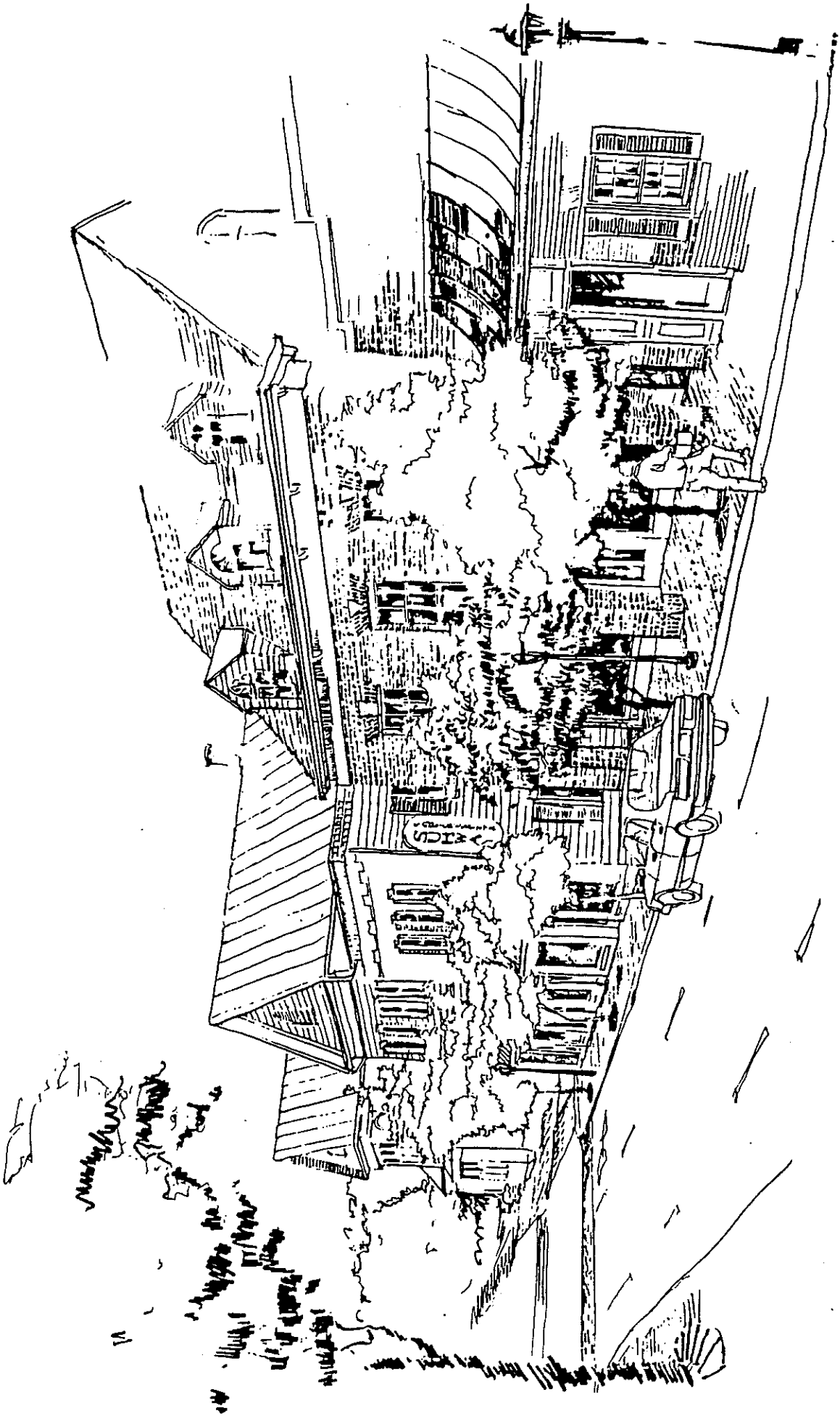
The Black Eyed Pea led the list of businesses which were patronized most frequently. Other food services such as Picos, Hav'a Bite, and Victoria's Cakery were also mentioned, as was Soveran Bank. The list below shows the responses of the businesses cited most frequently by survey respondents.

Please list below the businesses/stores/restaurants that you have patronized in Old Town within the last six months. Please also check how frequently you have shopped at each.

<u>Business/Store/Rest.</u>	<u>More than Once Week</u>	<u>Weekly</u>	<u>More than Once/Month</u>	<u>Monthly</u>
a. <u>Black Eyed Pea</u>	<u>1</u>	<u>5</u>	<u>5</u>	<u>25</u>
b. <u>Picos</u>	<u>1</u>	<u>1</u>	<u>3</u>	<u>10</u>
c. <u>Have a Bite</u>	<u>2</u>	<u>1</u>	<u>5</u>	<u>11</u>
d. <u>Victoria's Cakery</u>	<u>0</u>	<u>2</u>	<u>6</u>	<u>7</u>

c. Major items purchased outside Old Town:

For items purchased outside the Old Town area, Courthouse Mall was the area of choice in almost all categories, with the exception of clothes purchases which were made at Fair Oaks Mall. Respondents patronized almost equally Fair Oaks Mall and Fair City Mall, with Fair Oaks leading in clothes and general merchandise and Fair City in grocery and drug items.



MAIN STREET

What major items do you regularly shop for OUTSIDE of the Old Town area, and where do you usually go?

<u>Items</u>	<u>Court- house Mall</u>	<u>Fair Oaks Mall</u>	<u>Fair City Mall</u>	<u>Outlet Mall</u>	<u>Other (specify)</u>
a. Grocery	<u>86</u>	<u>2</u>	<u>48</u>	<u>13</u>	<u> </u>
b. Drugs	<u>59</u>	<u>2</u>	<u>39</u>	<u>6</u>	<u> </u>
c. Restaurant	<u>21</u>	<u>32</u>	<u>17</u>	<u>8</u>	<u> </u>
d. Banking	<u>26</u>	<u>3</u>	<u>10</u>	<u>0</u>	<u> </u>
e. Cards/ Gifts	<u>62</u>	<u>39</u>	<u>34</u>	<u>6</u>	<u> </u>
f. Hardware	<u>2</u>	<u>9</u>	<u>4</u>	<u>0</u>	<u>Hechingers Fx Hrdwe</u>
g. Clothes	<u>4</u>	<u>101</u>	<u>37</u>	<u>23</u>	<u> </u>
h. General Merchandise	<u>20</u>	<u>70</u>	<u>46</u>	<u>13</u>	<u> </u>

d. What do You Like Most about Old Town?

When survey respondents were asked what they liked most about the Old Town area, about one third of those who responded said they liked its quaint and charming atmosphere. They also like the area's convenience because they are within walking distance and they like the Old Town's historic appearance. Others favored the specialized shops, the friendly shopkeepers and the good restaurants.

What do you like most about the Old Town shopping area?

	<u>#</u>
a. <u>Quaint and charming atmosphere</u>	<u>54</u>
b. <u>Convenience - walking distance</u>	<u>40</u>
c. <u>Historic appearance</u>	<u>32</u>
d. <u>Specialized shops</u>	<u>19</u>
e. <u>Friendly shopkeepers</u>	<u>11</u>
f. <u>Good restaurants</u>	<u>8</u>

Comments:

The following is a sample of some of the **positive** comments made in response to this question:

- Convenient location of post office & library,
- Availability of Cue bus to Metro,
- It has great potential,
- Everyone knows each other,
- Its small town charm - what's left of it,
- Quaint appearance (if you can blot out cars)

The following is a sample of some of the **negative** comments made in response to this question:

- I like brick sidewalks, Earps Ordinary, Old Town Hall, & the Ford Building. **The rest of the downtown area should be bulldozed.**
- There's nothing I like about Old Town. It's impossible. Let it go!
- It's lousy.
- What Old Town area? What shopping?

e. What don't you like about the Old Town Shopping Area?

Two-thirds of the respondents said that the lack of parking or the inconvenience of finding a parking space was what they most disliked about the Old Town area. In fact, this response was the strongest response of the entire survey. One third of the respondents said that traffic was a problem and that it was not safe to try to walk in Old Town because of the traffic. Others said that the reason they didn't like the area was that there was a lack of variety of goods and services and some said that there was "Nothing there".

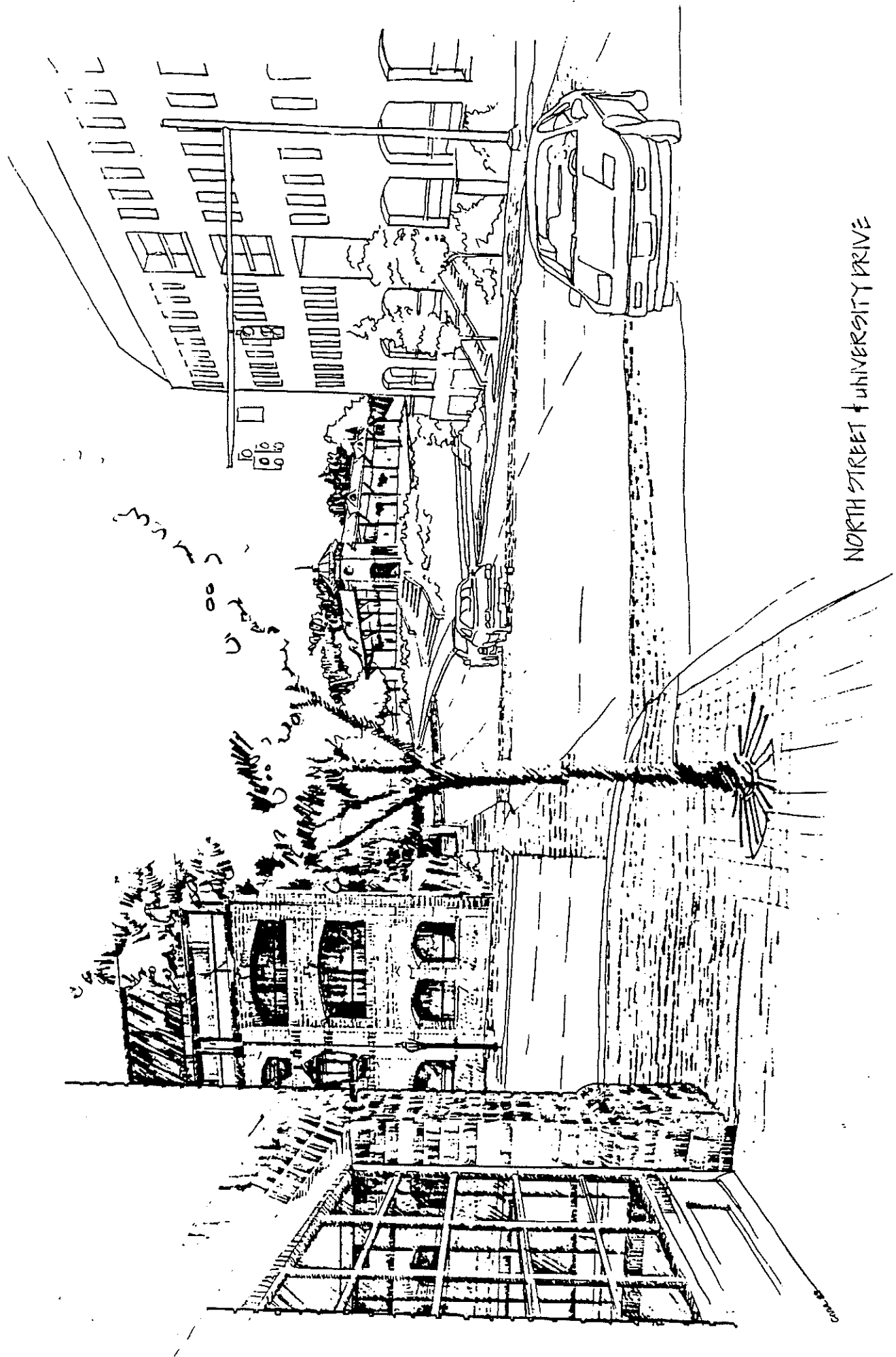
What don't you like about the Old Town shopping area?

	<u>#</u>
a. <u>Lack of parking, inconvenient</u>	<u>103</u>
b. <u>Traffic, not safe to walk</u>	<u>54</u>
c. <u>Lack of variety of goods and services</u>	<u>48</u>
d. <u>Nothing there</u>	<u>17</u>

Comments:

The following is a sample of the comments elicited by this question:

- o Very inconvenient to use, can't park, volume and variety of shops are not adequate.
- o It's a great raceway!
- o Ain't nothing there I've ever seen worth talking about. And if there were, there's no place to park.
- o Oppose subsidization of center city stores. Old Town Hall is a white elephant. Let the market place decide what should survive.
- o One feels unsafe and extremely threatened by the thundering herds of motor vehicles.
- o We're old residents & have enjoyed the home town atmosphere. But it's too late to turn back. Open up the roads.



NORTH STREET UNIVERSITY DRIVE

CHAD

And finally, one extensive comment: "Enuff talk...enuff studies... it's time to do something with the area. It's an eyesore of ugly mismatched and unappealing commercial sites. It's not a question of stores.. you must eliminate the cars. No one wants to commit suicide just to shop!"

f. What type of Stores would bring you to Old Town?

When asked what type of store was needed in the Old Town area to make it an attractive shopping area, clothing stores, restaurants, gift shops and specialty stores led the list. Other survey respondents wanted to see general merchandise stores, arts and craft stores, book stores, antique stores and hardware stores.

Specifically, what type of stores do you think are needed in the Old Town area for you to change the frequency of your shopping habits?

	<u>#</u>
a. <u>Clothing stores</u>	<u>29</u>
b. <u>Restaurants</u>	<u>23</u>
c. <u>Gift shops</u>	<u>16</u>
d. <u>Specialty stores</u>	<u>16</u>
e. <u>General merchandise/dept stores</u>	<u>15</u>
f. <u>Arts and crafts</u>	<u>15</u>
g. <u>Book stores</u>	<u>13</u>
h. <u>Antique shops</u>	<u>12</u>
i. <u>Hardware stores</u>	<u>10</u>
j. <u>Food stores</u>	<u>9</u>
k. <u>Ice cream parlors</u>	<u>8</u>

Comments:

- o Without a parking garage, I wouldn't shop in downtown for anything.
- o No store would attract me if the traffic congestion remained the same.
- o A coffee shop, good quality shops, & a good book store.
- o Traffic is too terrible to allow browsing.
- o To get me out of Georgetown, Old Town Alexandria & Middleburg, you will have to provide at least a portion of their selection here.

g. How Long a Resident?

Approximately 55% of the survey respondents had lived at their present address over 10 years, comprising a very stable portion of the population. However, 31% were relative newcomers, having lived in the City 5 years or less.

How long have you lived at your present address?

% Distribution

a.	<u>9</u>	Less than 1 year	6%
b.	<u>40</u>	1 - 5 years	25%
c.	<u>21</u>	6 - 10 years	13%
d.	<u>87</u>	Over 10 years	55%

h. Average Household Size:

The average household size of the respondents was 2.7. This is very close to the Comprehensive Plan's estimate of 2.5.

How many persons normally live in your household?

	<u>% Distribution</u>
<u>17</u> One	12%
<u>60</u> Two	43%
<u>25</u> Three	18%
<u>29</u> Four	21%
<u>8</u> Five or more	6%
Total 139	<u>100%</u>

i. Income:

Almost three-fourths of those who answered the survey had annual incomes of \$50,000 or more.

The Comprehensive Plan found that:

the Northern Virginia region is one of the most affluent in the country. Within this region, City residents had one of the highest median household incomes (\$39,545) in 1986. Among all Virginia localities, only Fairfax and Prince William Counties exhibited higher median incomes. The City's median household income was almost 50 percent higher than the State median.⁴

⁴ Comprehensive Plan, 2-5.

What was the total income of your household in 1988?

		<u>% Distribution</u>
a.	<u> 0 </u> \$10,000 - \$14,999	0%
b.	<u> 1 </u> \$15,000 - \$19,999	1%
c.	<u> 4 </u> \$20,000 - \$24,999	3%
d.	<u> 4 </u> \$25,000 - \$29,999	3%
e.	<u> 11 </u> \$30,000 - \$39,999	7%
f.	<u> 23 </u> \$40,000 - \$49,999	16%
g.	<u> 105 </u> \$50,000 or more	71%
Total	148	<u>100%</u>

j. Age of the Shopper in the Family?

The median age of the person who did most of the shopping was in the 45 - 54 age range.

The Comprehensive Plan noted a median age in the City of 24.4 years. The difference between the two reports is that a slightly older age group voluntarily responded to the survey questionnaire.

What is the age of the person in your household who does most of the shopping?

		<u>% Distribution</u>
a.	<u>1</u> Less than 24 years	1%
b.	<u>17</u> 25 - 34 years	11%
c.	<u>35</u> 35 - 44 years	23%
d.	<u>40</u> 45 - 54 years	26%
e.	<u>42</u> 55 - 64 years	27%
f.	<u>19</u> 65 and over	12%
Total	154	<u>100%</u>

k. Any further Comments?

Almost every respondent had additional comments to make about the Old Town Shopping Area. The following is merely a selective sample of those comments.

Are there further comments you would like to make about the Old Town shopping area?

	<u>#</u>
<u>Support the revitalization</u>	<u>17</u>
<u>Improve parking</u>	<u>5</u>
<u>Improve traffic and access</u>	<u>5</u>
<u>Old Town is not a shopping area</u>	<u>5</u>
<u>Don't spend tax money on revival.</u>	<u>5</u>
<u>Make it like Old Town Alexandria</u>	<u>3</u>
<u>Add trees, shrubs and flowers</u>	<u>3</u>

Negative:

- o Why in the world does someone propose spending funds to establish a tacky, plastic, phony, nouveau Old Town?
- o Tear it all out and plant trees and save your money.
- o It's too late. Open up #236 and #123.

Positive:

- o Nothing significant will happen unless pedestrian traffic is given preference. All else is doomed to failure.
- o We should capitalize on having George Mason nearby. Develop a college town in the best sense of the term. We have an opportunity to be unique in this area.
- o I would like to live, work, and shop in a restored Old Town environment if access and traffic are improved.
- o Major redevelopment needs to be considered as an option. Denser uses should be considered surrounding downtown, esp. in housing. Downtown needs people after 5 PM.

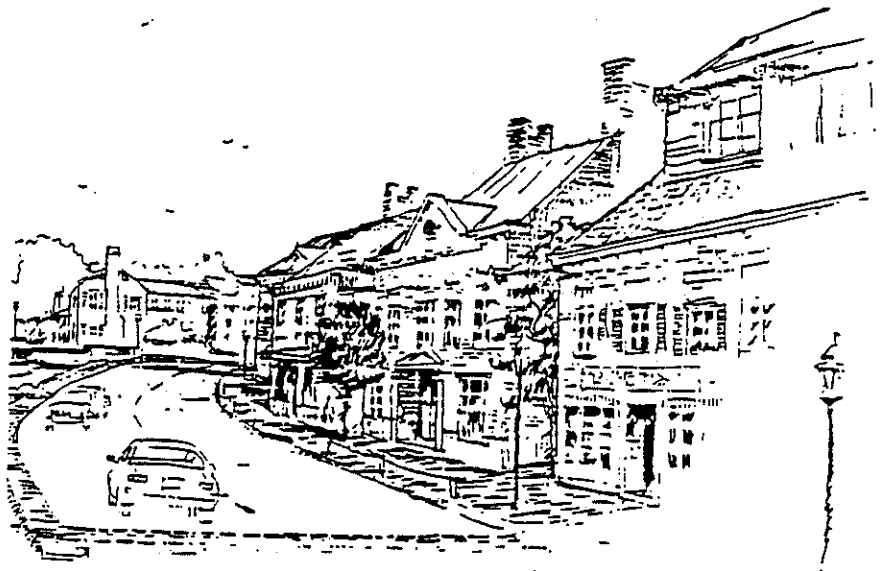
BEST OF LUCK!



V. EXISTING CONDITIONS:

PARKING & PEDESTRIAN

CIRCULATION





V. EXISTING CONDITIONS: PARKING & PEDESTRIAN CIRCULATION

A. PARKING:

1. Existing Conditions : Old & Historic District.

a. Overview:

The City of Fairfax Department of Community Development and Planning carried out a detailed parking survey of the structures, land use and parking requirements for the Old and Historic District in 1984..

The data developed by this survey is, on the whole, still reliable because there has been no substantial addition, change or demolition within the original study area within the past five years. Some of the deficiencies noted in 1984, however, have been modified, and this analysis will reflect these later actions.

The Office of Zoning in this Spring of 1989 updated the parking analysis prepared in 1984 using the new requirements of the zoning code. While these requirements are not retroactive, the Zoning Office wished to establish a current parking deficiency number.

b. Parking Demand/Supply:

(1). Caveats:

Seeking to establish a numerical deficiency by analyzing the parking demand according to land use and the supply by on-site survey is a useful exercise, but, in the context of an historic urban area, is fraught with hazards.

The following discussion is designed to provide the reader with some feel for the range of numbers involved, but also highlight some of the misleading impressions which can be created by relying on numbers alone.

The 1984 Study concluded that the numerical parking shortage in the center city was 104 parking spaces.¹ This is immediately modified by subtraction of the surplus spaces provided by the Truro Church and Nova Blue, arguing that these are not meant to be used by the general public. Such a subtraction then results in an "actual shortfall of 294 spaces in the City's core". If, however, the 415 space deficiency of the County complex is added to this number, than "These shortfalls result in a more sobering estimated deficiency of 709 spaces in and near the Center City."²

Thus, suddenly there is a range for the parking deficiency which shoots up from 104 spaces to 294 spaces, and to a possible 709 spaces - and this without counting the Regional Library's requirements. The Zoning Office's new, 1989, number for the total parking deficiency is almost twice the old number, that is, a shortfall of 531 spaces.³

The problem with a strictly numerical approach is that while it may be accurate according to the dictates of the methodology involved, it is simply not very helpful in providing guidance for solving the problem.

(2). Suggested Approach:

It is the hypothesis of the 1984 Study that:

Most of the existing buildings in the "downtown area" are nonconforming in regard to parking because they were already in commercial use before the City adopted its present ordinance on parking. Therefore, many of these buildings do not provide the prescribed parking requirements currently in effect, and do not have land available to do so.⁴

This report agrees with that assessment and echoes the finding of the Quality of Life study which states: "This report would like to suggest

¹ City of Fairfax, Planning Report: Parking Study, November 1984, p.6. See Appendix C.

² Ibid.

³ That is without the County complex.

⁴ City of Fairfax Planning Report: Parking Study, Appendix B-1, "Nonconforming Parking in the Fairfax Center City."

the radical step of acknowledging that all parking code requirements in this small, landlocked area will never be met."⁵

Given this approach, the following analysis will not just focus on establishing the mythical number necessary to bring all the structures into compliance, but rather focus on those specific buildings and uses in the downtown core which contribute substantially to the parking shortfall, and to suggest a means of alleviating this problem.

The rationale for this approach is that while 58 buildings were surveyed in 1984, the vast majority of those buildings found to have a parking deficiency, had a deficiency of fewer than 10 spaces.⁶ Only 7 buildings of the total had deficiencies greater than 10 spaces, but these 7 account for a total deficiency of 395 spaces (Figure 14).

List of Buildings with Identified Deficiencies

- o Oliver's Restaurant (Black Eye Pea) -58⁷
- o Ford Building (office) -30⁸
3977 Chain Bridge
- o Alibi & Library (Kaiserhof) -128⁹
(restaurants)
- o 1st American Title (China Star) -74¹⁰
(office, restaurant, service retail)
- o Rothrock Property (Us Too Gallery) -31¹¹
(retail)

⁵ City of Fairfax Quality of Life: Selected Issues, September 20, 1988, p. 31.

⁶ See attached survey material, "Parking Survey, Old and Historic District, City of Fairfax", Appendix C.

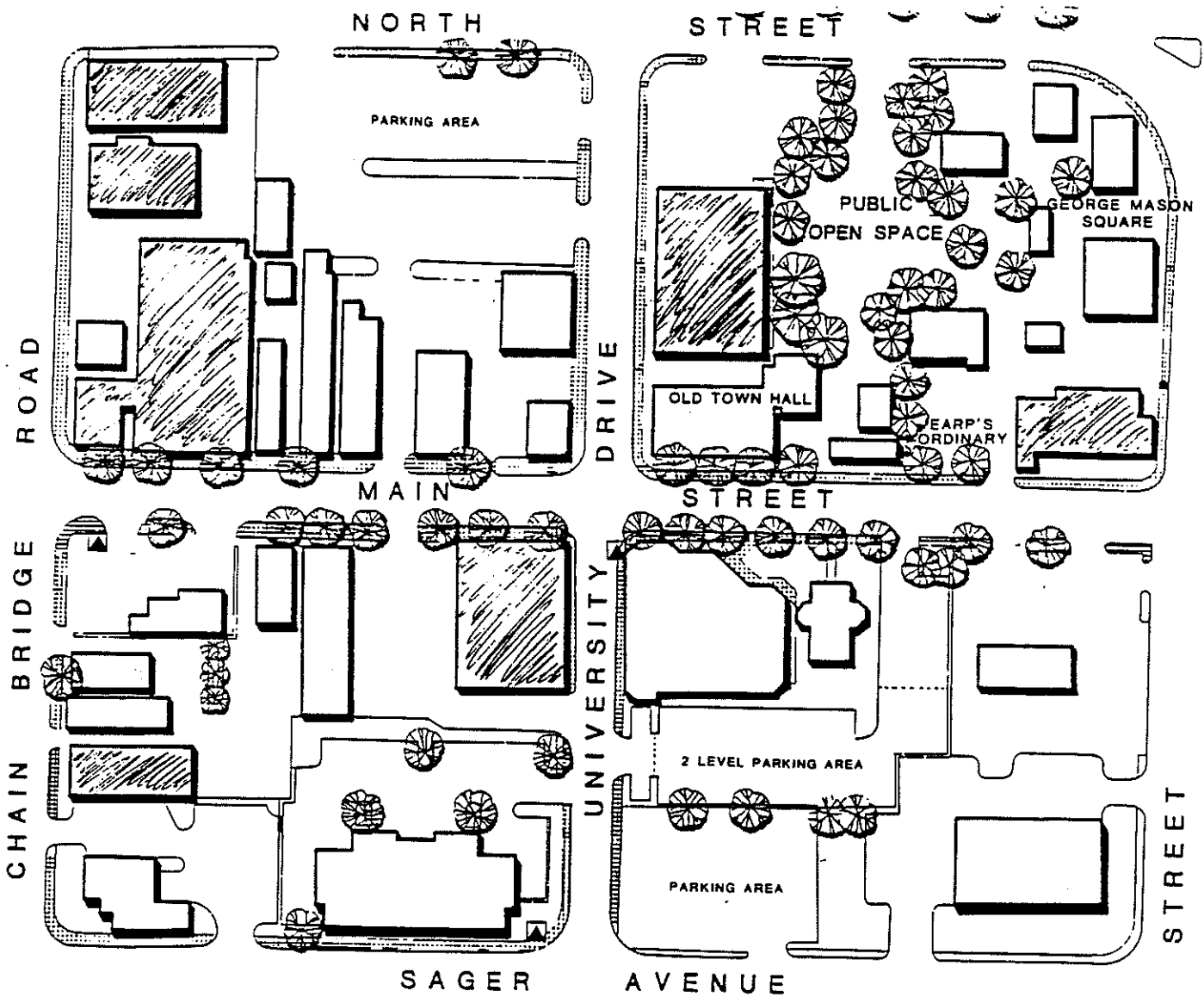
⁷ The 1989 Zoning Report deficiency is - 63.

⁸ The 1989 Zoning Report deficiency is -35.

⁹ The 1989 Zoning Report deficiency is - 108.

¹⁰ The 1989 Zoning Report deficiency is - 78.

¹¹ The 1989 Zoning Report reports a surplus of 14.



Buildings with Greatest Parking Deficiencies

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- o Phillips, Kenrick -23¹²
4015 Chain Bridge (office)
- o Ellicott Bldg (Piccos) - 51¹³
(restaurant, office)

It is ironic that five of the seven buildings reflect serious deficiencies precisely because they are retail or mixed-use buildings of the type which the Revitalization Program wishes to encourage in the downtown core.

It is instructive to note that five of the seven buildings are located in the northern 2 block area of the historic core, and that only 2 properties south of Main Street have a serious deficit.¹⁴

(3). Important Parking Considerations:

- o Restaurant uses require a substantial number of spaces,
- o Retail uses require more and shorter-term spaces than office uses,
- o Certain public uses - such as the library - require easily accessible spaces, often at times when normal businesses are closed.

¹² The 1989 Zoning Report deficiency is - 6, because 25 spaces are provided on the Sager lot.

¹³ The 1989 Zoning Report deficiency is - 71.

¹⁴ Taking a closer look at some of the numbers, we see that the China Star building may have an on-site deficiency of 74, but it leases 40 spaces from the City's North Street Parking Lot - thus, reducing its deficiency to 34. The Us Too Gallery which has a requirement for 64, provides 25 on site, 8 off-site and has a variance for 33 spaces on the University Shopping Center lot, resulting in a surplus of 2 for the site; and Piccos which had a deficiency of 51 in the 1984 study is noted as having a requirement for 97 in the new Zoning analysis and provides 6 spaces on site while leasing 20 spaces from the Sager lot for a new deficiency of 71. The Alibi and Kaiserhoff meet some of their requirement through valet parking service, although they are still listed with a deficiency of 108 spaces.

Thus, the original estimate of 394 for these seven buildings is reduced by 80 spaces, resulting in a shortfall of 314. None of these calculations takes into account the surplus spaces available. Under the 1989 Zoning Report requirements, the shortfall is 361.

- o The major parking problem of the historic core lays in the two block area bounded by Main Street and North between Chain Bridge Road and Old Lee Highway,
- o The problem is compounded by the requirements of the Post Office and the regional Library, and
- o The County complex adds to the traffic problem, but not to the parking problem of the historic core.

With these factors as components of the planning approach, then it becomes clear that:

- o The focus must be on the needs of a specific area, the two block historic core -- which has a deficiency of approximately 220 spaces -- (and not be concerned at this time with the County complex),¹⁵
- o Most of the requirements of the Post Office and the Library, 57 and 160 spaces respectively should be met because both uses are significant attractions to the area,
- o The range of additional public spaces needed is and will be more than the 65 spaces currently provided by the Webb lot, but less than the approximately 400 total deficiency in the parking service area, and
- o This plan should address the reasonable current and anticipated needs of the next 7 to 10 years and not attempt to plan for all possible eventualities at this time.

An additional factor which must be considered is that **currently both the Webb lot and the North Street lot are operating at approximately**

¹⁵ Should there be sufficient market demand at a later date, the current surface parking lot, of approximately 15,500 sf. at the intersection of Sager and University could be examined for suitability for decked parking.

60% and 40% capacity respectively. The availability in the Webb lot may be due to the new, higher, pricing structure put in place at the beginning of this year. Thus, the price of parking must also be a consideration in the solution.

2. Existing Conditions: Enhancement Area

Buildings in the Enhancement Area are of a later date of construction than those in the Old and Historic District, and generally met the parking standards in effect at the time of their construction.

There are two clear exceptions to this -- the Post Office and the Regional Library.

There would be an approximate 20% parking deficit in the Enhancement Area if the current new standards were to be applied.¹⁶

B. PEDESTRIAN CIRCULATION:

1. Overview:

Pedestrian circulation throughout the study area generally follows the standard sidewalk design - that is parallel with adjacent roadways and in compliance with existing zoning codes and rights-of-way.

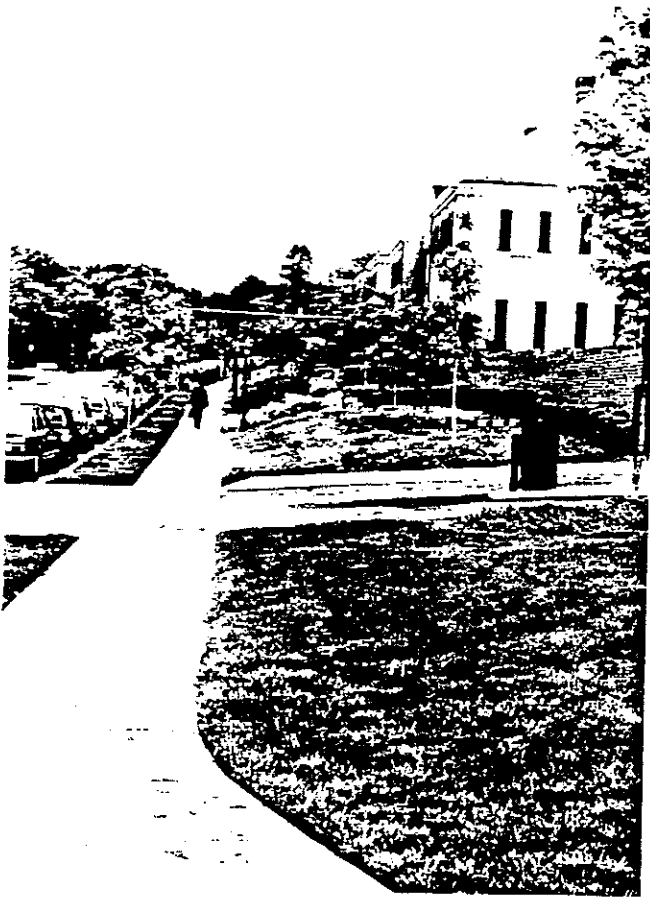
The quality of these sidewalks varies widely, not only in their psychological and visual aesthetics, but also in their conditions and physical safety.

2. Existing Conditions:

Sidewalk paving material and patterns of red brick in either bond- or basket-weave patterns are located randomly throughout the study area (Figure 15).

The quality of the walkways is not necessarily directly related to its width, but rather its overall character and ambiance. Figure 16 shows the contrast which is developed by the design and amenities provided; that is, the physical and psychological

¹⁶ Both the Court House Mall development and the Inns of Court meet the new parking requirements.



Sidewalk Paving Patterns



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Sidewalks with and without Landscaping

separation from vehicular traffic, landscaping provided or not provided, and the impact of well maintained and consistent paving (Figure 17).

Many of the sidewalks require the pedestrian to compete with the automobile and utilities (Figure 18).

The consistent use of street furnishing such as benches, trash containers and signage is virtually nonexistent as a design element (Figure 19).

The use of street landscaping has begun in various parts of the study area, but the general control of type, placement and maintenance seems to lack any control or consistency. See Figure 20 for examples of maintenance ranging from excellent to poor.

The current use of pavement stripping to define pedestrian crossings is the dominant method throughout the area. This method may indicate a crossing, but fails to really communicate to both the pedestrian and the driver that this area is special to the pedestrian. The use of a continuous paving material would help to establish this pedestrian zone (Figure 21).

The study area contains several excellent pedestrian ways and bike paths which possess potential for even further integration of a proposed Transition Zone with the historic district (Figure 22).

There is also potential for developing internal pedestrian paths within the blocks comprising the heart of the historic district. These pedestrian ways can take the form of a narrow alleyway, a broader pedestrian/vehicle way, or an urban park/green space (Figure 23).

When pedestrians begin to use certain pathways and they become well worn, it is important to formalize these routes. For example, Figure 24 illustrates where pedestrians are already crossing into Court House Plaza from University Drive.



Inadequate Sidewalks

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Well Maintained Paving

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Ranges of Landscaping Maintenance

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Existing Pedestrian Amenities



Inadequate Pedestrian Crosswalks

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Possible Bike and Walkway Linkages



Potential Internal Pedestrian Pathways

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Pedestrian Cut Through to Court House Plaza

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VI. TRANSPORTATION ANALYSIS



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VI. EXISTING CONDITIONS: TRANSPORTATION ANALYSIS

A. EXISTING CONDITIONS:

1. Overview

Both personal observations and past studies indicate that the traffic in Old Town Fairfax City experiences barely tolerable levels of service today. Even this unsatisfactory state of affairs has been achieved at the expense of pedestrian accessibility and parking availability in the Old Town area. The result is that the center of Fairfax City presents an ambiance that is quite unsuited to the casual shopper and the visitor and that is therefore incompatible with the emergence of a healthy commercial center there, such as exists in Alexandria Old Town (Figure 25).

Virtually every effort has been made to increase the through capacity of Old Town streets. The principal east-west and north-south streets have all been widened to the practical limits of their rights-of-way. Indeed, east-west traffic is speeded up by a pair of one-way streets through Old Town. Proposals to establish a one-way pair for north-south traffic were shelved following intense public opposition. Meanwhile, curbside parking has been removed from all the major streets in Old Town at all times of the day. During construction of the brick sidewalks in Old Town, some of this curbside parking lane was reclaimed for sidewalks.

While facilitating the movement of traffic through Old Town, these street improvements have been detrimental to the needs of pedestrians in the Old Town and vehicles wishing to stop there. Further, previous studies indicate that, without more improvements to highway facilities which might pull vehicular traffic away from the Old Town section of Fairfax City, congestion levels will continue to increase as accessibility declines. These circumstances will inevitably discourage visitors and shoppers from visiting the Old Town section of Fairfax City.



OLD TOWN TRAFFIC

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2. Trip Patterns and Traffic Conditions around Old Town

a. Traffic Volumes and Growth

Increasing traffic volumes, decreasing speeds and long queues at signals are the most visible signs of saturation of the transportation system. Drivers and pedestrians in Old Town are quite familiar with this phenomenon. Conditions have been getting worse. Recent traffic volumes on Old Town streets as measured by the Virginia Department of Transportation are shown in Figure 26.

The growth of vehicle traffic through Old Town during the past eight years exhibits an interesting pattern. During the period from 1980 to 1988, traffic on Chain Bridge Road and University Drive at their intersections with Armstrong Street increased by 50% - more than 5% per year (see Table 1)!

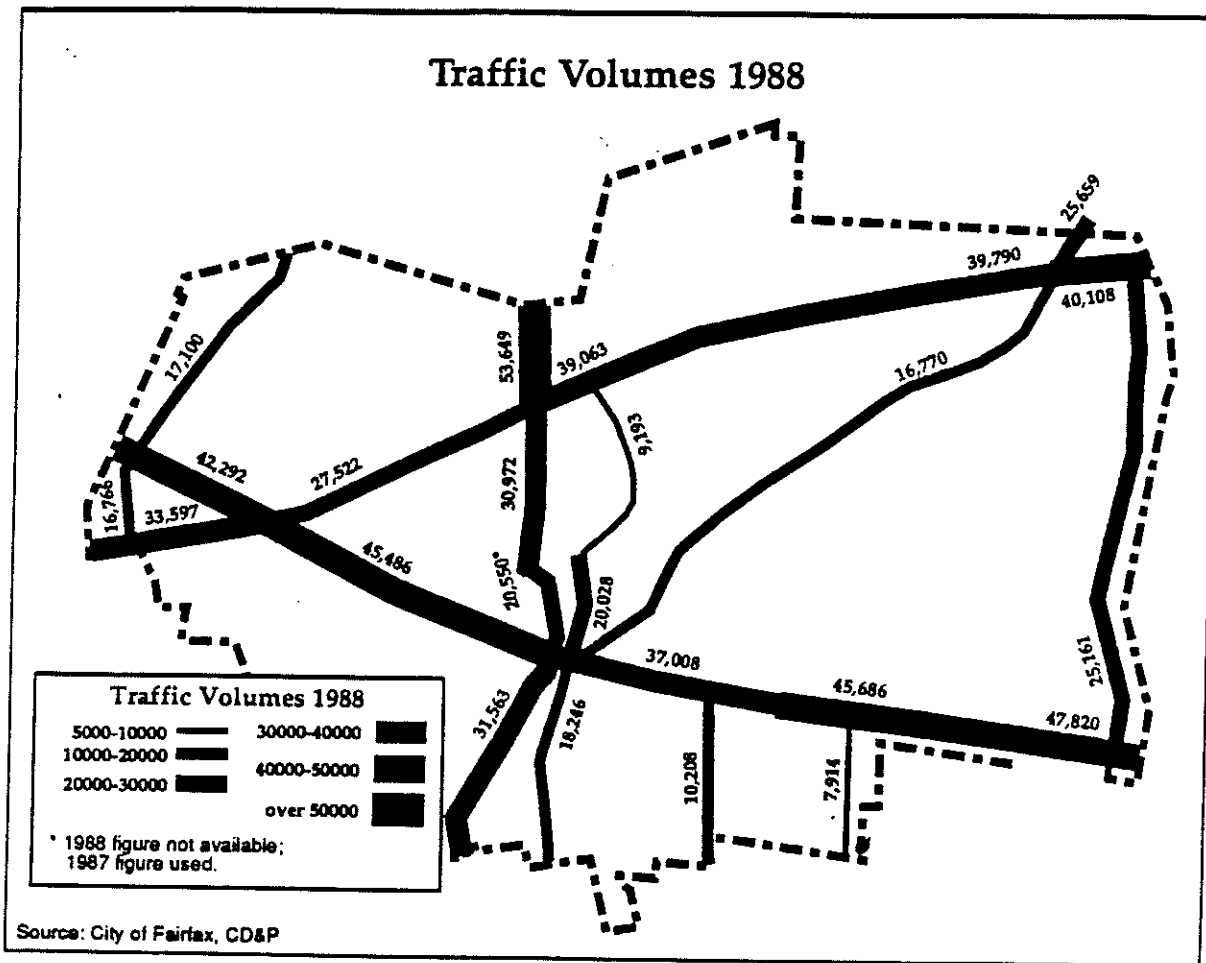
On the north side of Old Town near Kenmore Drive growth in traffic during the same period was 27% for University Drive and Chain Bridge Road combined. Most of this growth occurred on University Drive where traffic increased by 59%. The growth of traffic on Chain Bridge Road just south of Kenmore Drive was slower because of the near capacity volumes using that road in 1980 (Figure 27).

b. Adequacy of Existing Network

The volume of traffic on a road gives a rather limited picture of the relative efficiency of the traffic flow on it. A more useful measure is called the "level of service." This index of overall traffic performance is often derived by calculating the volume/capacity ratio for an intersection during its peak hour.

The volume/capacity ratio gives that fraction of the capacity of the intersection that is being used and thus ranges from zero to one or higher; the higher the ratio is, the greater the delays, congestion, and inefficiency in the traffic flow. Depending on the size of the ratio, the intersection is assigned a letter from "A" to "F." These denote the level of service (LOS), with "A" designating the highest level of service (volume/capacity ratio close to zero) and "F" the lowest (volume/capacity ratio equal to one or higher). A level of service of "D" is normally held to be the minimum "acceptable" level.

In 1984/5, JHK and Associates calculated levels of service for the major intersections in Fairfax City as part of a study they performed for the City government entitled City of Fairfax: Traffic and Transportation Study. (The location of these intersections is shown in Figure 28.) Also, by using development forecasts pertaining to population, households, and employment, and assumptions about modal



AVERAGE DAILY TRAFFIC VOLUMES 1988

CITY OF FAIRFAX OLD TOWN FAIRFAX REVITALIZATION PLAN



RTE 123: CHAIN BRIDGE ROAD

CITY OF FAIRFAX

OLD TOWN FAIRFAX REVITALIZATION PLAN

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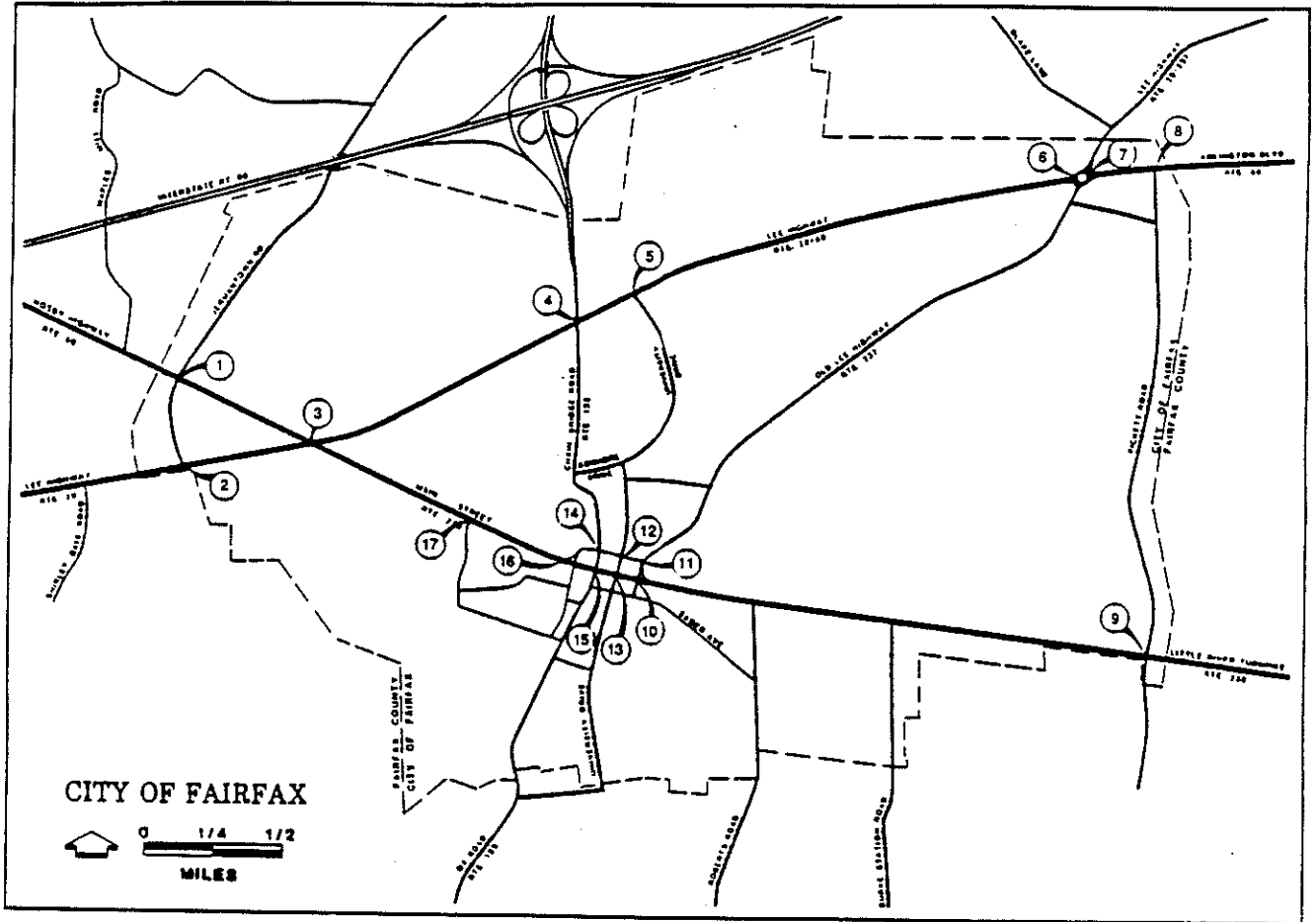
figure

Table 1
Traffic Volumes and Growth
1980-1988
Selected Streets in Old Town Fairfax City

Street	Location	1980 Volume	1988 Volume	Percent Change
Chain Bridge Road	S of Armstrong St.	21,300	31,563	48%
University Drive	S of Armstrong St.	<u>11,910</u>	<u>18,246</u>	53%
Combined Traffic	S side of Old Town	33,210	49,809	+50%
Chain Bridge Road	S of Kenmore Drive	19,270	20,550*	+7%
University Drive	S of Kenmore Drive	<u>12,620</u>	<u>20,028</u>	59%
Combined Traffic	N side of Old Town	31,890	40,578	+27%
Main Street	W of Locust Street	30,230	37,008	22%

* 1987 figures

Source: Comprehensive Plan of the City of Fairfax Virginia
 Virginia Department of Transportation



INTERSECTION LEVEL OF SERVICE KEY

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splits (share of trips accounted for by different transport modes) in the future, they were able to offer predictions as to the levels of service at these same intersections in both 1990 and 2000.

The estimates for 1990 were based on the assumption that a number of highway improvements, which were planned and programmed in 1984, would be completed. These included the construction of a full interchange at Route 50 and I- 66, the upgrading of Blake Lane and its extension to Pickett Road, and the widening of Braddock Road south of the City.

The report also assumed that Chain Bridge Road (Rt. 123) would be widened to three lanes north and south of Old Town. The estimates for 2000 were based on the assumption that further work had been completed on the roads around Fairfax City. This further work included the construction of the Fairfax County Parkway. Table 2 contains level of service estimates for 1984, 1990, and 2000 for the principal intersections inside the City boundary.

Those Old Town intersections with the lowest levels of service at the present time are at North Street/Chain Bridge Road and Main Street/East Street.

Even the "best" Old Town intersections have only minimally acceptable levels of service. But the results of the JHK research, as presented in Table 2, clearly show that traffic flow at Fairfax City intersections is not only inefficient now, but is expected to become even more so in the future. This is true even with the construction of the Fairfax County Parkway, the development of the Shirley Gate bypass, the extension of Blake Lane, and the numerous other planned and programmed road and intersection improvements.

Table 2
Levels of Service (LOS) at Selected Intersections
in 1984, in 1990, and in 2000

Map Key	Intersection	LOS-1984	LOS-1990	LOS-2000
1	Route 50/Jermantown	F	F	F
2	Route 29/Jermantown	E	E/F	F
3	Route 29/Main St	F	F	F
4	Route 29/50/Chain Bridge	F	F	F
5	Route 29/50/University Dr	D	D	D/E
6	Fairfax Circle (West)	D	C/D	E
7	Fairfax Circle (East)	B/C	C	D
8	Route 50/Pickett Rd	C/D	E	F
9	Main St/Pickett Rd	F	F	F
10	Main St/East St	E	E/F	F
11	North St/Old Lee Hwy	D	D	E
12	North St/University Dr	C/D	C/D	D/E
13	Main St/University Dr	D	C	D
14	North St/Chain Bridge	E/F	E/F	F
15	Main St/Chain Bridge	D/E	D/E	E/F
16	Main St/West St	D	D	D
17	Main St/Judicial Dr	C	C	D

Source: JHK and Associates. City of Fairfax: Traffic and Transportation Study. February 11, 1985.

c. Regional & Local Roads: Directional Flows

Although Old Town Fairfax City itself remains an important activity center, the last several decades have seen the emergence of new development centers and traffic generators situated at or just outside the City boundaries which contribute substantially to Old Town traffic levels. These important trip generators include:

- o George Mason University off Rt. 123 south;
- o Office development north of I-66 and the Rt. 123 north corridor in the Oakton area;
- o The Fairfax Square and Fair City Malls in the Fairfax center areas, and
- o Fair Oaks Mall.

The new Fairfax County Government Center near Fair Oaks Mall is a recently developed significant trip generator.

In addition to these traffic generators, the I-66 interchange with Rt. 123 and the Vienna Metrorail Station, while not actually generating trips themselves, serve as major attractors for residents of Fairfax County who live south of Fairfax City and who wish to use them during trips to the east and Washington, D.C. At the moment, I-66 represents the only east-west freeway in this part of Fairfax County. The Orange Line to Vienna also represents the highest level of transit service available to residents of western Fairfax County and the areas lying to the west and south of Fairfax City.

Estimates of the percentages of traffic passing through Fairfax City on its way somewhere else is taken from the origin-destination study, and are presented in Table 3 which also shows typical traffic volumes for the major routes in Fairfax City at various times in the morning.¹

What is striking about the figures presented in Table 3 is that much of the traffic on these streets of Fairfax City at the times shown is through traffic. For the roads listed above, the average proportion of through traffic (defined as those

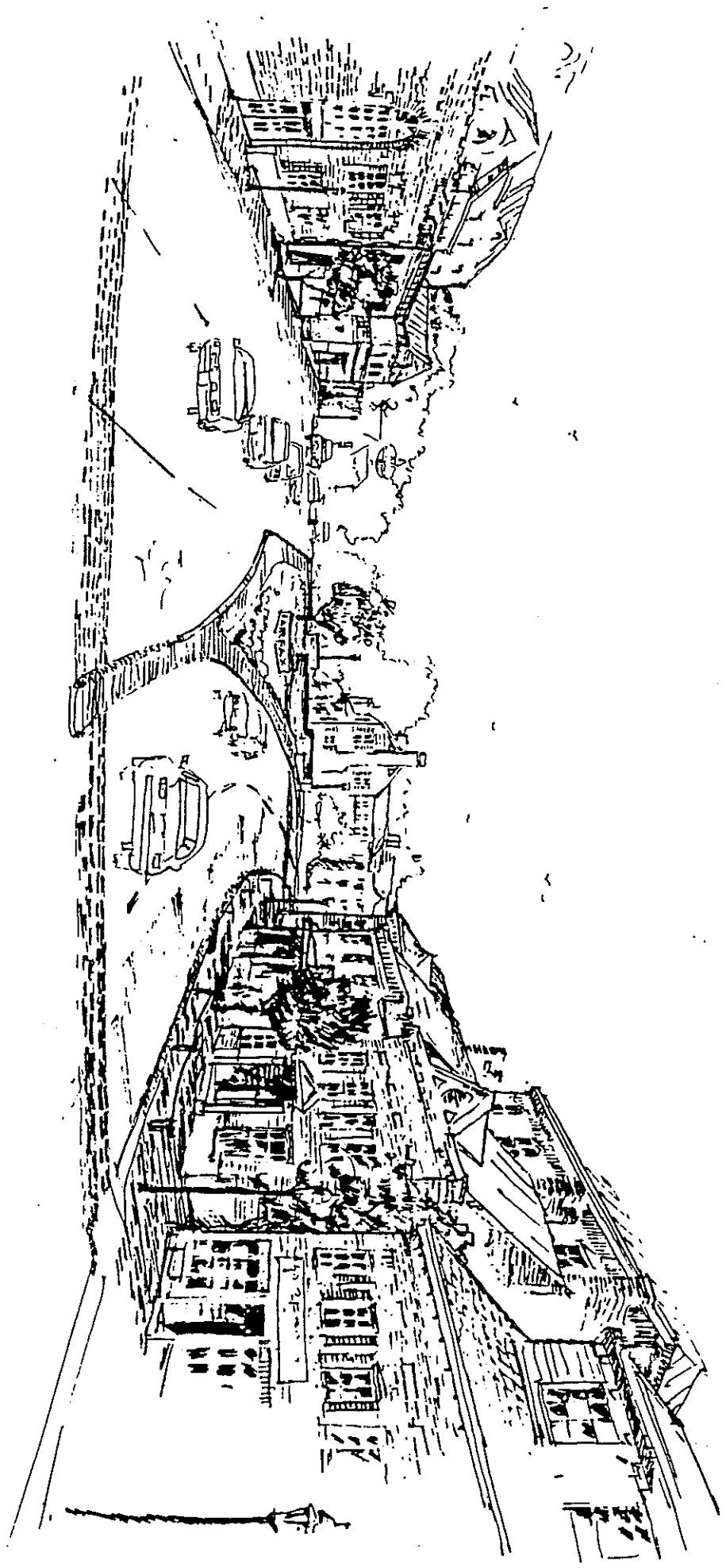
¹ These data were originally collected by Patton, Harris, Rust and Associates for the Fairfax City government for a report entitled City of Fairfax: Origin-Destination Survey. Unfortunately, no corresponding figures for Route 50 and Main Street were presented.

Table 3
Traffic Movements Along Selected Roads

Route	Number Vehicles	Percent Local	Percent Through
7 AM - 9 AM			
Route 123 Northbound	2,649	36%	64%
Route 123 Southbound	1,804	56%	44%
University Dr Northbound	1,168	50%	50%
University Dr Southbound	821	25%	75%
Roberts Road Northbound	1,296	50%	50%
Old Lee Hwy Northbound	1,482	63%	37%
Old Lee Hwy Southbound	798	91%	9%
Pickett Road Northbound	2,365	45%	55%
Pickett Road Southbound	1,048	60%	40%
Jermantown Road Northbound	997	30%	70%
Jermantown Road Southbound	1,195	38%	62%
9 AM - 11 AM			
Route 123 Northbound	1,866	40%	60%
Route 123 Southbound	1,731	57%	43%

Source: Patton, Harris, Rust and Associates. City of Fairfax: Origin-Destination Survey. Report prepared for City of Fairfax. March 9, 1988.

MAIN STREET & OLD DEE HIGHWAY



vehicles passing which have neither originated at nor are bound for locations within the City) is 51 percent. Jermantown Road carries a surprisingly high level of through traffic, partly because of its peripheral location and the fact that it links parts of Fairfax County which lie to the west and north of the City boundary.

The directionality of the through traffic gives us some idea of what the major trip generators outside the City are. The greater percentage of through trips in northbound traffic on Route 123 relative to southbound traffic, both between 7AM and 9AM, and between 9AM and 11AM, suggests the attraction of the I- 66 interchange and the Oakton employment area. The exact reverse pattern for University Drive reflects the attraction of the George Mason University campus. The far greater northbound (relative to southbound) AM movement of through-traffic on Pickett Road and Old Lee Highway most likely reflects the influence of the Vienna Metrorail station, with its park-and-ride facilities, to the northeast of the City.

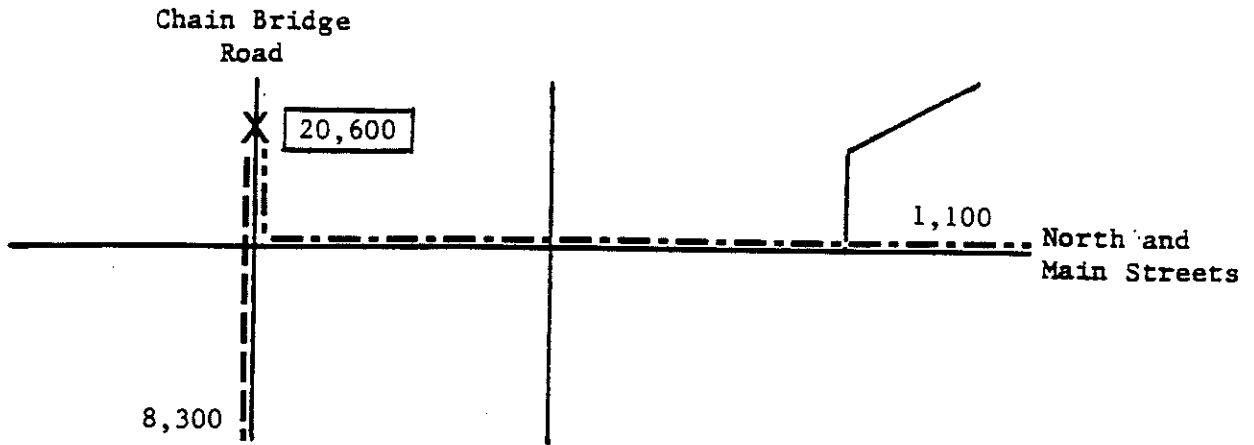
Because so much of the traffic in Fairfax City, particularly the Old Town, is simply passing through, there is potential for improving traffic conditions in Old Town Fairfax City through a series of street and highway improvements which would divert traffic around it.

Combining the Patton, Rust and Harris origin-destination survey data with the traffic volumes collected by Virginia DOT provides an estimate of the through traffic volumes on different routes and the potential for diversion to some alternate route. These traffic volumes are displayed graphically in Figures 29 and 30 and may interpreted as follows:

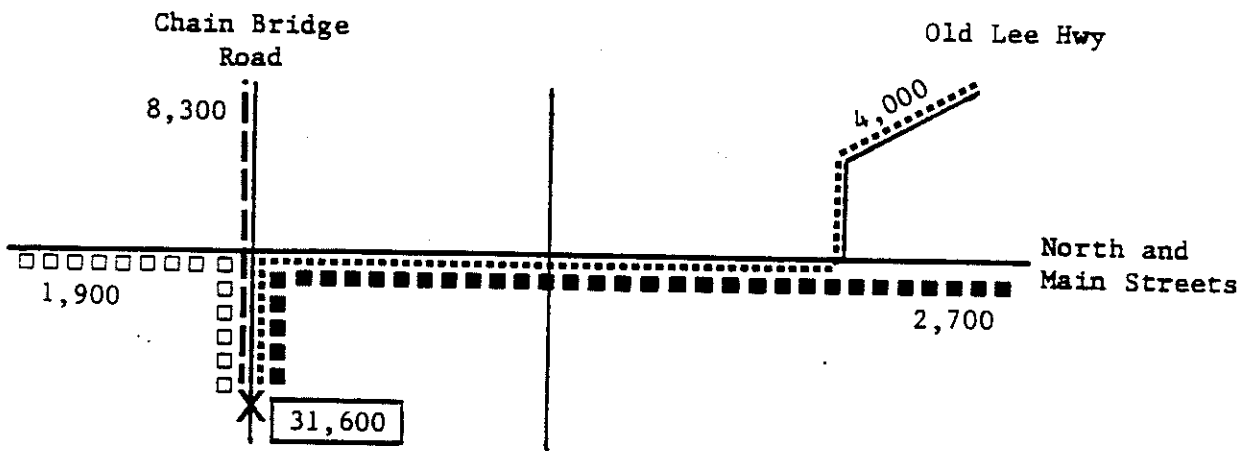
Approximately 20,600 vehicles pass a point on Chain Bridge Road near Kenmore Drive on a typical day in both directions. Of these 20,600 vehicles, 8,300 - or approximately 40% - are through trips made solely on Chain Bridge Road. These trips originated outside the City to the north and have a destination south of the City or vice versa. About 5% - about 1,100 - of the vehicles passing the Kenmore Drive intersection on Chain Bridge Road began their trip north of Fairfax City and will proceed to some destination east of the City along Main Street (or vice versa). This second group of trips would be likely candidates for a diversion route involving Blake Lane and Pickett Road.

Trips passing the Armstrong Street intersection on Chain Bridge Road, south of Main Street, show a slightly more dispersed pattern than trips traveling on Chain Bridge Road north of Old Town. Significant numbers of through trips begin or end their journeys at some point along East or West Main Street with the other end of the trip south of Fairfax City off Chain Bridge Road. Another significant group of trips are those which use Chain Bridge Road into Old Town Fairfax City and then complete their journey on Old Lee Highway traveling beyond Fairfax Circle.

ORIGINS/DESTINATIONS OF THROUGH TRIPS ON CHAIN BRIDGE ROAD



A. Vehicles using Chain Bridge Road at Kenmore Drive



B. Vehicles using Chain Bridge Road at Armstrong Street

20,000 Total Two Direction Daily Traffic Volume
(Through Trips and Local Trips)

Source: 1. Traffic Volumes
City of Fairfax Comprehensive Plan

2. Patton, Harris, Rust and Associates
City of Fairfax Origin-Destination Survey

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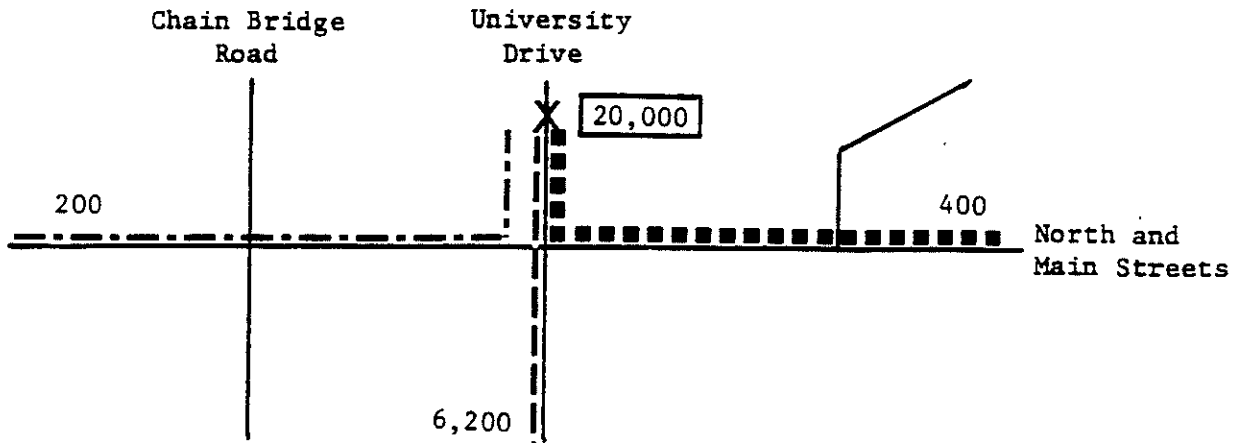
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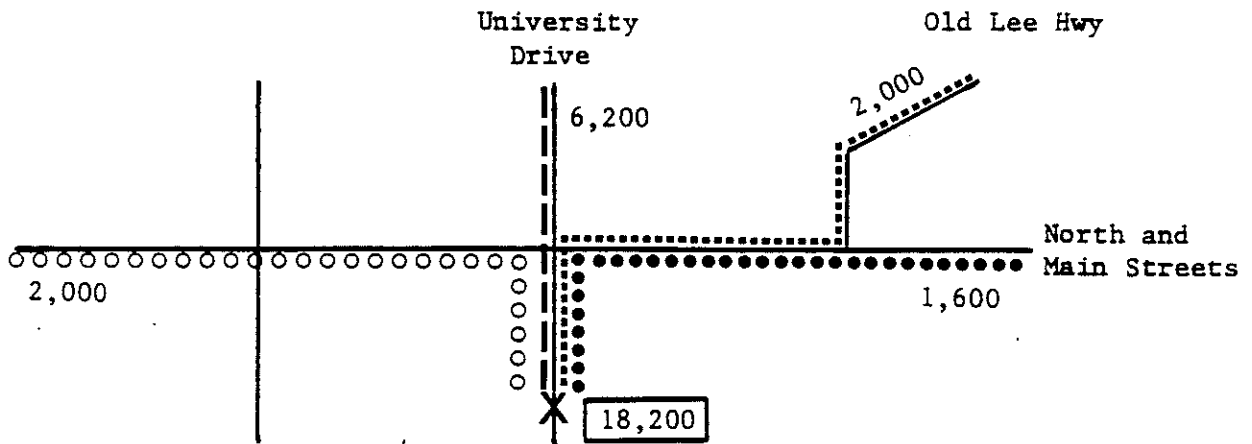
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figure

ORIGINS/DESTINATIONS OF THROUGH TRIPS ON UNIVERSITY DRIVE



A. Vehicles using University Drive at Kenmore Drive



B. Vehicles using University Drive at Armstrong Street

20,000 Total Two Direction Daily Traffic Volume
(Through Trips and Local Trips)

- Source: 1. Traffic Volumes
City of Fairfax Comprehensive Plan
2. Patton, Harris, Rust and Associates
City of Fairfax Origin-Destination Survey

A graphic display of through travel on University Drive is given in Figure 30. University Drive traffic appears to be oriented in a more north-south direction than is Chain Bridge Road traffic. The pattern of trips on University Drive is similar to those on Chain Bridge Road in that trips with one end south of Fairfax City tend to be more dispersed east and west than trips using University Drive north of Kenmore.

From the results of the origin-destination surveys it appears that the greatest benefits could be derived from diverting trips which are moving on a direct north-south or east-west axis since they represent the greater volumes of traffic. The bypass options, on the other hand, appear to be better suited to diverting trips which are changing direction by 90 degrees, that is trips which are going south on Chain Bridge Road and then east or west on Main Street.

B. ALTERNATE ROUTES CONSIDERED

1. Overview

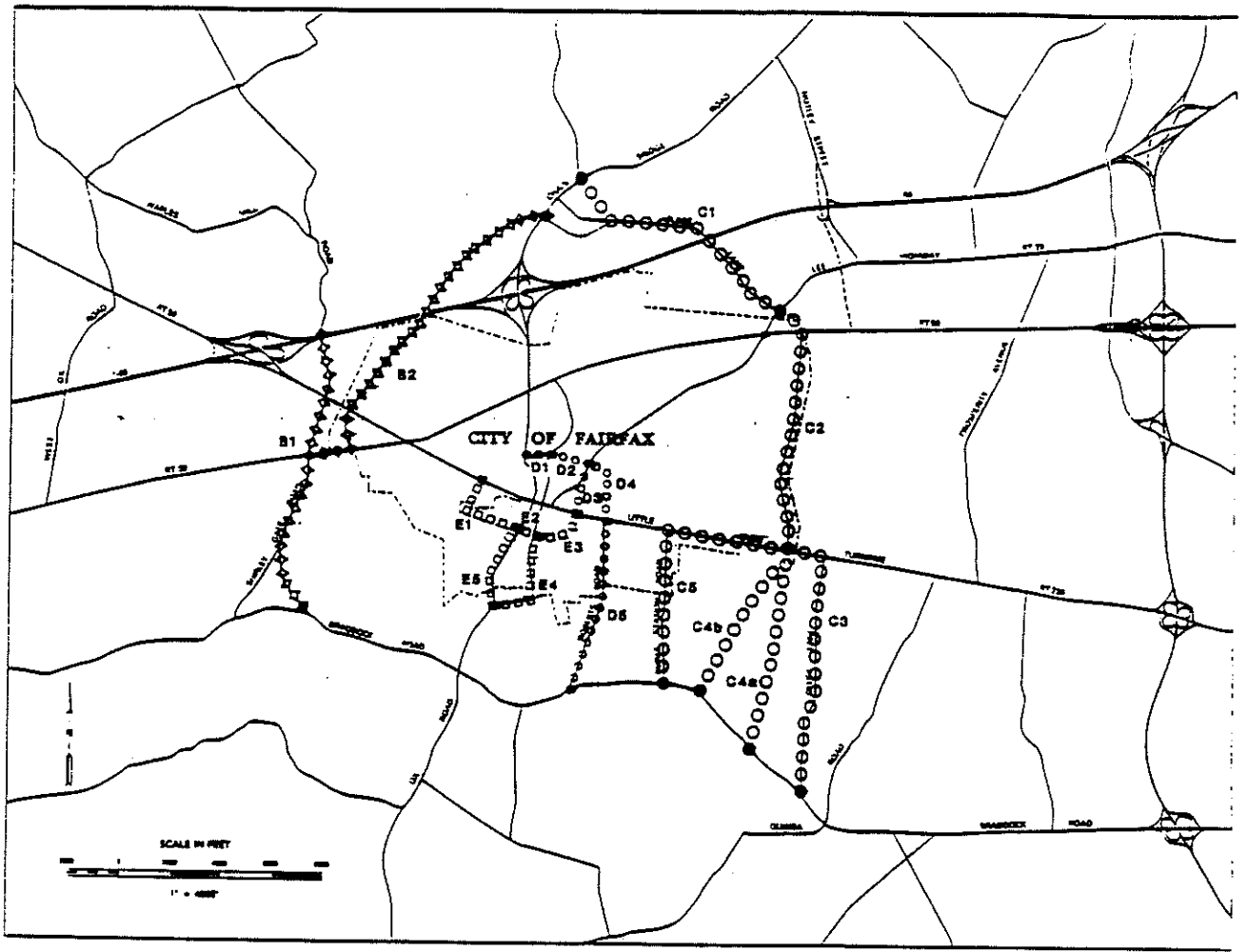
The objective of this phase of the project was to identify a large number of alternative paths for through traffic which avoided some or all of the streets in Old Town. As presented above, 50% or more of the traffic on Chain Bridge Road and University Drive is through traffic. There is a sizable volume of traffic which enters Old Town on Main Street and then turns north or south to reach points outside Fairfax City. Many of these trips could be diverted to alternate routes.

The search for alternate routes began on the outer boundaries of the City and included several roadways outside the City. Additional routes were identified at the edge of Old Town which could serve to divert traffic from the revitalized heart of the City. Many of the alternate routes identified in this study are not mutually exclusive. In fact the greatest benefit can be derived from encouraging use of several alternate routes which can distribute the through traffic and reduce the impact on any single corridor.

Nineteen roadway and street segments were included in the set of alternate routes considered by this study (Figure 31). Each alternate route is described briefly below along with some advantages and disadvantages to implementation.

2. Route A: The Fairfax County Parkway

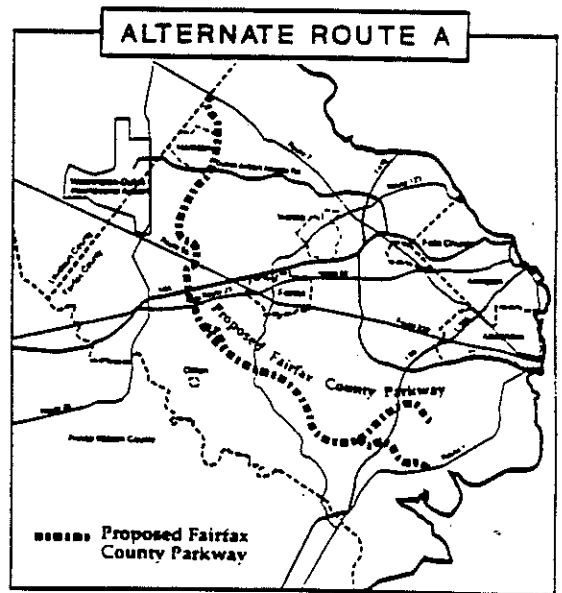
The already-programmed Fairfax County Parkway (FCP) will be a four- and six-lane freeway from Herndon in the north to Franconia in the south. The right-



ROUTES

- A
- ◆◆◆◆◆ B
- C
- D
- E

ALTERNATE ROUTES
AROUND FAIRFAX CITY
OLD TOWN



CITY OF FAIRFAX
OLD TOWN FAIRFAX REVITALIZATION PLAN

of-way for this facility lies outside the City, thereby minimizing disruption and direct construction costs for city residents. There is a high level of commitment to the construction of this route on the part of county and state government.

The fact that the parkway will run at some distance from Fairfax City suggests that it will divert primarily long distance intra- county trips mainly in a northwest-southeast direction.

3. Route B: Shirley Gate (Western) Bypass

As may be seen in Figure 31, the western bypass consists of two links connecting Chain Bridge Road north of the I-66 interchange with the Ox Road/Braddock Road intersection on the south side of the City of Fairfax. There are two segments to this route.

The length of the combined bypass from a point north of I-66 to the Braddock Road/Ox Road intersection will be about 35% longer than a direct route along Chain Bridge/Ox Road between these same points. Trips from the west on Route 50 on Route 29 and destined for points in the neighborhood of George Mason University or points east will find this bypass to be less than 10% longer in distance and shorter in travel time.

a. Segment B1: Improvement/Realignment of Waples Mill and Shirley Gate Roads from I-66 to Braddock Road

The construction of the extension of Waples Mill Road from Route 50 to Route 29 and the widening to 4 lanes and realignment of Shirley Gate Road at Braddock Road are both programmed for construction by Fairfax County (Figure 32). The entire alignment lies outside the City boundaries resulting in minimal disruption and cost to city residents. The principal benefit from this segment will be diversion of trips from Routes 29 and 50 west of the City destined to such locations as George Mason University or other points along Braddock Road.

b. Segment B2: Improvement of Jermantown Road

The Fairfax County Government has already proposed to improve Jermantown north of the City boundary (Figure 33 and 34). Because of the residential neighborhoods and schools located along the section of Jermantown within Fairfax City, there is concern that widening Jermantown Road within the City to four lanes or any further improvements to this section would lead to unacceptable levels of increased traffic and community disruption. This study does not recommend any improvements



WAPLES MILL/SHIRLEY GATE

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OLD TOWN FAIRFAX REVITALIZATION PLAN

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figure



JERMANTOWN ROAD

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WESTERN BYPASS

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figure

to the section of Jermantown in the City. As a result, Segment B2 will provide no improvement or only a slight improvement over its current level of service.

The City of Fairfax has proposed an extension of Shirley Gate Bypass north of I-66 connecting Wamples Mill Road and Jermantown Road along one of two possible routes: either Phoenix Drive or Oakton Road.

4. Alternate C: Pickett Road (Eastern) Bypass

This bypass consists of a major improvement project for Blake Lane, use of Pickett Road and a number of alternative routes south of Main Street to Braddock Road. The section north of Main Street should provide an attractive alternative to going through Fairfax City for trips from east of the City destined for north and northwest and vice versa. The search for a suitable segment south of Main Street presents some difficulties because of cost, neighborhood disruption and circuitry of route. The various segments under consideration are:

a. Segment C1: Improvement/Realignment of Blake Lane to Jermantown Road

It will provide 4 lanes with left turn lanes throughout. This link is under construction and lies outside the City of Fairfax (Figure 35).

b. Segment C2: Northward Extension of Pickett Road from Route 50 to Align with Blake Lane

This new segment, which lies partially within the City, is under construction (Figure 36).

The existing section of Pickett Road in Fairfax City between Main Street and Fairfax City has a good cross section with well-designed turn pockets and wide lanes. Noise and disruption would be minimal as the abutting land uses are primarily commercial or institutional (Figure 37).

c. Segment C3: Olley Lane from Main Street to Braddock Road

Because of the alignment of Braddock Road, the use of an alternative route using Olley Lane represents a serious deviation from a direct path from Chain Bridge Road north of the I-66 interchange and locations such as George Mason University (Figure 38).



BLAKE LANE

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PICKETT ROAD

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PICKETT & MAIN

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EASTERN BYPASS

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figure

The distance from Chain Bridge Road and Blake Lane to Ox Road and Braddock Road, using the bypass is 2.4 times the distance between these two points using Chain Bridge Road and Ox Road. The residential nature of Olley Lane also means that widening or other significant development as a bypass route could have disruptive effects on residential neighborhoods. Olley Lane lies totally outside the City of Fairfax.

d. Segment C4: New Southward Extension of Pickett Road to Braddock Road

Two sub-alternatives to this route were examined. C4a would connect various portions of existing Pickett Road and C4b would build a new road to the west of the existing segments. Either alternative would require substantial new construction and possibly removal of dwelling units. Although providing the most direct route for an eastern bypass, C4b would require construction near a school and a cemetery or perhaps through parkland.

e. Segment C5: Burke Station Road

Using Burke Station Road as part of the eastern bypass would require that traffic travel along Main Street from Pickett Road to Burke Station Road adding to the circuitry of the trip and complexity of the route.

All the segments located south of Main Street - C3 through C5 - serve residential development. Consequently, their use as bypass routes will require care to avoid neighborhood disruption.

The eastern bypass route will serve trips from the east and or the north and northwest well. For trips between Chain Bridge Road, Blake Lane and George Mason University, use of any of these eastern bypass routes will be circuitous. The distance using the bypass will be 2 to 2.4 time the direct distance on Chain Bridge Road.

5. Alternate D: Eastern Bypass (Inner)

This bypass makes use of Kenmore Drive, Layton Hall Drive, newly-constructed roads through development areas in the Farr tract, and Roberts Road. The segments in this bypass route are:

a. Segment D1: Improvements to Kenmore Drive from Chain Bridge Road to University Drive

To work efficiently this segment must be in reasonably good alignment with Layton Hall Drive which will require some realignment of the bridge at University Drive and Layton Hall Drive. There is sufficient open space to permit extensive buffering and planting of trees and shrubs to minimize neighborhood noise and disruption (Figure 39).

b. Segment D2: Layton Hall Drive

A more efficient connection to Kenmore Drive is required, particularly realignment of the University Drive/Layton Hall Drive intersection (Figure 40). The intersection of Layton Hall Drive and Old Lee Highway must be redesigned to accommodate an access road to new development on the Farr tract and to prevent increased traffic on Old Lee Highway

c. Segment D3: New Link between Old Lee Highway and Main Street

This new link would be built along the western boundary of the Farr Tract and through the parking lot at University Mall to Main Street where it would align with the Ratcliffe Road extension.

d. Segment D4: New Link from Old Lee Highway at Layton Hall Drive to Main Street at Roberts Road

This new link across the Farr tract would require more extensive construction than would D3 and would have a higher impact on the development of the Farr tract.

e. Segment D5: Roberts Road

This link would provide a direct connection from Main Street to Braddock Road as part of an eastern bypass. Its narrow cross section and intense residential development at the northern terminus with Main Street would make road widening and neighborhood disruption a serious consideration (Figure 41).

As a group, the segments D1, D2 and D3 together with the Southern Bypass, appear to provide an attractive solution to traffic through Old Town. The



KENMORE DRIVE

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LAYTON HALL DRIVE

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POSSIBLE INNER ROUTES

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combination D1, D2, D4 and D5 would require considerably higher construction costs and significant neighborhood disruption.

6. Alternate E: Southern Bypass (Inner)

The principal components of the Southern Bypass are: 1) extension of Ratcliffe Road along the currently designated right-of-way between Chain Bridge Road and Sager Avenue; 2) continuation from Sager Avenue to Main Street; and extension of Ratcliffe Road west from University Drive to Chain Bridge through the Davis tract. The combination of these links with elements of the proposed eastern bypass (see Alternate D) could reduce traffic through Old Town. The Southern Bypass links are:

a. Segment E1: Judicial Drive from Main Street to Chain Bridge Road

Although currently in place, Judicial Drive has a pronounced bend at Jones Street and an irregular cross section which make its use as a bypass less than attractive. Improvements would entail minimal neighborhood disruption since it does not pass through residential areas for the most part (Figures 42 and 43).

b. Segment E2: Extension of Ratcliffe Road westward from University Drive to Chain Bridge Road

Construction of this new link would require purchasing a privately owned parcel and possible relocation of the dwelling that now stands on it. The size of the lot appears large enough to accommodate the proposed 36' wide roadway and any required buffering.

c. Segment E3: Extension of Ratcliffe Road from University Drive to Main Street

Using the existing available right-of-way, construction of these segments would be sensitive to neighborhood disruption possibilities. The 36' wide roadway would consist of one lane in each direction with left turn lanes where necessary for intersection efficiency (Figure 44).



JUDICIAL DRIVE/CHAIN BRIDGE ROAD

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JUDICIAL/MAIN/JONES

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RATCLIFFE ROAD

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figure

d. Segment E4: University Drive from Ratcliffe Road to George Mason University

This link already exists and is used as an entrance to George Mason University. Improvements would include a new signal at Armstrong Street synchronized with a proposed signal at Ratcliffe Road (Figure 45).

e. Segment E5: Chain Bridge Road

Conversion of Chain Bridge road south of Judicial Drive into a four-lane road with a landscaped median is already programmed with work expected to begin in the latter half of 1990 (Figure 46).

The completed package of segments in the Southern Bypass route is designed to make access and egress from George Mason University, city offices and the offices in the County Government Center accessible from all directions without needing to travel through Old Town.

When combined with segments D1/D2/D3 from the Eastern bypass, the Southern bypass (E1/E2/E3) has the potential for effective diversion around Old Town. The path using the eastern and southern bypass segments (D1/D2/D3/E3/E4) is only 12% longer than a direct Chain Bridge Road route. Since the additional length traveled is only slight, and since preference will be given to the signalization on the bypass route, travel time on the bypass should be equal to or shorter than a direct Chain Bridge Road route.

C. POLICY RECOMMENDATIONS

Based on analysis of existing conditions, we developed a set of guidelines for evaluating potential alternate routes and traffic management measures to alleviate current and future traffic congestion on Old Town Streets. We have used as our basic principle the Traffic Management Goal developed by the Committee. This states that we should seek to: **"Reduce the pace and volume of traffic through the Old Town area, by identifying possible alternative routes, within and outside the City."**

Given this, the planning team developed the following guidelines for selecting alternate routes and traffic management options:



UNIVERSITY DRIVE AT GMU

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CHAIN BRIDGE ROAD AT GMU

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- o No one area of the City should bear the entire burden of solving the traffic problem. Therefore a series of alternatives will be developed which, in concert, will address the bulk of the problem.
- o The solutions should not be designed to expedite traffic through the Old Town, but rather seek to divert through traffic around it. Thus:
 - there is no consideration given to the possibility of establishing a one-way pair incorporating Chain Bridge Road and University Drive;
 - alternatives should be as attractive as possible in terms of traffic flow and speed, and the number of turns required should be minimized; and
 - intersection design will be suggested as a means to discourage the use of Old Town streets by through traffic.
- o The solutions will not consider congestion -- in effect, allowing the projected increase in traffic volume to act as a disincentive to through traffic - - as a viable traffic management approach. Rather, positive measures will be taken to relieve congestion in the Old Town area.
- o Suggested alternatives should divert traffic as close as possible to its point of origin (and thus as far away from the Old Town as is practicable).
- o Whenever feasible, suggested alternatives will give preference to using existing rights of way.
- o Where solutions call for new construction, we recommend that the scale of construction be compatible with the area. This will mean that, in most cases, the roadways will be designed as urban streets rather than to freeway standards.

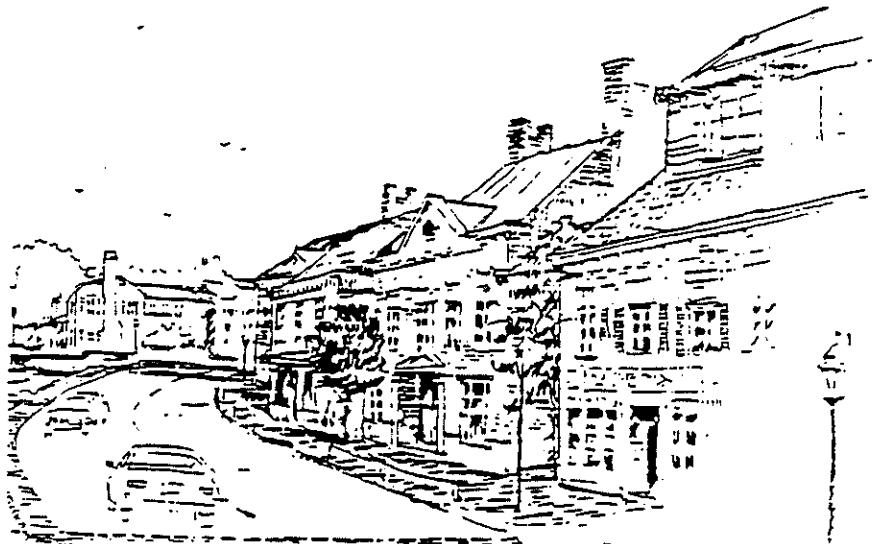
Our proposals for the general locations of alternative roadways are set forth in Chapter IX. These are accompanied by maps of the suggested alignments. No detailed proposals concerning the exact location of the alignment are made. Further, it is not the function of this study to design the roads so there are no detailed suggestions as to the number of lanes, turning facilities, traffic signals and so on.

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**VII. RECOMMENDATIONS:
LAND USE & ZONING**





VII. RECOMMENDATIONS: LAND USE & ZONING

A. OVERVIEW:

The land use and design planning policies which guided the development of these recommendations were based on the goals developed by the Advisory Committee, particularly those which state:

- o Develop a strategy to strengthen the physical and design relationship of structures within the historic core and the enhancement area through sensitively designed rehabilitation, redevelopment and development.
- o Develop a strategy to encourage new development on vacant parcels, or in areas where rehabilitation is not practical or economically feasible.
- o Review, and if necessary, modify zoning or other ordinances to facilitate rehabilitation and redevelopment consistent with design guidelines and human scale.

B. OLD & HISTORIC DISTRICT:

1. Land Use & Zoning:

This report recommends encouraging additional retail activity within the Old and Historic District, through a combination of financing and parking incentives, and the provision of pedestrian amenities.

Financing Incentives: A Tax Abatement Program for Rehabilitation of Commercial Properties is proposed.¹ It is recommended that this program be limited to those commercial properties proposed to be rehabilitated in which at least 50% of the net leasable space is rented to retail. It is further recommended that the time period for this exemption be seven (7) years.

Parking Incentives: For those buildings in which there is a change of use from office to retail, no additional parking spaces will be required if the total additional requirement is 10 parking spaces or less.

Pedestrian Amenities: The sidewalk system, with street trees and street furniture should be completed within the historic district. In addition, a system of internal walkways connecting University and North with Main and providing for internal circulation within the block with Earp's Ordinary, the Old Town Hall and George Mason Square should be implemented (Figure 47)².

2. Proposed Boundary Change:

The current boundary of the Old and Historic District includes a series of parcels on the north side of north street, between Chain Bridge Road and Old Lee Highway; and a series of parcels on the east side of East Street between South Street and Old Lee Highway whose structures currently have nothing in common with the historic core. These structures include: the Foster Building, the Post Office, a small part of the new Fairfax Commons, a portion of the University Shopping Plaza, a gas station and several of the small structures on Holbrook and Sager known as Nova Blue.

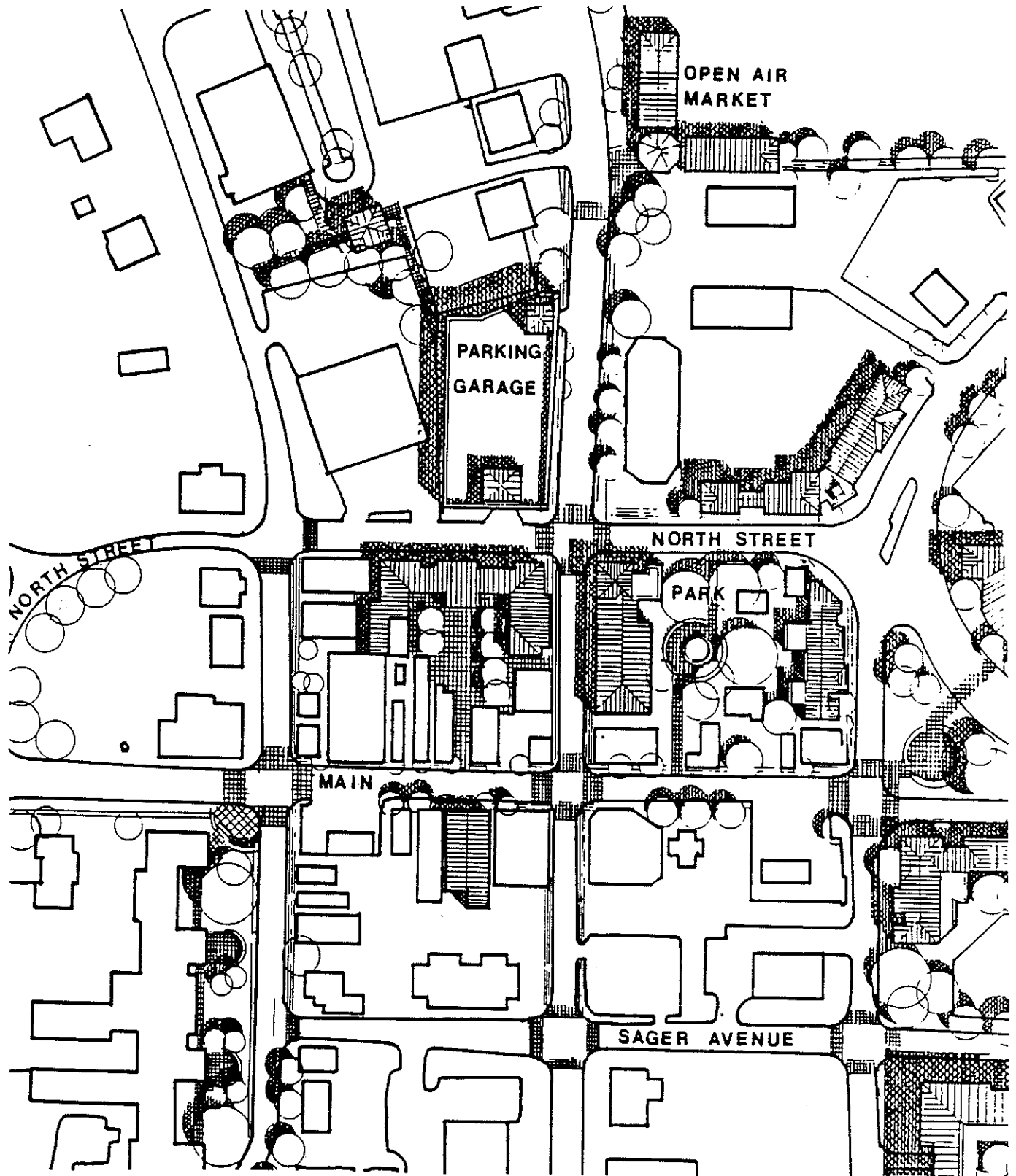
The original intent in extending the Old & Historic District boundary beyond the historic core was to ensure that as the parcels outside the core were developed, their design would be compatible with the buildings in the historic core.

However, as in the case with the Foster Building, it is clear that additional development requirements are needed to ensure appropriate and compatible development.

This report recommends that the community gain greater control over siting, design and scale through the mechanism of a new overlay zone - the

¹ A complete explanation of the legal basis and proposed criteria for the Tax Abatement Program is located in Chapter XI.

² See Chapter X, Recommendations: Public Improvements & Design Guidelines for details.



Proposed Internal Pedestrian Pathways

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OLD TOWN FAIRFAX REVITALIZATION PLAN

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Transition Zone which would be applied to this area. Therefore, this proposal recommends moving the Old & Historic District Boundaries in the following manner³:

- o The northern boundary of the District to coincide with North Street between Chain Bridge Road and Old Lee Highway, and
- o The eastern boundary of the District to coincide with East Street between North and South Streets (Figure 48).

Such an approach would not only ensure a compatibility of design, but would also eliminate the current problem of differing sets of development requirements on the same tract of land.

3. Design Criteria:

Current zoning provisions regarding design criteria for the Old and Historic District are found in Sec. 26-194.4 of the Zoning Code. This report recommends that additional language be added to this Section which requires compliance with the Building Guidelines found in Chapter X.

4. Permitted Uses:

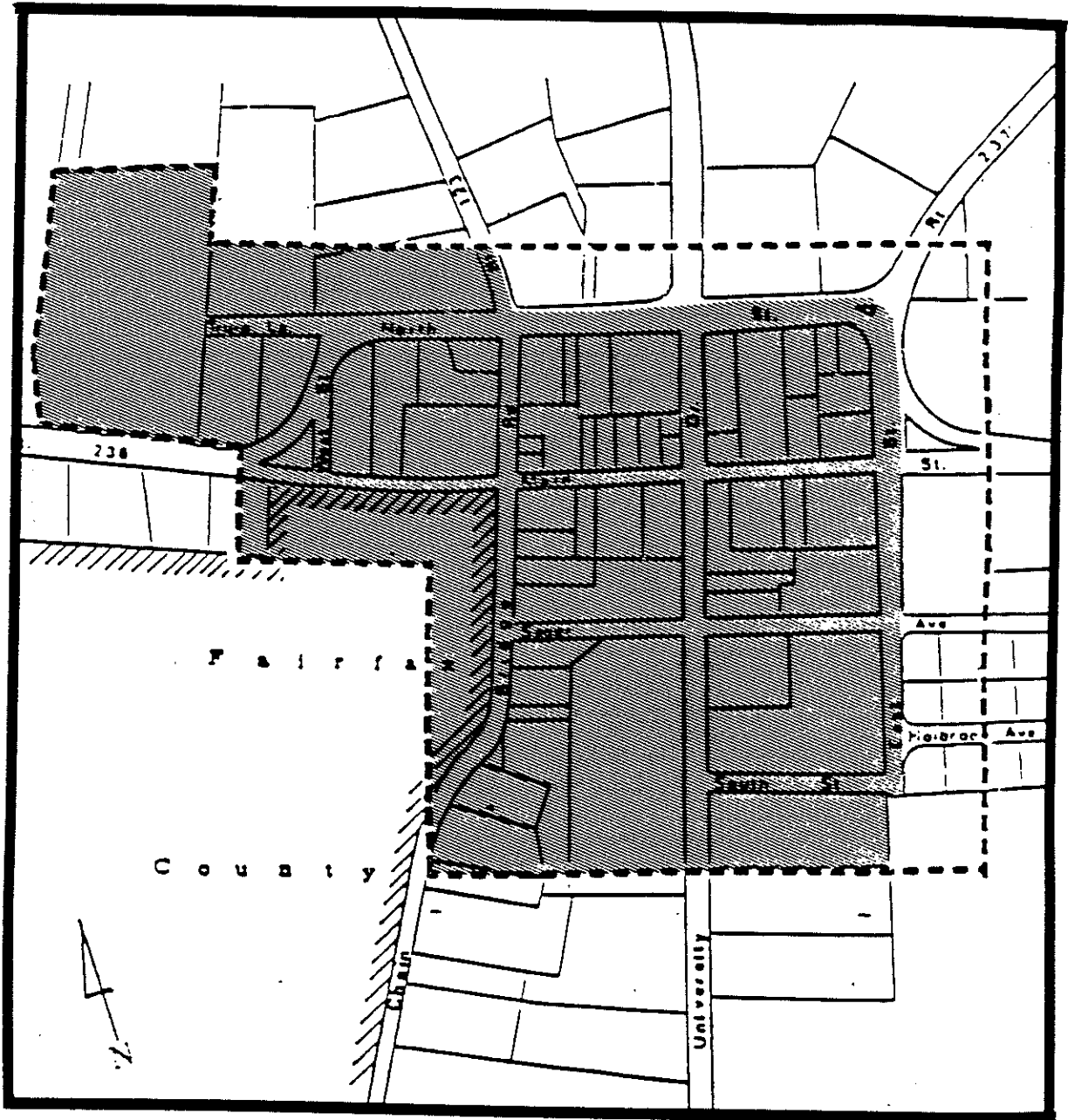
Current zoning provisions regarding permitted uses in the Old and Historic District are found in Sec. 27-194.2. This report recommends that additional language be added to this Section which permits the establishment of Bed and Breakfast accommodations by right.⁴

5. Traffic:

It was clearly recognized by the Advisory Committee, and supported by the findings of the Consumer Survey, that **unless the pace and volume of traffic in the Old Town area was reduced, little else that was recommended would succeed.**

³ The Zoning Code provides for the alteration of these boundaries by the City Council in Sec. 26-194.

⁴ If necessary, a definition of Bed and Breakfast could be added to Article I, In General, 26-4, Definitions.



Proposed Boundary Change: Old & Historic District

Therefore, this report recommends a twofold approach:

- o reducing the speed limit within the study area to 25 mph, and
- o redirecting as much through traffic as possible from the central core.

This is to be accomplished by:

- o rerouting all⁵ truck traffic from Main, requiring the use of Pickett and Route #50, and
- o completing the Ratcliffe Extension as proposed in the Comprehensive Plan and link Layton Hall and Chain Bridge Road with University and Judicial Drive (Figure 49).⁶

C. TRANSITION ZONE:

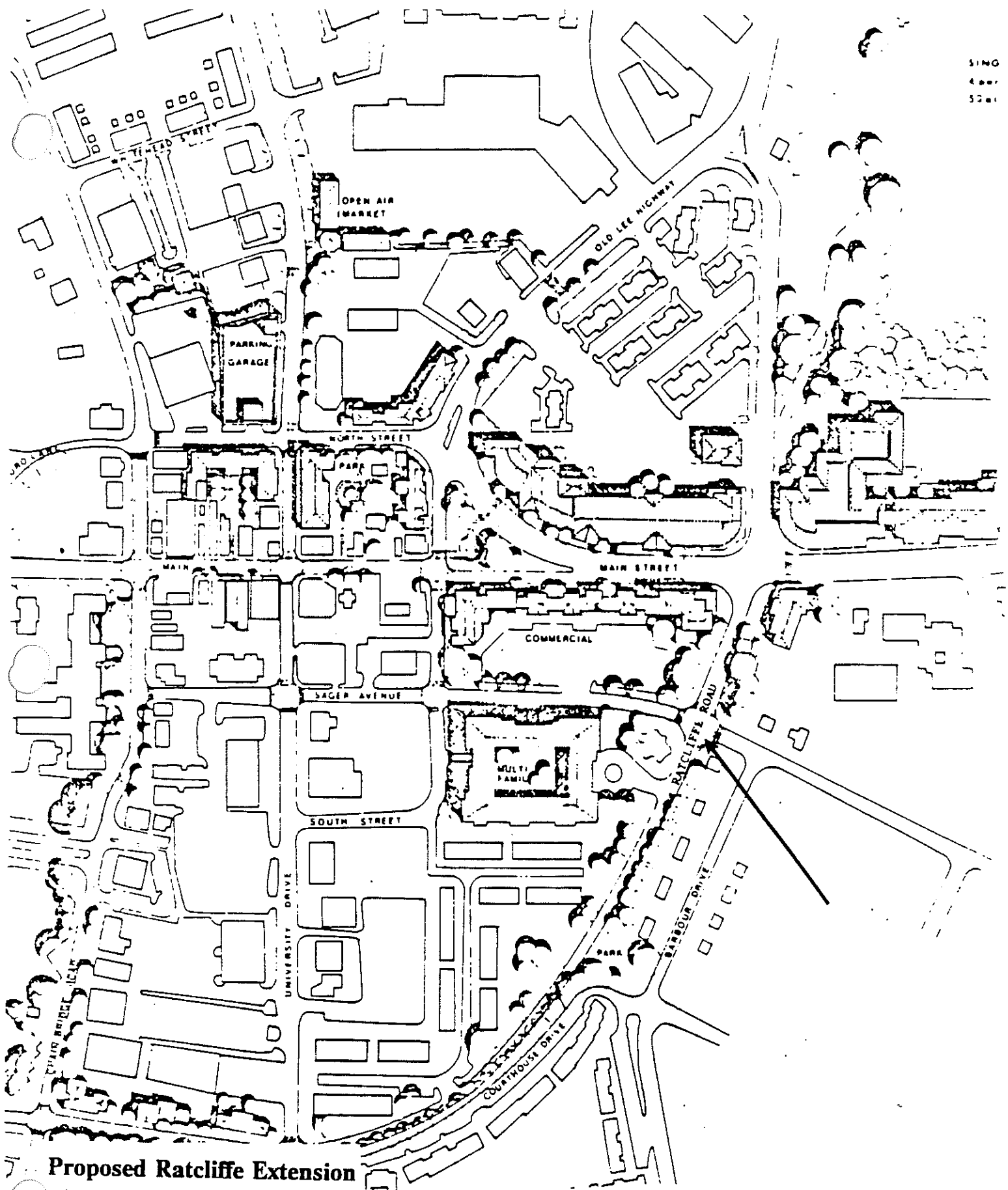
1. Overview:

To achieve the goals identified at the beginning of this chapter, a flexible new zone, called the Transition Zone is proposed for the area adjacent to the historic core within the Enhancement Area which would:

- o Stimulate renovation, redevelopment and development within the historic core and the enhancement area,
- o Strengthen the physical, economic and design relationship between the historic core and the enhancement area,
- o Provide the community with greater controls over siting, design and scale through new development and design guidelines,

⁵ Exception is granted, of course, to local delivery trucks serving the commercial facilities in the downtown area.

⁶ See Chapter IX, Transportation Recommendations for a complete discussion.



Proposed Ratcliffe Extension

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OLD TOWN FAIRFAX REVITALIZATION PLAN

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- o Encourage the development of additional residential and retail to support the downtown, and
- o Provide pedestrian amenities and establish new "gateways" to Old Town.

One-fourth of all remaining **commercially zoned** land in the City of Fairfax suitable for development or redevelopment is located within the **proposed boundaries of the Transition Zone** (Figure 50).

This land is currently either vacant or is supporting older structures which do not represent the highest and best use of the land. In addition, this land is concentrated in the hands of only 5 owners and forms logical development parcels.

These conditions, and the strong market within the City of Fairfax, are ideal for eventual development or redevelopment of these parcels.

Because of the strategic location of the land in this proposed zone, which borders the boundaries of the Old and Historic District, it is important that the community be provided with greater controls over siting, design and scale of development.

2. Land Use: Key Recommendations:

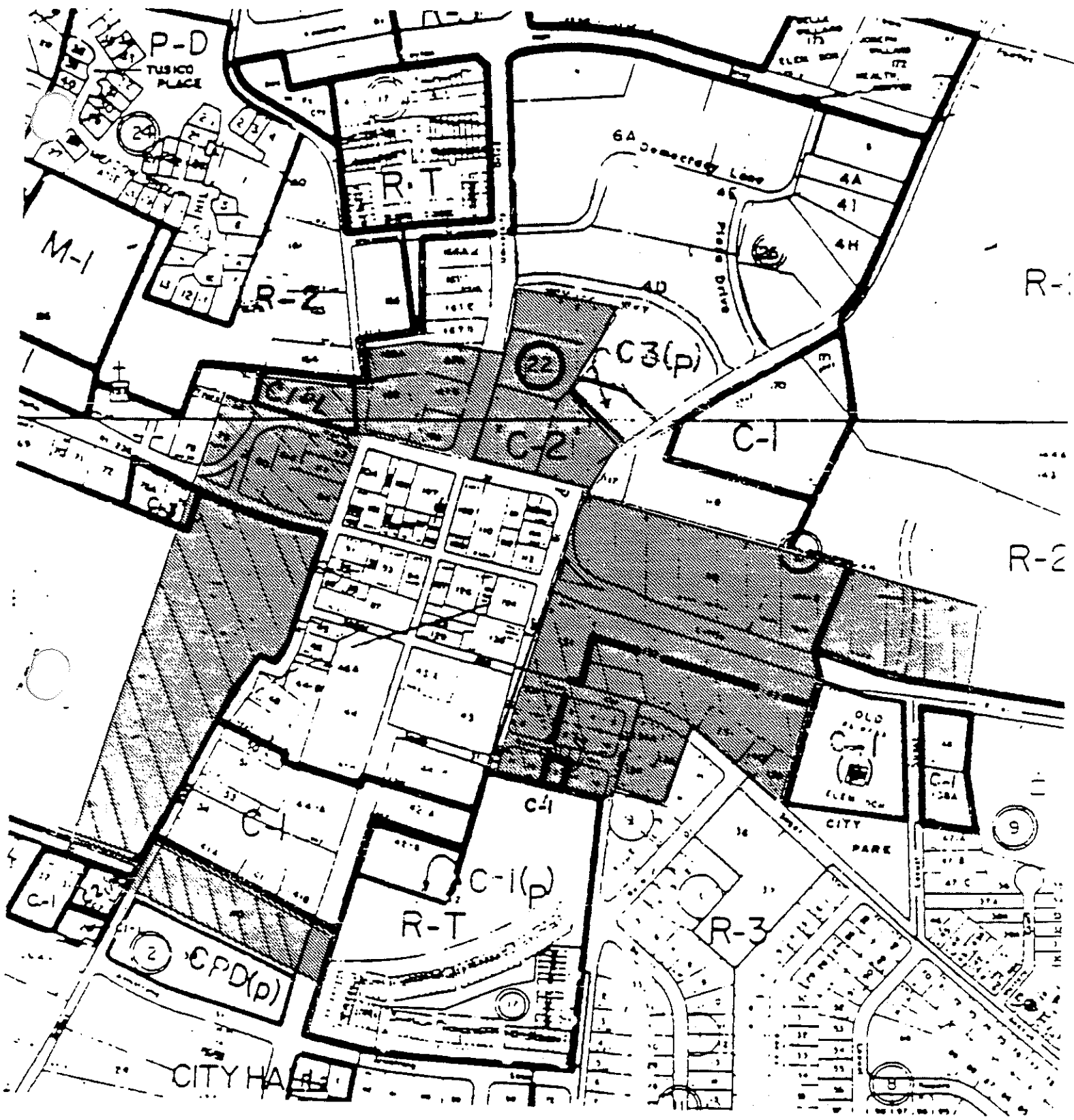
This report recommends the development of new, low-rise retail, residential, office and public parking facilities in the area called the Transition Zone. This new development will complement the scale and design of the historic district and be physically united with it in terms of pedestrian amenities and public improvements.

a. The Farr Tract:

Members of the Farr family hold title to the 7.5 acres which constitutes the University Shopping Plaza as well as to the 76.2 acres of the Farr tract itself.

In particular, this report recommends that the current **University Shopping Plaza** be razed and a new turn of the century shopping development be constructed on the site (Figure 51).

In order to make this development economically viable, and in order to protect the single family zoning on the 76 acre balance of the Farr Tract, this report recommends the extension of commercial zoning on the north side of Main Street



Proposed Transition Zone

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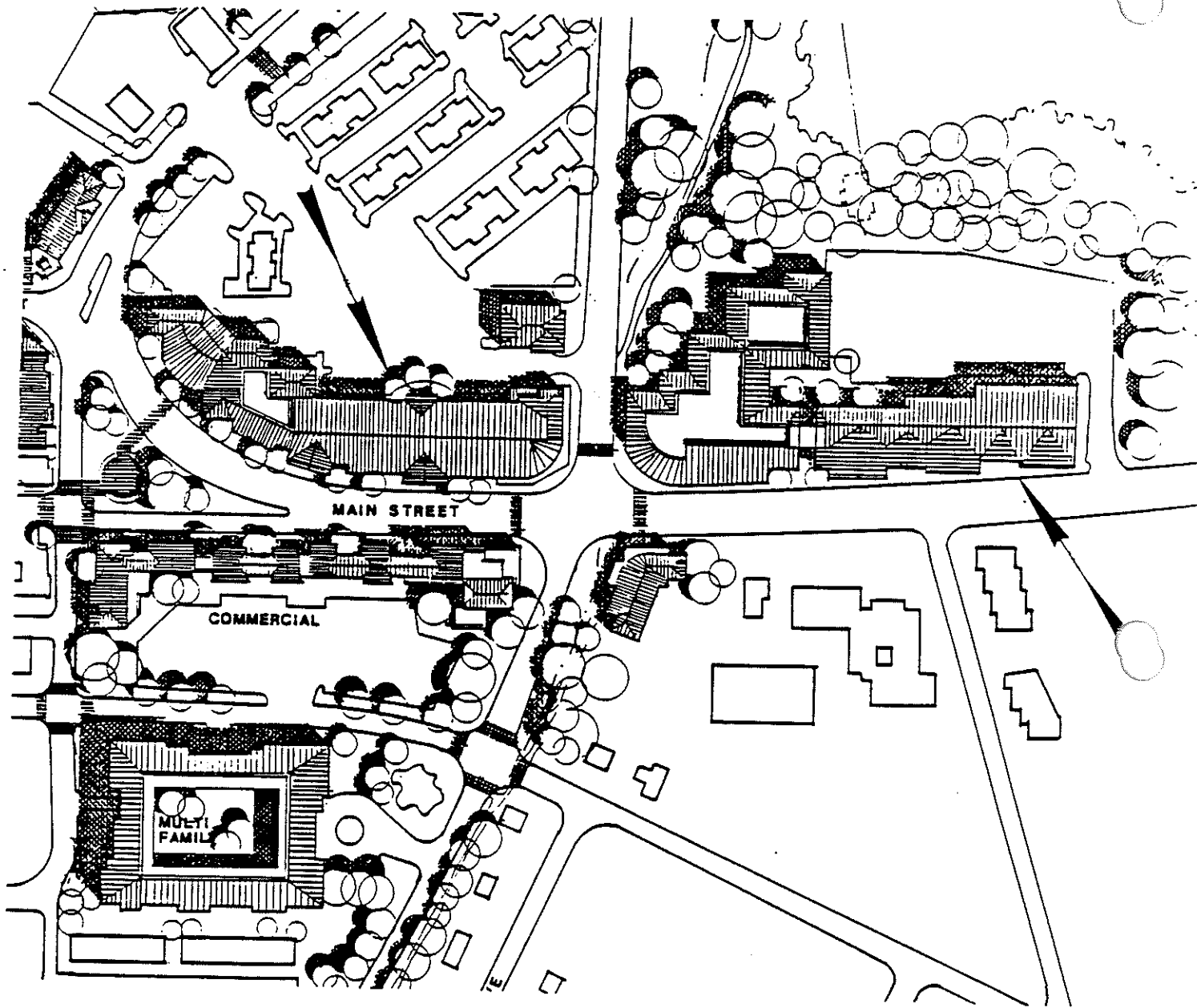
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New "East Gate" Development

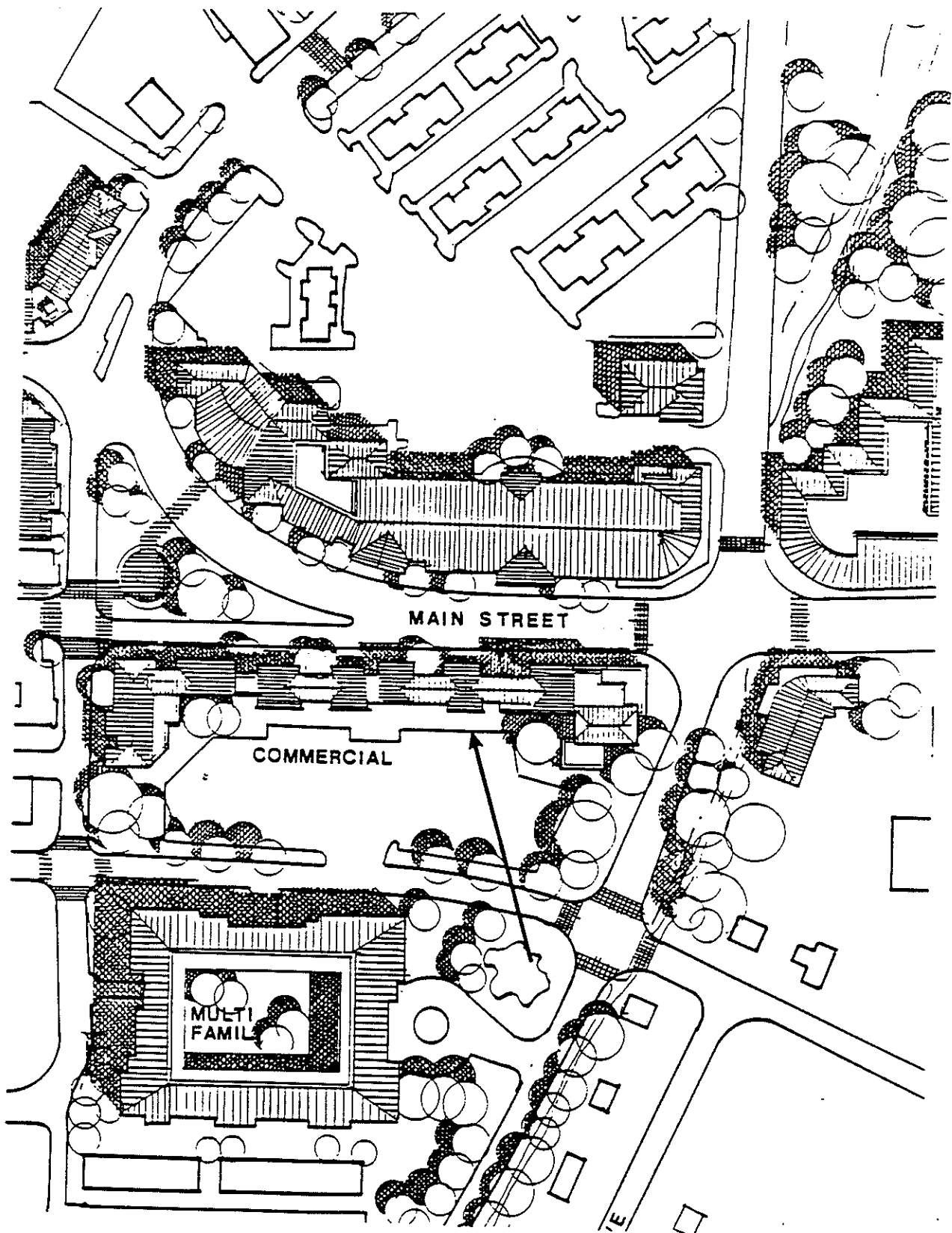
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New eastern Gateway: Main at Ratcliffe

to coincide with the boundaries of commercial zoning on the south side of Main Street. This will add approximately 4.5 acres of additional commercial to this site. This action, coupled with the extension of Ratcliffe Road, will permit a viable development of the commercial site while protecting the single family character of the 76 acre balance of the Farr Tract.

The **Transition Zone** requires that all parking be accomplished on the site, either behind or integrated into the structure, and that no building may exceed 43' in height. **Current zoning** permits construction up to 60', with surface parking permitted adjacent to the public right of way.

b. **South of Main Street:**

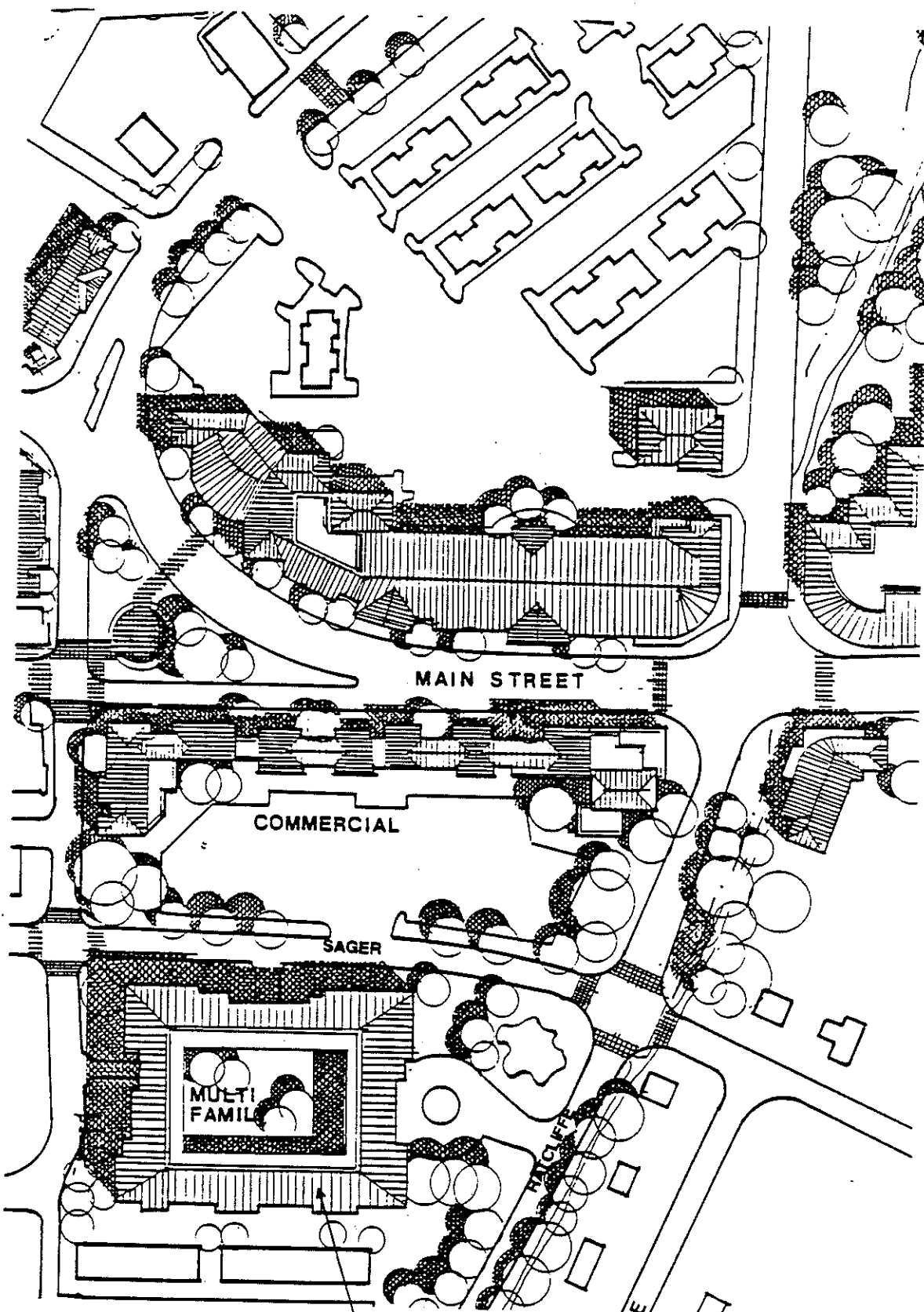
South of Main Street, there are three areas which will be impacted by the Transition Zone. They are:

- o Mathy-Orr property - approximately 7.5 acre holding between Main and Sager Avenues,
- o Nova Blue site - approximately 4 acres, bounded on the north by Sager Avenue, and transected by Crable and Holbrook, and
- o the eight single family parcels fronting on Barbour Drive.

This report recommends that the **Mathy-Orr** property be developed as a mirror image to the turn-of-the century development on the University Shopping plaza. Such a development would serve to extend the retail activity of the historic core, anchoring the two areas, and creating a charming streetscape which would act as a new eastern "gateway" to the City (Figure 52).

Because this site fronts on both Main Street and Sager Avenues, and because there is a significant change in grade between the two roads, it is feasible to consider this site for a mix of both retail uses fronting on Main, and residential uses fronting on Sager. The change in grade permits a separation from Main Street and a distinctly different access to the residential portion.

This report recommends that the **Nova Blue** site be consolidated by the abandonment of Crable and Holbrook Streets; and a unified residential development be designed, and that the necessary land for the continuation of Ratcliffe Road be deeded to the City. Construction of multi-family density residential on this site would implement the Comprehensive Plan's recommendation for additional



New Multifamily: Sager at Ratcliffe

CITY OF FAIRFAX
OLD TOWN FAIRFAX REVITALIZATION PLAN

residential in the heart of the City, and provide a suitable transition between the townhouse development at Courthouse Square and new retail on Main Street (Figure 53).

The Comprehensive Plan proposed a Mixed Use Zone for the eight single family houses fronting on Barbour Drive. This report recommends rather that these eight single family houses be rezoned not as commercial, but as RT Townhouse District zoning. Such a zone would provide a buffer between the multifamily development on the Nova Blue site and the mixed single-family, townhouse developments to the east of Barbour Drive. It is compatible with the townhouse zoning in Courthouse Square I & II, and it would signal the boundary between commercial uses in the downtown and the residential areas.

c. Public Amenities:

The Transition Zone provides for a series of public amenities which integrate the new development with the historic core, and serve to anchor the two areas.

(1). Pedestrian Amenities:

Within the Transition Zone, all new development must provide sidewalks, consistent with the proposed design guidelines, which are no less than 8' in width and do not exceed 10'.⁷

All new development must underground the utilities.

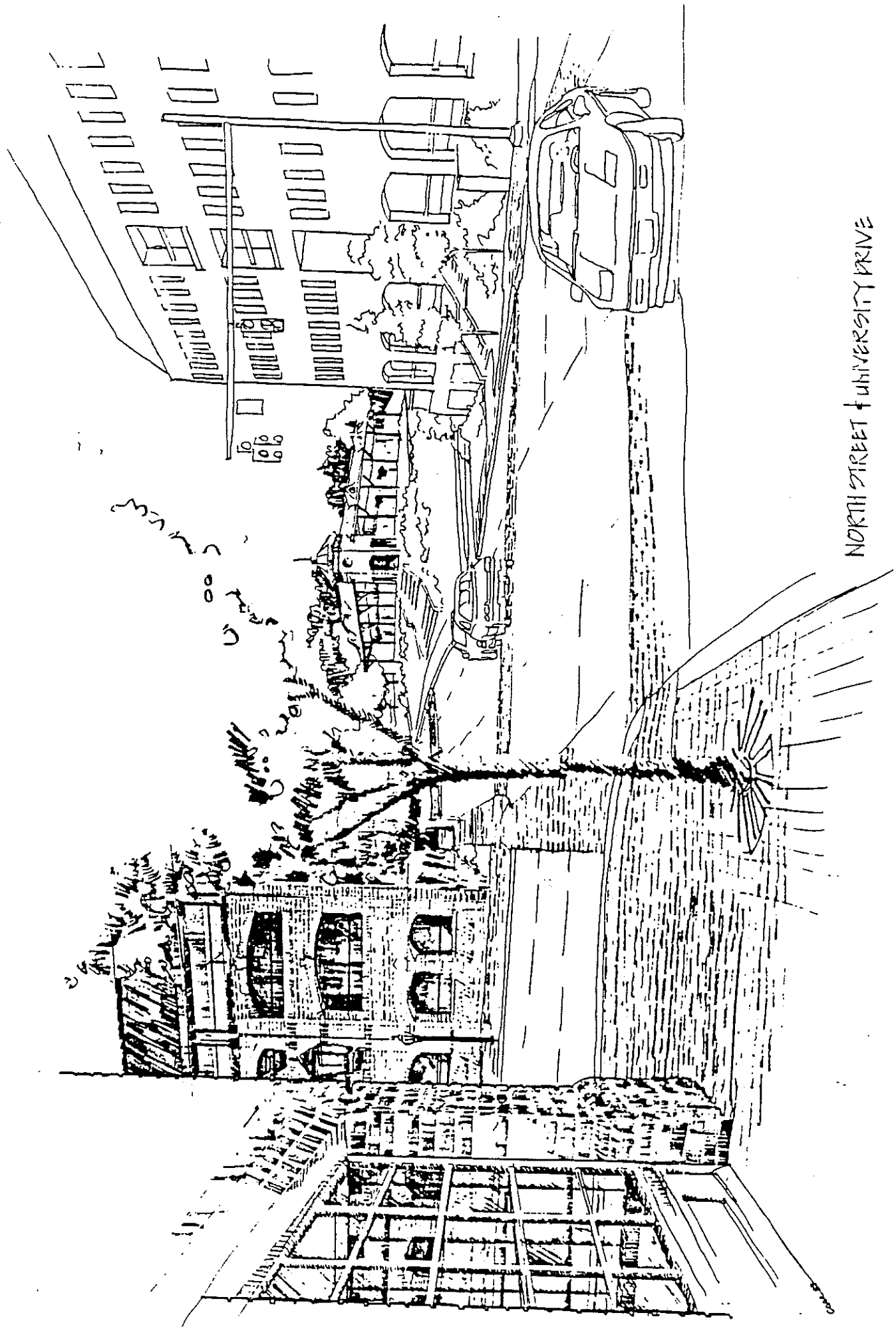
Pedestrian crosswalks are proposed which link the Transition Zone with the historic district, as well as bikeways and walkways.

Street furniture and street trees are recommended throughout the historic district and the transition zone.

(2). Festival Marketplace:

A "festival marketplace" is proposed on the southwest corner of the Courthouse Plaza Shopping Center, fronting on University. Such a marketplace would serve as a link between the historic district, the proposed public garage, and the current strong economic anchor of the shopping center. The site proposed is located on the pathway which pedestrians have already created between the

⁷ See Chapter X, Recommendations: Public Improvements & Design Guidelines.



NORTH STREET UNIVERSITY DRIVE

parking lot and the street, and would serve to provide a multiplicity of small shoppers retail and specialty goods. It could also serve as the site for a farmers' market on the weekends (Figure 54).

(3) **Public Parking Garage:**

This report recommends the construction of a 700 car public parking garage to be located on the northwest corner of University and North. Such a garage, with a mix of long and short term parking spaces would provide much needed parking for patrons of the historic district, the Post Office, the Library and those coming to the area⁸ (Figure 55).

d. **Development Along North Street**

With the single, dubious, exception of the Sipan Gas Station, **no structure on the north side of North Street, between Old Lee Highway and Chain Bridge Road, fronts on the street.** On the south side of North Street, in the historic district, only three buildings between Old Lee Highway and Chain Bridge Road front on the street -- the China Star from behind a parking lot, and the appliance store and beauty parlor near the corner of North and East Street. **There is, in effect, no streetscape to the street.**

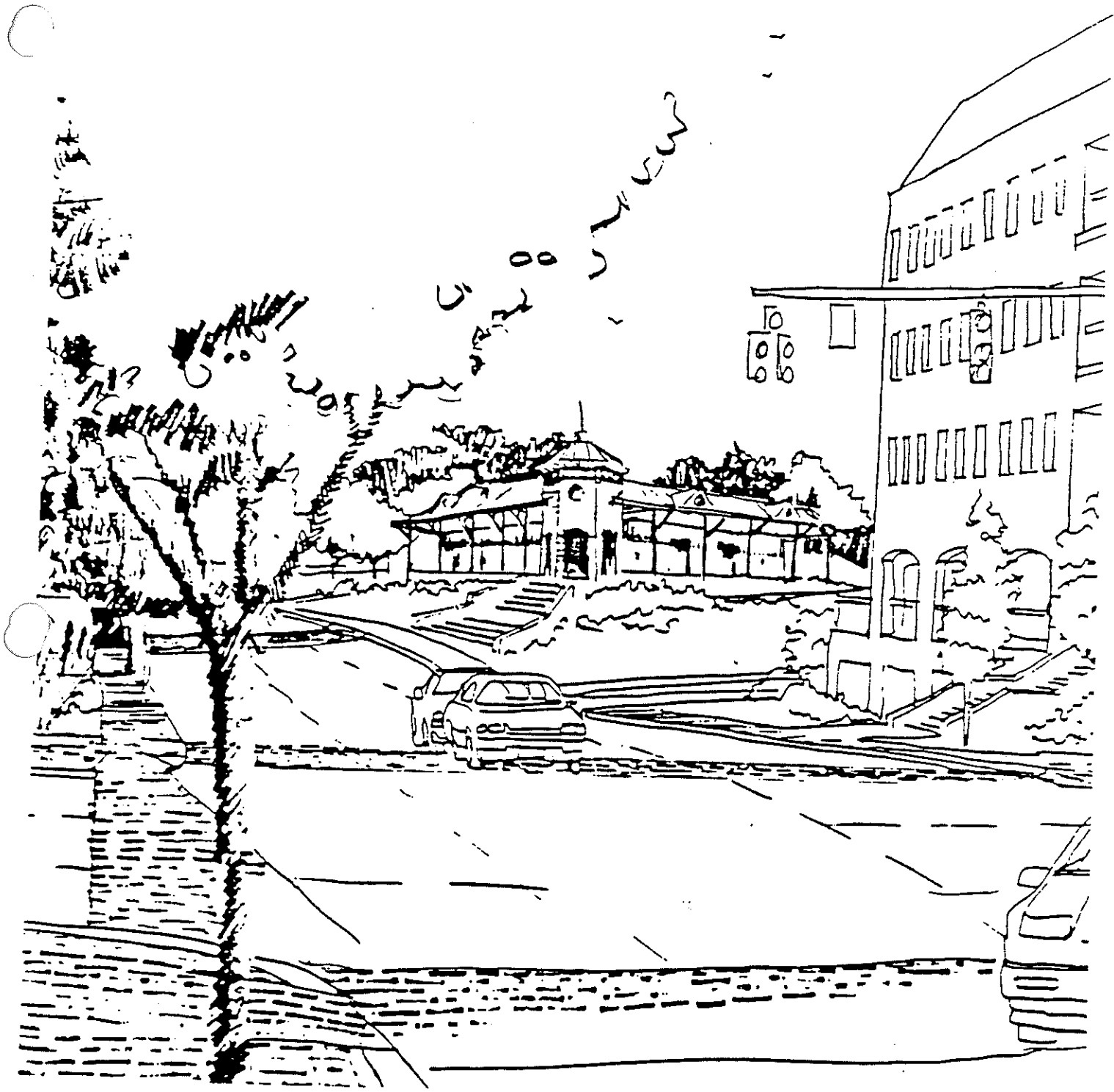
Because of the importance of this street, and this two block area, this report recommends that should a public parking facility be built at University and North, the City should sell or lease the City owned parking lot at the corner of North and Old Lee Highway, and encourage the development of a new retail/office turn-of-the-century structure.

In addition, in order to complete the streetscape in this area, this report recommends that the decked parking lot, adjacent to the Foster Building be developed with a compatible low-rise turn-of the century retail/office structure fronting on North Street which will soften the visual impact of the six story building (Figure 56).

On the south side of North Street, within the Historic District, this report recommends the:

- o development of the Webb parking lot as a mixed use structure, and

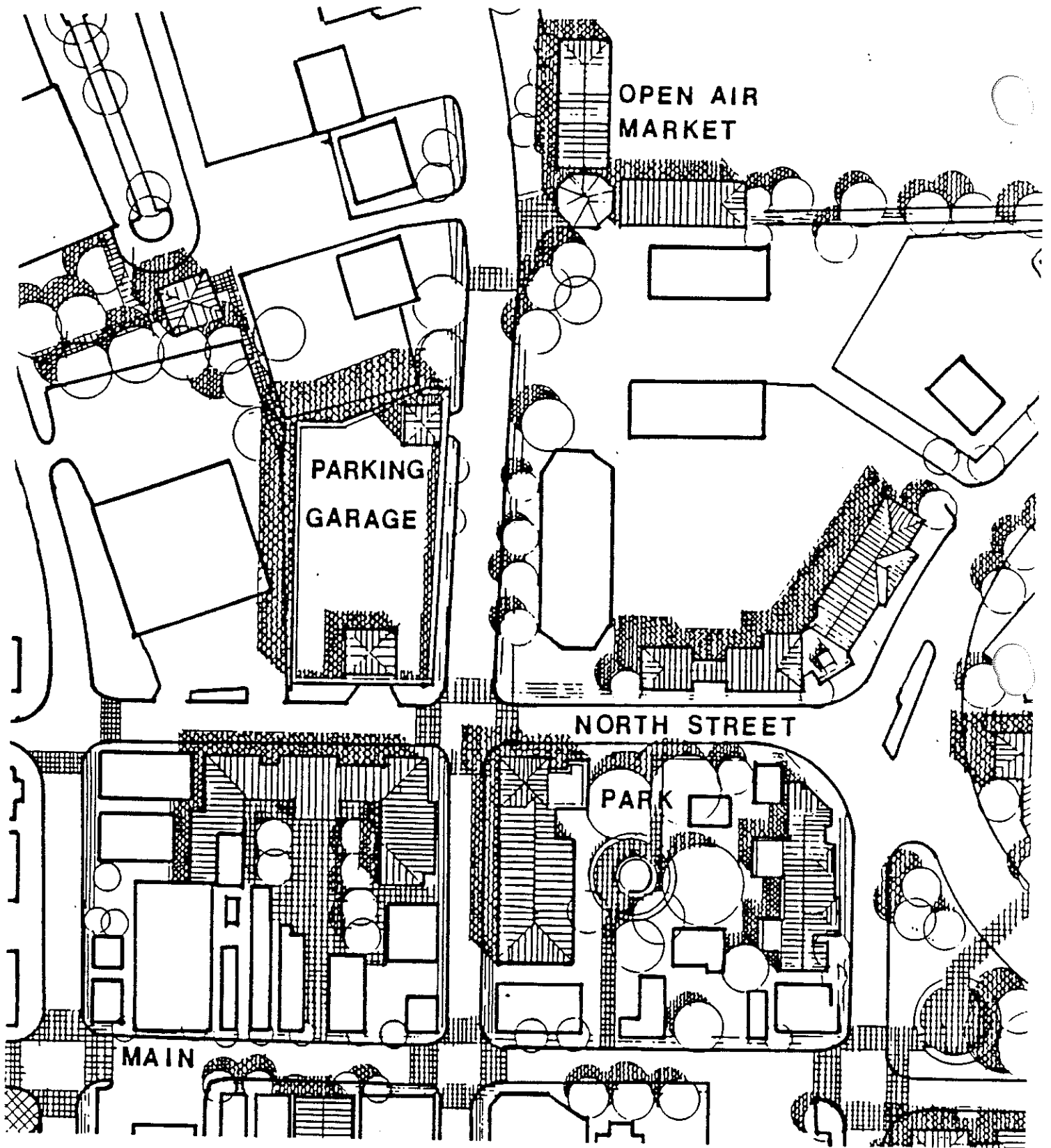
⁸ See Chapter VIII for a discussion of this facility.



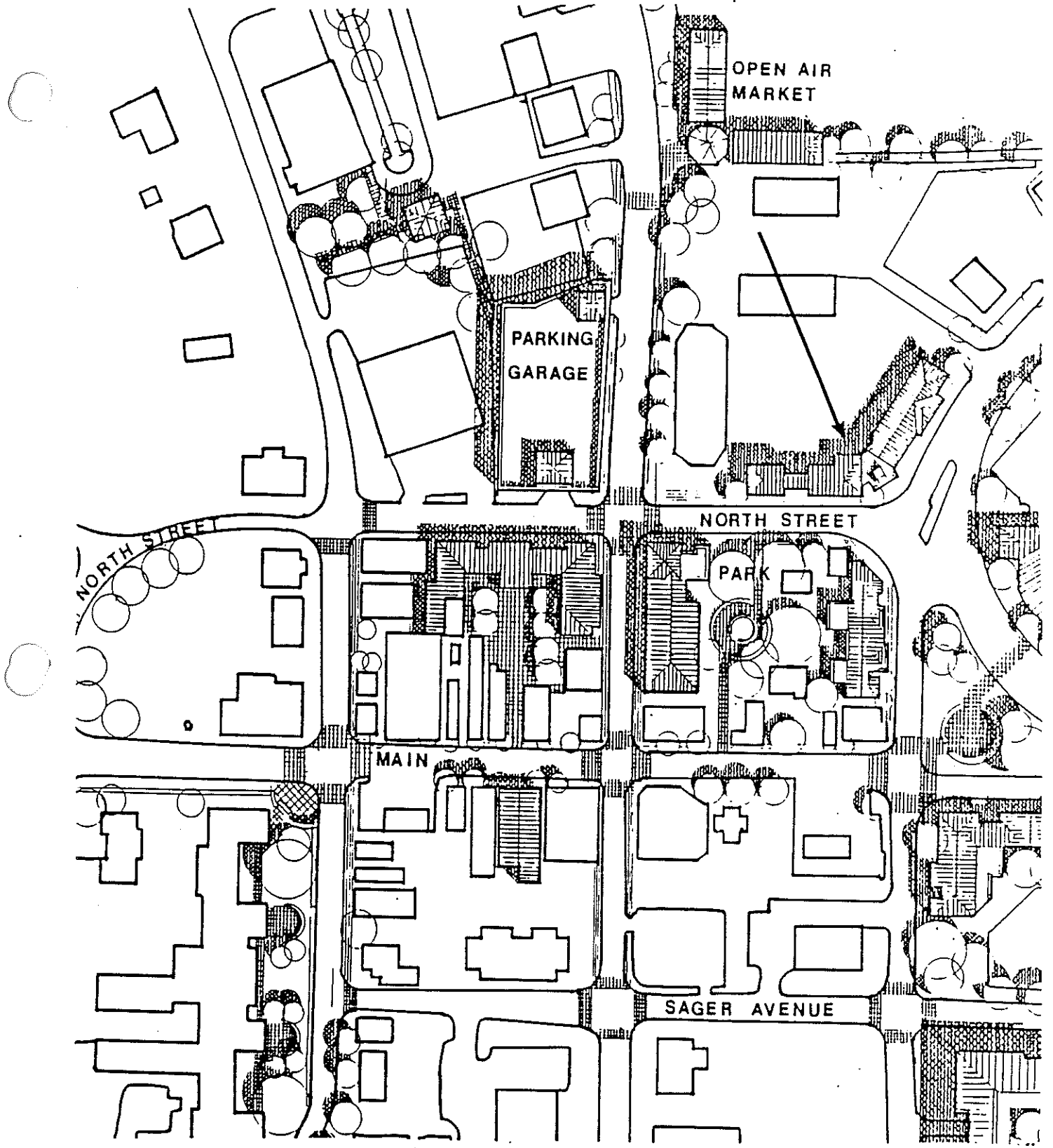
Proposed Festival Marketplace: University & Court House Plaza

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Proposed Parking Garage: North & University



Possible North Street Streetscape

- o the redevelopment of the China Star restaurant building.

e. **West Side of Chain Bridge Road:**

(1). **McCandlish House:**

On the western corner of North and Chain Bridge Road, the Transition Zone has been applied to the McCandlish House in order to encourage the extension of retail across Chain Bridge Road.

(2). **Sovran Bank**

The Sovran Bank and its parking lot have been included in the Transition Zone in order to ensure that if development of the parking lot should eventually occur, it would be consistent with that of the historic core and would preserve the sight lines to the Truro Church.

(3). **Veterans' Park**

Veterans' Park has been included within the Transition Zone so that its design complement that of the proposed public improvements.

(4). **Fairfax County Parking Lot**

The Fairfax County parking lot, which is outside of the City's jurisdictional limits, has none-the-less been included in the Transition Zone in order to clearly signal the City's desire that should this area eventually be redeveloped that it be done in a manner complementary to the scale, style and siting of the design guidelines.

f. **East Side of Chain Bridge Road: Davies' Property**

This property is currently zoned R-2, low density single family. It is the only single family property within the study area between Armstrong and Layton Hall and Chain Bridge and Old Lee Highway.

The Comprehensive Plan has recommended a mixed use zone for this property. It is one of the several properties within the Transition Zone where the current zoning is inconsistent with the Comprehensive Plan.⁹

This report recommends that the Davies' property be placed within the Transition District to allow suitable commercial development on that site at the time when the Ratcliffe Extension is cut through to Chain Bridge Road. It is **strongly recommended** that this portion of the transportation improvements be scheduled as the last to occur. It is further recommended that current assessments not reflect this change in value until the property changes hands or until there is a change in use (Figure 57).

3. Transition Zone Provisions:

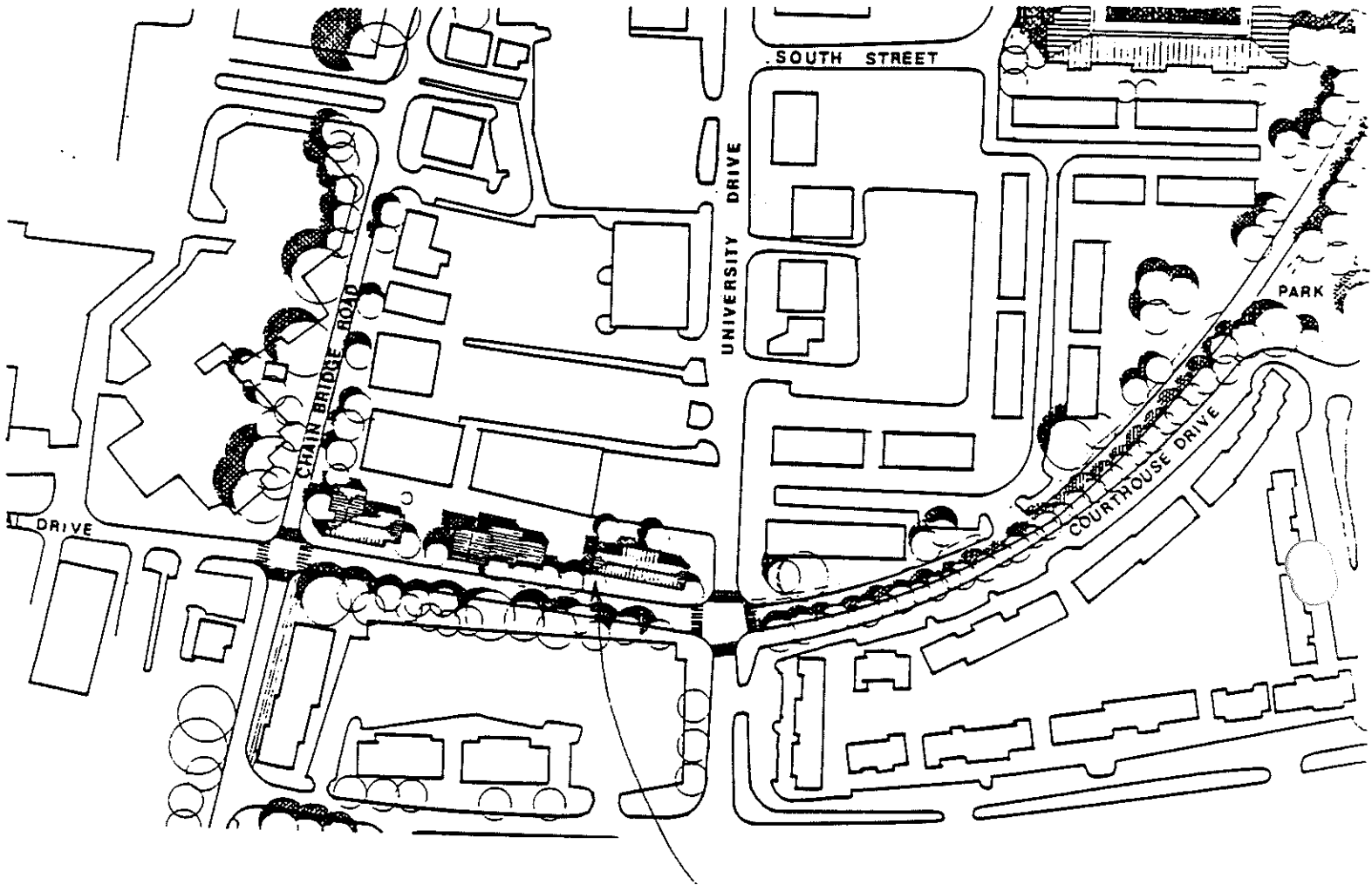
The provisions of the proposed Transition Zone would encourage substantial rehabilitation and redevelopment consistent with design standards by:

- o Replacing the existing four zoning categories of C-2, C1-L, R-3 and R-2, with a single zone,
- o Encouraging developers to provide for retail and residential uses:
 - through the application of density bonuses, and
 - by permitting certain residential uses by right, and
- o Encouraging developers to provide public amenities and achieve completion of the streetscape on already developed properties by not charging such new development against existing FAR,
- o Ensuring design compatibility and appropriate scale by the application of design standards and design review for projects within the Transition Zone.

These goals are to be accomplished by:

- o Setting a uniform Floor Area Ratio (FAR) of 0.50 for the Transition Zone.

⁹ See Chapter III, Existing Conditions: Land Use & Zoning.



Possible Davies' Property Development

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- o Offering a 0.50 FAR bonus for development in which a minimum of 33% of the gross FAR is dedicated to retail or residential use, thus increasing the allowable FAR of such development to 1.0 FAR.
- o Allowing the construction of public amenities and the completion of the streetscape through infill construction on already developed properties in accordance with the goals of this report.
- o Allowing townhouses, semi-detached dwelling units, apartment houses and accessory apartment units as permitted uses.
- o Reducing the front, rear and side yard requirements, as well as the open space requirements.
- o Reducing the height allowance to 43 feet.
- o Requiring that all parking requirements be achieved on site, either behind or incorporated into the development.
- o Requiring all development and rehabilitation to conform to proposed design guidelines and to be approved by the Board of Architectural Review.
- o Requiring all new or replacement sidewalks to be a minimum of 8 feet wide, but not to exceed 10 feet in width.

Appendix D. A complete detailing of this proposed zone is to be found in

D. ENHANCEMENT AREA:

This report does not propose any changes to the land use and zoning in the balance of the Enhancement Area except for the Farr Tract. The single family residential zoning on the **Farr Tract** itself **should not be changed**. Rather, a five acre lake surrounded by two acres of green space should be constructed across from the intersection of Layton Hall Road and Old Lee Highway (Figure 58). This would served a threefold purpose:

- o provide a community resource,

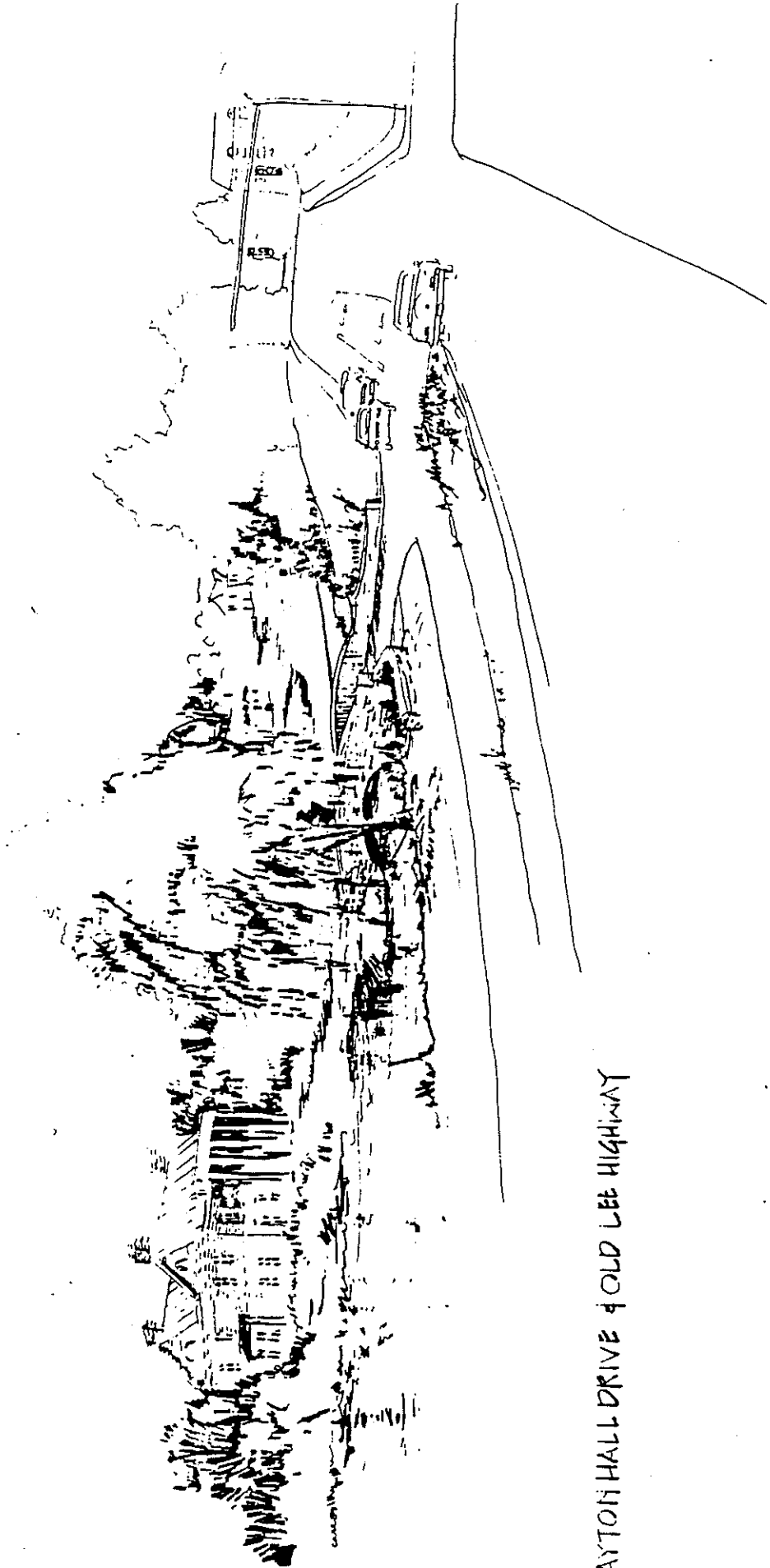
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- o provide on-site retention of waters from Daniels Run,
- o provide a "signature setting" for entry to the residential development (Figure 58).

A small stone bridge, similar to the ones at Layton Hall and University and on Main near Judicial should be constructed. Approximately 200 quality single family houses could be constructed on the balance of the 76.2 acres.



LAYTON HALL DRIVE & OLD LEE HIGHWAY

Entry to Farr Estates: Residential Development

VIII. RECOMMENDATIONS:
PARKING



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VIII. RECOMMENDATIONS: PUBLIC PARKING

A. PUBLIC PARKING APPROACH:

1. Overview:

This report proposes modifying the parking regulations for the Old & Historic District; incorporating regulations regarding the siting of parking in the proposed Transition Zone; and, endorsing the current parking requirements for the balance of the Enhancement Area.

Current zoning requires one parking space per 200 square feet of gross floor area for retail uses, while requiring one parking space per 250 square feet of gross floor area for office uses.¹ These requirements are reasonable, and this report does not recommend that they be changed.

However, it does recommend that the application of these requirements be tailored to suit the differing district conditions.

2. Parking for the Old & Historic District:

a. Policy:

The goal of stimulating the economic viability of the Old & Historic District can be partially accomplished by establishing a new parking overlay zoning district for Old & Historic Fairfax which:

- o Permits all additional parking requirements caused by renovation or expansion of existing buildings, or of a

¹ Parking requirements for financial institutions, medical or dental offices, and convenience stores are significantly higher. City of Fairfax, Zoning, 1986, Sec. 26-39.4, "Required off-street parking area".

change of use, to be transferred off-site to a public parking facility located within the Transition Zone,²

- o Provides a system for the transfer of the parking requirement of new development to a public parking facility located within the Transition Zone,
- o Targets the location of such a proposed public parking facility so as to effectively serve the area of greatest demonstrated need,
- o Establishes a system of parking transfer fees which stimulates but does not subsidize the private landowner,³
- o Establishes a policy of providing as many on-street, short-term, off-hour, parking spaces as possible along selected streets, and
- o Provides guidelines for developing clear, attractive signage designating parking, consistent with historic district and code requirements, to be placed where appropriate throughout the Old Town area.

b. Parking Garage: Site Analysis:

1. Site Selection:

Site selection for public parking structures in a built out urban area is governed principally, except in extreme cases, by site availability. Convenience and site accessibility are also factors.

The City of Fairfax is extremely fortunate that the three parcels which are best suited to meet its greatest parking needs vis-a-vis the

² These provisions would be incorporated into new language to replace Section 26-39.3 "Off Street parking in the old and historic district".

³ The City could assess the fee either as: 1) a single one time payment based on the number of the spaces transferred, as in the City of Annapolis; or, 2) an annual fee based on the value of the improvements and the land, to be paid yearly, as in Montgomery County, Md.

historic core as well as the library and the Post Office are both available and accessible (Figure 59).

The three parcels are:

- o Tax lot #120, at 3970 University Drive, owned by Sipan, Inc., with 16,326 s.f. and zoned C2c;
- o Tax lot #167C, at 3960 University Drive, owned by David S. Logan, 209 E. Lake Shore Drive, Chicago, with 22,510 s.f., and zoned C2c; and
- o Tax lot #167A, at 3950 University Drive, owned by the City of Fairfax, with 24,602 s.f., and zoned C2c.

2. Building Site Analysis & Number of Parking Spaces:

a. Buildable Footprint:

The total square footage of these parcels is 63,438 square feet. The estimated buildable square footage is approximately 50,000 s.f.⁴

b. Number of Floors:

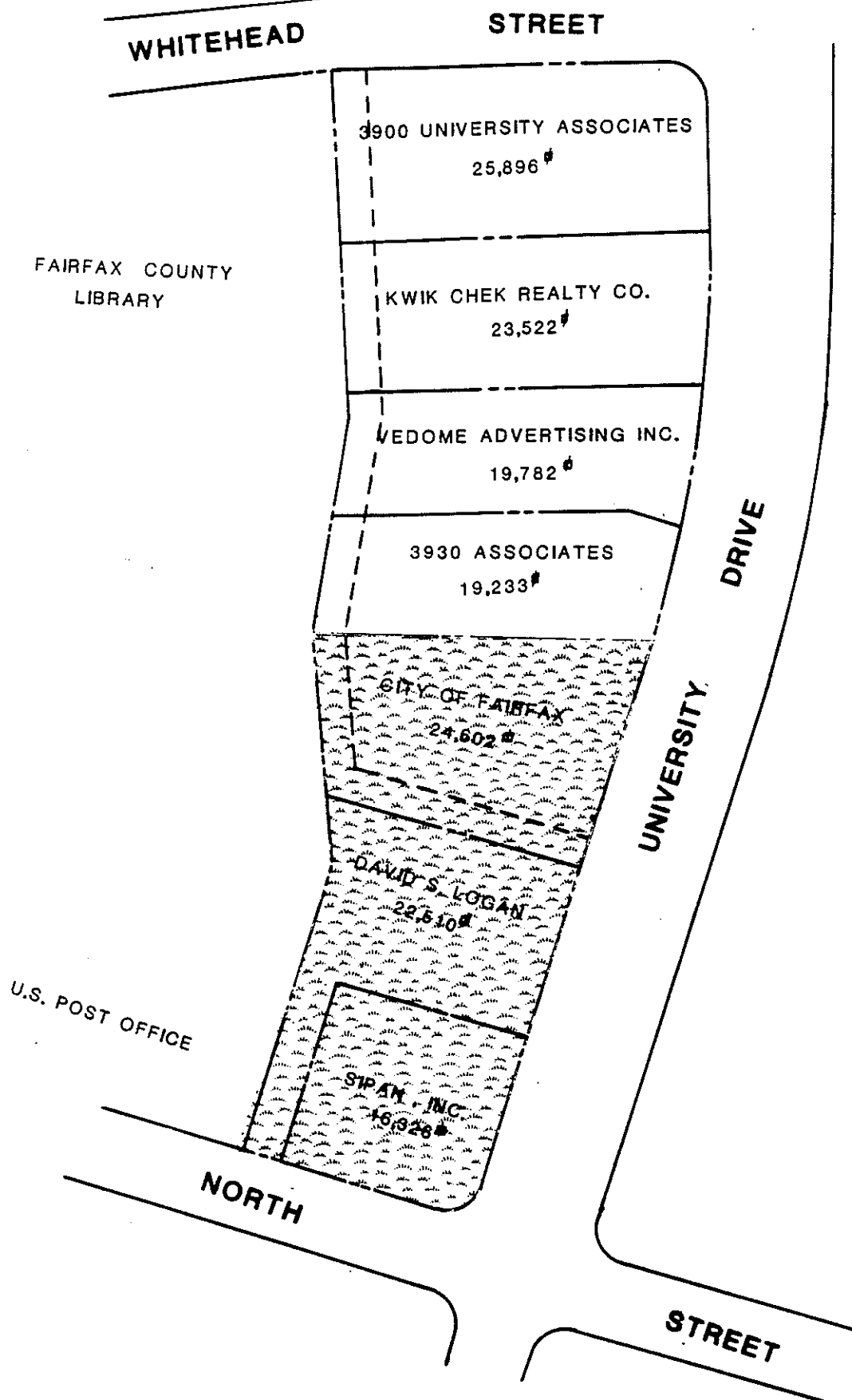
If an approximate floor to ceiling height of 12 feet for the first floor is conservatively assumed, and 10 feet for each successive floor, then a total of 4 floors would be achievable under the proposed 43' height limitation for the Transition Zone.

Because of the natural grade of the site, it would be possible to go 1/2 floor below grade and achieve a fifth floor of open deck parking on top of the structure if desirable.

$$4 \text{ floors} \times 50,000 \text{ s.f. footprint} = 200,000 \text{ s.f.}$$

$$5 \text{ floors} \times 50,000 \text{ s.f. footprint} = 250,000 \text{ s.f.}$$

⁴ The site will have to be engineered to determine the exact buildable footprint, given linear parking structure requirements.



Proposed Parking Garage Site

**CITY OF FAIRFAX
 OLD TOWN FAIRFAX REVITALIZATION PLAN**

c. Number of Parking Spaces Achievable:

In order to calculate the number of parking spaces achievable, the total square footage is divided by 288 sf/car. This number of 288 sf takes into account aisle widths, parking space widths, and turning radius, and is used to approximate the number of spaces achievable before the actual architectural plan is developed.

4 floors, or 200,000 sf/288 sf = 694 spaces.

5 floors, or 250,000 sf/288 sf = 868 spaces.

d. Average Cost of Construction:

The following average costs of construction do not include the costs of land, mechanical ventilation, automatic sprinkler systems, or the cost of a brick skin.

Thus, these estimated costs will be lower than the final costs, due to decisions regarding design, below grade construction⁵, on site linear construction, and final aesthetic considerations.

Average Construction Costs of Deck Parking⁶

<u># of Levels</u>	<u>Cost per car (288 sf/car)</u>	<u>Range -depending on sitework, esthetics, layout</u>
2 levels	\$15.33 x 288 = \$4,414	\$4,000 - \$6,500
4 levels	\$18.18 x 288 = \$5,311	\$5,000 - \$7,500
5 levels	\$19.19 x 288 = \$5,527	\$5,900 - \$9,000

A more inclusive approach towards estimating total cost of a parking structure is to assume a cost of approximately \$10,000 per space. Thus for a structure with 694 spaces, the approximate cost would be \$7 million; for a structure with 868 spaces, the approximate cost would be \$8,700,000.

⁵ Costs for below grade construction will depend upon soil analysis, water table analysis and compaction rates, however the general range given is \$7,500 to \$15,000 per car space.

⁶ Cost information taken from Black's Guide, Fall, 1988, Volume I, Washington, Baltimore Metro Area.

A final consideration in terms of design are the factors of supervision and controls, maintenance and security.

3. Potential Demand:

a. Categories of Potential Users:

The parking structure is designed to serve primarily the parking needs of the historic commercial core, as well as two major public facilities, the Post Office and the Regional Library. Thus, this report proposes that a new parking overlay district be developed which replaces the current zoning⁷ and which permits all expanded or renovated buildings and all new development within the Old and Historic District to be eligible to transfer off their new or additional parking requirement, upon payment of a fee, to the proposed garage⁸.

Upon Revitalization Plan approval, there may be other significant requests for parking transfer privileges⁹, however, today there are five principal identifiable potential users of a parking structure on the selected site:

- o the general public patronizing Old Town, (represented by current and future deficiency)
- o the employees and patrons of the Library,
- o the employees and patrons of the Post Office,
- o a new building on the Webb lot, and
- o an expanded/new building on the China Star site.

⁷ Section 26-39.3, Off-street Parking in the Old and Historic District.

⁸ While it is possible that redevelopment may occur in the George Mason Square area fronting on East Street, it may be that the economics of the site require that a significant amount of the required parking be achieved on site, adjacent to the development, rather than transferred off-site.

⁹ For example, should an in-fill building be constructed on the south side of Main Street in the parking lot next to Piccos, it may require a transfer of parking requirements.

b. Estimates of Users Needs:

- o General Public - a range from 200 to 300 spaces,
- o Library now provides 65 spaces, needs approximately 225 = deficit 160 spaces,
- o Post Office, needs approximately 60 spaces,
- o New Webb building - a range from 200 to 270 spaces, and
- o Expanded China Star: 128 spaces; new China Star: 256 spaces.

Thus, at the low end of the identifiable range, a minimum of 748 spaces would be needed, and at the high end of the scale, a minimum of 1,046 spaces.

This potential demand -- even at the low end of the scale which limits development -- requires - at least according to the numbers -- the maximum amount of garage construction on the site.

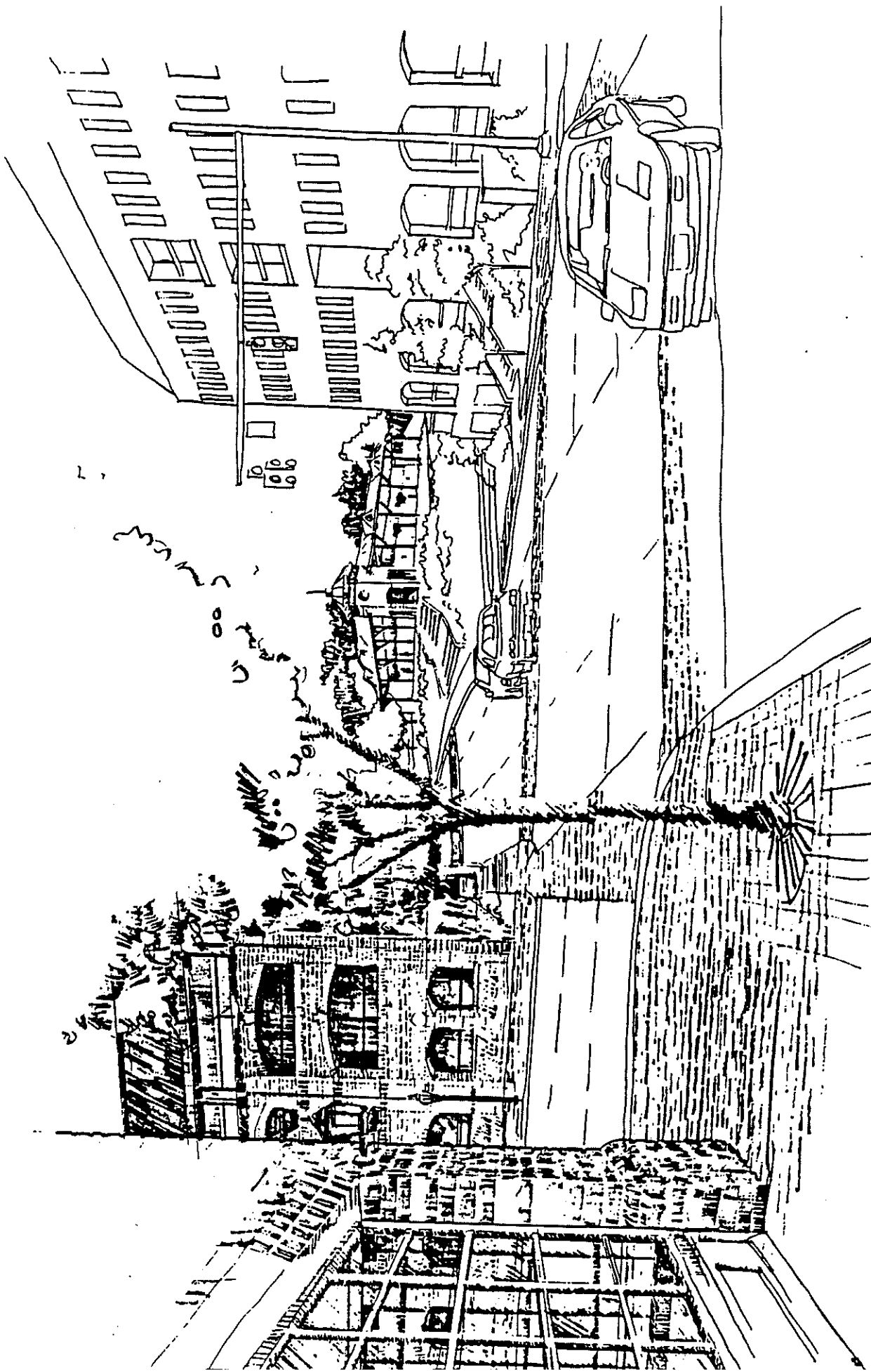
This report does not recommend construction to serve the maximum amount of development, rather it recommends following a policy of:

- o flexible parking requirements, and
- o 2 space turns.

B. PREFERRED PARKING APPROACH

1. Flexible Parking Requirements:

Many jurisdictions are no longer requiring that parking structures be designed to serve "peak" demand -- that is the amount required to accommodate parking demand during the busy hours of the day or seasons of the year.



NORTH STREET + UNIVERSITY DRIVE

They are finding that it can be acceptable to allow parking demand to exceed the capacity of a parking facility:

- o if this demand occurs infrequently or off-hour,
- o if great savings in land or development costs appear to outweigh any problems created by excess demand, and
- o if quality mass transit or other alternatives such as car pooling are feasible.

In fact, reduced parking sometimes encourages a shift to transportation alternatives (e.g. the CUE Bus), if they are reliable and convenient.

2. Parking Space Turns:

Flexible parking requirements often lead to a highly efficient use of the spaces, resulting in the same space being used more than once a day. This is referred to as "turns". This report recommends a policy goal of encouraging at least 40 to 50% of the garage to serve at least 2 turns.

3. Possible Sharers of Space:

Typically, there is a distinction between those uses which tend to generate daytime as opposed to nighttime use; and those which use weekday rather than weekend use.

Library patrons - evening and weekend use

Post office employees - weekday, daytime use

Business offices - weekday, daytime use

Retail stores - weekday, weekend, daytime use

Restaurants - evening use, weekend

Meeting halls - evening, weekend use

Clearly, there is enough of a variety among the category of potential users within the parking service area to realistically design a shared parking space approach.

4. Pricing Policies:

As noted earlier, the price of parking has an impact on demand. While the City of Fairfax is an urban entity, it is surrounded by suburban facilities which tend to provide free, surface parking. The impact of this is a reluctance on the part of those who park in downtown Fairfax to pay the true cost of parking. This same person, on the other hand, does not hesitate to pay the \$8 to \$10 cost of daily parking at Tysons Corner or in the District of Columbia.

Just as flexible parking requirements reflect a delicate balancing act, so too will the establishment of pricing policies reflect a balance between:

- o the actual cost of the structure,
- o the contributions of the anchor tenants,
 - the City,
 - the Library,
 - the Post Office
 - a new Webb building, and
 - a changed China Star building, and
- o a realistic monthly/hourly fee.

It is important that the public understand this, for a public subsidy will be required. The extent of the subsidy will depend on many factors including:

- number of public spaces,
- quality of design and construction code requirements, and
- cost of parking.

Currently, the highest monthly parking rate charged in the Fairfax City area is \$30/\$35/month. This rate will probably increase with time, and the City of Fairfax and the parking structure developers' will need to survey current rates at the time of construction. The proposed meter price, in 1988, for a new garage on the Webb lot was \$1.00/1st hour; 50c each additional hour; \$4/all day.

C. ON-STREET PARKING

The provision of on-street, metered, parking will be important in terms of retail, particularly on Main and North Streets. While the actual number of spaces is not substantial, it is significant in terms of convenience.

This report recommends that a short-term, metered parking program be implemented in the historic core as soon as possible.

In addition, there are a number of parking spaces located throughout the historic core which today are used primarily by owners and employees of the businesses in the historic district. It is the policy recommended by this report that such spaces be freed up for customer/patron use and that employees be directed to park in the public parking lots and later in the parking structure.

Parking should be returned to Main Street, on the north side, between the hours of 9 AM and 4 PM, and after 6:30 PM. Approximately 22 spaces could be achieved between #123 and East Street. Parking should also be returned to North Street, on the south side, for the same time periods. Approximately 11 spaces could be achieved (Figure 60). The meter rate could be \$.25/half-hour, or if demand is excessive, \$.25/20 minutes, with a one (1) hour maximum. Meters should not be enforced after 6:30 PM or on Sundays.

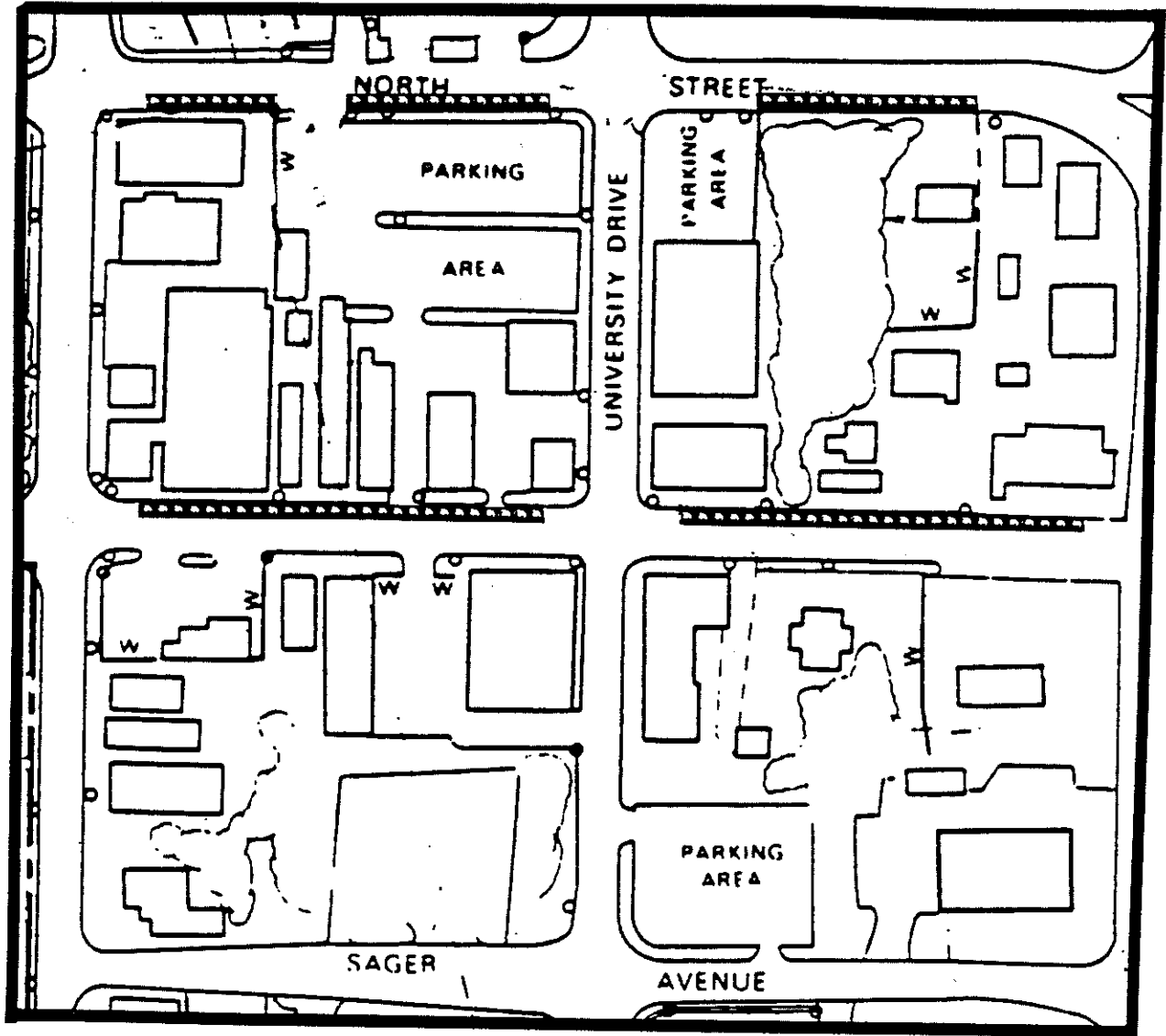
This report does not propose to place on-street parking on #123 or on University at this time. Should demand warrant, Sager Avenue and the west side of #123 between the entrance to the Massy Building and Judicial could later be examined for on-street parking.

D. RECOMMENDATIONS: PARKING IN THE OLD & HISTORIC DISTRICT:

1. Parking Structure Policy Recommendations:

The City of Fairfax should have as its goal a parking structure

- o which meets a substantial amount of the identified parking needs through a flexible parking approach, and
- o which is compatible in height, design and setbacks with the adjacent historic district.



Proposed On-Street Parking

In addition, if feasible, the structure should be designed so that the costs of mechanical sprinkling and ventilation can be avoided by above grade and open window construction.

Entrances and exits to the structure should be located as far away from intersections as possible to reduce congestion, and stacking of cars should be accomplished, as much as possible, on site.

2. Specific Recommendations:

- o The City should pursue the development of a 700 car garage on the northwest corner of University and Main Streets.
- o A new parking overlay zone should be implemented which permits the transfer of parking requirements from the historic core to the garage upon payment of an established fee.
- o The garage should meet identified needs based on a flexible parking approach, and should be designed to be compatible in style with the historic district and meet the development requirements of the proposed Transition Zone.
- o Entrances and exits to the garage should be located as far away from intersections as possible, and stacking of cars should be accomplished, as much as possible, on site.
- o The garage should be developed as a public/private partnership, with the private partner(s) responsible for development and management of the structure.
- o The City should be responsible for ensuring the permanence of a certain number of public spaces.
- o A system of metered, short-term, off-hour on-street parking should be implemented as soon as possible in the historic core.
- o Owners and employees of businesses within the historic core should be encouraged to park in public parking lots, (Webb and City lot).

E. RECOMMENDATIONS: PRIVATE PARKING IN THE TRANSITION ZONE:

1. Parking Approach:

Parking within the Transition Zone should be accomplished on site, behind or underneath, and hidden, to the extent possible, by any new development and/or landscaping. In no case, should surface or structured parking be placed adjacent to the right of way.

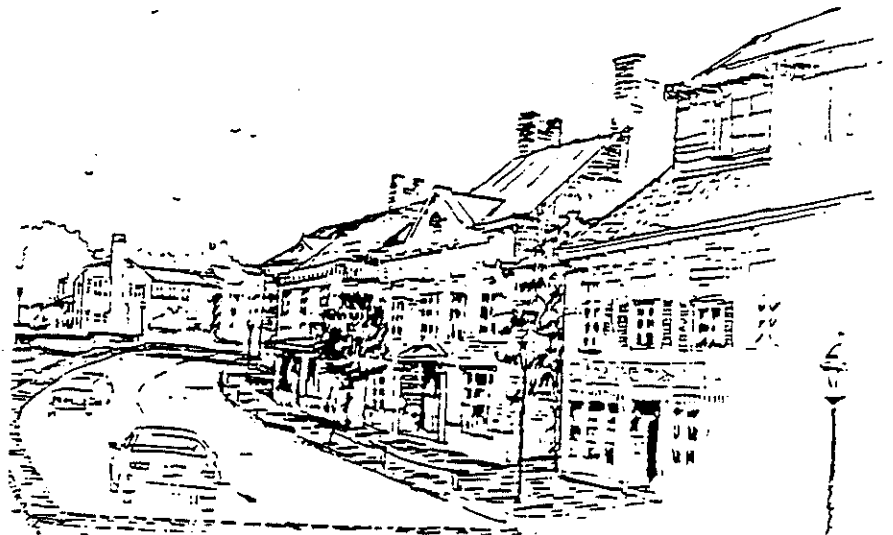
2. Parking Regulations:

Parking in the Transition Zone shall comply with all applicable requirements of the City of Fairfax, Zoning, Sec.26-39, with the additional modifications and provisions identified in Appendix E: "Division 6. Off-Street Parking and Loading" modifications.

F. RECOMMENDATIONS: PRIVATE PARKING IN THE ENHANCEMENT AREA:

This report recommends no change in the current parking requirements for the balance of the Enhancement Area, beyond the proposed boundaries of the Transition Zone.

IX. RECOMMENDATIONS:
TRANSPORTATION





IX. RECOMMENDATIONS: TRANSPORTATION

A. RECOMMENDED ALTERNATIVE ROUTES

To select alternative routes we weighed the trade-offs between the time and distance savings for motorists and the costs and disruptions caused to adjoining land uses. Alternative routes were also checked for circuitry to estimate the relative impact that each might have on diverting trips away from Old Town Fairfax. The suggested alternate routes which deserve support and implementation according to the analysis in this study are shown in Figure 61.

In addition to selecting routes for automobiles, this report strongly recommends that all through truck traffic be required to exit Main Street at Pickett Road on the east, and to continue on Route 50 on the west. Only local delivery trucks will be allowed in Old Town Fairfax.

1. Routes within the County

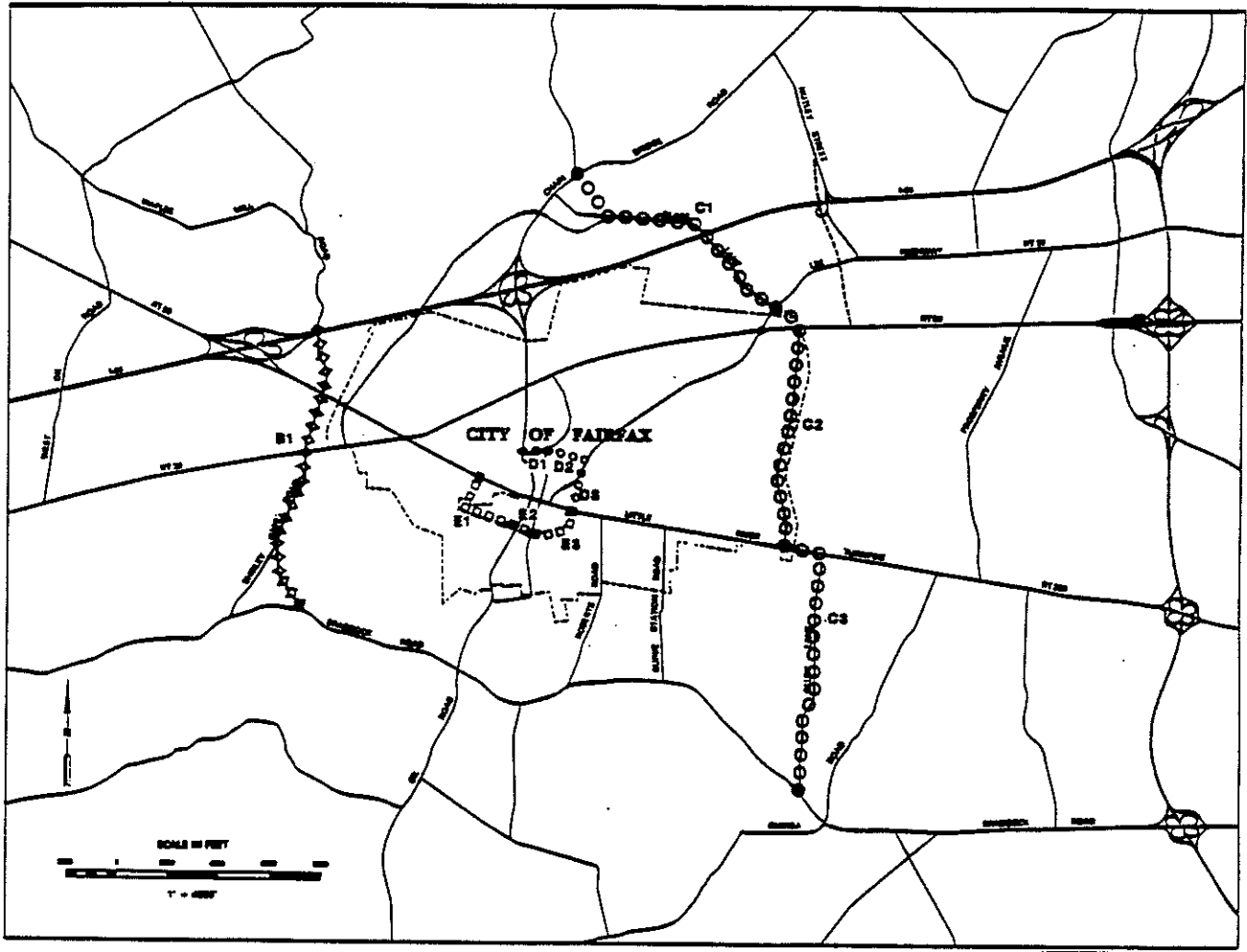
Three routes deserve support from the City of Fairfax:

a. Fairfax County Parkway (Route A)

The principal benefit to Old Town traffic of this route will be diversion of trips from Route 50, and possibly off Route 29, which might otherwise use Main Street as part of a trip.

b. Western Bypass

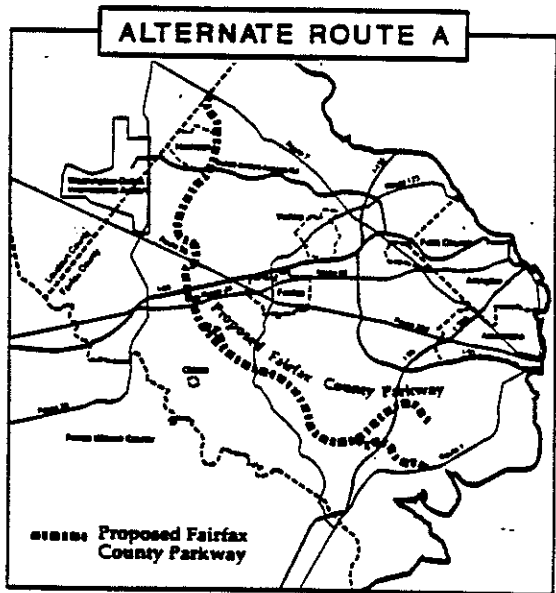
The Waples Mill and Shirley Gate improvements should help intercept traffic off I-66 and Route 50 destined for locations along Braddock Road and southeast of the city. Some minor diversion of George Mason University traffic is also possible. Consideration should be given moving the "Patriot Center - George Mason University" sign from the Chain Bridge Road interchange on I-66 to the Route 50 interchange. Segment B2 is not included in the recommendations since without improvements to Jermantown Road within the City, the relative circuitry and travel time



ROUTES

- A
- ◆◆◆◆◆ B
- C
- D
- ■ ■ ■ ■ E

RECOMMENDED ALTERNATE ROUTES



make it unlikely that traffic will be diverted away from Chain Bridge Road for destinations such as George Mason University or points along Braddock Road.

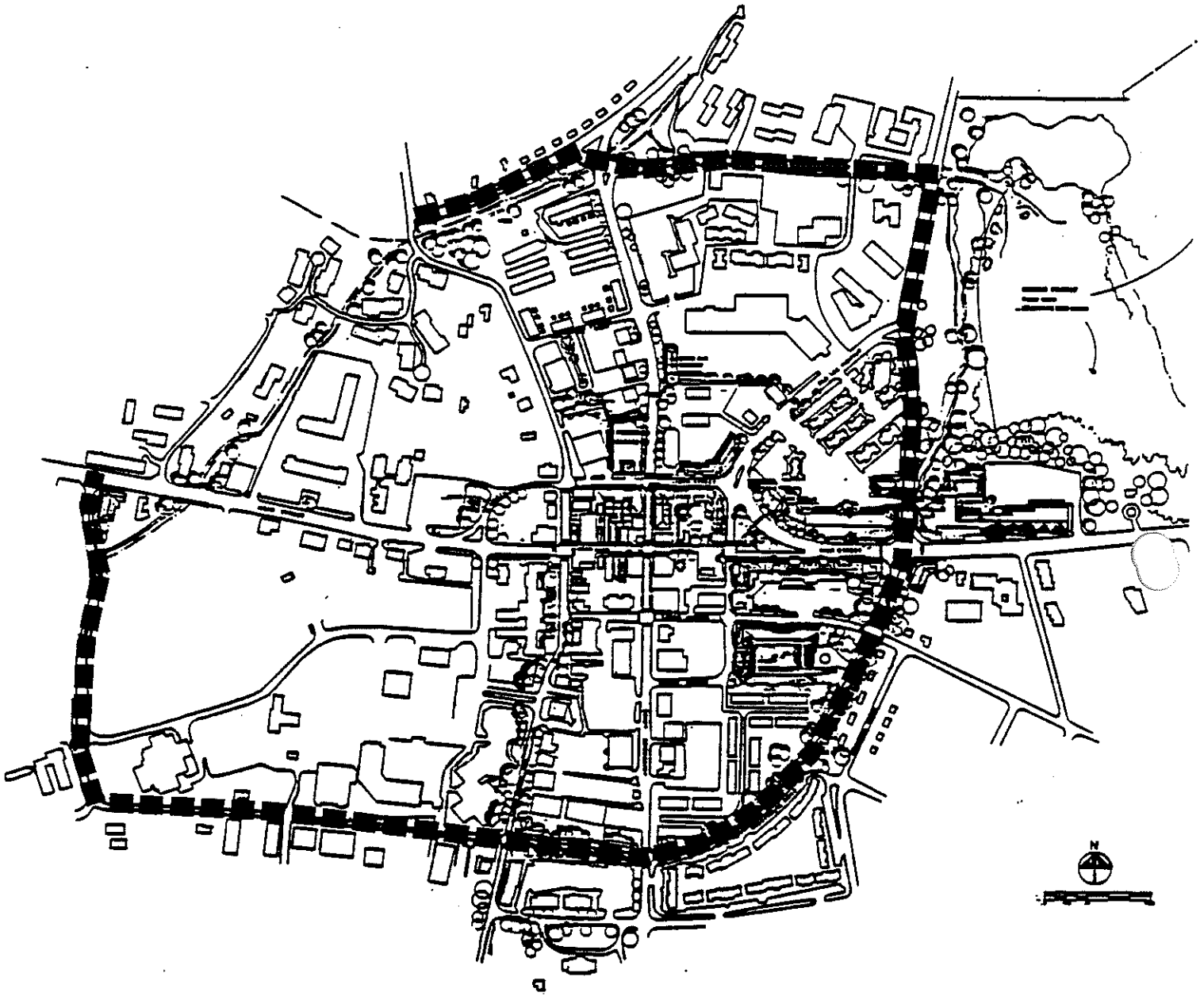
c. Eastern Bypass (C1/C2/C3)

The Blake Lane improvements coupled with improvements to Olley Lane and connection to Pickett Road should make this bypass useful for trips destined to the east and south of the City of Fairfax. This should be an attractive alternative to using Chain Bridge Road and Main Street for trips destined to the east side of the city or points east of the city. We do not predict that the Eastern Bypass will divert significant numbers of trips off Chain Bridge Road or University Drive destined for George Mason University or points south along Ox Road because the bypass route is two times the distance of the primary route.

2. Routes within the City

We recommend a comprehensive collection of alignments which will provide both an eastern and southern bypass as well as support the revitalization and proposed development. The bypass would consist of segments D1/D2/D3 and segments E1/E2/E3. The combined bypass system is shown in Figure 62. The elements in clockwise order starting at the intersection of Chain Bridge Road and Kenmore Drive are as follows:

- o Improvements and signalization of the intersection between Kenmore Drive and Chain Bridge Road;
- o Realignment of Layton Hall and Kenmore Drive at University to provide preference for bypass traffic on Kenmore Drive and Layton Hall Drive;
- o Improvements to the intersection of Layton Hall Drive to favor traffic going from Layton Hall Drive south towards Main Street and also provide access to the new development site on the Farr tract;
- o Construction of Ratcliffe Road southward from an intersection with Old Lee Highway, across Main Street to Sager Avenue and continuing westward to a connection with the existing terminus of Ratcliffe Road near Old Court Square;
- o Extension of Ratcliffe Road west across the Davies tract from University Drive to Chain Bridge Road; and



SUGGESTED ROAD IMPROVEMENTS IN ENHANCED AREA

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OLD TOWN FAIRFAX REVITALIZATION PLAN

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DOUGLAS & DOUGLAS, INC.

figure

- o Improvements to Judicial Drive and realignment of the intersection with Jones Street.

3. Other Improvements

To make the bypass system effective, it is necessary to consider traffic control devices and amenities which favor local access and pedestrian circulation within Old Town over through traffic. Consequently, a number of other minor intersection improvements are necessary to achieve a successful traffic control plan. These additional improvements to encourage the traffic flow around Old Town and to enhance the circulation within Old Town are presented below.

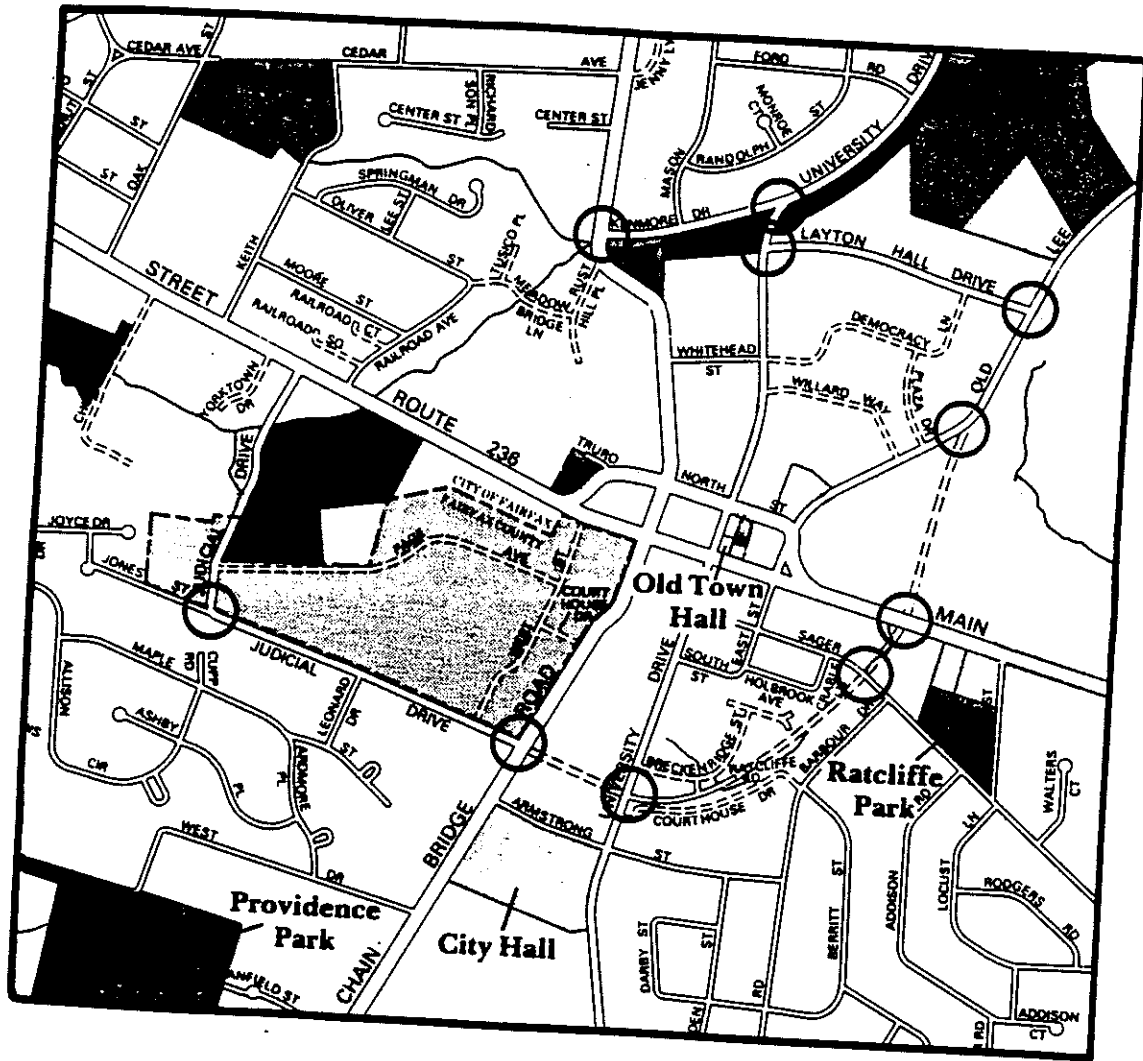
B. RECOMMENDED INTERSECTION IMPROVEMENTS

A number of changes to Old Town area intersection layouts and control systems will be needed to support revitalization efforts and make the extension of Ratcliffe Road effective. The objective of these changes is to reduce through traffic on Main Street, North Street, Chain Bridge Road, and University Drive through Old Town. The recommended improvements are designed to: 1) encourage use of Ratcliffe Road extended while discouraging through trips, and 2) protect neighborhood streets from the intrusion of traffic merely passing through. Each intersection for which changes are recommended is described below (see Figure 63):

1. Chain Bridge Road and Kenmore Drive

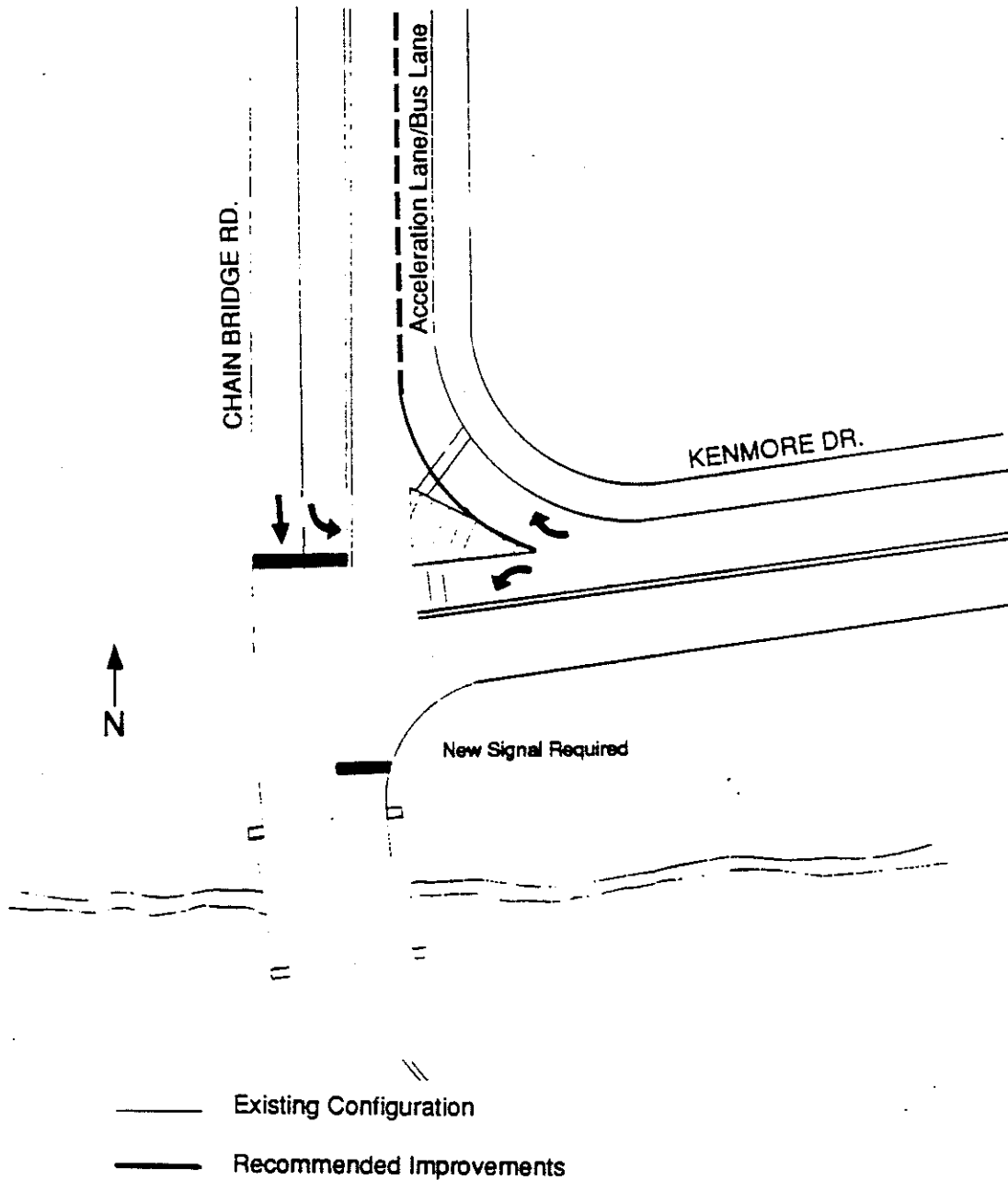
This intersection should be signalized and channeled so that traffic would be encouraged to use Kenmore Drive as part of the Ratcliffe Road extension and bypass of Chain Bridge Road. Two alternative configurations are suggested. In Alternative A (Figure 64) the present configuration is retained with a traffic signal installed to control traffic, giving preference to left turns from southbound Chain Bridge Road onto Kenmore Drive and right turns from Kenmore Drive onto Chain Bridge Road northbound. Motorists traveling northbound on Chain Bridge Road approaching Kenmore Drive would have to stop at the signal to accommodate bypass traffic.

Signs advising that Kenmore Drive is "Rt. 123 Bypass" and Chain Bridge Road south of Kenmore is "Rt. 123 Business" should be added for motorists. Additional signs on Chain Bridge Road south of Kenmore Drive will be needed to advise motorists of the signal and also to advise caution to minimize conflicts with traffic wishing to enter Chain Bridge Road from Rust Hill Place.



- ==== Proposed Roadway
- Intersections with Recommended Improvements

CHAIN BRIDGE RD. & KENMORE DR.
Alternative A



No improvements are to be made to Chain Bridge Road north of Kenmore Drive as this would encourage additional through traffic. The left turn lane for southbound Chain Bridge Road traffic should be extended northward to allow for longer queues. There is sufficient roadway width for this expansion (see Figure 65) in the section between Kenmore Drive and Cedar Avenue. The current parking lane along the east curb would be used as an acceleration lane for northbound Chain Bridge traffic. This would require limiting parking in the acceleration lane just north of Kenmore Drive.

Alternative B (Figure 66) uses a three-lane cross section for Kenmore Drive, two lanes eastbound and one lane westbound. Left turns on Chain Bridge Road from Kenmore Drive westbound would be eliminated (previous studies indicate that the volume of traffic is quite small and could easily be handled by University Drive or other roads east of Chain Bridge Road). The benefits of making Kenmore Drive two lanes eastbound include allowing easier access for left turns from Kenmore Drive into Mason Street. Creating a three-lane cross section for Kenmore Drive would require some parking restrictions along the north side of Kenmore Drive.

2. Layton Hall Drive and University Drive

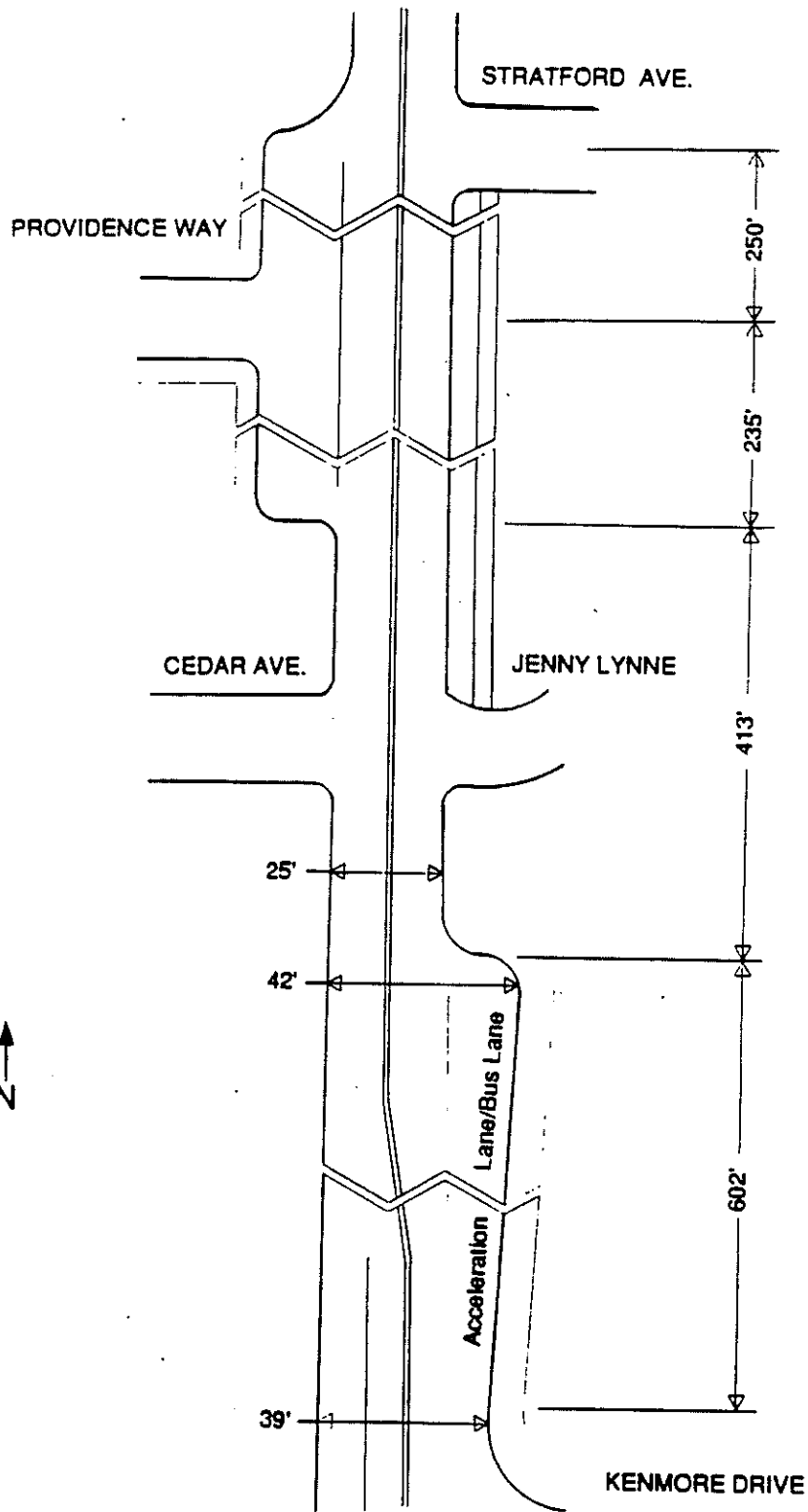
We propose three alternative alignments for this intersection (Figure 67). Each would require a new traffic signal. In all three alternatives the realignment of Layton Hall Drive would require taking a section of the property at the northeast corner of Layton Hall Drive and University Drive. The realigned roadways would be built on culvert sections similar to the current University Drive crossing.

In Alternative A (Figure 68) some green space could be reclaimed to form an island between the two legs of University Drive and Layton Hall Drive extended. Only local traffic would be allowed to use the section of Kenmore Drive between the two legs. This would help to buffer the houses along the north side of Kenmore and University from the increased traffic on Kenmore Drive. Access and egress from Old Fairfax Mews would be through the current driveway. Left turns onto University Drive would be prohibited for safety reasons.

Alternative B (Figure 69) separates the University Drive traffic and merges it with Layton Hall Drive traffic for the short section across the park. As in Alternative A, traffic from the Mews would be restricted to right turns only onto University Drive.

Alternative C (Figure 70) is similar to Alternative A, but in effect, renders Kenmore Drive a local road. The main difference is that the intersection of Layton Hall Drive extended and Kenmore Drive is moved west towards Mason Street. This would provide an additional buffer zone for residents along the north side of Kenmore Drive with a trade-off of more of the roadway's being located in existing parkland.

CHAIN BRIDGE ROAD



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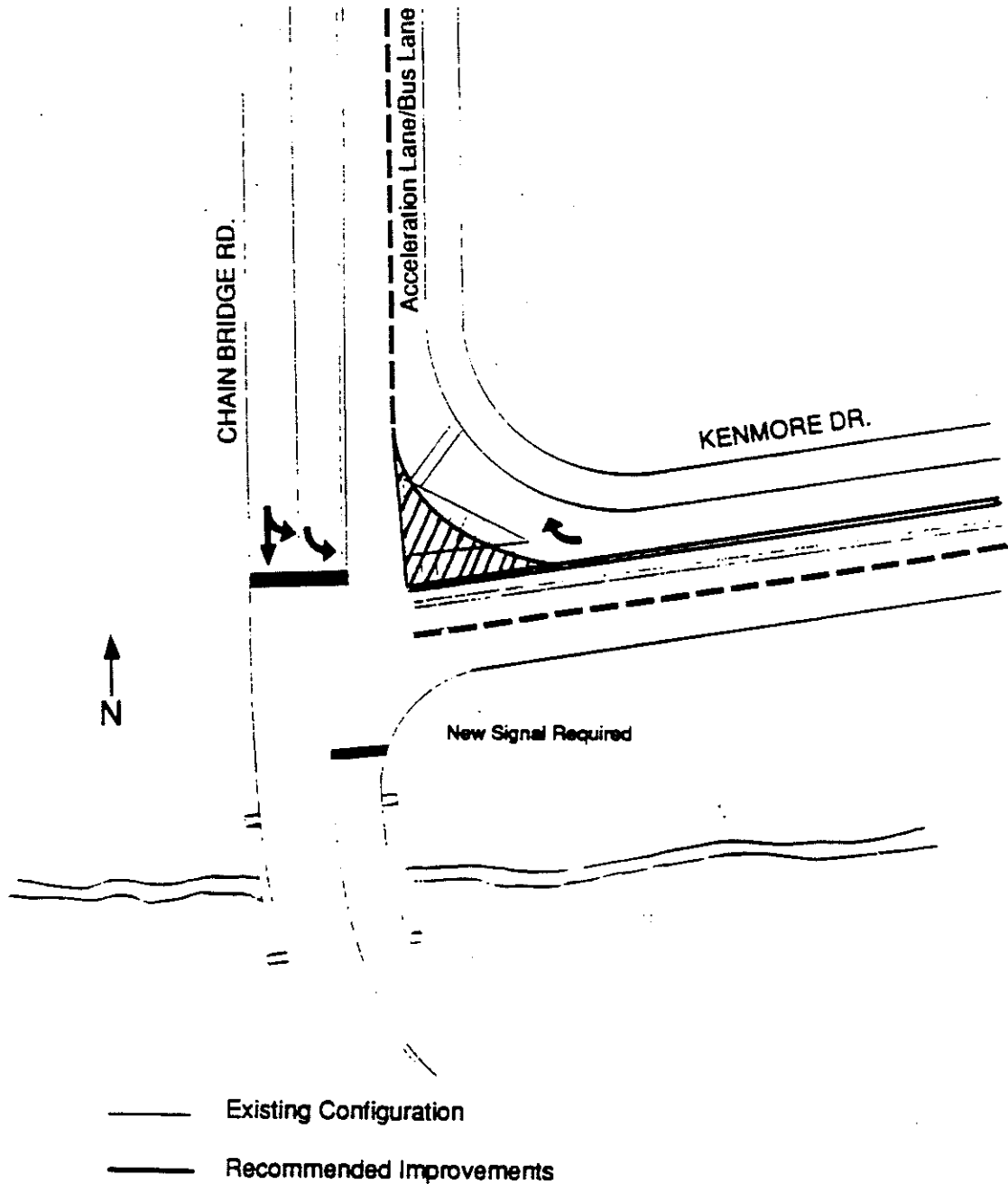
MMW DESIGN GROUP

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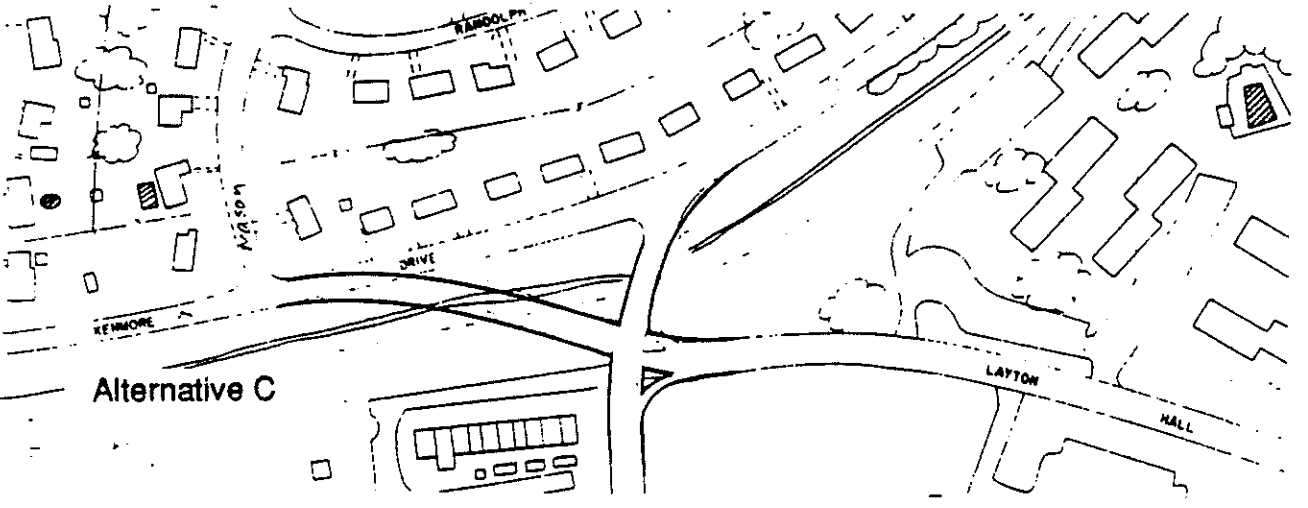
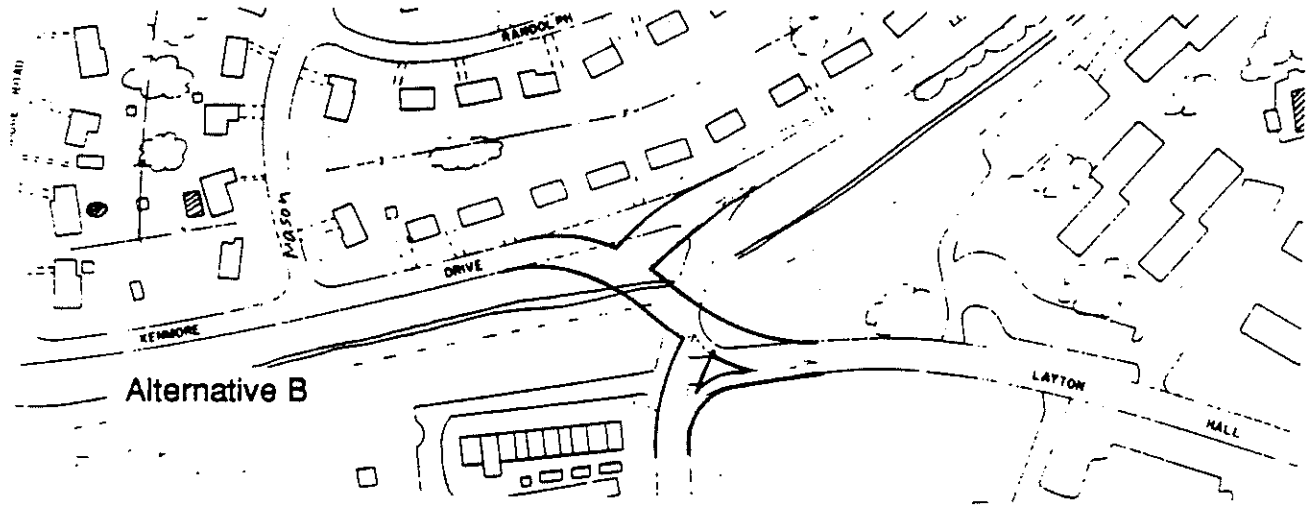
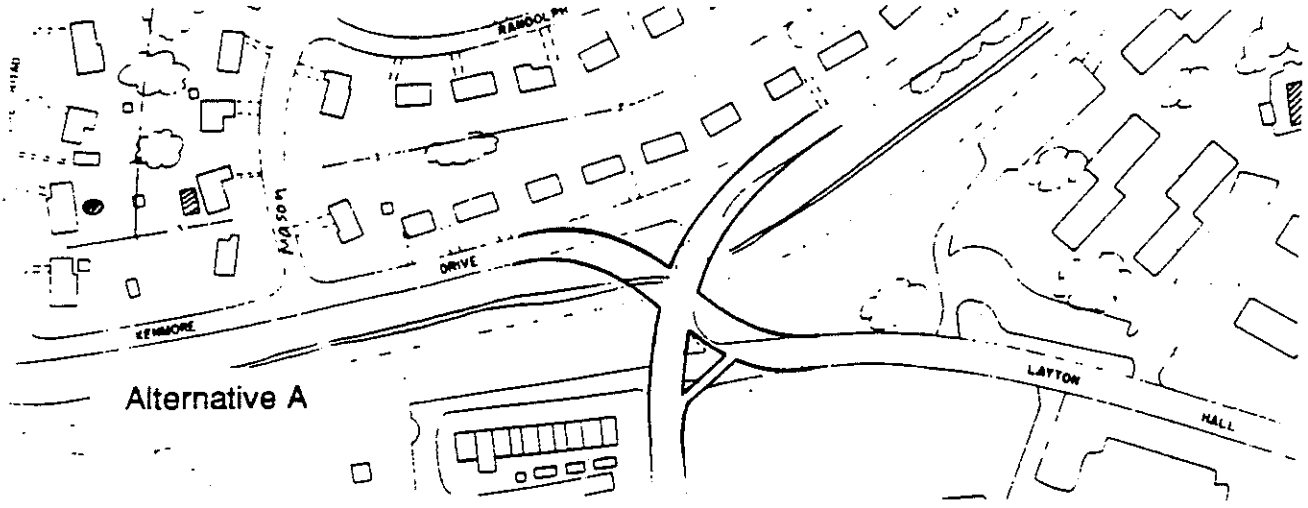
DOUGLAS & DOUGLAS, INC.

figure

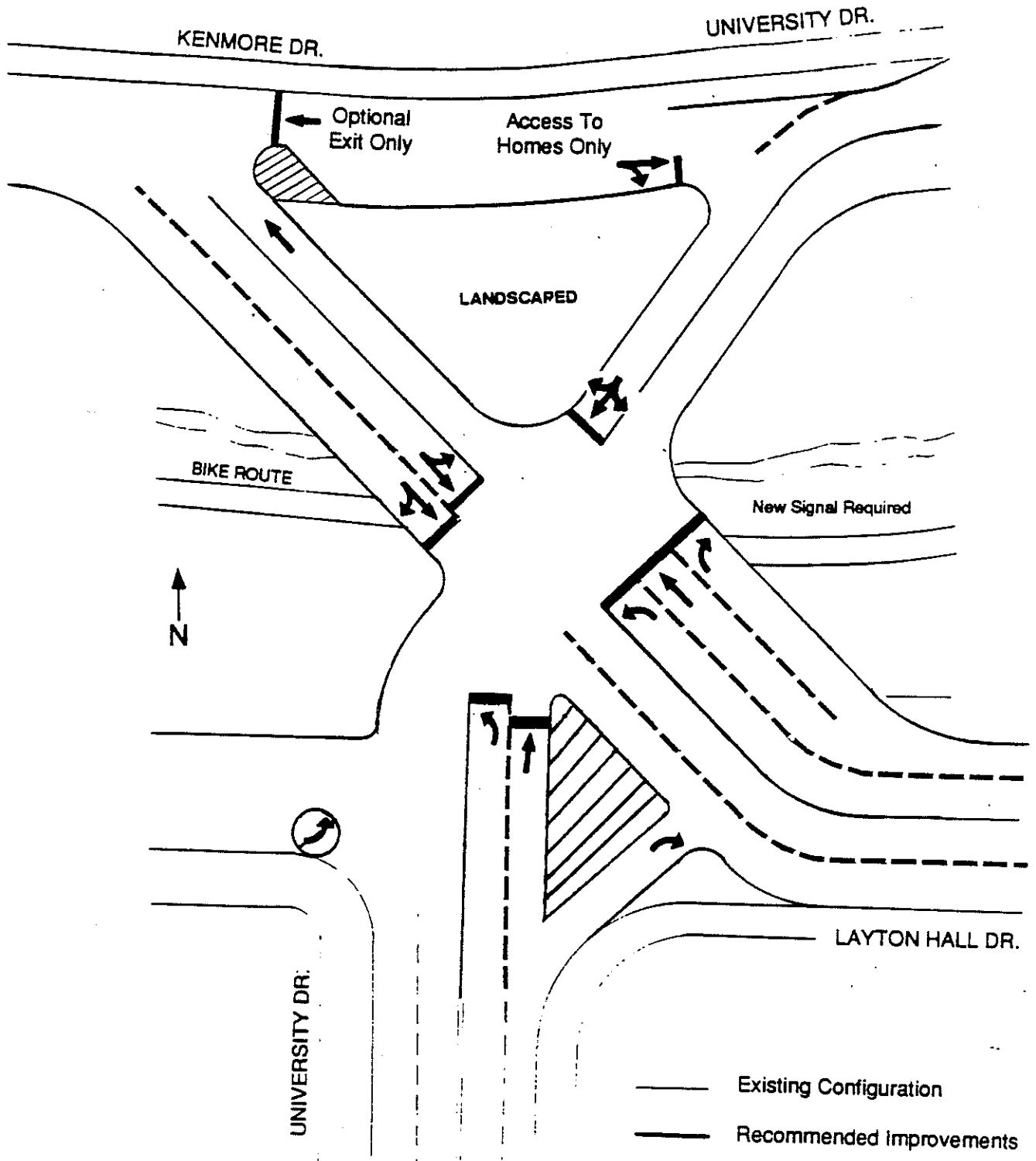
CHAIN BRIDGE RD. & KENMORE DR.
Alternative B



LAYTON HALL DR. & UNIVERSITY DR.
Intersection Alternatives

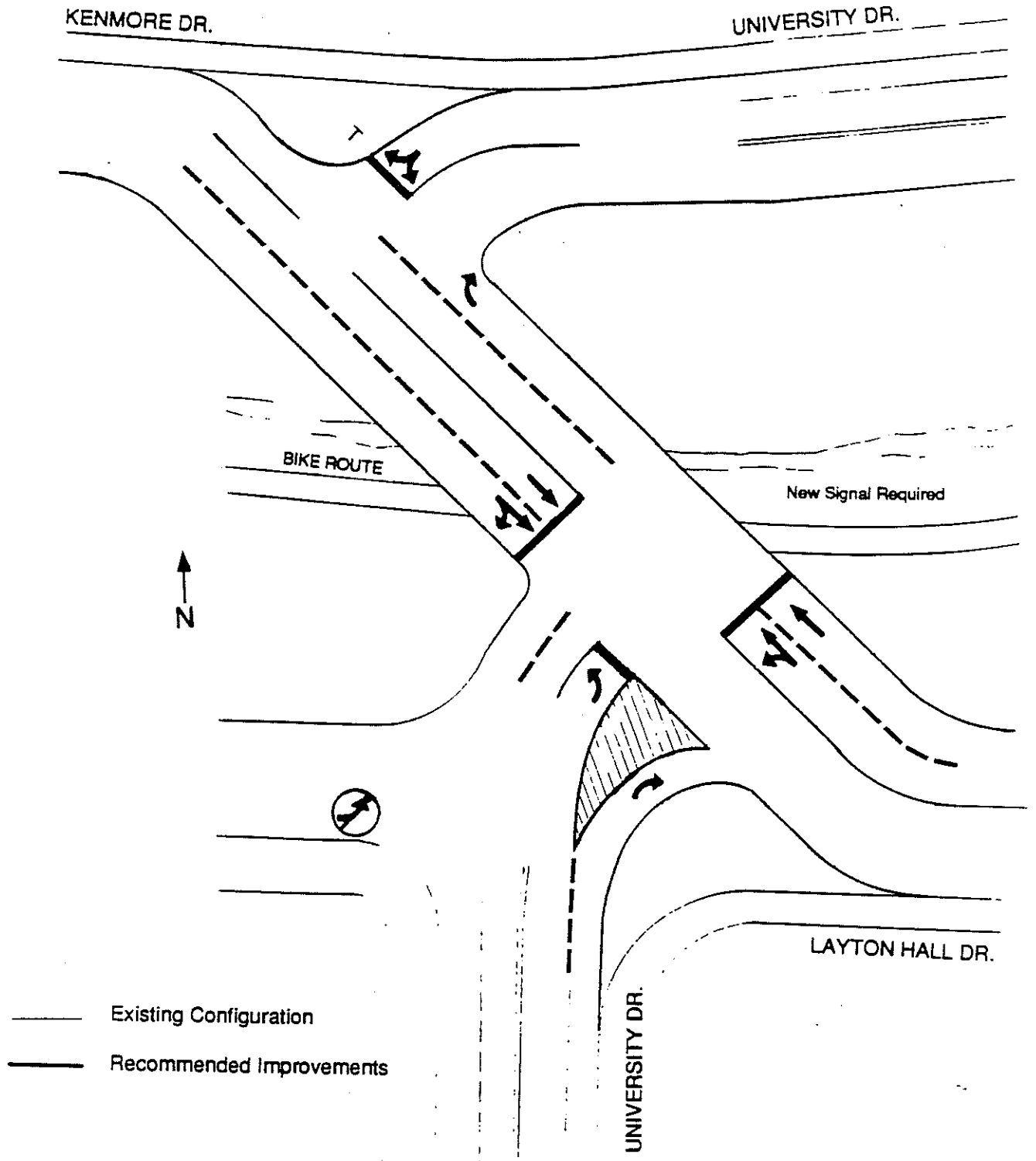


LAYTON HALL DR. & UNIVERSITY DR. Alternative A

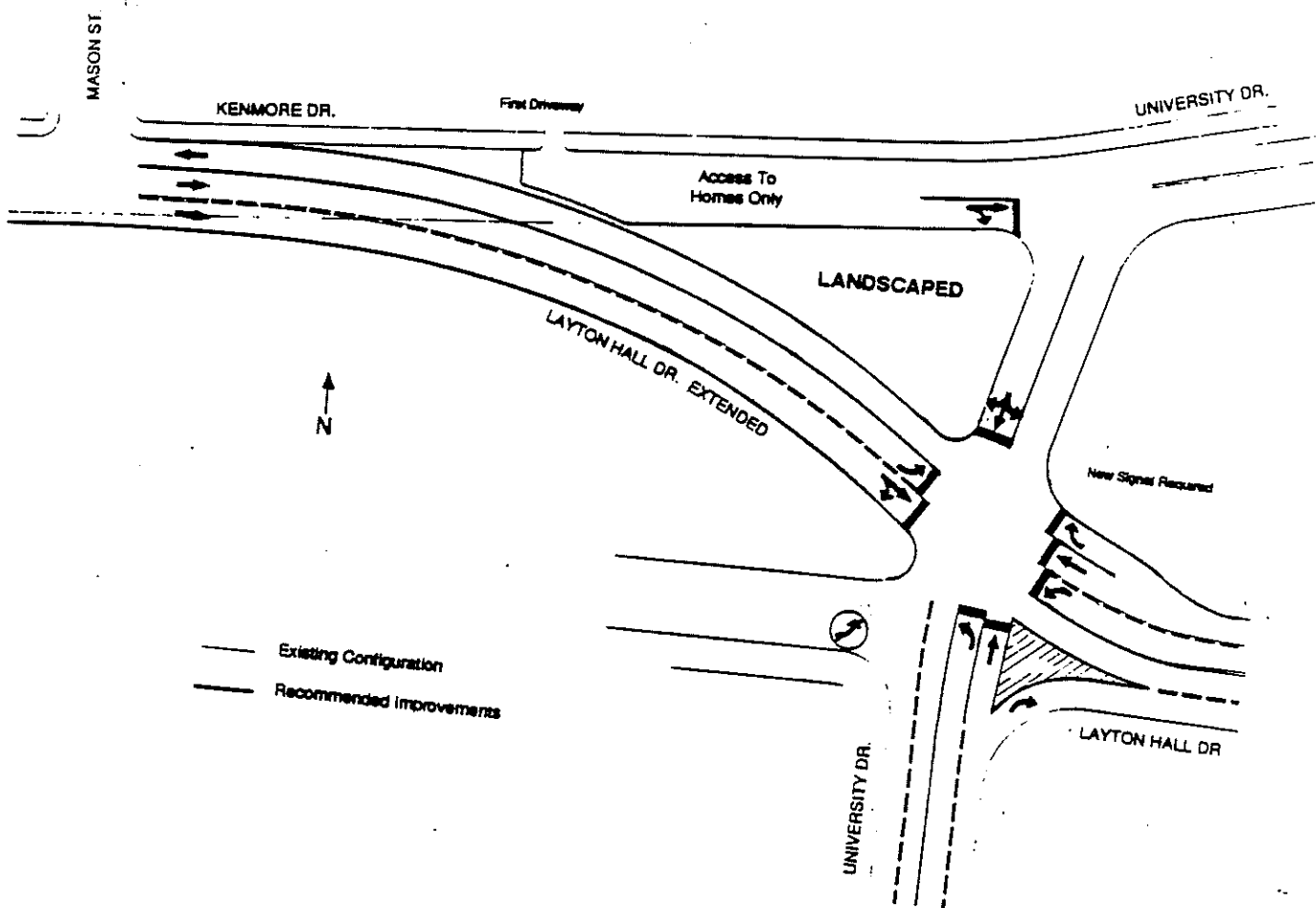


CITY OF FAIRFAX

LAYTON HALL DR. & UNIVERSITY DR.
Alternative B



LAYTON HALL DR. & UNIVERSITY DR. Alternative C



3. Layton Hall Drive and Lee Highway

The design of this intersection has three objectives: 1) to favor traffic moving from Old Lee Highway to Layton Hall Drive as part of the bypass system; 2) to preserve the use of Old Lee Highway as a residential collector and discourage additional through traffic; and 3) to provide access to the new lake and housing development proposed for the Farr tract. The intersection would be laid out as shown in Figure 71.

The north leg of Old Lee Highway will receive a new right turn lane as part of the current capital improvements program. The current wide shoulder on the east side of Old Lee Highway would be landscaped and reclaimed as part of the parkland.

Supporting the concept of Old Lee Highway as a local street, we propose an additional two steps:

- 1st. reclaim the current concrete shoulder on the northeast side of Old Lee Highway with landscaping, ensuring that only one lane heads north, and
- 2nd. install four-way stop signs at the intersection of Old Lee Highway and Old Post Road, and realignment of the pavement for safe operation.

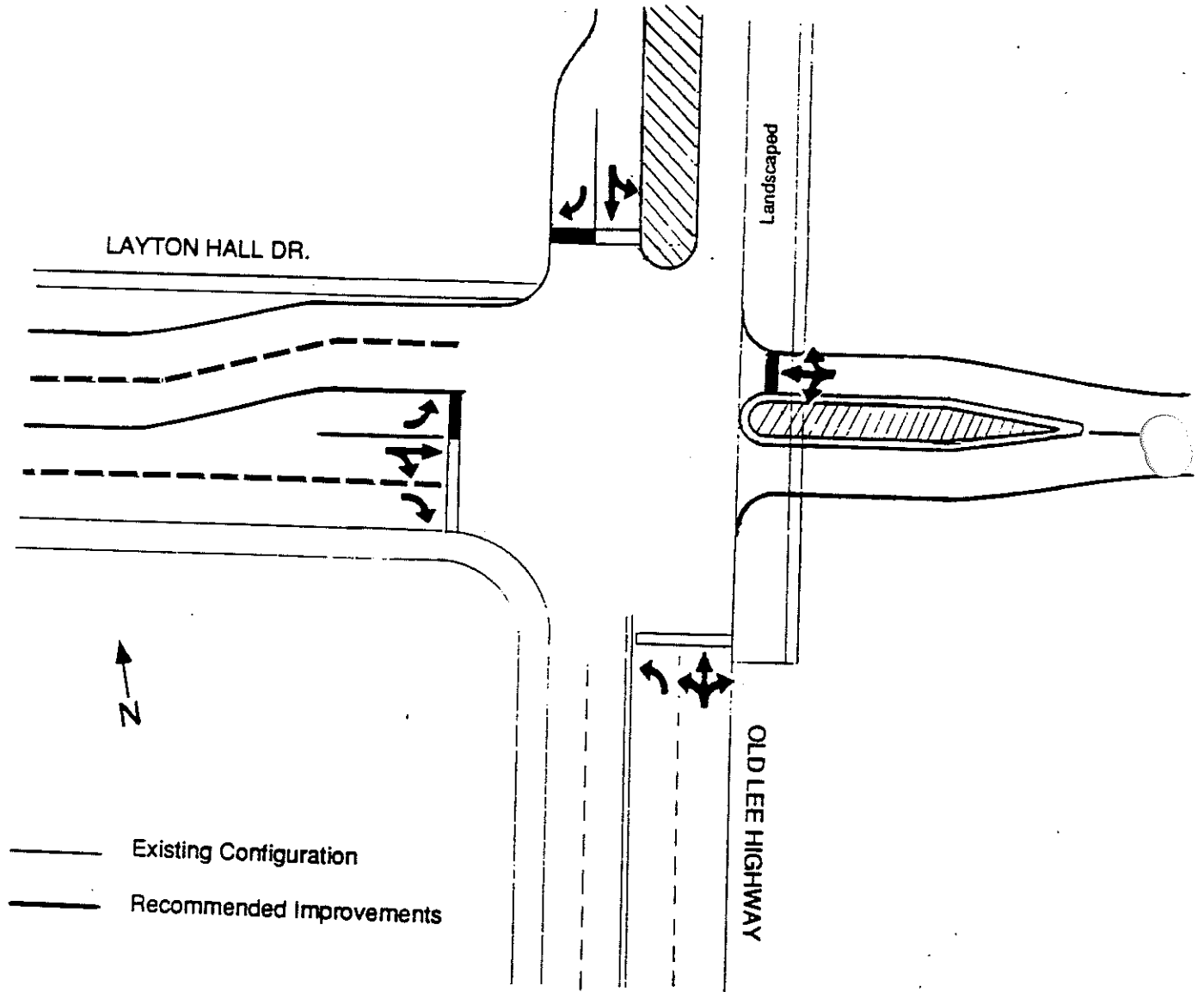
The entrance road to the proposed development on the Farr tract would be only two lanes and would not go through to Main Street. It would be for access to the lake and dwelling units only.

The eastbound approach of Layton Hall Drive is recommended to include a left turn lane because of the necessity for emergency vehicle and school access along Old Lee Highway. It is anticipated that the major traffic flows will be from Layton Hall Drive eastbound to Old Lee Highway southbound and the reverse.

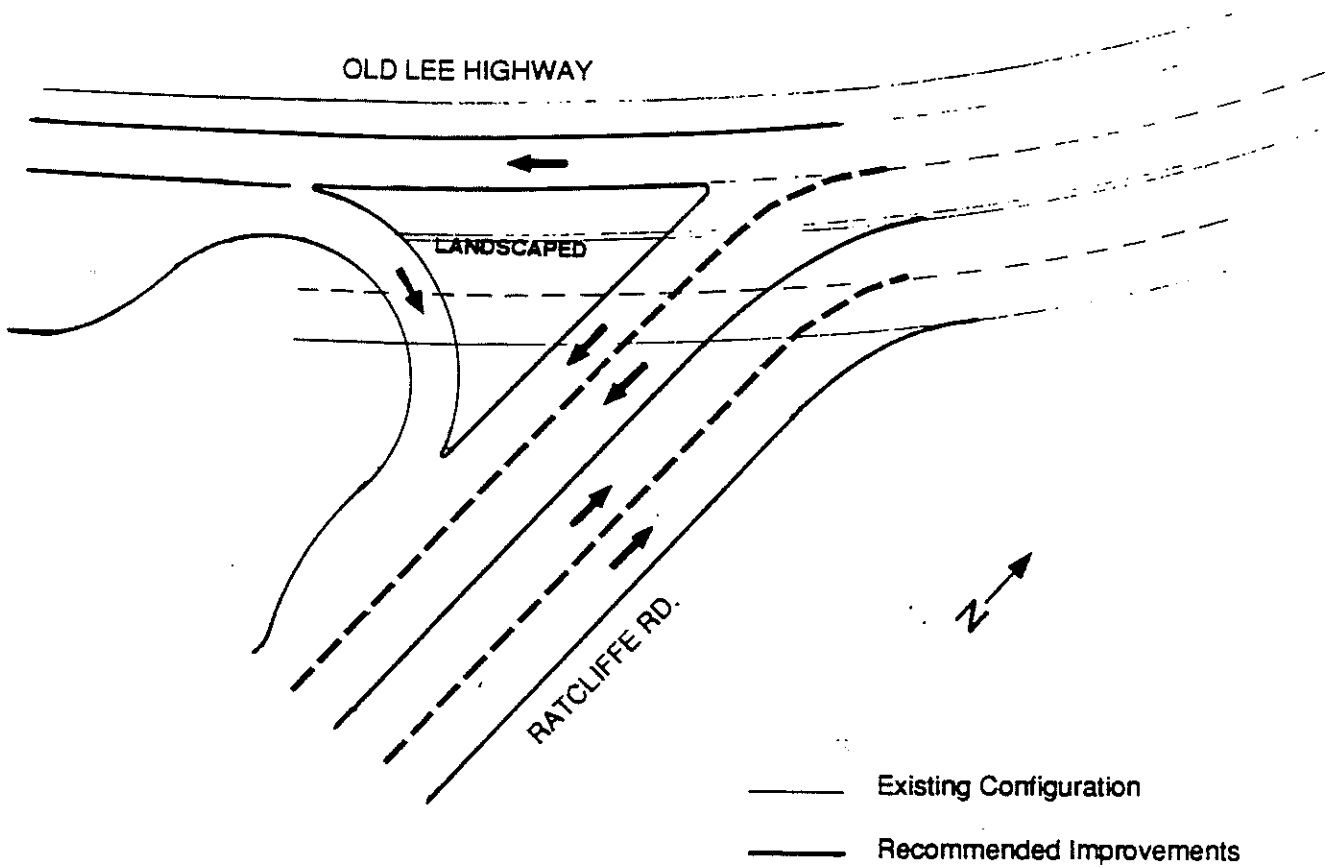
4. Old Lee Highway and Ratcliffe Road Extended

We suggest two alternatives for this intersection of Old Lee Highway with the proposed Ratcliffe Road extended. Under Alternative A (Figure 72), the section of Old Lee Highway south of the intersection would serve principally for local service to the retail and residential properties along that section south as far as North Street. Access and egress would be limited. Old Lee Highway traffic would generally travel to Main Street on the new Ratcliffe Road section.

LAYTON HALL DR. & OLD LEE HIGHWAY



OLD LEE HIGHWAY & RATCLIFFE RD.
Alternative A



Under Alternative B (Figure 73), a new signal would be required and full access would be provided between traffic in both directions on Old Lee Highway and on Ratcliffe Road extended.

5. Ratcliffe Road and Main Street

Although this is a major intersection, the design improvements proposed are sensitive to the urban setting in which the intersection is placed. High speed turn lanes and islands are not used to reduce pedestrian conflicts. The northbound lanes of Ratcliffe Road provide queueing room at the traffic signal (Figure 74).

6. Ratcliffe Road and Sager Avenue

The design of Ratcliffe Road will provide one continuous lane in each direction from the intersection of Judicial Drive and Chain Bridge Road throughout the length of Ratcliffe Road to its intersection with Old Lee Highway. The four-lane cross section north of Sager (see Figure 75) would provide adequate storage room for cars queued at the light at Main Street.

The need for a signal will depend upon traffic volumes. The initial recommendations are for stop signs on Sager.

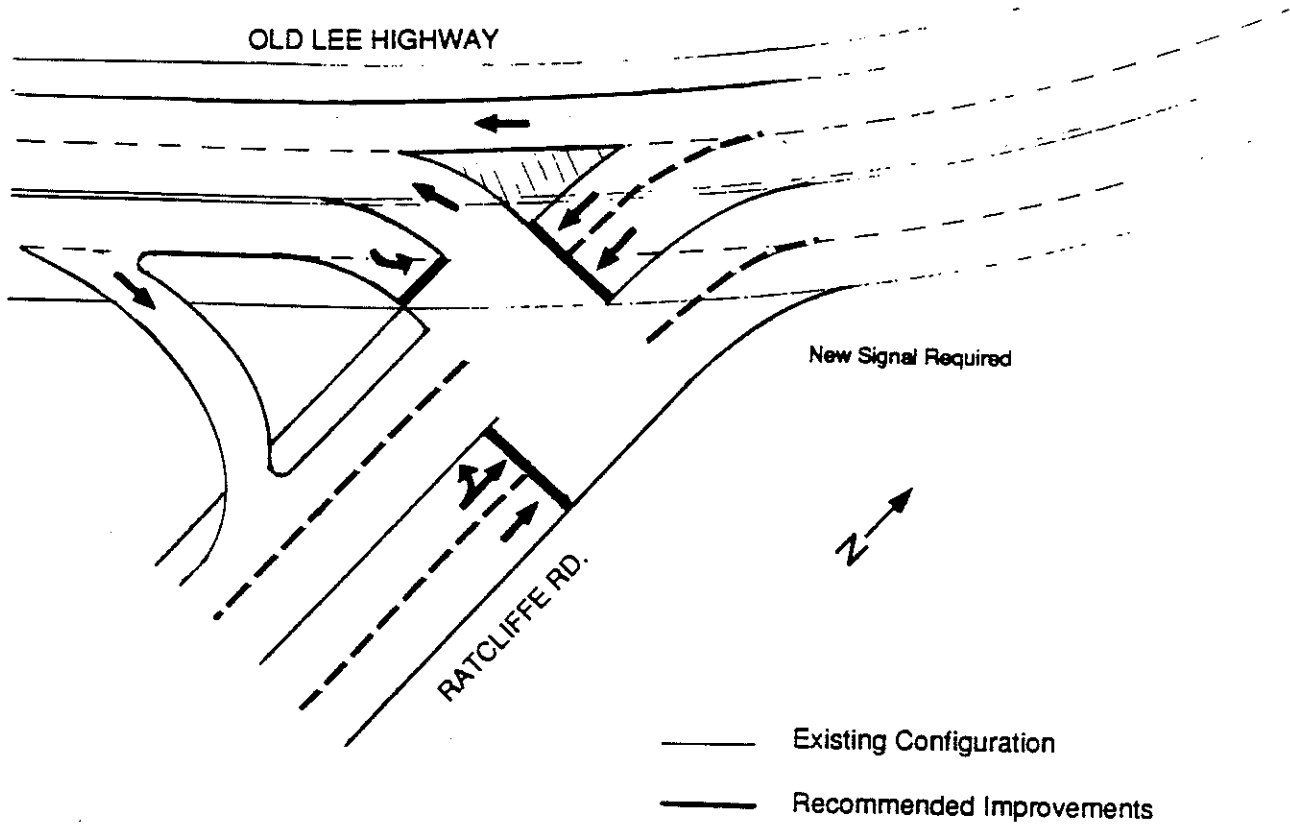
The concern for possible neighborhood intrusion of through traffic using Armstrong Street, Sideburn Road and Barbour Drive has been raised as a concern. This study recommends the construction of additional green space at the intersection of Barbour Drive, Berritt Street and Sideburn Road as shown in Figure 76. This cul de sac of Sideburn and the additional parkland can act as an amenity to the neighborhood, prevent through traffic, and be constructed with mountable landscaping to allow for entry of emergency vehicles when necessary.

It should also be recognized that while this will improve the neighborhood substantially, it may cause some short additional travel time for local residents. The northern entrance to Court House Square along Sideburn would be closed under this alternative.

7. Ratcliffe Road and University Drive

This intersection would require a new signal (Figure 77). We also recommend considering installation of an interconnected signal at the intersection of Armstrong and University Drive to prevent queues on the northbound lanes of University Drive from blocking that intersection. The west entrance into Courthouse Drive off University Drive should be closed to reduce the possibility of cut-through traffic and

OLD LEE HIGHWAY & RATCLIFFE RD.
Alternative B

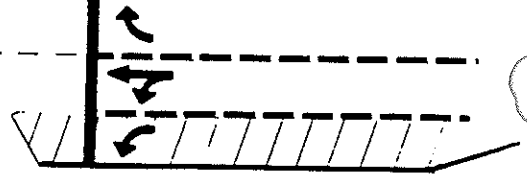


RATCLIFFE RD. &
MAIN ST.

MAIN ST.

RATCLIFFE RD.

New Signal Required



Landscaped

RATCLIFFE RD.

- Existing Configuration
- Recommended Improvements

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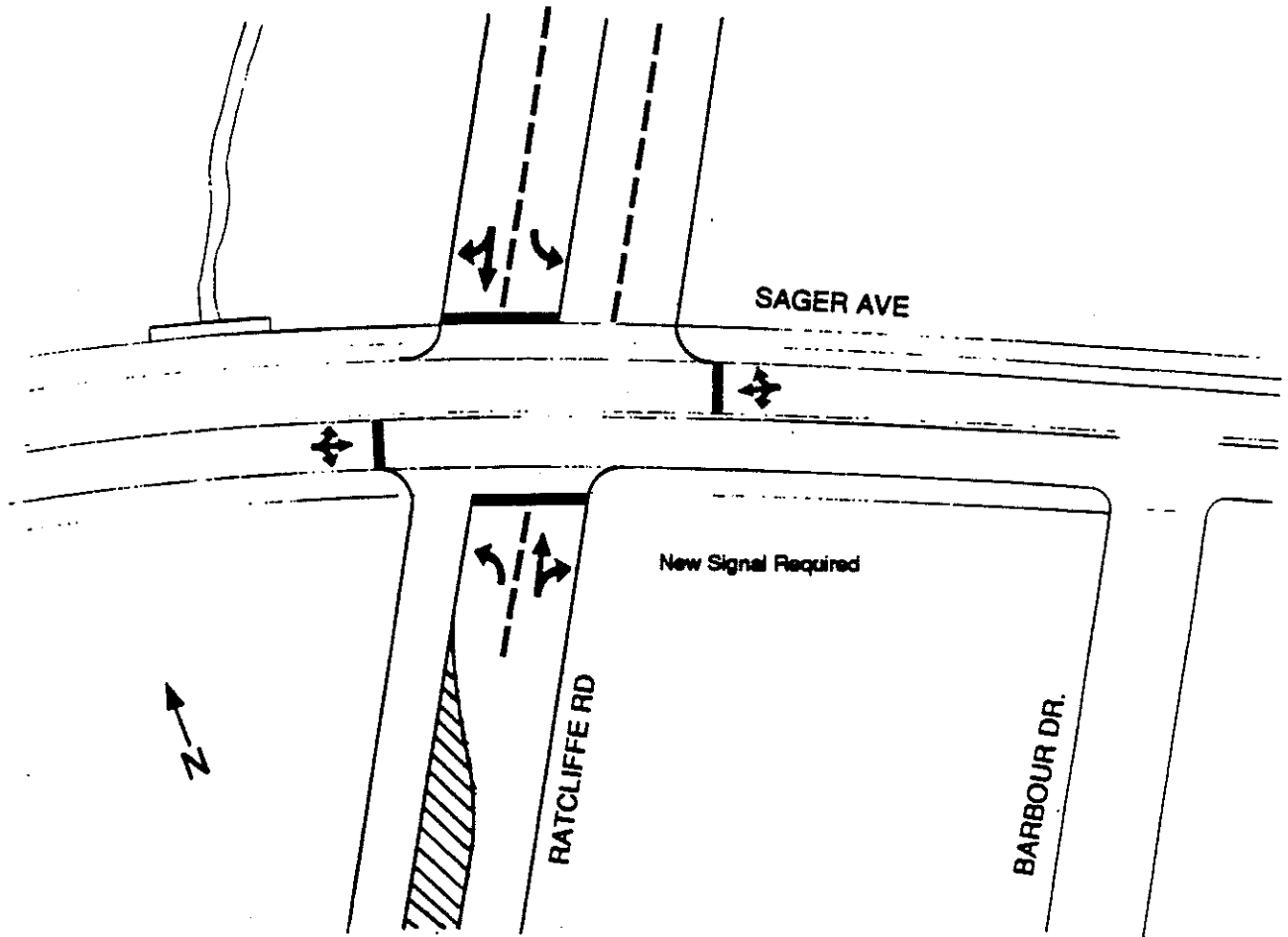
THE Phipps Group

MWM Design Group

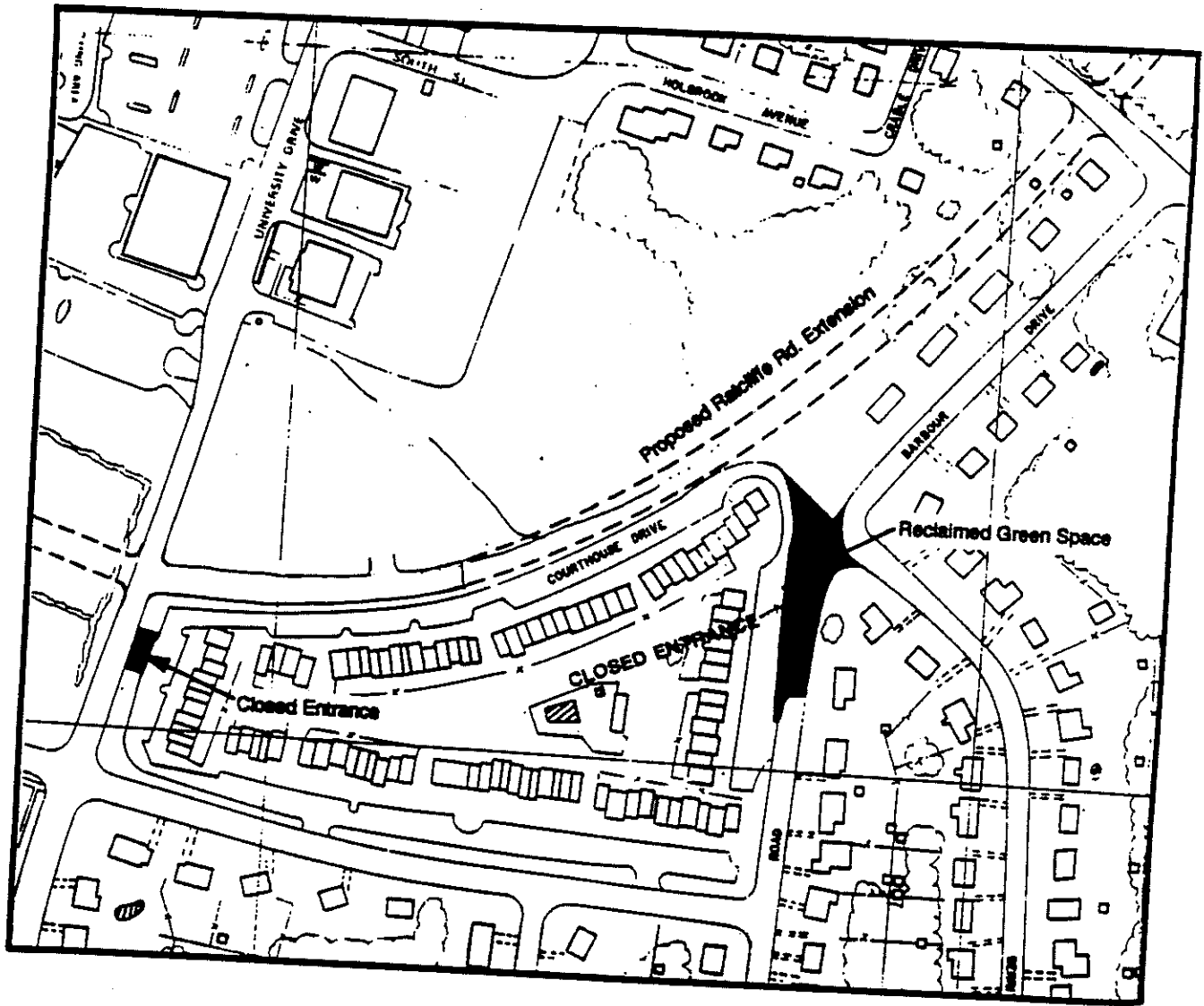
Baldwin & Gregg

Douglas & Douglas, Inc.

RATCLIFFE RD. & SAGER AVE.



- Existing Configuration
- - - Recommended Improvements



PROPOSED NEW SIDEBURN PARK

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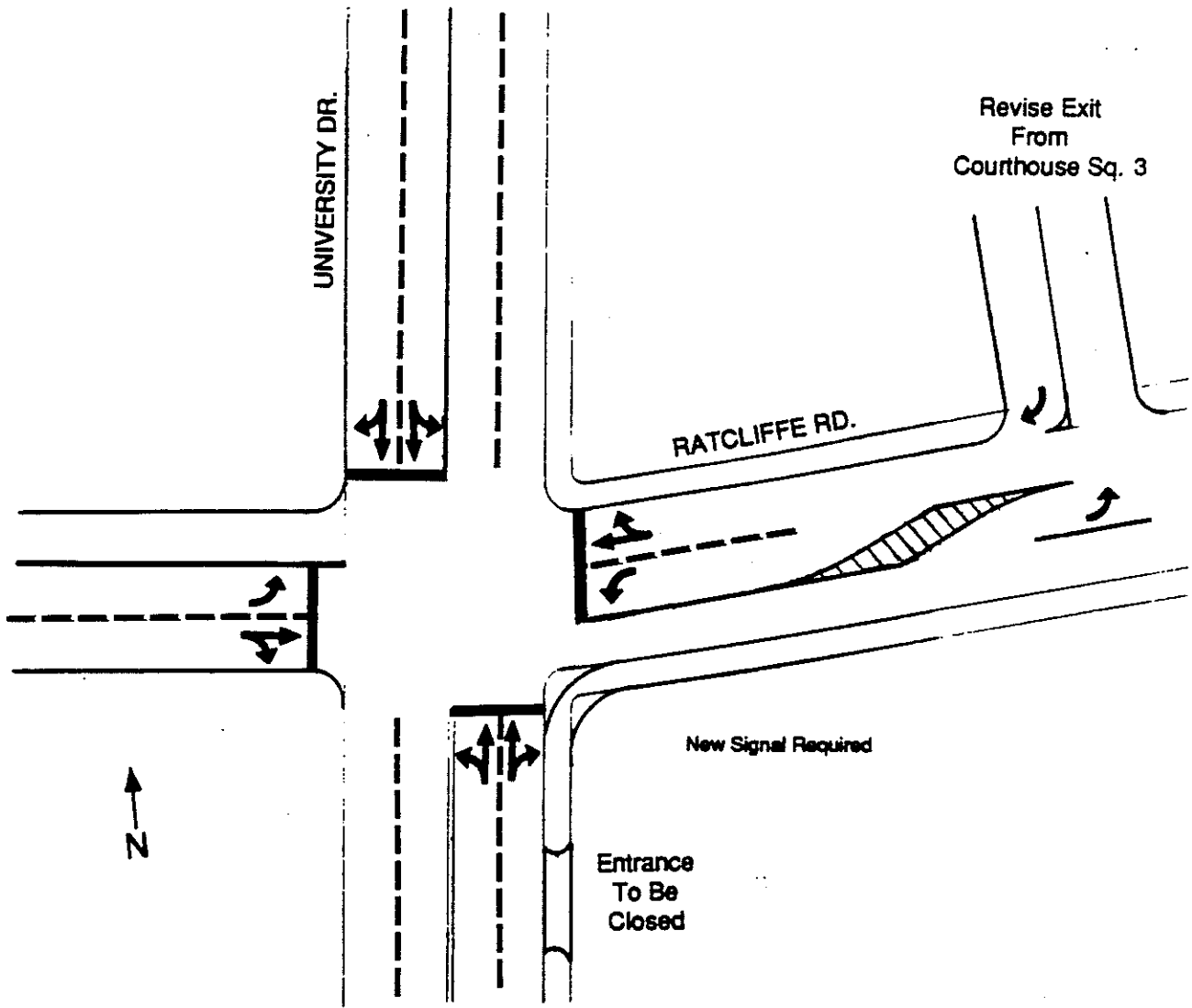
THE PHELPS GROUP

MM DESIGN GROUP

BALDWIN & GREGG

DOUGLAS & DOUGLAS, INC.

RATCLIFFE RD. & UNIVERSITY DR.



- Existing Configuration
- - - Recommended Improvements

traffic conflicts for residents. The primary entrances into Courthouse Square sections I and II will be off Armstrong Street and Sideburn Road.

We recommend that the exit from Courthouse Square III onto Ratcliffe Road be revised to allow only right turn exits. There is sufficient room in Ratcliffe Road for a left turn bay to provide for left turn entrances into Courthouse Square III. North of Ratcliffe Road University Drive may be landscaped to provide left turn bays for the numerous driveways located between Ratcliffe Road and South Street. We also propose installation of stop signs on University Drive at South Street to assist in circulation traffic and as a further impediment to use of University Drive as a through street.

8. Ratcliffe Road and Chain Bridge Road

This intersection will be improved to accommodate the extension of Ratcliffe Road westward through the Davies tract to Judicial Drive. The northbound approach of Chain Bridge Road is also programmed for improvements to be completed by 1990 to provide the configurations shown in Figure 78.

No left turns would be allowed from Judicial Drive eastbound. Left turns will be allowed at West Street with a new left turn bay provided for that movement.

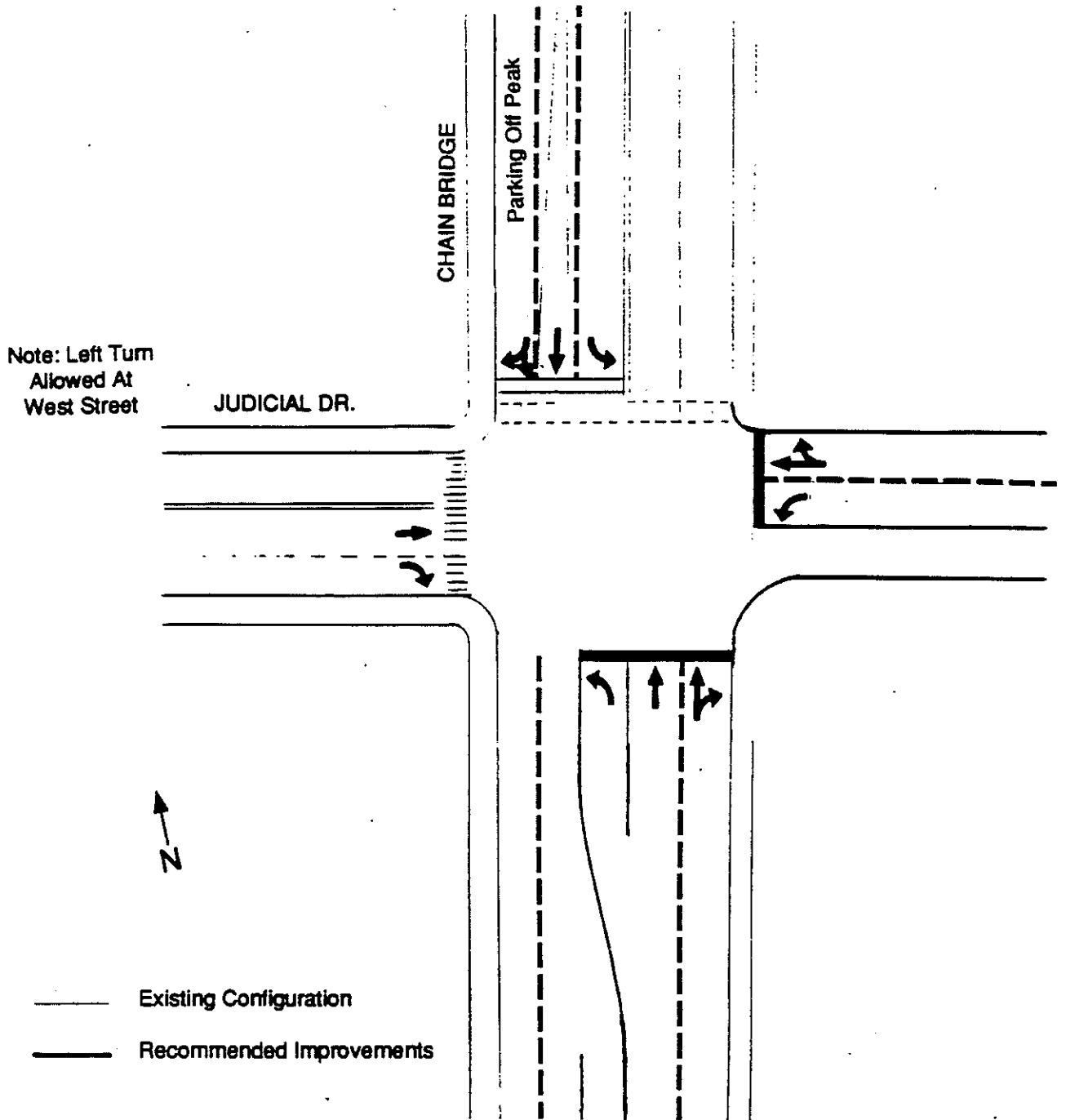
Chain Bridge Road north of Judicial Drive has sufficient width to allow for off-peak curbside parking. This study suggests allowing curbside parking along the west curb. This parking provision would be particularly attractive should the parcels along the west side of Chain Bridge Road be developed for commercial uses.

Signal phasing should be set to encourage diversion of northbound Chain Bridge Road traffic onto Judicial Drive to go east or west and as a bypass around Old Town.

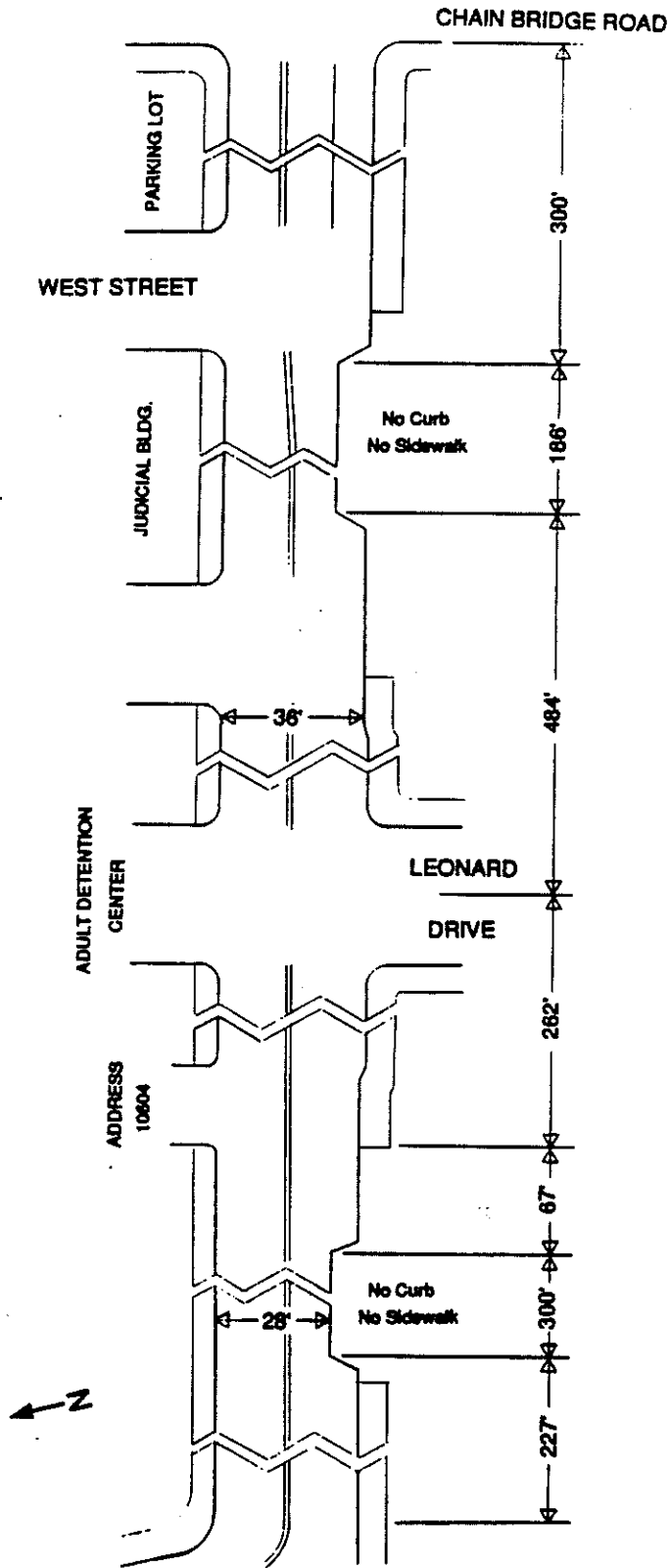
The installation of all-way stop signs at the intersections of Chain Bridge Road with Massey Drive, Sager Avenue and Whitehead Street will enhance accessibility to Old Town activities and provide for better pedestrian circulation. At the same time they will further discourage the use of Chain Bridge Road as a through street.

The efficiency of this intersection will also depend on improvements on Judicial Drive which currently has a variable cross section (see Figure 79). The cross section generally varies between 28 and 36 feet wide. In particular the section near West Street needs to be widened to allow for a left turn lane proposed to allow eastbound Judicial Drive traffic to turn north onto West Street. Successful implementation of this series of improvements also depends on improving West Street between Judicial Drive and Main Street to achieve uniform width and clear traffic markings.

JUDICIAL DR. & CHAIN BRIDGE RD.



JUDICIAL DRIVE Showing Roadway Width



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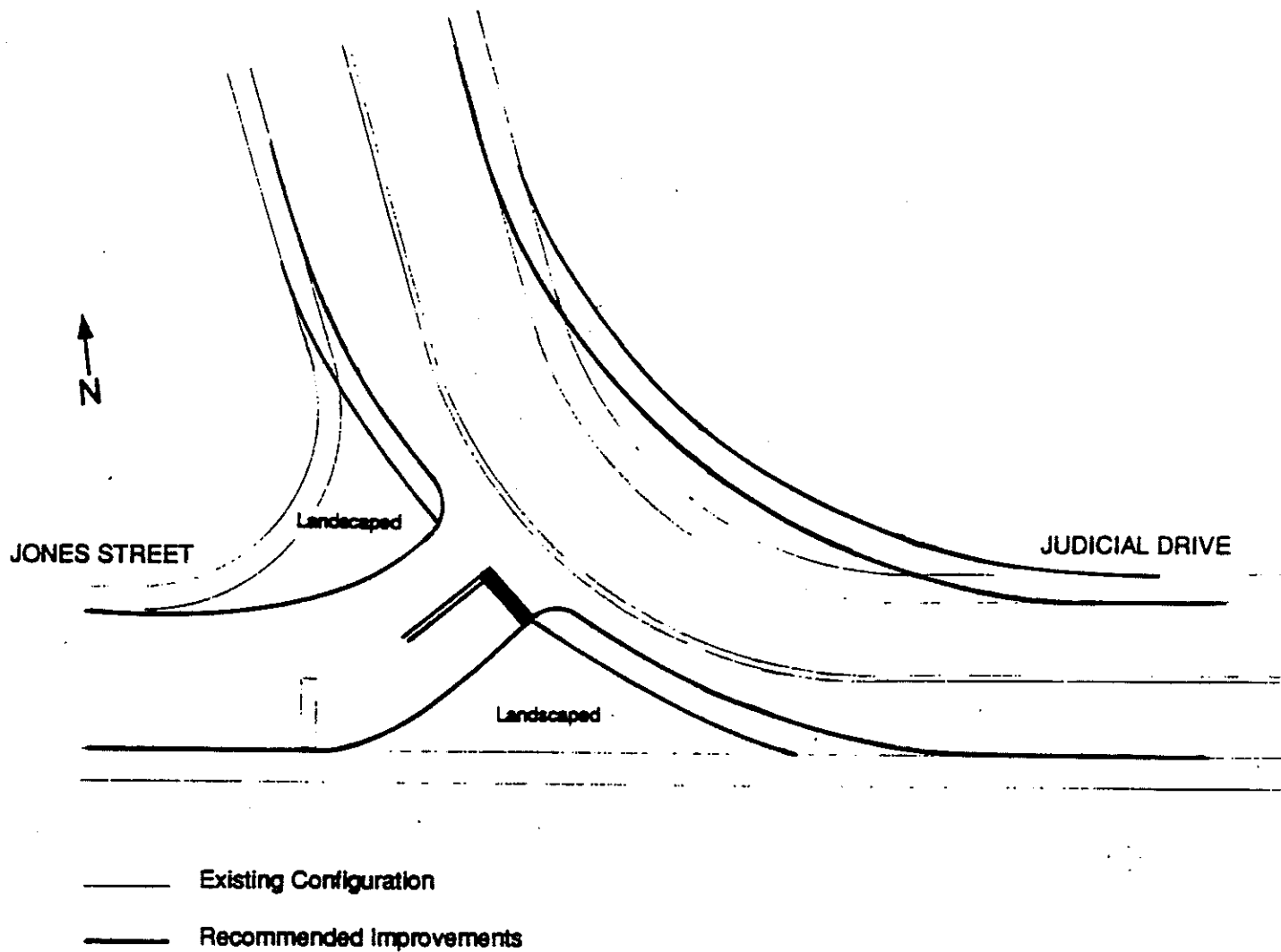
MM DESIGN GROUP

BALDWIN & GREGG

DOUGLAS & DOUGLAS, INC.

figure

JUDICIAL DRIVE & JONES STREET



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80

figure

9. Judicial Drive and Jones Street

The suggested improvements to this intersection are designed to reduce the dangerous curvature in the existing alignment (see Figure 80). A careful engineering investigation will be needed because of the change in grade on the existing curve and the topography of the adjoining land uses. The realignment of Jones Street would reduce the conflict area within the intersection and more clearly define Judicial Drive as the major street of the two. The recovered street space should be landscaped in keeping with the character of the neighborhood.

10. Main Street and Judicial Drive

With the completion of Ratcliffe extended, the curb lane of Main Street, east of Judicial Drive, should be set aside as a parking lane. No other changes in cross section or lane configurations are suggested for this intersection (Figure 81). Signals should be set to encourage use of Judicial Drive rather than Main Street as the principal route for traffic bound for southbound Chain Bridge Road or visitors to the parts of Old Town lying east of Chain Bridge Road.

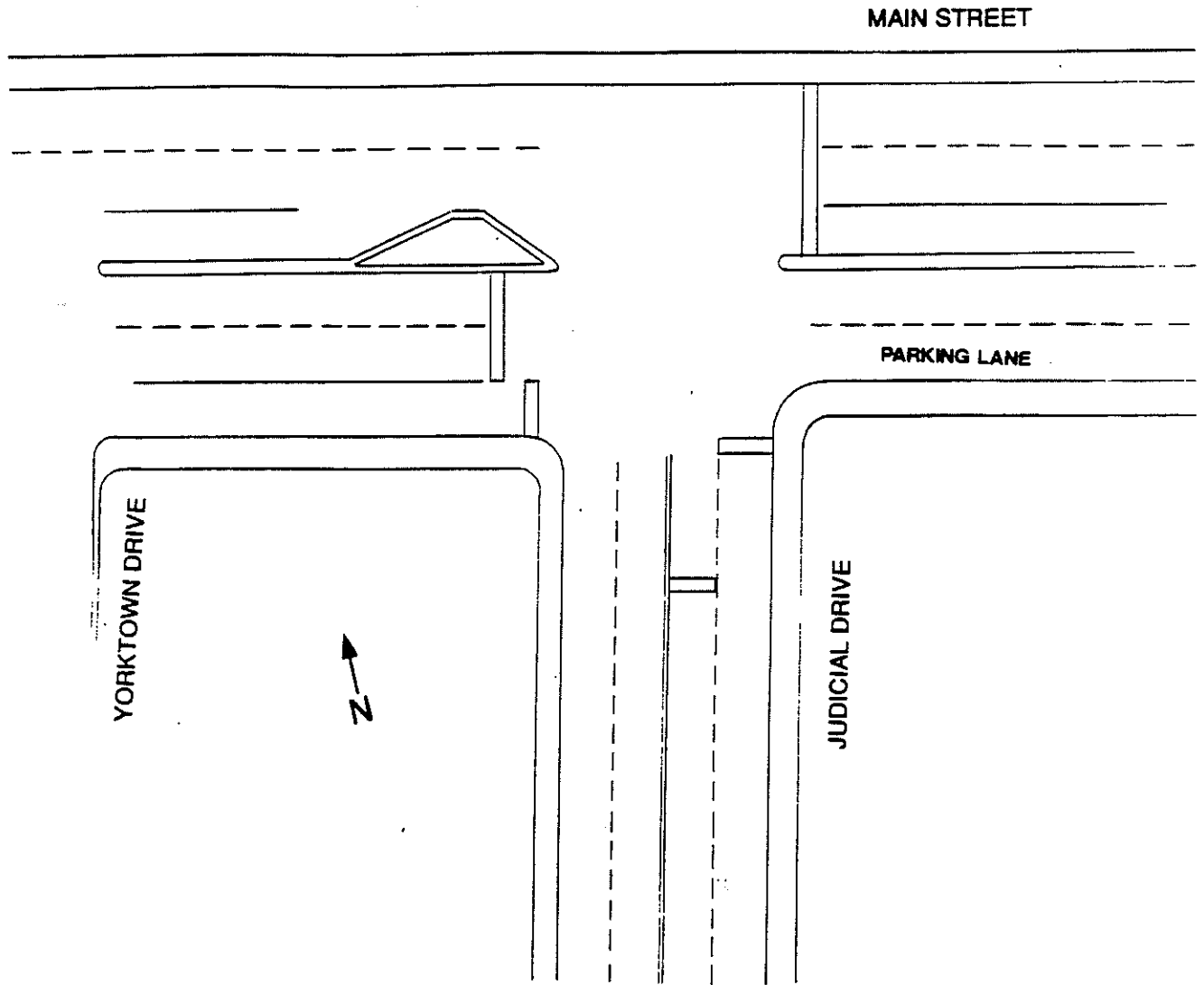
New signs are needed to clearly specify Judicial Drive as the route to take to Chain Bridge Road, University Drive, and to gain access to businesses lying south of Main Street.

11. Additional Minor Intersection Improvements

As part of the overall program to reduce through traffic in Old Town, enhance accessibility to Old Town destinations, reduce travel speeds on Old Town streets and to provide more pedestrian amenities, we suggest additional stop signs and traffic signals be installed at selected intersections:

- o Chain Bridge Road and Whitehead Street - All- way stop signs
- o Chain Bridge Road and Sager Avenue - All-way stop signs
- o Chain Bridge Road and Massey Drive - All- way stop signs
- o University Drive and proposed pedestrian crossing between Whitehead Street and North Street - New pedestrian-actuated traffic signal
- o University Drive and South Street - All-way stop signs
- o University Drive and Armstrong Street - New traffic signal

MAIN STREET & JUDICIAL DRIVE



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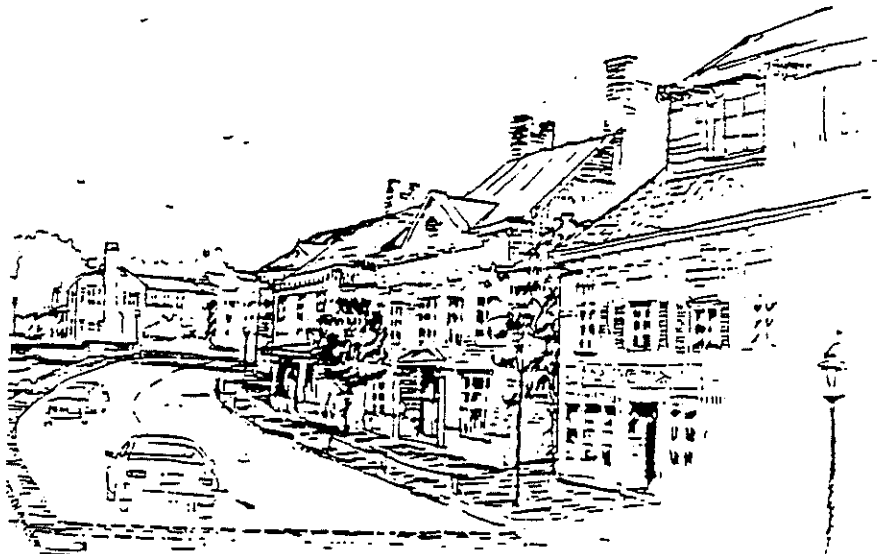
DOUGLAS & DOUGLAS, INC.

81

figure



X. RECOMMENDATIONS:
 PUBLIC IMPROVEMENTS
 & DESIGN
 GUIDELINES



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X. RECOMMENDATIONS: PUBLIC IMPROVEMENTS AND DESIGN GUIDELINES

A. Recommended Public Improvements:

1. Gateways:

The gateways or major entry points into the study area by historical nature have been defined by the major vehicular routes into and through the City of Fairfax.

This study has identified five entry points which can be developed to serve as gateways. These gateways should be designed to provide a pleasing announcement of entry to the heart of Fairfax (Figure 82).

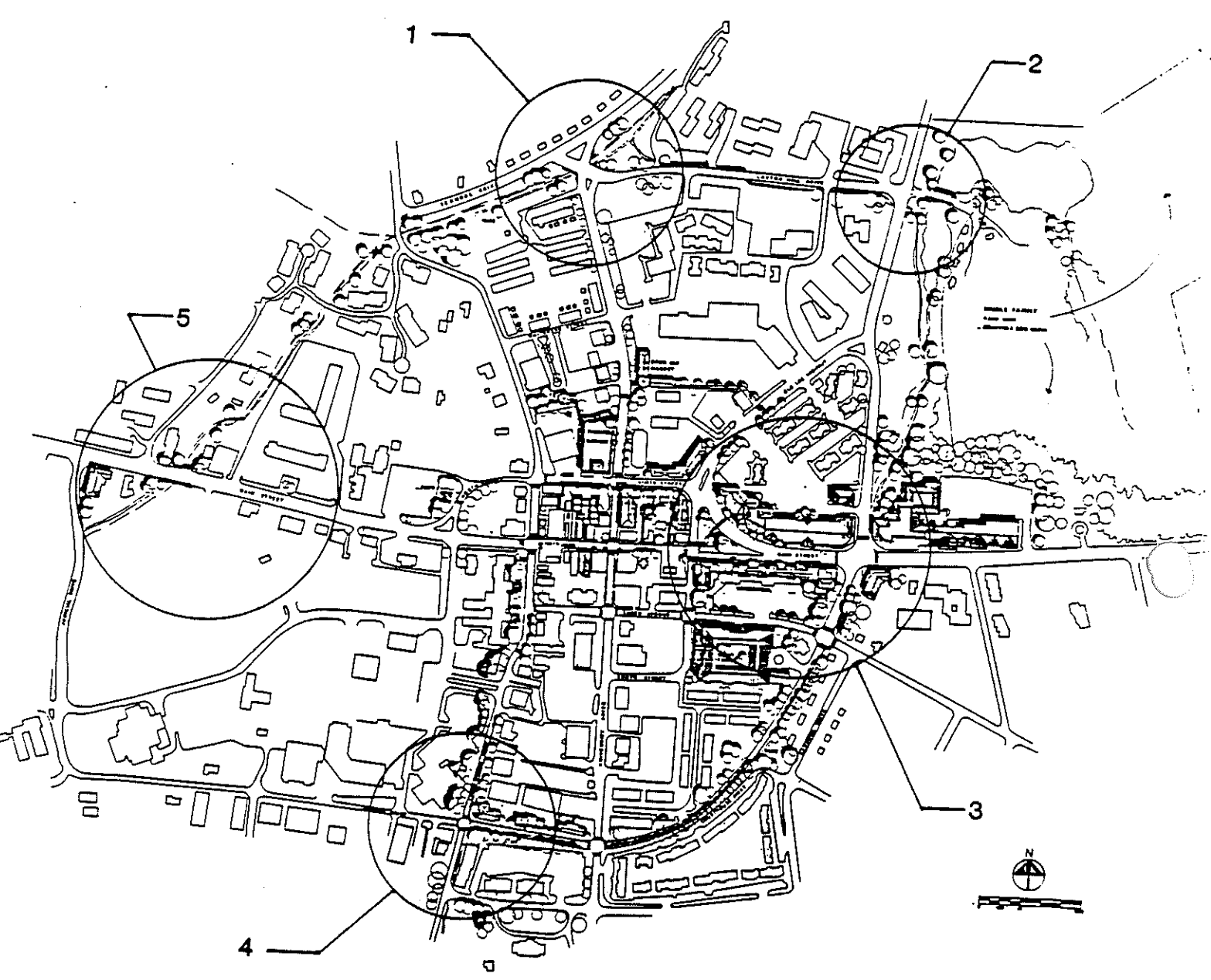
Currently, none of the identified entry points possesses the classical elements to qualify as gateways or entry "nodes." That is, they contain no visually prominent geographic feature, architectural element, or perceived significance. Therefore, these gateways need to be enhanced to provide visually and psychologically a sense of transition.

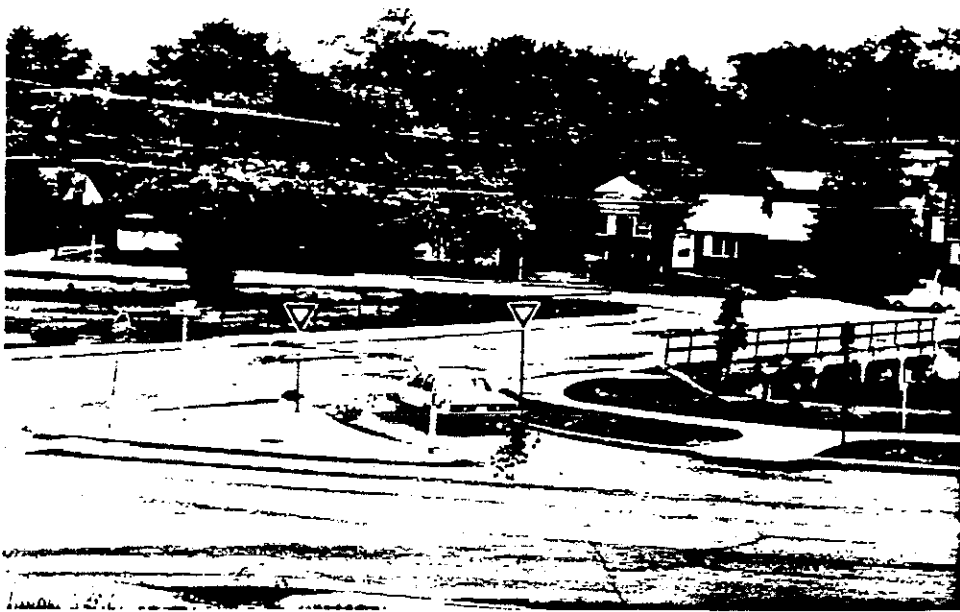
The general character and scale of the City of Fairfax and of the study area permits the creation of fairly subtle elements to announce the gateway.

Gateway One (Figure 83), Kenmore Drive at University, is easily handled by the use of a bridge transition over a natural drainage way. At even small scale, this is an easily recognized "gateway" or entry point. To emphasize the character of the bridge and to facilitate vehicular movement, a new stone bridge should be constructed and the new structure aligned in such a manner as to render Kenmore Drive a local road.

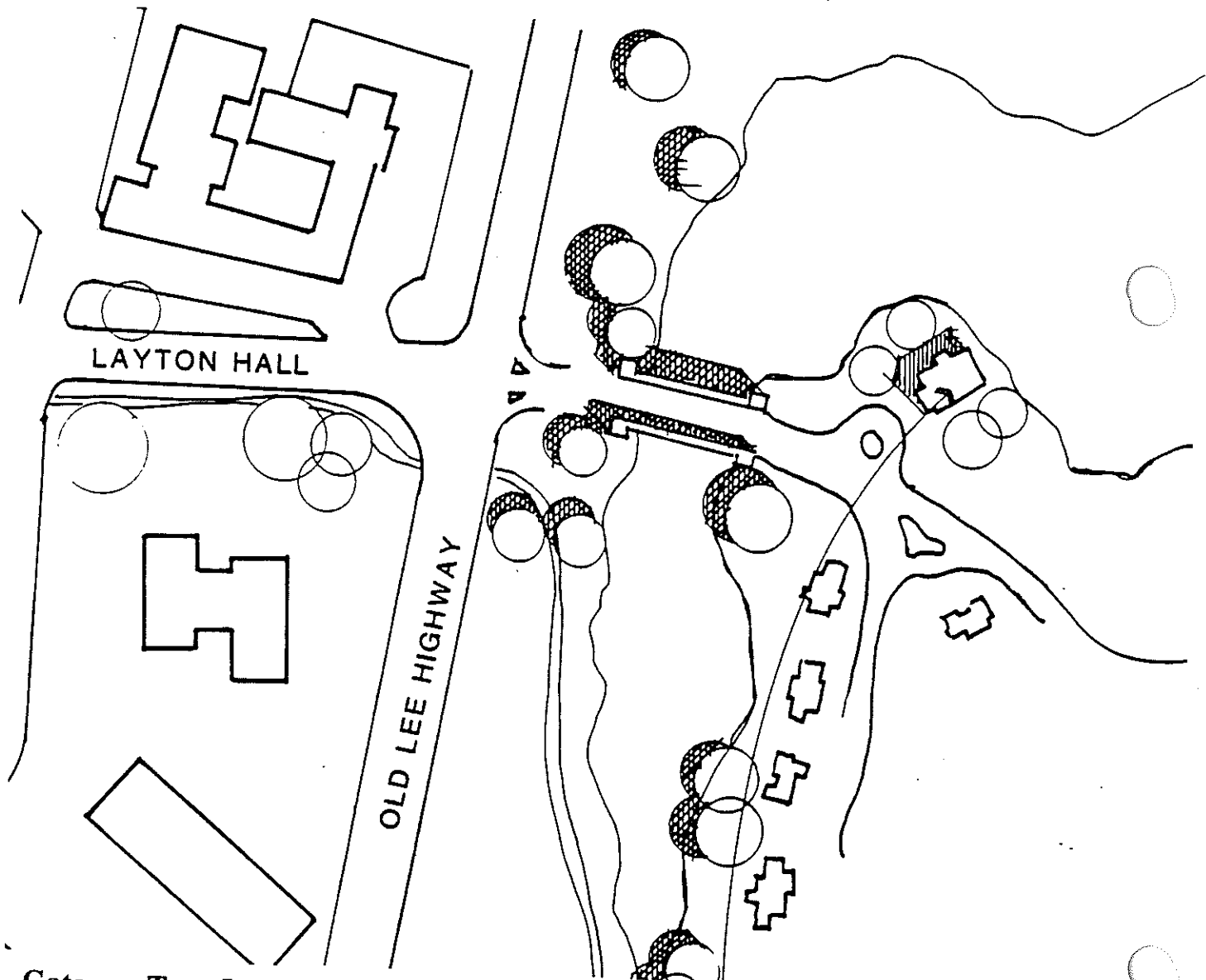
Gateway Two (Figure 84), Layton Hall Drive at Old Lee Highway, lacks any identifying feature other than traffic signals. Traffic controls at this point are essential, but they should not be expected to function as an identifiable gateway.

In order to signal an entryway into a recreational and residential portion of the City, it is recommended that a public area of prominence be established adjacent to the lake which is proposed for this location. Within this public space,





Gateway One: Kenmore Drive at University



Gateway Two: Layton Hall Drive at Old Lee Highway

identifiable landscape and structural elements should be provided. The elements of a small local bridge and the relocated Farr House would recall the stone bridge at Gateway One, and reflect the historical nature of Fairfax. In addition, the current paved shoulder of Old Lee Highway, at the northeast section of this gateway, should be reclaimed with landscaping and plantings.

Gateway Three, (Figure 85) is located Main Street and the proposed Ratcliffe Extension.

Currently, the gateway at this point is defined by a dated "strip shopping center." Clearly a strong visual elements, but not a desired "gateway" image.

It is recommended that this gateway be defined by three elements:

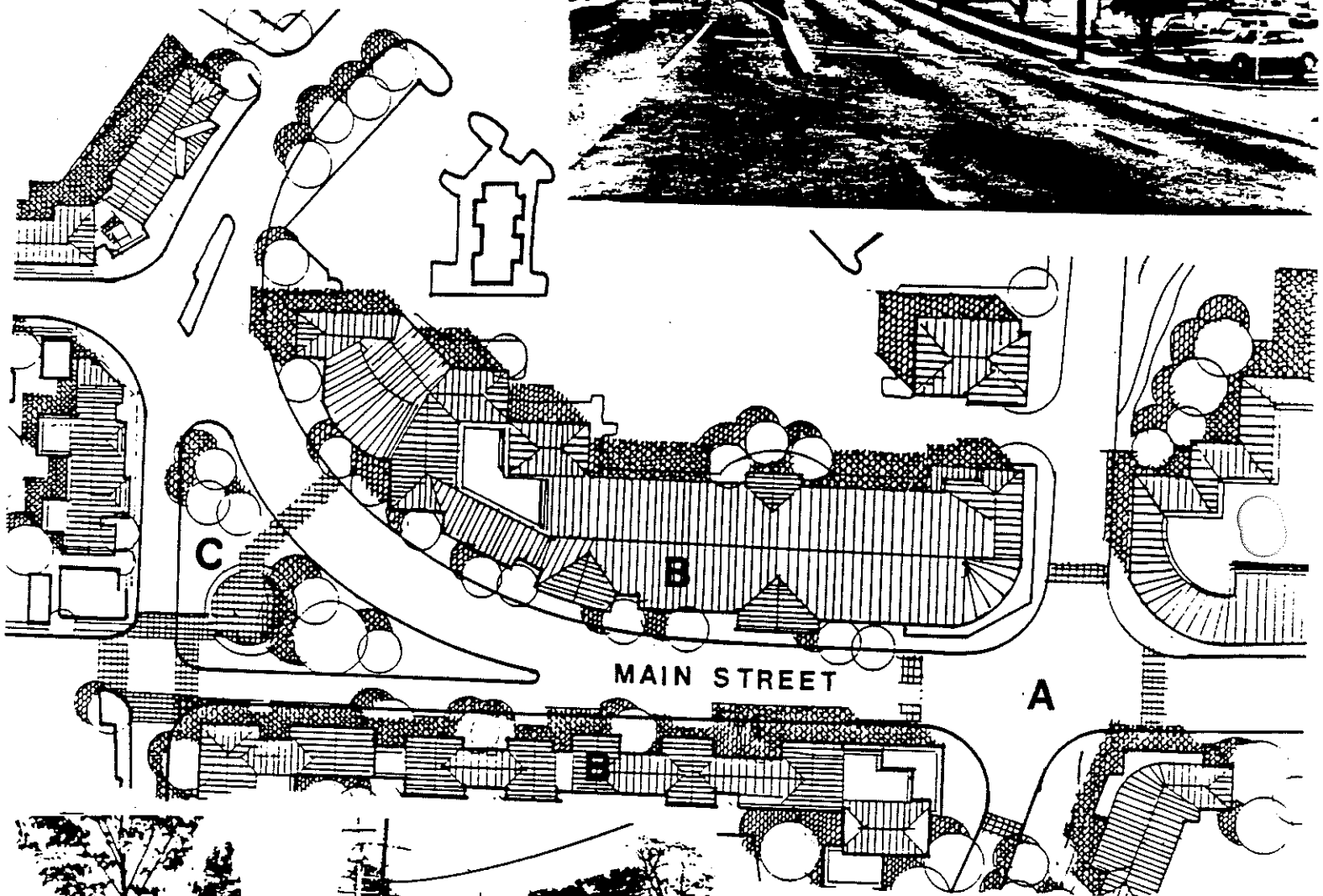
- o a vehicular intersection,
- o low rise, period, commercial development on both sides of Main Street, and
- o an expanded pedestrian island with plantings, replacing the current concrete island.

This gateway should be designed in a manner which encourages pedestrian traffic as well as vehicular traffic. It should utilize architectural design which creates a proper setting of scale to announce the historic district. In general, any development must signal the importance of the area being entered.

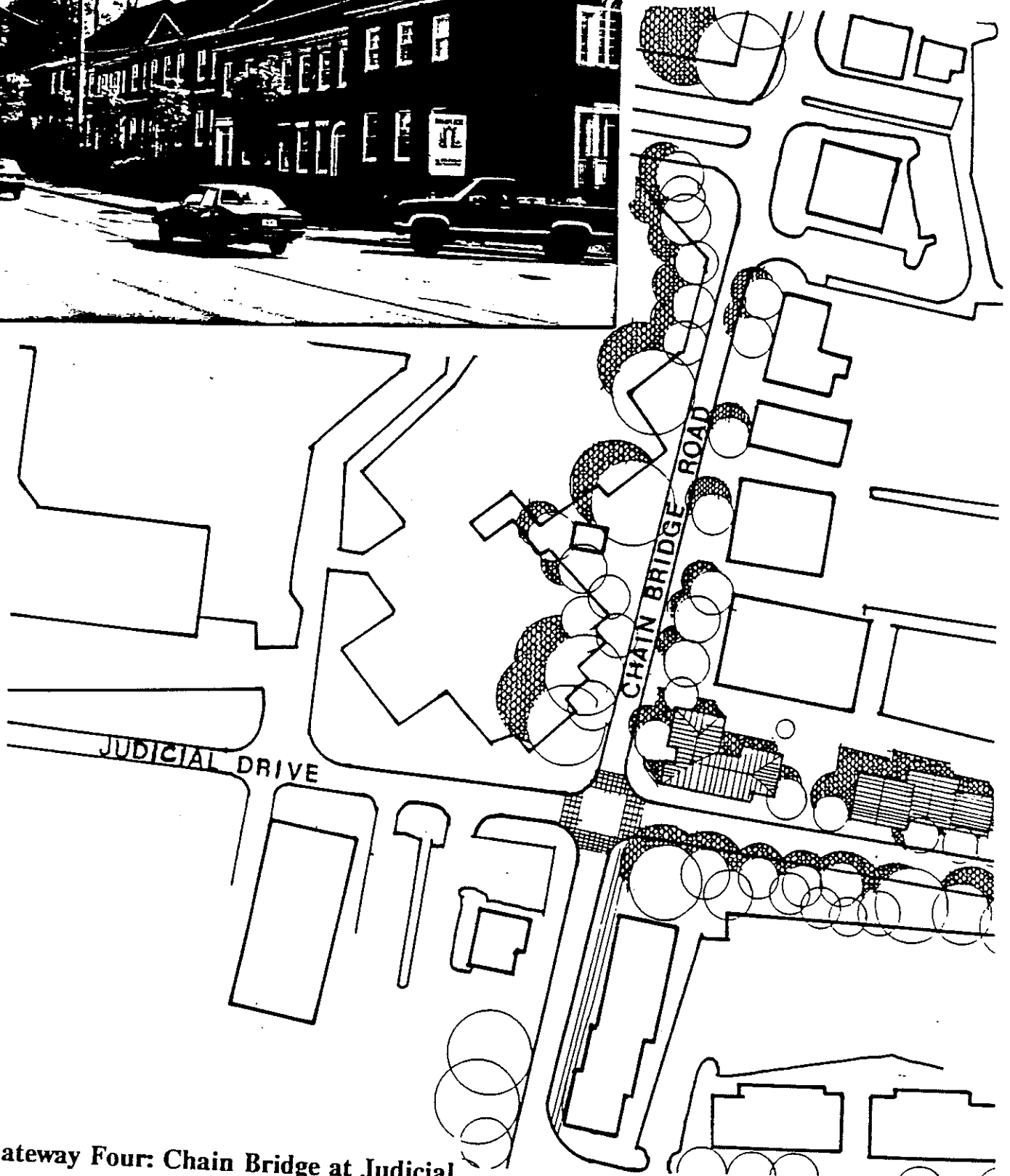
To anchor or terminate this elongated gateway, it is recommended that a pedestrian island be created to facilitate pedestrian movement at the intersection of Main, #236, Old Lee Highway, and East Street. This green space will also aid in signalling the edge of the historic district and the Transition Zone.

Gateway Four (Figure 86), Chain Bridge Road at Armstrong and Judicial, is perhaps the most vague of all the gateways, and is therefore treated more as a gradual, subtle transition. This perception is due to the mix of uses found at this point. Approaching from the south on Chain Bridge Road, there exists low density to moderate density residential; government/civic to midscale commercial; and the historic district. Generally, the transition is gradual and quite effective.

Any future development at this gateway, after the Ratcliffe Extensive is developed, must be carefully handled in order to announce a gateway into the historic district without being jarring. A high quality signature building or appropriate scale and style could be very successful.



Gateway Three: Main Street at Ratcliffe



Gateway Four: Chain Bridge at Judicial

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There is an opportunity at the adjacent intersection of Armstrong and Chain Bridge Road to provide for additional pedestrian crosswalks, tying into the existing City Hall Plaza with a similar plaza on the Baliwick site.

Gateway Five (Figure 87), is located generally in the area of Judicial Drive and Main Street. This approach from the west needs significant attention in order to develop a positive identity because of the development already in place and the growth taking place to the west.

This gateway is similar to Gateway Three, at Main and Ratcliffe, in that it is composed of multiple elements.

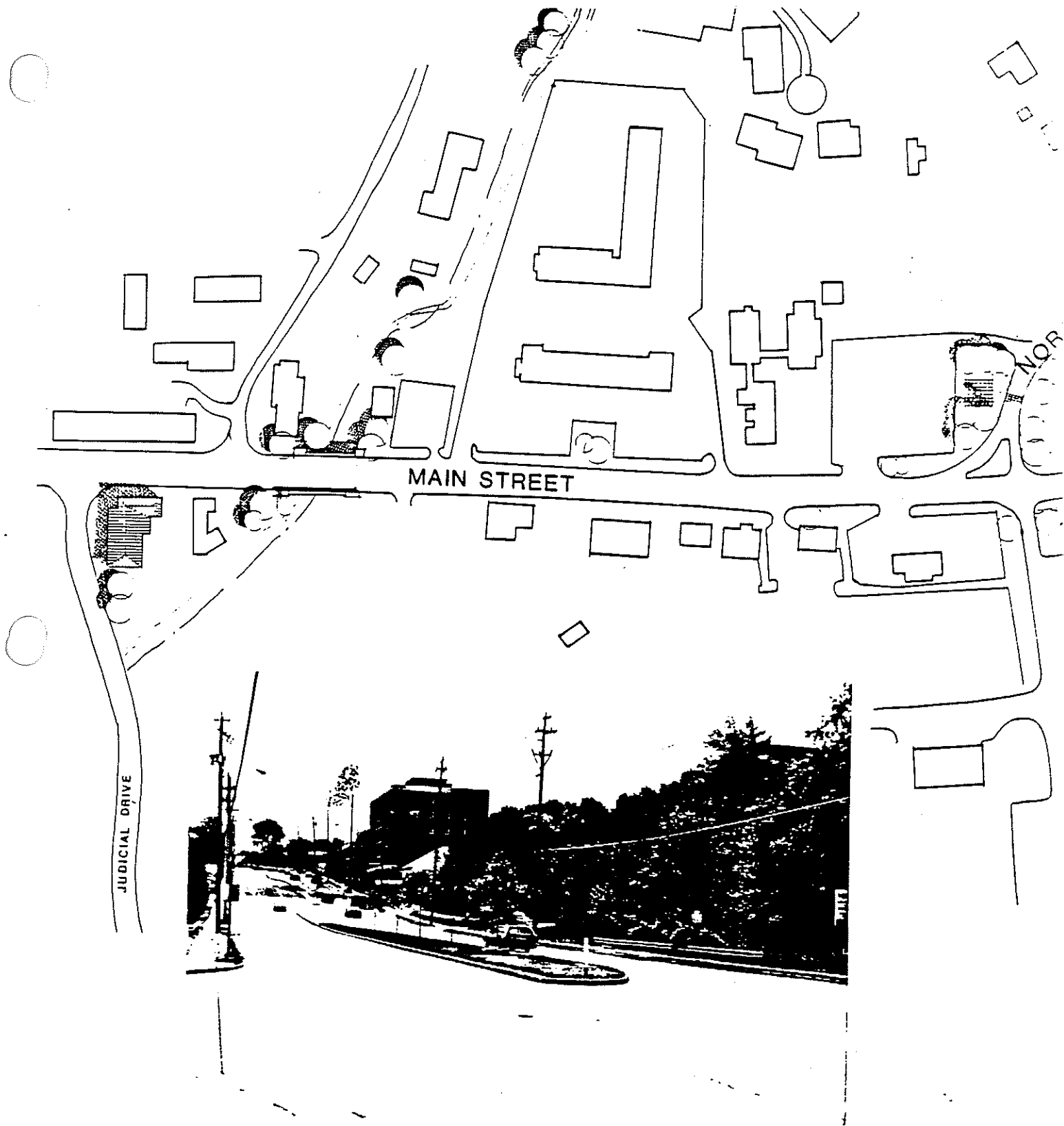
It is recommended that the existing bridge be visually accented by introducing architectural stone work and rails. This will recall the bridges at Gateway One and Two and visually tied the bridge to the entryway and wall of the cemetery. The type of stone work recommended has precedent in the study area as it is used for the walls at the cemetery and Old Courthouse.

As with Gateway Three, at the eastern edge of the historic district, the termination of the entry sequence would be a pedestrian island or green space at the area known as Veteran's Park. This particular element is already in the City of Fairfax Capital Improvement Program for FY 91-92. As with the green space at Gateway Three, this park will also serve to announce the edge of the historic district and the transitional zone.

2. Pedestrian Circulation:

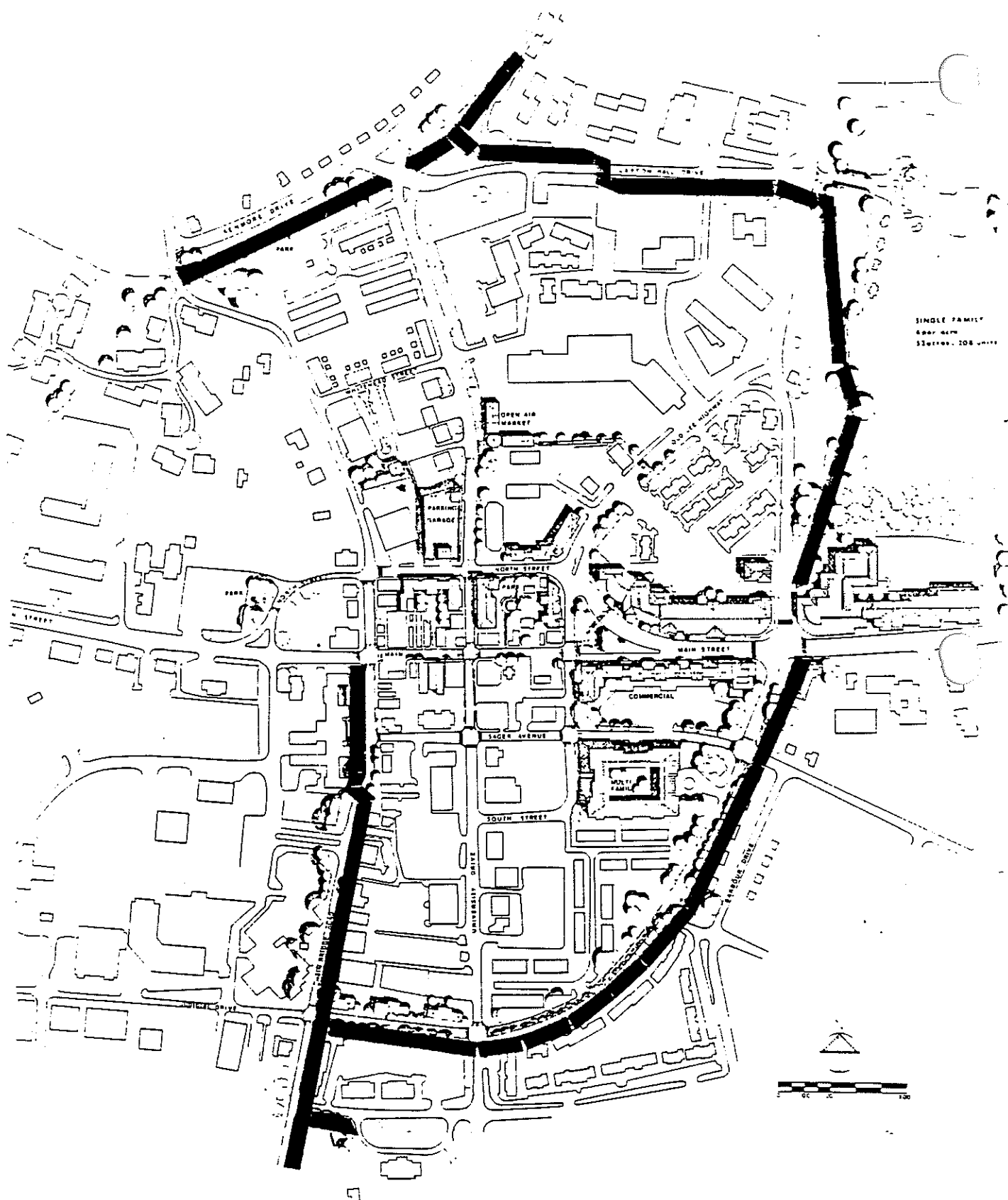
The existing system of pedestrian circulation is relatively limited in scope and quality. The system needs to be upgraded and expanded to include a variety of the basic types of pedestrian circulation forms.

- a. Walkways & bikepaths throughout the study area, especially from residential areas leading to the historic cores should serve to connect natural terrain features, existing pathways, and recreational areas (Figure 88).
- b. Walkways between the Transitional Zone and the Historic Core can be both sidewalks (paralleling roads) and interior walkways connecting various commercial developments and transportation links such as bus stops and parking areas. Bike racks and bike stations should be located at transportation links such as parking garages (Figure 89).

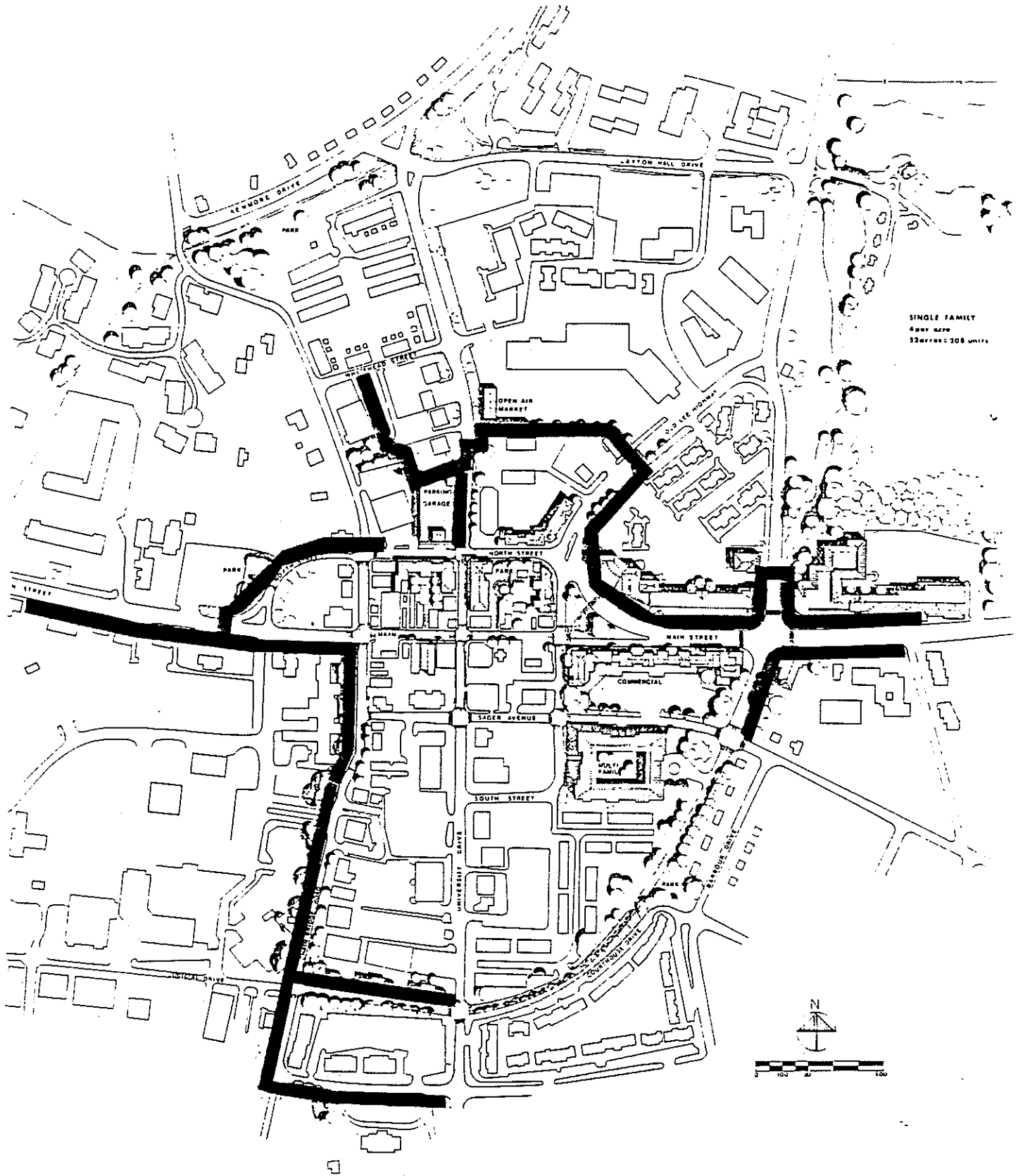


Gateway Five: Judicial Drive at Main

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Proposed Bikeway/Walkway Circulation



Proposed Walkways between Transitional Zone & Historic District

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- c. The existing sidewalk system within the historic core is extensive and in place. It needs to be consolidated and unified by a consistent design in sidewalk paving and lighting (Figure 90 and Figure 15).
- d. Interior walkways within the core have the greatest potential in that they will provide the desired pedestrian traffic to the commercial areas throughout the historic district. By design, these walkways will provide minimum conflict with vehicular traffic. These interior walkways link shops, offices, parks, parking to the sidewalk system and will provide the opportunity for development of the interior portions of the historic district (Figure 91).
- e. Street crossings need to be integrated with the design of the pedestrian circulation system. This cannot be done by painted crosswalks. The crossing needs to be of the same material and appearance of the connecting sidewalk. This type of design provides a visual and psychological continuity of "path" to the pedestrian as well as to the vehicle drive (Figure 92; and see Figure 93 for areas of implementation).

The recommended paving material for all sidewalks and walkways within the historic district is brick paving in a basketweave pattern.

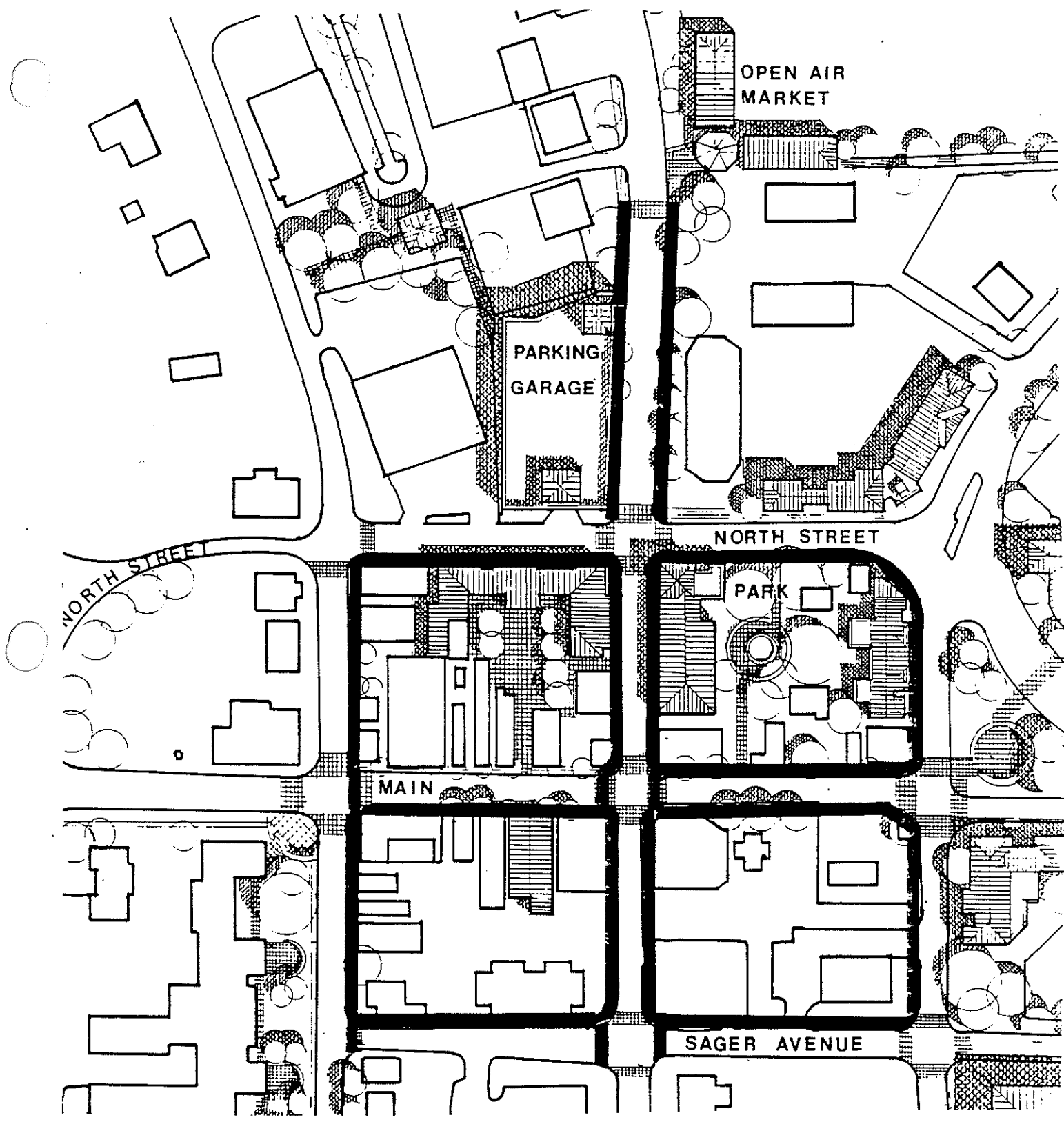
In the Transition Zone, the paving material must be consistent with the historic district, but can be of a variety of materials such as brick, paving tiles, exposed aggregate concrete, or patterned concrete. Throughout the commercial areas, these materials can be used singly or in combination to provide a unique paving which will visually be compatible with and relate to the brick paving of the historic district.

3. Streetscape:

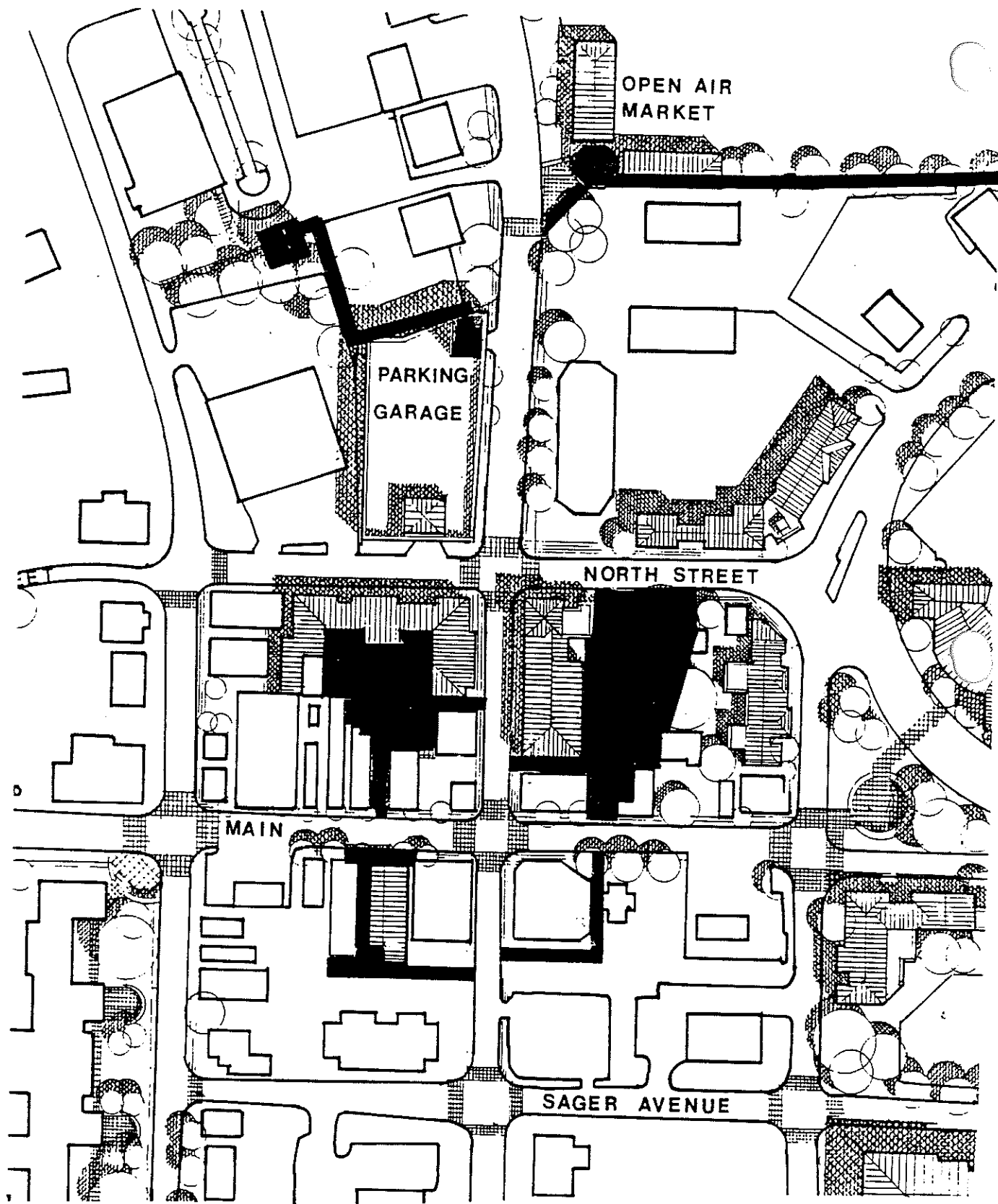
a. Overview:

The visual character of the study area and primarily the historic core is a composite of elements which make the outdoor "room". The floor is formed by the streets, sidewalks, and yards. The building facades are the "walls"; and the sky and trees, the "roof" or "ceiling."

Throughout the study area, this character is complex. While the "floor" and "roof" are fairly uniform, the "walls" offer a great deal of variety in



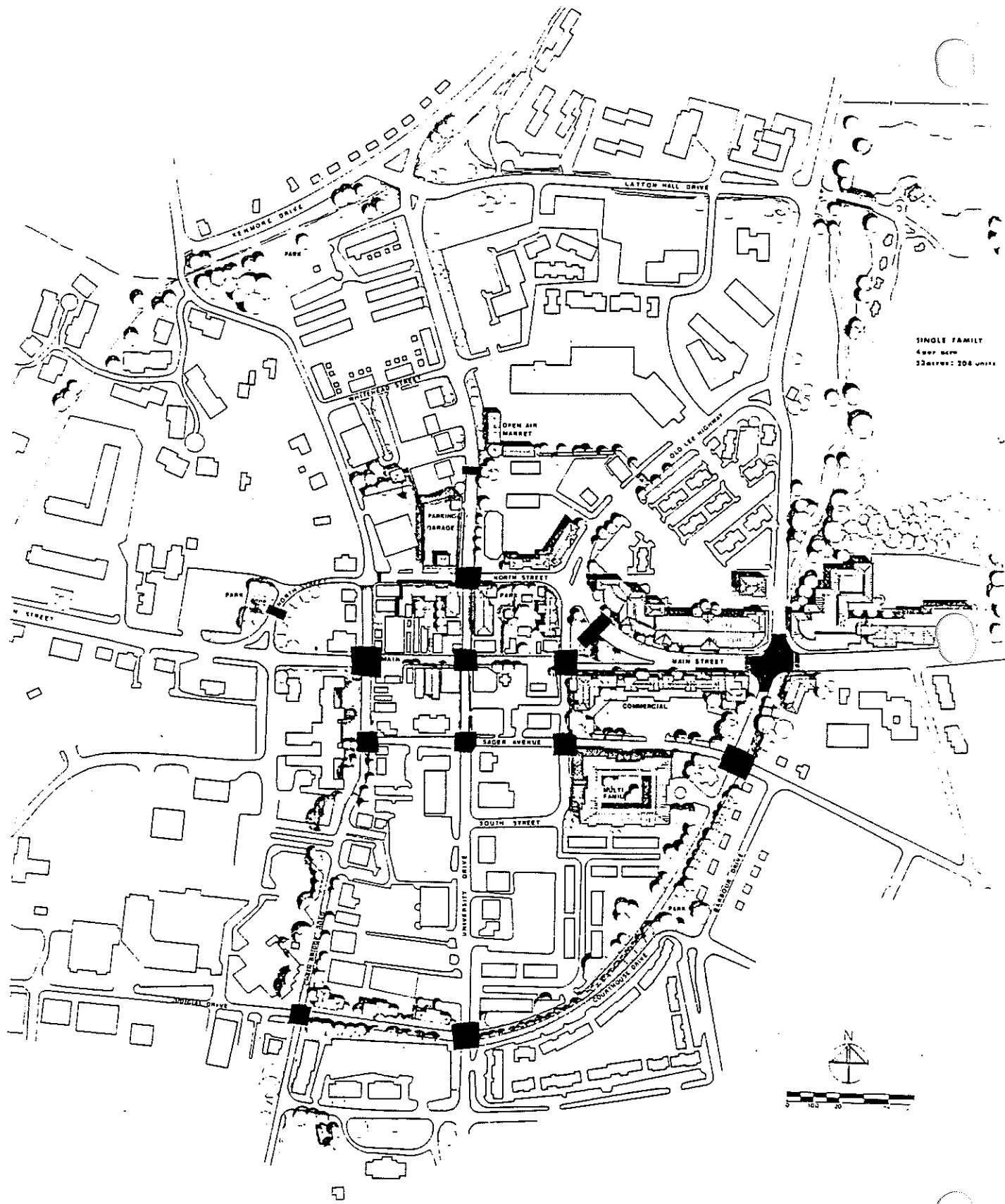
Existing Sidewalk Circulation



Proposed Internal Pathways



Proposed Street Crosswalk



Areas for Street Crosswalks

architectural style, age, use, setbacks, materials, colors, and in general -- a sense of passage of time.

The streetscape as it appears today is a result of relatively unplanned evolution. Architectural types from different development periods have left an imprint on the streetscape through the construction of new buildings and the remodelling of those which existed at that time.

Improvements to the street and sidewalks have responded to the needs of developing vehicular technology. As a result, the streetscape has grown increasingly complicated and visually confusing. It has however retained a basic underlying character which is a sound basis for improvement.

Improvement to the visual quality of the historic core can only result by changing its unplanned past to a planned future. Evolution however cannot and should not stop. A respect for what is good from the past, and a concern for compatibility of what is built in the future will result in positive growth and increased vitality for the entire study area.

b. Analysis & Recommendations:

The existing study area streetscape is a compilation of various physical and urban characteristics -- ranging from low scale residential through high density commercial; from governmental and civic to the varied uses of the historic core. This streetscape is open, closed, large scale, low scale and no scale. It is punctuated and interrupted by open surface parking, relative unused green spaces and service areas.

The streetscape's focal points and destination points exist, but have not been capitalized upon: i.e., the Courthouse, The Old Town Hall, the Post Office and the Library, all present the opportunity for visual and destination continuity.

(1). Streets:

The public streets in the study area are predominately bituminous paving. While serviceable, this paving material must be well maintained to retain a positive image. Unfortunately, repair of various public utilities --- water, storm and sanitary sewers -- beneath the streets can result in unsightly patches creating irregular paving. The quality of bituminous paving must be continually monitored. Complete repaving should be programmed as a budget item on a regular basis before the quality of the surface shows major deterioration.

(2). Curbs, Gutters and Drainage Inlets:

Concrete curbs are used throughout the study area. Concrete curbs deteriorate and are easily damaged. Granite curbs should be considered as replacement is carried out, since they require little maintenance. Where drainage ditches exist adjacent to the right of way or a sidewalk, they should be treated with landscaping or rip-rap.

(3). Street Trees:

A number of considerations affect the location and installation of street trees in the public right-of-way. Underground utilities and the relationship of tree planting to parking and other street conditions must be taken into consideration.

Trees should be set back from the curb sufficiently to allow relative ease of parking. Plantings should be placed to the front of parking spaces not to interfere with the opening and closing of car doors. Trees are not acceptable in areas that would obstruct views and produce dangerous traffic conditions. Trees should be located a minimum of 25 feet from intersections, 15 feet from driveways and 15 feet from hydrants. Trees should be spaced 25 to 30 feet on center, depending on specific conditions at the site.

A variety of tree forms exist that could be selected in response to specific needs and to create special effects (Figure 94).

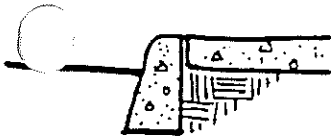
(4). Sidewalks:

A sidewalk design of brick has been started in the historic district. A consistent design should be developed, and careful integration with the proposed transition zone be required (Figure 95).

In the transition zone, all new or replaced sidewalks must be a minimum of 8 feet wide and may not exceed 10 feet.

(5). Street Furniture:

Street furniture consists of benches, trash receptacles, drinking fountains, planters, bollards, lighting, signs, newspaper dispensers and telephone booths. Many of these are available in standard designs which are acceptable if care is taken in selection. This report illustrates a variety of compatible and appropriate designs

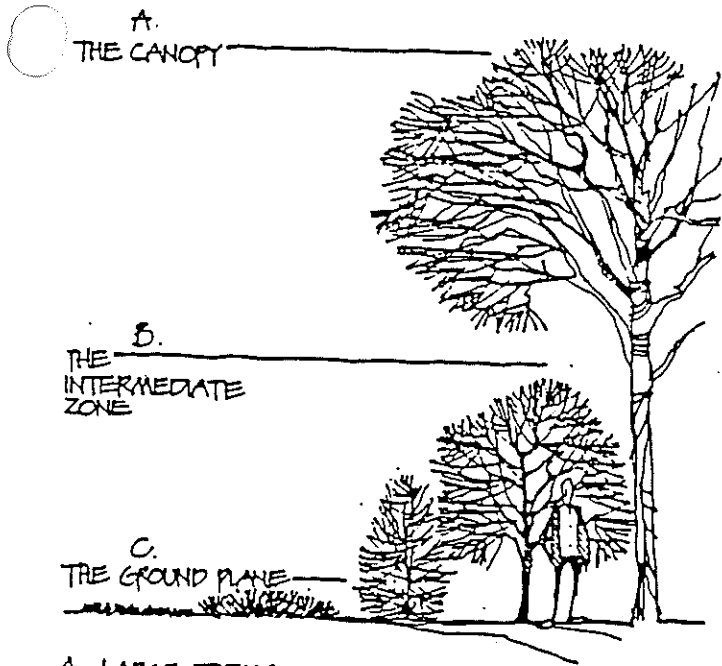


Concrete curb in good condition. Maintain, and do not paint parking directives on curb face.



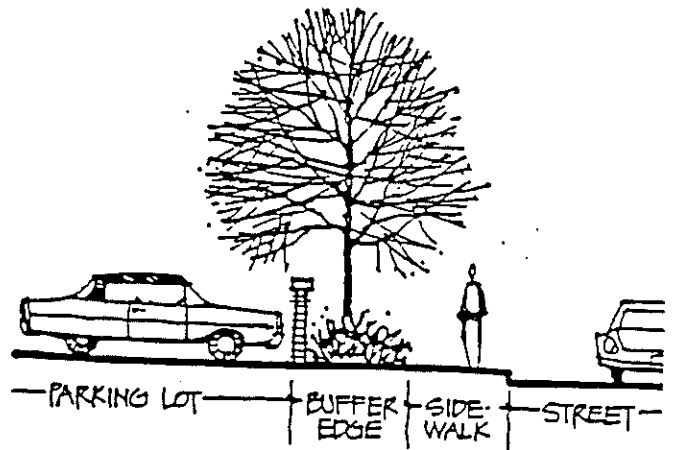
Broken concrete curb. Repair or install new curbing along entire blocks when deterioration becomes extensive.

Successive layers of street repaving can bury a curb. Street paving should be broken up and removed. New paving should be installed to regain original street to curb relationship.



- A. LARGE TREES
- B. SMALL TREES, LARGE AND MEDIUM SHRUBS, MOST VINES.
- C. LOW SHRUBS, GROUNDCOVERS, PROSTRATE VINES

Trees & Curbs



- CONSTRUCTED EDGES — WALLS, FENCES
 - SCREEN PLANTINGS — SHRUBS, SMALL FLOWERING TREES, CANOPY TREES
- SINGLE ELEMENTS OR COMBINATIONS, DEPENDING ON THE PARKING LOT CONFORMATION AND RELATIONSHIP TO OTHER BUILDINGS, SPACES, ETC. ALONG THE STREET.

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Proposed Brick Sidewalk Design

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available. Selection should be limited to the suggested designs (Figures 96 & 97). The following guidelines should direct selection.

- o Simple Design and Materials:

A sturdy unit of restrained design can be selected which would be appropriate to the character of the historic district. Units should be constructed of attractive components and be simple rather than elaborate.

- o Low Maintenance:

Units should not require frequent maintenance to be kept in good condition. They should also not be susceptible to vandalism.

- o Appropriate and Convenient Location:

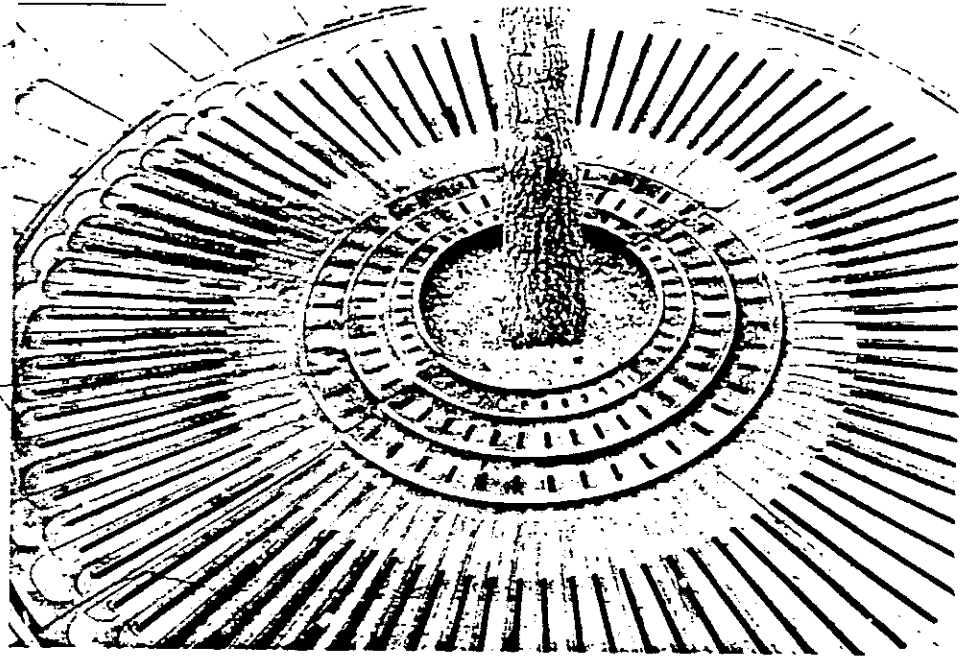
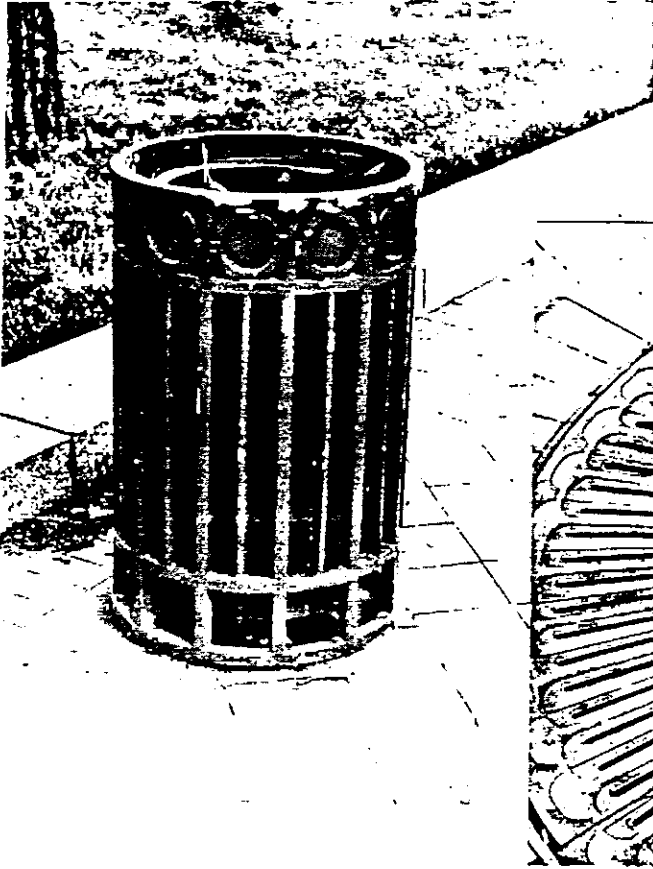
Location should be determined on the basis of convenient use by the maximum number of people. Trash receptacles, benches, drinking fountains and pedestrian lighting should be placed in areas of high pedestrian use.

Utilitarian furniture of standard design should not block or constrict sidewalks.

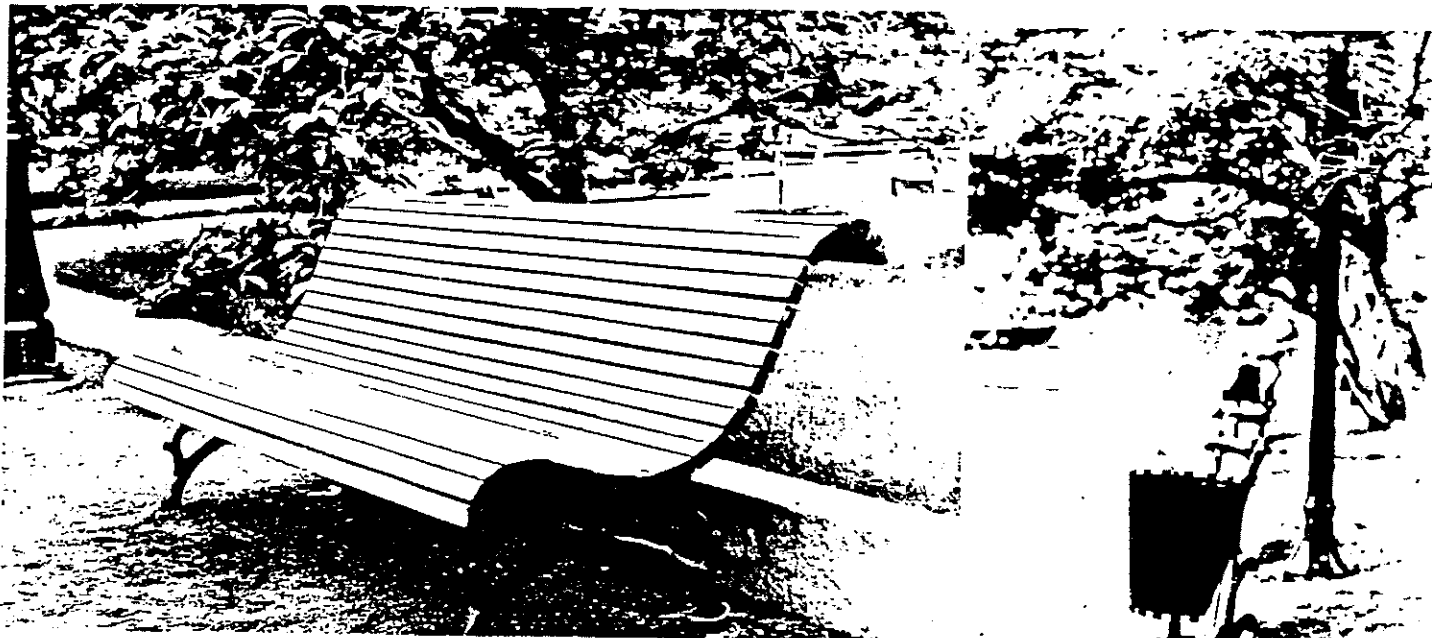
- o Lighting:

Lighting which is of moderate intensity, attractive, properly spaced (max. 60' on center for adequate continuity of illumination), and low height (12'-14') contributes very significantly to the positive quality of the streetscape. It can achieve a perception for the area as one which is appealing and secure for evening use by pedestrians.

A fixture has been selected and installed on North Street. It is recommended that the fixture selected be used throughout the study area, for both public and private improvements (Figure 98).



Street Furniture: Grates, Trash Receptacles & Fountain



Street Furniture: Benches



Proposed Lighting Fixture

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4. Utilities:

Overhead utilities provide essential energy and community services. However, they also create many situations of visual blight and actual physical damage to important elements of the neighborhood.

The services carried on the overhead systems are: electricity, telephone, cable television, fire alarm, and street lighting.

Some problem situations commonly encountered with the overhead utilities are:

- o clutter of poles and guying cables along street/sidewalk edges -- begins to take over the view of the street, spacing between poles is unnecessarily close.
- o double poles, where a single pole would suffice.
- o chaos of lines and cables radiating from a single pole, which may also carry a transformer box and/or street light.
- o mutilation of mature street trees where the trees and lines occupy the same zone along the street.
- o visual dominance where there is a lack of other significant vertical elements.
- o the disorganized, messy draping of multiple building service lines across streets and properties (Figure 99).

While total undergrounding of all utility lines seems a logical and attractive solution to the problem of overhead lines, the tremendous labor and cost involved, plus the uncertainties of operating in the underground right-of-way shared by other utilities, make this an impractical approach for the entire study area.

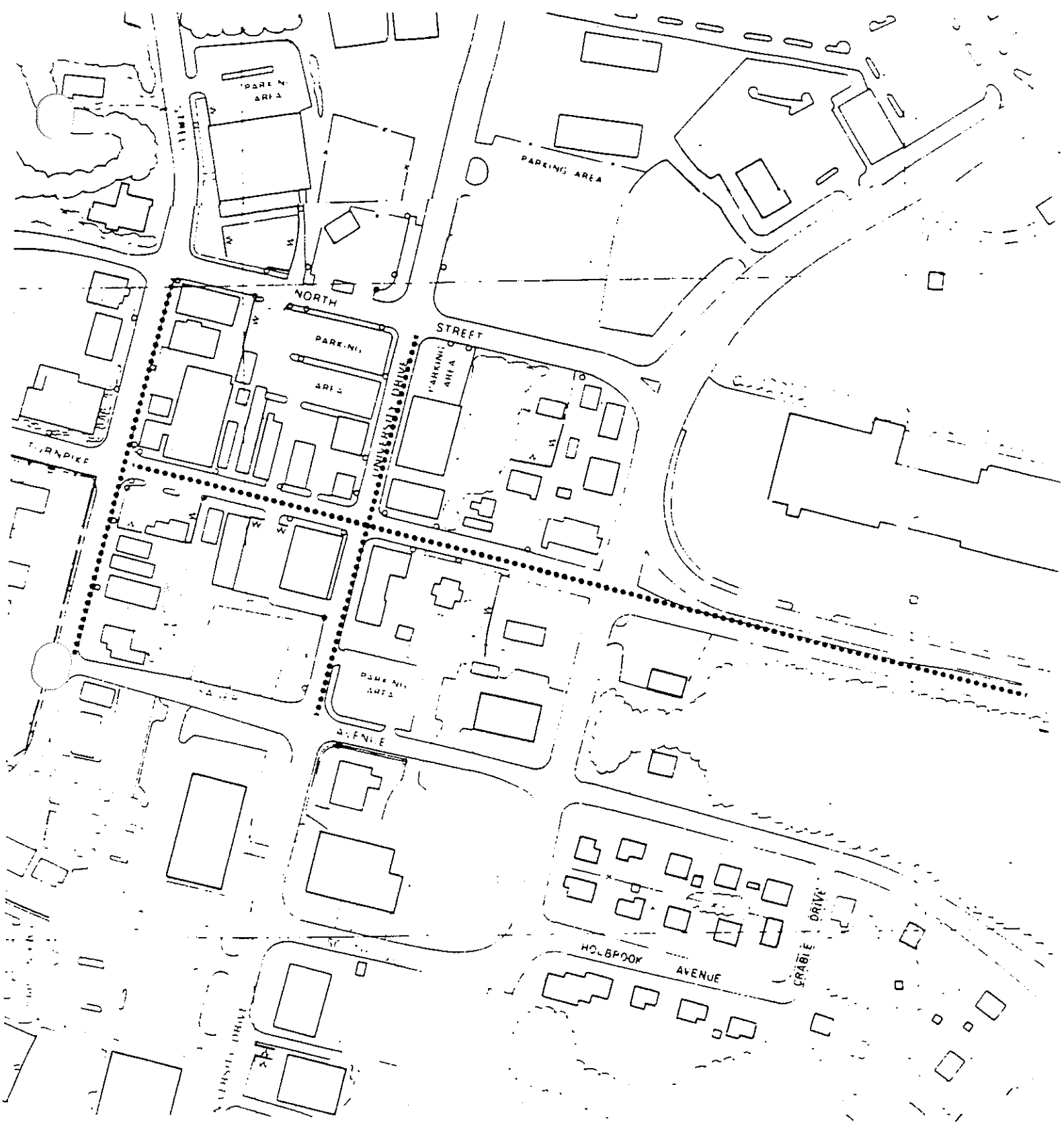
Likewise, the removal of all street right-of-way poles and lines to rear property lines may be impractical. Few properties are accessed along the rear by lanes or alleys and the utility companies cannot situate their facilities in areas to which they do not have the necessary access.

However, this report strongly recommends undergrounding of utilities along Main Street between #123 and the new eastern gateway; and along



Existing Utility Lines

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Proposed Area for Utility Undergrounding

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University and #123 between North and Sager Avenues, as the funds become available (Figure 100).

In the Transition Zone, as in the remainder of the Enhancement Area, all new development must provide for the undergrounding of all utilities to the site as required by current zoning. No site plan shall be approved unless:

The underground installation of all on-site utilities in accordance with City and applicable utility company standards: In addition, when the proposed development will result in moving or relocating existing overhead utilities located in adjoining rights-of-way, the applicant shall be responsible for placing such utilities underground and dedicating any additional right-of-way or easement that is necessary.¹

Outside the historic district, the following guidelines should be applied by all of the utility companies whose services are carried on overhead lines:

- o poles should be installed at maximum spacing (can space more than 100 feet) in order to keep the number of poles along a street to the minimum.
- o utility services should be consolidated to the maximum degree possible on the same poles.
- o remove all old poles when new ones are installed: do not pair poles.
- o change the old triple line drape of service to anew single cable.
- o support adoption of a poling of underground building service lines (on a block by block basis) by building owners as such becomes available from the utility companies.

¹ Zoning, Sec. 26-24 (k)

5. Parking Lots:

Surface parking lots detract from the quality of the streetscape in two ways: through the unattractive view of massed automobiles; and, perhaps more importantly, through the break in the streetscape, i.e., the loss of the mass, vertical edge, detail, physical continuity, and history of a previously existing building(s) which almost every parking lot represents (Figure 101).

Parking lots, especially when they occupy corner sites, weaken the structure of the street. They can, however, be successfully integrated into the streetscape if appropriate measures are taken to restore the vertical edge at the street and screen the view of the cars themselves.

A common error in attempts to reduce the visual impact of parking lots is in the selection of plant materials which are of inadequate size to do the job. Small scale, detailed, "pretty" plantings (low heights, unusual foliage, particular floral interest, "tricky" planting schemes such as alternating arrangements of two markedly different shrub types) only call attention to the parking lot, and do nothing to actually screen it or relate it to the street setting. A large scale, simple planting approach is always more effective.

In addition to the public responsibilities described above, private owners/developers also have a responsibility for the way their property contributes to the appearance of the streetscape.

6. Landscaping Materials Guidelines:

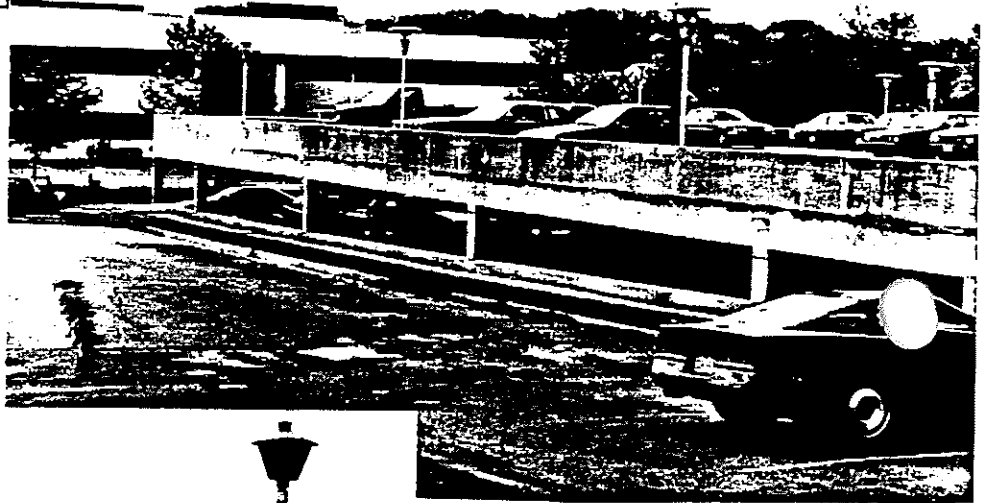
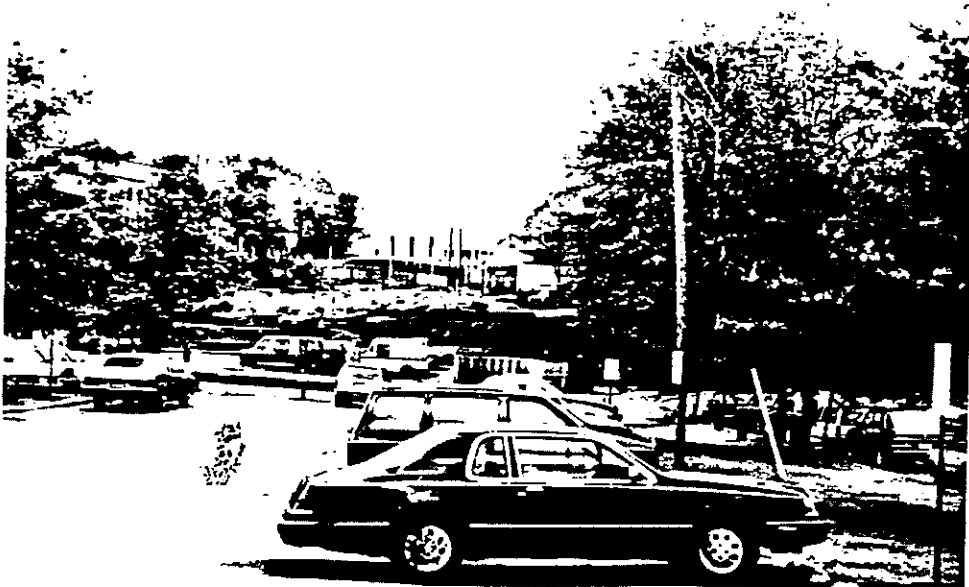
These guidelines apply to both public and private improvements in the study area.

Ground form, trees, lawn and ground cover areas, side property lines and foundation plantings all work to create the visual setting. Constructed elements such as walks, and sometimes drives, fences and walls also draw the eye toward the building or area.

Landscaping and maintenance should be carried out with an understanding of the ways these street elements function and modifications should be made to the building or site as necessary to produce an attractive setting (Figure 102).

Several categories of plant materials function in the landscape in various ways:

- o Large Trees: along with buildings and ground form, are the main structural elements of the landscape. They create and



Existing Parking Lots

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Relation of Landscaping to Structures

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figure

define spaces beneath their canopies, enframe views, screen from view objectionable elements such as utility lines, and their shade is important in tempering the effects of summer sun.

Most large trees provide a neutral green setting for other, smaller materials or more specific interest.

- o Small Trees: are more humanly scaled, with foliage at eye level and above (to 10' -15'). common landscape uses are in borders along property edges, for special interest (flowers, fruit, fall colors, form) as specimen plants on patios, terraces and lawns, and to block unattractive views.
- o Large and Medium Shrubs: are typically plants which carry foliage from the top to the ground. They are therefore useful for borders and screening; many perform admirable as sheared hedges.

Many species are famed for their spectacular floral displays (note the azaleas, rhododendrons, oleanders, among many), and are therefore well used near building entrances, in conjunction with terraces, and in other situations as features of special focal interest.

The ultimate size which a particular species attains must always be a factor in determining its placement in the landscape. Newer varieties of azaleas and rhododendrons are of much smaller scale than the other varieties.

- o Low Shrubs: are use in shrub borders, foundation plantings, as low hedges, mixed in herbaceous borders and beds, as specimens on patios, and in containers.

Most combine well with both larger and lower plant types, and they are often used to "face down" plantings of large materials into beds or panels of groundcover or lawn. The lowest types can be important for the almost two dimensional textural interest they lend at the ground plane.

- o Groundcovers: are the last step in the transition to lawn and pavement. They are almost two dimensional, and are important for texture and color at the ground plane.
- o Vines: are employed in diverse ways. Some, such as English Ivy, are superb groundcovers, as well as handsome clinging vines on masonry walls or tree trunks. Others are useful for screening or camouflaging the unsightly features by covering them in a dense billow of foliage. More delicate vines provide interesting open trceries against walls, and many are valued as specimen plants for their spectacular floral displays.

While many of the public spaces in the historic district have been planted, little has been done by private owners to add visual interest to their properties and the area through plantings. This report recommends that the Chamber of Commerce and the Merchants Association combine forces to develop a program of private landscaping improvements.

B. RECOMMENDED BUILDING GUIDELINES FOR THE HISTORIC DISTRICT AND THE TRANSITION ZONE:

1. Overview:

This section describes the principles which guided the original design of the traditional commercial buildings in the Old and Historic District.

These principles are a set of simple ideas which encourage variety in the design of individual buildings while assuring that the buildings work together to create a cohesive image. These principles were, and are, a flexible, practical and effective means to create compatibility in architectural treatment.

If future facade developments and or improvements are made in accordance with the guidelines described in this section a rich, inviting streetscape environment will emerge.

The purpose of these guidelines is not to promote the restoration of every facade to its original appearance. The primary purpose is to assure that all improvements and new development, either in the historic district or the transition zone, enhance the best of the original character.

These guidelines are proposed to supplement the existing zoning and design requirements found in the Zoning Code and the Historic District Guidelines² regarding design criteria and architectural control districts,³ and are to be applied in both the Old and Historic District and the Transition Zone. These guidelines are not proposed for the balance of the Enhancement Area.

2. Architectural Treatment:

The treatment of existing buildings should address ongoing maintenance needs and undesirable conditions caused by insensitive alterations or improper maintenance effort in the past.

A number of approaches to treatment are possible. The approach which is most appropriate is a function of the building's architectural and historical importance, its present condition, the extent and kind of alteration that may exist and the funds that are available for treatment. Regardless of the approach, any treatment should respect the existing essential character of the building.

For the buildings which have been identified in Category One, (see Chapter 3, Section A4, Architectural Significance), the following approaches are appropriate:

- o **Preservation**, defined as the act or process of applying measures to sustain the existing form, integrity, and material of a building or structure, and the existing form and vegetative cover of a site. It may include initial stabilization work, where necessary, as well as ongoing maintenance of the historic building materials.
- o **Rehabilitation**, defined as the act or process of returning a property to a state of utility through repair or alteration which makes possible an efficient contemporary use while preserving those portions or features of the property that are significant to its historical, architectural, and cultural values.
- o **Restoration**, defined as the act or process of accurately recovering the form and details of a property and its setting as it appeared at a particular period of time by means of

² Adopted November 25, 1986.

³ Zoning Code, Article XVII. Old and Historic District, Sec. 26-206.1, and Article XVIII, Architectural Control District.

removal of later work or by the replacement of missing earlier work.

For buildings which have been identified in Category Two, rehabilitation, restoration and **remodeling** are appropriate. There are a number of buildings which are not considered historic. Treatment to these buildings should be considered as remodeling. There is no definition for this treatment as there is for historic buildings. Never-the-less, the intent of the following guidelines should be applied to newer buildings also. Before making changes, a building must be seen for what it is and its own particular values recognized.

3. The Commercial Building:

a. Facade Design Guidelines:

The commercial street facade is the basic building block of the streetscape, and as such, it is the dominant source of the street's character. Street facades have consistent characteristics which visually tie one to the other.

While the details of size, scale and style can vary from facade to facade, the streetscape is largely composed of a visual pattern which is repeated over and over. Each facade should be seen as both an individual design and as a collection of relatively standard parts consistently arranged. It is from the repetition of this facade pattern that the area gets its strong and unified visual character.

A classic example of a whole being greater than the sum of its parts, each facade reinforces and complements the others.

This consistent facade pattern is made up of the following characteristics⁴:

- o THE WALL - the facade wall defines the street space,
- o THE STRUCTURAL RHYTHM -the storefront piers express the structural rhythm.

⁴ These illustrations present the example of appropriate facade treatment. Roof treatment is not addressed in the majority of these illustrations in order to facilitate understanding of the facade. However, guidelines for roof pitches are provided within the text.

- o THE WINDOW OPENINGS - the upper facade is punctuated with regularly spaced window openings, and
- o THE ADDED DETAILS - the storefront, windows, decoration, etc. are added to finish the facade.

The first three characteristics above establish the basic facade composition. It provides a simple dependable visual organization which is both strong and flexible.

At this point, the basic "rule" of architectural change can be established. Since the important facade organization is created by the wall and its openings, any change should be confined to the openings. This ensures that the basic character of the original facade will be preserved.

Additional facade design parameters are presented on the following pages. It should be noted that originally these parameters were followed as a matter of commonly accepted convention. However, as building technologies improved and as architects and developers strove to create "signature" buildings, this convention has been disregarded. Thus, it is important that a conscious decision be made to respect these parameters in planning any facade change (Figures 103 & 104).

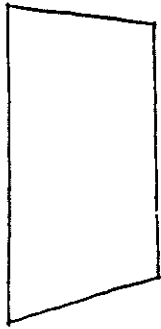
b. Storefront Design Guidelines:

The concern for a workable compatibility between change and the historic facade should be focused on the storefront. Because it is the commercially active part of the facade, changes of tenant, cultural patterns, and commercial fashions have resulted in a concentration of architectural change at this point.

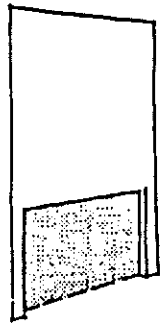
Due to its visual importance and its recurring nature, the issue of storefront design warrants special attention. It is in the interest of the vitality of the streetscape and its continued evolution that, within the limits set by the facade composition and facade design parameters, design freedom and individual expressiveness be allowed.

However, in the interests of insuring a workable degree of visual harmony between storefronts and original facades which remains a series of storefronts, design parameters are presented on the accompanying pages.

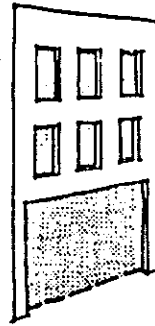
The recommended approach to storefront change is to willingly participate in this design tradition in a contemporary way; in other words, a



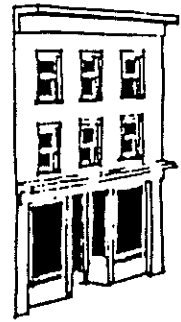
THE WALL



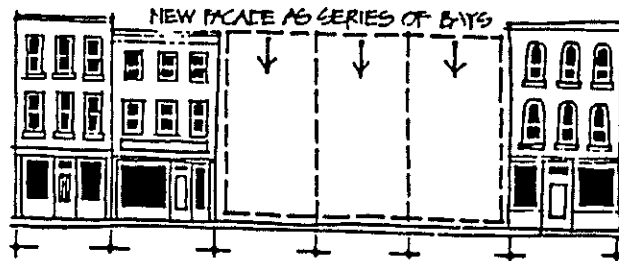
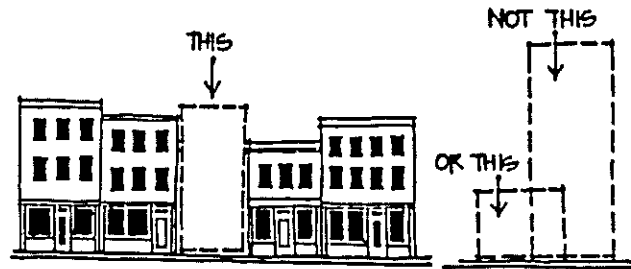
THE STRUCTURAL RHYTHM



THE WINDOW OPENINGS

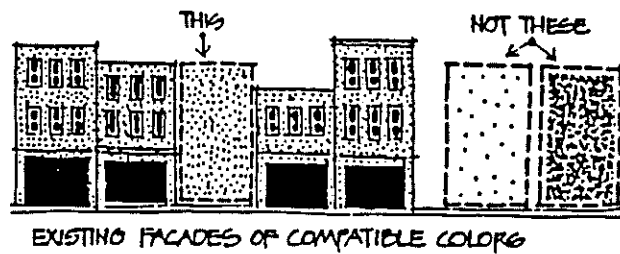
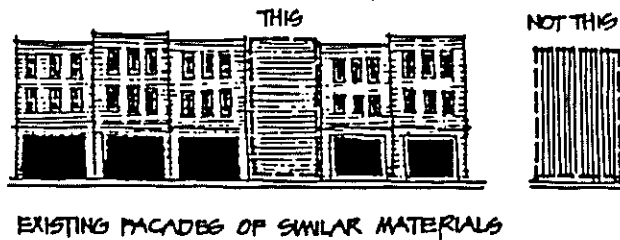


THE ADDED "DETAILS"



Facade Design Parameters - A

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Facade Design Parameter - B

<p>CITY OF FAIRFAX</p> <p>OLD TOWN FAIRFAX REVITALIZATION PLAN</p>				<p>104</p>
THE PHIPPS GROUP	MMM DESIGN GROUP	BALDWIN & GREGG	DOUGLAS & DOUGLAS, INC.	<p>figure</p>

contemporary reinterpretation of the traditional storefront. To do so, further insures a complementary relationship between the old facade and the new storefront (Figures 105 & 106).

c. Rear Entrances:

Because parking areas are often located behind commercial building blocks, rear facades are seen more often than in the past. Today, an attractive rear entry can be a second front door.

In developing a rear entrance, a number of things must be considered. In general, the rear entrance must respond to the same needs as the storefront, only at a reduced scale. These include identification signage, display, and a pleasant entry. In addition, it must also meet the service needs of the business as it has in the past. Since these two functions are often in conflict, the design of the rear entrance must be carefully planned.

A particular concern is the storage and disposal of refuse. Trash cans, dumpsters, and other containers should be hidden from view in all new developments within the transition zone, and wherever possible in the Old and Historic District. Regular maintenance is of paramount importance.

The design of a rear entrance should be appropriate to its surroundings. The visual character of the rear facades, alleys, and parking lots should be relative simple and pleasantly inviting (Figure 107).

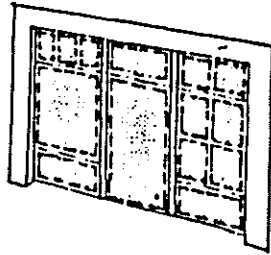
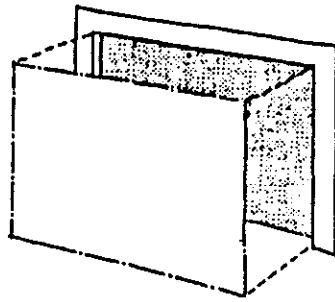
4. Signage Design Guidelines:

These design guidelines pertain to the Old & Historic District and the Transition Zone. They in no way replace or substitute for the current provisions in the Zoning Code.⁵

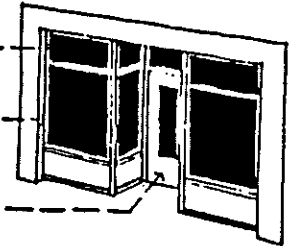
Signs are a vital part of any commercial area. They can do much more than identify individual businesses; they also can express and strengthen the identify of the area as a whole. A carefully designed sign relates to the character of its facade and contributes to a quality image.

⁵ Zoning, Sec. 26-40. Division 7. Signs.

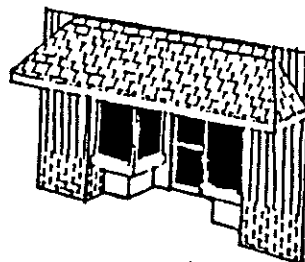
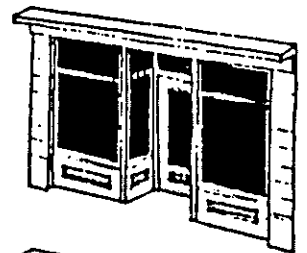
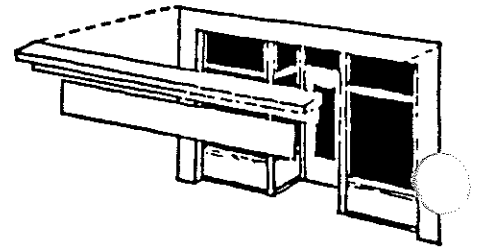
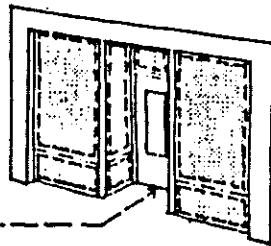
THE STOREFRONT CONSTRUCTION SHOULD BE RECESSED 6" TO 12" INSIDE STOREFRONT OPENING.



TRANSOM WINDOWS
DISPLAY WINDOWS
WINDOW IN DOOR



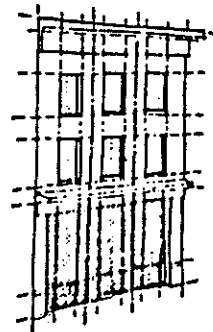
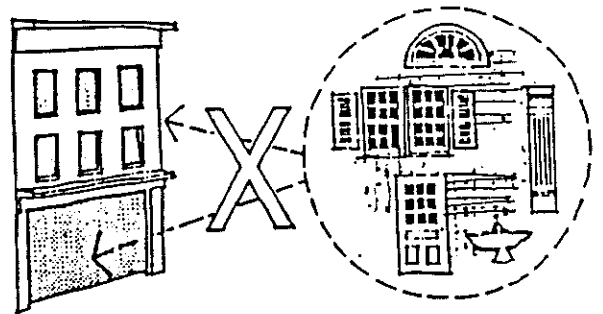
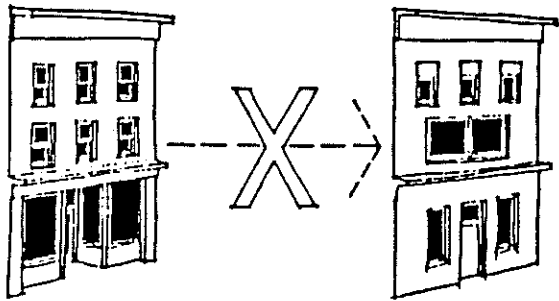
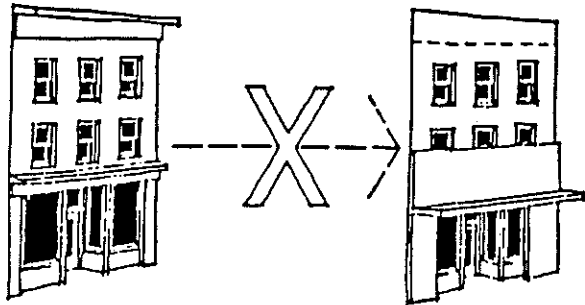
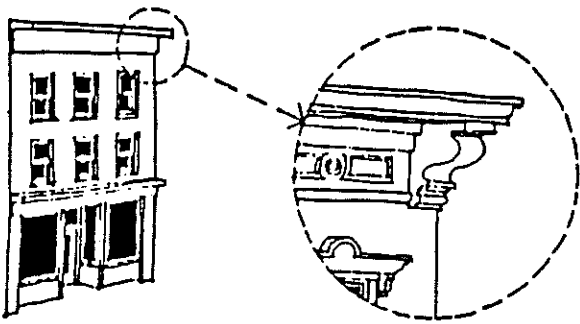
THE RECESSED ENTRY SHOULD BE 3'-0" TO 6'-0" DEEP.



VS

Not this this!

Storefront Treatment - A



THE VISUAL EDGES OF EXISTING FACADE ELEMENTS AND THE CENTER-LINES OF SPACING CAN DETERMINE PLACEMENT OF NEW DESIGN ELEMENTS; ESPECIALLY IN THE STOREFRONT.



SIMILAR TREATMENT OF THE UPPER FACADE AND THE PIERS TIE THE TWO BASIC FACADE PARTS TOGETHER.

Storefront Treatment - B

CITY OF FAIRFAX OLD TOWN FAIRFAX REVITALIZATION PLAN

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106

figure

SHUTTERS, DOWNSPOUTS, AND WINDOWS MAY REQUIRE REPAIR AND/OR COSMETIC TREATMENT. REAR FACADE MASONRY MAY REQUIRE REPAIR AND/OR RE-Painting.

SIGNS SHOULD BE MODESTLY SCALED TO FIT THE CASUAL VISUAL CHARACTER OF THE ALLEY.

A CANOPY AWNING CAN SOFTEN REAR FACADES AND PROVIDE A PLEASANT PROTECTED SPACE.

THE REAR ENTRY DOOR SHOULD BE WOOD AND GLASS SIMILAR TO THE FRONT DOOR.

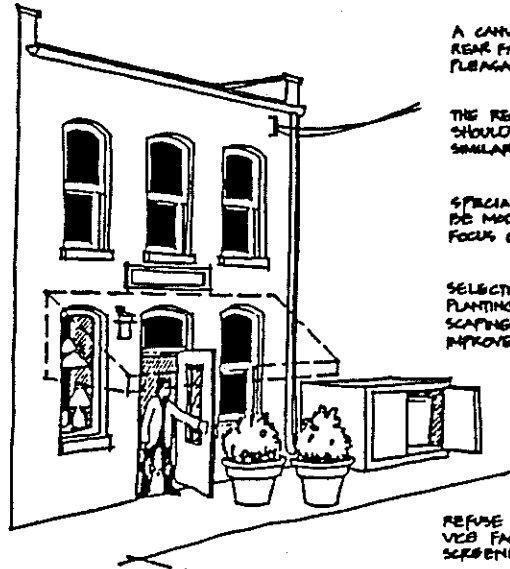
SPECIAL LIGHTING SHOULD BE MODEST AND SHOULD FOCUS ON THE ENTRY DOOR.

SELECTIVE USE OF TREE-PLANTING AND OTHER LANDSCAPING CAN SUBTLY IMPROVE A REAR FACADE.

REFUSE CONTAINERS AND SERVICE FACILITIES SHOULD BE SCREENED FROM VIEW.

SURFACE PAVING OF THE ALLEY SHOULD BE REPAIRED, IF NECESSARY.

AN EXISTING WINDOW CAN BE EASILY CONVERTED INTO A SMALL DISPLAY WINDOW.



Rear Entry

CITY OF FAIRFAX OLD TOWN FAIRFAX REVITALIZATION PLAN

THE PHIPPS GROUP

MMM DESIGN GROUP

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DOUGLAS & DOUGLAS, INC.

107

figure

Signage should be exuberant, contributing life and color to the street. However, this exuberance should be contained within two crucial limits. They are: placement and size. These limits are necessary to assure that signage reinforces the character of individual facades and of the street as a whole.

The placement of each sign should relate to the position of the facade. The sketches which follow illustrate a variety of signage types which have traditionally been used on buildings similar to those in the study area.

A common characteristic of these signs is that they "fit into" their facades. They contrast sharply with many existing signs which extend beyond the natural boundaries defined by the facade creating a cluttered, unattractive image.

Typical signage used historically at the storefront worked with the storefront design and window displays to invite the pedestrian into the building.

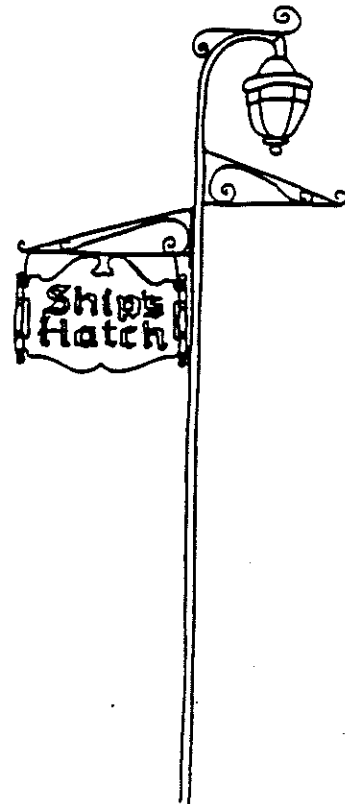
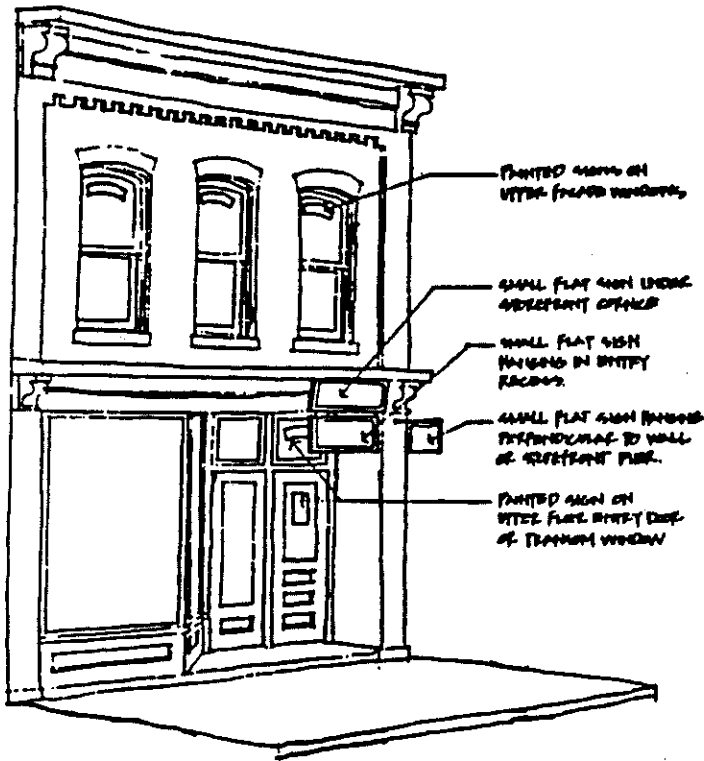
The size of each sign should related to the scale and architectural character of its facade. Signs should not cover attractive architectural details, overwhelm the facade in size, or interrupt the rhythm of the upper facade windows by their placement.

Just as important as the quality of the design is the quality of the construction of each sign. Well made signs constructed of quality materials with care and craftsmanship enhance the image of the facade and, in many cases, last longer than poorer made signs.

Signage for new buildings should follow the same design guidelines as signage for historic buildings. The use of quality materials and good design is just as important for these buildings as for the neighboring historic buildings.

In most cases, signage on new buildings should be simple in design and relate to the scale and design of the building. Examples of appropriate signs are sign boards located above the storefront, signs painted on the glass of the storefront windows, and small flat signs projecting above the storefront.

Typical signage used historically to identify establishments at the upper floors are illustrated in Figure 108. They complemented the storefront signage and worked with the design of the building as a whole.



Examples of Signage

5. The New Building:

a. Overview:

The construction of new buildings in the historic core and the transition zone should be encouraged as long as such does not result in the loss of irreplaceable historic architecture.

Two different potential opportunities exist: an infill building on a vacant lot which is an integral part of a developed streetscape, or large scale buildings or building groupings which should directly related to the streetscape character.

The design of a new building in a traditional setting is a special problem. What constitutes good design in this instance? It is generally agreed that if a building is new, it should look new. However, it should also look appropriate and compatible as a part of its surroundings. Its appearance must be sensitive to the character of the Old and Historic District.

New buildings should not pretend to be historic by mimicking older buildings too closely. Often, pseudo-colonial or Victorian details can be designed into the architecture of a new building in an attempt to blend with older surrounding. This, if done, must be done with caution, so that the details are truly a part of the design and do not look "added on". This should be also done in a manner which does not compromise what is truly historic.

b. New Infill Building:

The primary exterior design concern on an infill building is its front facade as a part of a streetscape. The central idea behind good infill design is a simple one. To a large degree, a new facade should be designed by those around it. If the design of the new facade grows out of its neighbors, it is sure to be compatible.

This approach strikes a proper balance between the existing architecture and good contemporary design. Today's designer is allowed the freedom of individual talent -- within limits.

- (1) Height: buildings generally share a similarity in height. The new construction should respect this. A new facade which is too high or low can interrupt this consistent quality. In the historic district, the

building may not exceed 35': in the transition zone, they may not exceed 43'.⁶

- (2) **Width:** a new building should reflect the characteristic rhythm of facades along the street. If the site is large, the mass of the facade should be broken into a number of smaller bays. These bays may not exceed 30' in width.
- (3) **Proportion:** the characteristic proportion (the relationship between height and width) of existing facades should be respected.
- (4) **Relation to the Street:** the new facade should have a relationship to the street which is consistent with its neighbors. For the historic district, the minimum front yard setback is the "average of the front yards of the lots within one hundred (100) feet on either side of the subject parcel."⁷ For the transition zone, it is proposed that "no front yard be required, but that if a larger building is constructed, the smaller bays may be recessed no more than 8' to 10' in a manner so that no one unit of structure exceeds 30' in width."⁸
- (5) **Roof Forms:** In the historic district, the style of roof used should be similar to those found on adjacent buildings. In general, the rooflines and pitches of the historic district range from 4/12 to 12/12: that is, four feet to twelve feet of vertical rise in twelve feet of horizontal run: the degree of pitch ranges from 30 degrees to 45 degrees (Figure 109 & 110). The difference between building heights can be minimized with compatible roof slopes. In the Transition Zone, the same rooflines and pitch of the historic district should be repeated. That is, roof pitches may not be

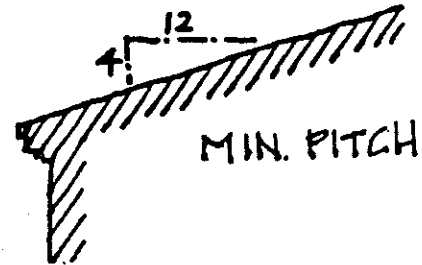
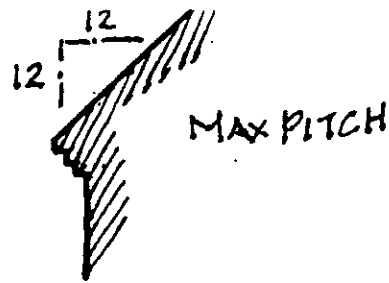
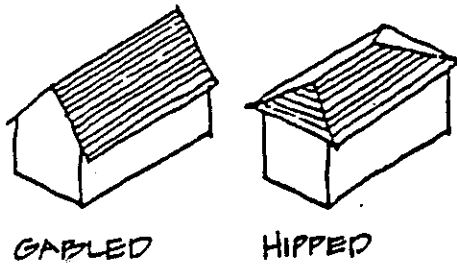
⁶ The definition of height in Zoning, Sec.26-4 shall apply. In the case of the historic district and the Transition Zone, "the height shall be measured to the average height level between the eaves level and ridge for a gable or hipped roof."

⁷ Zoning, 26-194.3 (c).

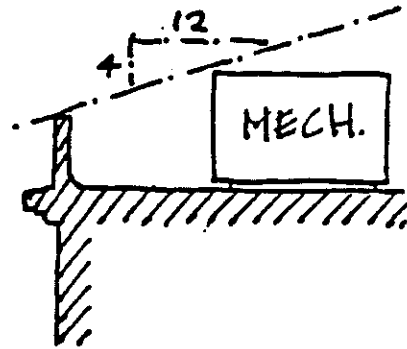
⁸ See proposed Transition Zone for front, side and rear yard requirements, Appendix D.



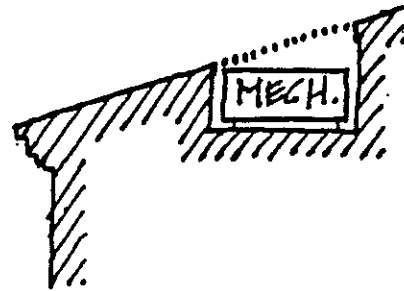
Examples of Roof Forms



All mechanical equipment on flat roofs shall be located below a 4:12 sight line from the top of the exterior wall.



Mechanical equipment shall not extend above any pitched roofs. Any rooftop equipment shall be set within the roof volume and shall be covered with a grate or other method in order to maintain the roof profile. Such equipment shall be placed on the roof slope facing away from primary pedestrian areas.



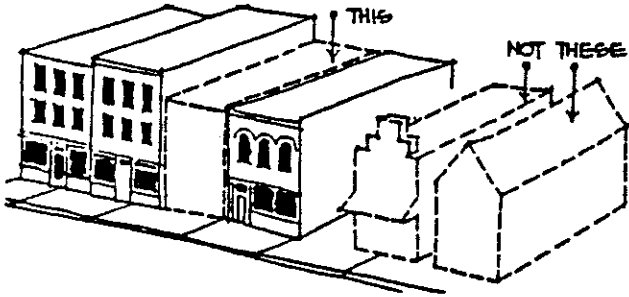
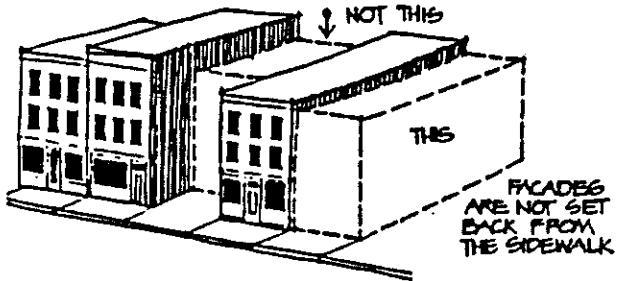
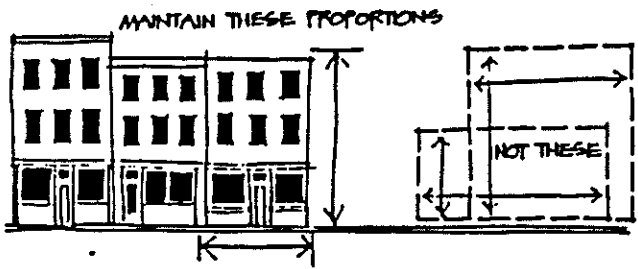
Roof Pitches

less than 4/12⁹ and may rise to 12/12 on new construction. On ornamental additions, such as towers, cupolas, etc., the roof pitch may be more dramatic. Only gabled roofs or hipped roofs will be allowed in these districts.

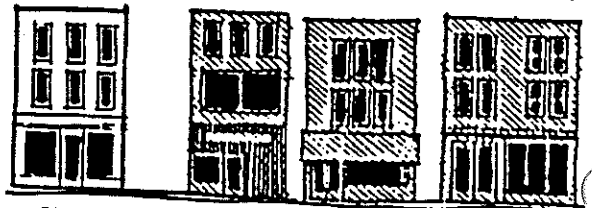
- (6) Composition: the composition of a new facade (that is, the organization of its parts) should be similar to that of surrounding facades. **In the Transition Zone, where there may be no surrounding facades, the composition of a new facade should be similar to the examples found in Category One.**¹⁰
- (7) Rhythm: rhythms which carry throughout a block (such as window spacing) should be incorporated into a new facade (Figure 111).
- (8) Proportion of Openings: the size and proportion of window and door openings should be similar to those on surrounding facades. The same applies to the ratio of window area to solid wall for the facade as a whole.
- (9) Materials: a new facade should be composed of materials which complement adjacent facades. The new building should not stand out against the others. It should be noted that the predominant facade material on Main Street is wood siding and on Chain Bridge Road, it is brick. **In the Transition Zone, since it is unlikely that new commercial buildings will be constructed in wood, brick is recommended.**
- (10) Color: the colors chosen for a new building should relate to its neighbors. **In the Transition Zone, the brick colors should be of the same red ranges as in the historic district. Orange and light colored brick is not permitted.**

⁹ Except on the public parking structure.

¹⁰ Chapter 3, Existing Conditions, "Architectural Significance"



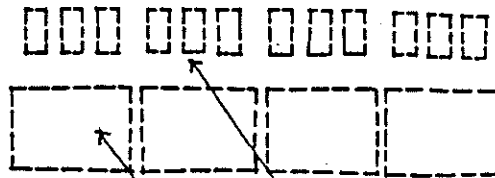
EXISTING FACADES ARE SIMILAR IN ARRANGEMENT



THIS

NOT THESE

NEW BUILDING FACADES



WINDOW RHYTHM

RHYTHM OF STOREFRONTS

Rhythm of Facades

CITY OF FAIRFAX
 OLD TOWN FAIRFAX REVITALIZATION PLAN

THE Phipps Group

MMW DESIGN GROUP

BALDWIN & GREGG

DOUGLAS & DOUGLAS, INC.

111

figure

c. New Larger Buildings:

A demand for buildings developed on an assemblage of several typical lots or on a large parcel certainly exists, particularly in the transition zone. These development require special attention. In addition to the design guidelines for infill buildings, the following are proposed.

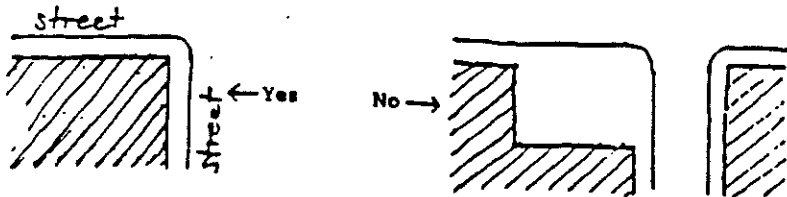
The following are guidelines which should apply to all new larger buildings in the historic district and the transition zone (Figure 112).

- (1) Buildings on a Corner: the two facades of a building on a corner should relate to the scale of the buildings on their respective street. Buildings on a corner should complete the street form. There should be no requirement for visual clearance.¹¹
- (2) Facade Relationship: facades of large scale buildings should "reflect" the size scale and setback of adjacent buildings and those across the street. The guidelines for infill buildings apply in this instance. **In the Transition Zone, where there may be no adjacent buildings, the width of the bays should not exceed 30', and the relationship of the facades should reflect those of buildings identified in Category One in the historic district.**
- (3) Large Scale Building Requirements: property assemblage may result in space requirement which would place a large building next to or across from small scale existing buildings. The new development should be divided into elements with size and proportions like its neighbors (See Infill Design Concepts). **In the Transition Zone, where they may be no adjacent buildings, the proportions of the elements should be compatible with those of the Old and Historic District.**
- (4) Oversized Traditional Detail: do not oversize traditional elements such as doors, window openings, floor heights, railings, etc. to reduce the apparent size of a large building.

¹¹ Thus, Section 26-18, Corner lots, of the Zoning Code, should not apply in the historic district or the transition zone.

Buildings on a Corner

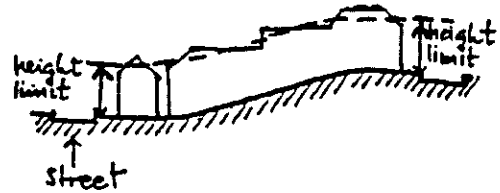
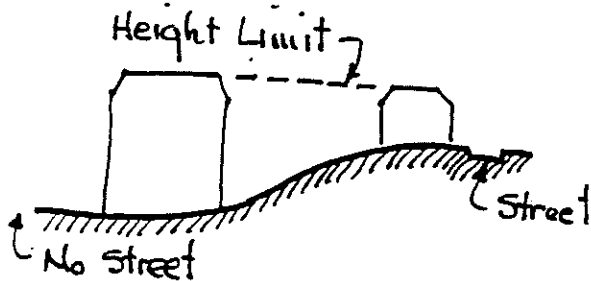
The two facades of a building on a corner should relate to the scale of the buildings on their respective street. Buildings on a corner should complete the street form.



Building Heights on Large Sites

A sloping site which goes through a block from street to street should have building heights that follow the land's contours.

Building Heights on Interior Parcels



HISTORIC DISTRICT
GUIDELINE

Large Scale Building Requirements

- (5) Building Heights on Large Lots: a sloping site which goes through a block from street to street should have building heights at the street frontage which follows the land's contours.

On interior lots, that is lots whose side and rear yards are not adjacent to a public right-of-way, individual building heights on the lower portions of the site need not follow the site slope, but may not be higher than the buildings on the site which face the street.

- (6) Parking & Parking Garages: private surface parking and parking garages may not be located adjacent to the right of way in the Transition Zone. All parking must be located behind or incorporated in to newly developed or renovated building. Whenever feasible, the parking garage should be integral to the building structure to present an entire composition rather than two or more structures.

Public parking garages should be of a design and character that they contribute in a positive manner to the streetscape and overall sense of period in the historic district and the transition zone. This can be accomplished by the use of proper and compatible building materials and maintaining the design guidelines applicable to any commercial development in these two areas.

C. STREETSCAPE & UTILITIES: COST ESTIMATES

No cost estimates can be precise until engineered plans are submitted for bid. However, the following provides a current range of costs for specific items. All prices are based upon Means Construction Cost Data and are for material and labor. They do not include contractor's costs for overhead and profit.

<u>ITEM</u>	<u>COST</u>
 <u>Sidewalks & Walkways</u>	
1. Brick Paving - 4 x 8 x 2 1/4 Without Joints	\$5.40/sf
With 3/8" joints	5.75/sf
2. Concrete - Broom Finish or Exposed Aggregate, 3000 psi with 6 x 6 Reinforcement 4" Thick No Base Course	
Broom Finish	1.78/sf
Exposed Aggregate	2.60/sf
3. Bituminous (No Base Course) 2 1/2"	.65/sf
4. Brick Crosswalk Brick Paving over Approved Traffic Base No Edge Curb	7.56/sf
With Granite Edge Trim	11.50/sf

Street Furnishings

1. Benches	
Steel Bar Stock Base w/ 2" x 3" Wood Rail	
4'- 0" Long	560.00
8'- 0" Long	670.00
2. Drinking Fountain Bronze, Freeze Proof	1120.00
3. Trash Receptacle 2'-0" Dia. 2'-6" high	350.00

Landscaping and Lighting

1. Curbs and Edging	
Concrete 6" x 18"	
Straight	5.50/lf
Radius	9.00/lf
Granite 6" x 18"	
Split face	
Straight	19.70/lf
10' Radius	26.00/lf
2. Lighting	
Decorative	1,460.00 Ea.
3. Tree	
1 1/2 - 2 1/2" Dia. Trunk	150.00
2 1/2 - 3" Dia. Trunk	460.00
Evergreen 4' - 5'	120.00
Tree Well Grate	620.00

Utilities

Cost estimates for placing overhead utilities underground are site specific and can be accurately estimated only when the actual amount of work and the route are known.

Similar work in the City of Virginia Beach, Va. was estimated by the electric utility to be approximately \$700/foot for electric power cables only. The City was able to include some of the construction in City Road Improvement projects and was able to accomplish the complete project for approximately \$500/foot.

The City of Portsmouth, Virginia has accomplished a series of smaller undergrounding projects for prices in the \$300/foot range. Allowing for difference in location of the projects, escalations for time, and the presence of other utilities on existing poles, the City of Fairfax can expect a cost range of \$400 to \$800/foot, with \$800/foot being more likely.

Earlier estimates (12/8/88) prepared by the Department of Community Development and Planning employed the figure of \$750/linear foot for undergrounding of utilities in the Old Town area.

Area Proposed for Undergrounding:

This report recommends undergrounding the utilities along Main North Street from Chain Bridge Road to East/Old Lee Highway; and along Chain Bridge Road and University between North and Sager.

<u>STREET</u>	<u>APPROXIMATE LINEAR FEET</u>
Main Street	800/lf
University	700/lf
Chain Bridge	700/lf
	<hr/>
	2,200/lf

2,200 linear feet x \$750/f = \$1,650,000

**XI. RECOMMENDATIONS:
FINANCING**





XI. RECOMMENDATIONS: FINANCING

A. OVERVIEW:

This report recommends two approaches toward stimulating and financing the revitalization of Old Town Fairfax. They both are based on using existing provisions within the Real Property Tax regulations of the Code of Virginia.

To finance the proposed public improvements, this report recommends implementation of a "Tax Increment Financing District". To stimulate renovation within the Old and Historic District, this report recommends implementation of a Tax Abatement District.

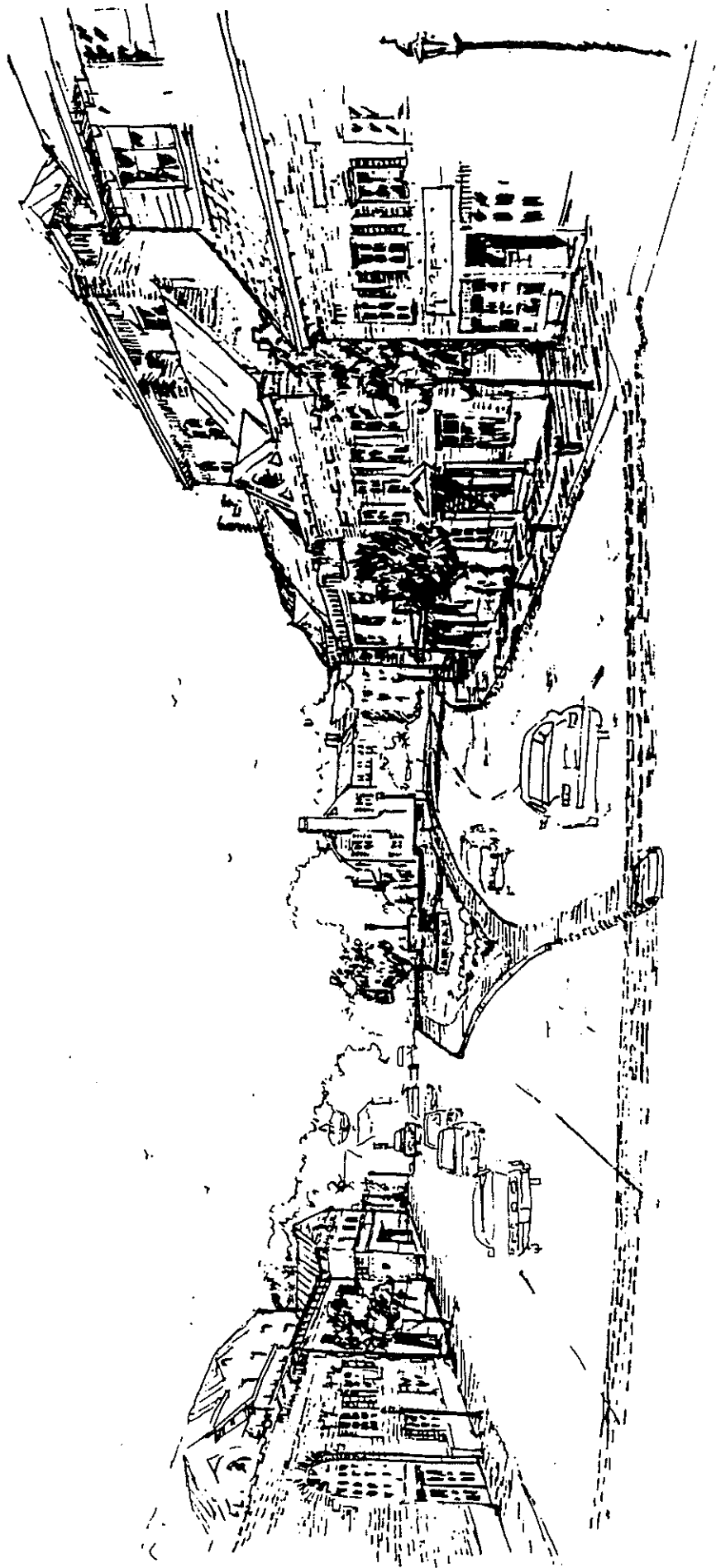
B. TAX INCREMENT FINANCING:

Tax increment financing uses the projected increase in real property tax revenues generated in a development district by public and private investment to finance the required public improvements. This financing approach is based on the premise that public improvements will encourage private investments and increase land values in a target area. The incrementally higher tax revenues can then be used to repay bonds that are sold to pay for the public improvements.

State enabling legislation¹ permits the City of Fairfax to designate an Old Town Fairfax Development District by ordinance. The assessed values of the parcels in the development district are added up and considered as the "original taxable value". Generally, this base year, or original taxable value, dates from January 1 of that year preceding the effective date of the ordinance creating the development district.

Tax revenues attributed to the increment of increased value are paid into a special fund to pay the principal and interest on bonds, loans or other debts incurred to finance the development project area costs.

¹ Real Property Tax, Code of Virginia, 58.1-3245.2, Tax Increment Financing.



MINNAPOLIS STREET OLD LEE HIGHWAY

A public hearing must be held prior to adopting a tax increment financing ordinance.²

This report recommends that the boundary of this Development District be the boundaries defined by the Planning Commission as the historic downtown and the Enhancement Area.³

C. TAX ABATEMENT FOR REHABILITATION:

Tax abatement encourages the renovation of commercial properties by ensuring the owners that they will be exempted from the additional value added by the renovation for a period of time.

State enabling legislation⁴ permits the City of Fairfax to designate an Old & Historic Tax Abatement District by ordinance. Criteria for eligibility suggested by the Code require that a structure shall meet all of the following:

- a. Be no less than twenty-five (25) years of age,
- b. Be improved so as to increase the assessed value of the structure by no less than sixty (60) percent,
- c. Be improved without increasing the total square footage of such structure by more than fifteen (15) percent, and
- d. Be designed for and suitable for commercial and/or mixed use after completion of such improvement.

The City of Fairfax should add additional criteria that all exterior renovations, to be eligible for this tax abatement program, should meet the Secretary of Interiors Standards for rehabilitation, if applicable, and be approved by review by the Board of Architectural Review.

The amount of the exception from real property taxation, as provided for in the Code:

² See Code, Sec. 58.1-3245.2; 58.1-3245.3; 58.1-3245.4; and 58.1-3245.5 for additional details.

³ Memo, September 2, 1988, Planning Commission to Mayor and City Council.

⁴ Code, Article 3. Other Exemptions, Credits, Partial Abatement, Apportionments, Sec. 58.1-3220, Exemption for certain rehabilitated residential real estate.

...shall not exceed an amount equal to the increase in assessed value resulting from the rehabilitation of the commercial...structure as determined by the commissioner of revenue or other local assessing officer, and this amount only shall be applicable to any subsequent assessment or reassessment.⁵

The time period of the exemption begins on January 1 of the year following completion of the rehabilitation and shall run with the real estate for a period designated by the jurisdiction, but not to exceed ten (10) years. The City of Roanoke has designated a period of five (5) years.⁶

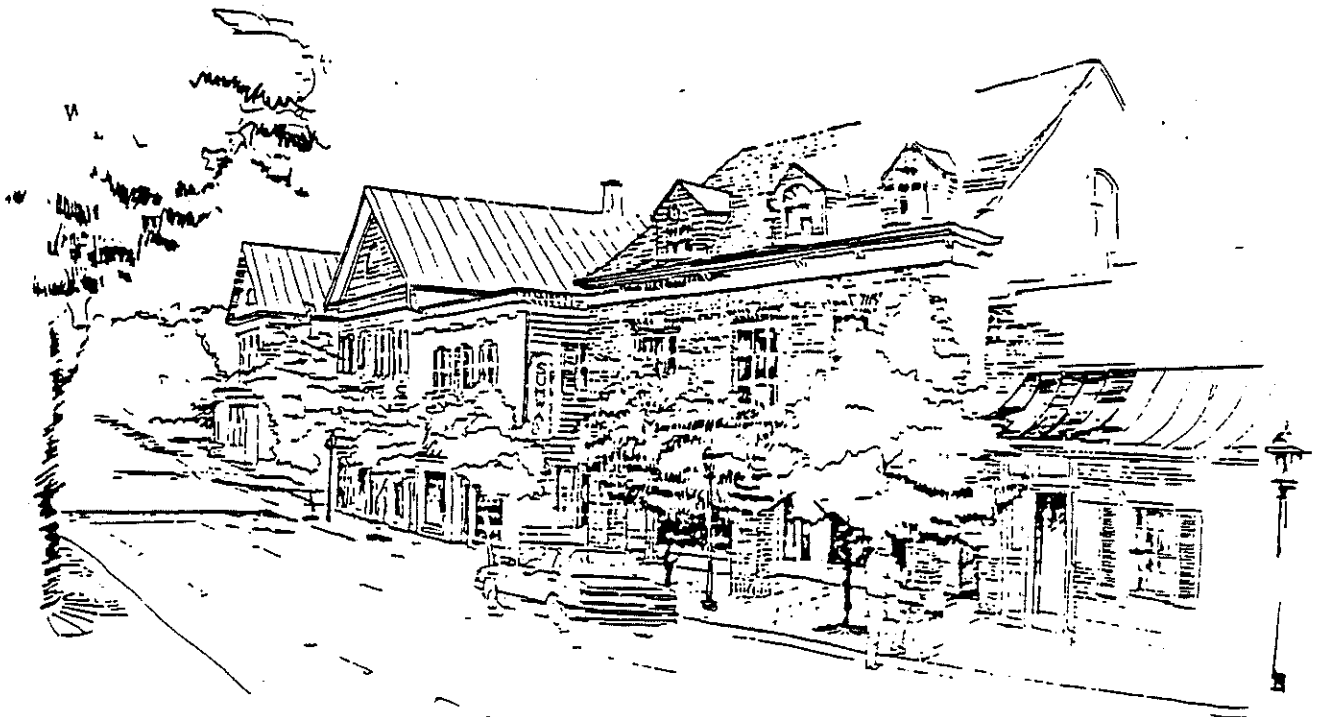
This report recommends that the boundaries of the Old & Historic Tax Abatement District should be those of the Old and Historic District incorporated into the Fairfax City Code⁷ except where modified by the proposed Transition Zone.

⁵ Ibid. Sec. 58.1-3221(b).

⁶ Roanoak Code, Division 5, Exemption of Certain Rehabilitated Real Property, Sec. 32-93; 32-94; 32-95; 32-96; 32-97; 32-98; 32-99; 32-100; 32-101.

⁷ Code, Sec. 26-194.

APPENDICES



MAIN STREET

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APPENDIX A

ADVISORY COMMITTEE MEMBERS



APPENDIX A

ADVISORY COMMITTEE MEMBERS

Chairman

Robert Lederer
Fairfax City Council

Civic Association Representatives:

Ellen Brouwer
Martin Doyle
Tom Gross
Daniel Hilleary
David Myer
Phylis Salak

At Large Representatives:

Frank Frantz
Allen Griffith
Rosa Lee Walker

Historic Fairfax City, Inc:

Rembert Simpson

Fairfax City Council Representatives:

Larry Larsen
Robert Lederer

Development/Landowners
Representatives:

Peter J. Henry
Trammell Crow Co.

John H. Rust, Jr.
Rust, Rust & Silver

Michael M. Webb
J. Webb, Inc.

Sidney Steele
Sequoia Building Corporation

Chamber of Commerce Representative:

Claudia Lewis

George Mason Univ. Representative:

Ernest J. Berger

Downtown Merchants Association:

Janice Snerer

City of Fairfax Planning Commission:

Gary Rasmussen
Dee Schmidt

Alternates:

Richard O. Dickson
Garland Cantone
Richard H. Bartlett
James R.F. Woods

City of Fairfax, Staff Liaison:

T. Jon Ellestad
Assistant City Manager

Peggy T. Wagner
Director, Community Development & Planning

APPENDIX B

CONSUMER SURVEY INSTRUMENT



APPENDIX B

CITY OF FAIRFAX HISTORIC DOWNTOWN CONSUMER SURVEY

The City of Fairfax's Historic Old Town should be a place of attraction and convenience to you. To assist in improving the area for retail shopping and local services, please take ten minutes to fill out and send in the following consumer survey by March 15, 1988.

This survey is being carried out to gather information on consumer buying patterns. An analysis of the results will help consultants in preparing recommendations as part of a Downtown Revitalization Study, sponsored by the City of Fairfax. Individual responses will remain confidential.

For purposes of the survey, the Old Town area is the four block retail section which extends from Chain Bridge Road on the West, East Street on the East, Sager Avenue on the South and North Street on the North.

1. How often do you or members of your household shop in Old Town?

- | | |
|--------------------------------|-----------------------|
| a. _____ More than once a week | d. _____ Monthly |
| b. _____ Weekly | e. _____ Occasionally |
| c. _____ Every couple of weeks | f. _____ Never |

2. Please list below the businesses/stores/restaurants that you have patronized in Old Town within the last six months. Please also check how frequently you have shopped at each.

Business/Store/Rest.	More than Once a Week	Weekly	More than Once a Month	Monthly
a. _____				
b. _____				
c. _____				
d. _____				

3. What major items do you regularly shop for OUTSIDE the Old Town area, and where do you usually go?

- | | Courthouse Mall | Fair Oaks Mall | Fair City Mall | Outlet Mall | Other (specify) |
|------------------------|-----------------|----------------|----------------|-------------|-----------------|
| a. Grocery | _____ | _____ | _____ | _____ | _____ |
| b. Drugs | _____ | _____ | _____ | _____ | _____ |
| c. Restaurants | _____ | _____ | _____ | _____ | _____ |
| d. Banking | _____ | _____ | _____ | _____ | _____ |
| e. Cards/Gifts | _____ | _____ | _____ | _____ | _____ |
| f. Hardware | _____ | _____ | _____ | _____ | _____ |
| g. Clothes | _____ | _____ | _____ | _____ | _____ |
| h. General Merchandise | _____ | _____ | _____ | _____ | _____ |

4. What do you like most about the Old Town shopping area?

- a. _____
- b. _____
- c. _____

5. What don't you like about the Old Town shopping area?

a. _____

b. _____

c. _____

6. Specifically, what type of stores do you think are needed in the Old Town area for you to change the frequency of your shopping habits?

a. _____

b. _____

c. _____

7. How long have you lived at your present address?

a. _____ Less than 1 year

c. _____ 6-10 years

b. _____ 1-5 years

d. _____ over 10 years

8. How many persons normally live in your household?

9. What was the total income of your household in 1988?

a. _____ \$10,000-\$14,999 E. _____ \$30,000-\$39,999

b. _____ \$15,000-\$19,999 F. _____ \$40,000-\$49,999

c. _____ \$20,000-\$24,999 G. _____ \$50,000 or more

d. _____ \$25,000-\$29,999

10. What is the age of the person your household who does most of the shopping?

a. _____ Less than 24 years d. _____ 45-54 years

b. _____ 25-34 years e. _____ 55-64 years

c. _____ 35-44 years f. _____ 65 and over

11. What street do you live on? Or, how close are you to Old Town? _____

12. Are there further comments you would like to make about the Old Town shopping area? _____

Thank you for completing this survey. Please leave this survey form at the planning office at City Hall or mail to:

City of Fairfax Old Town Consumer Survey
c/o The Phipps Group
7210 Holly Avenue
Takoma Park, MD. 20912

APPENDIX C

CITY OF FAIRFAX, PLANNING REPORT: PARKING STUDY

November, 1984



Nonconforming Parking in the Fairfax Center City

Most of the existing buildings in the "downtown area" are nonconforming in regard to parking because they were already in commercial use before the City adopted its present ordinance on parking. Therefore, many of these buildings do not provide the prescribed parking requirements currently in effect, and do not have land available to do so.

As addressed in the Zoning Ordinance, these nonconforming uses have the right to continue under certain conditions. Since zoning generally "runs with the land," one general commercial use may replace another in this downtown area, and the nonconforming parking situation remains.

In addition, all property owners may apply for a variance to waive or vary the requirements of the Zoning Ordinance. This would be the case if an old or new owner had greater parking requirements than the previous one.

Perhaps an example would best illustrate the procedure. If a nonconforming building had a previous retail use with 1500 s.f. of floor area and a new tenant wished to convert to an eating facility with a seating capacity of 100, the following method would be used to determine the parking requirements:

1. First, the Zoning Administrator would calculate the existing parking 'credits' for the retail use -- 1 space/100 s.f., @ 1500 s.f. = 15 spaces. This figure represents the number of spaces the applicant would be given 'credit' for already providing although they may not in fact exist.
2. Next, parking requirements for the proposed restaurant use would be computed - 1 space/5 seats, @ 100 seats = 20 spaces.
3. The parking 'credits' are then subtracted from the required parking (20-15) and a deficit of 5 spaces are determined to be lacking for converting from retail use to a restaurant in this example.

With a deficit of 5 parking spaces, the new tenant could either (a) reduce his parking needs by reducing the number of restaurant seats (75 seats instead of 100 seats), or (b) apply to the BZA for a variance for 5 parking spaces.

PARKING SURVEY
 OLD AND HISTORIC DISTRICT
 CITY OF FAIRFAX

MAP LOCATION	ADDRESS	SQ. FT. OF BLDG.	REQUIRED	PARKING				DIFFERENCE	VARIANCE	NON-CONFORMING
				PROVIDED ON-SITE	PROVIDED OFF-SITE	PROVIDED ON-SITE	PROVIDED OFF-SITE			
1	Truro Church 10520 Main St.	900 seats sanctuary	180	217	0	0	37	No	No	
2	Patton Harris Parking Lot	(See Parking Lot List, p. 2)								
3	Moore Property 3950 Chain Bridge	Vacant	0	0	0	NA	No	No	No	
4	McHugh & Hoffman 3970 Chain Bridge	3000 net office	12	12	0	0	0	No	No	
5	Providence Bldg. 3976 Chain Bridge	5208	21	14	0	-7	No	No	Yes	
6	Sovran Bank 10440 Main St.	10,110 office	40	101	0	61	No	No	No	
7	Texaco Station 10487 Main St.	2 bay	8	15	0	7	No	No	No	
8	Post Office 3951 Chain Bridge	12,806	51	22	0	-29	No	No	Yes	
9	Oliver's Rest. 3971 Chain Bridge	B-2,898 Rest. - 127 Seat	61	3	0	-58	No	No	Yes	
Page Totals			373	384	0	11				

SOURCE: CITY OF FAIRFAX ZONING OFFICE
 FIELD SURVEYS 3/19/84 and 10/15/84

MAP LOCATION	ADDRESS	SQ. FT. OF BLDG.	PARKING						NON-CONFORMING
			REQUIRED	PROVIDED ON-SITE	PROVIDED OFF-SITE	DIFFERENCE	VARIANCE		
10	Ford Building 3977 Chain Bridge	7,544 office	30	0	0	-30	No	Yes	
11	Leigh Building 3987 Chain Bridge	1,506 office	7	0	0	-7	No	Yes	
12	Roseberry Bldg. 10430 Main St.	956 office	4	0	0	-4	No	Yes	
13	Library & Alibi 10418 Main St.	256 seats 6,400 retail	64 64	0 0	0 0	-64 -64	No	Yes	
14	IlavaBite 10416 Main St.	44 seats	9	0	0	-9	No	Yes	
15	T. T. Reynolds 10414 Main St.	75 seats	15	15	0	0	No	No	
16	Hay & Grain 10412 Main St.	1,750 retail 618 office	19 19	12 13	0 0	-7 -6	Yes (7 sp)	No	
17	Kinchloe & Herld 10410-08 Main	4,739 office	19	13	0	-6	No	Yes	
18	Fred Wilburn 3990 University	2,373 office	9	1	0	-8	No	Yes	
19	Municipal Parking University Dr.	(See Parking Lot List, p. 7)							
20	Arco Station 3920 University	2 bay Station	8	15	0	7	No	No	
	Page Totals		267	69	0	-198			

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MAP LOCATION	ADDRESS	SQ. FT. OF BLDG.	PARKING					VARIANCE	NON-CONFORMING
			REQUIRED	PROVIDED ON-SITE	PROVIDED OFF-SITE	DIFFERENCE			
21	Foster Building 3975 University	48,000	192	192	0	0	No	No	
22	City Parking Lot Old Lee Highway	(See Parking Lot List, p. 7)							
23	1st Am. Title 3987 University	8,300 office 2,669 retail 150 seats	33 27 30	16	0	-74	No	Yes	
24	Huddleson Library 3955 University	200 people place of assembly	40	1	0	-39	No	Yes	
25	Earp's Residence 10386 Main St.	Residence	1	1	0	0	No	No	
26	Coddington Bldg. 10382 Main St.	1,500 office	6	6	0	0	No	No	
27	Mard House 10415 North St.	600 retail 550 office	9	16	0	7	No	No	
28	Campbell House 10413 North St.	490 retail	5	5	0	0	No	No	
29	Rothrock Property Main, North & 237	6,038	64	25	8	-31	Yes (33 sp) (Univ. Sh. Ct)	No	
30	Exxon Station 10423 Main St.	2 bay station	8	8	0	0	No	No	
Page Totals			415	270	8	-137			

MAP LOCATION	ADDRESS	SQ. FT. OF BLDG.	REQUIRED	PARKING				VARIANCE	NON-CONFORMING
				PROVIDED ON-SITE	PROVIDED OFF-SITE	DIFFERENCE			
31	John Rust Property 4009 Chain Bridge	3,125 office	12	12	0	0	No	No	
32	Phillips, Kendrick 4015 Chain Bridge	7,680 office	31	8		23	No	Yes	
33	Oliver House 4017 Chain Bridge	5,250 office	21	18	0	-3	Yes (3 sp.)	No	
34	Downs Building 10419 Main St.	2,400 office	9	6	0	-3	No	No	
35	Hazel Downs Bldg. 10405 Main St.	3,980 office	16	24	0	8	No	No	
36	Ellicott Bldg. 10407 Main St.	2,760 office 2,526 retail 97 seats	11 25 25	17	0	51	No	Yes	
37	Gunnell Building 4010 University Dr.	18,443 office & retail	73	70	3 (Oliver lot)	0	Yes (3 sp.)	No	
38	R.J.L. Property 10389-81 Main St.	3,700	15	18	0	3	No	No	
39	Phillips & Kendrick 10412 Sager Park.Lt.	(See Parking Lot List, p. 7)							
40	American Oil Co. 10367 Main St.	3 bay station	10	10	0	0	No	No	
	Page Totals		248	176	3	-69			

MAP LOCATION	ADDRESS	SQ. FT. OF BLDG.	PARKING					VARIANCE	NON-CONFORMING
			REQUIRED	PROVIDED ON-SITE	PROVIDED OFF-SITE	DIFFERENCE			
41	Sager Court 10500 Sager	7,600 office	30	31	0	1	No	No	
44	Shell Oil Co. 10341 Main	3 bay station	10	13	0	3	No	No	
45	Mathey Property Police Youth Club Sager	960	4	8	0	4	No	No	
46	Bank Building 4031 Chain Bridge	3,000 office	10	10	0	0	No	No	
47	Mackal Building 4037 Chain Bridge	5,488 office	22	22	0	0	No	No	
48	Swazee Property 4053 Chain Bridge	5,223 office	21	22	0	1	No	No	
49	Barbour House 4065 Chain Bridge	24,198 office	97	108	0	11	No	No	
50	Continental Savings 4020 University Dr.	62,600 office	251	260	0	9	No	No	
51	1st American Bank 4021 University Dr.	4,737	19	28	0	9	No	No	
52	Erlick Office Bldg. 4031 University Dr.	32,790 195 seats	131 office 39 rest.	145	25 (Fire St.)	0	Yes (25 sp.)	No	
Page Totals			634	647	25	38			

MAP LOCATION	ADDRESS	SQ. FT. OF BLDG.	PARKING					VARIANCE	NON-CONFORMING
			REQUIRED	PROVIDED ON-SITE	PROVIDED OFF-SITE	DIFFERENCE			
53	Brown Office Bldg. 4041 University	27,490	110	110	0	0	No	No	
54	Office Building 10409 Sager Ave.	100	3	3	0	0	No	No	
55	Lot 2-office 10407 Sager Ave.	950	4	4	0	0	No	No	
56	Lot 6-office 4013 East Street	950	4	11	0	7	No	No	
57	Lot 7-office 10406 Holbrook	950	4	6	0	2	No	No	
58	Nova Blue-retail 10409 Holbrook	950	10	23	0	13	No	No	
Page Totals			135	157	0	22			
Sub Total			2,072	1,703	36	-333			

This shortfall is actually greater than indicated here since the surplus spaces indicated by uses, such as Truro Episcopal Church and Nova Blue for example, are earmarked for those specific uses and not intended for general public parking.

PARKING LOTS

MAP LOCATION	ADDRESS	SQ. FT. OF BLDG.	PARKING						NON-CONFORMING
			REQUIRED	PROVIDED ON-SITE	PROVIDED OFF-SITE	DIFFERENCE	VARIANCE		
2	Patton Harris Parking Lot	Vacant	NA	29	0		29	NO	NO
19	Municipal Parking University Dr.	NA	NA	65	0		65	NO	NO
22	City Parking Lot Old Lee Hwy.	NA	NA	99	0		99	NO	NO
39	Phillips & Kendrick 10412 Sager	NA	NA	36	0		36	NO	NO
	Page Total		NA	229	0		229		
	Grand Total		2,072	1,932	36		-104		

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This shortfall is actually greater than indicated here since the surplus spaces indicated by uses, such as Truro Episcopal Church and Nova Blue for example, are earmarked for those specific uses and not intended for general public parking.

Key Map - Parking Survey, Old and Historic District





APPENDIX D

PROPOSED TRANSITION ZONE



APPENDIX D

PROPOSED TRANSITION ZONE

PURPOSE: The Transition Zone is designed to encourage the compatible mixture of residential, retail and office uses in the designated transition area in a manner which complements the scale, siting and design of the Old and Historic District.

DESIGNATION OF THE DISTRICT: There is hereby created in the city a Transition District, more particularly described as follows:

(need legal definition)

It shall be within the province and power of the city council to enlarge, contract or alter the boundaries of such district in such manner as it shall deem fit.

TRANSITION DISTRICT OVERLAY REGULATIONS: Structures and premises within the Transition Zone as designated by map and legal definition, shall be subject to the provisions of this chapter, including the land use and development regulations of the underlying zoning district, except to the extent that these are modified by the provisions of this section.

PERMITTED USES - BY RIGHT:

- (a) All uses permitted by right and as permitted by special use permit in the underlying zoning district.
- (b) Residential uses permitted by right and as permitted by special use permit in the Old and Historic District: i.e.,
 - Townhouse dwelling unit,
 - Semidetached dwelling units,
 - Apartment houses and accessory apartment units.

BULK AND LOT AREA REQUIREMENTS:

(a) Lot area requirements:

(1) Minimum lot area: None

(2) Minimum lot width: None

(b) Maximum building height:

(1) No wall of any structure shall be exposed more than forty-three (43) feet. An additional five (5) feet may be allowed for decorative elements such as towers and spires, not used for human habitation.

(2) Roof slopes and pitches must be constructed in accordance with the design guidelines, but in no case may be less than 4/12 - that is four feet of vertical rise to twelve feet of horizontal run. Only gabled or hipped roofs are allowed.

(3) Mechanical equipment shall not extend above any pitched roofs. Any rooftop equipment shall be set within the roof volume and shall be covered with a grate or other method in order to maintain the roof profile. Such equipment shall be placed on the roof slope facing away from primary pedestrian areas.

(c) Minimum yard requirements:

(1) Front. No front yard is required. If a larger building is constructed, the smaller bays may be recessed no more than eight (8) feet to ten (10) feet in a manner so that no one unit of structure exceeds thirty (30) feet in width.

(2) Side. No yard required: except:

a. Where a side yard is provided, such yard shall be a minimum of ten (10) feet.

b. Where contiguous to residentially zoned property situated outside of the boundaries, in which case the side yard shall not be less than twenty-five (25) feet. This side yard must be planted to screen the commercial use.

(3) Rear: No requirements: except where contiguous to residentially zoned property outside the boundaries, in which case the rear yard shall not be less than twenty-five (25) feet. This rear yard must be

planted to screen the commercial use.

(d) **Open Space Requirements:** No open space required: except:

(a) Where building bays are recessed from the sidewalk, such open space may not exceed ten (10) feet in depth and thirty (30) feet in width. This open space must be landscaped.

(e) **Corner Lot Requirements:** All sidewalks adjacent to the right-of-way on corner lots must be ten (10) feet wide. There is no additional requirement for visual clearance beyond this requirement.¹

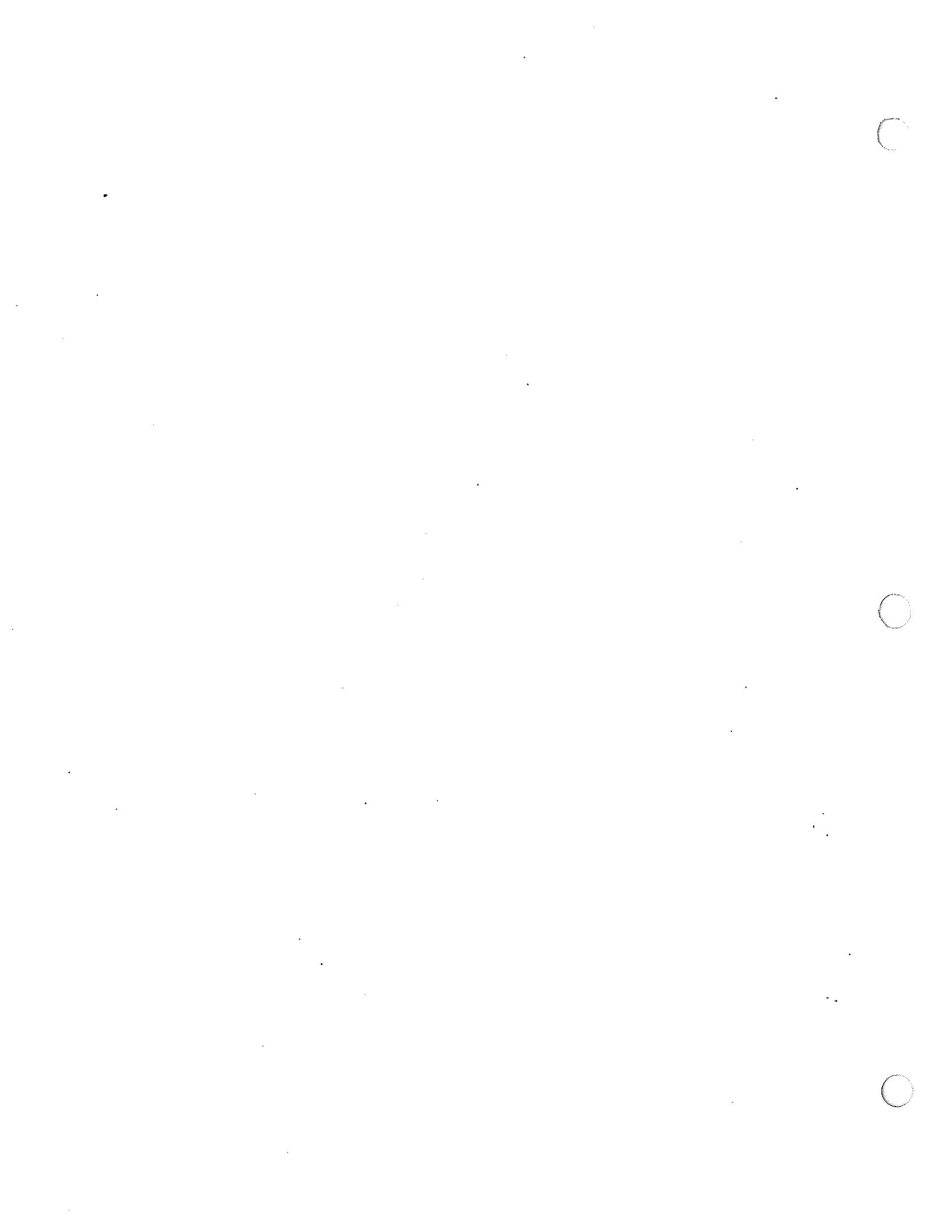
(f) **Floor Area Ratio (FAR):** In the Transition District, the floor area ratio for all structures shall not exceed 0.50. In proposed development where a minimum of 33% of the gross FAR is dedicated to retail or residential use, the floor area ratio of such a development shall not exceed 1.0.

SPECIAL DESIGN REQUIREMENTS: Each structure erected, enlarged or reconstructed in the Transition Zone shall be designed and constructed in accordance with the design guidelines. All new development and rehabilitation occurring in this Zone must submit plans for design review to the Department of Community Development and Planning for technical compliance with the guidelines. DCDP will forward these plans with the Department's comments to the Board of Architectural Review.

PERMIT FOR MOVING, RAZING, OR DEMOLITION OF STRUCTURES: Permits shall be required for moving, razing or demolition of any structure within the Transition Zone which is listed on the National Register Historic District.

PROCEDURES: The procedures for submission shall conform to the procedures for submission of a Planned Development District Sec. 26-143.

¹ Amend Division 3. Visual Clearance, Sec. 26-18, Corner lots: to read: "On any corner lot in any district except RT, RT-6, PD, CPD, and Old and Historic District and the Transition Zone there shall be no planting, structure, retaining wall, fence, shrubbery, or other visual obstruction higher than a height of two (2) feet, six (6) inches above the street level within the imaginary prism formed at side corner by the intersecting....."



APPENDIX E

DIVISION 6. OFF-STREET PARKING AND LOADING:

PROPOSED TRANSITION ZONE MODIFICATIONS

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APPENDIX E

DIVISION 6. OFF-STREET PARKING AND LOADING: PROPOSED TRANSITION ZONE MODIFICATIONS

City of Fairfax: Zoning, Division 6. Off-Street Parking and Loading

- o **Sec.26-39.1 General provisions.**
Add subsection(i) " Private surface parking and parking garages serving a specific development may not be located adjacent to the right of way in the Transition Zone. All parking must be located behind or incorporated into the newly developed or renovated building. Whenever feasible, the parking garage should be integral to the building structure to present an entire composition rather than two or more structures."

Add subsection (j) "Parking garages serving the general public may be located adjacent to the right of way, if they meet all the relevant design criteria.

- o **Sec. 26-39.2 Required Improvements.**
Sec. 26-39.2 (e) (2) Landscaping: Perimeter requirements where parking is not adjacent to public right-of-way.
Add subsection (2) (a) "Off-street parking areas not adjacent to public rights-of-way, as in the Transition Zone, shall be separated from the property line by a landscaped strip of not less than twelve (12) feet in width. Structured parking which is above finish grade shall be separated from the property line by a landscaped strip of not less than twelve (12) feet in width. Such strip shall be planted with at least one deciduous tree for every two hundred (200) square feet of required landscaped strip meeting the dimensional requirements established in section 26-39.2(e)(1)b.

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APPENDIX F:

DIVISION 6. OFF-STREET PARKING AND LOADING:

PROPOSED OLD & HISTORIC DISTRICT MODIFICATIONS

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APPENDIX F

DIVISION 6. OFF-STREET PARKING AND LOADING:
PROPOSED OLD & HISTORIC DISTRICT MODIFICATIONS

City of Fairfax: Zoning, Division 6. Off-Street Parking and Loading:

"With the Old and Historic District (as modified by proposed boundary changes) off-street parking may be provided in a permitted commercial parking facility or facilities located on other off-street property as follows:

- | | | |
|----------|-----|---|
| existing | (a) | [Both] the principal use [and the commercial parking facility] must be located within the Old and Historic District. |
| proposed | (a) | The principal use must be located within the Old and Historic District. The commercial parking facilities must be located within the Transition Zone. |
| | (b) | The owner of the principal use shall have the right, upon payment of a fee, to reserve a certain number of parking spaces within the commercial parking facility, and such reservation shall be for a term of not less than twenty-five (25) years at the time of application for credit to the zoning administrator. |
| | (1) | Existing buildings which are subsequently altered or enlarged, or changes its use from office to retail, so as to require the provision of additional parking spaces, no additional parking spaces will be required if the total additional requirement is 10 parking spaces or less. |



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