CITY OF FAIRFAX

KAMP WASHINGTON 2022

SMALL AREA PLAN

ADOPTED: OCTOBER 25, 2022

Small Area Plans are neighborhood-level visions intended to provide the City with guidance on each of its five Activity Centers defined in the 2035 Comprehensive Plan.

While the Comprehensive Plan advises each Activity Center's development at a high level, Small Area Plans provide more specific guidance for each Activity Center, including desired mix of uses, recommended height and density, building typologies, street locations, multi-modal connections, infrastructure improvements, parking, and open space.

While the recommendations in this plan are more specific than that of the Comprehensive Plan, they are conceptual in nature and should be interpreted with some flexibility as individual public and private projects proceed.

As a major retail node and gateway area of the City of Fairfax, Kamp Washington is an economically important study area. The plan was developed through extensive stakeholder meetings, community charrettes and town halls, consultations with city staff, property owners, nearby residents, and other stakeholders. The result is a vision for Kamp Washington that aims to foster a new community village to anchor this part of the city.

Kamp Washington is a destination for visitors from nearby Fairfax County as well as city residents for retail and is an emerging area for new multifamily residential. As it evolves over time, Kamp Washington has the opportunity to evolve into a community village and destination - welcoming for people not just to shop but also live, work, and thrive. The vision builds on the existing draws: vibrant retail and high visibility at the crossroads. This occurs while stitching new pedestrian dominated main streets together in order to calm traffic. The slowing down of vehicular movement allows a new mix of retail and residential uses to develop.

Three new community hubs along Fern Street, along Kutner Park, and Jermantown Road will be connected by new internal streets and boulevards with wide shared use paths and a new tree canopy. Together these hubs will help to give Kamp Washington a renewed sense of place and identity that will allow it to evolve over time into a unique village within the city.

ACKNOWLEDGMENTS

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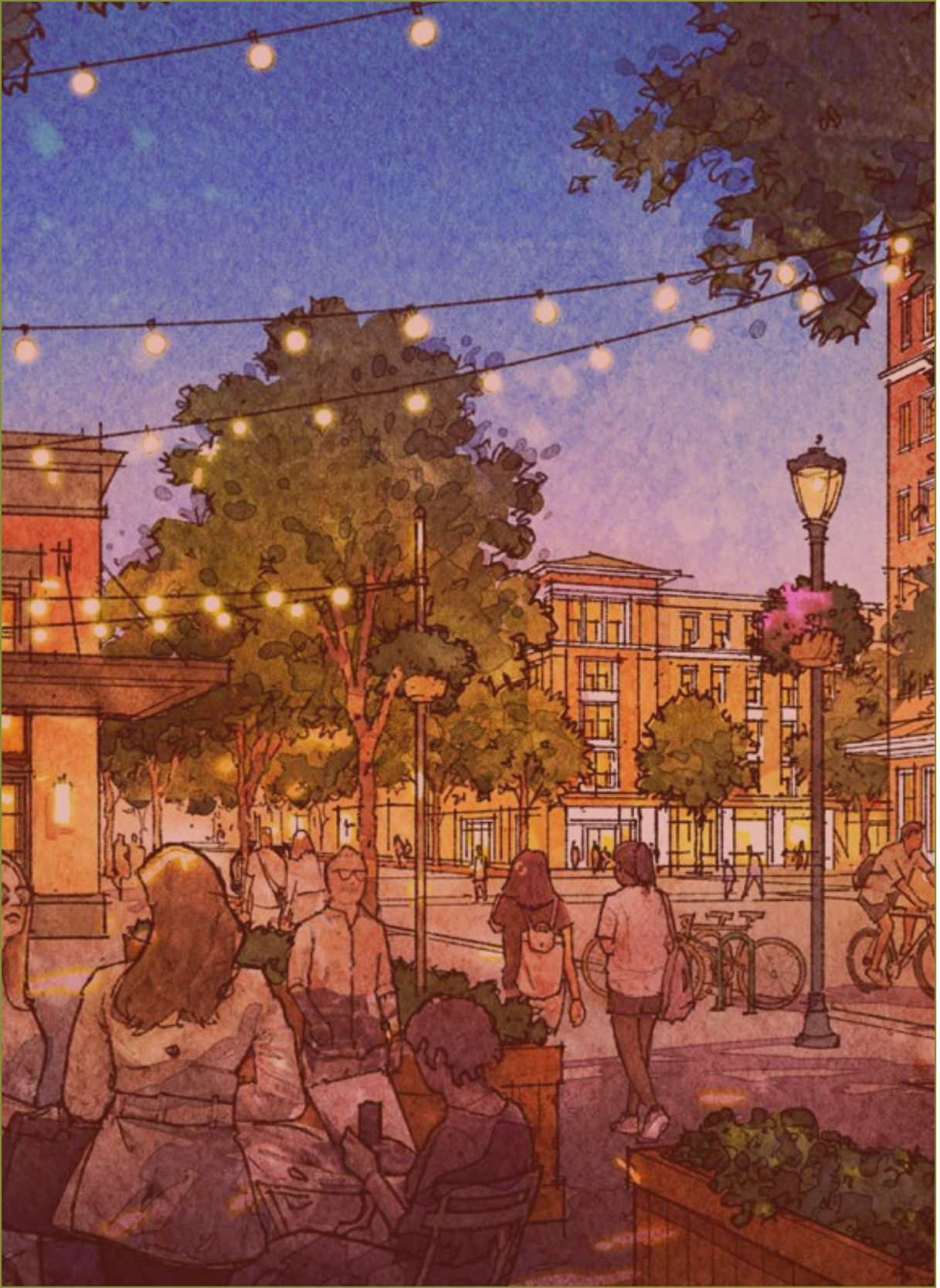
Note: Full Report Available as Separate Attachment



VISION
GOALS

DEVELOPMENT PLAN

GOAL 1: CULTIVATE MEMORABLE PLACES

In the early 20th century, Kamp Washington had a unique identity in the region - a major crossroads for visitors entering and leaving the Northern Virginia/Washington DC region. By the end of the 20th century, the study area took on suburban sprawl development patterns, which was typical of the region, losing much of its distinctive identity.

Today, not much has changed- Kamp Washington has not established a new identity and has perhaps become less distinct from surrounding areas as suburban development patterns have increased over time. Most individual properties are disconnected and isolated in design, and there are few major landmarks, open spaces or public streets to provide a point of reference. Existing historical sites like the Jermantown Cemetery or major shopping centers like the eponymous Kamp Washington Shopping Center could be points of orientation but do not have supportive urban design or architecture.

The Small Area Plan provides an opportunity for Kamp Washington to create memorable places - distinct commercial centers rooted in its history and place - through the creation of new open spaces for the community and visitors. These open spaces will host community activities and be new places for daily gathering for residents.

The plan proposes a variety of strategies centered on the goal of placemaking. This includes transportation infrastructure that prioritizes pedestrian and green infrastructure, open space and art interventions that bring color and areas to play or gather, new architecture that visually is distinctive and comfortable, and a mix of land use approaches that can create economic vibrancy.

These new elements will contribute to a distinctive, memorable neighborhood identity that will evolve and develop over time.

WHAT IS PLACEMAKING?

Placemaking is a multi-faceted approach to the planning, design and management of public spaces. Placemaking capitalizes on a local community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness, and well-being. Placemaking can incorporate art, recreation, retail experiences, unique architecture, and historical preservation to bring people together and foster memorable spaces for the community.

GOAL 2: DESIGN HIGH QUALITY TRANSITIONS FROM COMMERCIAL CORRIDOR TO NEIGHBORHOODS

While the study area encompasses mostly commercial properties, the edges of the study area are located adjacent to residential neighborhoods with smaller-scale houses and larger setbacks.

The open spaces that currently exist within Kamp Washington are located along the edges of the study area and are largely inaccessible.

Parking lots, large commercial buildings and rear alleyway buffer Kamp Washington to the nearby residential neighborhoods. These spaces deter movement and connectivity to the larger region and are largely unusable to the community.

As commercial properties develop, the Small Area Plan proposes a variety of strategies to better design the transition between residential and commercial properties. The streets connecting the residential neighborhoods, such as Hill Street, Fern Street and Park Road, are opportunities for re-imagination and better design for the communities they serve.

Land use, building height, and building typologies can help create and contextualize transitions from a commercial corridor to residential neighborhoods and provide better connectivity. Implementing these transitions will also provide areas for green space and stormwater infrastructure to meet the City's sustainability goals and create a safe space for residents and visitors to gather and socialize.

GOAL 3: IMPROVE THE MULTI-MODAL ENVIRONMENT

Kamp Washington today is designed around the experience of the car – the road design, the amount of parking, and the types of retail and signage. This car-dominated environment has several downsides, particularly poor pedestrian and cyclist safety, the unsightliness of car-oriented properties, and massive areas of the study area dedicated to asphalt surface parking.

The Small Area Plan has the opportunity to help promote alternative modes of transportation to reduce traffic, increase safety for pedestrians and cyclists, and help improve the overall visual environment. Large amounts of the study area are missing safe pedestrian crossings and sidewalks, as well as bicycle infrastructure such as bike lanes, despite people biking and walking every day. Several intersection and road designs contribute to confusing and uncomfortable networks for all users.

A major opportunity for the Small Area Plan is to foster better networks that can help encourage walkability for visitors and residents while also improving vehicular navigation. Improved parking infrastructure and focus on enhanced transit access is also proposed. Throughout the plan an emphasis is placed on a “park once” and shared parking strategies between properties so visitors can easily cross-shop on foot from one area without additional car trips. These concepts recognize that visitors to the study area mostly drive to this area but prefer a walking experience between uses and a pedestrian-oriented street character.

The plan also encourages mixed-use development and diversifying uses in the study area beyond retail. By encouraging walkable new architecture, the plan aims to reduce car trips and peak hour car usage within the study area for visitors and residents.

With the introduction of new open spaces, infrastructure improvements, and more mixed-use developments in the area, the Small Area Plan is an opportunity to introduce much-needed pedestrian and cycling connections to Kamp Washington and the adjacent communities. This new walkable and bikeable infrastructure can help foster a healthier and more sustainable city.

GOAL 4: CREATE QUALITY & SUSTAINABLE OPEN SPACES

Kamp Washington is a centrally-located commercial district serving the region as well as local neighborhoods within the city, but does not contain any specific open space or green spaces conducive to public gathering. Kutner Park is an important community asset, but is located outside the study area and does not currently engage with the commercial corridor.

The Small Area Plan offers the opportunity for new character-defining open spaces that allow for residents to meet and gather in a pedestrian-friendly environment. These places can also provide opportunity to include much needed environmental performance measures, including stormwater infrastructure and sustainability best practices to Kamp Washington.

The plan proposes a variety of spaces serving functions ranging from village plazas to support retail, greenways focused on biking or walking, and small parks for recreation. These infrastructure improvements can help create a high quality environment aesthetically and performatively to reach goals of placemaking and sustainability.

Land uses and urban design approaches in the document incorporate and help support open spaces. Proposed transportation networks help link green spaces and emphasize the importance of vegetation and tree canopy to the experience of spaces throughout the study area.

GOAL 5: ALLOW LAND USES TO EVOLVE TO MEET FUTURE NEEDS

Kamp Washington has long been a regional commercial hub and the center of key retail, office and hospitality uses. The existing conditions analysis (see Appendix) reveals a land use pattern that hasn't changed in nearly a generation.

Today, retail continues to be the most dynamic land use within the study area, but is threated by more-modern regional competition. In recent years, regional shoppers have clustered at nearby planned developments like Fairfax Corner and Mosaic District, walkable mixed-use retail destinations. While suburban oriented retail centers still have a near term economic vibrancy, the Small Area Plan proposes a number of interventions to allow commercial properties to continue to update and evolve to meet the next generation of more pedestrian oriented retail and housing trends.

Transportation: The current retail oriented mid-century land use has the unintended consequence of fostering heavy car traffic. Today, Kamp Washington consists of dozens of disconnected single-use properties. Even when businesses are nearby, there is severe difficulty in crossing roads and land patterns. Barriers like these increase car traffic, reduce appeal of certain retailers depending on difficulty, and bring risks to pedestrians and cyclists.

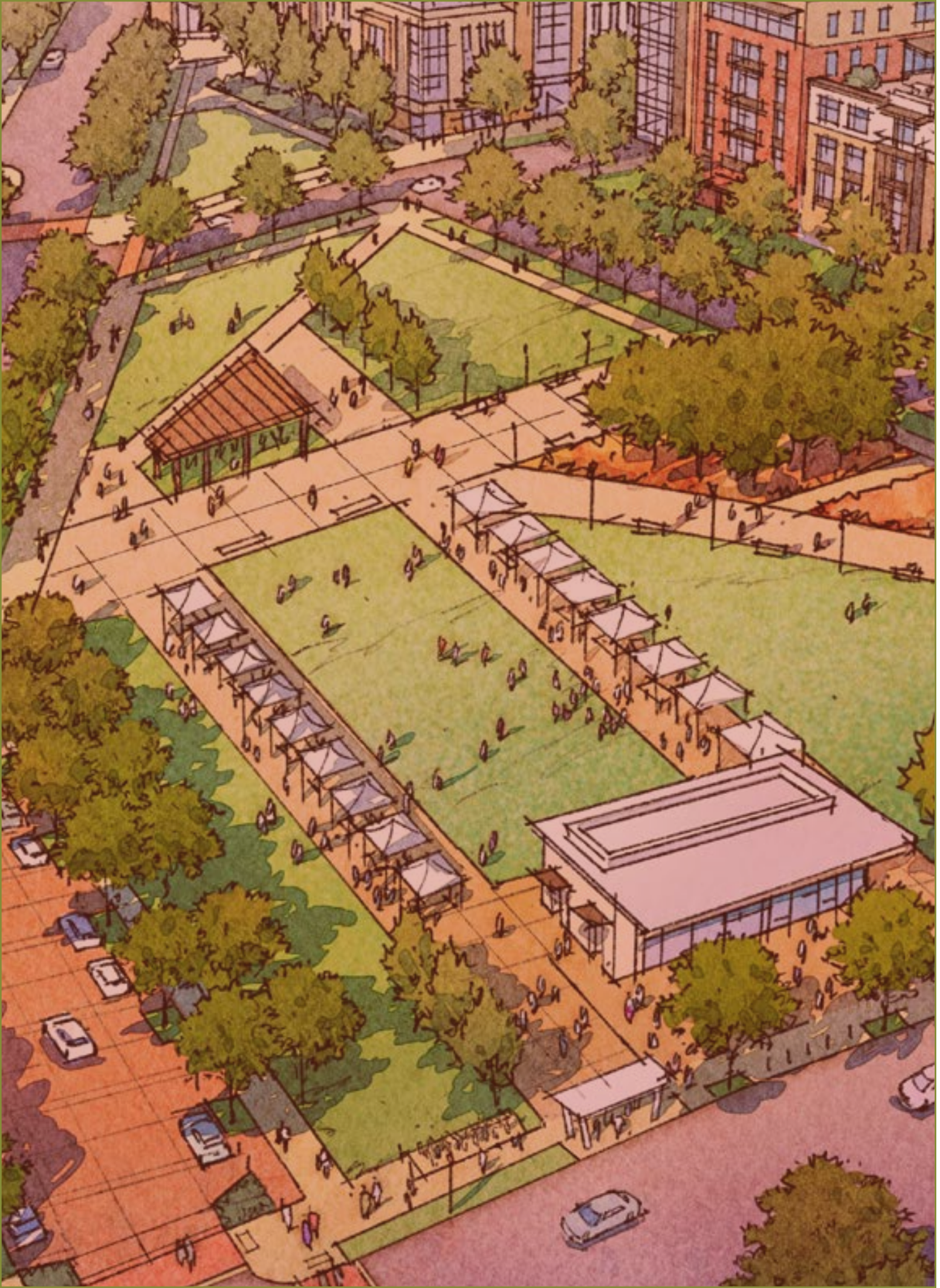
In terms of transportation, diverse, mixed use and dense land uses encourage shorter car trips or can substitute car trips entirely for cycling or walking. This change of uses can in many cases help to reduce traffic, help meet local and national sustainability goals, and can make a direct impact on individual health outcomes of residents nearby.

Economic Resiliency: Consumer trends or economic downturns can unexpectedly affect specific sectors - office, retail, or residential. A diverse land use pattern provides local resiliency to larger economic ups and downs. For example, offices uses have undergone economic challenges since before the COVID-19 pandemic. Today, office-only areas are at risk of decline, but diverse neighborhoods with a mixed of housing, office, and retail have been more resilient. Consumer trends for local retail are evolving in today's market. Consumers are increasingly interested in more mixed land uses, particularly for local serving commercial uses. Kamp Washington is currently 45% local oriented retail (pg 87). To keep the local serving land uses thriving, land uses need to reposition to focus on more walkable, community oriented commercial uses within walking distance of residential uses. This isn't just a popular consumer land use trend. These on-foot local users in dense neighborhoods tend to shop in their own community, and walkable housing models are in high demand regionally. In a small jurisdiction like Fairfax City, this repositioning of land use can mean sales tax dollars stay in the City. By allowing under-performing retail to reposition to this mixed-use model while enhancing successful regional uses (see big box retailers, pg 38) the study area will continue to retain successful regional serving uses while enhancing the economic vitality and resiliency of local retailers.

Land Use & Community Goals: Allowing land uses to evolve also makes more efficient use of space - activating benefits in existing underutilized places. For example, a rarely used parking lot in the study area can be infilled with residential buildings with retail on the ground floor. This new density brings in foot traffic and infrastructure, and starts to put development pressure on nearby vacant storefronts. This, in turn, could increase sales tax revenue with new retail expenditures due to new daily users shopping on their ground floor rather than driving. New housing options are provided for community members. And with this more efficient use of space and new construction, there are now new opportunities to accommodate community goals of more green spaces, sustainable infrastructure, public art, and more.

Within Kamp Washington, there are key development sites with large footprints, such as the Dominion Energy property, that have potential for transformative uses. Because of their proximity to I-66, transit, and major regional partners (such as George Mason University), these sites could be transformed into exciting new uses, such as technology-focused office spaces and light-production spaces.

Kamp Washington has thrived economically as a retail center for decades with a focus on commercial car-oriented land uses. In the near term, Kamp Washington should supplement existing suburban land uses with newer market-driven retail and residential typologies, particularly in under-performing areas. Over time, the neighborhood will evolve into a more resilient mix that can continue to thrive amid future market challenges.



VISION PLAN

THE VISION PLAN: CHARACTER AREAS

General near term and long term recommendations are provided in the following pages. The left diagram of existing parcels is shaded to show three emerging character areas. These three character areas are hubs of potential placemaking that are projected to anchor the near and long term recommendations outlined in the following pages.

FERN STREET TRIANGLE

The Fern Street Triangle is a new community node focused on public open spaces and neighborhood-serving retail. Fern Street will extend from Fairfax Boulevard across US-29 to create a better retail main street that will aid in connecting the community.

KUTNER PARK HUB

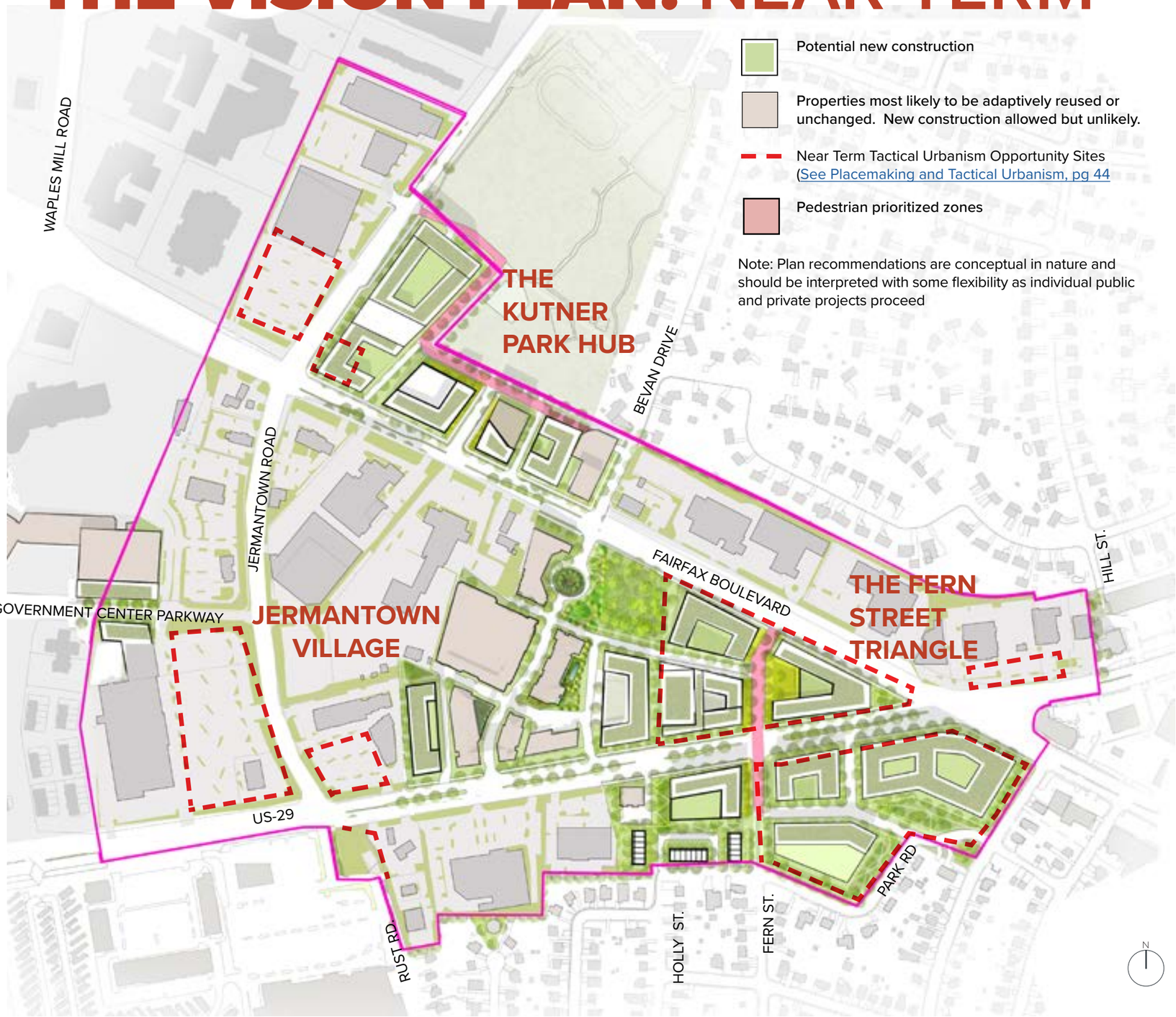
The Kutner Park Hub extends the open spaces and sustainable placemaking of Kutner Park into the adjacent commercial properties to create a new green identity for this area.

JERMANTOWN VILLAGE

Jermantown Village is a transit-oriented community that builds better links to Fairfax County and the region beyond. It is where transit and biking routes converge with regional shopping destinations and proposed new residential communities.

- FERN STREET TRIANGLE
- JERMANTOWN VILLAGE
- KUTNER PARK HUB

THE VISION PLAN: NEAR TERM



Potential new construction

Properties most likely to be adaptively reused or unchanged. New construction allowed but unlikely.

Near Term Tactical Urbanism Opportunity Sites (See Placemaking and Tactical Urbanism, pg 44

Pedestrian prioritized zones

Note: Plan recommendations are conceptual in nature and should be interpreted with some flexibility as individual public and private projects proceed

The plan recommends the following near-term actions:

FERN STREET TRIANGLE

- Collaborate with property owners to establish pop-up events at parking lots at Kamp Washington Shopping Center or other incremental changes to re-imagine this as a recognizable pedestrian landmark for the city. (See Placemaking and Tactical Urbanism, pg 44)
- Extend Fern Street northward across US-29 to terminate at Fairfax Boulevard. Integrate generous pedestrian-focused intersections at each boulevard to help users feel safer crossing these roads, while encouraging pedestrian movement.
- Prioritize developments that are pedestrian-oriented with density focused along US-29 and within the triangle bounded by US-29 and Fairfax Boulevard.
- Encourage mixed-use retail south of US-29 that connects to the Kamp Washington Shopping Center using Fern Street as a north/south anchor.

THE KUTNER PARK HUB

- Prioritize developments that are mixed-use and pedestrian-oriented with emphasis on views and engagement of Kutner Park as the main placemaking anchor.
- Implement streetscapes along Fairfax Boulevard and Jermantown Road that can help link this area to the residential and commercial elsewhere in the study area.
- Explore street improvements such as improved tree canopy and enhanced pedestrian access to Kutner Park from within the study area.

JERMANTOWN VILLAGE

- Reorient retail and multi-modal connections along the Government Center Parkway extension.
- Spearhead future development through discussions with Dominion Energy to a create a future link to Government Center Parkway.
- Implement shared use paths along Jermantown Road along public right of way. Ensure a path from Rust Road to Katherine Johnson Middle School that allows students of all ages to safely traverse the study area on foot or by bike.
- Continue to support new mixed-use infill at existing parking lots.

STUDY AREA WIDE

- Encourage new development, infill, and adaptive reuse of properties to support the vision of this plan.
- Prioritize evaluation and investment at Jermantown Cemetery, Kutner Park, and other existing community assets.
- Prioritize multi-modal shared use paths on major boulevards, bicycle/pedestrian connectors from neighborhoods, shared use parking, and easy access to public transit.
- Implement placemaking or tactical urbanism interventions throughout the study area. High impact opportunity sites shown in graphic but may include other areas not shown per ownership collaboration. (See Placemaking and Tactical Urbanism, pg 44)
- Undergrounding of overhead power lines, particularly as redevelopment occurs.

THE VISION PLAN: LONG TERM

Potential new construction

Existing buildings footprints that generally support the vision of this plan. While redevelopment of these sites can be supported, it should demonstrate that new construction is more supportive to the vision of this plan than existing buildings

Pedestrian prioritized zones

Note: Plan recommendations are conceptual in nature and should be interpreted with some flexibility as individual public and private projects proceed

OPPORTUNITIES + VISIONING FOR THE LONG TERM PLAN

The rendered plan to the left is a long term visioning plan for the study area. This rendered plan is accompanied with illustrative diagrams and explanations later in the document detailing parcel by parcel recommendations. The long term plan builds upon the successful implementation of three successful new character nodes within the study area. As the Fern Street Triangle, the Kutner Park Hub, and Jermantown Village become more successful, more interest will help propel redevelopment throughout the study area.

While the long term plan provides guidance for redevelopment on almost all parcels, in all likelihood a number of buildings will be adaptively reused to support the new mixed-use and pedestrian supported vision of the study area. Guidance is found in the urban design chapter (pg. 32) on building frontages and adaptive reuse approaches. Similarly, guidance is provided for private roads, alleys, and pedestrian connections beyond what is critical to the study area's success. These connections are explained in more detail in the transportation chapter (pg. 55). Study area wide goals not necessarily tied to redevelopment of buildings include improvement of infrastructure such as the undergrounding of overhead power lines (see pgs. 52-54), improving sustainability and open space goals (see pg. 45, open space chapter), installing shared use paths on major boulevards (see pg. 55, transportation chapter), integrating of tactical urbanist interventions (pg. 44), and enhancing the tree canopies, particularly along the main boulevards (pg. 48).

ECONOMIC DEVELOPMENT IMPLEMENTATION FACTORS

In addition to addressing a range of possible future land uses and associated infrastructure servicing needs, the Kamp Washington Small Area Plan has taken into consideration implementation issues such as parcel consolidation, build out densities and development timelines. Parcel consolidation is not considered a major constraint limiting Kamp Washington's development future given the diversity of sites, property ownership characteristics, and existing sustaining economic land uses. The plan recommends coordinating building densities with market demand, as requiring too much or too little density can be a major deterrent to future investment.

Given the diversity of economic functions in Kamp Washington, the plan anticipates that property redevelopment will occur incrementally, and in some cases, not at all for the foreseeable future. Distinct phases of new development are nonetheless expected to be driven by motivated ownership, aging or obsolete assets and infrastructure changes (i.e., Government Center Parkway extension). Two plan implementation limitations noted during the plan development process remain unaddressed, that being the split City / County jurisdictional administration implications affecting the Fairfax Court Shopping Center and the unknown future of the Dominion Energy property.

THE FERN STREET TRIANGLE

A NEW COMMUNITY MAIN STREET DESTINATION

The name Kamp Washington comes from a historic tourist camp that was once located at the crossroads of US-29 and Fairfax Boulevard. This major crossroads defined this part of the City of Fairfax and continues to be the major landmark today.

Despite being a regionally important location, the area lacks an obvious community place where residents and visitors can gather and socialize. Community feedback provided during the development of the plan indicated a strong desire for an outdoor gathering spaces where neighbors can interact with each other.
The Small Area Plan envisions a new centrally-located village plaza surrounded by outdoor seating and retail storefronts. This plaza will be integrated with the surrounding communities by extending Fern Street to the north and a shared use non-vehicular path at the south. This new Fern Street Plaza will be the center and heart of the community village with a vibrant mix of uses and sense of place.

Cultivating a sense of place is a priority for this location - while real estate development might take years to complete, the city and community can invest in placemaking in the short term. Today, the existing shopping centers should be activated with events, pop-up retail, and art installations to immediately make Kamp Washington a recognizable destination. Techniques like this, known as tactical urbanism and placemaking, are design tools that can help activate this study area in the immediate term. Visioning on this is included in the following pages. (pg 44)

When new development comes in, this pop-up community gathering space can be formalized into a distinctive civic plaza anchored by retail or civic uses. Ideally these uses would be community-serving restaurants, retail, and shops with a unique local identity. The plan also allows for the possibility of consolidation for a new mixed-use building or hotel to anchor the plaza. Supporting this civic plaza is an extension of Fern Street from US-29 to Fairfax Boulevard with new signalized intersections. South of US-29, new residential will help provide the density needed to support the viability of walkable pedestrian oriented retail.

The plan envisions a distinctive destination worthy of lively community at this location. At the intersection of US-29 and Fairfax Boulevard itself, a marker or distinctive landscape or architecture, public art, or large community signage should mark the historic crossroads. While not recommended as a location as a community gathering place, this highly visible corner will serve as a landmark for the community.

This new village at the crossroads and anchored on Fern Street is referred to in this report as the Fern Street Triangle. Property owners, community members, or others may rename or rethink the name as the area changes over time. Overall, the new mix of uses, walkability, placemaking, and green spaces will come together to form a new community village that builds upon the vibrant retail identity and history of the area.

ACTIVATING THE FERN STREET TRIANGLE

DETAILS

The long term plan envisions a village anchored by a new civic plaza, new residential in the Activity Center, and Fern Street as a primary multi-modal commercial main street. Vibrant new architecture and a landscaped or public art area at the crossroads of Fairfax Boulevard and US-29 celebrates the neighborhood. New shared use paths along US-29, Fairfax Boulevard, and at the southern extension of Fern Street help bring residents from throughout the City to this new community hub. The plan also envisions future community-driven names for green spaces, plazas, roads, and potentially the character area itself. More details are provided on the following pages.

Note: Plan recommendations are conceptual in nature and should be interpreted with some flexibility as individual public and private projects proceed

CREATIVE PLACEMAKING AT FERN STREET TRIANGLE

VISIONING: TOPOGRAPHY AND PLACE

Identifying and fostering unique commercial experiences can help distinguish Kamp Washington from other activity centers within Fairfax City and draw visitors from the surrounding region. While future feasibility is needed, the Fern Street Triangle has a significant topographic drop that could support rooftop commercial or amenities with potentially unique views. Special and memorable retail experiences can help foster the Triangle as a neighborhood or citywide destination that strengthens retail, supports creative life, and helps develop a stronger community identity. Examples of such spaces are provided below.

PONCE CITY MARKET/BELTLINE (ABOVE)
ATLANTA, GA
Activated moments taking advantage of topography and rooftops are a distinctive feature that helped invigorate this mixed-use development.

UNION MARKET (MIDDLE, RIGHT)
WASHINGTON, DC
The rooftop of Union Market currently serves as a pop-up bar and restaurant but in the past has hosted a 700 seat tennis tournament. Linking to the existing anchor retailer (PGA TOUR Superstore) or other businesses could utilize the roof with unique placemaking or cultural opportunities. Special signage, lighting, or art programming could further activate this space as a unique community landmark that gives identity to the emerging mixed-use Kamp Washington neighborhood. In order to activate existing parking areas of such lots, pop up retail or civic space could be implemented to make the once static space lively and prosperous.

SITE SECTION: KAMP WASHINGTON SHOPPING CENTER
Below is an example of how topography and creative placemaking can be used to create memorable places in the Fern Street Triangle character area.

THE FERN STREET TRIANGLE - CENTER

URBAN DESIGN

Transforming the existing Kamp Washington Shopping Center and adjacent properties into a pedestrian-oriented anchor for the entire neighborhood.

1 CONSOLIDATION OF PROPERTIES

- Encourage consolidation with nearby properties, particularly at the corner of Fairfax Boulevard and US-29 due to its high visibility and constrained property footprints.
- Encourage a business association, business improvement district, or other entity to foster ongoing dialogue between various owners to encourage shared use of business promotion, parking, branding, and design.

2 INTERIM USES

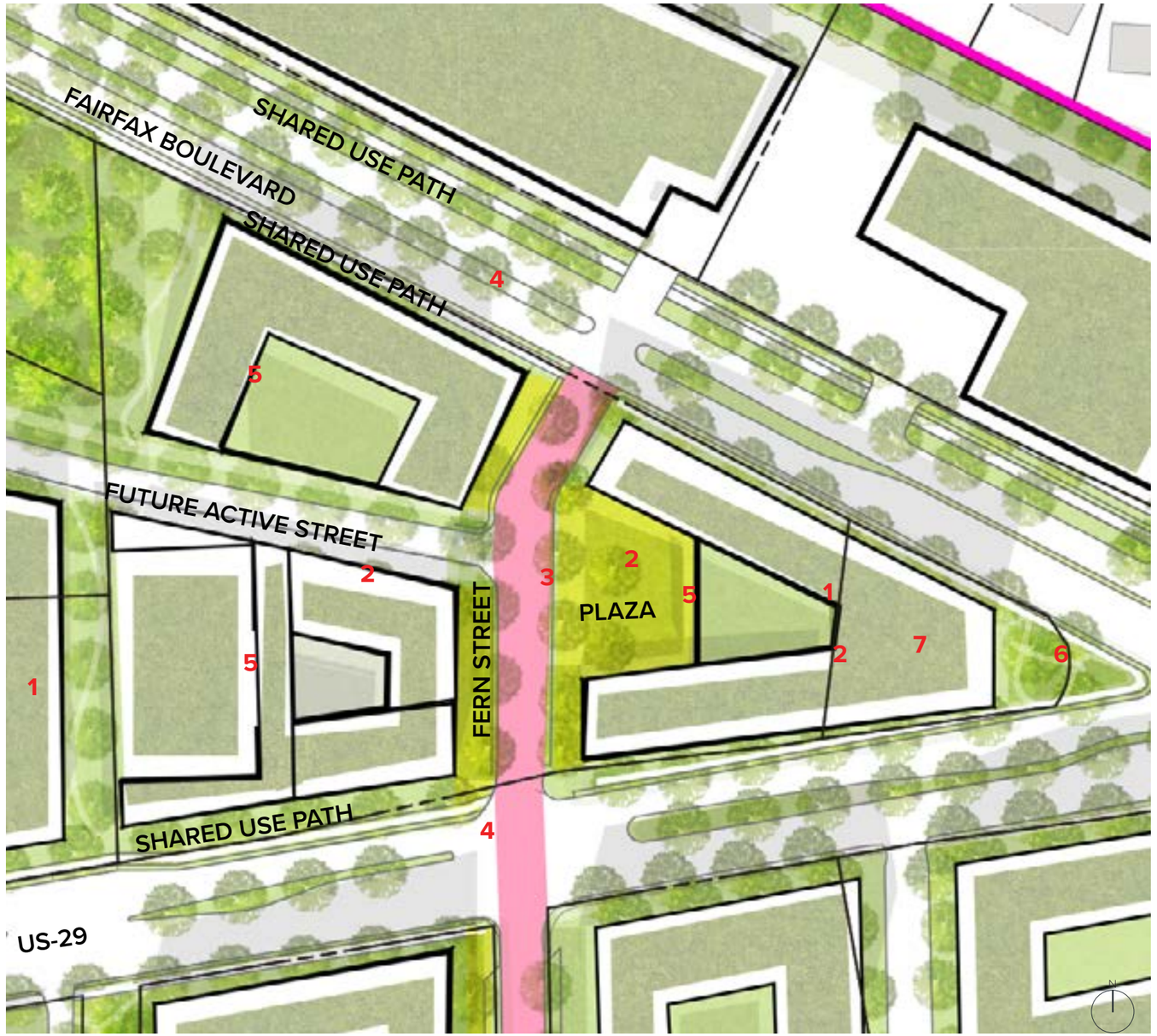
- In interim, allow adaptive reuse of existing shopping centers to a more pedestrian oriented use that employs transitional retail strategies (pgs. 37- 39)
- At corner parcel, if no consolidation is possible, work with property owner to create signature signage, landscape, or art at corner (see 7. signature design at corner) as well as removal of slip lane (pg 60)

3 KAMP WASHINGTON PLAZA

- The new Fern Street Plaza is the social center of the Kamp Washington community. The plan recommends the development of a retail-anchored civic plaza surrounded by pedestrian-oriented retail and other active uses. This plaza should be a suitable size for the programming of civic and social events. Refer to appendix case studies of national and local precedents.

4 FERN STREET CONNECTION

- Continue Fern Street northward across US-29 terminating at Fairfax Boulevard to better connect pedestrians, cyclists and vehicles through Kamp Washington. Build new pedestrian-friendly intersections at US-29 and Fairfax Boulevard to foster improved pedestrian crossings.
- Reorient retail and commercial spaces to front Fern Street and establish it as a pedestrian-friendly street.
- Encourage special pavement or paint and landscape design to distinguish Fern Street and the plaza as a unique neighborhood spaces.
- Traffic signals along US-29 and Fairfax Boulevard should be relocated and spaced with respect to the new Fern Street intersections.
- Encourage special events on Fern Street - events are encouraged to have a walkable character and be closed off from vehicles where possible.



Above, recommendations for the sub-areas within the Fern Street Triangle Character Area. Numbers on plan refer to locations for recommendations. Note plan recommendations are conceptual in nature and should be interpreted with some flexibility as individual public and private projects proceed

5 NEW MIXED-USE AND/OR COMMERCIAL BUILDINGS

- Encourage mixed-use development and pedestrian-oriented ground floor building frontages particularly along Fern Street.

6 ICONIC PRESENCE AT CROSSROADS

- Remove traffic slip lane and consolidate city owned right of way to provide better pedestrian sidewalks and buffers.
- Establish an iconic design presence using landscape architecture, public art, signage, and/or sustainability infrastructure at the prominent corner of Fairfax Boulevard and US-29.
- Integrate stormwater infrastructure at the corner for capturing runoff, due to sloping topography. The plan recommends an iconic design with landscape elements.

7 SIGNATURE DESIGN AT CORNER

- Encourage signature or unique architecture that can serve as a landmark for Kamp Washington. Well-designed mixed-use residential, hotel, office or retail buildings are all feasible options at this location.
- In lieu of new building at corner, encourage unique landscape, large scale sculpture, murals, or unique art at the corner of US-29 and Fairfax Boulevard to serve as a landmark.
- With or without consolidation of corner parcel, recommend shared parking garages and loading with Kamp Washington Shopping Center to allow removal or reduction of existing parking and vehicle access in front of retail businesses.
- Encourage designs that take into account topography to incorporate underground parking and loading, site access, and architecture.

THE FERN STREET TRIANGLE - NORTH

URBAN DESIGN

Creating connections to adjacent residential neighborhoods through new multi-modal and green infrastructure.

1 A MULTI-MODAL SHARED USE PATH AT SERVICE ROAD

- Redesign the service road by expanding pedestrian, cycling and green infrastructure into the public right of way. Private property entrances should be coordinated and consolidated. The new design should support new trees, undergrounding of power lines, and removal of the service road.

2 ADAPTIVE REUSE AND/OR NEW COMMERCIAL DEVELOPMENT

- Encourage more open and pedestrian-oriented commercial facades along Fairfax Boulevard while accommodating parking at the rear or side of buildings or with parking garages. Commercial properties should be designed not only with vehicular users in mind, but also pedestrian users, with comfortable sidewalks and intersections. See transitional retail development. (pg. 37-39)
- Encourage designs that allow for pedestrian engagement and main entrances that engage former service road. See active frontages for more information (pg 34)

Below, recommendations for the sub-areas within the Fern Street Triangle Character Area. Numbers on plan refer to locations for recommendations.
Note: Plan recommendations are conceptual in nature and should be interpreted with some flexibility as individual public and private projects proceed

3 GREEN BUFFER TO NEIGHBORS

- Redevelopments will be required to include rear setbacks with recommendations for stormwater infrastructure between commercial and residential properties.
- New buildings are encouraged to have improved stormwater capture and eco-friendly roof designs.

4 EXPANDED HILL STREET LINK

- Encourage an expanded link from Hill Street Link to new multi-modal path. Potential expansion design options include better designated sidewalk, mural painted pavement, or expanded park.

5 NEW SIGNALIZED INTERSECTION

- Installation of a new signalized intersection at Fern Street.
- Encourage pedestrian connectivity from areas to the north towards Fern Street Plaza.

6 ADAPTIVE REUSE AT 11002 FAIRFAX BOULEVARD

- Consider careful adaptive reuse with redesign of building. See windshield historic survey of building in appendix.
- Encourage better pedestrian-oriented improvements to front of building and parking lot.
- Support shared parking opportunities with nearby parcels.

THE FERN STREET TRIANGLE - SOUTH

URBAN DESIGN

Creating new vital connections to the Kamp Washington core while building sensitive transitions to adjacent residential neighborhoods.

1 ESTABLISH NEW PARKS AND GREENSPACES

- Encourage a new community open space activated by mixed-use buildings.
- Encourage a green buffer between new development and neighborhood that provides a setback between commercial and residential properties. Development along Park Road should incorporate a greenspace along the street edge.
- Encourage balconies, porches, stoops, and small lawns at future residential developments that engage parks and open space, with appropriately-scaled frontages facing Park Road.

2 ESTABLISH FERN STREET AS A NEIGHBORHOOD MAIN STREET

- Move signalized crosswalk to US-29 and Fern Street. Orient new entrances to Fern Street to foster a pedestrian-oriented streetscape.
- Encourage a consistent design language for streetscapes and pavement across US-29 to developments to the north.
- Encourage pedestrian scale lighting, street trees, and outdoor seating along Fern Street.
- Encourage shared branding and events with Fern Street Triangle to encourage a specific commercial and civic experience.

3 NEW MIXED-USE AND/OR COMMERCIAL BUILDINGS

- Encourage undergrounding of overhead power lines with redevelopment.
- Encourage mixed-use development and/or pedestrian-oriented frontages, particularly along Fern Street and multi-modal paths.
- Encourage ground floor commercial and active uses in concert with Active frontages recommendations (pg 34).
- Encourage underground parking, parking garages, or rear lot parking to keep a continuous streetscape experience along Fern Street and US-29.

4 FOSTER MULTI-MODAL LINKS

- Where vehicular streets terminate at study center edge, such as Fern Street and Holly Street, encourage bicycle and pedestrian connections with pathways connecting to US-29.
- Include pedestrian and cyclist-friendly design details, such as intersection bulb-outs, changes in pavement, and appropriate signaling.

Above, recommendations for the sub-areas within the Fern Street Triangle Character Area. Numbers on plan refer to locations for recommendations.
Note plan recommendations are conceptual in nature and should be interpreted with some flexibility as individual public and private projects proceed

5 TRANSITION TO SINGLE FAMILY

- Landscaped Buffer that preserves existing line of deciduous trees and incorporates sidewalks.
- Allow for low scale multifamily buildings with setbacks from Park Road to gradually transition building scale to the neighborhood. Plan recommends using topography to insert underground parking garages, as applicable, and place taller structures in areas away from Park Road, and where the terrain is lower. Retaining walls should be sensitively placed to have less of a visual impact.
- Consider architectural designs that sensitively mimic or are complimentary in scale, bulk, and facade treatment to residential neighborhood to the south. Refer to the City's Design Guidelines for further guidance.

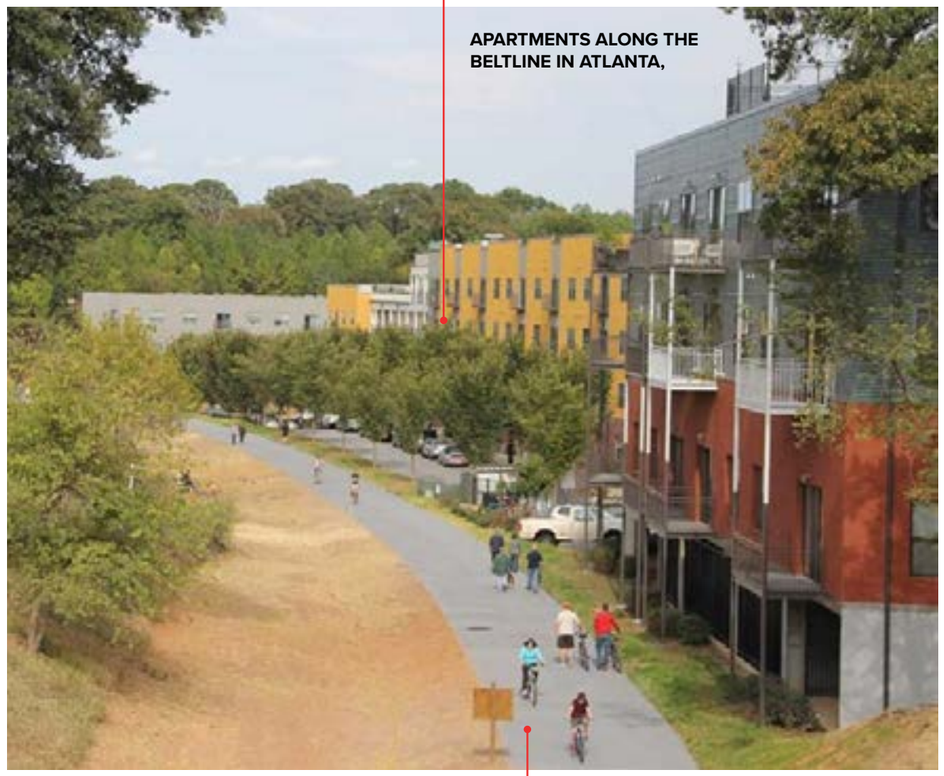
BALCONIES, PORCHES AND OTHER ARCHITECTURAL FEATURES THAT ENGAGE GREENSPACE

BUILDINGS FRONTING THE PARK

PUBLIC ART AND LOCAL CREATIVE ENGAGEMENT

PRECEDENT: THE BELTLINE, ATLANTA GEORGIA

TREE CANOPY



APARTMENTS ALONG THE BELTLINE IN ATLANTA,

NEW AND NEWLY ACTIVATED GREEN SPACES

IMPROVED PEDESTRIAN-ORIENTED PATHS AND STREETSCAPES

THE KUTNER PARK HUB

LINKING KUTNER PARK TO THE COMMUNITY

Kutner Park is a beloved community resource with trails, community gardens, playing fields, and green spaces anchored by the Katherine Johnson Middle School to the north and the Fairchester Woods neighborhood to the east. While the park serves the local community, it has the potential to influence the character of the surrounding commercial properties and provide a much-needed placemaking anchor to the Kamp Washington area.

As existing commercial buildings are redeveloped to the south of Kutner Park and along Jermantown Road, the Small Area Plan proposes a better integration of new development with public open space. The Small Area Plan models this relationship on successful park-anchored developments, such as the Beltline in Atlanta.

New shared-use paths, emphasizing pedestrian/cyclist trails, will provide accessibility into and around the public park. New architecture and land uses that interact with the park will begin to cultivate an experience unique to the region.

While not required, the plan supports limited ground floor commercial along trails with seating along the park itself (ideas like “cafe on the green” or “brew at the park”). Residential or hotel uses could have patios, balconies, and large windows that engage with the views to the park and invite people to interact with the green space on a daily basis.

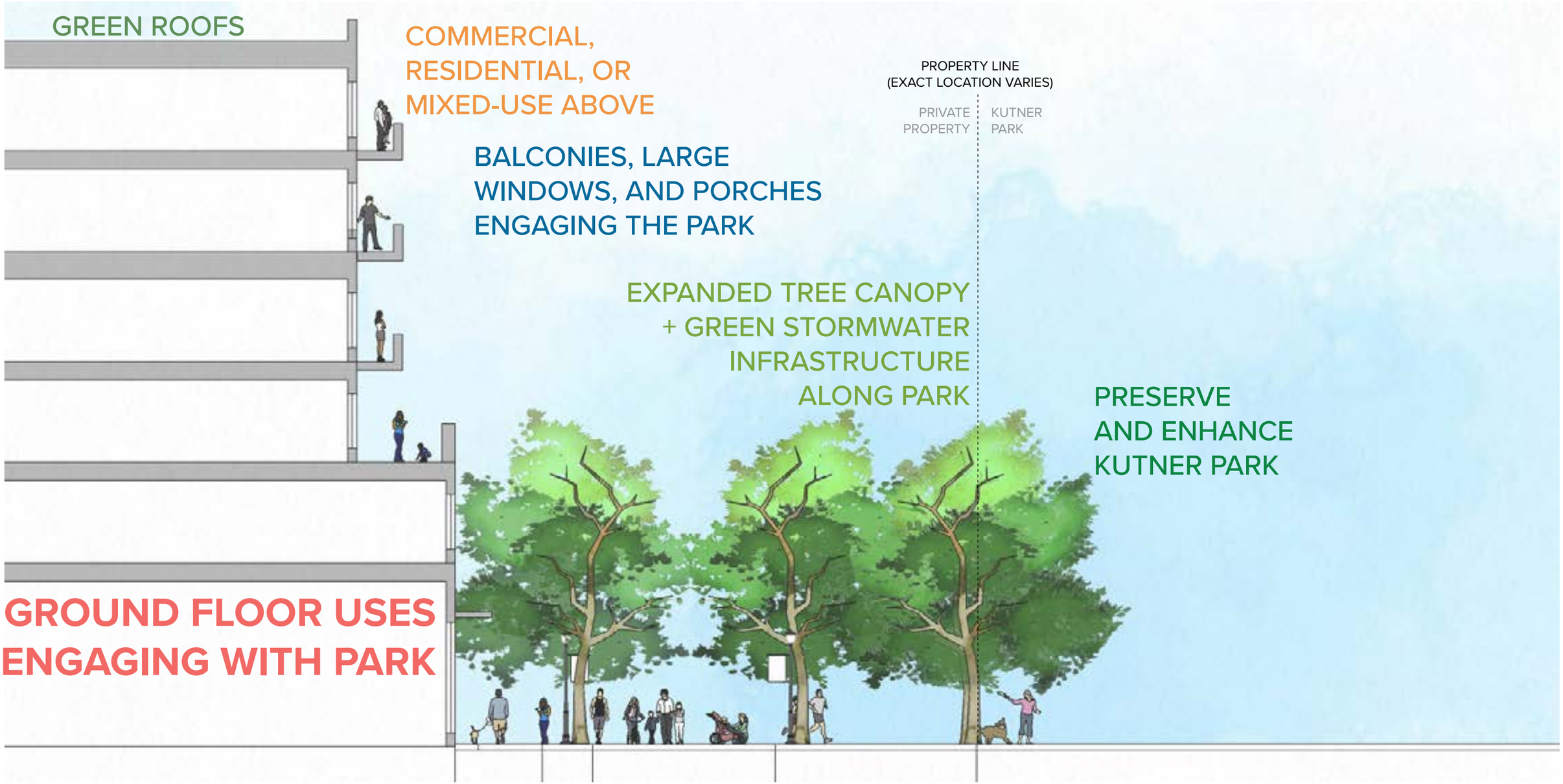
At least one new active street running north/south between Fairfax Boulevard and US-29 would allow the park to be visible to visitors as well as help the hundreds of new residents to the south have easier access to the space. This new visibility of the park will help make it a recognizable gateway to the city for visitors entering from the County from either the north or west.

Kutner Park and its neighbors will be supplemented with new wayfinding signage and public art, reinforcing its unique identity. Wayfinding, art, and new greenspaces will link the educational and sustainability uses at the nearby middle school to this urban corner. Community members expressed interest in a sustainability-themed trail connecting green infrastructure at rain gardens, the Dominion Energy site, along shared use streets, and the new park itself (pg 47).

Finally, the new multi-use paths along Jermantown Road and Fairfax Boulevard will help link this new community asset to new neighbors throughout Kamp Washington and beyond.

THE KUTNER PARK HUB

TYPICAL SECTION OF PROMENADE



THE KUTNER PARK HUB

EXAMPLES OF PROMENADE AND SHARED-USE STREET FOR KUTNER PARK EDGE

Image credits: Gehl Architects

CURBLESS DESIGNS THAT ACCOMMODATE PEOPLE, CYCLISTS, AND CARS (WHERE APPROPIATE)

GROUND FLOOR ENGAGES THE PROMENADE
RETAIL USES SUPPORTED BUT NOT REQUIRED

APARTMENTS ALONG PRAIRIE LINE TRAIL AT TACOMA, WASHINGTON.

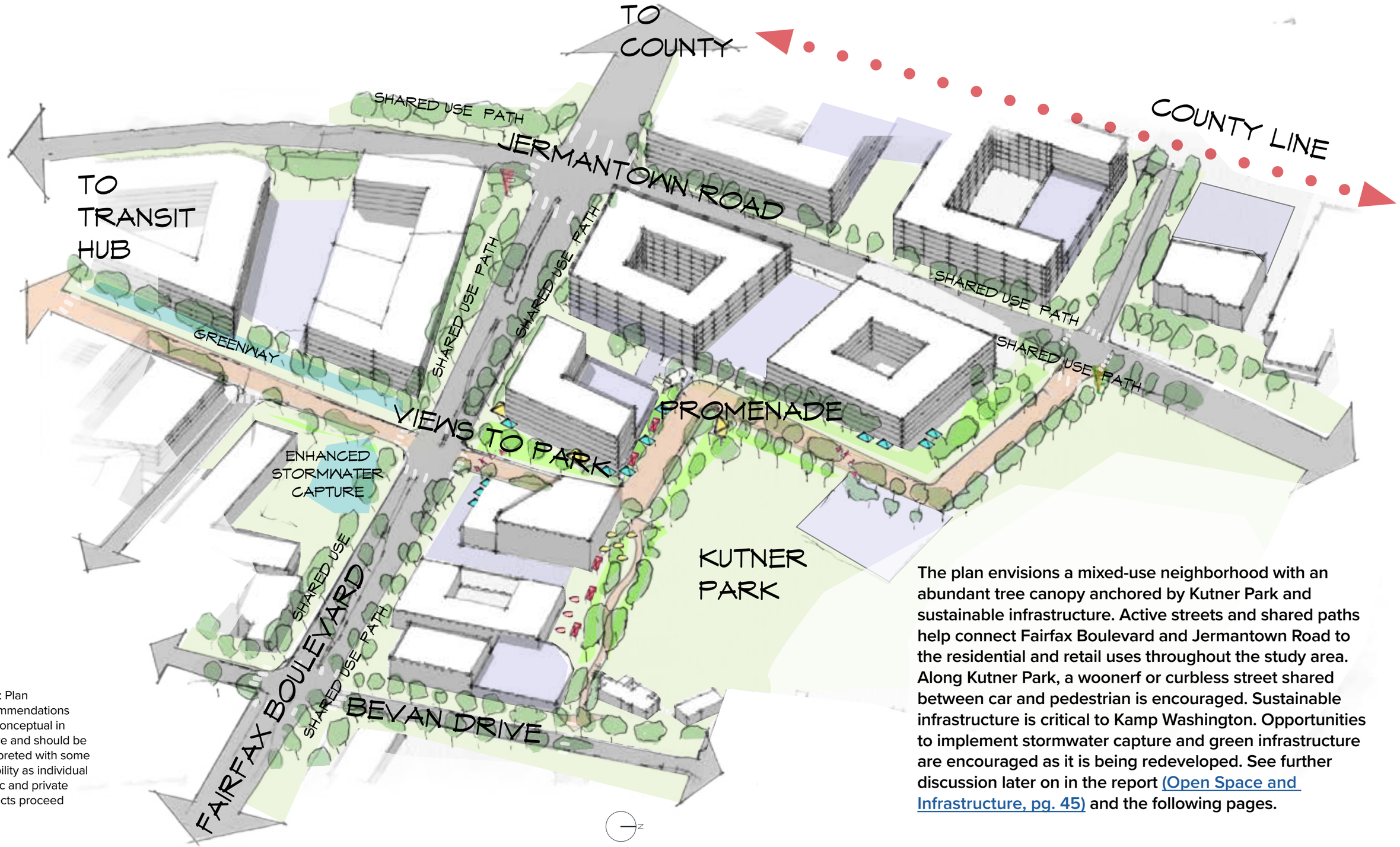
Image credits: Gehl Architects

HIGH QUALITY SEATING AND PAVEMENT MATERIALS ENCOURAGED

PATH ALONG KUTNER PARK, SHARED STREETS AND PEDESTRIAN/ CYCLIST PATHS ENCOURAGED

THE KUTNER PARK HUB

DETAILS



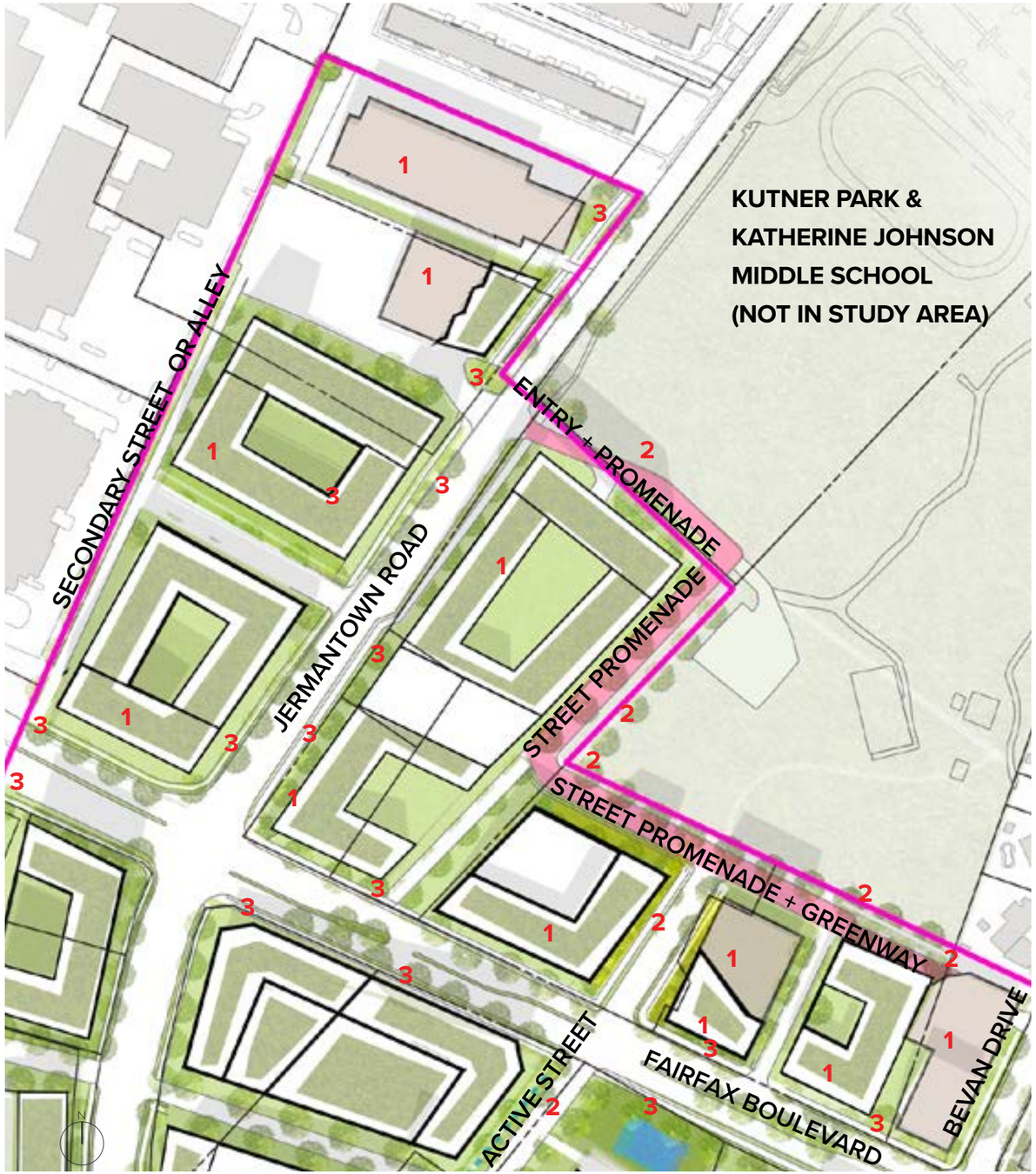
Note: Plan recommendations are conceptual in nature and should be interpreted with some flexibility as individual public and private projects proceed

The plan envisions a mixed-use neighborhood with an abundant tree canopy anchored by Kutner Park and sustainable infrastructure. Active streets and shared paths help connect Fairfax Boulevard and Jermantown Road to the residential and retail uses throughout the study area. Along Kutner Park, a woonerf or curbless street shared between car and pedestrian is encouraged. Sustainable infrastructure is critical to Kamp Washington. Opportunities to implement stormwater capture and green infrastructure are encouraged as it is being redeveloped. See further discussion later on in the report (Open Space and Infrastructure, pg. 45) and the following pages.

THE KUTNER PARK HUB

URBAN DESIGN

Creating a unique neighborhood hub anchored by Kutner Park as a major green and civic space and pedestrian-oriented commercial uses and housing



1 NEW AND ADAPTIVELY REUSED MIXED-USE, COMMERCIAL, OFFICE, AND/OR RETAIL BUILDINGS

- For parcels adjacent to Kutner Park, promote designs that engage views, balconies, patios, and with ground floor retail or ground floor active residential uses along Kutner Park Promenade.
- Design for underground parking, parking garages, or internal parking to keep a continuous streetscape experience along Kutner Park and Fairfax Boulevard. Allow for garages, underground parking, and structured parking to replace existing surface parking. Encourage designs that prioritize shared parking between users.
- Encourage consolidation of smaller properties at Fairfax Boulevard and Jermantown Road (i.e. existing Bank of America and 7/11) to allow larger mixed use presence at the corner. Where consolidation is not feasible, owners should provide facade, landscape, and ground floor changes to provide shared use paths along Kutner Park, shared parking strategies with nearby owners, and architectural style and designs that is harmonious with nearby properties. Encourage transitional retail developments that balance pedestrians and vehicles at these properties and reduction in surface parking lots where possible (see Transitional retail, pg. 37).
- Encourage wayfinding, art, landscape, and/or placemaking improvements that provide a sense of gateway or arrival to the city at parcels at corner of Jermantown Road and Fairfax Boulevard. This is recommended regardless of consolidation or redevelopment. If redevelopment occurs at site, encourage new architecture that serves as wayfinding at the corner of Jermantown Road and Fairfax Blvd.
- Encourage creative, educational, workforce, or other commercial uses that engage nearby schools and park systems. Encourage adaptations to existing buildings that activate the building frontages with activity such as retail or lobby additions.
- Encourage activation of outdoor spaces with landscape and retail
- Encourage creative incubation, educational, and industrial uses that can engage nearby schools and park system.

2 KUTNER PARK PROMENADE

- Recommend a curbless street or shared use path for the promenade along Kutner Park.
- Encourage a pedestrian-oriented landscaped promenade linking multifamily housing and commercial to Kutner Park (see detail pg 24).
- Require street trees and wayfinding signage to create a pedestrian-oriented environment.
- Consider designs that allow for street closures for special community festivals and events.
- Encourage a visual link to Kutner Park from Fairfax Boulevard through adding pocket parks, green spaces, and expanded tree canopy at new streets as well as the larger active pedestrian network.
- Work to develop pedestrian or bike/ped access between Bevan Drive and promenade

3 FOSTER IMPROVED MULTI-MODAL LINKS

- As Kutner Park evolves over time, encourage walking paths for cyclists and pedestrians linking new and existing developments.
- Reduce the number of curb cuts into consolidated shared streets, drive aisles, and alleys to make easier to navigate vehicular network.
- Encourage shared parking with parking wayfinding between uses to foster better pedestrian-oriented cross shopping and reduce traffic. Encourage parking along private and public streets with parallel parking preferred.
- Establish shared use paths 1) along both sides of Fairfax Boulevard and 2) along both sides of Jermantown Road. Explore as properties redevelop paths that link to County networks and to Kutner Park.

Above, recommendations for the sub-areas within the Kutner Park Hub Character Area. Numbers on plan refer to locations for recommendations. Note plan recommendations are conceptual in nature and should be interpreted with some flexibility as individual public and private projects proceed

THE JERMANTOWN VILLAGE - ENHANCING THE LINK TO THE COUNTY

JERMANTOWN ROAD AS A MOBILITY HUB

Today, Jermantown Road serves as a traffic arterial that divides the study area with relatively high-speed and high volumes of vehicular traffic. The Small Area Plan re-imagines Jermantown Road as a new village, focused on bringing in new commercial uses for the City. With large, consolidated parcels located near I-66 and major employment centers, Jermantown Village is a compelling place for office, light industrial, retail and other commercial uses. The plan recommends a new major shared use boulevard on Jermantown Road, activated by ground floor uses and anchored by a major mobility/transportation hub for the growing Kamp Washington community.

In the near term, the City of Fairfax and Fairfax County are working together to connect Government Center Parkway across the County-City line, and it will help foster a better street grid and connectivity. Over time, the plan envisions that adjacent commercial property owners will adjust and reorient their properties towards this connection.

Three major properties could radically reshape this part of the study area in the medium to long term: Dominion Energy, Fairfax Court, and the Lowe's Shopping Center . These three stakeholders are well positioned to redevelop their dated buildings and vast parking lots with a new mix of uses, including new residential and open space uses.

One of the biggest opportunities in this study area is the Dominion Energy property, a large, centrally-located property. The plan recommends that this property be developed into alternative uses that are visionary in nature. This property is an exemplary opportunity for City-led public-private partnerships to bring in unique uses, such as technology office hub or technological production spaces. The parcels are large enough to incorporate open space and amenities that are currently prerequisites for these developments.

Jermantown Road itself, with its wide publicly-owned right of way, presents an opportunity for better bike and pedestrian connectivity. The Small Area Plan recommends robust shared use paths along both sides of Jermantown Road, reinforcing its importance as a major north-south connector. In order to further multi-modal connectivity between the City and County, buses and walking are greatly encouraged as major forms of transportation.

The primary open space at the center of the character area will serve as a transit hub, community open green space, and a retail destination. Along with Fern Street and Kutner Park, this will be the third major pedestrian-oriented node in the study area. The plan proposes pedestrian-oriented commercial buildings surrounding the community green space. At least one major active street will connect Government Center Parkway to Gateway Drive while another active street will link this area to the Kutner Park community hub. The indicated internal street network will provide connectivity within the triangle.

JERMANTOWN VILLAGE - INNOVATION HUB

EMERGING LAND USES IN KAMP WASHINGTON

Rendering of Jermantown Village Innovation Hub - a mixed-use campus located on the Dominion Energy property

Because of its proximity to I-66, George Mason University, and key corporate offices in Fairfax County, Kamp Washington is an intriguing location for a future “Innovation Hub” within the City of Fairfax. Innovation hubs are urban centers that bring together a high density of research, creative and technology institutions. These hubs often serve as springboards for local economic growth in the technology and light industrial space.

The Innovation Hub in Kamp Washington would build upon existing assets, such as George Mason University, the Katherine Johnson Middle School, a heavily STEM-educated city population, and emerging maker/technology institutions in the area, such as Nova Labs. Examples of activities in the Innovation Hub are: light industrial production (such as tech fabrication), makerspaces, construction technology and laboratories, design studios, food production and technical training.

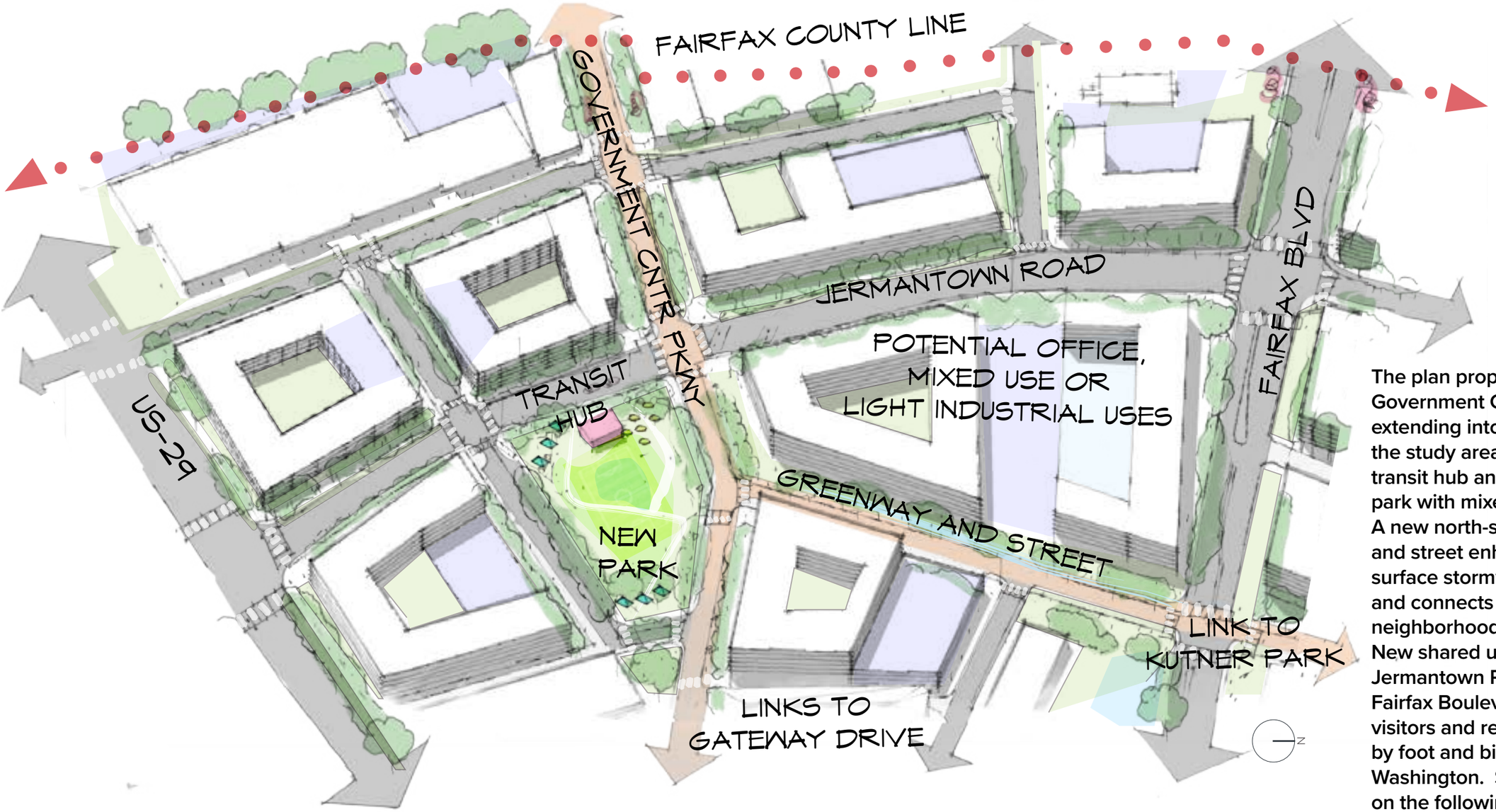
There are several regional examples of innovation spaces that demonstrate the viability of local innovation spaces. A nearby example is the HITT ColLab located in nearby Falls Church, VA. ColLab is an experimental state-of-the-art construction technology laboratory developed by HITT Contracting, along with industry and educational partners.

Kamp Washington has several large-scale properties that can host commercial office/light industrial spaces. Because of its location and size, the Dominion Energy property, in particular, is an attractive site for a Innovation Hub concept. Although it would require proactive City actions to overcome obstacles (particularly land ownership transfer) this concept would provide the City with a large asset to shape into a campus-like setting. The Small Area Plan proposes a new public park, mixed-use buildings (focused on office, industrial and technology uses) and a connective street network on this property.

HITT Construction ColLab (Image credit: HITT Contracting)

THE JERMANTOWN VILLAGE - ENHANCING THE LINK TO THE COUNTY

DETAILS



The plan proposes Government Center Parkway extending into the center of the study area along a new transit hub anchoring a new park with mixed-use buildings. A new north-south greenway and street enhances existing surface stormwater facilities and connects this new neighborhood to Kutner Park. New shared use paths along Jermantown Road, US-29, and Fairfax Boulevard encourage visitors and residents to travel by foot and bike within Kamp Washington. See more details on the following pages.

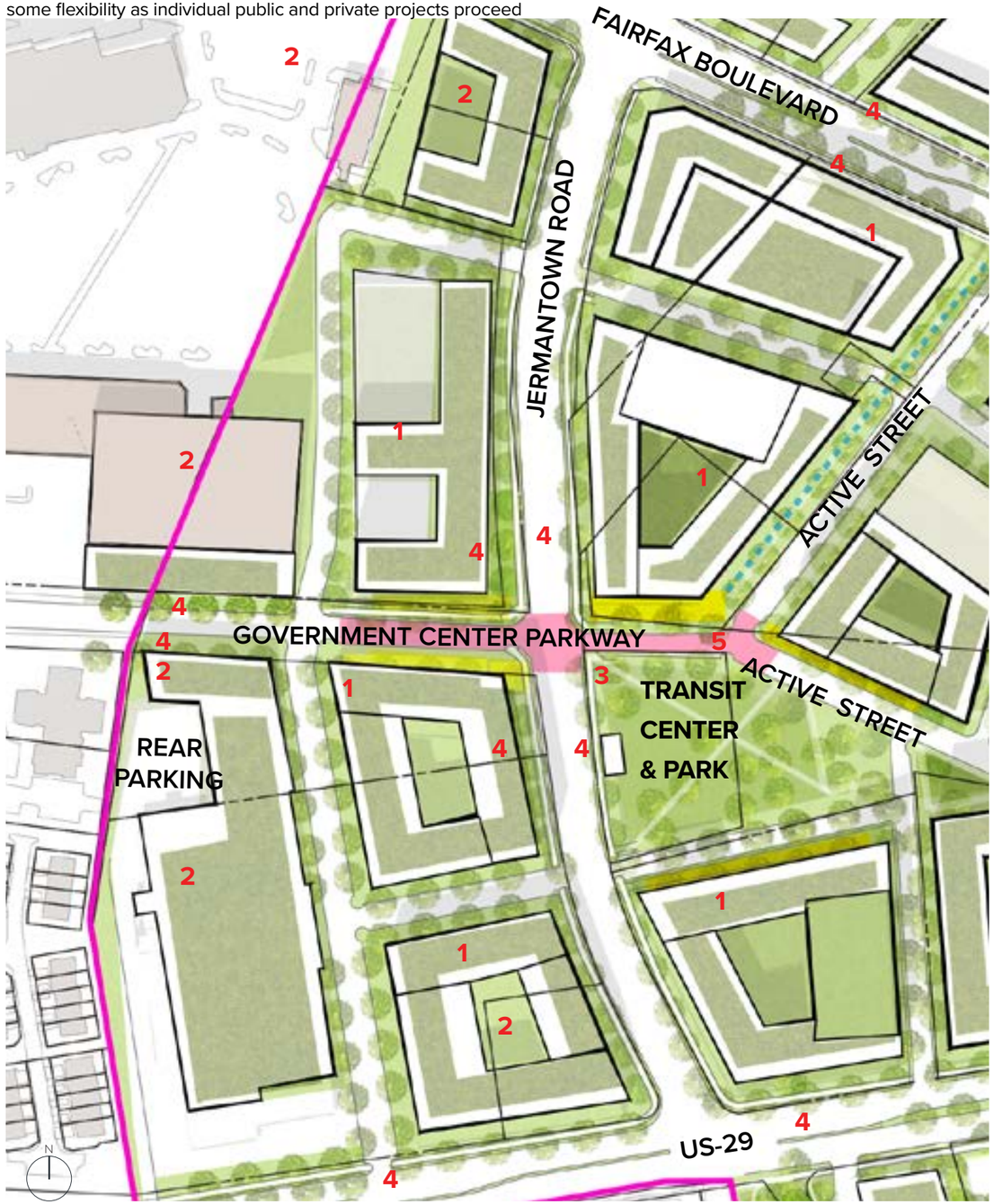
Note: Plan recommendations are conceptual in nature and should be interpreted with some flexibility as individual public and private projects proceed

THE JERMANTOWN VILLAGE - WEST

URBAN DESIGN

Fostering a community village that is the gateway to the County and region

Below, recommendations for the sub-areas within the Jermantown Village Character Area. Numbers on plan refer to locations for recommendations. Note plan recommendations are conceptual in nature and should be interpreted with some flexibility as individual public and private projects proceed



1 NEW MIXED-USE, OFFICE, RETAIL, WORKFORCE, OR COMMERCIAL BUILDINGS

- Promote new infill buildings at existing surface parking. Where owners propose drive-through or pad retail, pedestrian-oriented improvements should also be provided and designs should minimize visibility of automotive access. Interruptions to primary pedestrian networks should be minimized, building entrances should be oriented toward and easily accessible from primary pedestrian routes. See case studies on transitional retail (pg 37).
- Design for underground parking, parking garages, or rear lot parking.
- Encourage a continuous streetscape experience along Government Center Parkway and Jermantown Road.
- As properties redevelop, promote transit-oriented-development that actively encourages transit use at hub along Jermantown Road and Government Center Parkway.
- Consider promoting workforce or job incubation uses, particularly at the larger under-utilized parcels.

2 ACCOMMODATE A MIX OF RETAIL FORMATS

- Support redevelopment of structures into new buildings as part of a large mixed-use development in consultation with County for properties that are within both jurisdictions.
- Allow for adaptive reuse that supports building frontages with pedestrian-oriented activity such as improved commercial fronts, better vegetation, transitional retail design, or sustainability improvements.
- Consider activation and infill of existing parking lots with temporary or permanent commercial as a transitional phase to larger mixed-use redevelopment. See case studies on transitional retail (pg 37).
- Encourage facade improvements and additions that allow for a transitional commercial format that engages Government Center Parkway as a primary pedestrian-oriented main street.
- Encourage designs for big box retailers that allow for more pedestrian access and architecture. See case studies on transitional retail (pg 37).
- Bisected properties along the County line recommended to be consolidated and encouraged into walkable mixed use with consultation with County. Where adaptively reused, the plan recommends designs that accommodate pedestrians. See case studies on transitional retail (pg 37.

3 ESTABLISH NEW NEIGHBORHOOD PARK AND TRANSIT CENTER

- Create a new community greenspace activated by a new transit center (pg 73) and active frontages (pg 34).
- Encourage a pedestrian-oriented neighborhood street at Government Center Parkway.

4 FOSTER MULTI-MODAL LINKS

- Reduce the number of curb cuts into consolidated shared streets, drive aisles, and alleys.
- Encourage shared parking between uses to foster better pedestrian-oriented cross shopping and reduce traffic. Encourage parking along private and public streets. See active street details (pg 34).
- Establish a shared use path along both sides of Jermantown Road, US-29 and Fairfax Boulevard to promote pedestrian and cyclist circulation. See sectional study (pg 68).
- Promote a walkable and bikeable active retail street along Government Center Parkway that accommodates pedestrian foot traffic.

5 DOMINION ENERGY SITE

- The plan recommends the City take strong actions towards the acquisition of the Dominion Energy property, which could include a potential land swap or encourage relocation to alternative sites. Consolidation and redevelopment of this site will create immense value for the City, particularly with public open space and potential concepts like the Innovation Hub, as well as a connective street grid and new development parcels.
- Promote incremental changes and engagement with Dominion to allow better pedestrian and cyclist access across the site, add vehicular access, and reduce curb cuts. Encourage wayfinding, architecture and landscape design features that can educate about sustainability infrastructure at Dominion site.
- Enhance and improve open stormwater channel with enhanced green design practices between existing Ted Britt Ford dealership and the Dominion owned parcels. Consider designs that integrate sidewalk into a placemaking oriented green path. Refer to stormwater management practices (pg 52).

THE JERMANTOWN VILLAGE- SOUTH

URBAN DESIGN

Promote a gradual change from boulevard commercial to residential neighborhoods with transitional buildings, green spaces, and pedestrian connections.

1 COMMERCIAL/RETAIL/OFFICE ALONG US-29 & RUST ROAD

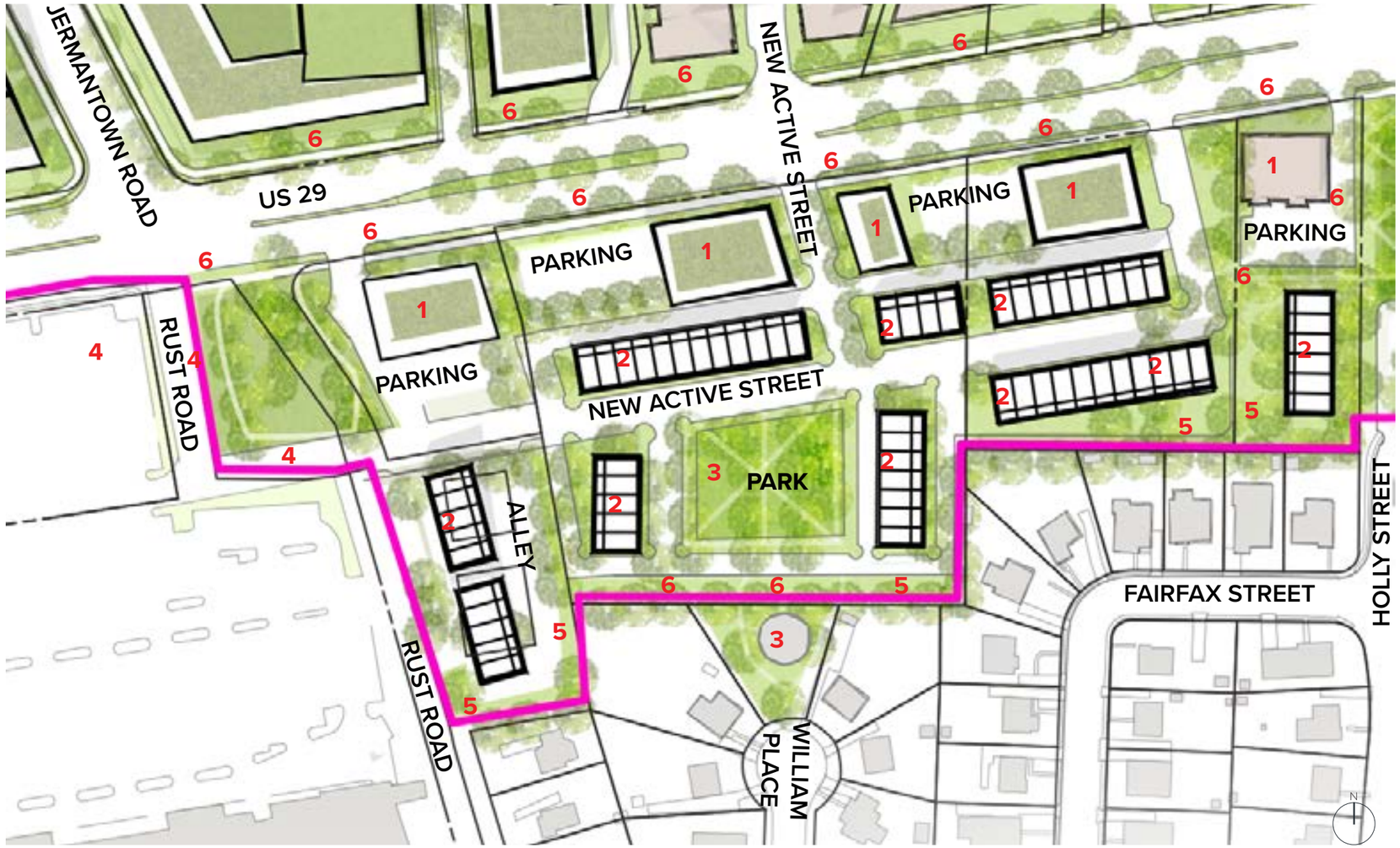
- Establish frontages along the multi-modal sidewalks at US-29 with parking located at the side or rear of properties. See case studies on transitional retail (pg 37).
- Promote shared use parking with redevelopment to promote a “park once” approach to shopping. Visitors park once and shop at a variety of retailers rather than drive from destination to destination.
- Allow for adaptive reuse that supports building frontages with pedestrian-oriented activity such as improved commercial fronts, better vegetation, transitional retail design, or sustainability improvements (i.e. 11085 US-29).

2 TOWNHOUSE AND LOW SCALE RESIDENTIAL

- Encourage townhouse (or similarly-scaled 3-story building massing) developments that transition seamlessly to the adjacent neighborhoods.
- Promote a variety of housing types including those that promote equitable housing for a variety of family types and sizes.
- Promote high quality, neighborhood oriented housing with porches, balconies, and active frontages that engage the street.
- Encourage, where feasible, rear garages and alleys.

3 WATER TOWER PARK

- Since the water tower is decommissioned, the plan encourages engaging with Fairfax County Water Authority to foster the creation of a shared use path to connect neighborhood to US-29.
- With redevelopment, expand shared use path into a community park to the north.
- Primary recommendation is to remove water tower in favor of a larger activated green space. If removal is not feasible in the near term, explore art interventions or murals to activate the water tower as a unique landmark for the community.



Above, recommendations for the sub-areas within the Jermantown Village Character Area. Numbers on plan refer to locations for recommendations. Note plan recommendations are conceptual in nature and should be interpreted with some flexibility as individual public and private projects proceed

4 RUST ROAD CORNER

- The Rust Road - US-29 intersection experiences high volume during peak hours. Future redesign of this area is needed, with emphasis on increased drive lane length distance from the intersection into the retail parking lot. Since much of the scope is outside the City boundaries, County and property owner coordination is necessary.
- Engage County to create a productive greenspace (such as rain garden, storm capture, or public solar) at Rust Road and US-29 with stormwater interventions, vegetation, and better signage.
- Consider improved existing bus facility at corner.
- Improvements to the Rust Road alignment at and south of Rt. 29 and the interface with the adjacent shopping center and other properties will need to be addressed with future improvements.

5 TRANSITION TO NEIGHBORHOOD

- Enforce transitional rear green yards with redevelopment between the Kamp Washington study area boundary and single family neighborhoods.
- Promote shared paths or pedestrian-oriented alleys, enhanced tree canopy and vegetation between single family properties and new developments.
- Introduce lower building heights in areas south of US-29 to allow a lower scale transition to the neighborhood. This includes a three-story height transition in area directly adjacent to the neighborhood.

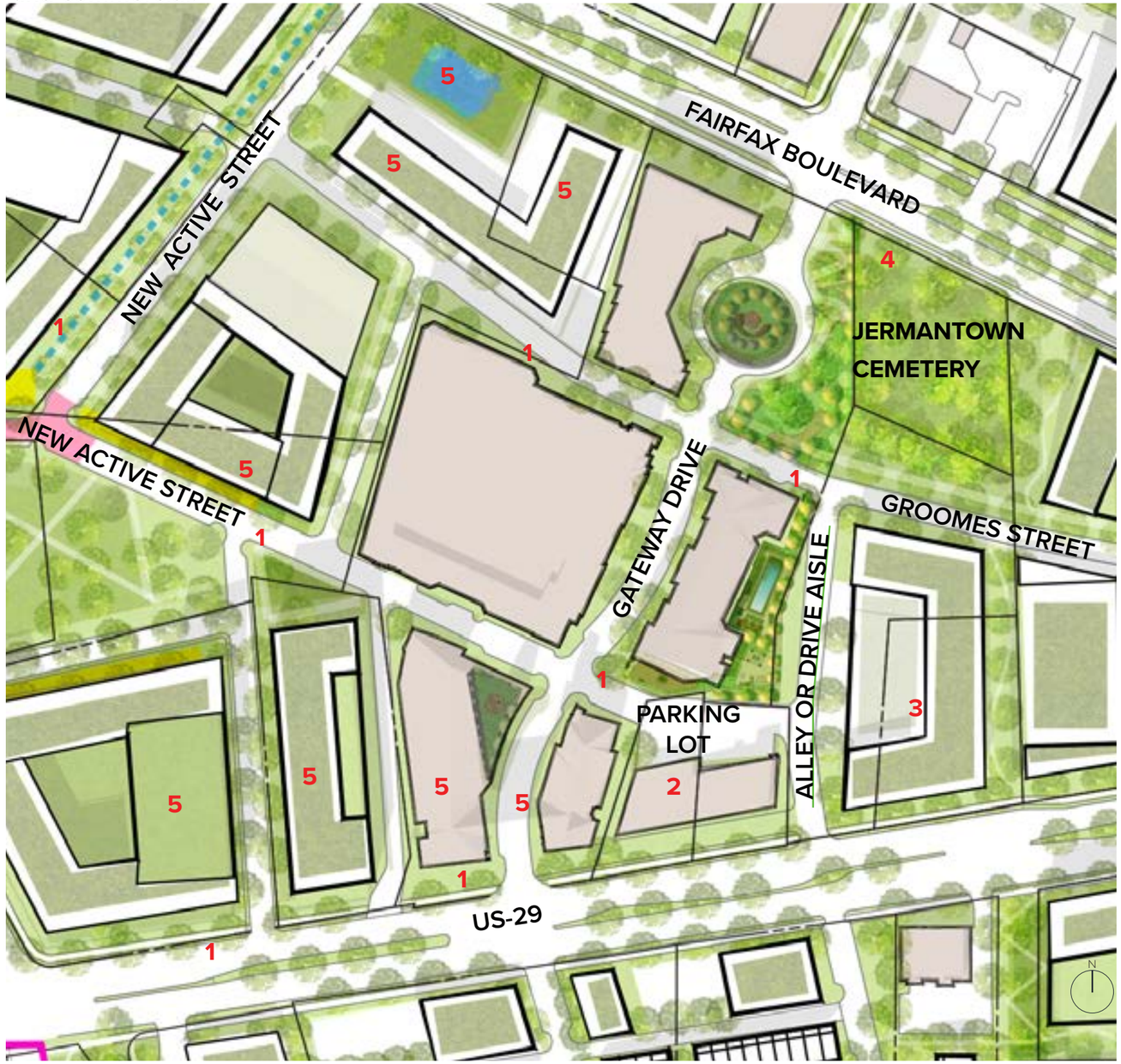
6 FOSTER MULTI-MODAL LINKS

- Reduce the number of curb cuts into consolidated shared streets, drive aisles, and alleys to make easier to navigate vehicular network.
- Encourage shared parking between uses to foster better pedestrian-oriented cross shopping and reduce traffic. Encourage diagonal or parallel parking along private and public streets. Parallel parking is preferred.
- Establish a shared use path along both sides of US-29.

THE JERMANTOWN VILLAGE- EAST

URBAN DESIGN

Establish changes to promote walkability and to bridge new residents to nearby community uses and commercial.



Above, recommendations for the sub-areas within the Jermantown Village Character Area. Numbers on plan refer to recommended locations.
Note 1 : The Moxley complex at the time of plan adoption was recently constructed with pedestrian-oriented characteristics.
Note 2: Recommendations are conceptual in nature and should be interpreted with some flexibility as individual public and private projects proceed

1 ESTABLISH A STREET GRID AND PEDESTRIAN CONNECTIVITY

- With redevelopment, lengthen streets, alleys, and drive aisles to connect into nearby properties, and provide access easements. In near term, establish pedestrian and, if possible, vehicular connections to parking lots, greenspaces, and sidewalks at neighboring properties.
- In near term, establish multi-modal shared-use paths along Fairfax Boulevard and US-29 with a priority to connect to Kamp Washington Shopping Center and Jermantown Square to the Moxley.

2 ADAPTIVE REUSE OF HILLTOP SHOPPING CENTER

- Promote shared parking strategies with adjacent residential and office users, and promote better pedestrian links to the Moxley and the shopping areas to the east.
- Link existing rear parking to Gibson Street to allow better pedestrian and car access.
- Install a shared use path along US-29 and encourage redevelopment of front parking and green spaces at Hilltop Shopping Center to engage pedestrians.
- Promote facade enhancements and other building improvements to allow Hilltop Shopping Center to continue functioning as a retail center. Redevelopment may be considered as an alternative.

3 OFFICE CONDOS AND SHELL GAS STATION

- Prioritize consolidation at these locations. Where consolidation not possible, work with owners to provide better frontage to Jermantown Cemetery as well as connectivity at Groomes Street with shopping center redevelopment.
- Consider creative designs that incorporate topographic change like access to the roof of nearby Kamp Washington Shopping Center or unique ways to foster pedestrian access between these properties (pg 17).
- In immediate term, explore shared parking strategies, better pedestrian wayfinding and engagement along US-29 to attract nearby residents from the Moxley and encourage a park once approach where retail visitors park once and walk between destinations rather than drive between the different destinations.

4 JERMANTOWN CEMETERY

- With redevelopment of adjacent properties, provide landscaped setbacks and meditative park buffers (minimum 40 feet from the property line) around the Jermantown Cemetery. Allow publicly-accessible pedestrian paths within the width. Consider relocating Fairfax Boulevard shared use path (see transportation chapter for dimensions) to east and along Groomes Street due to limited existing right of way at Fairfax Boulevard.
- As existing property width at Fairfax Boulevard is narrow and complicates encroachment on the property line - a full shared use path and enhanced streetscape may be difficult. At the time of plan formulation, visioning by Jermantown Cemetery advocacy groups and the historic survey of existing burial sites is ongoing. As resurveying of the site and community stakeholder vision allow, explore as feasible improved streetscape at Fairfax Boulevard including 1) widening portions of the sidewalk to match recommendations on size and location found in the transportation chapter (pg 55). 2) relocating or adding new entrance locations to Gateway Drive or Groomes Street to facilitate access 3) improved pedestrian lighting 4) enhanced surrounding tree canopy and 5) enhanced wayfinding study area wide directing people to this historic landscape.
- Continue to work with nearby property owners to explore opportunities for community events, memorialization, and activities that can engage nearby residents, visitors, and the region.

5 OTHER MIXED-USE REDEVELOPMENT & ADAPTIVE REUSE

- As adaptively reused, encourage owners of smaller parcels to make pedestrian-oriented improvements to bridge residences at the Moxley to nearby shopping centers including engagement of shared use paths and pedestrian-oriented frontages. Allow flexibility for the Moxley to have ground floor retail along US-29.
- Promote consolidation (i.e. British Petroleum with Dominion Energy) to allow sensible flexible mixed-use designs that incorporate residential, office, or other mix of uses. Where not consolidated at small lots encourage new uses or adaptive reuse that promote walkable, pedestrian oriented commercial or residential uses.
- At flood plain locations enhance stormwater management strategies and greenspaces.
- Minimize curb cuts along major boulevards and promote access to site via alleys and internal streets.

URBAN DESIGN

STREET CHARACTER

ACTIVATION ALONG MAJOR + MINOR STREETS

A major community driven goal of the Small Area Plan is to alleviate traffic and reduce risks to pedestrians and cyclists. A key solution is to create streets that are low stress to pedestrians and cyclists. Under the urban design framework shown to the right, commercial mains would help traffic move through the city to destination sites, while connecting cyclists and pedestrians through shared use paths. Refer to the transportation chapter for more details on the street section, vehicular, and multi-modal network.

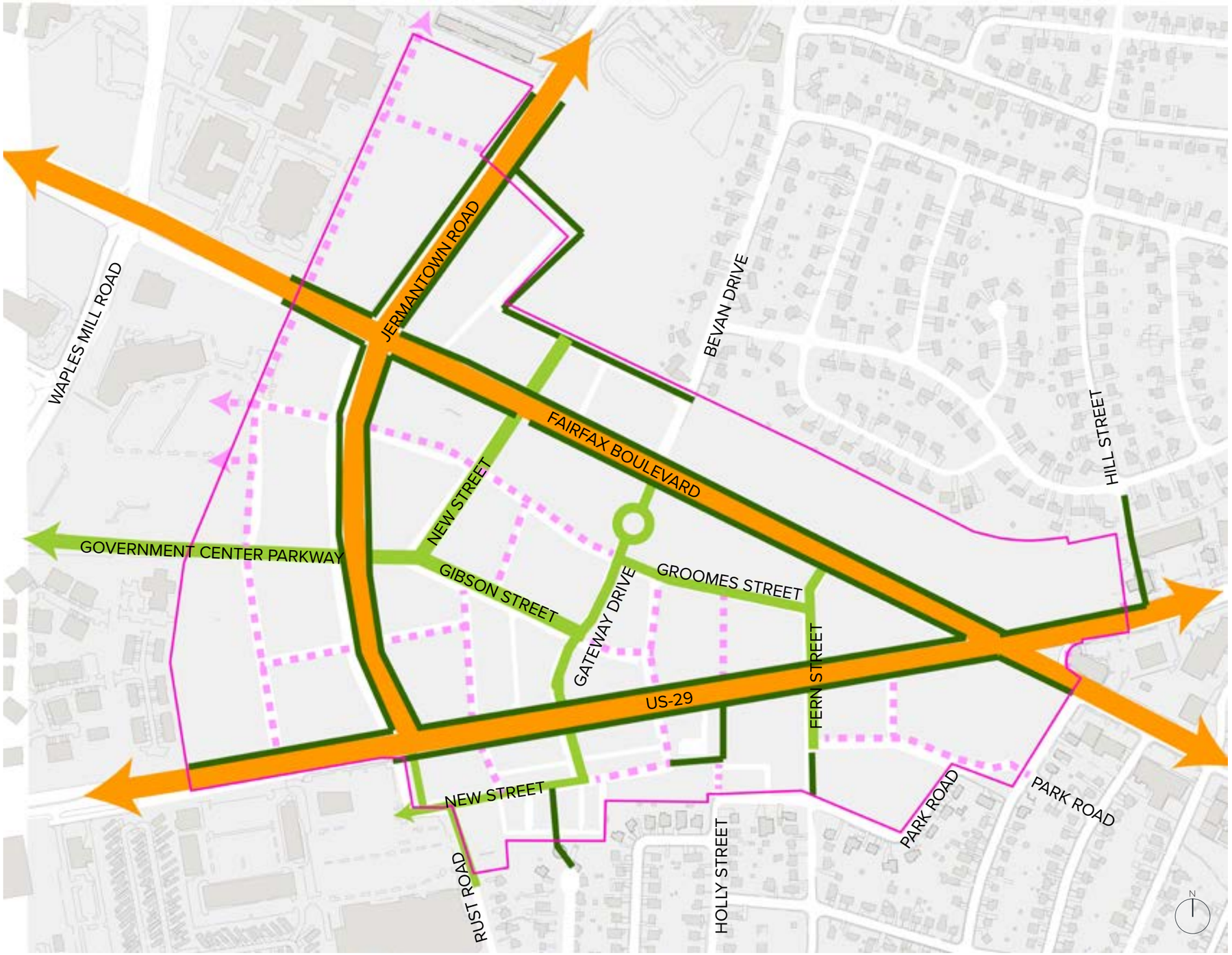
Active streets, while allowing vehicular traffic- are intended to also support a more robust village oriented pedestrian life. These streets serve as the main walkable arteries through the study area. Architecture with ground floor pedestrian-oriented frontages are prioritized. Vegetation and streetscape improvements that accommodate walkability by adding street shade and visual interest are emphasized to establish these as primary main streets for the community. Vehicular traffic is calmer than along the main corridors. Easy public on-street parallel or diagonal parking is emphasized over parking lots and new, calmer walking connections are welcomed to facilitate cross-shopping by visitors on foot. Parallel parking is preferred.

Commercial mains are understood to be the major boulevards that serve both local and regional vehicular traffic. The main goal is to move from prioritizing automobiles to facilitating all types of transportation. Additionally the commercial mains are intended to serve as visual gateways to the City of Fairfax through general streetscape improvements (see open space chapter, pg 45) and leafy shared use paths (see transportation chapter, pg 55). These main roads are currently treated architecturally as highway arterials with drive-through or car oriented retail. The plan encourages rethinking these main streets as tree-lined boulevards as they gradually transition to more pedestrian-oriented frontages and uses. The major intersections along the commercial mains offer the greatest opportunity for placemaking public art, landscape interventions, signage and branding that can help to foster a sense of place for the study area.

Connectors and paths are pedestrian and cyclist only areas which help link residential neighborhoods to the study area. The main goals of these streets are simply to bridge dead-end streets and help foster more walking and cycling over driving. They may take a variety of shapes and sizes with more details on their design found in the transportation and open space chapters.

Finally, a number of **potential alleys, driveways and private streets** are shown. These are assumed to be necessary for development and improved connectivity but may not occur exactly in the locations shown. These minor streets and connections are ideally consolidated to reduce curb cuts so traffic is more controlled in and out of businesses. Where wider or used for parking, diagonal or parallel parking is preferred.

- Active Street
- Potential Alley, Driveway , Fire Lane, Private Street
- Commercial Mains
- Bike/Pedestrian Paths + Connectors



ACTIVE FRONTAGES

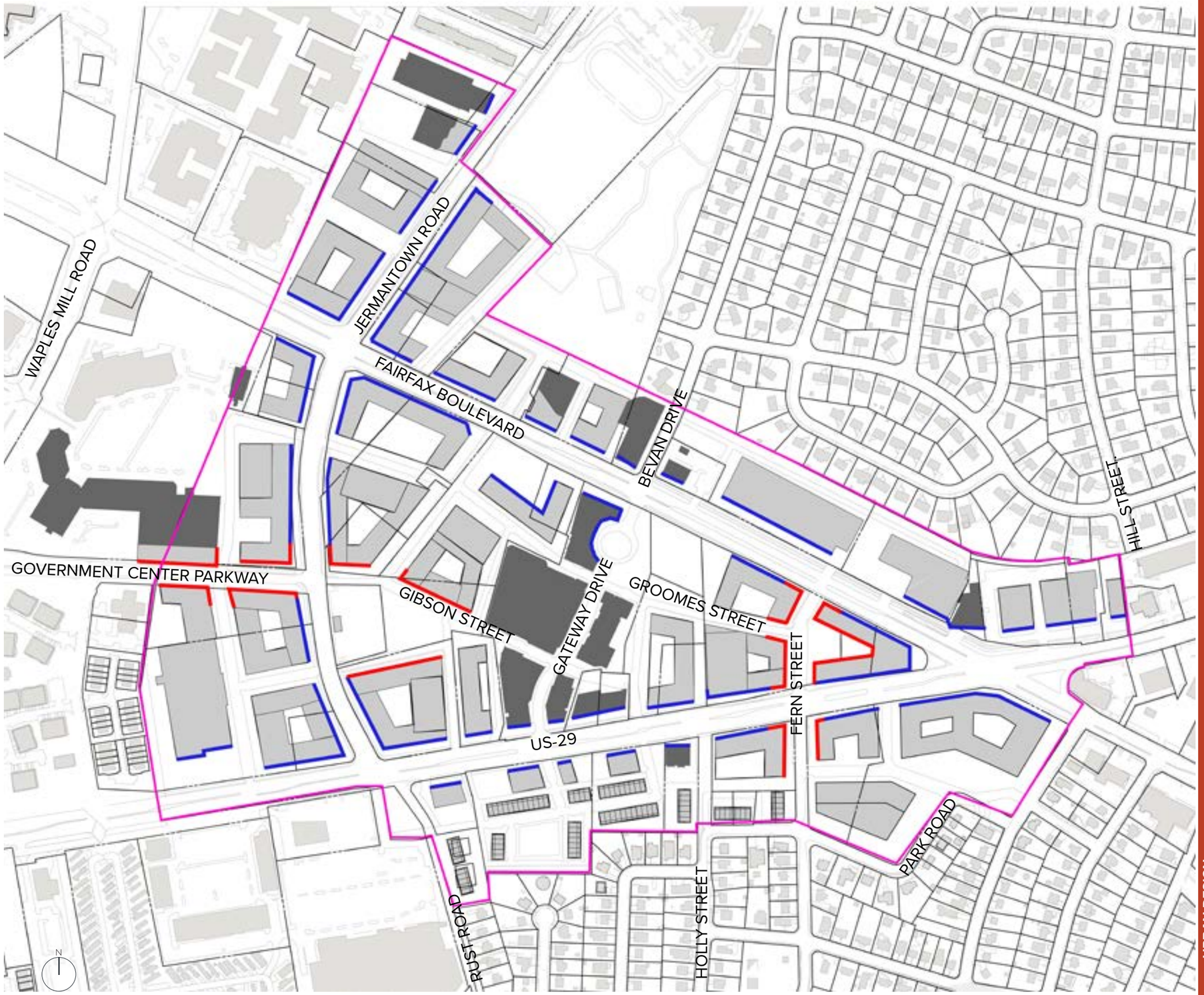
BUILDING ORIENTATION

This diagram describes streetscape and ground floor of buildings. These frontages are tied to use, design elements, orientation, streetscapes, and setbacks. Further detail on these frontage types are provided in the following pages.

Recommended Retail Frontages: In broad terms, recommended retail frontages respond to more pedestrian oriented environments including active streets and green spaces. These frontages are intended to foster a walkable environment typical for small towns, walkable retail main streets, and cities. While they may have limited ground floor lobbies or other commercial uses, the primary function of these frontages is intended to foster a continuous retail experience for visitors on foot. These frontages are limited in location around destination uses, such as the Fern Street "Main Street" at the Fern Street Triangle and transit center and park around Jermantown Village.

Flexible Commercial Frontages: Flexible commercial frontages respond to the high vehicular traffic along the commercial mains of Fairfax Boulevard, Jermantown Road, and US-29 as well as users of the proposed shared use paths intended on both sides of these major roads. These frontages are intended to enhance the walkable environment but also allow flexibility for vehicular parking on surface lots. They may have a variety of uses from retail and office to nonprofit and industrial. The ground floor uses are not intended to include multifamily uses. Lobbies and other residential amenity uses are only considered on a case by case basis with emphasis on high quality design with engagement with shared use paths, outdoor spaces, and public amenities.

Other Frontages: Other frontages not indicated in the diagram are permitted to resemble recommended retail or flexible commercial frontages. These are areas where loading may occur, have primary access to parking garages or lots, be multifamily residential walk-up or patio conditions, or have service elements. In general, setbacks may vary on use but are encouraged to engage streets or alleys. Similarly, large blank walls are discouraged but allowed along alleys and rear-facing areas. For more details, refer to character area and parcel recommendations outlined earlier.



Flexible Commercial Frontages

Recommended Retail Frontages

Curb Lines

Study Area Boundaries

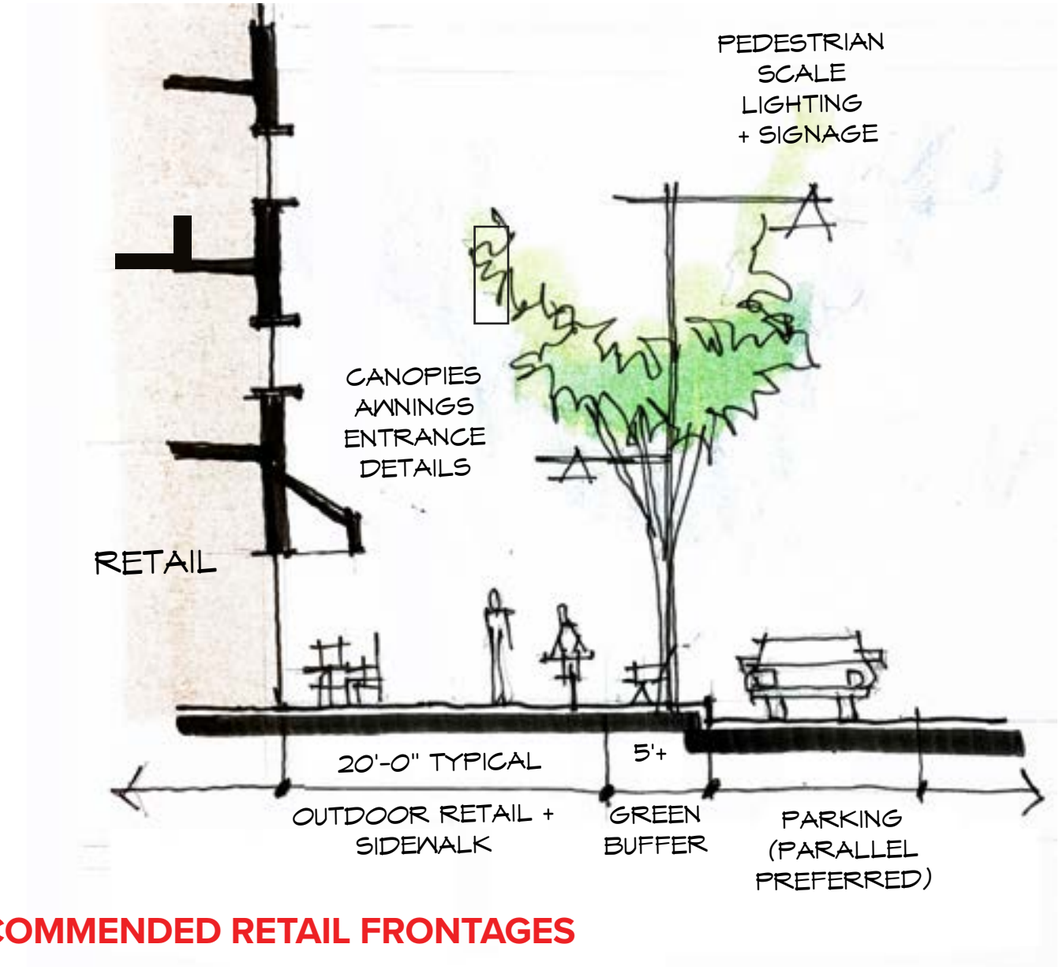
Existing Property Lines

Existing Buildings and Garages

Proposed Buildings or Additions

ACTIVE FRONTAGES

STREET SECTIONS



RECOMMENDED RETAIL FRONTAGES

Location: Fronts of buildings with retail emphasized portions of active streets and destination public spaces.

Uses: Active ground floor retail, lobbies restricted to mid-block only, publicly accessible nonprofit or arts use allowed.

Design Elements: Pedestrian engaging lower floors with canopies, awnings, high quality materials, murals; large windows, or other architectural details.

Streetscape: Pedestrian scale wayfinding, signage and lighting; potential outdoor retail or seating areas; string lighting, public art, shade trees. Curb cuts are limited as much as possible. Green buffers are to have a more urban character and may have tree pits, permeable paving, or (as required) urban-oriented landscaped stormwater infrastructure.

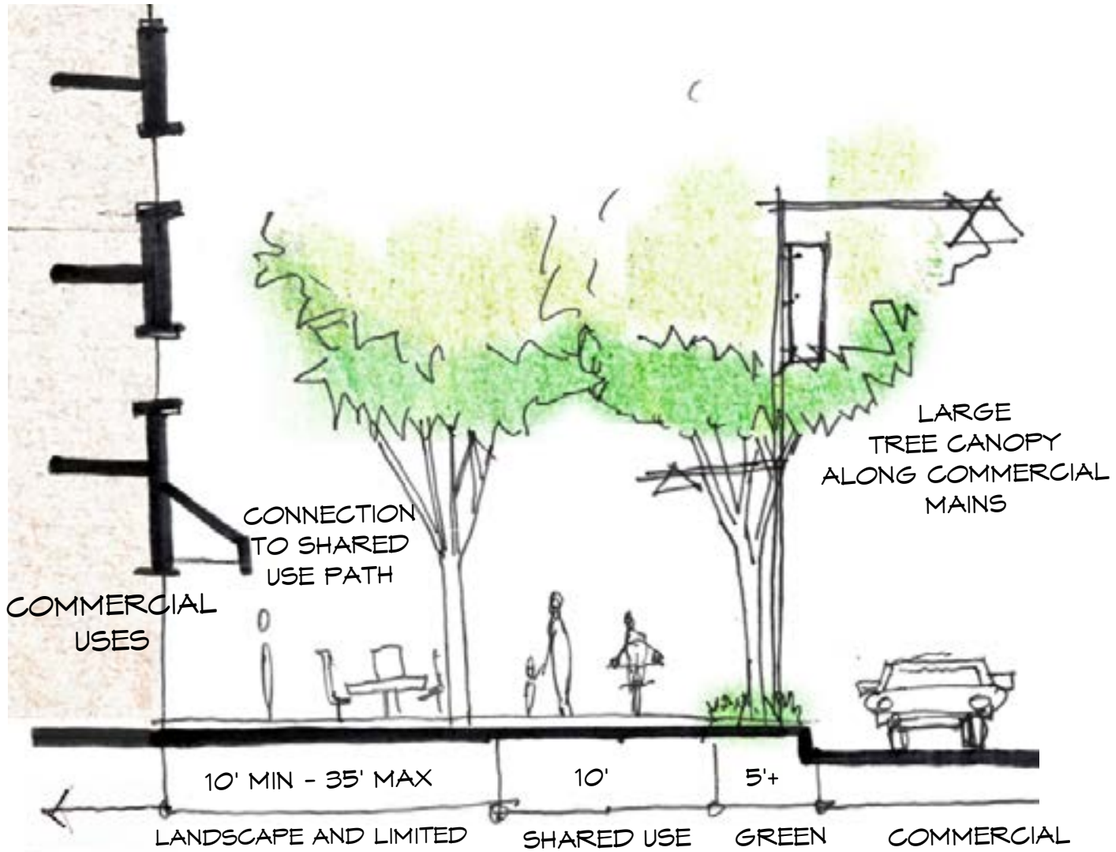
Setbacks: 20’ typical; 25’ encouraged from active street. No setback required directly along greenspace, pedestrian connector, pocket park, or public plaza. Setback no greater than 40’ unless demonstrated as activated by outdoor retail or other activity and well designed as a major gathering space.

ACTIVE FRONTAGES

STREET SECTIONS

Flexible frontages are intended to support a range of land use types from 1-2 story retail (top and middle right images) to denser mixed use or big box retailers (bottom right image).

The emphasis is on fostering a pedestrian-oriented street life, while acknowledging vehicular demands, connection to shared use paths, and integrating a robust tree canopy with native vegetation (particularly along pedestrian paths and commercial mains).



FLEXIBLE COMMERCIAL FRONTAGES

Location: Fronts of buildings along main boulevards

Uses: All commercial and retail uses, parking lots provided they are oriented to the side or back of associated buildings.

Design Elements: Ground floor pedestrian details with canopies, awnings, high quality materials, murals; large windows, or other architectural details. (See transitional retail and big box, pg 37 and transportation sections, pgs 66-68). Adaptive reuse of existing buildings is encouraged to enhance pedestrian oriented design elements and entrances and reduce front parking along boulevard and relocate to rear or side as feasible.

Streetscape: Robust tree canopy and vegetated landscape strip fostering an urban boulevard (pg 48); shared use paths (pgs. 66-68); entrances and outdoor gathering spaces linked to shared use paths (pgs 66-68); high quality medium-scale signage that is visible to pedestrians walking or cars driving by (See transitional retail and big box - pgs 37-38); outdoor retail and seating areas, stormwater or rainwater capture as applicable. At parking lots, provide a min. 5' green buffer between parking and shared use path. Tall fences, direct building loading, and street parking are not allowed on flexible frontages.

Setbacks: Setbacks vary as there is a high degree of diversity of property lines and existing setbacks from the existing commercial main. From the curb of commercial main, 25' minimum to 50' maximum is allowed. Setbacks that are closer to 50' must include highly activated outdoor spaces, arts uses, publicly accessible pocket parks, enhanced stormwater capture, larger green buffers, or foster large outdoor retail uses. Adaptive reuse of existing buildings with parking along commercial mains are encouraged to add trees and vegetation along shared use path and, as possible, relocate parking to rear or side to minimize visibility. (See transitional retail and big box - pg 37 - 38).

TRANSITIONAL RETAIL

DESIGNS THAT BRIDGE PEDESTRIAN AND CAR AT FLEXIBLE FRONTAGES

HOW SHOULD RETAIL AND OFFICE REDEVELOP ON SITES WHERE LARGER MIXED-USE REDEVELOPMENT IS UNLIKELY? HOW CAN EXISTING VEHICULAR RETAIL ADAPT TO SUPPORT BOTH PEDESTRIANS AND CAR TRAFFIC?

SIGNAGE SIGHT LINES VISIBLE TO VEHICLES OR PEDESTRIANS

STREET WITH PARALLEL OR DIAGONAL PARKING WHERE POSSIBLE

ACTIVATED OUTDOOR ART, SEATING AND/OR LANDSCAPE

MULTI-MODAL OR PEDESTRIAN PATH

HIDDEN DRIVE-THROUGH AND/OR STRUCTURED OR SURFACE PARKING AT REAR OR SIDE LOTS

Conventional suburban sprawl commercial uses prioritize supersized car-oriented signage, large setbacks from the street with ample parking, and limits sidewalks and outdoor retail. A modified suburban retail can support both vehicular traffic and cyclist or pedestrian visitors.

- Implementing easily accessible rear and side parking lots with some parallel and diagonal parking along active or secondary streets for easy retail teaser, delivery, or quick trip parking. In general, parallel parking is preferred for on street parking.
- Activating front facades for signage, outdoor retail, lighting and vegetation that is pedestrian scale and encourages walkability between businesses
- Where possible, implement a “park once” strategy. Park once strategies develop wayfinding and shared parking strategy between ownership so visitors can easily cross shop on foot from one parking spot without re-parking for nearby trips.
- Buildings oriented towards the street with larger landscaped setbacks or engagement with wide tree-lined shared use paths to soften the presence along busy commercial boulevards
- Drive-through uses hidden or concealed on rear or side lots with prominent face of building focuses on pedestrian engagement of street and shared use path. Drive-through uses are prohibited in core seven-story height zone and adjacent to public parks, plazas, or greenspaces like Fern Street Plaza, the Transit Hub or Kutner Park.

These lessons are most applicable to flexible frontages throughout the study area as well as adaptive reuse of existing buildings. This is the recommended retail approach particularly along commercial mains where parking is proposed to be in existing parking garages or rear and side surface lots.

BIG BOX RETAILERS

BALANCING PEDESTRIANS + VEHICLES AT BIG BOX RETAILERS

Kamp Washington is currently home to several highly visible and economically vibrant big box retailers including Lowe's, H Mart, several car dealerships, PGA TOUR Superstore, and more. The standard architectural format that allows these businesses to thrive is typically car-oriented and often antithetical to a walkable community village. However, these designs are evolving nationwide as more mixed-use neighborhoods are adapting big box retail into their fabric. These 21st century big box retailers are adapted to suburban village formats where they still accommodate vehicular traffic and emphasize their architectural branding and identity critical to their economic model, but present a more pedestrian friendly architectural face towards major roads and provide visually improved parking garages or lots. Examples like this Target in Lakewood, Colorado shown below provide a more neighborhood character to people on foot or bike while also allowing shoppers to park.

Architectural lessons from Lakewood should be applied to the many existing car retail spaces, big-box oriented retail sites, and strip centers that could adapt over time in Kamp Washington. Facade and site upgrades to the existing Lowe's or H Mart for example could enhance the pedestrian walkability and community feel of the study area. Alternatively, new construction in the study area could accommodate big box retailers by incorporating similar strategies on the ground floor while allowing residential mixed-use above, undergrounding parking or putting garages at the rear of the site, and engaging with main streets and shared use avenues. In both cases, big box retailers as they develop or evolve must respond to a pedestrian oriented street network. These lessons are most likely to be applied at flexible frontages throughout the study area and adaptive reuse of existing big box, strip malls, or car retailers. It could be applied along active frontages; in those cases, parking should be focused at rear surface lots, nearby garages, or underground so the street frontage along the active street is continuous. Lush landscaping is encouraged where possible and preserves usability for vehicle exit

WHERE LARGE BLANK WALLS NECESSARY, TURNED AWAY FROM MAIN COMMUNITY STREET TOWARDS REAR OR SIDE.

SIGNAGE AT A VARIETY OF SCALES VISIBLE TO PEDESTRIANS AND VEHICLES

SIDE PARKING LOT

WELCOMING LANDSCAPING W/ PARKING AT SIDE AND BACK

PEDESTRIAN ORIENTED SIDEWALKS THROUGHOUT

PEDESTRIAN ORIENTED SIDEWALKS + SIGNAGE

WINDOWS, ARCHITECTURALLY ACTIVE FACADE INSTEAD OF BLANK WALLS ALONG MAIN STREET

MAIN STREET FRONTAGE

PUBLIC ART AND WAYFINDING

SHADE TREES AND WELCOMING VEGETATION ALONG MAIN ROAD

TRANSITIONING COMMERCIAL FROM CAR TO PEDESTRIAN

DESIGNS THAT BRIDGE PEDESTRIAN AND CAR

Commercial uses in Kamp Washington in the near term will need to accommodate vehicular drivers. Designs like this can thrive in both active frontages and flexible frontages offering a more resilient land use model for retail as it is challenged by a variety of market demands. Encouraging designs that can transition to a more pedestrian-oriented environment bring more vegetation to hardscapes, can help to reduce car trips through walkability, and help meet important goals including:

- Fostering active frontages with on-street parking (parallel preferred), outdoor patios, and pedestrian scale architectural details like canopies and specialty lighting can help provide a more small town or community face along main streets that distinguishes it from typical suburban sprawl
- Frontages also propose a need for covered bike racks and bike and scooter share access. Shared parking lots and nearby to street trees will include bike parking that is easily accessible to visitors.
- Orienting front facades towards pedestrian-oriented streets while still accommodating vehicular drivers can help foster a “park once” strategy to neighborhood shopping for visitors and encourage walking or biking by residents.
- Integrating stormwater management, particularly along the edges of parking lots, can help capture and reduce runoff to nearby neighborhoods while also providing needed shade and greenery for pedestrians.
- As buildings are renovated or built, integrating green roofs can help reduce the heat island effect in the neighborhood while reducing utility bills and potentially adding more vegetation.
- Designs like this can thrive in both active frontages and flexible frontages offering a more resilient land use model for retail as it is challenged by a variety of market demands.
- Some owners are unlikely to redevelop unless there are accommodations for vehicular parking and 1-2 story retail are acceptable due to land constraints and lack of reliable public transit. These conditions could shift over time and be an interim use until greater walkability and mass transit are available. These often occur where denser uses are demonstrated in the long term vision. All interim design proposals should demonstrate compatibility with the long-term goals of the Small Area Plan, particularly showing flexibility to how these properties could be developed into more intensive land uses.
- Opportunities to integrate more sustainable building design though green roofs, integrated rooftop solar, improved insulation, and more.
- Allow drive-through uses, but carefully designed and balancing pedestrian access in lower-height zones along commercial mains. Encourage drive through designs that are secondary to architecture that priortize the pedestrian experience. Drive through uses are prohibited in certain locations per language on page 37.

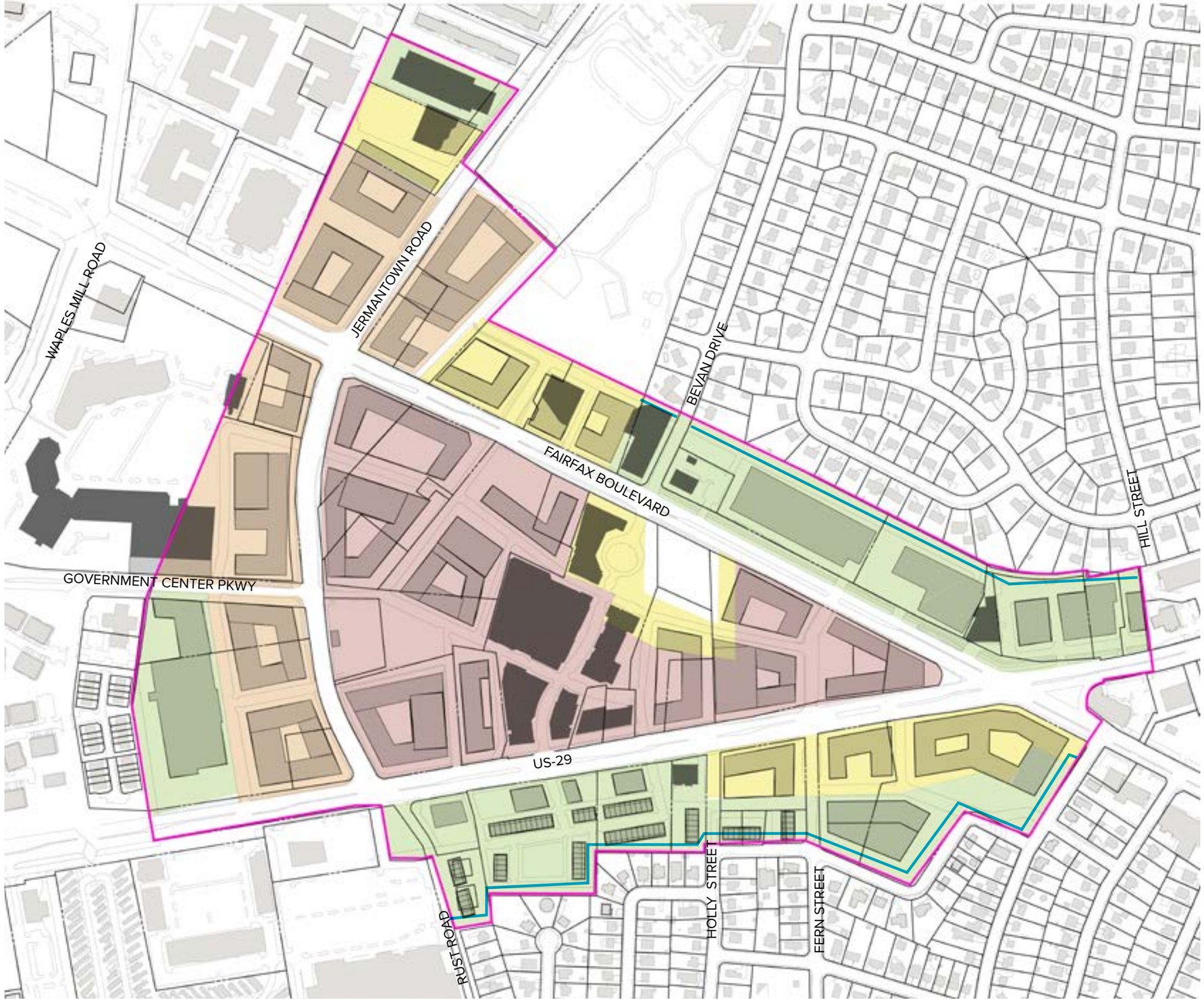
BUILDING HEIGHTS
A TAILORED APPROACH

The Small Area Plan is also tasked with making recommendations that modify and complement existing zoning regulations, including land use, massing and height, to allow for long-term development outcomes in the City's best interests.

As articulated in the 2035 Comprehensive Plan and other market research, quality mixed-use developments that are appropriate for Activity Centers require a critical mass of height, density and public amenities in order to be feasible. Based on development patterns within the region, it is generally expected that not all sites within the study area will redevelop using building typologies that exceed current lower scale building height. Parcel size and consolidation, ownership interest, the success of existing retail, and other factors will likely continue to support lower height, retail dominated uses for many parts of the study area.

In this diagram, the Small Area Plan project team recommends a tailored approach to height limits by establishing a lower height limit setback of four stories closer to adjacent residential communities. Areas not close to adjacent residential structures are recommended to have a seven story height limit. Six story height limits are along the County line and Kutner Park where they are far from residential uses and adjacent to complementary uses. Hybrid transition areas or spaces adjacent to Jermantown Cemetery, Kutner Park, and areas at the intersection of US-29 and Fairfax Boulevard are designated with a five story height limit.

Height limits and setbacks help transition between commercial land development and nearby existing neighborhoods. At key locations where the study area is adjacent to residential areas, the plan proposes a Residential Setback Zone with lower-scale multifamily, commercial, or townhouse uses and green spaces to promote a visual and programmatic transition.



NEIGHBORING RESIDENTIAL USES
RESIDENTIAL HIGH (RH) ZONE

TYPICAL LAND USE:
- SINGLE FAMILY RESIDENTIAL

HEIGHT LIMIT
- 3 STORY

CHARACTER
- SUBURBAN, VARIETY OF STYLES AND SIZES OF HOUSING
- HEIGHTS VARY, 1 STORY TO 3 STORIES, MANY BASEMENTS, PORCHES, DETACHED GARAGES

RESIDENTIAL ADJACENT ZONES

EXPECTED LAND USES
- RESIDENTIAL TOWNHOUSE OR WALK-UP
- LOW SCALE 4 STORY MULTIFAMILY
- LOW SCALE 1-4 STORY COMMERCIAL

HEIGHT LIMIT
- 4 STORY MAXIMUM, VARIES AT SETBACK ZONE

CHARACTER
- LOW SCALE MULTIFAMILY BUILDING
- PEDESTRIAN SUPPORTED, LOW SCALE RETAIL WITH VEHICULAR ACTIVITY
- PEDESTRIAN ELEMENTS ON PRIMARY STREET (PORCHES, RETAIL ORIENTED SIDEWALKS)
- ENCOURAGED PARKING IN GARAGES IN ALLEY OR REAR LOTS OR DESIGNED PARKING AREAS LOTS
- GREEN & STREET BUFFERS TO RESIDENTIAL NEIGHBORHOODS
- SEE FOLLOWING PAGE FOR SETBACK GUIDELINES

MIXED-USE ZONE TRANSITION ZONE

EXPECTED LAND USES
- MULTIFAMILY RESIDENTIAL
- MIXED-USE AND COMMERCIAL

HEIGHT LIMITS
- 5 STORY MAXIMUM

CHARACTER
- MEDIUM SCALE MIXED-USE TRANSITION
- ARCHITECTURALLY SENSITIVE STEP DOWNS OR SETBACKS TO JERMANTOWN CEMETERY AND EXISTING RESIDENTIAL ZONES
- EXPECTED PARKING GARAGES, OR UNDERGROUND PARKING
- PEDESTRIAN-ORIENTED GROUND FLOOR THAT ACTIVATES THE PRIMARY STREET WHERE APPLICABLE
- NO DRIVE-THROUGH USES DIRECTLY ADJACENT TO PUBLIC GREENSPACES OR ACTIVE STREETS

MIXED-USE ZONE TRANSITION ZONE

EXPECTED LAND USES
- MULTIFAMILY RESIDENTIAL
- MIXED-USE AND COMMERCIAL OR HOTEL

HEIGHT LIMITS
- 6 STORY MAXIMUM

CHARACTER
- MEDIUM SCALE MIXED-USE TRANSITION
- EXPECTED PARKING GARAGES OR UNDERGROUND PARKING
- PEDESTRIAN-ORIENTED GROUND FLOOR THAT ACTIVATES THE PRIMARY STREET WHERE APPLICABLE
- NO DRIVE-THROUGH USES ADJACENT TO PUBLIC GREENSPACES OR ACTIVE STREETS

CORE TRIANGLE

EXPECTED LAND USES
- MULTIFAMILY RESIDENTIAL
- MIXED-USE- COMMERCIAL OR HOTEL

HEIGHT LIMITS
- 7 STORY MAXIMUM

CHARACTER
- MEDIUM SCALE MIXED-USE NEIGHBORHOOD CORE
- EXPECTED PARKING GARAGES OR UNDERGROUND PARKING
- PRIORITIZED PEDESTRIAN-ORIENTED GROUND FLOOR THAT ACTIVATES THE PRIMARY STREET
- EXPECTED MIX OF HEIGHTS AND USES
- DRIVE-THROUGH USES PROHIBITED

BUILDING HEIGHTS AND LAND USE

TRANSITIONING FROM ADJACENT NEIGHBORHOODS TO MIXED-USE CORE

The diagram above illustrates the goals of the Small Area Plan to provide a transition from the nearby neighborhoods to the rest of the study area. The plan proposes areas near the existing single family neighborhoods to be a maximum of 4 stories in height. This allows a gradual taper from the 3 story maximum allowed in the neighborhoods now. As one moves away from the proposed residential areas, a transitional zone of medium scale heights of 5-6 stories maximum is proposed. These transitional zones are found in areas with busy roads or retail corridors. Density is primarily concentrated along Jermantown Road and the core of the activity area shown above as the core triangle. The triangle refers to the area bound by US-29, Fairfax Boulevard, and Jermantown Road. This area is allowed to be the most pedestrian oriented zone. Expected land uses in the core triangle should exclude drive-through uses as to encourage a less vehicular focused design. In specific areas, the plan proposes a Residential Setback Zone, where commercial properties have specific design guidelines for areas adjacent to residential neighborhoods (see next page). Other mixed use zones discourage drive-through uses along core pedestrian zones like parks, greenspaces, civic areas, or active streets. Drive-through uses are not allowed near residential areas. It is recommended to follow designs outlined as small scale retail designs (pg 36).

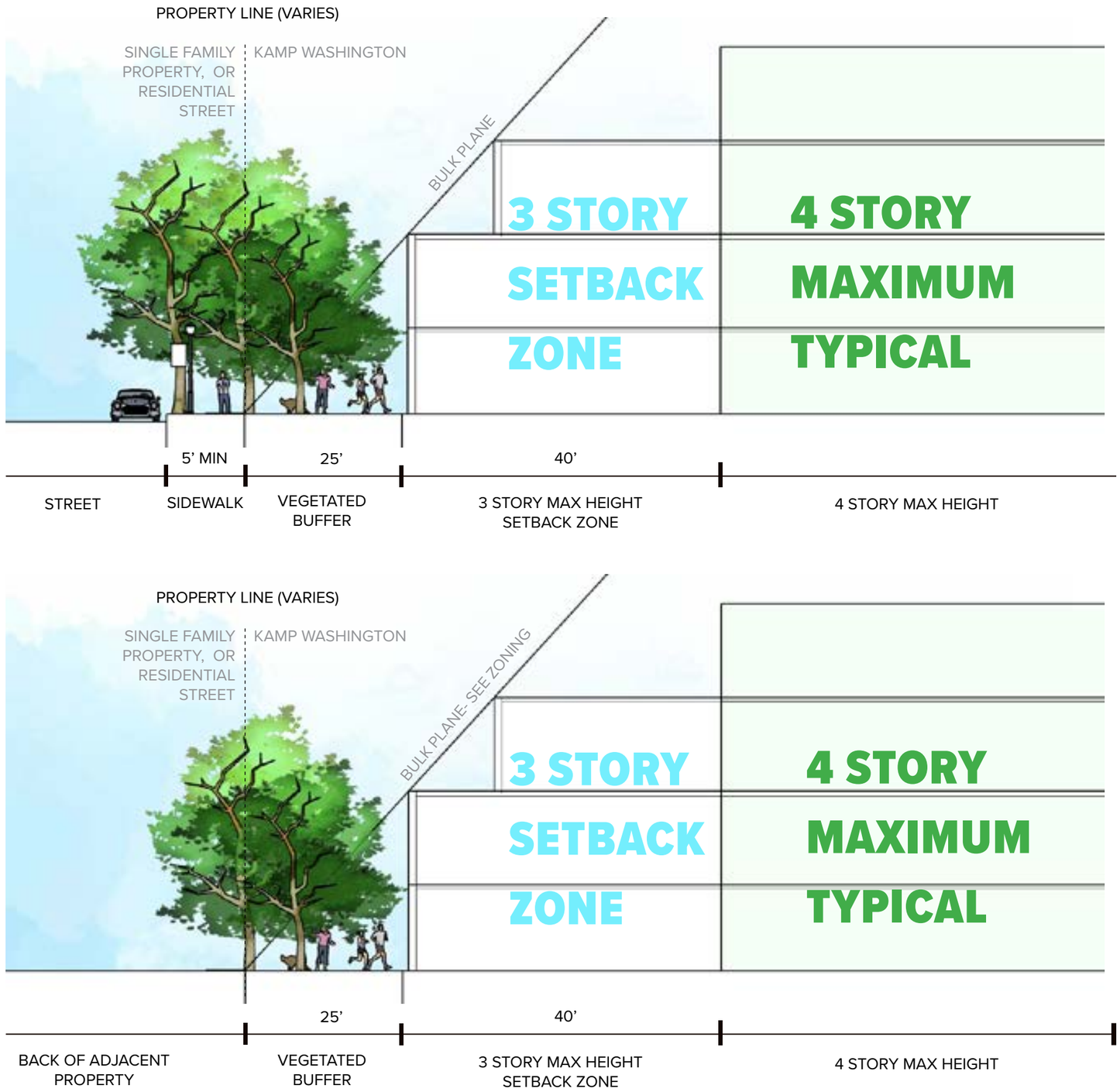
RESIDENTIAL SETBACKS

RECOMMENDATIONS BETWEEN KAMP WASHINGTON AND RESIDENTIAL AREAS

Where parcels are adjacent to an existing single family property or a residential street, the first 25 feet is a designated vegetative setback zone. Where adjacent to a single family home, the area should be largely vegetated with allowances for sidewalks, walking trails and green areas like playgrounds.

Where along a residential street (as in the top section), it is encouraged to provide a 5 foot minimum sidewalk, planting strip with street trees, and pedestrian scale lighting where none is existing. In the vegetation zone, the plan strongly encourages providing stormwater facilities and sustainability oriented landscape uses, including rain gardens, water catchment, and native vegetation.

After the 25 foot vegetated setback, built structures are only allowed up to 3 stories for the first 40 feet. A bulk plane as is required in the zoning ordinance for shared property lines between commercial and residential properties, and is also recommended where parcels are adjacent to an existing residential street. This residential setback zone is intended to allow a harmonious transition to the typically 3 story maximum buildings in adjacent single family zone.



RESIDENTIAL SETBACKS

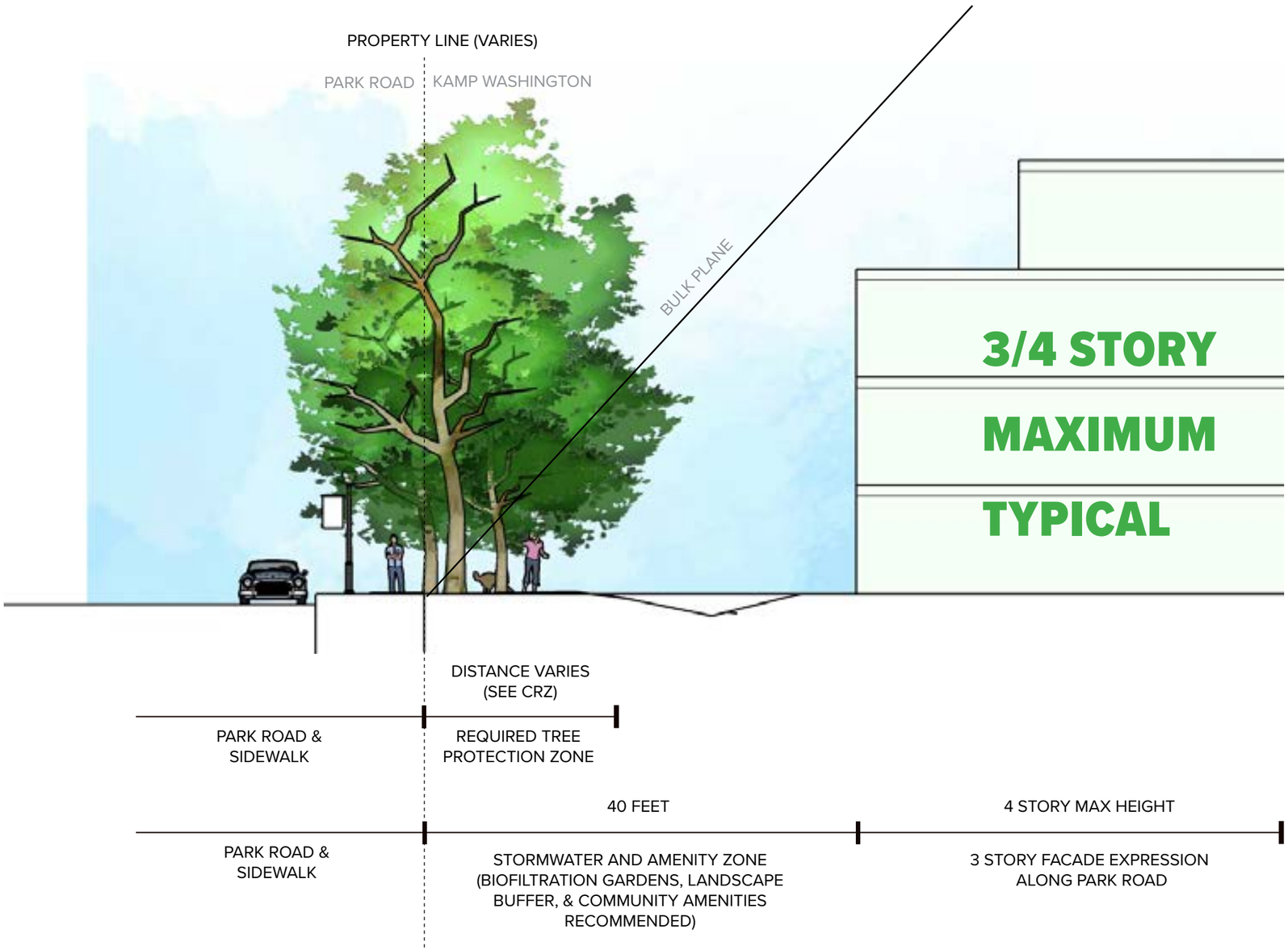
RECOMMENDATIONS BETWEEN KAMP WASHINGTON AND RESIDENTIAL AREAS

The southern edge of the Kamp Washington study area has a unique condition where the commercial properties have frontages along Park Road and an adjacent residential neighborhood. The section to the right provides guidance on the specific setback dimensions and recommended height and bulk for buildings along Park Road between Fern and Chestnut Streets. For other areas, see the sections on the previous page.

The design intent of Park Road is to have a green buffer that preserves the existing tree canopy and enhances stormwater protection between the commercial properties and the residential neighborhood. New development should have a setback distance before stepping up in height away from Park Road. Refer to the building heights diagram (previous pages) for recommended building heights in these areas. Between the property line and the new buildings, the vision plan requires sustainability oriented uses and tree preservation. Distance from the property line to building is 40 feet.

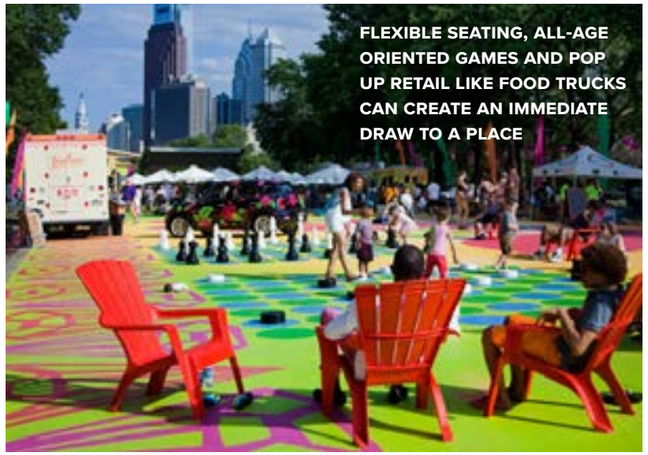
REQUIRED TREE PROTECTION ZONE: Due to the mature tree canopy in this zone, the plan recommends preservation of large character defining trees. Tree preservation shall be determinded by the health of existing tree, size of the tree, and demonstrated contribution to a continuous existing canopy. The size of the required tree protection zone will be determinded by the critical root zone of the mature tree (see CRZ definition). A preliminary survey of existing mature trees indicates tree protection zones will likely vary between 10 and 30 feet.

STORMWATER AND AMENITY ZONE:
Because this area is located at the topographic lowpoint of the study area, there is increased need for stormwater capture and biofiltration infrastructure. Areas in the setback not used for tree protection are recommended as stormwater and amenity uses. Recommended uses in the stormwater and amenity zone include biofiltration (rain gardens, water catchment), a landscape buffer (including native vegetation), or community amenities.



CRITICAL ROOT ZONE (CRZ): The Critical Root Zone forms the basis of tree protection. The CRZ is the distance from the trunk that equals one foot for every inch of the tree's diameter. The size of the existing tree will help determine the required tree protection zone.

CONSIDER ART OR DESIGNS THAT INCORPORATE LIGHT TO BRING PEOPLE TO A PLACE AT NIGHT.

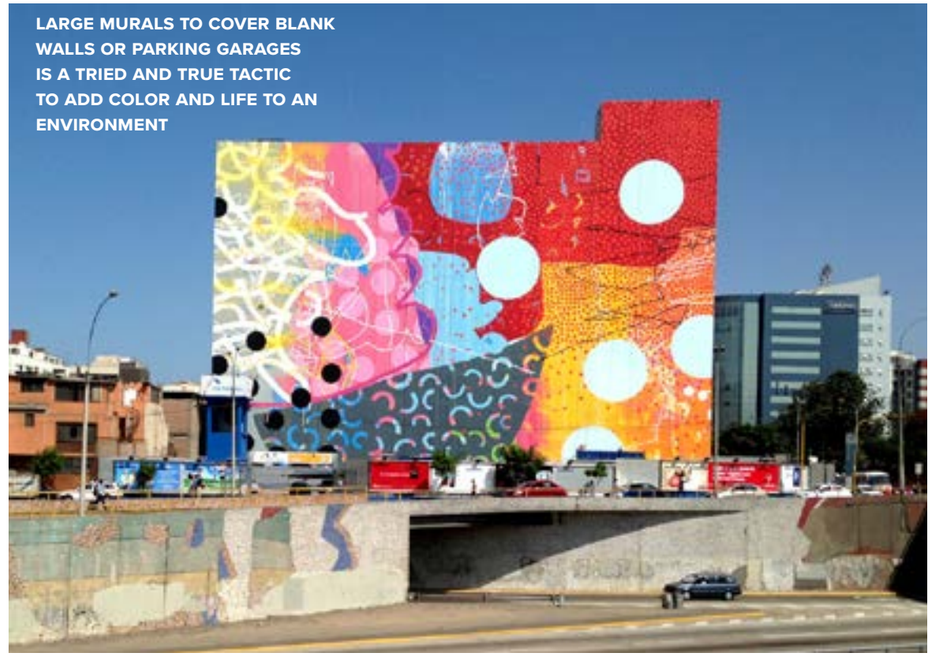


FLEXIBLE SEATING, ALL-AGE ORIENTED GAMES AND POP UP RETAIL LIKE FOOD TRUCKS CAN CREATE AN IMMEDIATE DRAW TO A PLACE

SMALL TACTICS, LIKE ADDING PLANTERS TO A PARKING LOT, CAN CULTIVATE A PEDESTRIAN SCALE ENVIRONMENT

COMMUNITY-LED OR PARTICIPATORY WORK CREATES A SENSE OF OWNERSHIP OVER THE DESIGNS.

CONSIDER PLAYFUL OR UNUSUAL INTERACTIVE ART TO FOSTER A DESTINATION WORTHY DRAW



LARGE MURALS TO COVER BLANK WALLS OR PARKING GARAGES IS A TRIED AND TRUE TACTIC TO ADD COLOR AND LIFE TO AN ENVIRONMENT

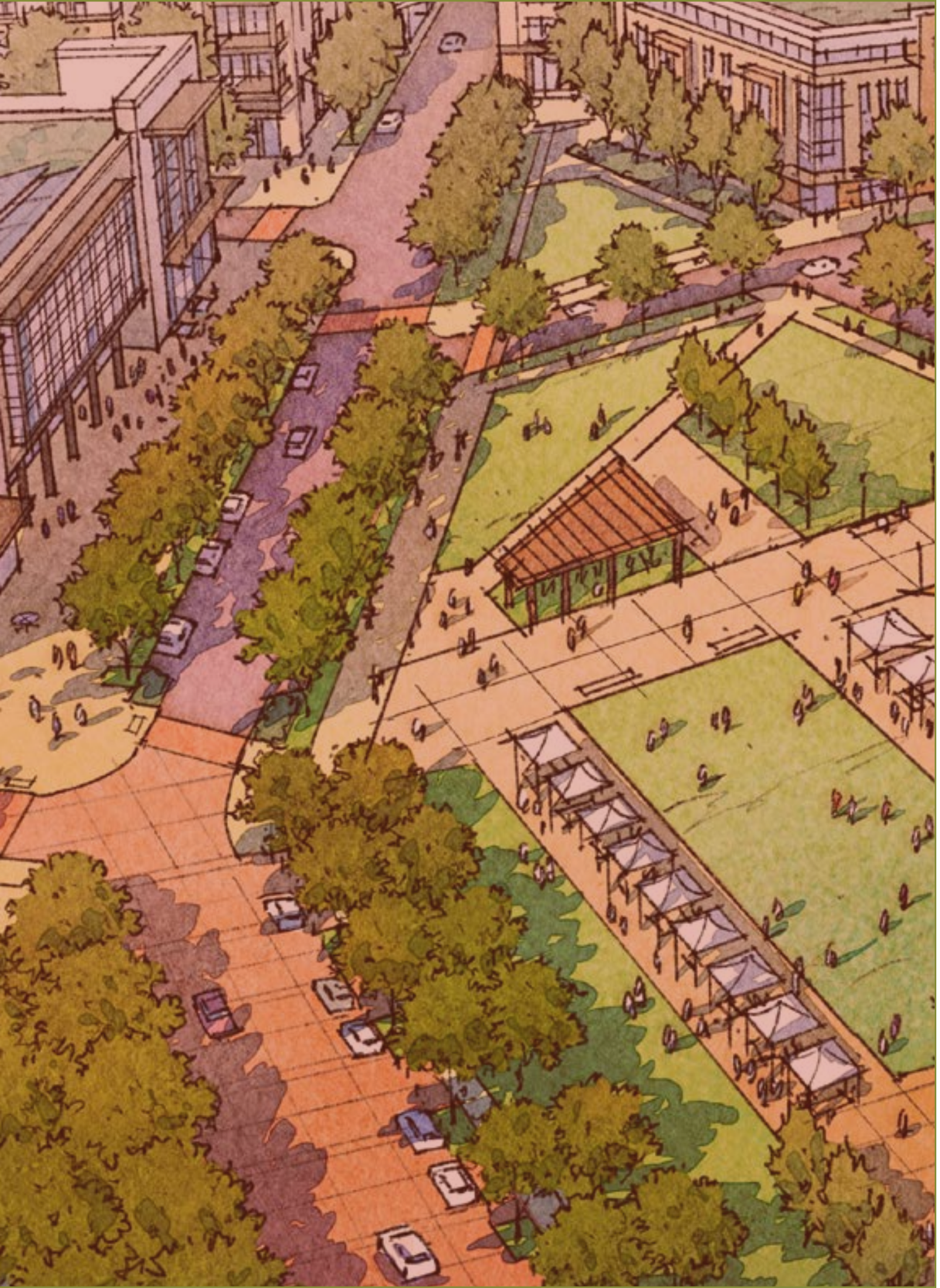
PLACEMAKING & TACTICAL URBANISM

VISUALLY STIMULATING AND INTERACTIVE PLACEMAKING

Neighborhoods change and evolve over time. Sometimes it comes quickly as an intentioned sweeping make-over, sometimes it happens naturally through slow incremental changes. It can also be nudged along by strategically deploying a range of short-term, low-cost, temporary interventions as a way to stage more substantial redevelopment investments. This is called tactical urbanism. Empty parking lots like that at Kamp Washington Shopping Center, older strip malls that are thriving and adjacent to residential but need a placemaking boost, and visually important but neglected spaces throughout the study area (like the corner of US-29 and Fairfax Boulevard) are prime for a tactical urbanist approach to design.

- Encourage tactical urbanism at key locations at Fern Street, Kutner Park, and along Jermantown Road to help change public perception of Kamp Washington with minimal investment in the immediate term.
- Encourage tactical urbanism to foster active citizenship participation through encouraging pop-up uses, the arts, public mural making and other activities, festivals or retail.
- Incrementally deploy tactical urbanism as an instrument for building redevelopment momentum.
- Encourage a broad range of tactical urbanism interventions from murals and seating to pop-up night markets and public art.
- Locate tactical urbanism installations where natural opportunities exist, where places for public gatherings are desired, where landowners are receptive, and where community life would be most benefited.

CONVERTING PARKING LOTS TO POP UP COMMUNITY SPACES CAN BE IMPLEMENTED WITH LOW COSTS



OPEN SPACES & INFRASTRUCTURE

OPEN + GREEN SPACES

Major community driven goals were to foster more green spaces, reduce impermeable surfaces, and foster more places to gather within the Kamp Washington Small Area Plan.

The plan proposes linking new open spaces to existing community assets like Kutner Park and integrating assets like Jermantown Cemetery. New public spaces include retail plazas and main streets at the Fern Street Triangle, green connector pocket parks throughout the study area, and a major transit oriented greenspace along Jermantown Road. Also proposed in the plan is rethinking the main public right of way along main roads as major green boulevards that can help enhance the tree canopy and add important walking and cycling paths for the study area.

Overarching the entire plan is a goal to increase general sustainable infrastructure. Where possible, existing surface parking is replaced with newer, more sustainable buildings that capture and direct stormwater and perhaps include other modern sustainable design attributes. These new major greenspaces complement minor greenspaces. Both are expected to include sustainable infrastructure such as rain gardens, permeable pavement, or other green interventions.

MAP KEY

1. Kutner Park (pg 21)
2. Jermantown Cemetery (pg 49) and Surrounding Contemplative Garden, and Green Park Buffers
3. Wetland Park or Storm-water Collection Demonstration Area (pg 47)
4. Transit Oriented Community Park (pg 51)
5. Neighborhood Park (pg 50)
6. Holly Street Connector Park (pg 51)
7. Water Tower Park (pg 51)
8. Park Road Green Buffer (pg. 43)
9. Existing Hill Street Connector Park
10. Fern Street Plaza (pg 50)
11. Jermantown Road Retail Plazas & Transit (pg 51)
12. Fern Street Pedestrian-Bike Connector (pg 72)

PARKS AND MAJOR GREENSPACES

PLAZAS + PEDESTRIAN RETAIL OPEN SPACES

MINOR PARKS, STORMWATER, OTHER GREENSPACES

SUSTAINABILITY AND PLACE

SUSTAINABILITY AND THE SMALL AREA PLAN

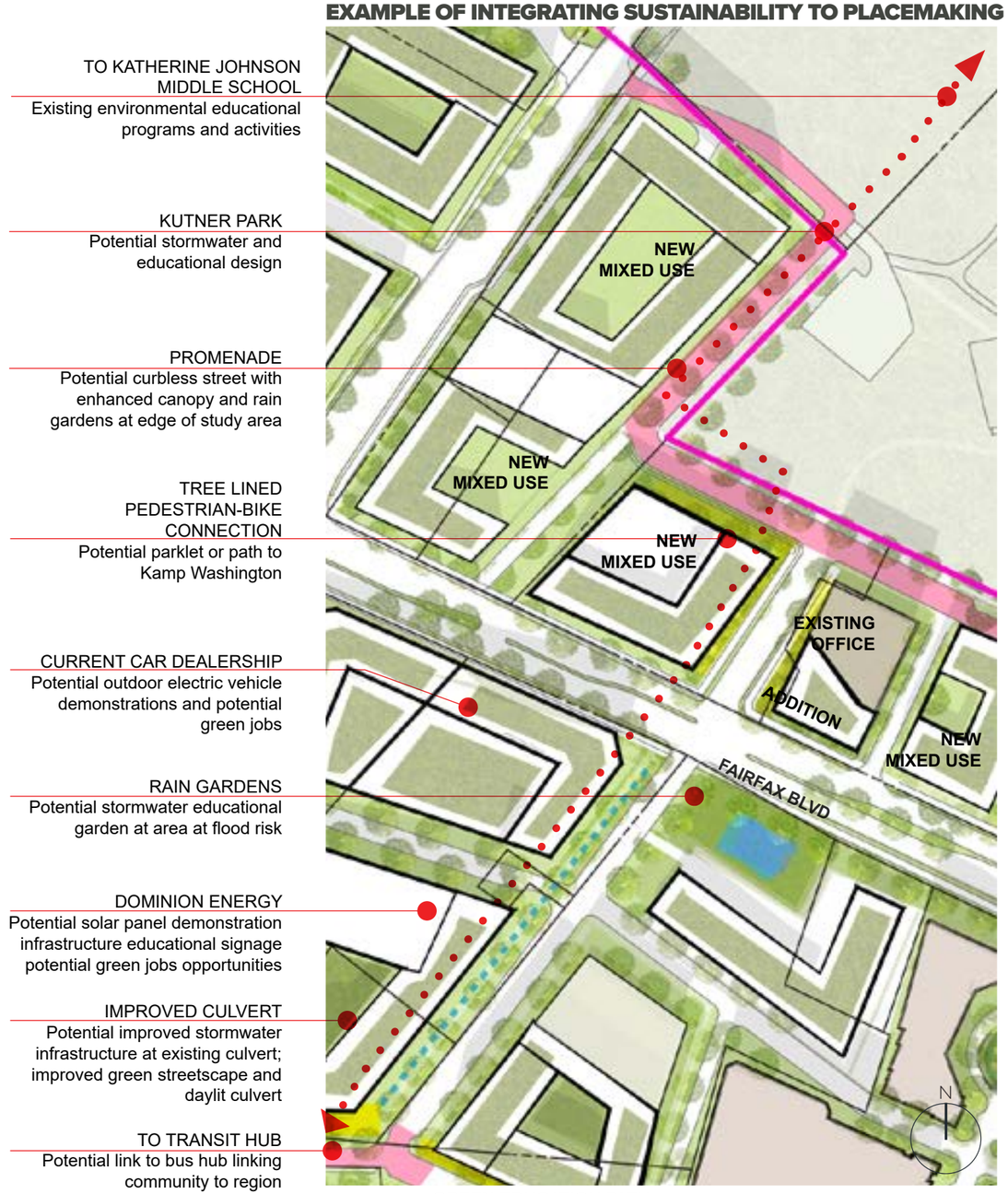
New greenspaces and buildings with modern green building practices will help make the city more resilient against climate change. The plan encourages improved stormwater management, an enhanced tree canopy, and better multi-modal and walkable infrastructure throughout the study area.

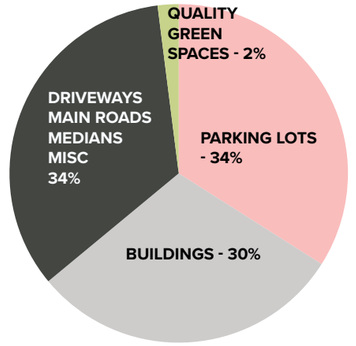
To the right is one potential example of how a typical series of urban spaces might emphasize sustainability. In this case, a number of businesses, open spaces, and civic uses have direct links to sustainability and a green economy. By demonstrating these interventions through consistent wayfinding, open space designs can reveal and enhance future sustainability awareness. This is one example to use as model for integrating sustainability and green education as more detailed plans are implemented in public and private spaces throughout the study area.

In public spaces, green stormwater infrastructure is a critical method of achieving resiliency from flooding during major storm events by filtering stormwater before it reaches the watershed. The use of low impact development and green infrastructure stormwater design will be implemented to the maximum extent feasible to meet stormwater requirements in the plan area to improve water quality, address degraded waterways, and to manage stormwater quality and quantity in a sustainable manner. Use of green infrastructure, such as rain gardens, green roofs, rooftop gardens, green walls, permeable pavers, and bio-retention areas that collect and treat stormwater should be integrated into future developments wherever feasible. Other sustainable and green infrastructure improvements include energy efficient buildings and lighting systems, dark sky compliant lighting, and transportation systems that encourage walking, mass transit or biking over driving.

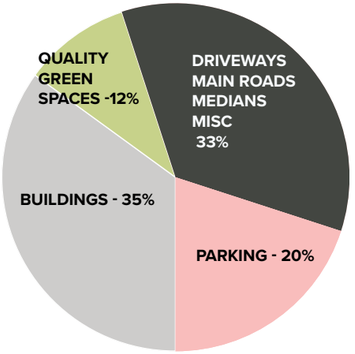
The use of native plants in rain gardens, green roofs, and green space is an important principle of creating a sustainable community. Native plants are more resilient and can thrive in the climate with limited assistance. This reduces the need for pesticides, fertilizers, and excessive watering. Native plants fit into the existing ecosystem, providing a habitat for local wildlife. Using the right native plants in for the soil conditions provides natural erosion control. Native plants and landscape features can be utilized for stormwater management.

EXAMPLE OF INTEGRATING SUSTAINABILITY TO PLACEMAKING





EXISTING LANDSCAPES



PROPOSED LANDSCAPE

Kamp Washington today is largely an impervious landscape (see existing analysis - pg 92). Critical to climate resiliency in the region is managing runoff through reduction of surface lots and better design of buildings to handle and direct stormwater. The plan proposes six times as much quality greenspace, supports green building practices to better handle existing runoff, and reduces surface parking by 14%.

PED/BIKE LINKS

Projects like the Hill Street Connector are helping neighborhoods by providing small pocket parks and access to amenities. These paths also promote and help foster a pedestrian-oriented environment. While landscape designs will vary with site and spatial constraints, these areas should utilize shared use paths and consider stormwater capture where possible.

ENERGY

Solar energy capture with panels are a low-cost, easy to implement energy producing apparatus that increasingly are part of energy resiliency portfolios for cities to meet sustainability goals. Municipal street lights and facilities as well as new private developments are encouraged to use on-site energy production and display these efforts to the public. Lastly, partnerships with electric car dealerships and Dominion Energy offer opportunities to demonstrate and implement green energy goals in the study area.

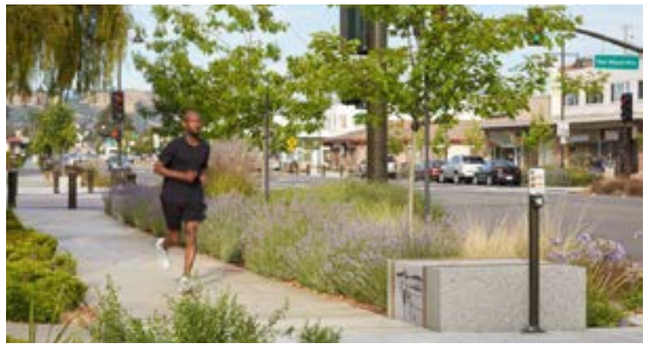
URBAN GREENING

PLANTING AS PLACEMAKING

Much of Kamp Washington's landscape is currently covered by buildings, roads, and paved parking areas with negligible productive or placemaking oriented green spaces as well as a general lack of trees and plantings. As properties redevelop, this condition can change provided steps are taken during the planning process to ensure the integration of significant plantings, trees, and green infrastructure.

Redevelopment Sites:

- Encourage undergrounding of utilities to eliminate potential conflicts with tree planting, particularly along major boulevards.
- Require that all new active streets and boulevards be bordered by continuous street tree plantings.
- Require that street trees be composed of a wide variety of native trees (monoculture planting is discouraged); use large shade trees where possible. Trees in tree planting zones should be limbed 10' from ground to reduce hazard to pedestrians.
- Encourage more trees and productive green landscapes instead of lawns and medians as properties redevelop.
- Encourage incorporation of green stormwater infrastructure including but not limited to rain gardens, bioswales, permeable pavements, native plant species with deep roots, and more.
- Encourage private outdoor amenity spaces for new buildings to include productive sustainable infrastructure such as eco-friendly roofs, solar panels, energy efficient dark sky compliant lighting, and increased tree canopies.
- Flexibility should be given to development of transportation and land use plans to prioritize existing tree canopies. Developers should be encouraged to preserve large trees or stands of trees, where reasonable, and flexibility should be given to preserve existing tree and root systems.



ARTERIALS INTO GREEN BOULEVARDS

FAIRFAX BOULEVARD, US-29 AND JERMANTOWN ROAD

As part of a broader effort to incorporate more trees and plants into Kamp Washington's landscape, transforming Fairfax Boulevard, US-29, and Jermantown Road into "green boulevards" is essential. The proposed design includes two key changes that will transform their character and enhance the pedestrian experience: undergrounding of overhead utilities that will allow for unimpeded street tree planting, and installation of Shared Use Paths that are separated from the roadway with a 5' minimum tree planting zone (see Transportation section of this document - pg 55).

- Require that street trees be composed of a wide variety of native trees (monoculture planting is discouraged); use large shade trees where possible.
- Encourage planting of the ground plane with shrubs, groundcovers, and ornamental grasses. This will help pedestrians feel more protected from road traffic and will soften the streetscape's visual character, reduce the urban heat island effect, and through native plantings or rain gardens contribute to enhanced flood resiliency.
- Avoid planting street trees that will conflict with overhead utilities. Prior to undergrounding of utilities or if overhead utilities remain after redevelopment, street tree planting along these edges must be restricted to understory tree species to avoid conflicts with overhead lines.
- Encourage replanting of medians located in Fairfax Boulevard and US-29. Existing medians are largely planted with small understory trees and lawn. This offers minimal greenery to the broad streetscape of Fairfax Boulevard. Since these existing medians are free of overhead utilities, replace the understory trees with large native shade trees that provide broad canopies at maturity. Consider removing lawns at medians and replace with ground plane plantings of shrubs, groundcovers, and ornamental grasses to help further create a sense of identity for the study area. Lastly, it is important to ensure trees in medians meet clear VDOT clear zone requirements based on design speed of the roads and do not obstruct intersection site lines when they are adjacent to or located in the median.

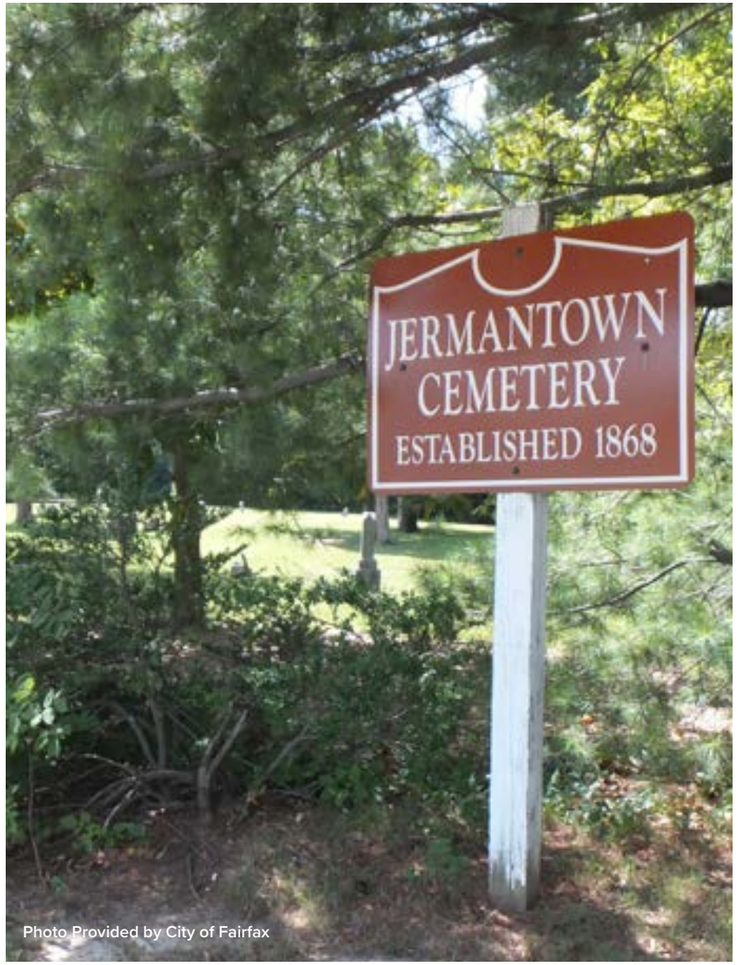
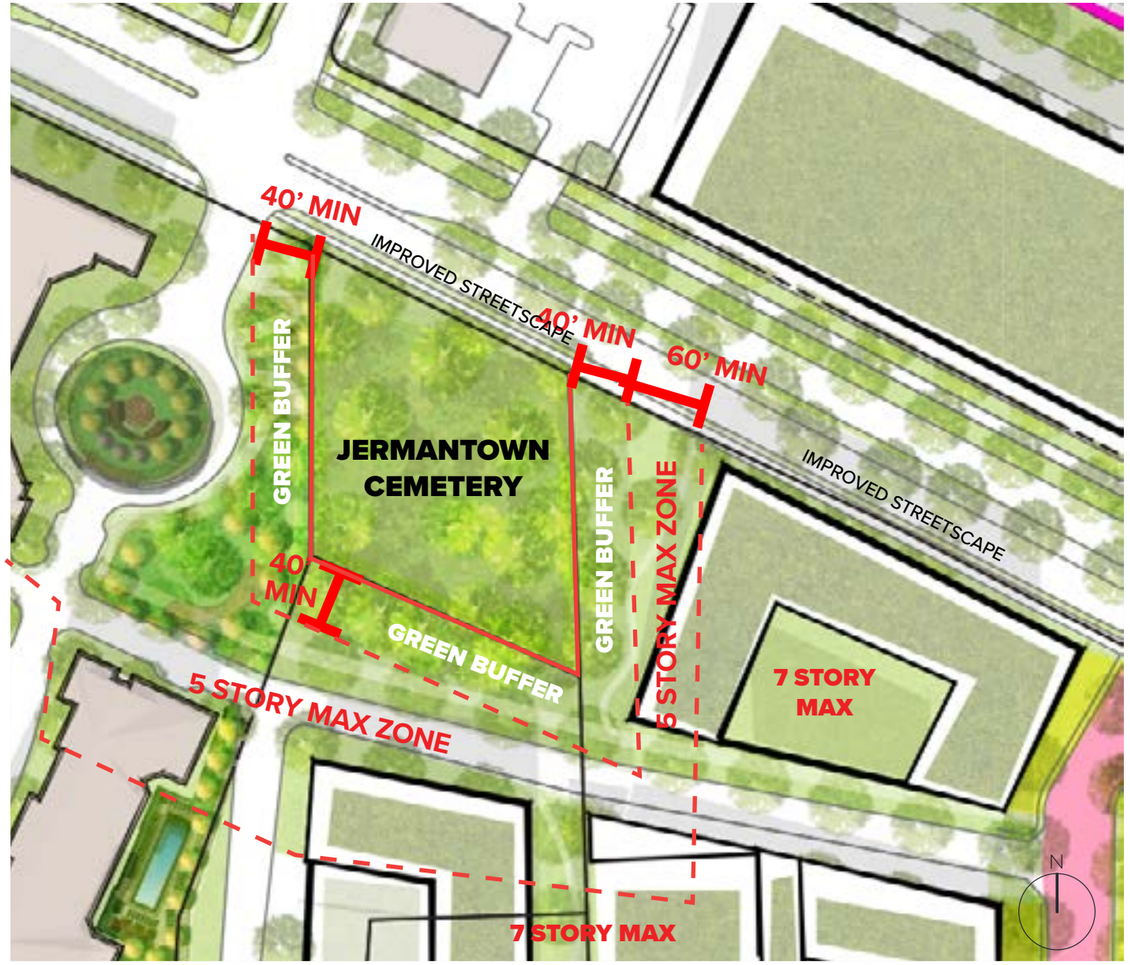


Photo Provided by City of Fairfax



"War Memorial Park - perimeter path east" by Snowmanradio under CC-BY-SA-4.0,3.0,2.5,2.0,1.0 at https://commons.wikimedia.org/wiki/File:War_Memorial_Park_-_perimeter_path_east_13f08.JPG

JERMANTOWN CEMETERY

HONORING SPACE + FACILITATING PRESERVATION

A core community goal is preservation and improvement of the Jermantown Cemetery. At the time of the document creation, community stakeholders were developing a vision for the preservation and enhancement of the cemetery grounds. During listening sessions and community meetings, many descendants and community members expressed a strong desire to preserve and enhance the area surrounding the cemetery through improved landscaping, more distinct boundaries (such as fences/walls), better signage, and development buffers and height setbacks.

The Small Area Plan encourages future development around the cemetery to consider contemplative landscapes, perimeter paths with seating and passive uses, and improved signage to enhance public awareness and respect to the space. The plan also anticipates that with new residences and visitors for the study area the Jermantown Cemetery will have increased importance as a landscape of place within the new Kamp Washington activity center.

While the descendants and community stakeholders develop a vision for the cemetery space, the Small Area Plan recommends enhanced gateways, fencing, and historical markers which can enhance connection to the surrounding community. Additionally, the plan recommends better pedestrian infrastructure, sidewalks and crossings along Fairfax Boulevard adjacent to the cemetery.

Beyond the area around the cemetery itself, the Small Area Plan encourages public art and new developments to consider researching and incorporating the cemetery history in their new visions of place through landscape, architecture, murals, public art, and other references that can highlight and connect to this historic place.

FERN STREET PLAZA

Within the Kamp Washington Shopping Center, the Small Area Plan anticipates the creation of a new active civic space along Fern Street extension. This plan imagines a phased plan where the space develops incrementally. While this space will incorporate vegetation, the plan proposes this as primarily an active retail and civic plaza rather than a traditional park for recreation. In the near term, this civic plaza may be a simple pop-up space within the parking lot incorporating pop up retail such as food trucks, short term markets or festivals, and perhaps art uses.

As new development adaptively reuses or builds new spaces, the plaza could be more permanent and formalized incorporating permanent seating, vegetation, and commercial uses. The above example of Parson's Alley in Duluth, Georgia provides one example of an active permanent civic space. Critical to this placemaking effort is that the space is sizable at dimensions that can support plenty of outdoor seating and can support small community events.

NEIGHBORHOOD PARK

At the southern part of the crossroads of Fairfax Boulevard and US-29, the Small Area Plan proposes a neighborhood park. The exact location of the park may vary in development proposals but the emphasis should be on passive and active green spaces focused on green vegetation and potentially a robust tree canopy. Given the topographic shift in the site, the park has the opportunity for unique landscape designs.

In contrast to Fern Street Plaza, this park is focused on neighborhood activities. While retail could anchor the park, residential or other uses would also be acceptable. The park is imagined as a key asset to the immediate community that also helps connect new residents to the existing nearby communities along Chestnut Street and Park Road.

"Evening in Rockville Town Square, July 2013" by Dan Reed is licensed under Creative Commons License

"The 606 in fall colorful fall day on the trail" by "dgoodwin", creative commons license

JERMANTOWN PARK

On a portion of the existing Dominion Energy site, the Small Area Plan proposes the creation of a major community park. Anchoring this new greenspace is a transit center due to the intersection of major bus networks. Transit centers provide enhanced seating, real time arrival and departure information, payment options and other support systems to make bus usage easier and more effective. They also often feature shared multi-modal docking stations, ride-share waiting spaces, and sometimes small retail vendors. At the confluence of major bus routes, this transit center would be the primary multi-modal gateway to the study area.

The park would function as a traditional town square - large enough to host a variety of functions from festivals and events to passive or active recreation. Anchoring the transit park would be pedestrian-oriented frontages and new mixed use developments. Visibility from Jermantown Road would help ensure viability of commercial uses and help make this new public space a new visual landmark to visitors to Fairfax.

While it is important to prioritize Jermantown Park as the main transportation hub for the study area, general enhancement of transit facilities anchored on open spaces throughout the study area should be explored. Potential areas of improvement include: the redesign of the Rust Road and US-29 intersection, better wayfinding signage and bus facilities, enhanced stormwater protection, and better mass transit facilities. At Fern Street, existing facilities can be enhanced or relocated to public spaces as redevelopment occurs to better link retail to transit networks.

POCKET PARKS AND TRAIL CONNECTORS

A major hurdle for community villages like Kamp Washington is creating easy pedestrian and cyclist connections from nearby residential areas. The plan proposes several locations where new pedestrian and cyclist trails can connect dead-end streets to the study area. These paths should focus on easy to navigate new wayfinding, wide shared use paths, and where possible recreational or arts uses. New connectors and pocket parks include:

- **FERN STREET:** Connects Fern Street at the Westmore neighborhood to the Fern Street Triangle through a shared use path.
- **HOLLY STREET**: An easy access point to the new shared use paths along US-29. This connector will need to incorporate designs that scale the steep topographic shifts.
- **KUTNER PARK:** New shared use paths at current properties to the south and west of the park will bring existing residents at Fairchester Woods and New Kamp Washington visitors to the park and nearby schools, and will link retail to the south to important green spaces.
- **WATER TOWER PARK:** Primary recommendation is to remove water tower in favor of a larger activated green space. If removal is not feasible in the near term, explore art interventions or murals to activate the water tower as a unique landmark for the community. As new commercial or housing is developed along US-29, consider opportunities to add shared use paths in parkspace.
- **COUNTY:** A number of locations along the County border offer opportunities to connect and provide shared pocket parks to residential and commercial properties to the west including at Morrisons Way and potentially a shared path, alley, or street on the County line itself north of Jermantown Road.

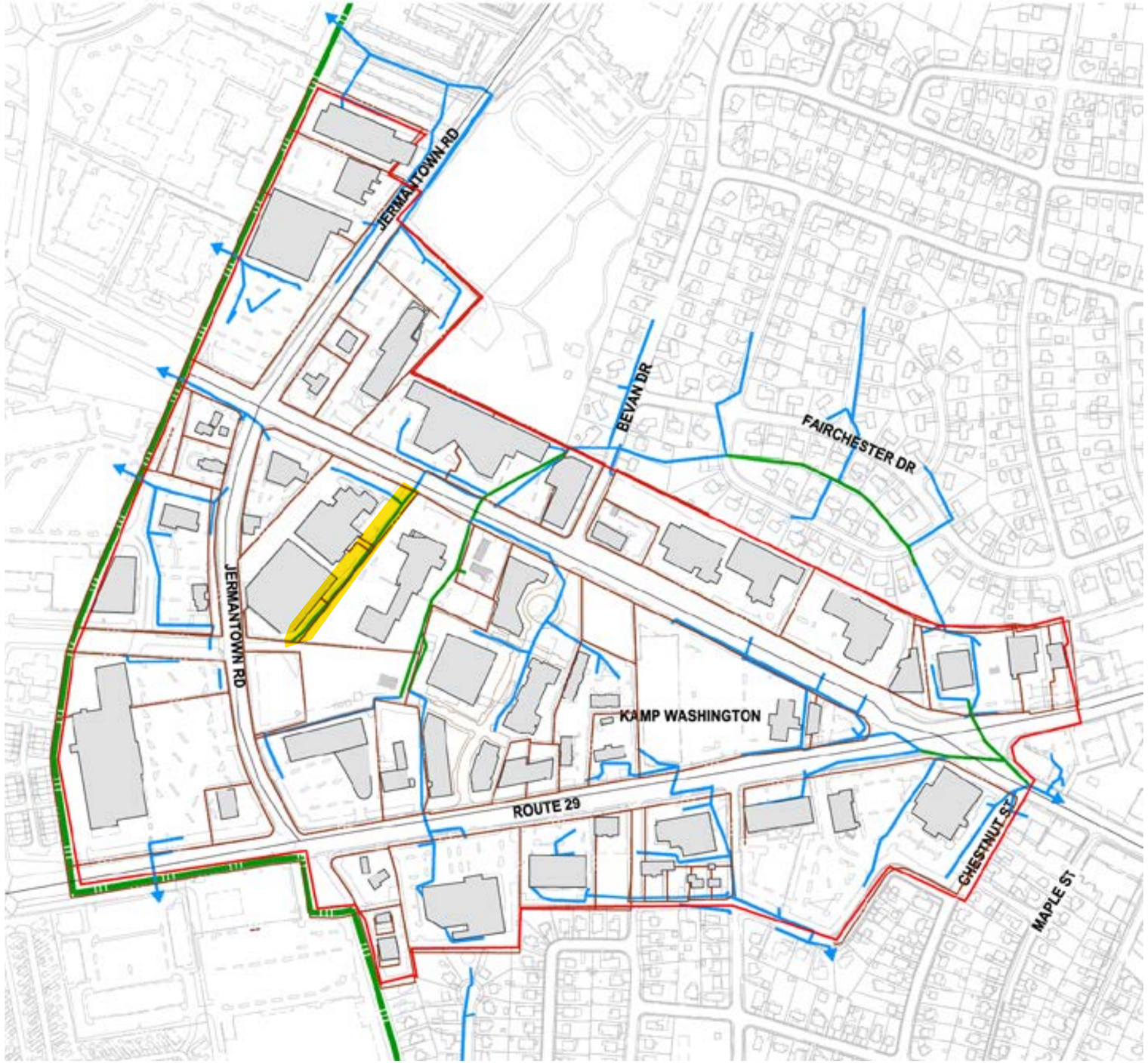
STORMWATER MANAGEMENT

RECOMMENDATIONS

The plan explores the capacity of existing stormwater management system upgrades that may be needed to keep the study area and surrounding neighborhoods resilient against climate change.

As individual parcels redevelop or are adaptively reused, the improved design of buildings and green infrastructure is expected to reduce existing stormwater runoff. Every new or redeveloped site is expected to improve stormwater management in some capacity. In many scenarios, reducing pervious surfaces, encouraging green roofs, and adding stormwater infrastructure such as rain gardens will reduce or potentially even eliminate the need for capacity upgrades. An example of green intervention that could improve the existing storm sewer system is recommended improvements to the existing open storm sewer (see location at graphic). As discussed elsewhere in the plan, improved infrastructure here may enhance capacity while bringing other benefits.

However, as climate change complicates projections and development outside the study area could affect stormwater management, the plan recommends monitoring locations on the map for variations because they are the closest to capacity.



UPGRADED EXISTING CULVERT TO ACCOMMODATE IMPROVED GREEN DESIGN PRACTICES AND PEDESTRIAN PATH (REFER TO SUSTAINABILITY, PG 47) AND JERMANTOWN VILLAGE RECOMMENDATIONS)

STORM SEWER

POINT WHERE STORM SYSTEM LEAVES PLAN AREA

PORTIONS OF STORM SEWER THAT SHOULD BE MONITORED FOR UPGRADES

STUDY AREA BOUNDARY

PROPERTY LINES

200 0 100 200 400 800

1 INCH = 200'

NOTE: THE DETAILS SHOWN ON THIS EXHIBIT ARE CONCEPTUAL AND SUBJECT TO CHANGE.

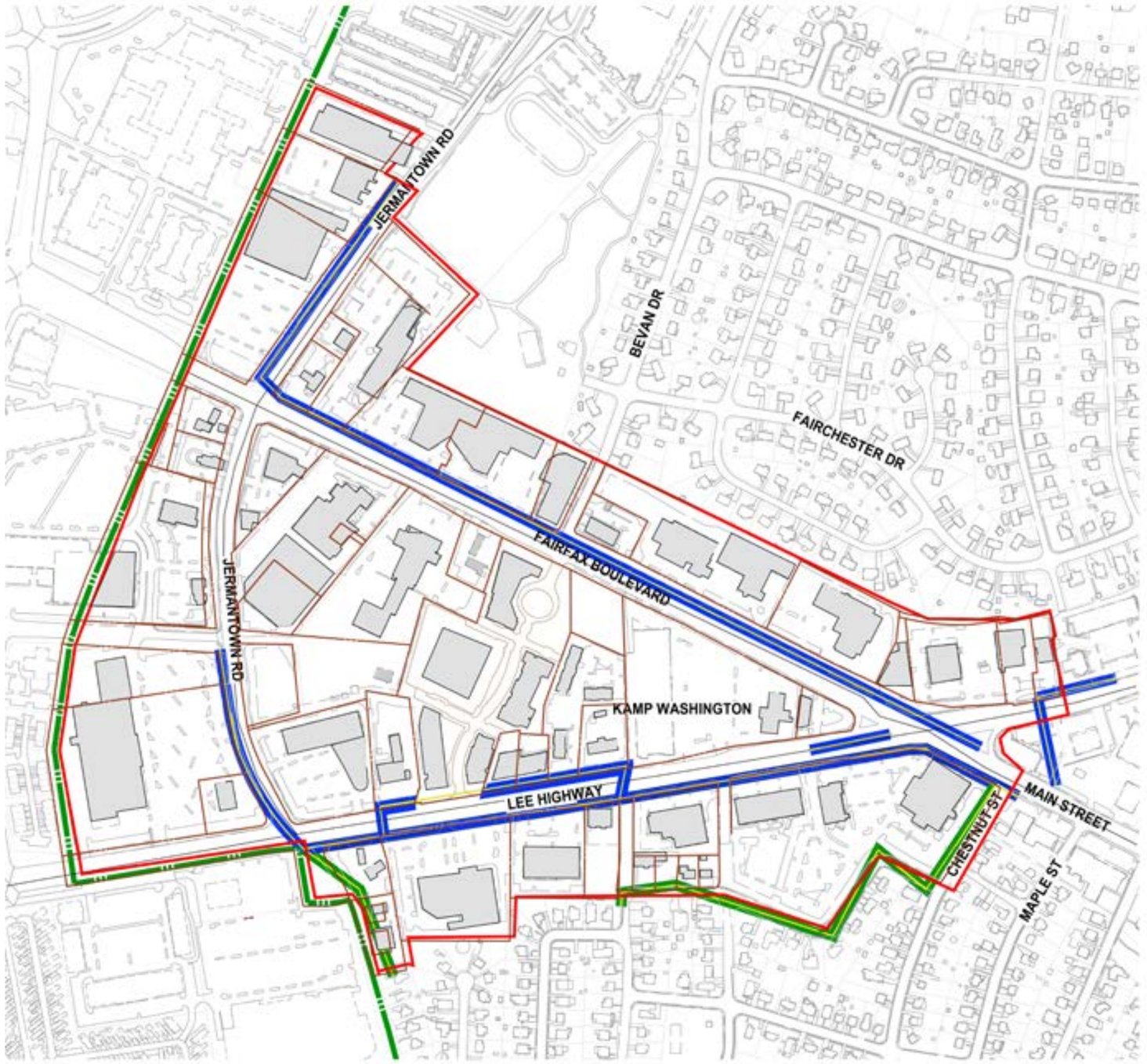
N

OVERHEAD LINES
RECOMMENDATIONS

The plan recommends that future developments be encouraged to move existing overhead utilities underground to improve resiliency against climate as well as provide the ability to create a more robust tree canopy along major boulevards. Resiliency of electrical service during major storm events is enhanced when powerlines are moved underground. With expected increase in major weather events, risk to overhead lines will increase.

Priority for undergrounding overhead lines should be prioritized along major boulevards like Jermantown Road, US-29, Main Street, and Fairfax Boulevard to encourage larger tree canopies and an enhanced aesthetic impact.

This could be accomplished through adherence to existing zoning ordinance provisions, municipal investments, and incremental improvements as new developments occur.



PRIORITIZED UNDERGROUNDING OF POWER LINES ALONG MAJOR BOULEVARDS

OTHER OVERHEAD LINES

STUDY AREA BOUNDARY

PROPERTY LINES

200 0 100 200 400 600
1 INCH = 200'

NOTE: THE DETAILS SHOWN ON THIS EXHIBIT ARE CONCEPTUAL AND SUBJECT TO CHANGE.

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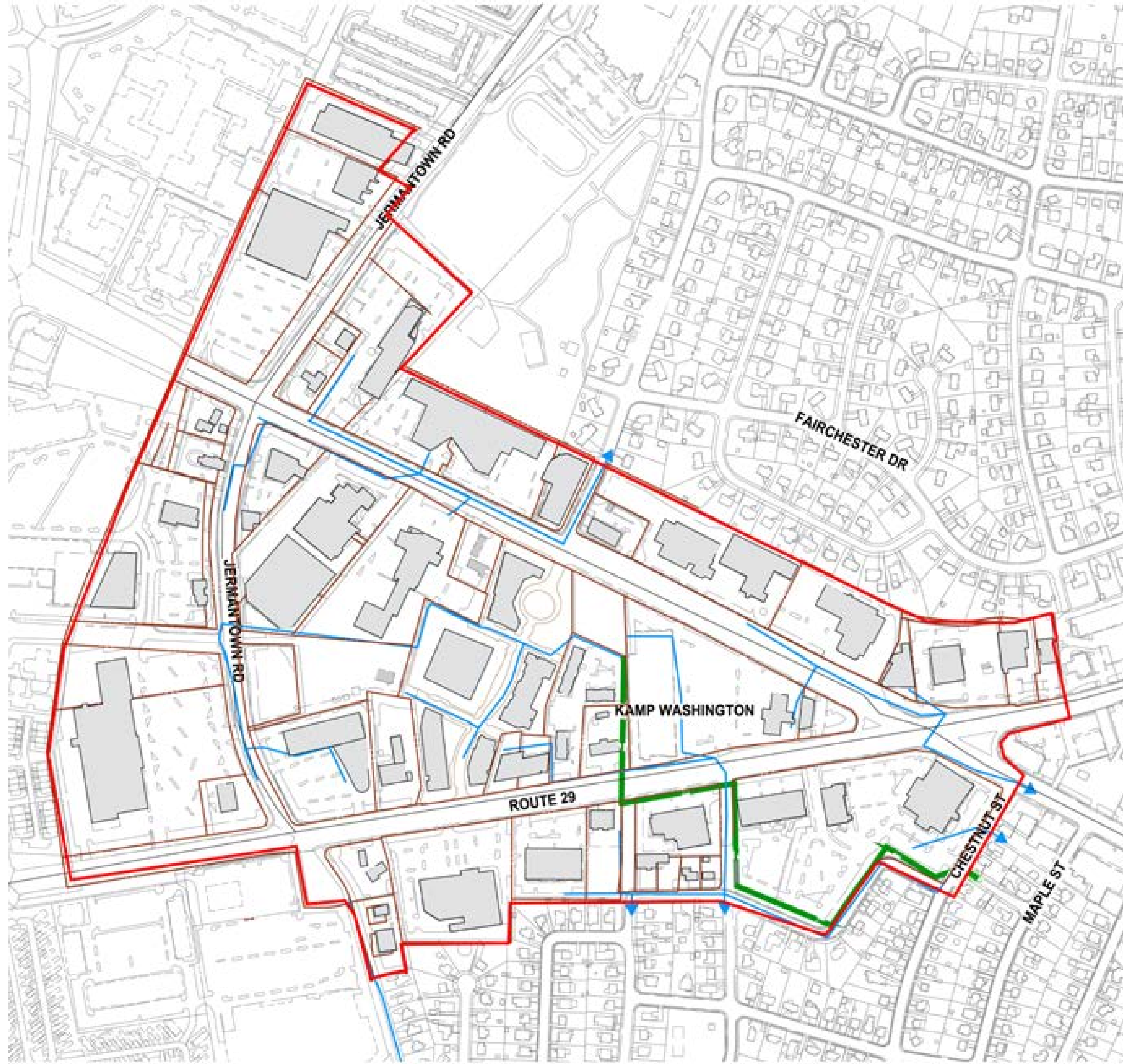
SANITARY MANAGEMENT

RECOMMENDATIONS

The plan explores the capacity of existing sanitary systems to accommodate projected future development. An initial assessment of the system shows a few portions of the study area where the sanitary sewer system may require capacity upgrades to accommodate future growth. The plan recommends to monitor these areas and plan for upgrades accordingly.



SANITARY SEWER

POINT WHERE SANITARY SYSTEM LEAVES PLAN AREA

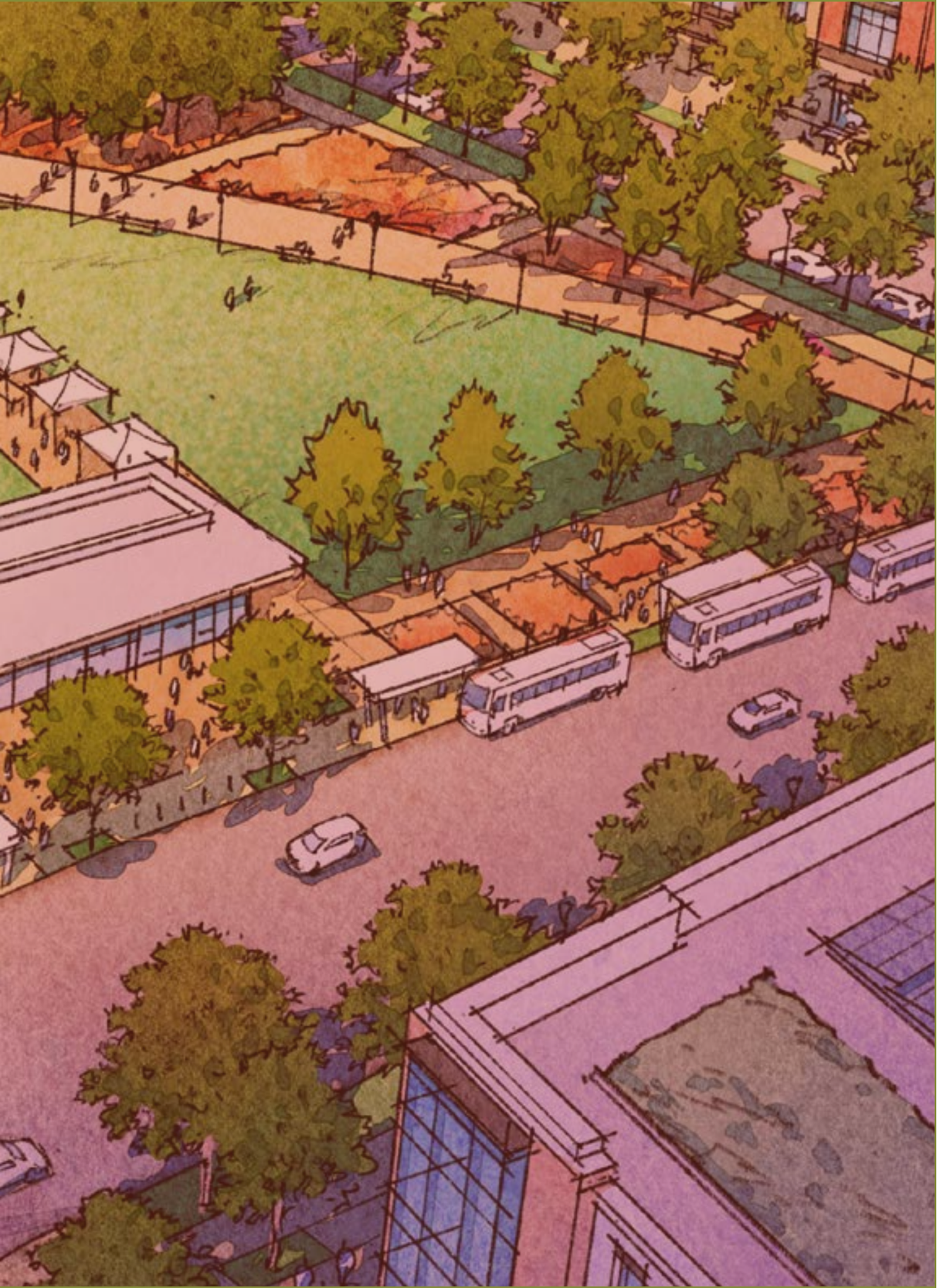
AREAS WHERE SANITARY MAY NEED TO BE UPGRADED
MONITOR FOR UPGRADES ACCORDINGLY

STUDY AREA BOUNDARY

PROPERTY LINES

1 INCH = 200'

NOTE: THE DETAILS SHOWN ON THIS EXHIBIT ARE CONCEPTUAL AND SUBJECT TO CHANGE.



TRANSPORTATION

KAMP WASHINGTON TRANSPORTATION

TRANSPORTATION CONTEXT

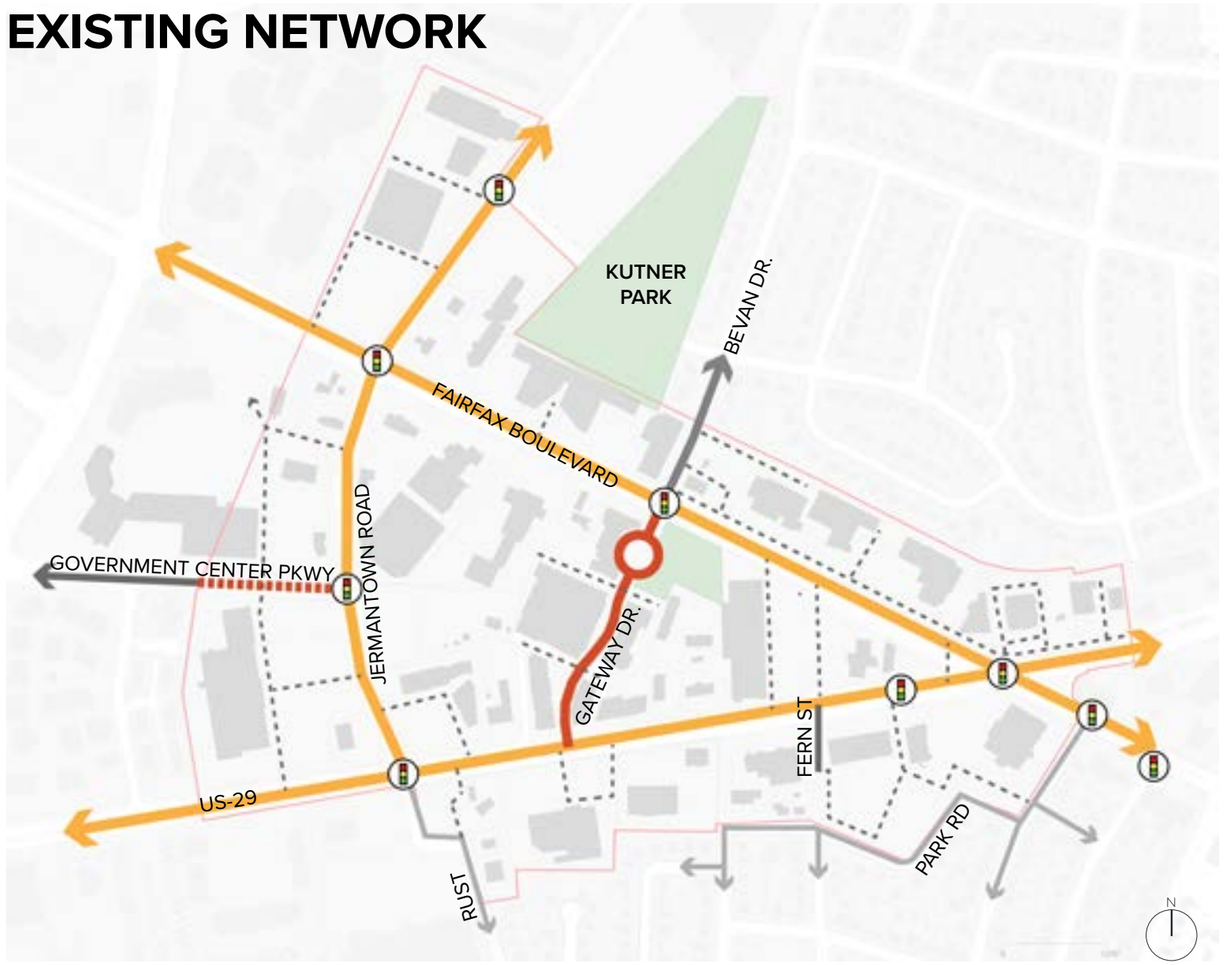
Today, transportation connectivity is limited in Kamp Washington to a few wide, high speed, and high traffic volume roadways including Fairfax Boulevard, US-29, and Jermantown Road. It is almost impossible to travel from surrounding neighborhoods such as Fairchester Woods and Westmore to the retail destinations within the Kamp Washington Activity Center without traveling along one of these three wide roadways. It is critical to provide additional connections and access opportunities from within the Kamp Washington Activity Center to surrounding neighborhoods, parks, and other everyday destinations as new mixed-use and residential developments such as the Moxley are built.

All three major roads in the study area - Fairfax Boulevard, US-29, and Jermantown Road - are major arterial roadways that carry significant regional vehicular traffic. While these roadways are designed to accommodate regional traffic, local connectivity, especially for people walking and biking, is close to non-existent. There are no dedicated bicycle facilities in the study area, the existing sidewalks are narrow, and most crossings are limited to a few wide signalized intersections. These conditions all contribute to creating an uncomfortable environment for people currently walking and biking and discourage others from attempting to walk and bike. Although sidewalks are present along most of the frontages of the main roadways in Kamp Washington, the sidewalk widths throughout the area are narrow. A sidewalk gap exists along the frontage of Hilltop Shop N' Go Center, just east of the Moxley along US-29. Although many sidewalks are four to five feet in width that comply with ADA legislation, existing sidewalks do not feel safe and comfortable. Four to five feet sidewalk widths may not feel comfortable for pedestrians, especially since most sidewalks do not have wide landscape buffers separating pedestrians from multi-lane high-speed roads. Many pedestrian ramps at intersections are not ADA-compliant. The lack of connectivity and comfortable facilities for people who walk, bike, or ride transit and the lack of public spaces and amenities such as parks, plazas, and trails limit the area's appeal to anyone but those arriving by car or a truck.

The City has invested significant resources in the Kamp Washington area in the past few years. Recently, the City implemented an intersection improvement project at Fairfax Boulevard and US-29 that enhanced pedestrian crossings and added pedestrian refuge islands. However, this intersection remains uncomfortable for pedestrians and bicyclists, and further improvements are necessary.

The City is currently working on designs to extend Government Center Parkway to Jermantown Road. This project will provide much needed network connectivity to the area with a strong east-west connection to Fairfax County. Similarly, the City is developing designs to enhance pedestrian and bicycle facilities along Jermantown Road, north of Fairfax Boulevard. Several other projects to enhance overall multi-modal connectivity have been identified in the City's Comprehensive Plan and the City's bicycle master plan. The transportation recommendations developed as part of this Small Area Plan advance the recommendations from these previous plans and identify new ones to further enhance connectivity and access in Kamp Washington. Existing streets and new streets can be redesigned to create a close-knit block and street network that enhances walkability. This network can include comfortable bicycle facilities, wider sidewalks with street trees, landscaping, and other amenities such as sidewalk cafes, benches, street lighting, and space for convenient pick-ups/drop-offs, bicycles, scooters, and on-street parking.

EXISTING NETWORK



FEW WIDE INTERSECTIONS

NARROW SIDEWALKS NEXT TO WIDE ROADS

WIDE COMMERCIAL DRIVEWAYS

COMMERCIAL DRIVEWAYS:

The study area suffers from a high number of commercial driveways into individual parcels. These driveways are often oversized and redundant with other access points. Some driveways are used frequently as important informal streets that connect the study area. Many driveway curb-cuts break up pedestrian sidewalks, discourage multi-modal access, and are haphazardly placed along commercial mains. A major focus is to create coherent streets, reduce unnecessary curb-cuts, consolidate access points, and create a more intuitive road network. The ultimate goal is to foster commercial driveways that are more efficient in serving all visitors - vehicular, pedestrian, or cyclist.

LONG TERM TRANSPORTATION VISION

STITCHING THE NEIGHBORHOOD TOGETHER

A major community driven goal of the Small Area Plan is to enhance the Activity Center's internal and external connectivity and provide multi-modal transportation options that reduce risks to pedestrians and cyclists. Under the long-term network, Commercial Mains would help traffic move through the city, while connecting cyclists and pedestrians through shared use paths. Internal Active Streets would reduce the need to travel along Commercial Mains and provide an option for travel within the study area through a grid of streets. The Active Streets also are proposed to have less vehicular traffic to support pedestrian-friendly public realm. Connectors and paths are pedestrian and cyclist only pathways that help link residential neighborhoods to the study area. The new pathways will allow residents in surrounding communities such as Fairchester Woods and Westmore a more direct route to access new destinations and amenities in Kamp Washington. Shorter and more direct trips will give residents a choice to walk, bike, or scoot rather than drive along Fairfax Boulevard, US-29, or Jermantown Road. Finally, a number of potential alleys, driveways, and private streets are shown to provide additional connectivity and vehicular access to future development. The overarching result is an easily navigable grid of streets within the study area with greater multi-modal access overall.

Long Term Network

The map on the following page shows the long-term vision for the overall transportation network in Kamp Washington. Red lines indicate Active Streets. These streets are intended to be public streets enhancing the overall circulation within the Activity Center. Dashed purple lines indicate secondary streets. Secondary streets can be public or private streets. These can be treated as narrow access streets, alleys, or driveways. The exact location and nature of secondary streets can change as per specific future development proposals and some may not be necessary at all, depending on development configurations. Although the exact locations of streets could vary depending on future development applications, the City should advance the following principles and recommendations:

- Develop a network of new internal Active streets so that all areas within the Kamp Washington triangular block can be accessed through internal streets without a need to travel along Fairfax Boulevard, US-29, or Jermantown Road.

- Develop a network of new internal secondary streets to develop a fine-grain small block structure and street network to enhance access, connectivity, and walkability.

- Develop new pedestrian and bicycle connections to connect existing neighborhoods and parks to the Activity Center.

- Establish pedestrian sized blocks (200 to 400 ft ideally) at regular intervals to encourage clear vehicular navigability and a more robust walking environment.

The following list of projects advance the principles listed above:

- Create a north-south Active Street along Fern Street alignment between US-29 and Fairfax Boulevard

- Create a continuous east-west Active Street connecting Government Center Parkway and Jermantown intersection to Fern Street Extension within the Kamp Washington Triangle. This connection can be staggered depending on the future of the Dominion Energy property and can utilize the north-south street through the Moxley development.

- Create a north-south street between Dominion Energy property and Ted Britt Ford of Fairfax property connecting the new east-west Active Street with Fairfax Boulevard and Kutner Park.

- Create a route through an Active Street connecting Rust Road to US-29.

- Extend Fern Street between Park Road and a new internal secondary street, just south of US-29, as a pedestrian and bicycle pathway.

- Extend Holly Street between a new internal secondary street, just north of Park Road and US-29, as a pedestrian and bicycle pathway.

- Connect William Place cul-de-sac with a new internal Active Street, just south of US-29, as a pedestrian and bicycle pathway.

- Create pedestrian and bicycle pathway along the southern edge of Kutner Park.

- Coordinate with property owners and tenants of Fairfax Marketplace (10940 US-29 Fairfax, VA 22030) to extend the planned Hill Street connector to Fairfax Boulevard as a pedestrian and bicycle pathway.

- Add new traffic signals or relocate existing traffic signals with marked crosswalks to decrease signal spacing and provide additional pedestrian and bicycle crossing opportunities across Fairfax Boulevard and US-29. (Dependent on results of signal warrant analysis.)

- Add a new traffic signal with marked pedestrian crossings on Fairfax Boulevard between Jermantown Road and Bevan Drive. (Dependent on results of signal warrant analysis.)

- Add a new traffic signal with marked pedestrian crossings on Fairfax Boulevard between Bevan Drive and US-29. (Dependent on results of signal warrant analysis.)

- Add a new traffic signal with marked pedestrian crossings on US-29 between Fern Street and Jermantown Road (At the Moxley development's entrance). (Dependent on results of signal warrant analysis.)

- Relocate the existing signal and add marked pedestrian crossings on US-29 at the driveway between CVS and Westfair Center to US-29 and Fern Street intersection.

- Transform existing signalized intersection at Chestnut Street and Main Street into a right-in-right-out intersection.

- The long-term network plan envisions vehicular access to properties along the three major roads (Jermantown Road, US-29, Fairfax Boulevard) to be accommodated from existing and proposed side and rear streets. As redevelopment occurs, the City should require developers to build or pay for enhancing or constructing new side streets and rear drive aisle or streets to provide vehicular access, following the principles laid out in the long-term network plan.

In addition to project recommendations, the City should coordinate and undertake additional studies related to the following topics:

- Coordinate with Fairfax County, Walmart/ Lidl tenants, and property owners to reconfigure parking lots to extend northbound approach lanes on the southern leg of Rust Road and US-29 intersection.

- Conduct a detailed multi-modal transportation study of Fairfax Boulevard and US-29 intersection within the context of other recommendations in this plan to evaluate traffic, pedestrian and bicycle circulation, transit, and safety conditions and develop recommendations to enhance safety and comfort of all users of this intersection.

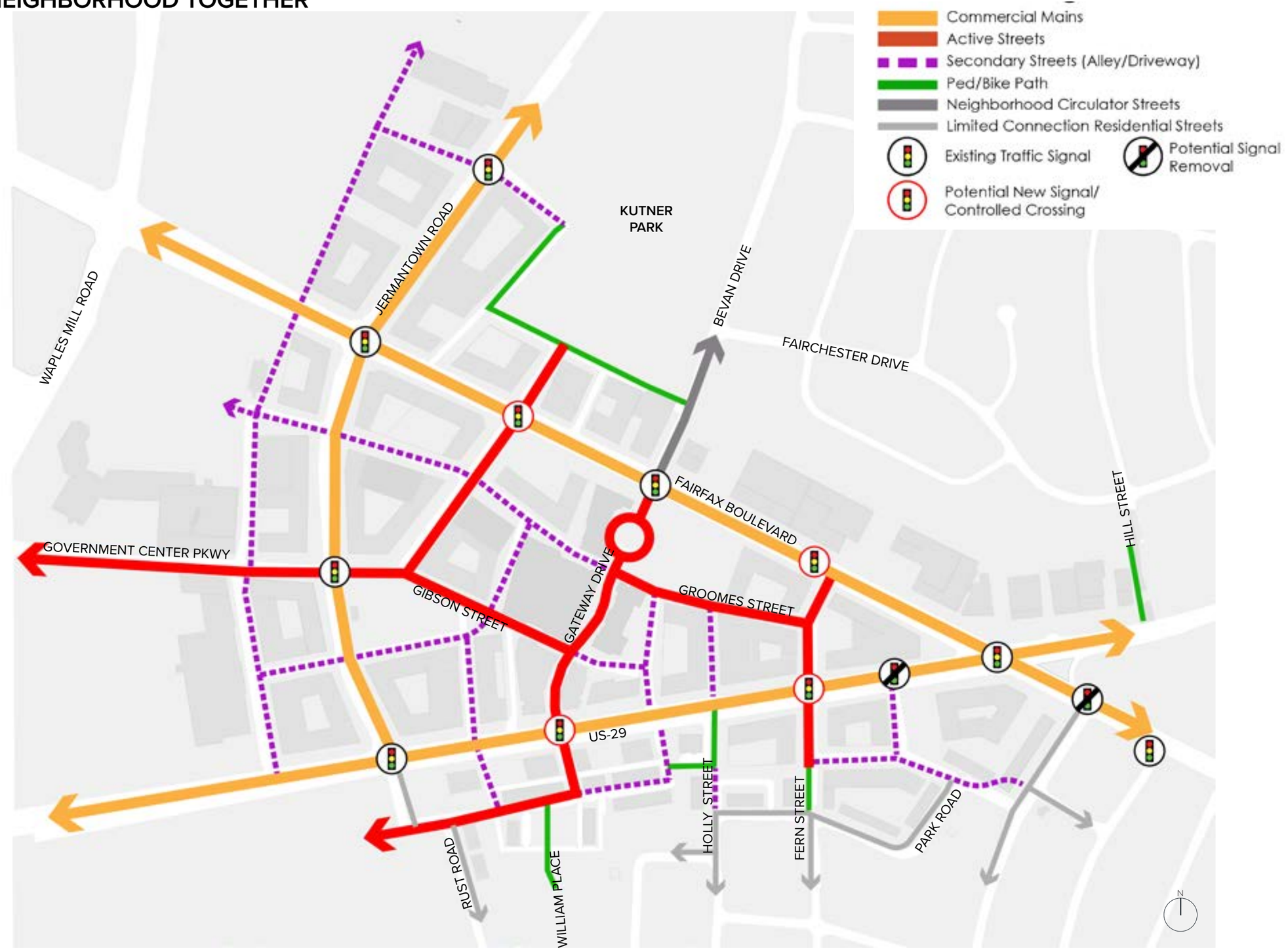
In various stakeholder meetings, the residential neighborhoods adjacent to Kamp Washington have noted "cut-through" traffic traversing through and around the study area. The Kittleson transportation analysis in the Appendix recorded recent data and analysis of this phenomenon. The plan recommends the following actions:

- While the data shows that vehicular volume and speeds fall short of many VDOT traffic calming standards, the plan recommends that the City explore more detailed traffic calming measures in key areas of Westmore and Fairchester neighborhoods. These studies should be done in coordination with the neighborhood associations.

- Several adjacent residential streets do not have sidewalks or pedestrian walking/biking facilities (for example, Fern Street and Holly Street). The plan recommends improving these sidewalks in the neighborhoods to better support the overall Small Area Plan recommendations.

LONG TERM TRANSPORTATION VISION

STITCHING THE NEIGHBORHOOD TOGETHER



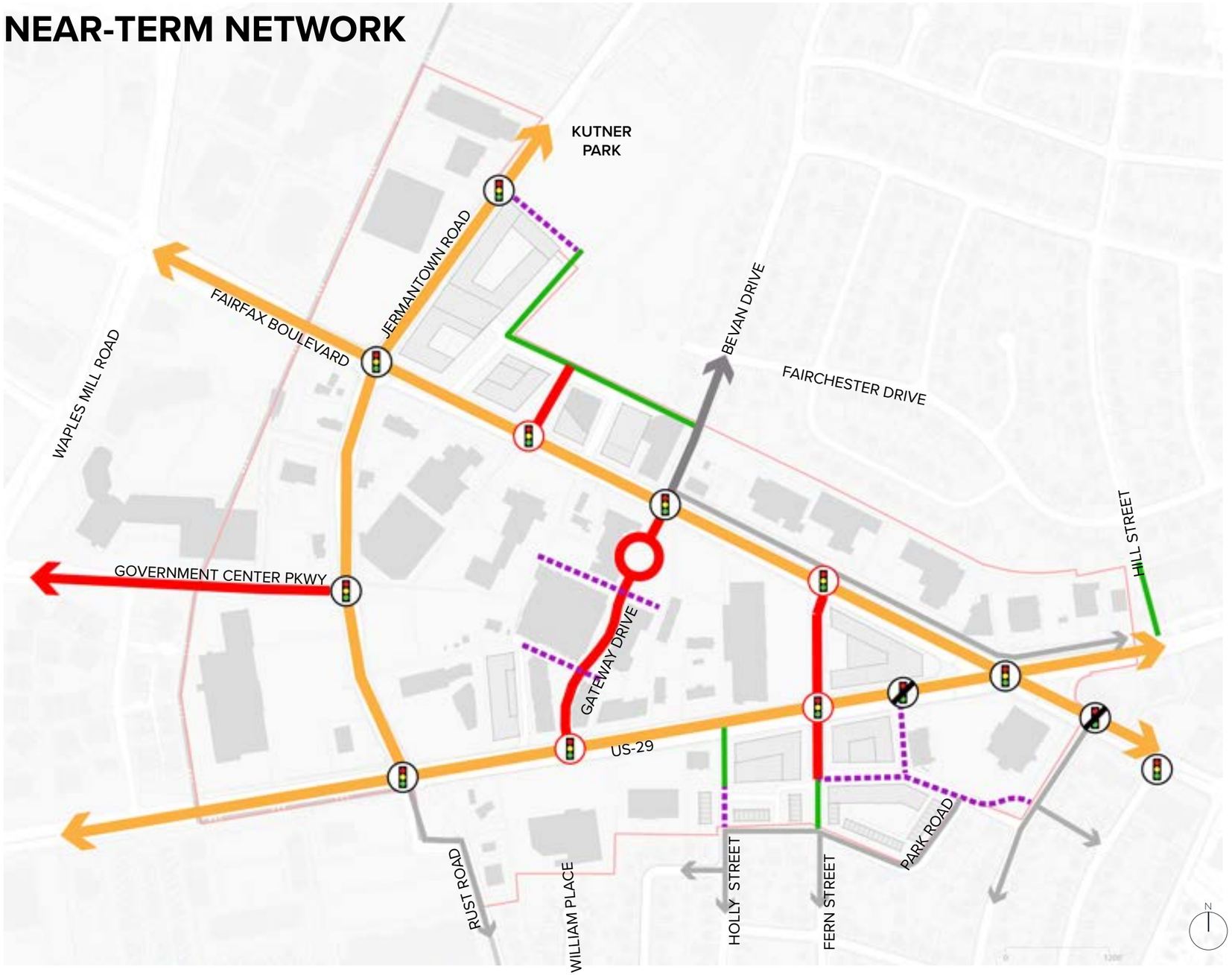
NEAR TERM TRANSPORTATION VISION

STITCHING THE NEIGHBORHOOD TOGETHER

The near-term network identifies connections that can be built as part of the near-term redevelopment. These connections are key parts of the overall long-term vision. The near-term network improvements include:

- A north-south Active Street along Fern Street alignment between US-29 and Fairfax Boulevard.
- A pedestrian and bike path as an extension of Fern Street between Park Road and a new internal secondary street, just south of US-29.
- A pedestrian and bike path as an extension of Holly Street between a new internal secondary street, just north of Park Road and US-29.
- A new Active Street at the entrance of the 50/66 Office Plaza and a network of secondary streets enhancing connectivity between Fairfax Boulevard and Jermantown Road, just southwest of Kutner Park.
- New internal secondary street network on Fairfax Junction property south of US-29.
- All traffic signal addition and relocation recommendations from the long-term plan.
- Coordinate with property owners and tenants of Fairfax Marketplace (10940 US-29, Fairfax, VA 22030) to extend the planned Hill Street connector to Fairfax Boulevard as a pedestrian and bicycle pathway.

NEAR-TERM NETWORK



Commercial Mains
Active Streets
Secondary Streets (Alley/Driveway)
Ped/Bike Path
Neighborhood Circulator Streets
Limited Connection Residential Streets
Existing Traffic Signal
Potential Signal Removal
Potential New Signal/ Controlled Crossing
Kamp Washington Study Area

NEAR TERM TRANSPORTATION VISION

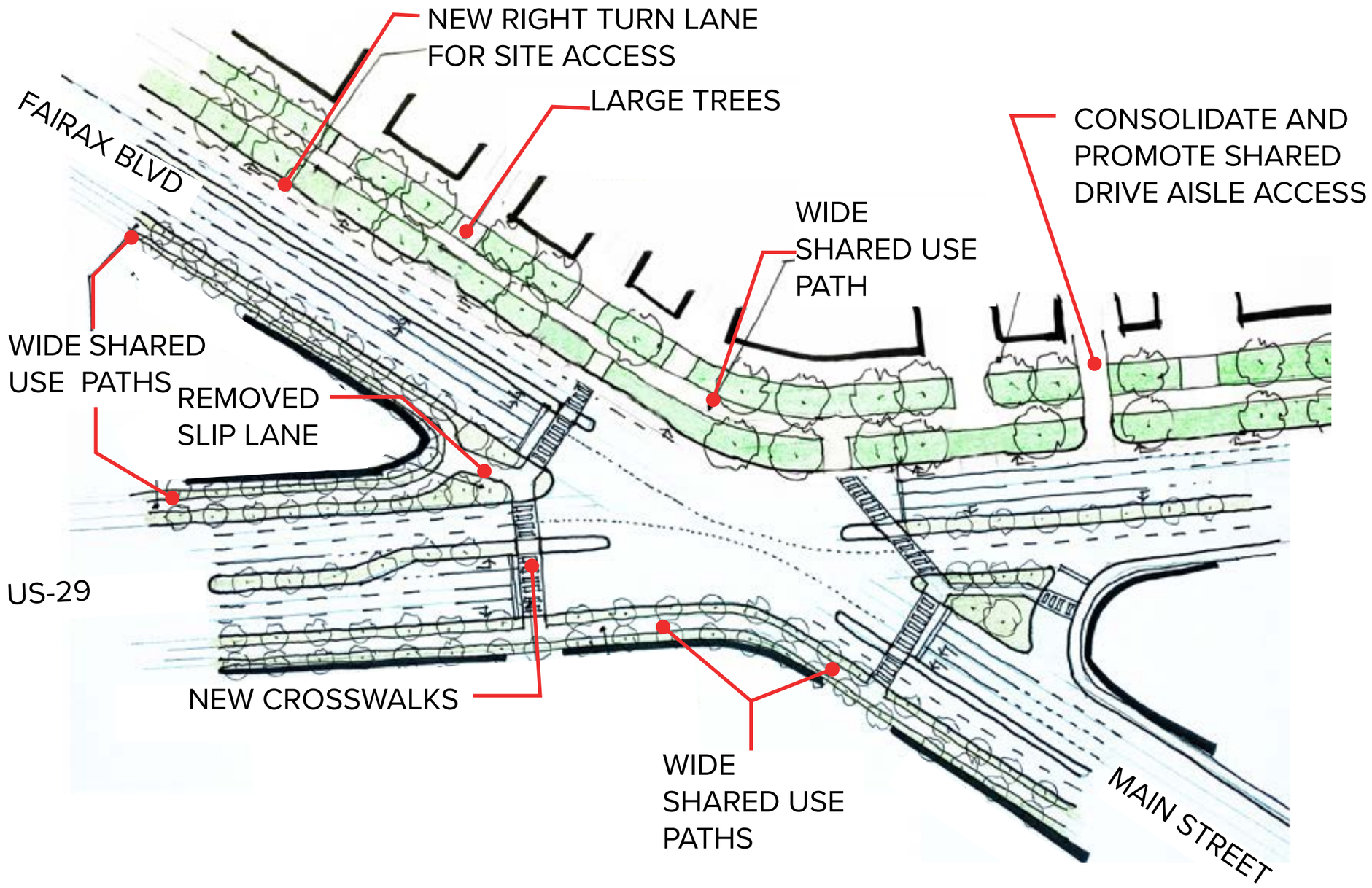
FAIRFAX BOULEVARD AND US-29 INTERSECTION

The Fairfax Boulevard and US-29 Intersection is the main intersection in the study area and acts as a gateway into the Kamp Washington area. However, the existing design of the intersection is auto oriented and is not inviting for pedestrians and bicyclists.

The plan calls for a study of long term improvements to this intersection. The interim proposed recommendations include new shared use paths as well as closing a right-turn slip lane from southeast bound Fairfax Boulevard to west bound US-29. Very few people use this sharp right turn lane. With additional north-south streets such as the Fern Street extension, the need for this right-turn slip lane will be further reduced. Further study will be necessary for long term redesign of both the intersection and service lane redesign.

The additional space gained by closing this right-turn slip lane can be re-purposed to create a landscaped area with green stormwater infrastructure, public art, and way-finding signs to mark this as a people-oriented gateway into Kamp Washington. This redesign also allows the relocation of crosswalks closer to the intersection across the northwestern and western legs of this intersection. Additional pavement markings and signs would be necessary to warn drivers of pedestrian crossings.

Also shown in this sketch diagram is the removal of the existing service road and new right turn lane. Further details for this proposal are found later on page 67, but in terms of the intersection, the removal of the service road and addition of a turn lane will help clarify navigation for motorists unfamiliar with the area. Replacing the road with a shared use path (see details on pages 66-68 later in the document) will promote multi-modal access. The tree canopy will improve the aesthetic character of Kamp Washington and help create a distinctive identity for the study area and city at large.

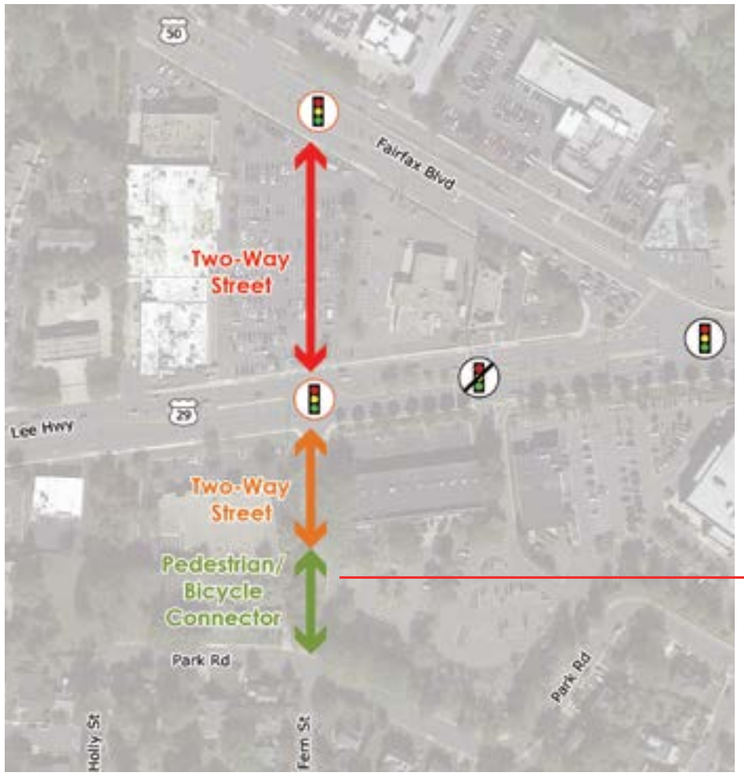


FERN STREET CONNECTION

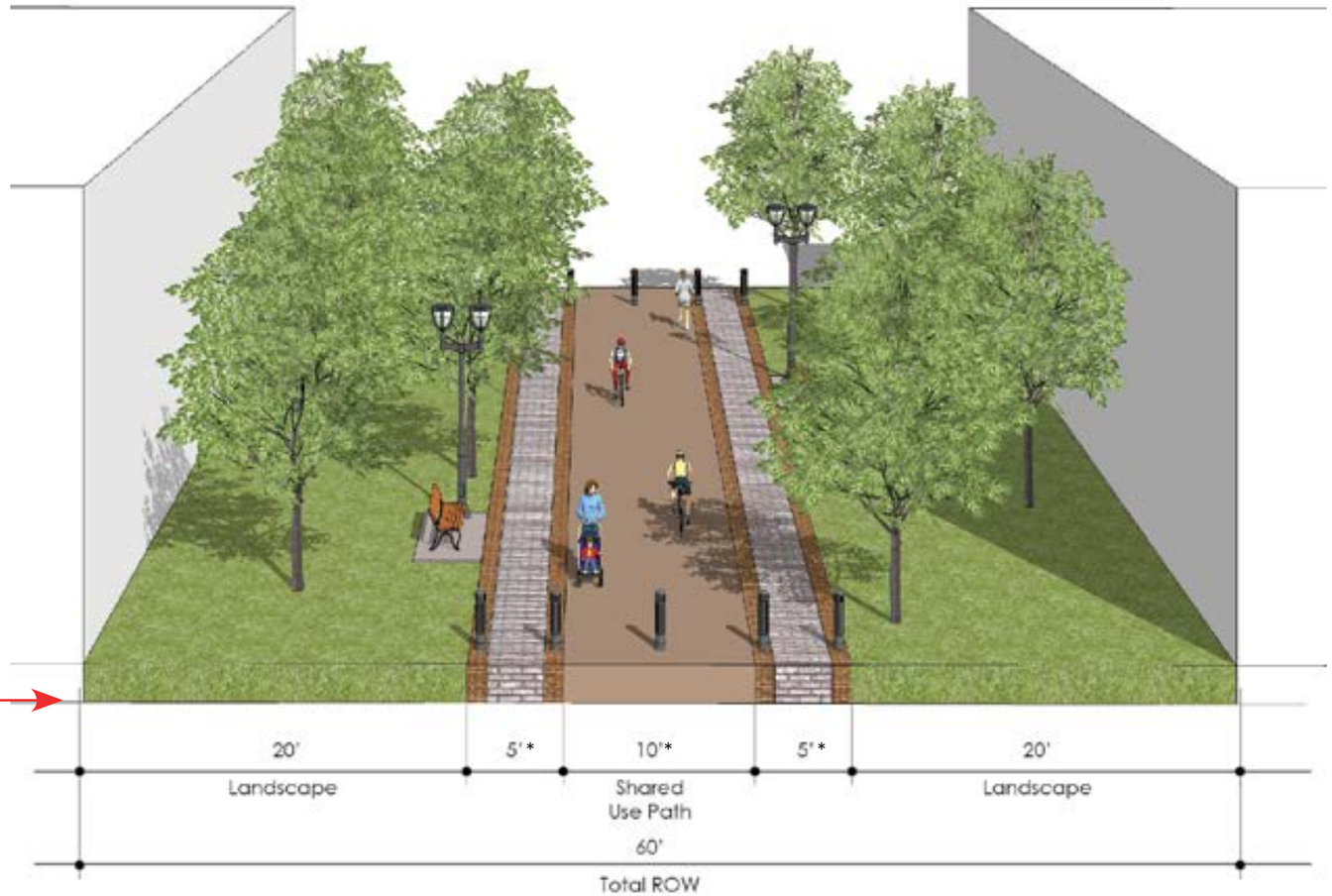
PEDESTRIAN CONNECTOR

Fern Street today is a disconnected and incomplete street between commercial and residential properties. Currently, the community uses this space informally for walking and access to local businesses. A better designed pedestrian and bicycle connector along Fern Street would establish a formal link to destinations within Kamp Washington Activity Center.

Additionally, this new Fern Street connector can serve as a community pocket park with landscape and stormwater elements.



Pedestrian/Bicycle Connector



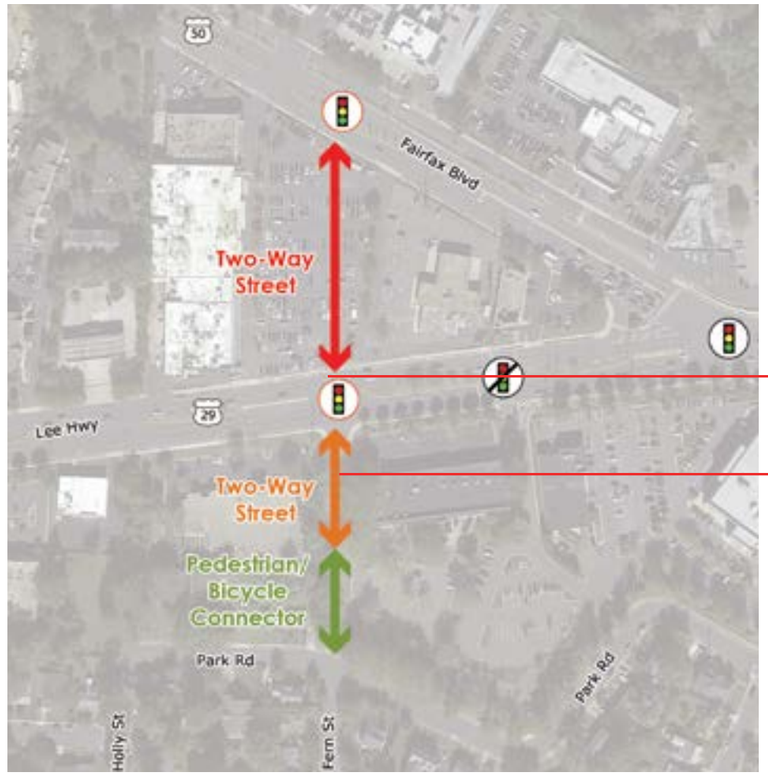
*Contributes to optional for 20 ft. width for fire access as required.

FERN STREET CONNECTION

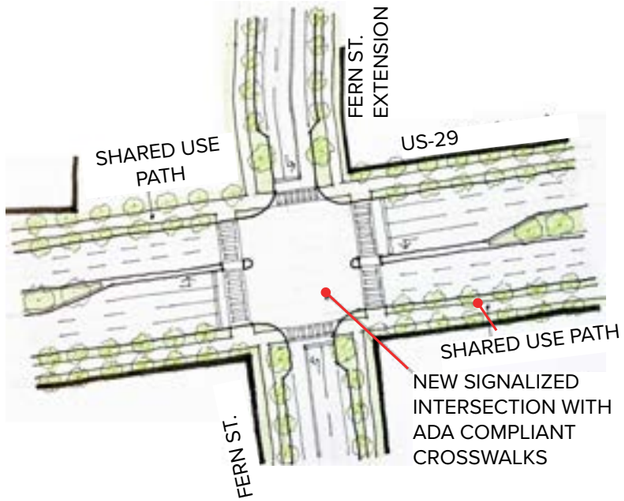
US-29 AND SOUTH FERN STREET

Between US-29 and the pedestrian connector is the existing Fern Street found in the study area. The vision for the Small Area Plan is to foster an active retail storefront along this southern portion and engage new shared use paths. Sidewalks in this location will help link the Fern Street Connector to the South to the multi-modal network proposed along the boulevard.

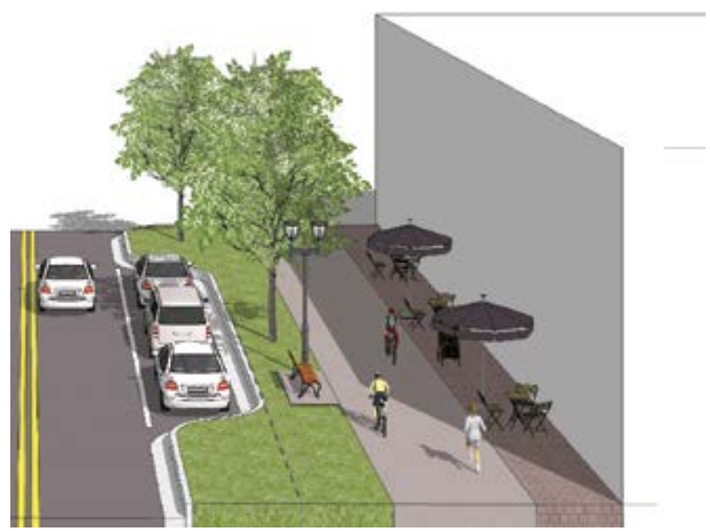
Vehicular street sections should allow for on-street parking within the activity center. Parallel parking is strongly preferred in general, although limited amounts of diagonal parking may be considered in areas where adequate retail parking is of critical importance.



US-29 and Fern Street



Two-Way with Diagonal and Parallel Parking

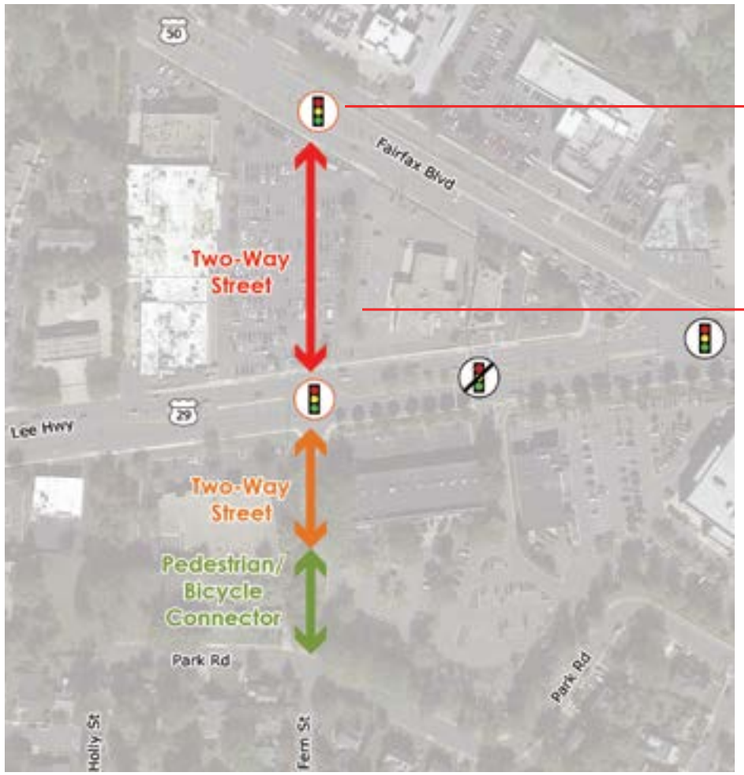


FERN STREET CONNECTION

FAIRFAX BOULEVARD AND NORTH FERN STREET

Extending Fern Street to create a new north-south connection is one of the key recommendations of the short-term vision. Today, informal drive aisles for parking access allow vehicular traffic to move north and south across the area. In the near term, the plan proposes aligning entrances to the parcel with Fern Street to the south supported by a new signalized intersection. At the existing surface parking lot, the existing access aisles are proposed to be realigned with a new curb cut and signalized intersection at Fairfax Boulevard. Ultimately, the goal is a new two way street that will be anchored by active retail frontages that will make this the core of the new main street for the study area. See active street cross sections (pg 34-36).

For this area, parking on the new active street should be two-way, parallel parking to support the more pedestrian oriented vision for this parcel. Parallel parking is preferred.



Fairfax Boulevard and Fern Street

Two-Way with Parallel Parking

PEDESTRIAN & BICYCLE NETWORK

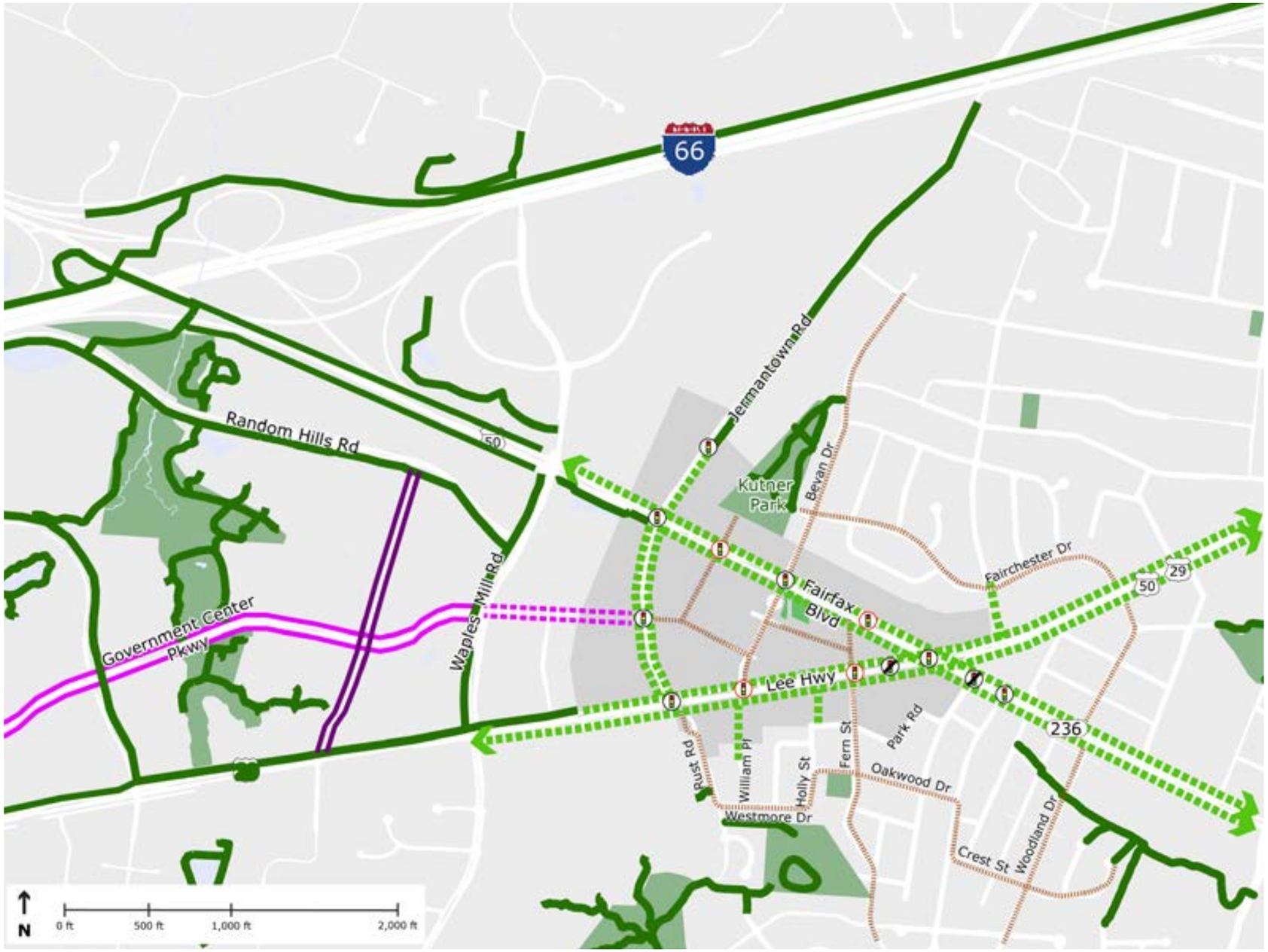
ENHANCING ACTIVE TRANSPORTATION OPTIONS

Existing pedestrian infrastructure is not inviting within the Kamp Washington Activity Center. Although all major roads have sidewalks, they are narrow and not well-separated from fast-moving vehicular traffic. As part of the overall Small Area Plan, 10' wide shared use paths separated by a 5' wide tree-lined landscape buffer are recommended along both sides of Fairfax Boulevard, US-29, and Jermantown Road. The typical shared use path diagrams on the following pages illustrate how the design of building frontage zone will differ for fronting ground floor uses such as retail or restaurants and for non-fronting ground floor uses such as residential/office. The shared use path recommendation is consistent with City's 2035 Comprehensive Plan and the City's bicycle master plan.

The shared use paths within the Activity Center will connect to existing bicycle facilities in Fairfax County along Fairfax Boulevard, US-29, Random Hills Road, Waples Mill Road, Ridge Top Road, and Government Center Parkway, as well as a planned regional I-66 path. The shared use path recommendation along Jermantown Road within the Activity Center will also connect with the planned shared use path along Jermantown Road in the City of Fairfax. See the following page for typical shared use path designs.

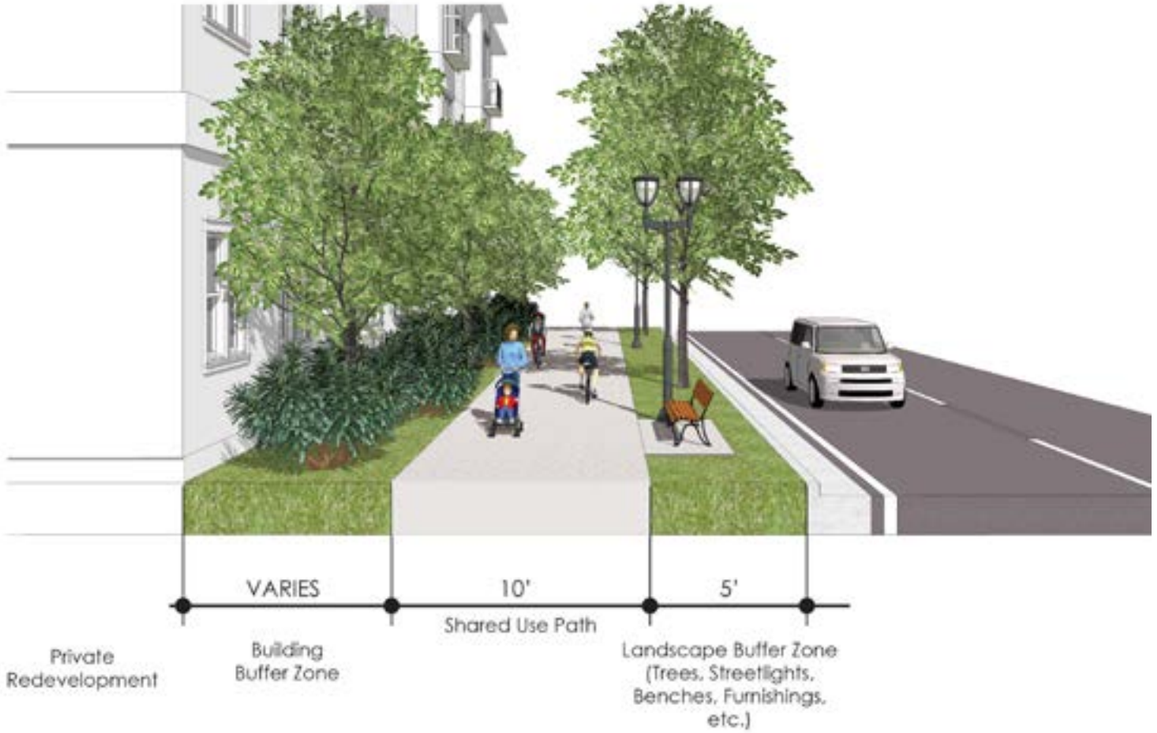
Additional pedestrian and bicycle paths connecting surrounding residential neighborhoods are planned along Fern Street, Holly Street, William Place, and Hill Street.

The internal Active Streets and secondary streets are also envisioned to have sidewalks and bicycle facilities. Most of the internal streets will be narrow, traffic-calmed two-lane streets with on-street parking. Shared lanes for bicycle facilities are appropriate for such streets. The overall pedestrian and bicycle network also includes already planned or proposed facilities such as bike lanes along Government Center Parkway and Neighborways (Neighborhood Bikeways) along Bevan Drive, Fairchester Drive, Fern Street, Rust Road, Westmore Drive, Holly Street, and Oakwood Drive.



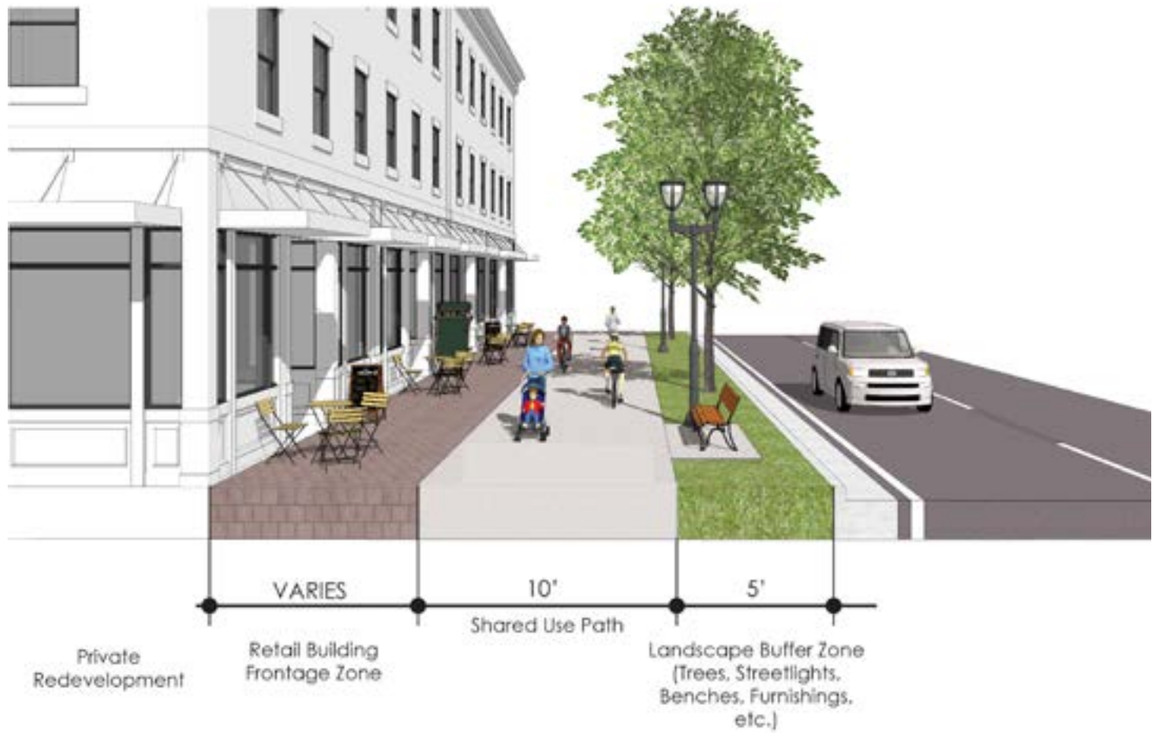
PEDESTRIAN & BICYCLE NETWORK

ENHANCING ACTIVE TRANSPORTATION OPTIONS



TYPICAL SHARED USE PATH- COMMERCIAL/RESIDENTIAL SHOWN

REFER TO FRONTAGE DIAGRAMS (pg. 34)



TYPICAL SHARED USE PATH - RETAIL SHOWN

REFER TO FRONTAGE DIAGRAMS (pg. 34)

Shared use path designs should emphasize continuity without major obstructions to allow easy access for all types of users, of all ages. The shared use path should be free of light poles, signage, and be made to meet national and local accessibility standards. Trees are encouraged on both sides of the shared use path as space allows to provide a comfortable environment for users. Where trees are planted in the building buffer zone, it is expected that a 8' to 10' minimum will be needed. Along retail storefronts, it may not be possible to provide street trees on both sides of the shared use path. Tree boxes or pits are also an option in lieu of a landscape buffer but a green tree lined landscape is emphasized for shared use paths on commercial mains like Jermantown Road, Fairfax Boulevard, and US-29. Shared use paths are expected to be concrete or permeable pavers in typical conditions. Providing street furniture like docking stations for bike or scooter shares particularly near major destinations can be helpful. Pedestrian oriented signs or wayfinding guiding visitors to nearby destinations is also recommended. Refer to frontage diagrams for more details on streetscape designs (pg 34).

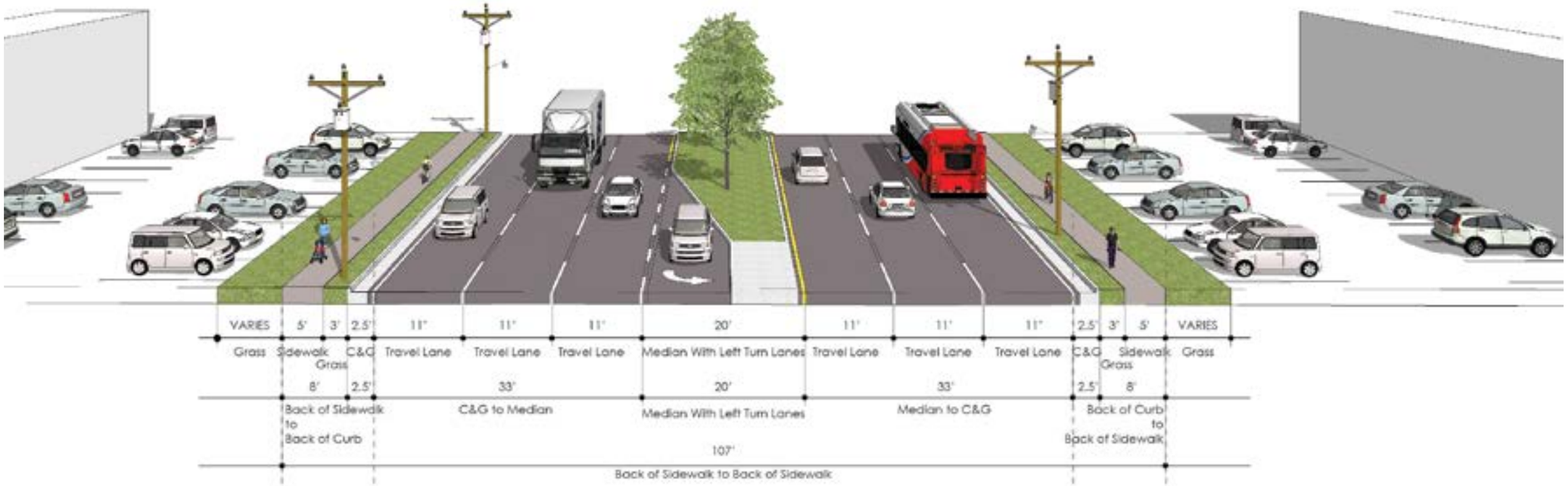
DESIGN FOR MAJOR ROADS

US-29

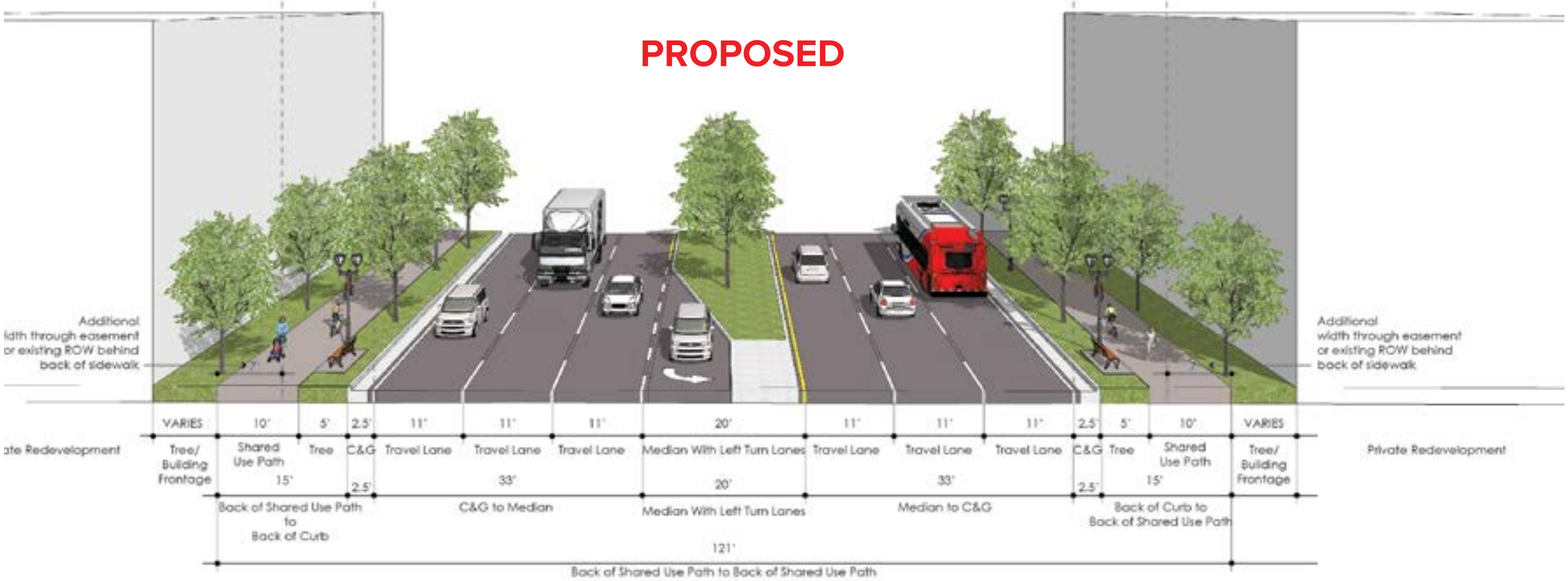
All three major roads (Fairfax Boulevard, US-29, and Jermantown Road) are arterial roadways that carry significant regional traffic. The proposed shared use paths are planned to be implemented behind existing curbs utilizing existing ROW or requiring additional ROW/easements from private properties as and when the properties redevelop.

Along US-29, it is anticipated that at least a 7' easement will be required on either side to implement the typical shared use path section. This 7' easement will fit a 5' wide tree-lined landscape buffer and a 10' wide shared use path. The easement does not include any building frontage zone. An additional setback will be required depending on the width of the building frontage zone.

EXISTING



PROPOSED



DESIGN FOR MAJOR ROADS

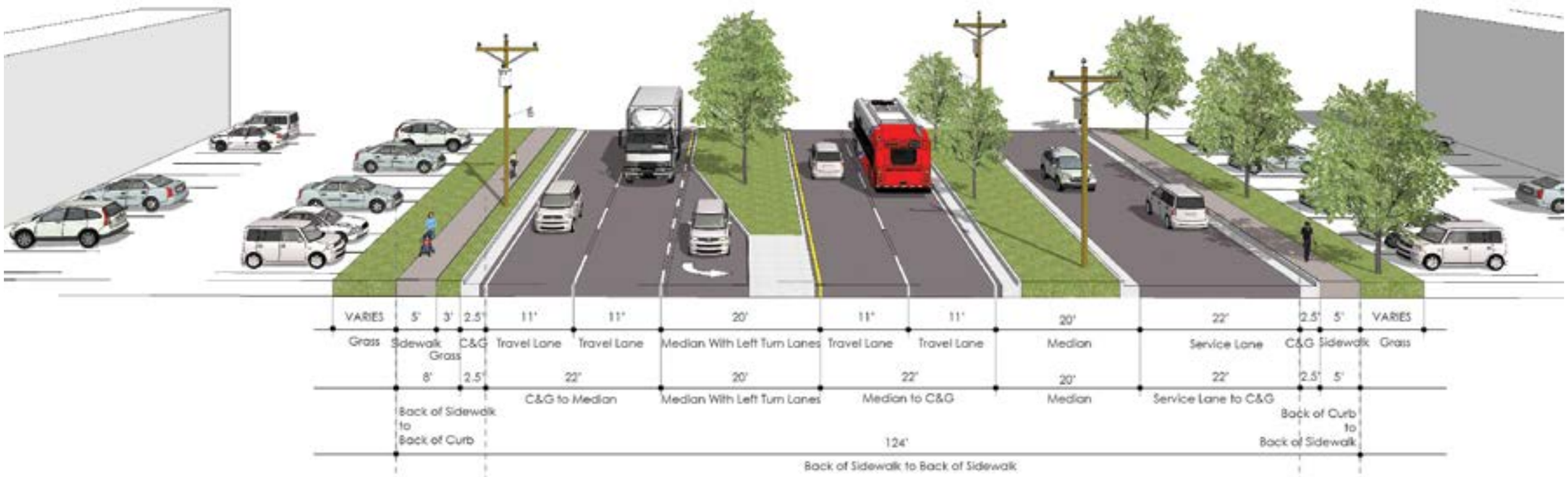
FAIRFAX BOULEVARD AND FAIRFAX BOULEVARD SERVICE ROAD

Fairfax Boulevard

Along the south side of Fairfax Boulevard, it is anticipated that at least a 7’ easement will be required on either side to implement the typical shared use path section. This 7’ easement will fit a 5’ wide tree-lined landscape buffer and a 10’ wide shared use path. The easement does not include any building frontage zone.

The north side of Fairfax Boulevard includes a frontage road between US-29 and Bevan Drive. The recommendation for this segment is to transform the frontage road into a linear park with a 13’ wide tree-lined landscape buffer and a 10’ wide shared use path. An additional third travel lane can be added to accommodate access to properties. Adding a third travel lane will make this segment of Fairfax Boulevard consistent with Fairfax Boulevard west of Bevan Drive. This change will also enable intersection improvements at Bevan Drive and Fairfax Boulevard. These improvements can include addressing sight distance issues and potentially relocating the stop bar.

EXISTING



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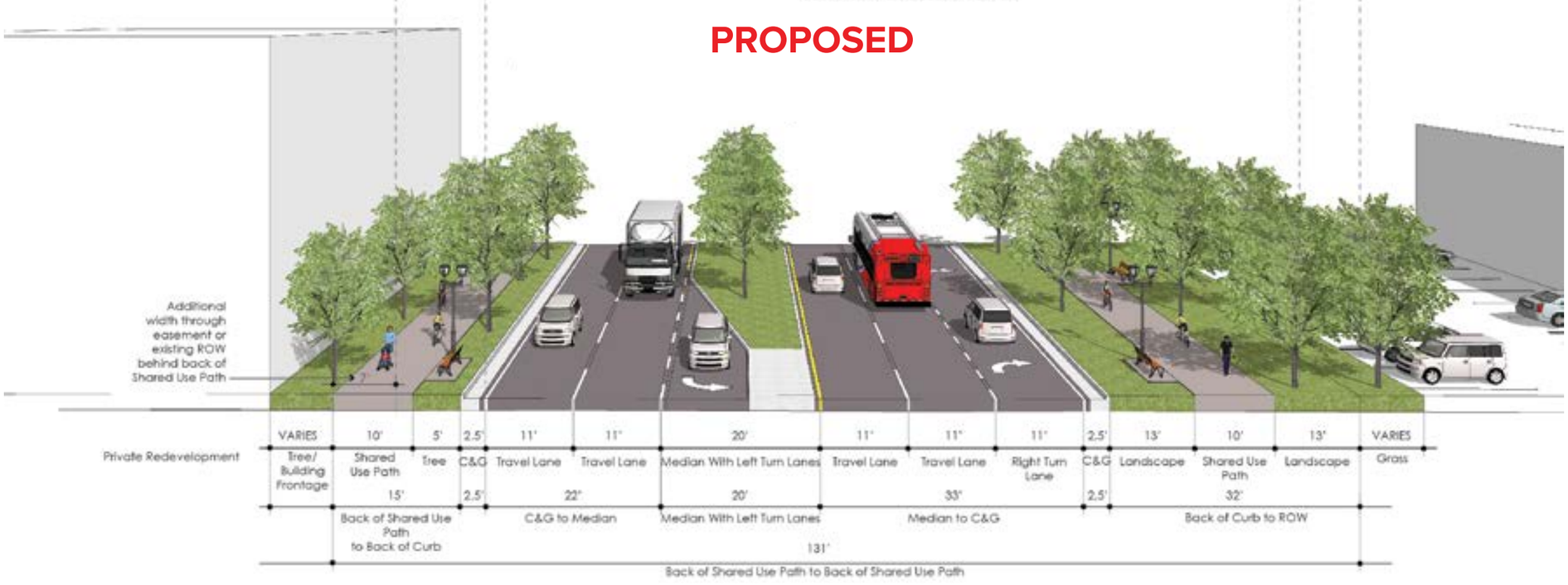
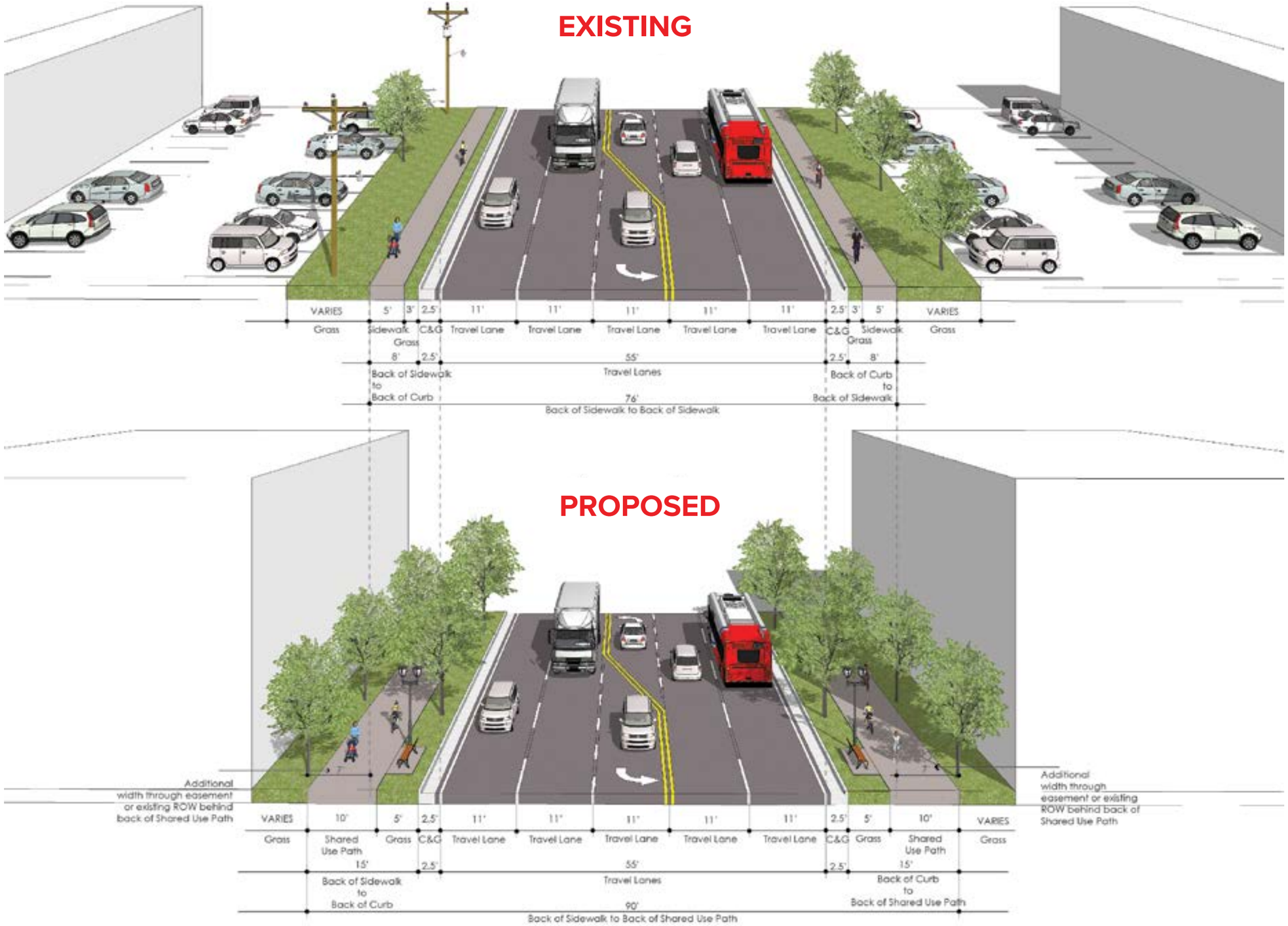


DESIGN FOR MAJOR ROADS

JERMANTOWN ROAD

Typical shared use path designs can be implemented along both sides of Jermantown Road within the public ROW based on a GIS desktop review of existing ROW and parcel-level information. An additional land survey may be required to confirm the existing ROW. If it is confirmed that no additional easements are required to implement shared use paths along Jermantown Road, the City can implement these without a need for redevelopment along the Jermantown Road corridor.



DESIGN FOR NEW INTERNAL STREETS & PEDESTRIAN/BICYCLE CONNECTIONS

ONE-WAY WITH PARALLEL PARKING

The following typical street section was developed as guidelines for the design of future internal streets. The City and developers can refer to these street design sections as guidelines for the design of future public and private internal streets within Kamp Washington Activity Center.

The City can follow the following principles when selecting and evaluating street designs:

- One-way streets should not be used for Active Streets/public streets unless specifically designated. Use should be determined on a case by case basis. In typical conditions, one way would include parallel parking but could also include diagonal parking depending on site constraints or conditions.

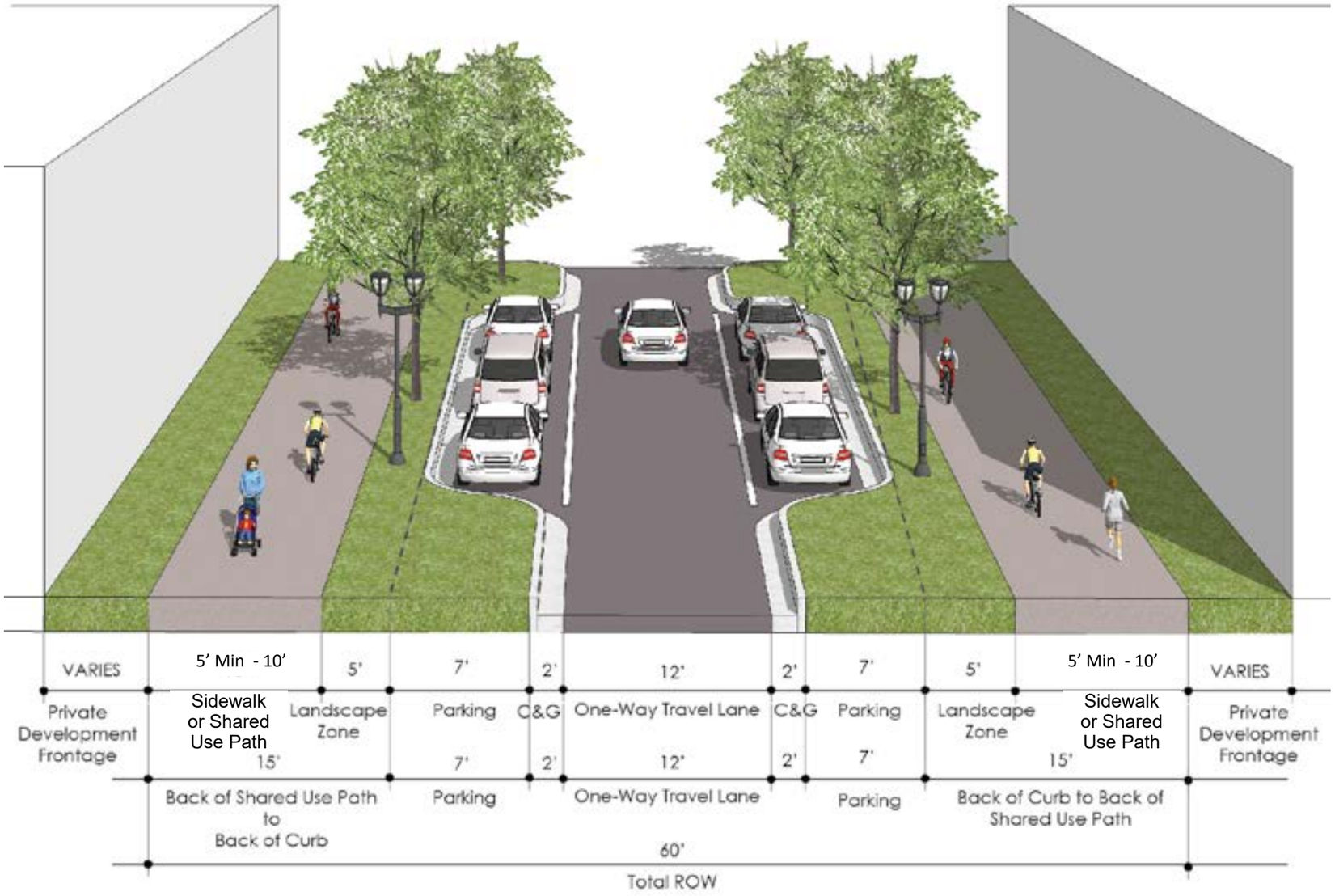
- Shared use path indicated in illustrative section to the right. Note: shared use paths required where outlined elsewhere in the document. Sidewalks required along secondary streets in areas not specifically outlined as shared use paths.

- On street bicycle facilities (bike lanes or neighborway treatments) should be considered where shared use paths are not provided.

- Any street used for fire access will need to meet access requirements, which are currently 20 feet or greater.

  Refer to city Public Facilities Manual, Standard Guideline 404-01 Standard Sidewalk Detail for standard sidewalk design details.

  Examples of typical one-way streets could include secondary streets, alleys, and driveways. Active streets should not be one way.



Note: Landscape zone may include plantings, lighting, rain gardens, vegetation, or tree pits. Refer to frontage diagrams for more details on streetscape designs (pg. 34)

DESIGN FOR NEW INTERNAL STREETS & PEDESTRIAN/BICYCLE CONNECTIONS

TWO WAY PARALLEL PARKING

The following typical street section was developed as guidelines for the design of future internal streets. The City and developers can refer to these street design sections as guidelines for the design of future public and private internal streets within Kamp Washington Activity Center.

The City can follow the following principles when selecting and evaluating street designs:

- Two-way streets with parallel parking are allowed throughout the study area but are preferred for major streets within dense developments particularly the core activity center and pedestrian activity is prioritized.

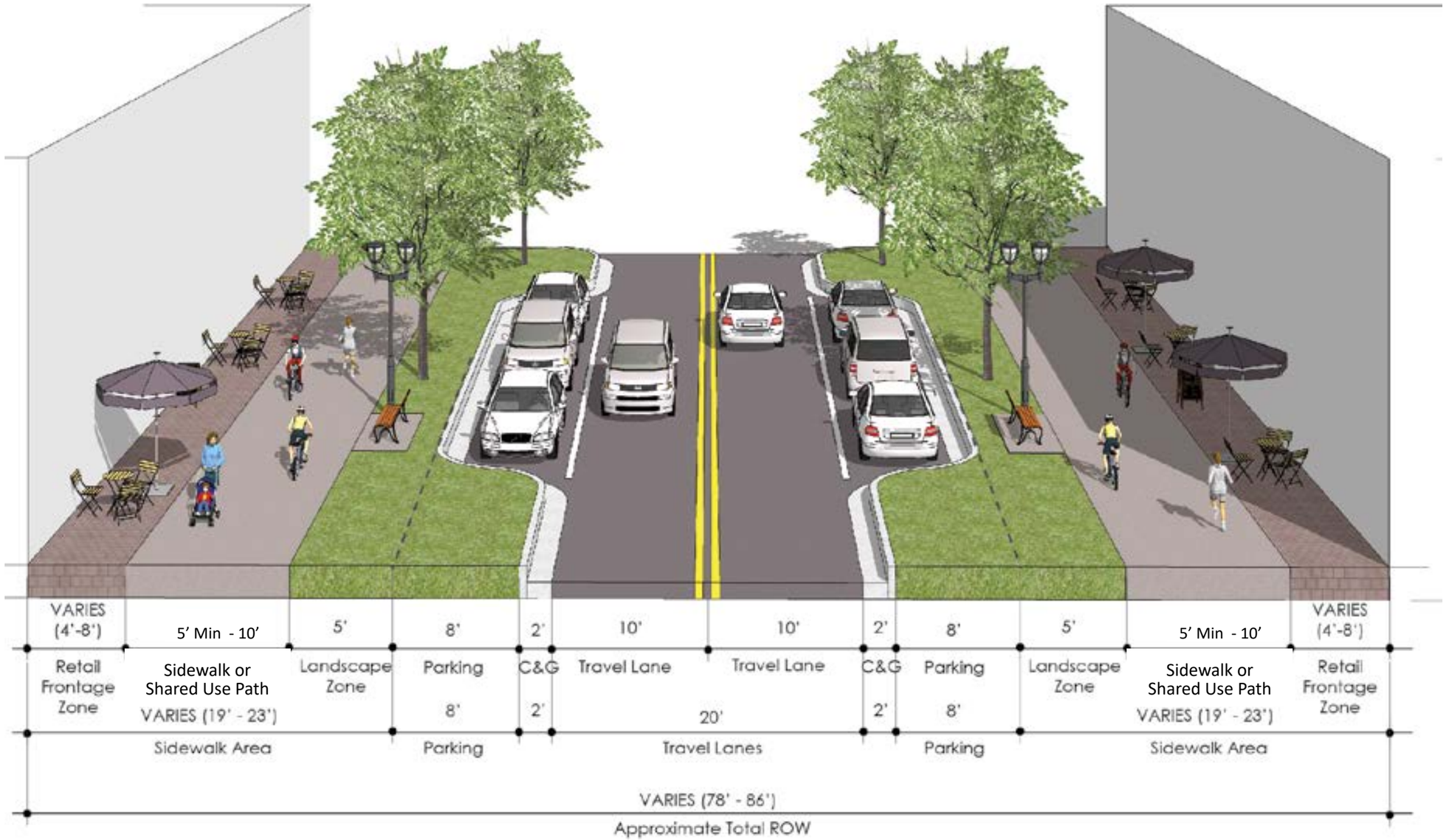
  Examples of typical two-way street with parking include Fern Street between US-29 and Fairfax Boulevard.

- Shared use path indicated in illustrative section to the right. Note: shared use paths required where feasible along commercial mains in Small Area Plan. Sidewalks allowable in areas not specifically outlined as shared use paths.

  Refer to city Public Facilities Manual, Standard Guideline 404-01 Standard Sidewalk Detail for standard sidewalk design details.

- Priority for all plans is landscape zones which incorporate an enhanced tree canopy, seating, lighting, and (where width allows or as noted in overall plan) enhanced stormwater capture through rain gardens.

- On street bicycle facilities (for example, bike lanes) should be considered where shared use paths are not provided.



Note: Landscape zone may include plantings, lighting, rain gardens, vegetation, or tree pits. Refer to frontage diagrams for more details on streetscape designs (pg 34).

DESIGN FOR NEW INTERNAL STREETS & PEDESTRIAN/BICYCLE CONNECTIONS

TWO WAY DIAGONAL PARKING

The following typical street section was developed as guidelines for the design of future internal streets. The City and developers can refer to these street design sections as guidelines for the design of future public and private internal streets within Kamp Washington Activity Center.

The City can follow the following principles when selecting and evaluating street designs:

- Diagonal parking is generally discouraged within the study area and should be limited to areas where adequate retail parking is of critical importance. An example is when diagonal on-street parking can replace a retail surface parking lot.

  Diagonal parking street sections are suitable for transitional retail formats or retrofits of existing big-box stores where a car-oriented retail uses may still be prevalent.

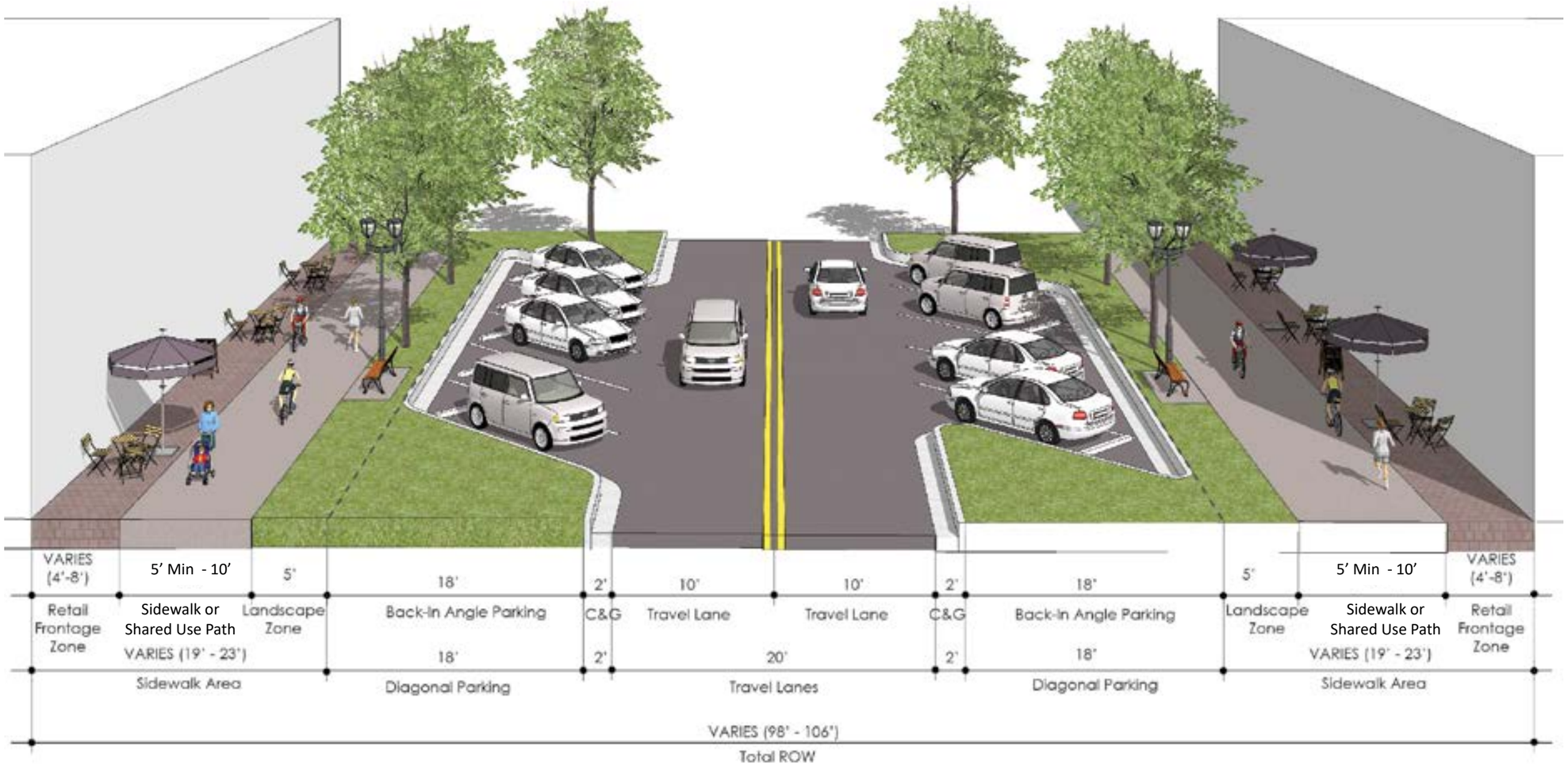
- Shared use path indicated in illustrative section to the right. Note: shared use paths required where feasible along commercial mains in Small Area Plan Sidewalks allowable in areas not specifically outlined as shared use paths.

  Refer to city Public Facilities Manual, Standard Guideline 404-01 Standard Sidewalk Detail for standard sidewalk design details.

  Examples of typical one-way streets include secondary streets, alleys, and driveways.

- Priority for all plans is landscape zones which incorporate an enhanced tree canopy, seating, lighting, and (where width allows or as noted in overall plan) enhanced stormwater capture through rain gardens.

- On street bicycle facilities (for example, bike lanes) should be considered where shared use paths are not provided.



Note: Landscape zone may include plantings, lighting, rain gardens, vegetation, or tree pits. Refer to frontage diagrams for more details on streetscape designs (pg 34)

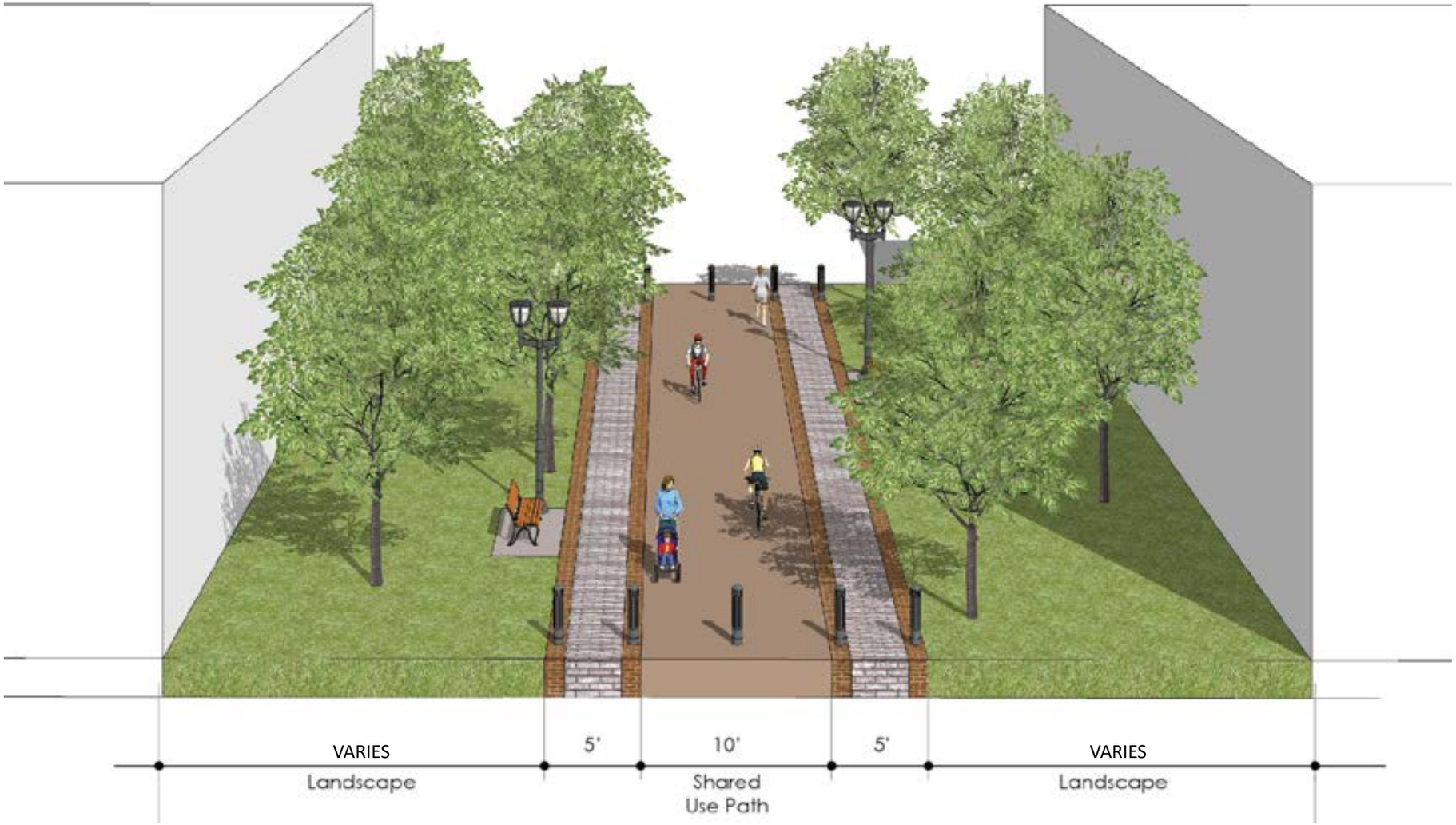
DESIGN FOR NEW INTERNAL STREETS & PEDESTRIAN/BICYCLE CONNECTIONS

PEDESTRIAN/ BICYCLE CONNECTORS

The following typical street section was developed as guidelines for the design of future internal streets. The City and developers can refer to these street design sections as guidelines for the design of future public and private internal streets within Kamp Washington Activity Center.

The City can follow the following principles when selecting and evaluating street designs:

- Pedestrian bicycle connectors should not be used in place of Active Streets or replace secondary streets/alleys that provide primary vehicular access to properties, but may be used in place of secondary streets/alleys where vehicular access isn't needed.
- The diagram to the right provides one example of how a pedestrian or bicycle connection may be achieved but a variety of circumstances, topographical conditions, or pathways may lead to a varied shape or size. The priority for connectors is enhanced pedestrian and cyclist connectivity. A connection may be as simple as a shared use path or sidewalk connecting two disconnected sidewalk segments or as elaborate as a pocket park depending on how much space is available.
- Bicycle/pedestrian connections can also be proposed in places where fire truck access may still be necessary but vehicular traffic is not preferred.
- In some areas, removable bollards may be used to allow vehicular use of the path.
- Where pedestrian/bicycle connectors are wide enough to incorporate landscape, consider adding sustainable features including additional tree canopy, permeable pavement systems, and enhanced stormwater capture through rain gardens.



Note: 5' edge to shared use path only needed where a fire lane is required.

JERMANTOWN ROAD MOBILITY HUB

CONNECTING TRANSIT AND MICRO-MOBILITY OPTIONS IN KAMP WASHINGTON

Jermantown Road has multiple bus transit routes running along it. CUE Gold Bus route and WMATA Metrobus 1C route run along Jermantown Road between US-29 and Fairfax Boulevard. WMATA Metrobus Route 2B runs along Random Hills Road and Jermantown Road, north of Fairfax Boulevard. The proposed Fairfax Connector 610 Route is planned to run along US-29.

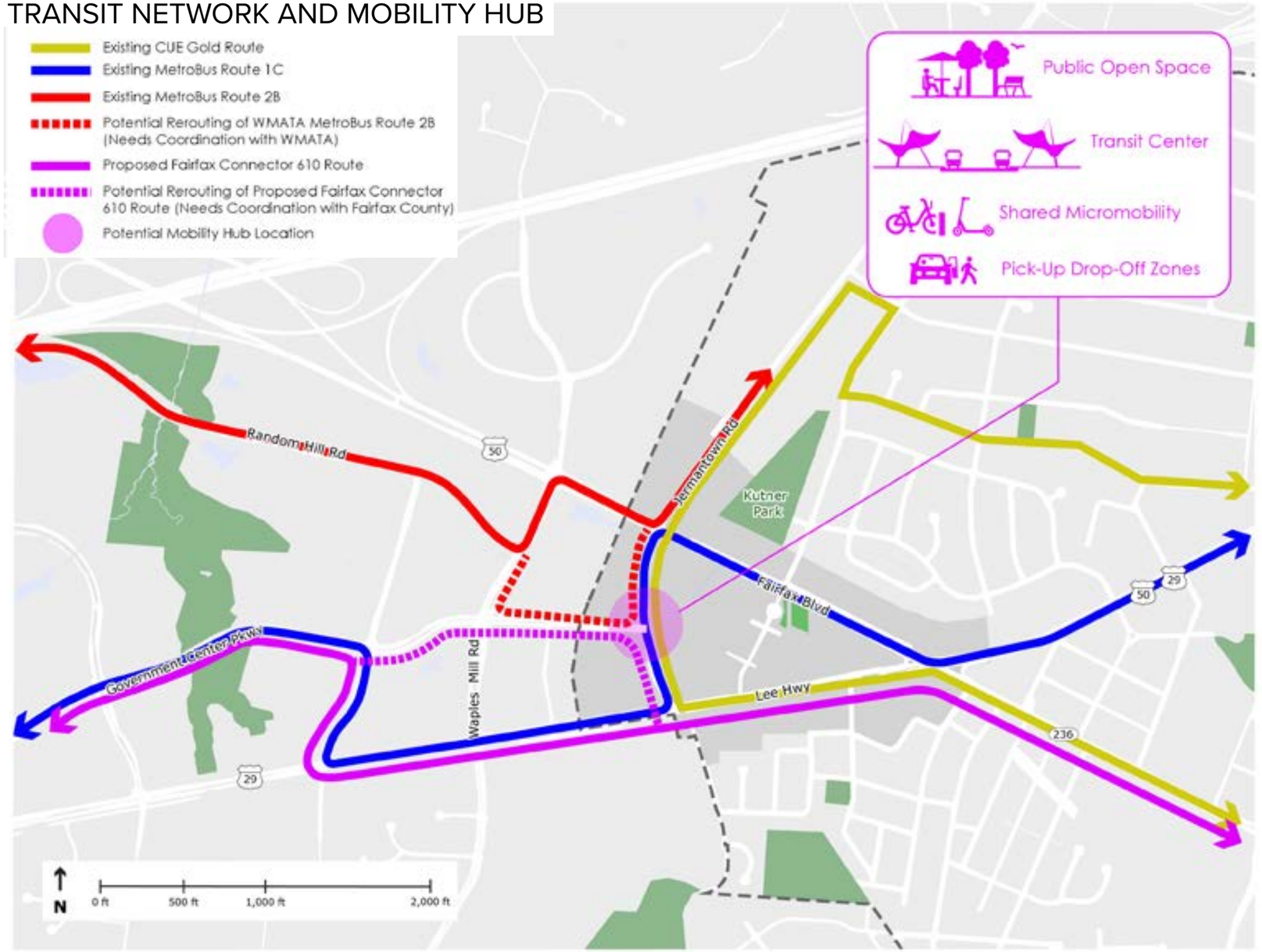
Jermantown Road has also been identified as a Bus Improvement Corridor and Bus Transfer Improvement Area in the City's 2035 Comprehensive Plan. Jermantown Road and Government Center Parkway intersection is ideally located to develop a mobility hub. With the extension of Government Center Parkway to Jermantown Road, minor realignments of WMATA Metrobus Route 2B and Fairfax Connector 610 Route are possible. These realignments will result in all transit routes within the study area passing through Jermantown Road and Government Center Parkway intersection.

A mobility hub can seamlessly integrate bus transfer activity with large bus shelters and other supporting amenities such as seating, lighting, and real-time bus activity information. Taxi/Uber/Lyft pick-up/drop-off zones can also be designed as part of this mobility hub and directed to east/west streets to avoid access other than bus stops other than Jermantown Road. New mobility options such as bike-share and scooter-share can also be integrated as part of the mobility hub, further enhancing the first-mile and last-mile connectivity to the Kamp Washington Activity Center and surrounding neighborhoods. This mobility hub is envisioned to be part of a larger open space on the southeast corner of Jermantown Road and the Government Center Parkway intersection as part of the overall vision.

As part of the Jermantown Park design, the City should develop a detailed design for a mobility hub. The goal of this design should be to seamlessly integrate the mobility hub with Jermantown Park landscape design while allocating sufficient space for multi-modal integration. The mobility hub design must balance curb-side space needs between fixed-route transit bus bays, transportation network companies (i.e. Uber), pick-up and drop-off, and potential future autonomous shuttle stops. As part of the mobility hub, additional space beyond curb-side space will likely be required to be dedicated for bike-share, scooter-share, and other future micro-mobility modes. The mobility hub should also include short-term bicycle parking and long-term bicycle lockers where possible.

An example of mobility hub.
(Cesar Chavez Mobility Hub, Los Angeles, CA)
Image Source: Metro, Los Angeles, CA

TRANSIT NETWORK AND MOBILITY HUB



PARKING MANAGEMENT

STRATEGIES TO MANAGE PARKING IN KAMP WASHINGTON

Parking Management

Parking supply and how it is managed affects congestion, pollution, and pedestrian and bicyclist safety. Parking design and placement can also influence the feel of a place and business activity. It is a critical driver of how people choose to get around. The cost and perceived availability to find parking must be carefully balanced to the demands of new uses and the building of an attractive, walkable Activity Center. Parking management for the Activity Center relies on the following five strategies:

- Create a park-once and walk district
- Encourage shared parking
- Establish district-wide parking regulations for the Activity Center area
- Encourage the use of on-demand mobile parking apps
- Manage curbside space

Create a park-once and walk district

Kamp Washington is a major mixed-use destination that will invariably attract visitors who do not live within walking or biking distance. Most of these visitors are likely to drive to Kamp Washington and require parking. The key to managing this parking need while maintaining an attractive and walkable district is to design Kamp Washington as a park-once and walk district. With multiple uses within the Activity Center, visitors may need to visit more than one destination, resulting in more trips. With a park-once district environment, the additional trips can be made on foot along walkable streets while the car is parked in a centralized parking location.

In a park-once environment, people are encouraged to park their car in one centralized place and then make stops on foot rather than driving from one destination to another within the district, unlike in a car-oriented single-use area. Creating the type of environment where it is easy for people to walk between destinations involves both good urban design and parking policies. If each destination is required to provide its own off-street parking, and each building is required to provide parking on all sides, dead zones of surface parking lots are created between destinations that make walking distances longer and the walking experiences less pleasant, thereby incentivizing people to get back in the car to drive to other nearby destinations.

As part of the Small Area Plan, there are several shared parking garages designed to accommodate parking needs at the district level. This consolidation of parking along a few major streets enables the creation of a walkable internal street network that will result in a park-once district.

Encourage shared parking

Shared parking is a strategy that optimizes parking capacity by allowing complementary land uses to share parking spaces rather than developing separate spaces for separate uses. This strategy leverages synergies between adjacent land uses that require parking at different times within a 24-hour period. Mixed-use walkable districts can leverage this difference by sharing parking spots and reducing overall parking inventory.

Parking demands operate on a peak and off-peak schedule dependent on the related land use. Distinct but complementary patterns, such as “office parking,” which is generally empty in the evenings and on weekends, and “residential parking,” which is usually fuller in the evenings, offer an opportunity to better meet parking requirements without increasing supply.

Research has shown that deploying shared parking strategies could reduce the need for parking spaces by up to 31% to 38% as compared to providing separate parking for each individual property or land use type. The graphic below shows the reduced number of parking spaces required in a shared parking model versus an unshared model, where each site needs to provide its own parking.

The City should consider creating a parking management district for Kamp Washington to encourage shared parking and maximize parking resources while minimizing excess parking supply.

Establish district-wide parking regulations

Most of the time, developers have to provide minimum parking spaces stipulated in the City’s development code resulting in a site-by-site parking supply that typically exceeds demand, cannot be shared, and takes considerable space for the utility of storing cars. Fairfax City’s Zoning Ordinance recognizes this effect and has set parking maximums for commercial and industrial uses, as well as encourages shared parking. However, the City has several requirements that may limit the use and location of shared parking strategies.

In mixed-use activity centers, parking should be considered a shared resource, and regulations should allow sharing of centrally located parking in lieu of on-site parking requirements, especially for commercial and retail land uses. The City should develop a comprehensive district-wide parking regulation for the Activity Center area to provide clarity and predictability of parking requirements throughout Kamp Washington. These regulations can include a methodology to calculate shared parking ratios by land use type and an implementation framework that can allow developers to pay into a fund to build centrally located shared parking garages in lieu of on-site parking requirements.

Encourage the use of on-demand mobile parking apps

Advances in technology have also enabled more efficient use of existing parking inventory. Mobile apps such as Spot Hero, and ParkMobile, among others, allow users to reserve a parking spot on demand and in advance at a specific location.

These mobile apps open up publicly and privately owned parking spaces to be shared as public parking spaces, increasing the available supply without any additional cost to the City. The distributed nature of the parking supply that is made possible by the use of such technologies also mitigates the traffic congestion that can be caused by a single large parking lot or garage.

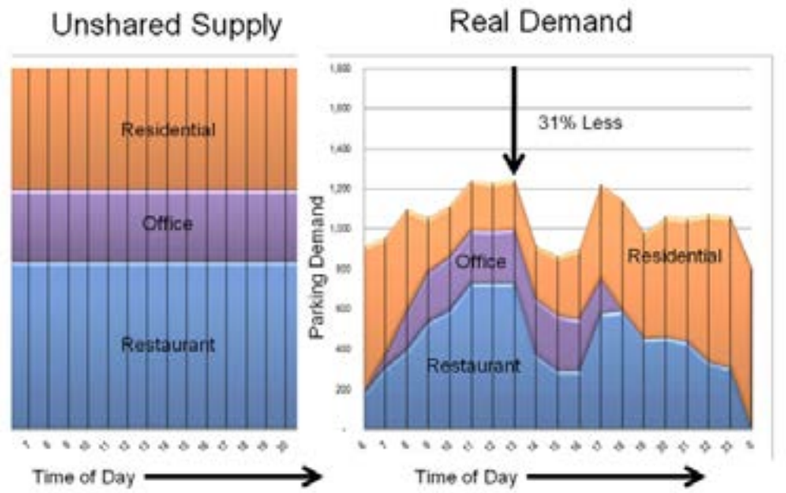
As part of the overall TDM program, the City should consider organizing educational or marketing campaigns to make residents, employees, and visitors aware of these additional parking options.

Manage curbside space

The City’s curbside space is one of its most valuable resources, especially in the Activity Centers. Proper management of this resource results in greater access, increasing the efficiency and functionality of the space for residents, visitors, and business owners alike. This, in turn, produces economic and quality of life benefits for everyone. The City’s curbside environment is utilized by a diverse range of users in cars, bikes, scooters, buses, and commercial vehicles. The boom in online shopping and ride-hail services has contributed to an uptick in commercial and individual demand for pick-up/drop-off zones and curbside loading zones. Along with ride-hail applications, new transportation options like shared scooters and other micromobility modes are simultaneously expanding access to the City’s Activity Centers and surrounding neighborhoods resulting in increasing demand for already limited curbside space.

Often, these competing demands outstrip the amount of available space, requiring proactive management. Competing demands need to be balanced by analyzing trade-offs and looking closely at the local context. A solution that works in Old Town may not be appropriate for Kamp Washington or any other Activity Centers.

The City should develop a specific curbside management plan for each Activity Center, clearly identifying pick-up/drop-off spaces, loading areas, bike-share and scooter-share parking, and on-street parking with various regulations by streets and block faces.



Source: Town of Windsor, CA

MANAGING TRAFFIC

STRATEGIES TO MANAGE TRAFFIC IN KAMP WASHINGTON

Kamp Washington area is currently characterized by large superblocks containing automobile-oriented land uses and separated by wide arterial streets. Its proximity to I-66 and the presence of regional thoroughfares (Fairfax Boulevard, US-29, and Jermantown Road) results in large amounts of vehicular traffic passing through the area, especially during the morning and afternoon peak hours. Transportation improvements, especially roadway projects, are unlikely to completely eliminate traffic congestion in the area. Instead, this plan aims to manage the traffic impacts of redevelopment by providing an array of multi-modal transportation options and land use strategies while enhancing the overarching goals of making Kamp Washington an attractive, walkable, mixed-use Activity Center.

The following strategies describe the approach to managing traffic:

- Leverage a mix of land uses to increase internal trips and reduce peak traffic
- Create a street network
- Connect to surrounding neighborhoods
- Establish a Transportation Demand Management (TDM) program

Leverage a mix of uses to increase internal trips

Mixed-use redevelopment built as walkable districts invites more local travel and produces higher “internal capture” rates than single-use automobile-dependent developments. Internal trips are defined as trips that start and end within the district. For example, with the right balance of housing, retail, and office uses, more employees could choose to live close to where they work, restricting their commute within the district. Similarly, trips to retail uses such as restaurants, pharmacies, dry cleaners, etc., or daycare facilities for children can become internal trips if these uses are designed near housing and offices within the district. These internal trips are often shorter than external trips and can be made on foot or a bike. The redevelopment plan proposed as part of this Kamp Washington, Small Area Plan creates a better balance and mix of land uses to increase the potential for travel to and within the area and surrounding neighborhoods. More detailed traffic analysis will be required in the future as specific development is proposed to identify particular traffic impacts and offer appropriate mitigation options.

Another benefit of mixed-use development is that different land uses have different traffic-related peak periods within a day. In the morning, residents leave their houses before employees arrive at offices. Similarly, in the evening period, employees leave earlier before residents arrive home, and vehicular trips associated with retail uses and restaurants tend to be in late evenings. Existing roadways are generally designed with the capacity to process vehicular traffic in peak periods. With a mix of land uses and its associated staggering peak periods, current roadway capacity can be utilized more efficiently over a more extended period throughout the day.

Create a street network

This plan proposes new street connections to create more walkable blocks with a grid of connected streets. Not only is pedestrian connectivity enhanced by the creation of smaller blocks and higher intersection density, but a well-connected network allows choice for travelers to filter through a grid of streets and potentially shorten travel distances. With these new connections, people traveling to destinations within the Activity Center will have choices other than traveling on Fairfax Boulevard, US-29, and Jermantown Road, particularly those living nearby. The street grid will result in providing options for people to use alternative streets and may reduce additional traffic at the Fairfax Boulevard and US-29 intersection than otherwise would be added in the absence of a new network.

Connect to surrounding neighborhoods

New trail connections are proposed to the surrounding neighborhoods such as Fairchester Woods and Westmore around Kamp Washington. These new connections will help provide a more direct option for current residents to walk and bike much shorter distances to get to new destinations like grocery stores or restaurants. Currently, the neighborhood street network in Fairchester Woods and Westmore does not have direct connections to the Activity Center. This lack of connectivity results in much longer travel distances that end up being car trips.

Establish a Transportation Demand Management (TDM) program

Travel Demand Management, particularly with many new and emerging travel options, is influencing people’s behavior to use the existing and planned infrastructure in more efficient ways. TDM strategies provide information and incentives, so the City is responsive to transportation needs using all available options rather than past solutions responsive only to single-occupancy vehicle travel. TDM encourages the use of existing excess capacity before adding additional capacity. Excess capacity often exists in transit vehicles, sidewalks, trails, and bike lanes. Parking is often oversupplied, located in areas not best suited to efficiently leverage demand and the value of the land it occupies. A comprehensive and dynamic TDM program should be developed for the City with a focus on redeveloping areas like Kamp Washington. The TDM program should provide data-informed insights that engage businesses and developers and tailor strategies to changing needs and opportunities.

Some of the common TDM strategies relevant to the Kamp Washington Activity Center include the following:

Encouraging active modes of transportation:

• Provide comfortable sidewalks and street crossings throughout the Activity Center.

• Develop a complete network of safe and comfortable bicycle facilities linked to destinations beyond the Activity Center.

• Establish bike-share and scooter-share programs.

• Enhance transit facilities and provide coordination for frequent bus service and stops with shelters, benches, and real-time arrival information.

Collaborating with employers:

• Establish employee transit benefits and subsidies.

• Provide showers, changing rooms, and secure bike parking to help employees bike to work.

• Organize van-pools and carpools.

• Provide priority parking for carpools.

• Eliminate or reduce free parking (Additional parking management strategies have been provided in the Old Town and Northfax Small Area Plan).

• Allow flexible work schedules and encourage telework .

Providing incentives to developers:

• Allow developers to offer transit passes, a bike-share membership and/or shuttles in lieu of meeting parking requirements.

• Allow developers to fund public parking or other forms of access infrastructure in lieu of meeting parking requirements.

• Require developers to provide bike parking or bike storage as part of the design review or the entitlements process.

• Require developers to provide or contribute to new street or trail connections to the surrounding neighborhoods to enhance overall connectivity as part of the design review or the entitlements process.

• Allow developers a more streamlined review process if the proposed development fits within the proposed land uses. This includes minimizing TIA requirements and allowing developers to contribute to a fund providing transportation improvements to the entire Kamp Washington area rather than specific to the proposed development.

LAND USE + MARKET OUTLOOK

THE CONTINUED EVOLUTION OF KAMP WASHINGTON

Kamp Washington land use patterns continue to evolve, sustained by being at regional crossroads serving an ever-growing background market demand. Emergent patterns of suburban development are evident throughout the study area, most notably in sustaining reinvestment in a wide range and constantly changing retail formats and the select introduction of higher density residential uses. The subject Small Area Plan is a community-based effort to help leverage this market energy in ways that address a broad range of planning objectives. Corralling this private sector investment potential entails seeking a balance between established planning norms and Kamp Washington's uniqueness. The following are summaries of market opportunities and sensitivities for retail, residential, and other uses in Kamp Washington along with explanations of how they are factored into the development of the Small Area Plan.

MARKET OPPORTUNITIES AND SENSITIVITIES: RETAIL

Retail uses are obviously a mainstay to Kamp Washington's future. As a general asset class retail uses (including food, general merchandise and auto related) in Kamp Washington serve a wide range of local and regional needs at a highly accessible location. Recent property improvements clearly reflect this retail serving market dynamic and, depending on municipal regulatory provisions, are likely to be modified and sustained going forward. That is, if the municipal regulatory environment remains unchanged, retail properties will continue to be economically stable in the current architectural format with building improvements or upgrades rather than large scale redevelopment. From a local planning perspective, the principal questions circle around what is desirable to the community, and reorienting the regulatory environment on issues such as the types and range of retail uses, scale of buildings, appearance, and way users access (vehicle and non-auto).

While Kamp Washington has proven adaptability to changing retail formats, it is not as if its retail viability is invincible. Though Kamp Washington's inventory of property types provides a range of options for smaller vendors, the larger footprint and more specialized users can over time find themselves compromised. A community goal of the Small Area Plan is to maximize the retail offerings serving City residents, which includes both smaller and larger format operators. Complicating this equation is the constantly changing nature of retailing. Planning consensus suggests that policies that allow for plentiful retail options in a cost-effective manner provide the strongest platform for sustaining retail vitality. The land use planning principles that manifest this resulting retail vitality in a traditional suburban context like Kamp Washington include convenient parking, pedestrian safety, and comprehensible accessibility. By extension, these principles do not broadly support inward oriented or navigation challenged retailing spaces - a design solution that can work in more dense urban settings - but is competition challenged in purer suburban environments. The exception to this is destination-oriented attractions including open spaces and otherwise anchoring placemaking features.

This Small Area Plan respects that Kamp Washington functions as multi-faceted market for retail operators and users.

- The Plan accommodates a mix of car-centric commercial uses, larger box and smaller scale boutique offerings, all housed in a range of building and property types.
- Striving for a more efficient and accessible retailing environment is key to the plan, targeted in large part through improving internal connections between properties and enhanced vehicular and pedestrian circulation.
- Highlighting opportunities to convey a stronger sense of distinct identity, both for Kamp Washington as an overall destination, and for subareas (The Fern Street Triangle, Kutner Park Hub, Jermantown Village), is a featured element in projecting a strengthened sense of retailing presence. Each of the three subareas is anchored by open spaces with destination worthy placemaking attractions. As suburban locations like Kamp Washington do not automatically make inward facing retail viable, fostering these destination oriented attractions will help make these retail spaces potentially viable.
- Looking ahead, the combination of preserved / re-purposed existing retail uses and limited additions associated primarily with new residential anchored projects will incorporate an expanded range of offerings but not significant increases in overall retail square footage.
- The plan recommends limited zones of recommended retail frontages to help focus retail around destinations. The also proposes flexible retail in other areas. See urban design chapter (pg 32). Retail on every ground floor is not likely market supported.

EXISTING CAR ORIENTED RETAIL FORMAT CURRENTLY TYPICAL TO KAMP WASHINGTON

PAD SITE RETAIL THAT BALANCES VEHICULAR RETAIL CONVENIENCE WITH OUTDOOR PUBLIC SPACE
STARBUCKS AT KENTLANDS, MARYLAND

THE MOXLEY- A NEW MIXED-USE DEVELOPMENT

VIEW OF THE EXISTING SIX STORY COMFORT INN FROM KUTNER PARK. EXISTING AGING SITES LIKE THIS ARE PRIME FOR POTENTIAL MULTI-FAMILY ANCHORED REDEVELOPMENT
IMAGE SOURCE: CITY OF FAIRFAX

MARKET OPPORTUNITIES AND SENSITIVITIES: RESIDENTIAL

The potential for residential development in Kamp Washington involves questions of **when, what type, how much** and **where.**

The when is primarily a matter of property redevelopment availability and cost relative to the economic value of existing uses. Secondarily, but not insignificantly, the pace of residential infill will be influenced by the experience of the builder and the perceived success of preceding comparable developments.

The type of marketable residential development can be broadly divided into townhome type and multifamily configurations. For the foreseeable future, townhomes, where physically feasible, would seem to have unlimited prospects. Market demand for multifamily projects is more finite. Significant economic feasibility variables include cost of structured parking (assuming continued resident dependency on car ownership) and mandates to incorporate smaller format commercial uses. Mixed-use can work case-by-case, but net of some blockbuster amenity laden area-wide draw, is not likely to be market supportable at all locations and properties.

A caveat proven widely in other general locations is that public mandates of costly implementation requirements for residential development such as structured parking, minimum building heights, limited setbacks, and ground floor commercial uses can be self-defeating. While the Kamp Washington Study Area Plan makes allowances for project implementation including such provisions, it is not dependent on specific use and building type. The exception is retail recommended street fronts in destination zones - see retail recommended frontages diagram (pg 34-36).

How much is complicated, influenced by site characteristics and background market competition. Not all potential sites in Kamp Washington are configured or located optimally for residential use. Just as the crossroads locale serves retail uses, the traffic and functionality of some sites may not be that well suited for long term residential purposes. Larger single ownership parcels in which existing improvements are underutilized or functionally obsolete can more easily accommodate denser mixed-use redevelopment opportunities. Importantly, the overall regional market depth for multi-family over time is limited given fluctuating market demand and a plethora of potential available development sites. Related, the opportunity for market differentiation (creating a unique residential experience) project by project is prone at some point to fading. Even high-demand residential experiences like senior-living focused residential are somewhat prone to fading as the competitive landscape gets saturated with modern “amenity rich” mixed-use districts and projects.

The where for residential development is effectively a composite of the above referenced factors – site suitability, residential product type, and age and value of existing land uses. In other words, in addition to the specific sites identified near term, future residential redevelopment opportunities may occur in an incremental fashion at yet undetermined locations within the study area.

MARKET OPPORTUNITIES AND SENSITIVITIES: OTHER

Though the outlook for other land uses in Kamp Washington is less dynamic in terms of likely change or scale than for retail or residential, there is nonetheless an ongoing market foundation to sustain other current uses (i.e. office, hotel, industrial and institutional). An assumption of ongoing use of existing properties in these categories will be largely determined by the business posture of the existing users and the gradual obsolesce of a given building’s utility, and less so by locational market driven real estate reinvestment criteria. That said, the multi-functional nature of the study area means that there will be some ongoing or future potential reinvestments anchored by such “other” land uses.