

MEMORANDUM

To: Chair Angres and Members of the
Planning Commission

From: Paul Nabti, Planning Division Chief

Subject: Progress Update on the Kamp Washington
Small Area Plan



Meeting

Date: July 25, 2022

The City of Fairfax 2035 Comprehensive Plan recommends Small Area Plans be developed for each of the five activity centers identified in the plan to provide more specific guidance for public investment and private development in these areas. With the first two small area plans adopted for the Old Town Fairfax and Northfax activity centers in June 2020, City staff and the consultant team, led by Cunningham Quill Architects, began working on the Kamp Washington Small Area Plan in April 2021.

The first phase of this project involved data collection, initial public outreach, and interviews with stakeholders, culminating in an existing conditions report that was presented to the Planning Commission and City Council in July 2021. In the second phase, the consultant developed key ideas and general recommendations to guide development of a more detailed plan for the study area. These initial ideas were shared at a public meeting in November 2021. In the third phase, the consultant developed more refined plans and specific recommendations, which were reviewed by various entities throughout spring 2022, including the general public, the Planning Commission, City Council, other boards and commissions, various City staff, the Westmore Community Association, and the Fairchester Woods Civic Association.

Now in the final phase of this project, the consultant has prepared a draft plan with final recommendations on guidance for private development and public investment in the study area. This plan will continue to be amended in preparation for public hearings with the Planning Commission and City Council in September where it will be considered for adoption. At this work session, the consultant will present the recommendations included in the draft plan as well as summarize the background information that informed these recommendations.

ATTACHMENTS:

Attachment A: Presentation Slides



DEVELOPMENT OF SMALL AREA PLANS

KAMP WASHINGTON
PLANNING COMMISSION
WORK SESSION #3
JULY 25, 2022

CUNNINGHAM | QUILL ARCHITECTS PLLC

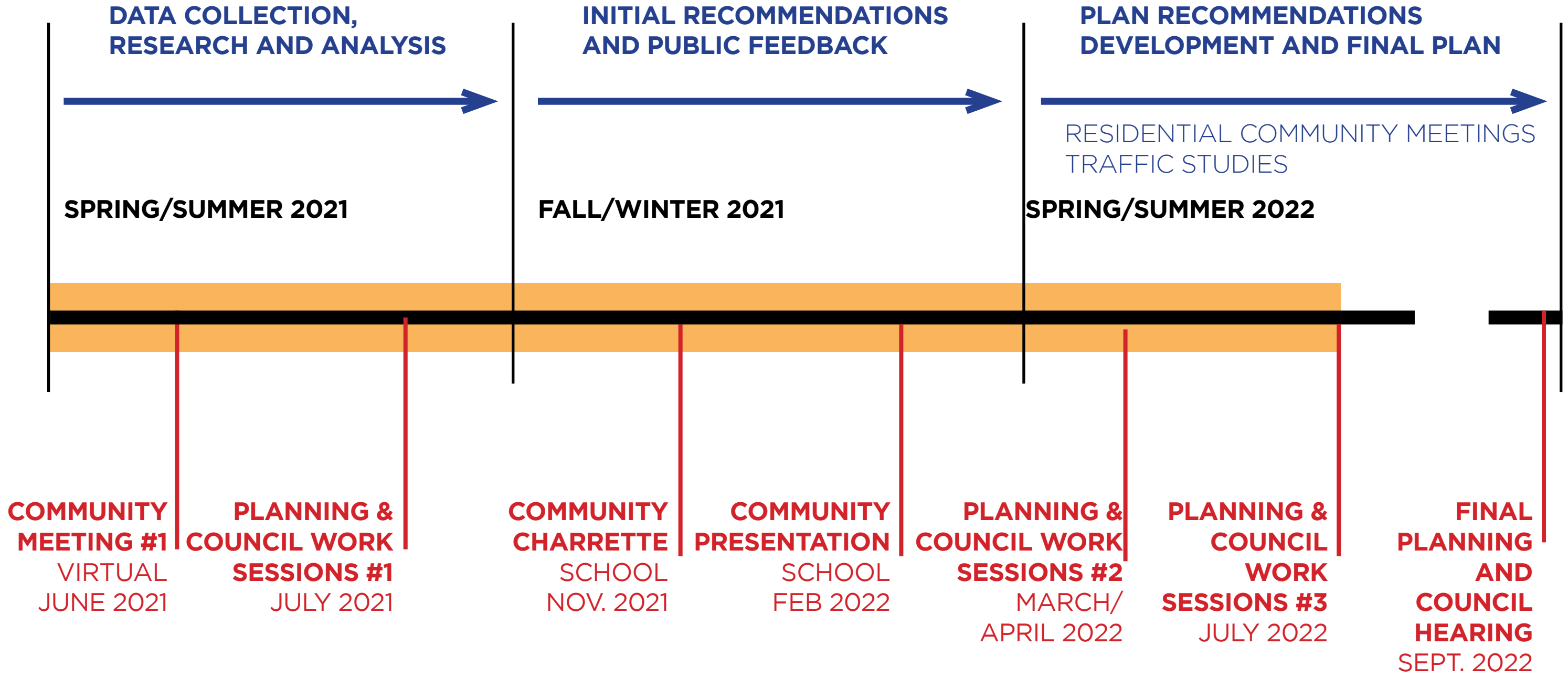
Bolan Smart Associates

Kittelson & Associates

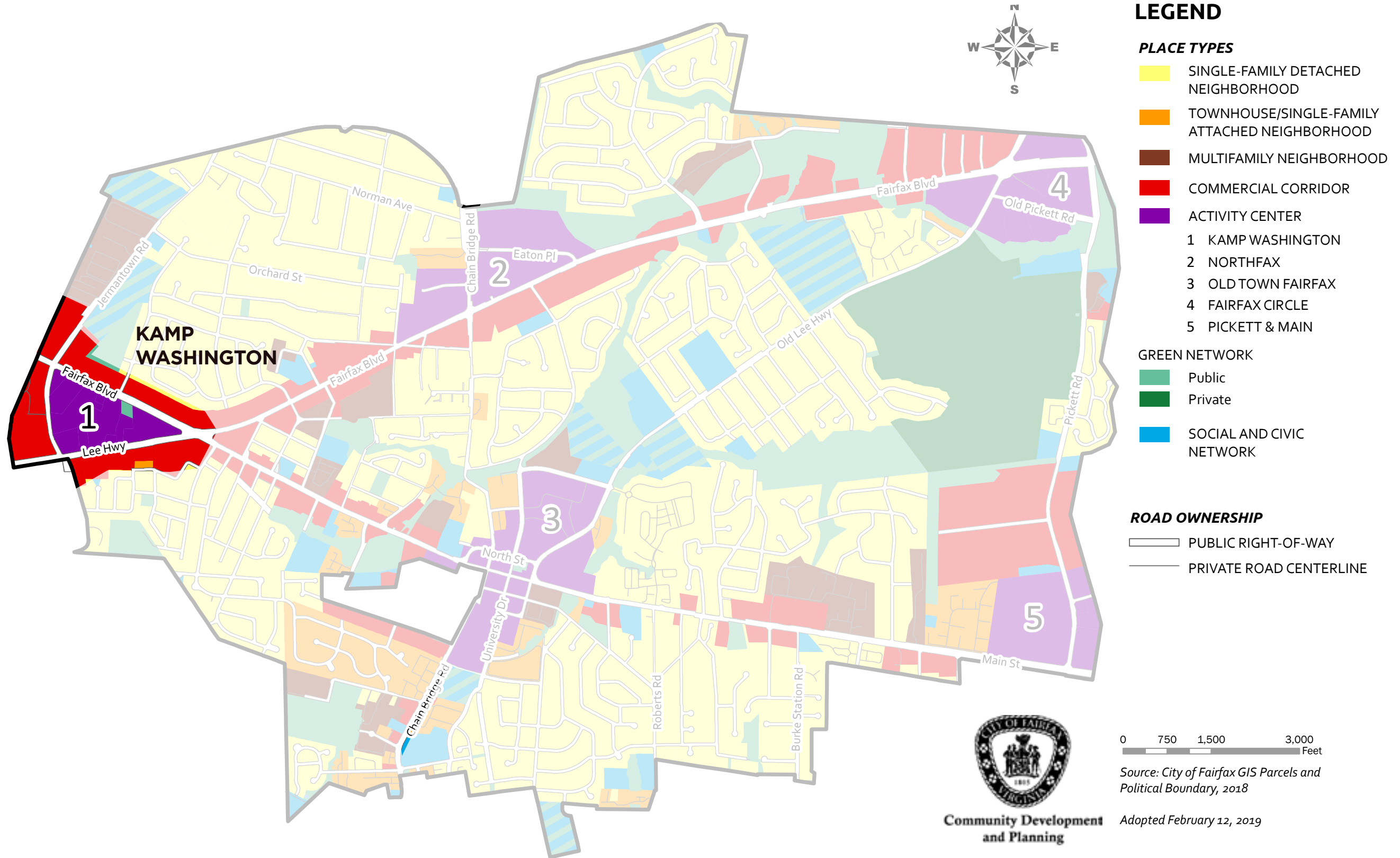
OCULUS

Walter L. Phillips

PROJECT TIMELINE



BUILDING ON THE 2035 COMPREHENSIVE PLAN ACTIVITY CENTER: KAMP WASHINGTON



LEGEND

PLACE TYPES

- SINGLE-FAMILY DETACHED NEIGHBORHOOD
- TOWNHOUSE/SINGLE-FAMILY ATTACHED NEIGHBORHOOD
- MULTIFAMILY NEIGHBORHOOD
- COMMERCIAL CORRIDOR
- ACTIVITY CENTER
 - 1 KAMP WASHINGTON
 - 2 NORTHFAX
 - 3 OLD TOWN FAIRFAX
 - 4 FAIRFAX CIRCLE
 - 5 PICKETT & MAIN

GREEN NETWORK

- Public
- Private
- SOCIAL AND CIVIC NETWORK

ROAD OWNERSHIP

- PUBLIC RIGHT-OF-WAY
- PRIVATE ROAD CENTERLINE



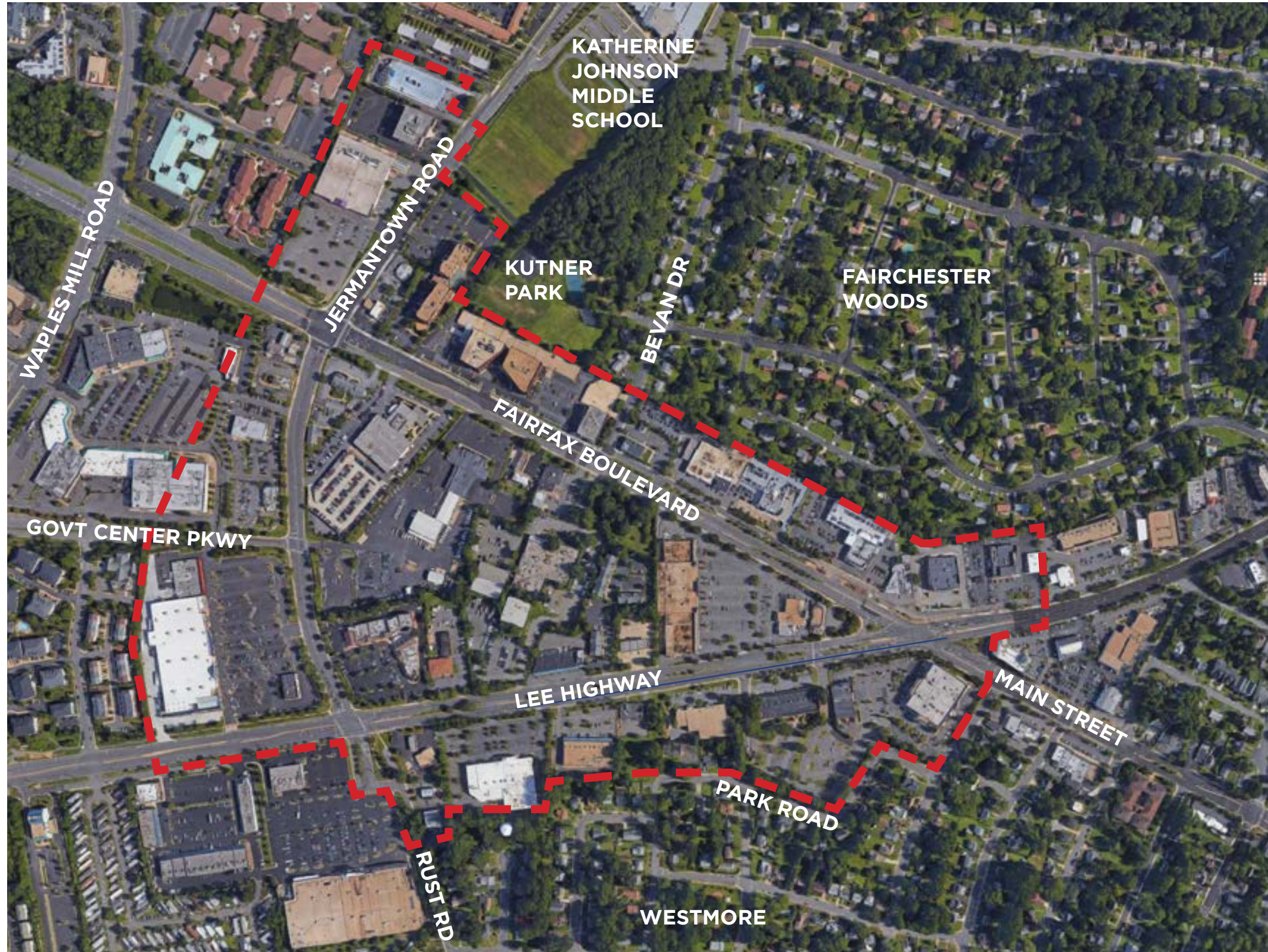
Community Development and Planning

0 750 1,500 3,000 Feet

Source: City of Fairfax GIS Parcels and Political Boundary, 2018

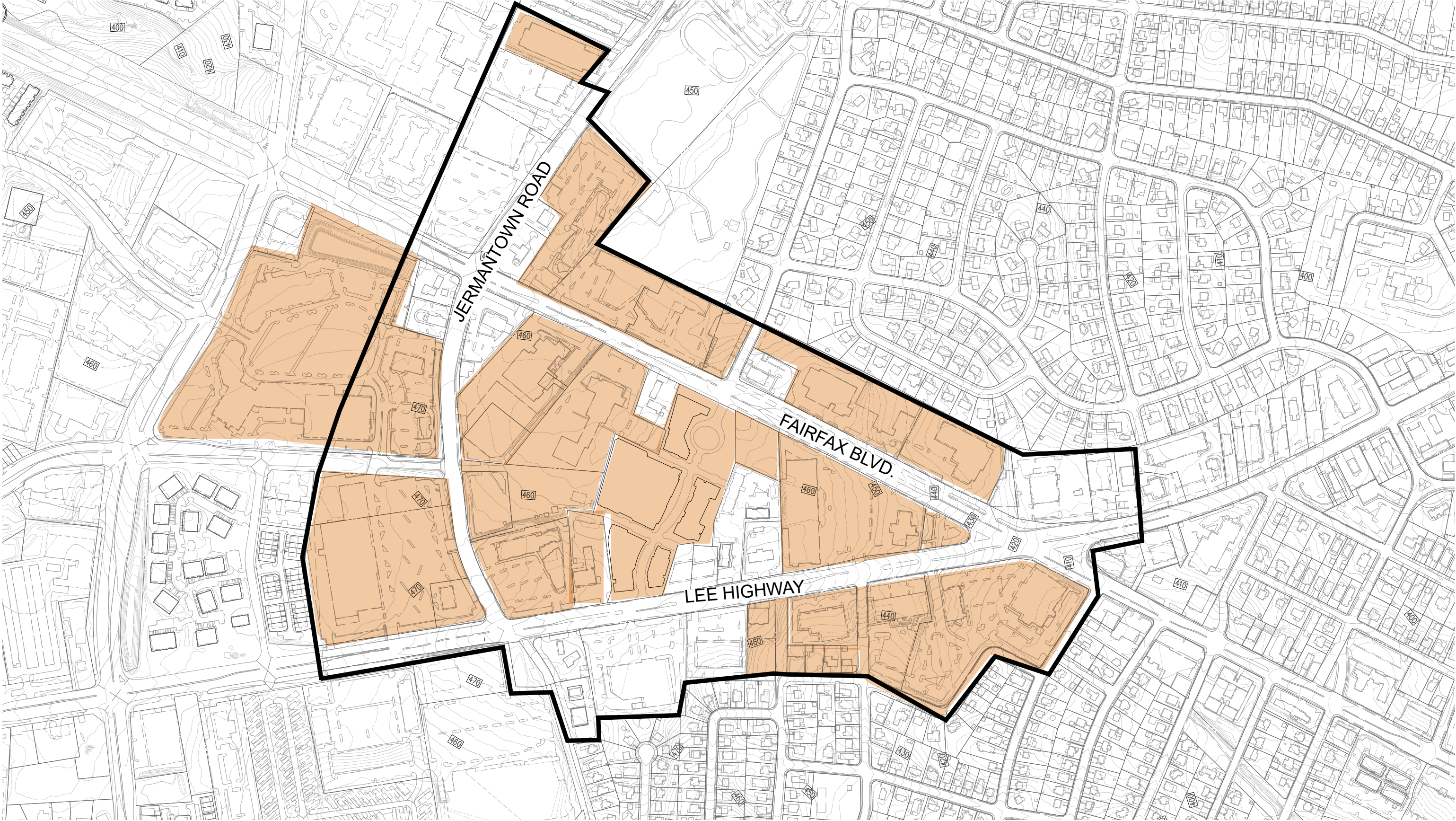
Adopted February 12, 2019

KAMP WASHINGTON



**OUTREACH
AND OBSERVATIONS**

PROPERTY OWNER OUTREACH



Participating Property Owners (to date)

COMMUNITY MEETINGS - WHAT WE HEARD

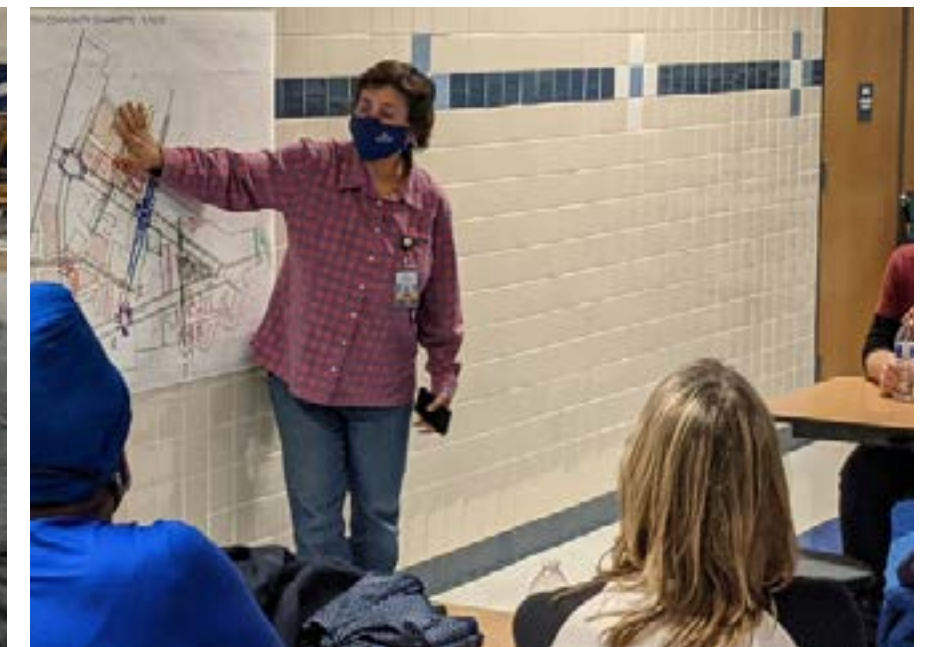
DRAFT
JUNE 2021
NOVEMBER 2021
FEBRUARY 2022

COMMUNITY COMMENTS:

- More green spaces, more natural elements including access to Kutner Park & Jermantown Cemetery
- Better connectivity for pedestrians & cyclists
- More visible local retail, neighborhood feeling environment
- Creation of a neighborhood destination, new place, shared use paths, transit hub
- Better design with nearby residential neighborhoods, traffic calming, signaling

COMMUNITY CONCERNS:

- Cut-thru traffic, busy roads, pedestrian and cyclist safety
- Too much pavement and parking lots
- Ugly visual environment
- Vehicular, pedestrian, and cyclist safety
- Traffic and busy roads
- Fern Street vehicular connection to neighborhood



PLANNING COMMISSION - COUNCIL WORK SESSIONS

KEY DISCUSSION POINTS

DRAFT
JULY 2021
MARCH 2022
APRIL 2022



General Support for

- Transit center
- Pedestrian and cyclists links
- Teaser parking
- Wider Sidewalks with buffers
- Fern Street Plaza and public spaces
- Dominion to relocate
- Incremental or tactical urbanist projects

General Concerns for

- Height and transitions
- Loss of service road
- Traffic and speed concerns

General Suggestions for

- Considering light industrial opportunities
- Mixed recommendations for one-way versus pedestrian only at neighborhood connection of Fern Street
- General traffic and speed concerns



NEIGHBORHOOD MEETINGS & ONGOING WORK

**DRAFT
SPRING 2022
ONGOING**



General Suggestions so far:

- Better street connections at Park Road and Chestnut Street
- Traffic calming measures
- Density and tree canopy
- Complimentary uses nearby

Ongoing Work:

- Ongoing traffic study focused on roads adjacent to and within residential neighborhoods. Traffic study expected to inform plan.
- Ongoing dialogues between property owners and community groups regarding, heights, density and traffic connections. Discussions expected to inform plan.



PLAN GOALS

GOAL 1: CULTIVATE MEMORABLE PLACES



- Activating existing parking lots with art and pop-up retail
- Bringing more green into the study area through enhanced boulevards and open spaces
- Fostering special new plazas, parks, and gathering spaces to cultivate a civic life.

GOAL 2: DESIGN HIGH QUALITY TRANSITIONS FROM CORRIDOR TO NEIGHBORHOODS



- Green buffers, pocket parks, and enhanced streets adjacent to neighborhoods
- Lower height buildings, lower scaled uses adjacent to single family neighborhoods
- Fostering easy to navigate pedestrian and bicycle links so neighbors can benefit from and access new amenities

GOAL 3: IMPROVE THE MULTI-MODAL ENVIRONMENT



- Fostering more pedestrian and cyclist links throughout the study area
- Designing new streets that accommodate pedestrians, cars, and other multi-modal users
- Enhancing streetscape with vegetation and uses that encourage more walkability

GOAL 4: CREATE QUALITY + SUSTAINABLE OPEN SPACES



- Incorporating green infrastructure in key areas particularly in areas critical for resilient stormwater capture
- Exploring designs with native vegetation to support local ecology
- Encouraging open spaces anchored by high quality placemaking programming, vegetation, or active uses

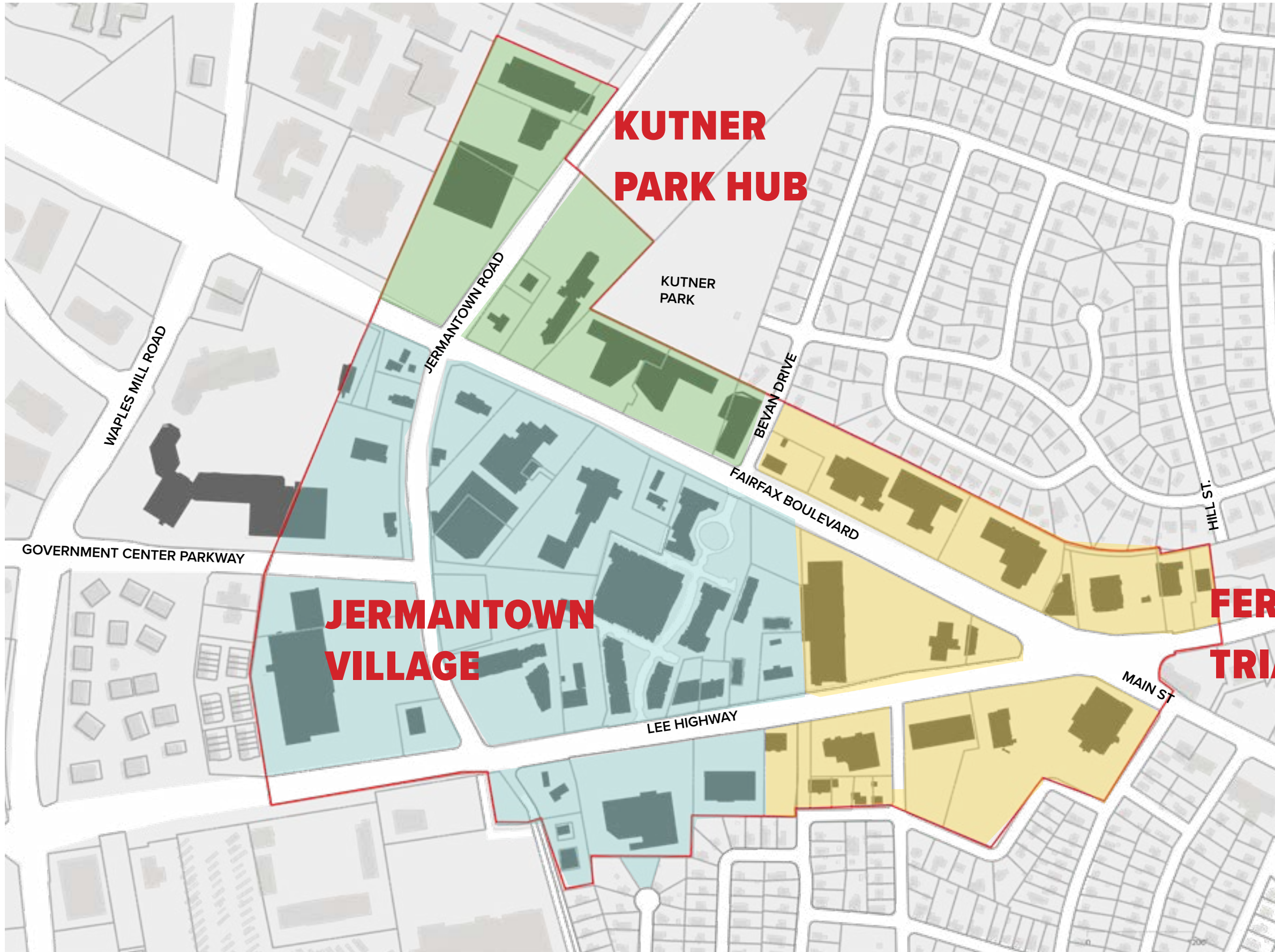
GOAL 5: ALLOW LAND USES TO EVOLVE TO MEET FUTURE NEEDS



- Encouraging retail uses to adapt to both pedestrian and vehicular visitors
- Proposing new mixed use land uses that can help foster resiliency among businesses
- Urban designs that allow uses and existing structures to evolve over time.

VISION PLAN

THREE CHARACTER AREAS, ONE NEIGHBORHOOD



LONG TERM VISION PLAN



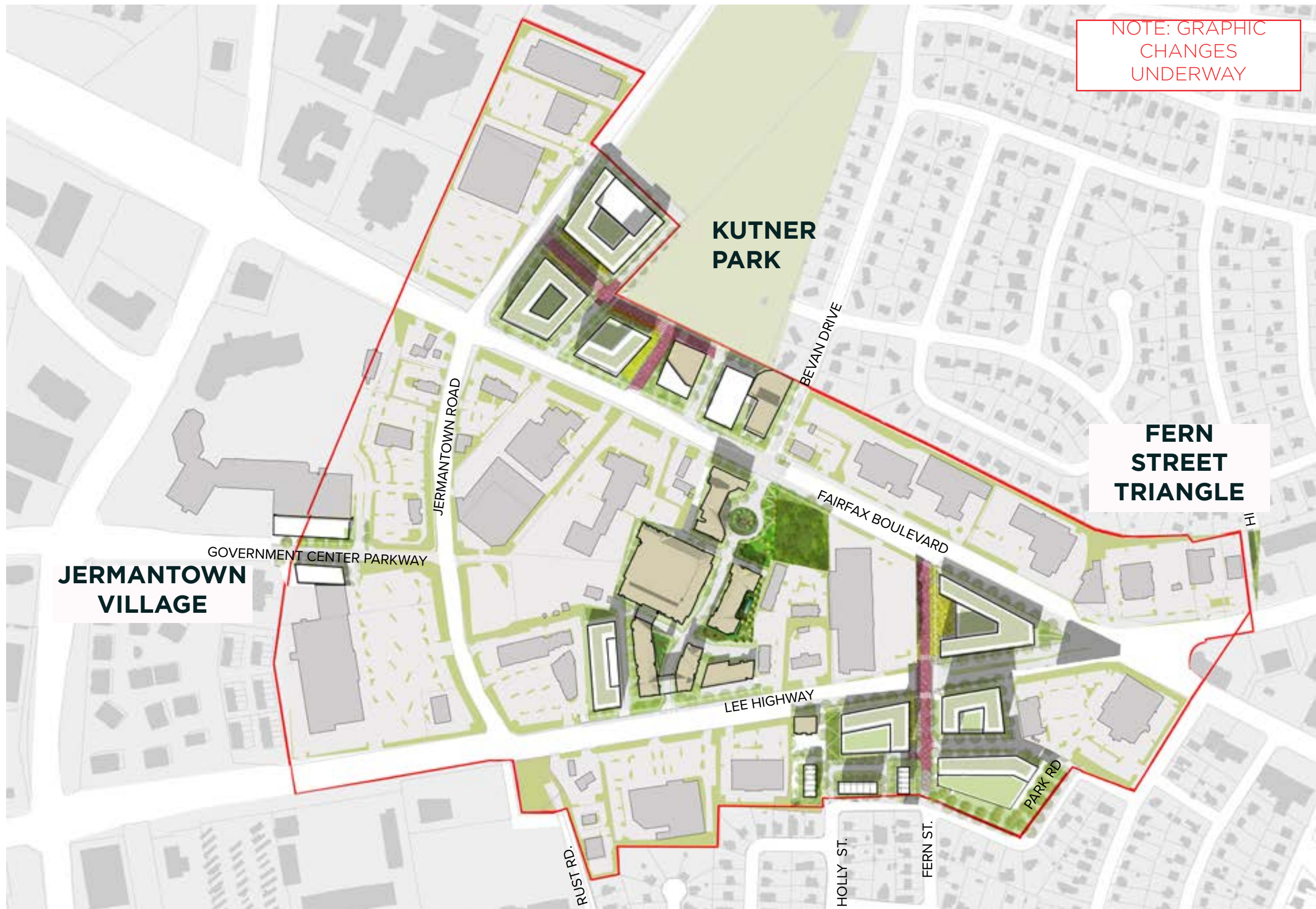
NOTE: GRAPHIC CHANGES UNDERWAY

KUTNER PARK

FERN STREET TRIANGLE

JERMANTOWN VILLAGE

NEAR TERM VISION PLAN

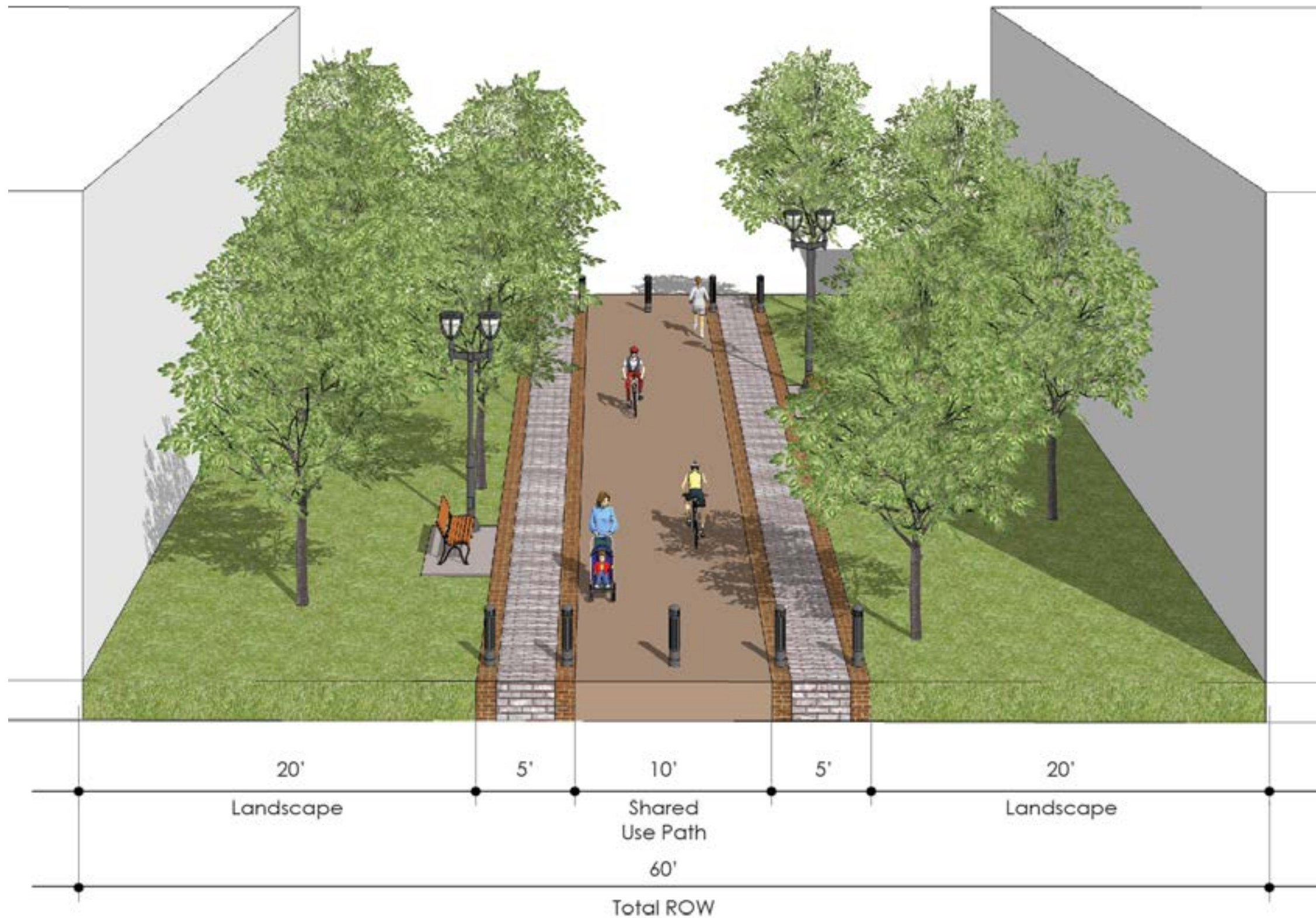


THE FERN STREET TRIANGLE



- 1 New civic plaza at Fern Street as a primary multi-modal retail main street.
- 2 Vibrant new architecture and a landscaped or public art area at the crossroads of Fairfax Blvd. and Lee Highway
- 3 New green spaces along Park Road
- 4 A new neighborhood open space
- 5 Multi-use paths along Lee Highway, Fairfax Boulevard
- 6 Fern Street pedestrian/bike connector

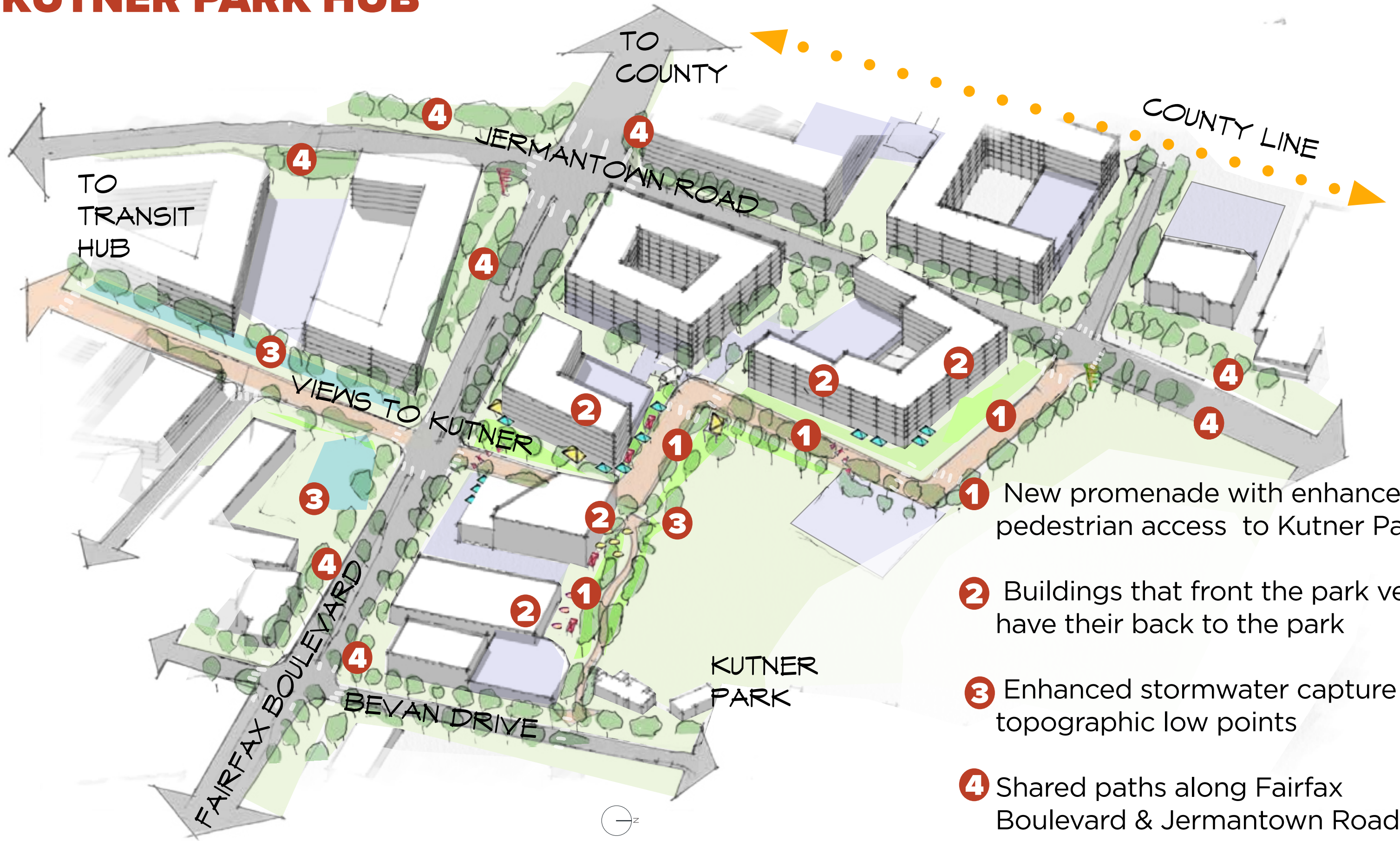
FERN STREET CONNECTOR



1. Connection that is for non-automobile use only
2. Allow for a wide pedestrian/bike path with potentially removable bollards to allow flexibility if ever city or community wanted to temporarily open the path to one-way or for events
3. Improve tree canopy, maintenance, and potential pocket park programming

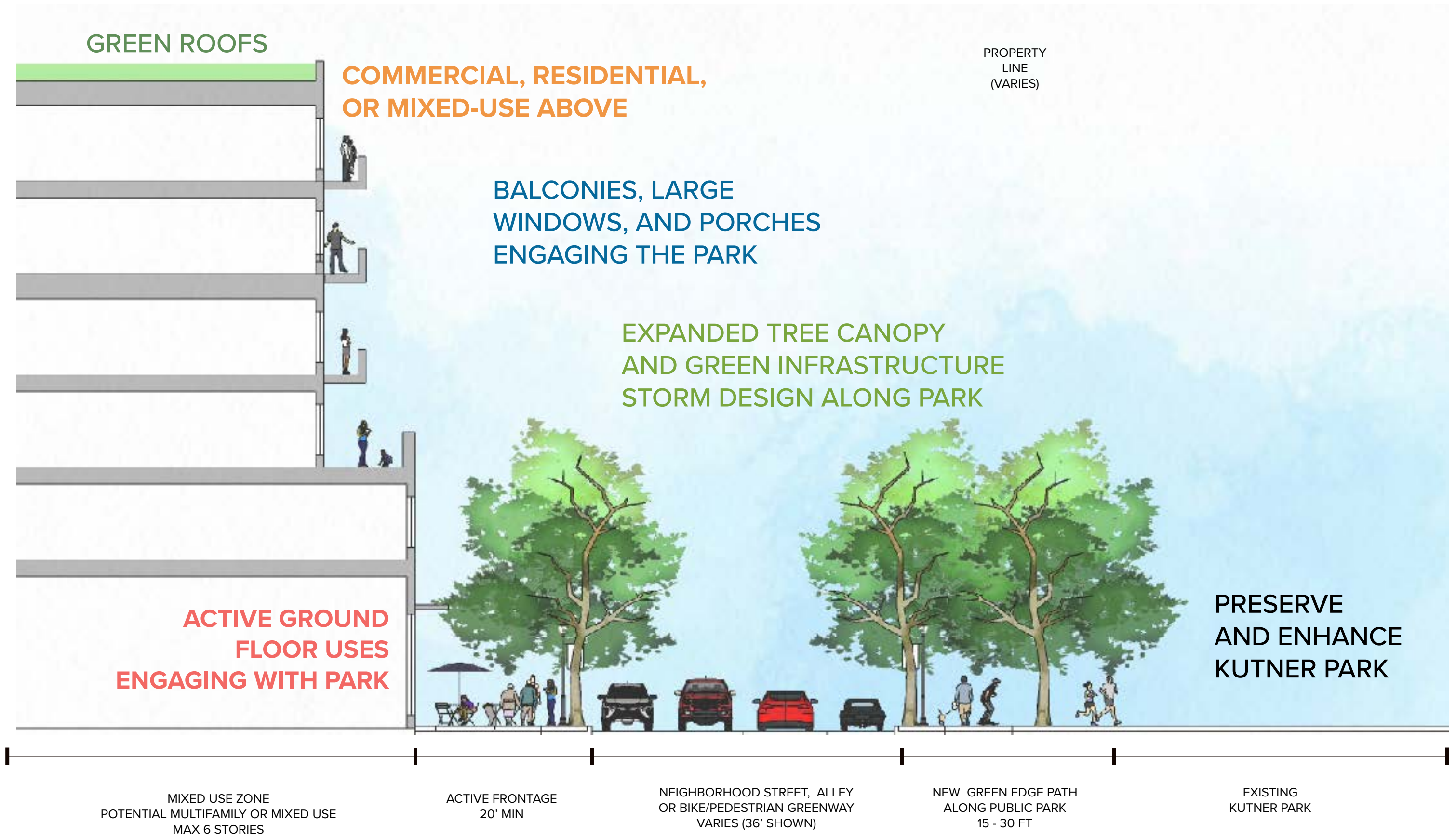


KUTNER PARK HUB

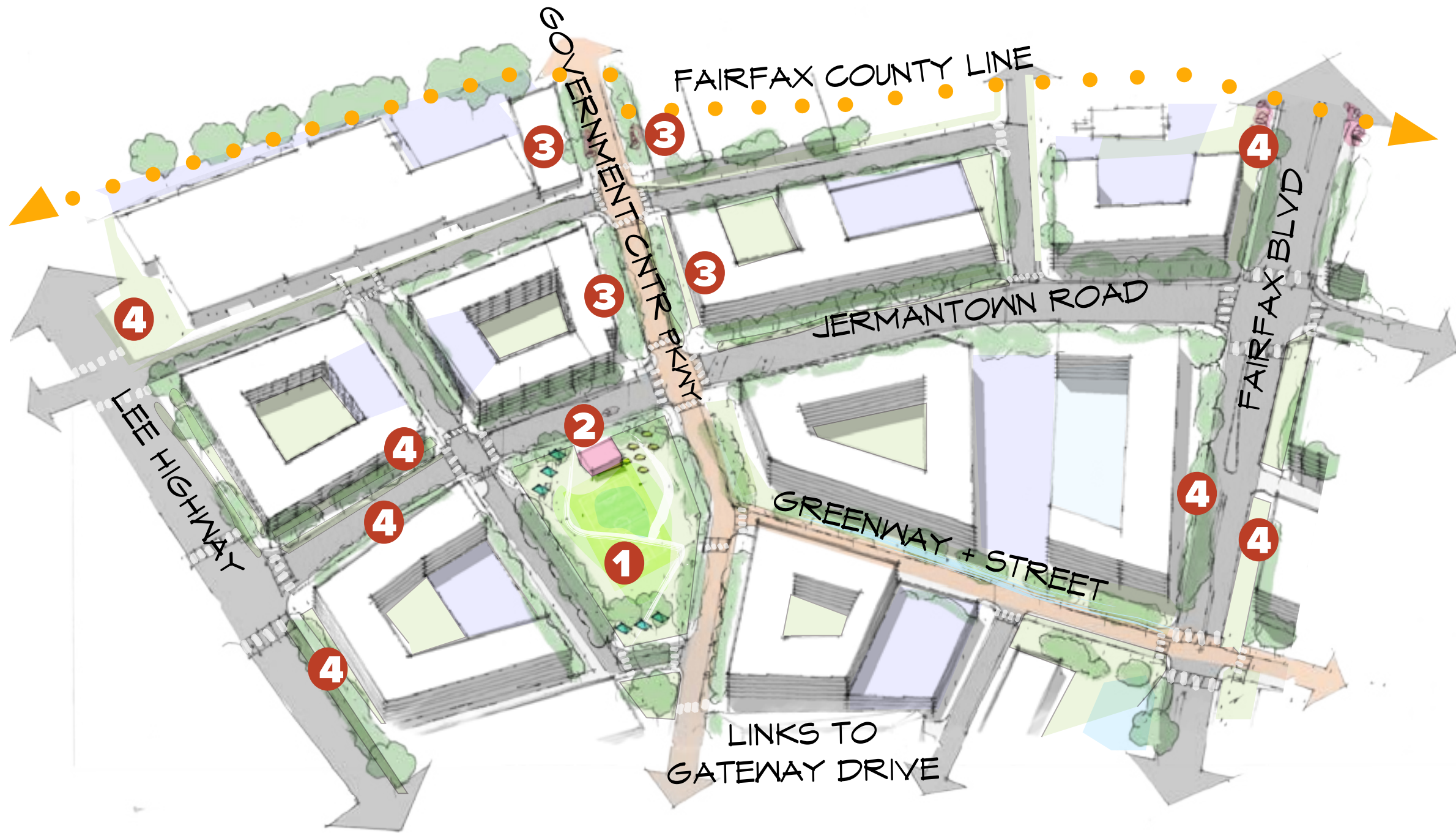


- 1** New promenade with enhanced pedestrian access to Kutner Park
- 2** Buildings that front the park versus have their back to the park
- 3** Enhanced stormwater capture at topographic low points
- 4** Shared paths along Fairfax Boulevard & Jermantown Road

KUTNER PARK HUB: PROMENADE SECTION



JERMANTOWN VILLAGE- LINKING CITY AND COUNTY



- 1** New public park and greenway as a major open space anchor
- 2** Transit hub linking study area to city and County
- 3** Government Center Parkway as new mixed use link
- 4** Multi-use paths along Fairfax Boulevard, Lee Highway, and Jermantown Road

FIRST DRAFT (FEB 2022) - BUILDING HEIGHTS



Taller along County line, park, and crossroads of Fairfax and Lee Highway



PROPOSED BUILDING HEIGHTS

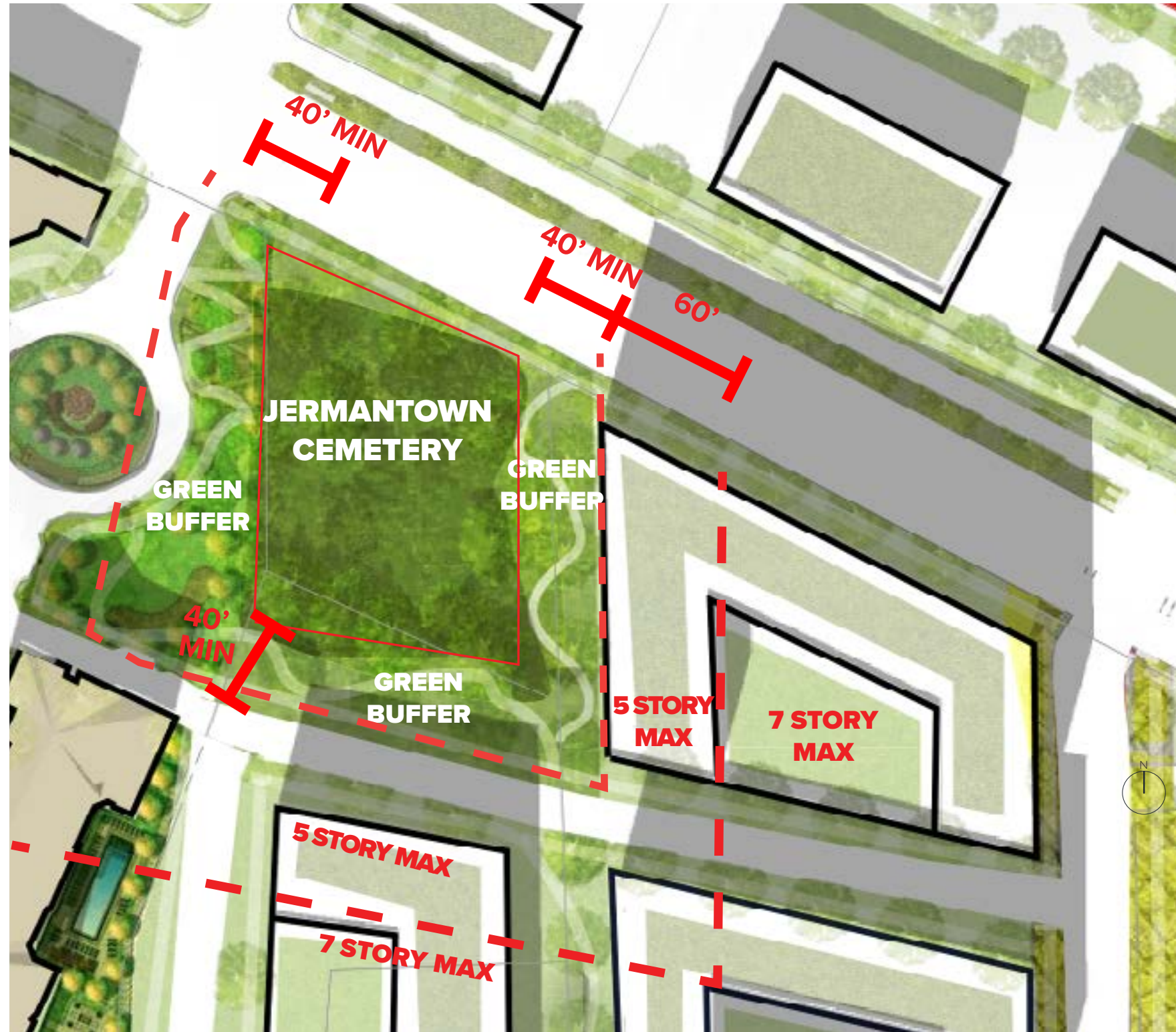
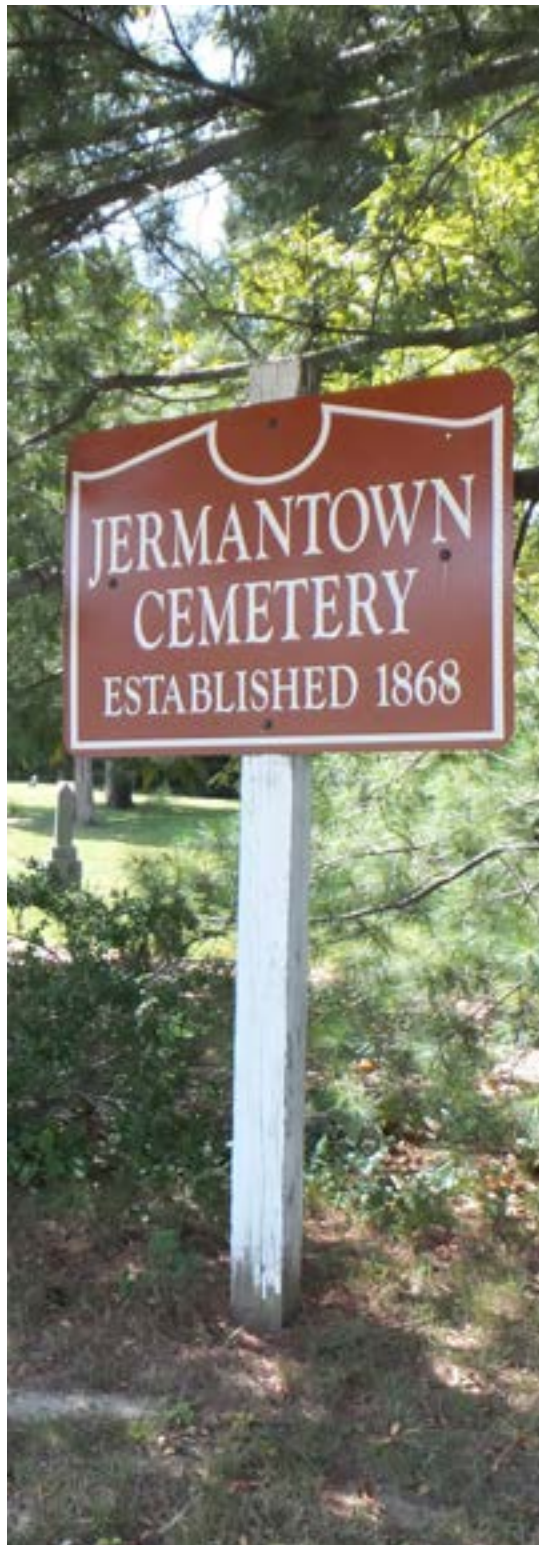


CHANGES:

- Tapering from 7 stories at core of triangle to 4 stories along residential neighborhoods
- Taller heights limited to central core and area adjacent to County
- Lower heights around Jermantown Cemetery



PROPOSED BUILDING SETBACKS: JERMANTOWN CEMETERY



- 40' Min. Setback to any built structures. Recommended green buffers or paths in setback.
- 100' Min. Setback to 7 story max building height typical for center of study area.

QUALITY OPEN SPACES

- New quality spaces for gathering, shopping, and playing
- Enhancement of green spaces around Cemetery
- Enhanced connections to Kutner Park

 **PARKS AND LARGE GREEN SPACES**

 **POCKET PARKS AND MINOR GREEN SPACES**

 **PEDESTRIAN PLAZAS AND OPEN SPACES**



PARKING STRATEGIES THROUGHOUT STUDY AREA



Two-Way with Parallel Parking



Two-Way with Diagonal Parking

PEDESTRIAN FRIENDLY PARKING STRATEGIES



BIG BOX - PEDESTRIAN STRATEGIES

SIGNAGE AT A VARIETY OF SCALES- VISIBLE TO PEDESTRIANS AND VEHICLES

ACTIVATED FACADE AT MAIN STREET



WELCOMING LANDSCAPING W/ PARKING AT FRONT, SIDE, AND BACK

PEDESTRIAN ORIENTED SIDEWALKS THROUGHOUT

PEDESTRIAN ORIENTED SIDEWALKS + SIGNAGE

- Rear and side lots as parking. Front as green boulevard or pedestrian oriented active street and entrance.
- Green enhancement, art, wayfinding or other pedestrian oriented street interventions
- Keeping active streets pedestrian focused

NEIGHBORHOOD TRAFFIC STUDY

Traffic Data Collection Locations



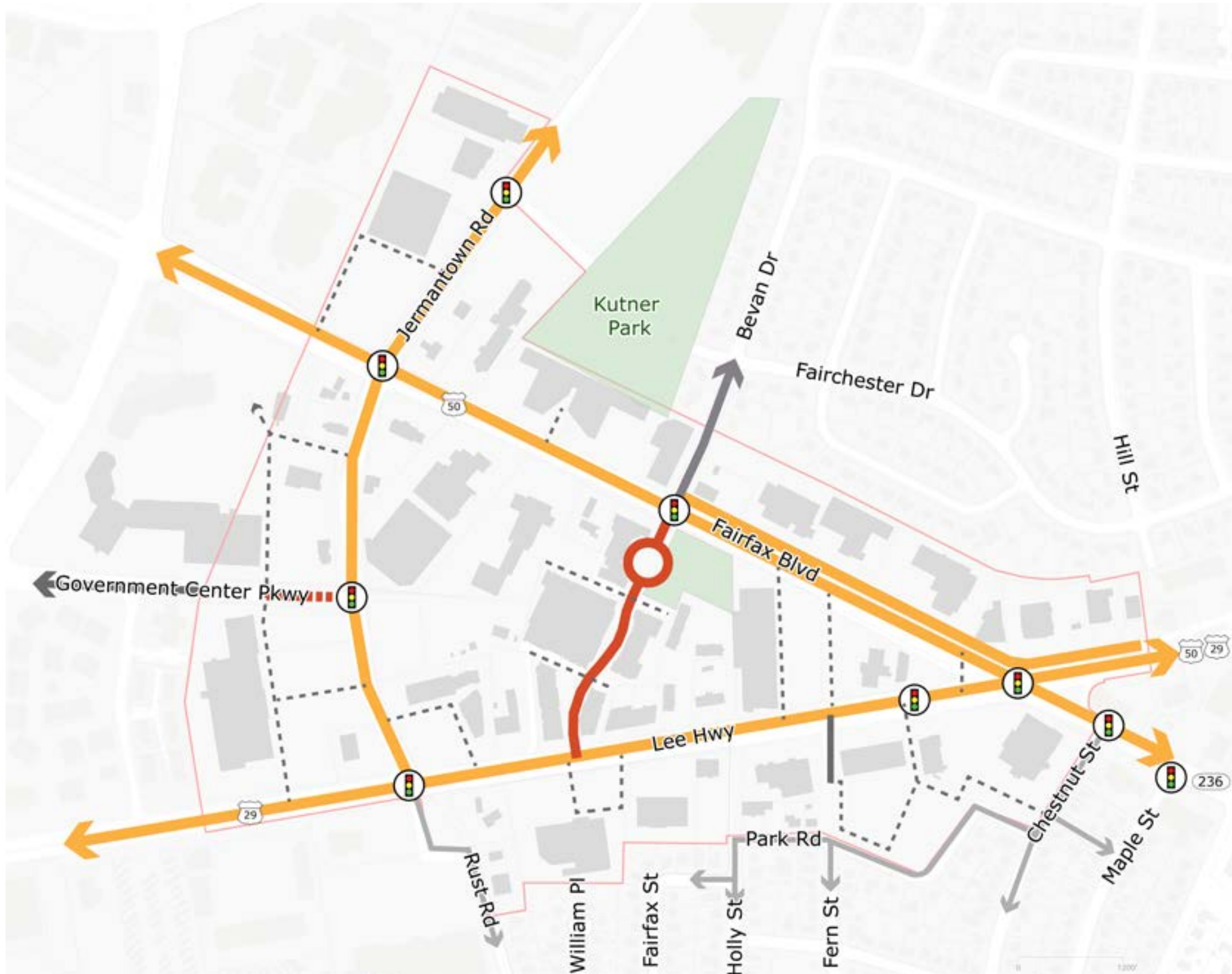
Legend

- Tube count location
- Turning movement count location



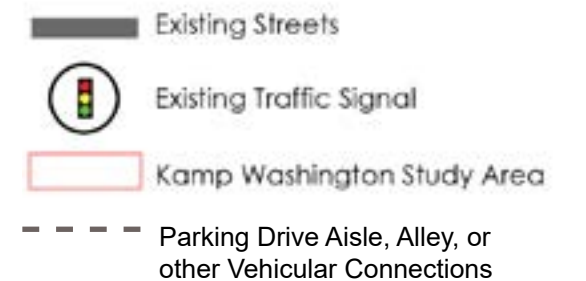
- Study ongoing but major data collection period has concluded.
- Traffic volumes & speeds not anywhere close to VDOT standards for cut-through mitigation. This does not mean that there is no cut-through traffic or speeding, but it does not warrant mitigation based on VDOT standards.
- Ongoing task is evaluating traffic impacts of near term development on neighborhood streets.
- Resident feedback reveals concerns about speed, safety, and cut-through traffic.
- Ongoing analysis and conclusions being developed based on both data and residential walking tour to consider traffic calming, traffic risks, and other resident concerns

EXISTING ROAD NETWORK

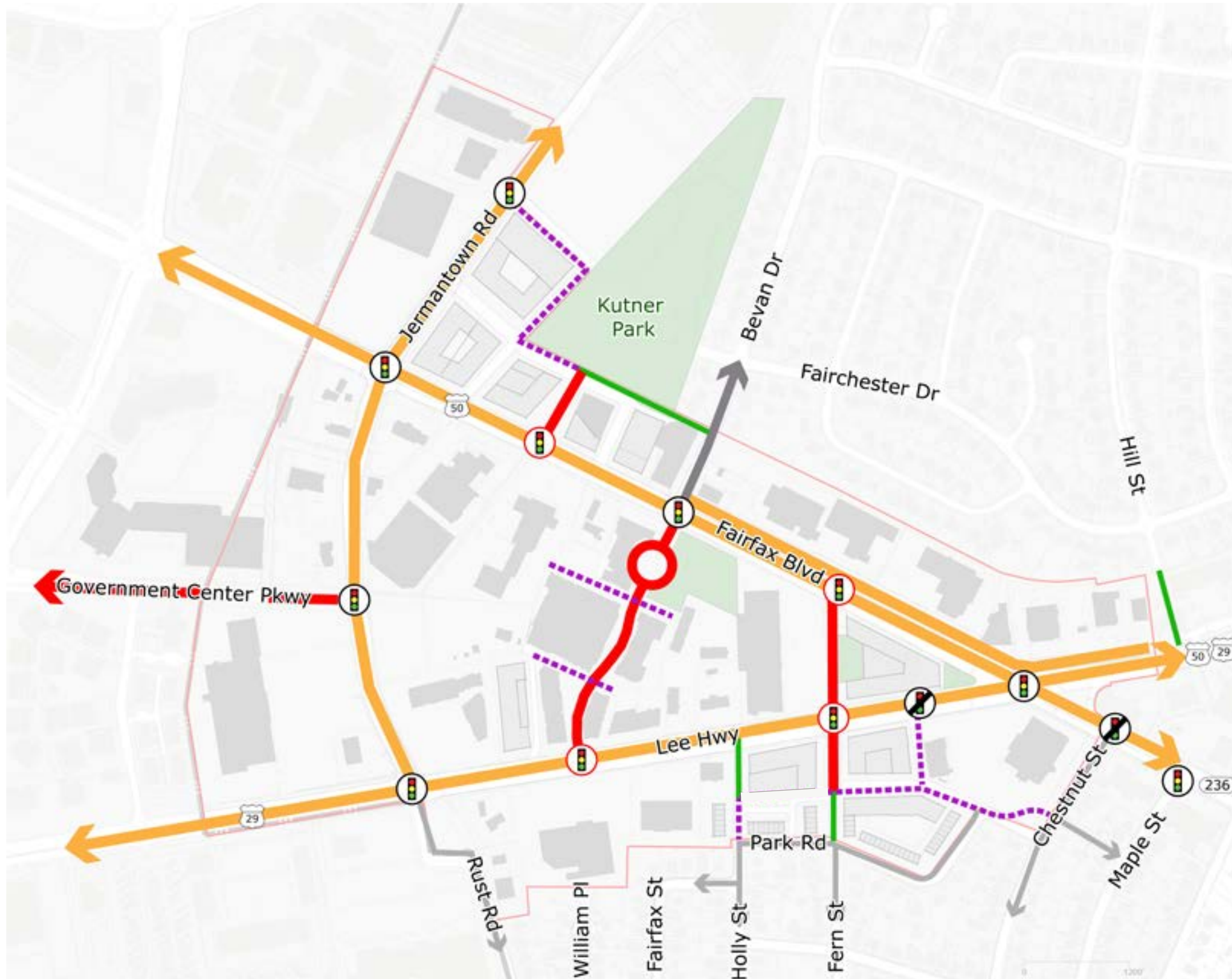


CHANGES:

- Existing drive aisles and site access depicted to provide more clarity on existing site access points, implied private streets, and cut-thru areas.



NEAR TERM ROAD NETWORK

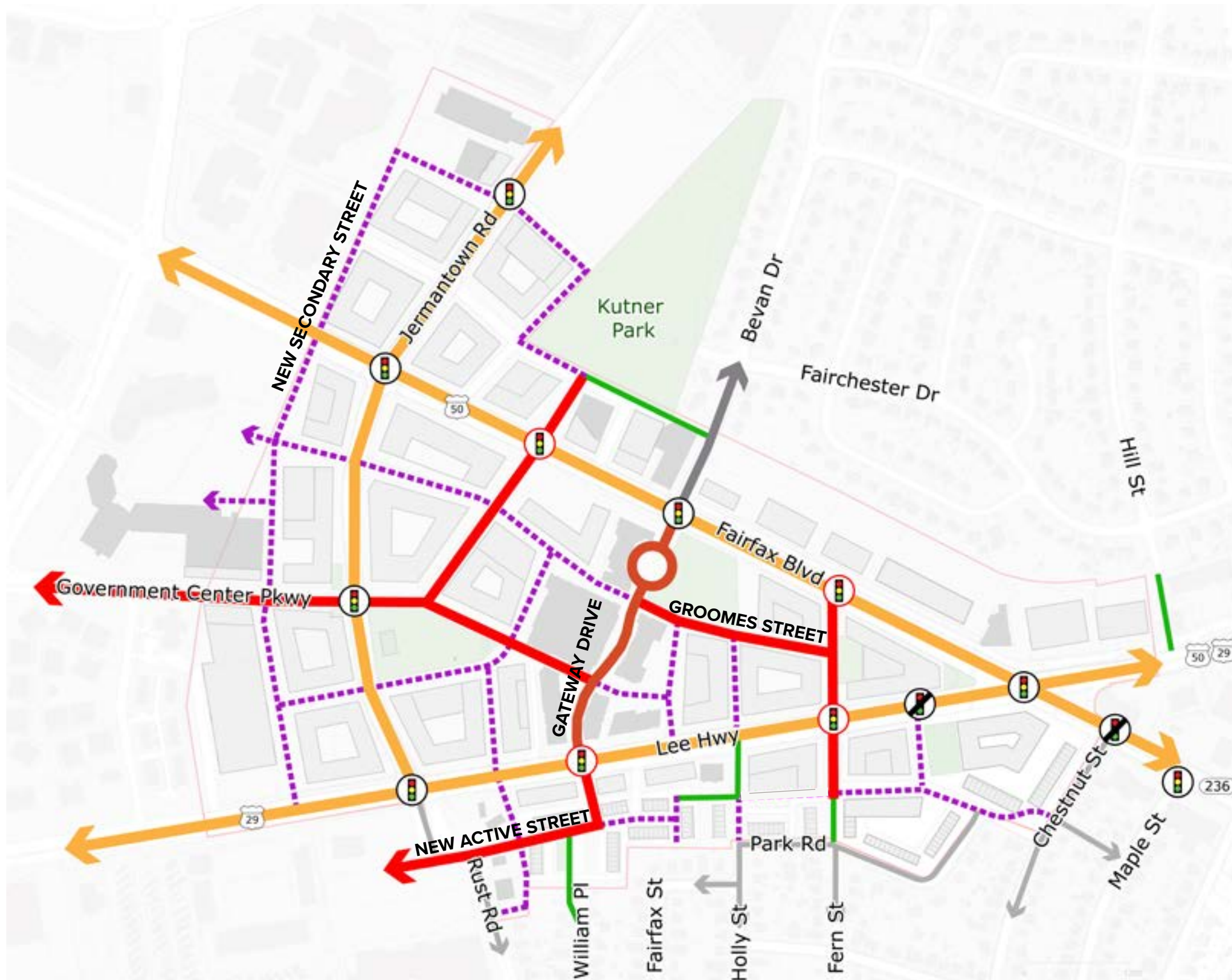


CHANGES:

- Adjustments ongoing in response to resident feedback and traffic study
- Added pedestrian /cyclist only locations at Kutner Park and Hill Street Connector
- Minor changes to active and secondary street designation to better focus hierarchy of streets
- Fern Street extension connects only non-vehicular users to Park Road



LONG TERM ROAD NETWORK



CHANGES:

- Adjustments ongoing in response to resident feedback and traffic study
- New active street at Groomes Street and between Gateway Drive and Rust Road
- Added secondary street at County line to conform to Comprehensive Plan
- Long term removal of service road



Q+A SESSION

THE FERN STREET TRIANGLE-CENTER

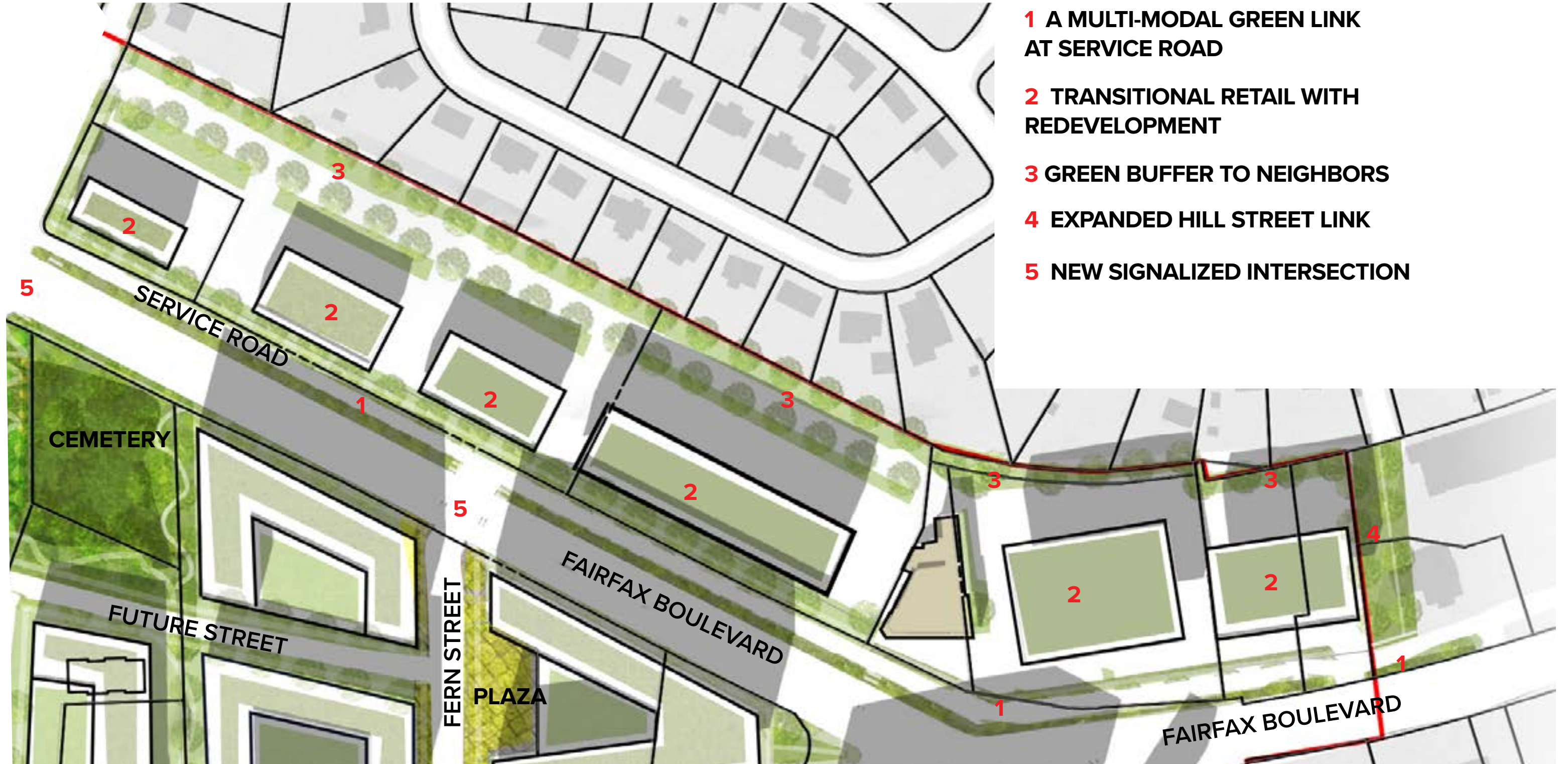


Transforming the existing Kamp Washington Shopping Center and adjacent properties into a pedestrian-oriented social anchor for the entire neighborhood.

- 1 POTENTIAL CONSOLIDATION**
- 2 CEMETERY SETBACK**
- 3 FERN STREET PLAZA**
- 4 FERN STREET CONNECTION**
- 5 NEW MIXED-USE AND/OR RETAIL BUILDINGS**
- 6 ICONIC PRESENCE AT CROSSROADS**
- 7 SIGNATURE DESIGN AT CORNER**

THE FERN STREET TRIANGLE - NORTH

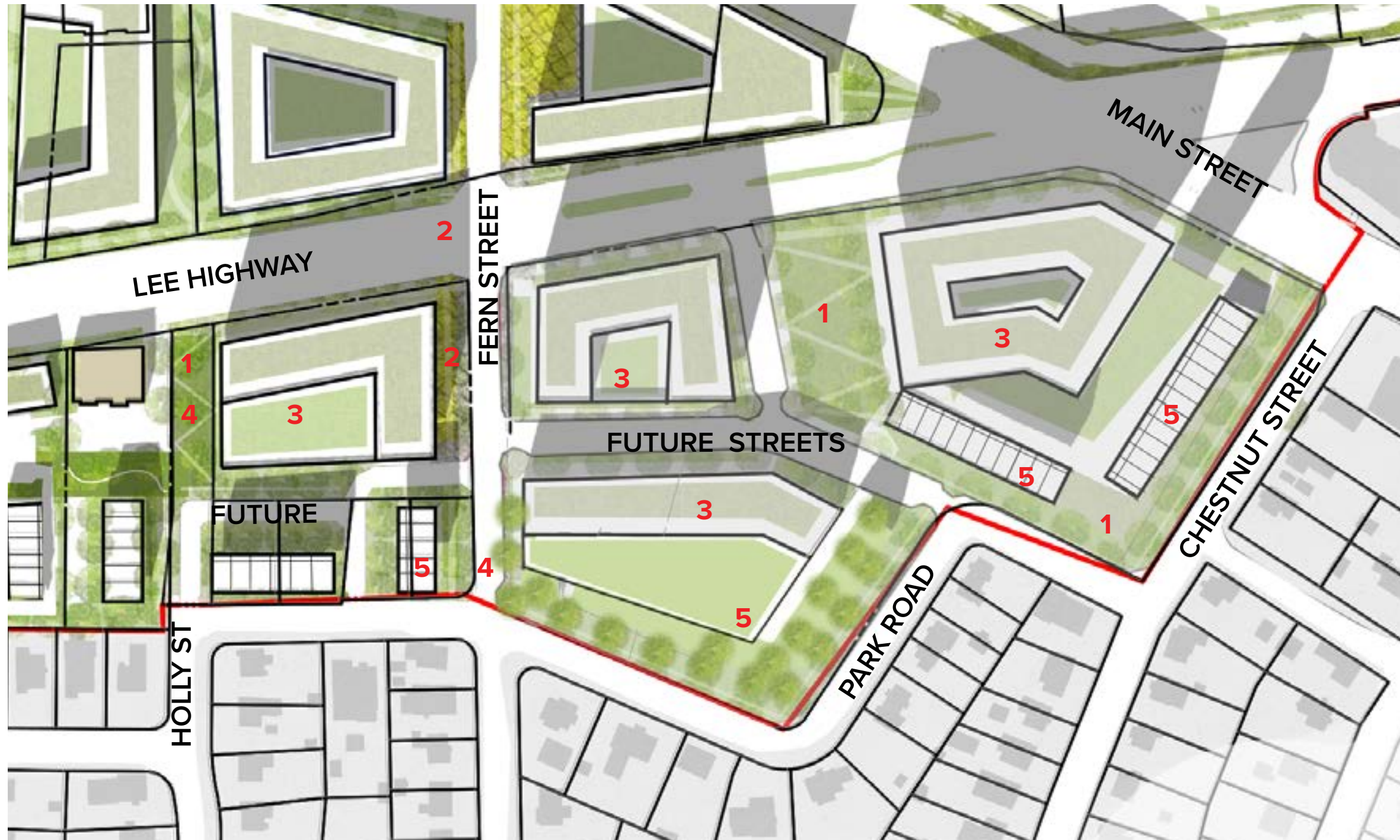
Creating connections to adjacent residential neighborhoods through new multi-modal and green infrastructure.



- 1** A MULTI-MODAL GREEN LINK AT SERVICE ROAD
- 2** TRANSITIONAL RETAIL WITH REDEVELOPMENT
- 3** GREEN BUFFER TO NEIGHBORS
- 4** EXPANDED HILL STREET LINK
- 5** NEW SIGNALIZED INTERSECTION

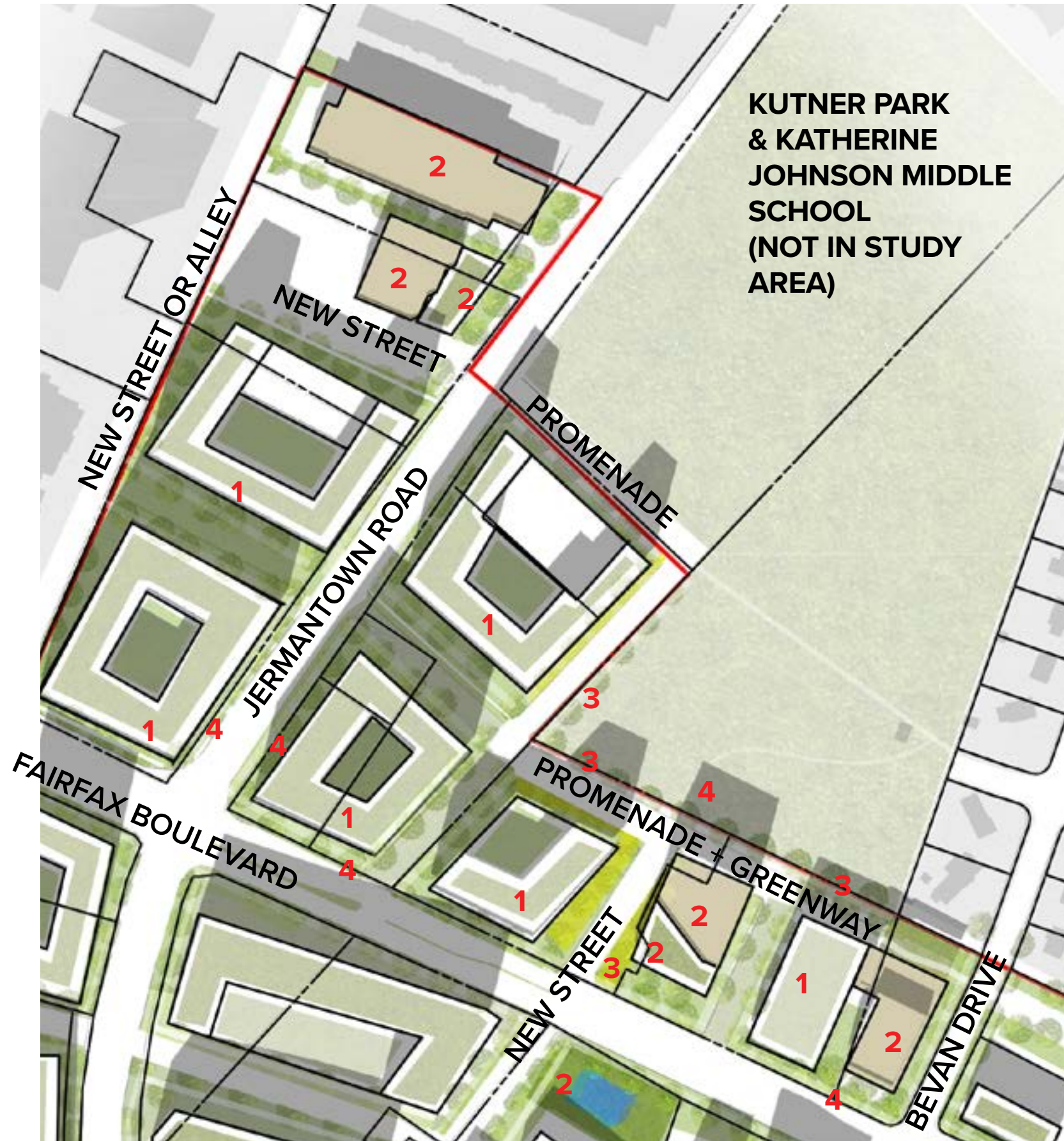
FERN STREET TRIANGLE - SOUTH

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



- 1 ESTABLISH NEW PARKS AND GREENSPACES**
- 2 ESTABLISH FERN STREET AS A NEIGHBORHOOD MAIN STREET**
- 3 NEW MIXED-USE AND/OR RETAIL BUILDINGS**
- 4 FOSTER MULTI-MODAL LINKS**
- 5 TRANSITION TO SINGLE FAMILY**

CELEBRATE KUTNER PARK



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

- 1** NEW MIXED-USE, OFFICE, AND RETAIL BUILDINGS
- 2** ADAPTIVE REUSE EXISTING BUILDINGS AND USES
- 3** KUTNER PARK PROMENADE
- 4** FOSTER IMPROVED MULTI-MODAL LINKS

JERMANTOWN VILLAGE - WEST LINK TO COUNTY

URBAN DESIGN



Encouraging a more sustainable transition to the neighborhoods to the north of the study area through better pedestrian and green infrastructure

- 1** NEW MIXED-USE, OFFICE, AND RETAIL BUILDINGS
- 2** ADAPTIVE REUSE EXISTING BUILDINGS
- 3** ESTABLISH NEW NEIGHBORHOOD PARK AND TRANSIT CENTER
- 4** FOSTER MULTI-MODAL LINKS
- 5** DOMINION ENERGY SITE

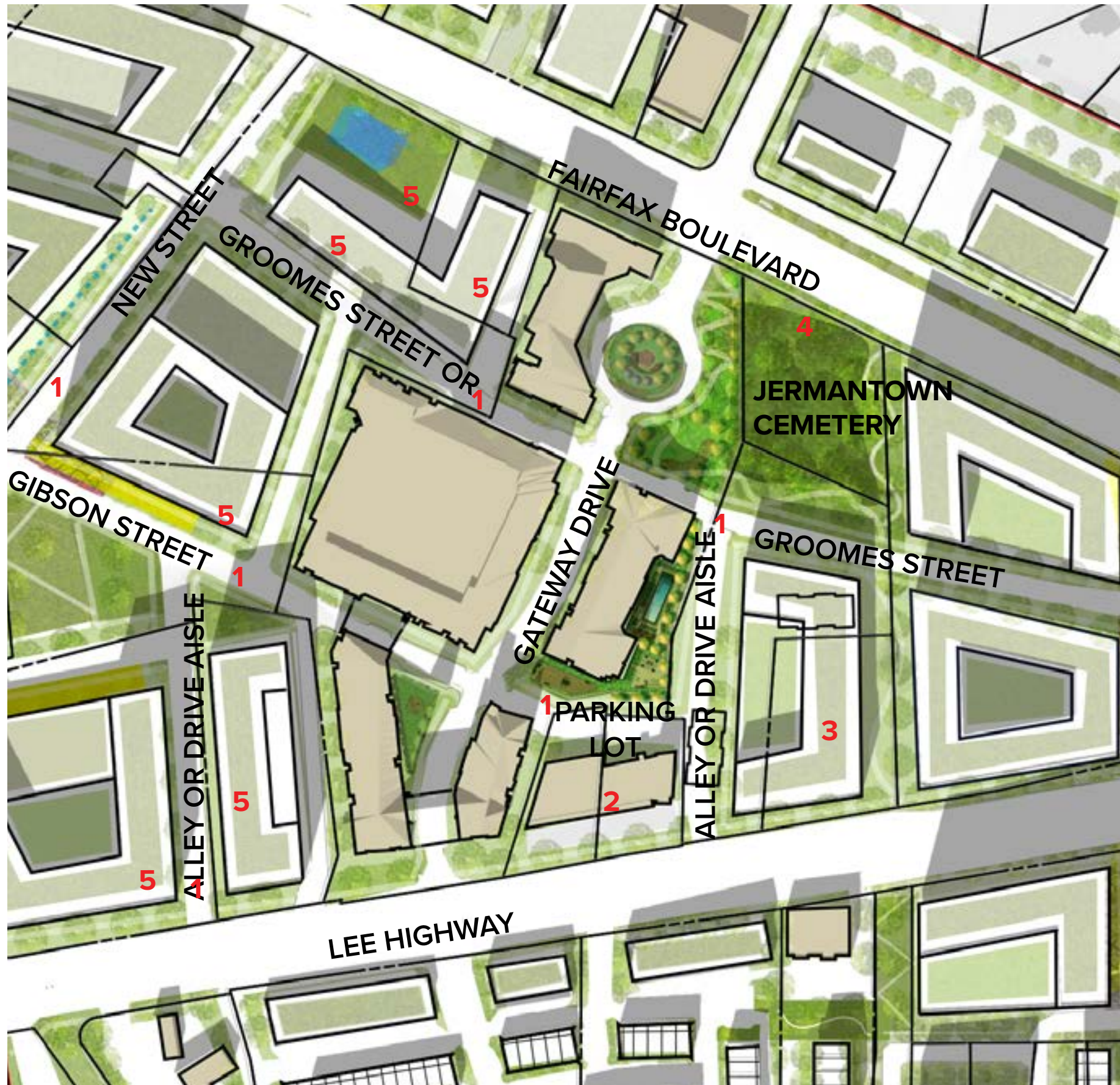
SOUTH JERMANTOWN VILLAGE - TRANSITION TO NEIGHBORHOOD

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



- 1** TRANSITIONAL RETAIL/OFFICE ALONG LEE HIGHWAY & RUST ROAD
- 2** TOWNHOUSE AND MISSING MIDDLE HOUSING
- 3** WATER TOWER PARK
- 4** RUST ROAD CORNER
- 5** TRANSITION TO NEIGHBORHOOD
- 6** FOSTER MULTI-MODAL LINKS

JERMANTOWN VILLAGE- EAST



Establish near term changes to promote walkability and to bridge new residents to nearby community uses and retail.

- 1 ESTABLISH A STREET GRID AND PEDESTRIAN CONNECTIVITY**
- 2 ADAPTIVE REUSE OF HILLTOP SHOPPING CENTER**
- 3 OFFICE CONDOS AND SHELL GAS STATION**
- 4 JERMANTOWN CEMETERY**
- 5 OTHER MIXED USE REDEVELOPMENT & ADAPTIVE REUSE**

SUSTAINABILITY AND PLACE

SUSTAINABILITY AND THE SMALL AREA PLAN

KATHERINE JOHNSON MIDDLE SCHOOL
SUSTAINABILITY EDUCATION

KUTNER PARK

GREEN PROMENADE

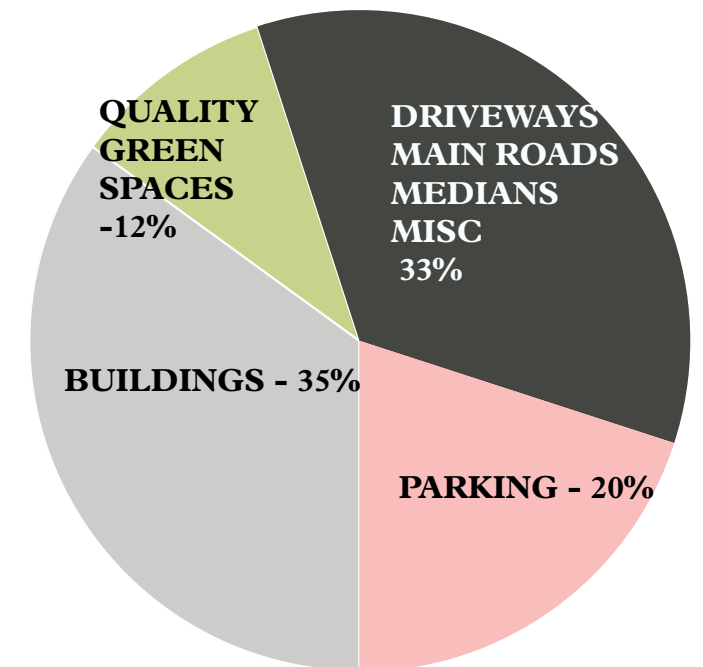
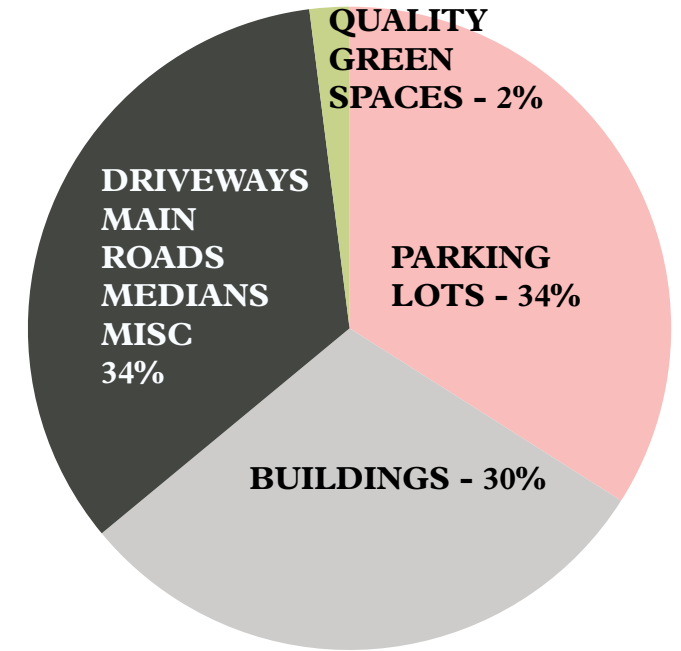
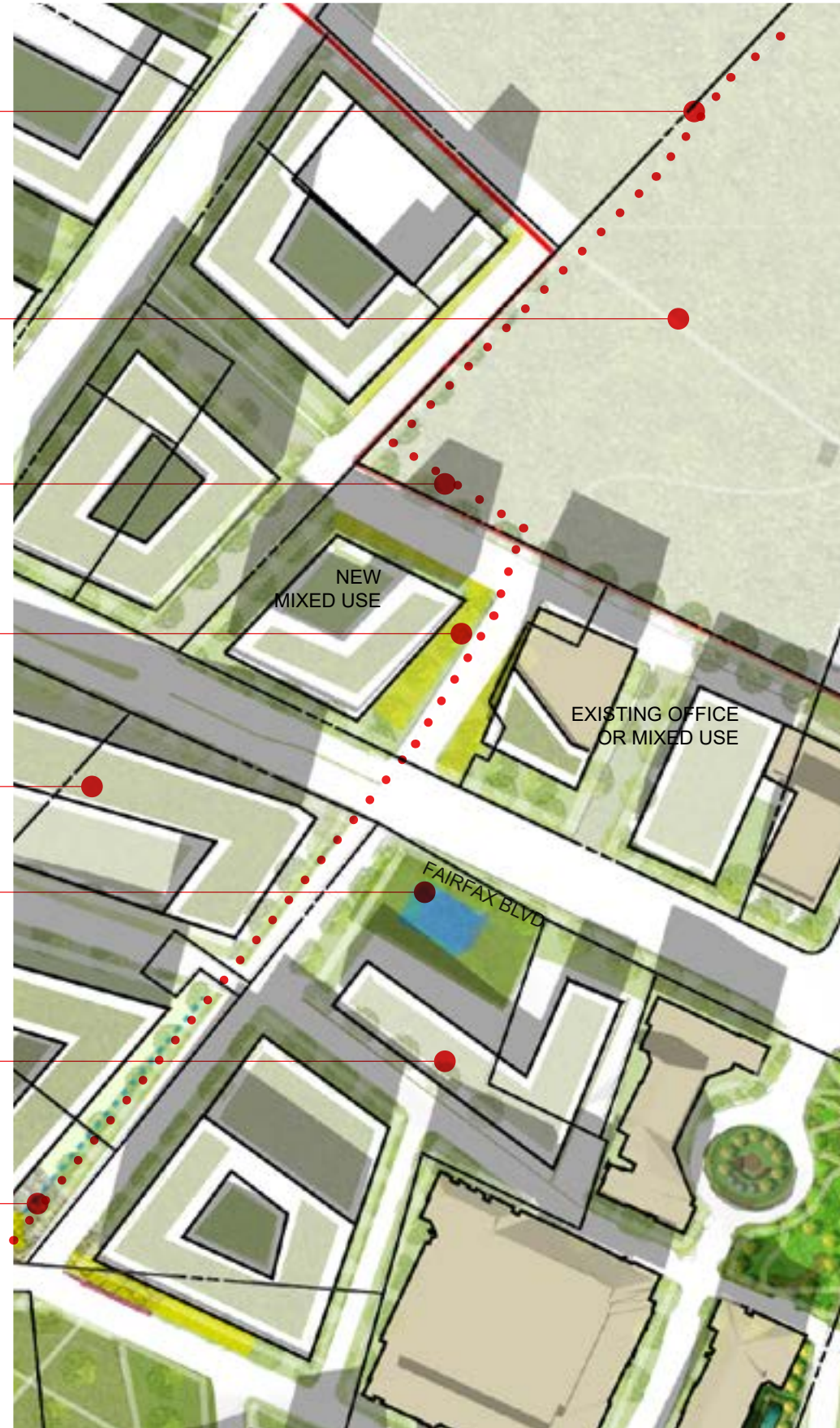
“GREEN LINK” PATH TO KUTNER PARK

CAR DEALERSHIP- EV DEMONSTRATION

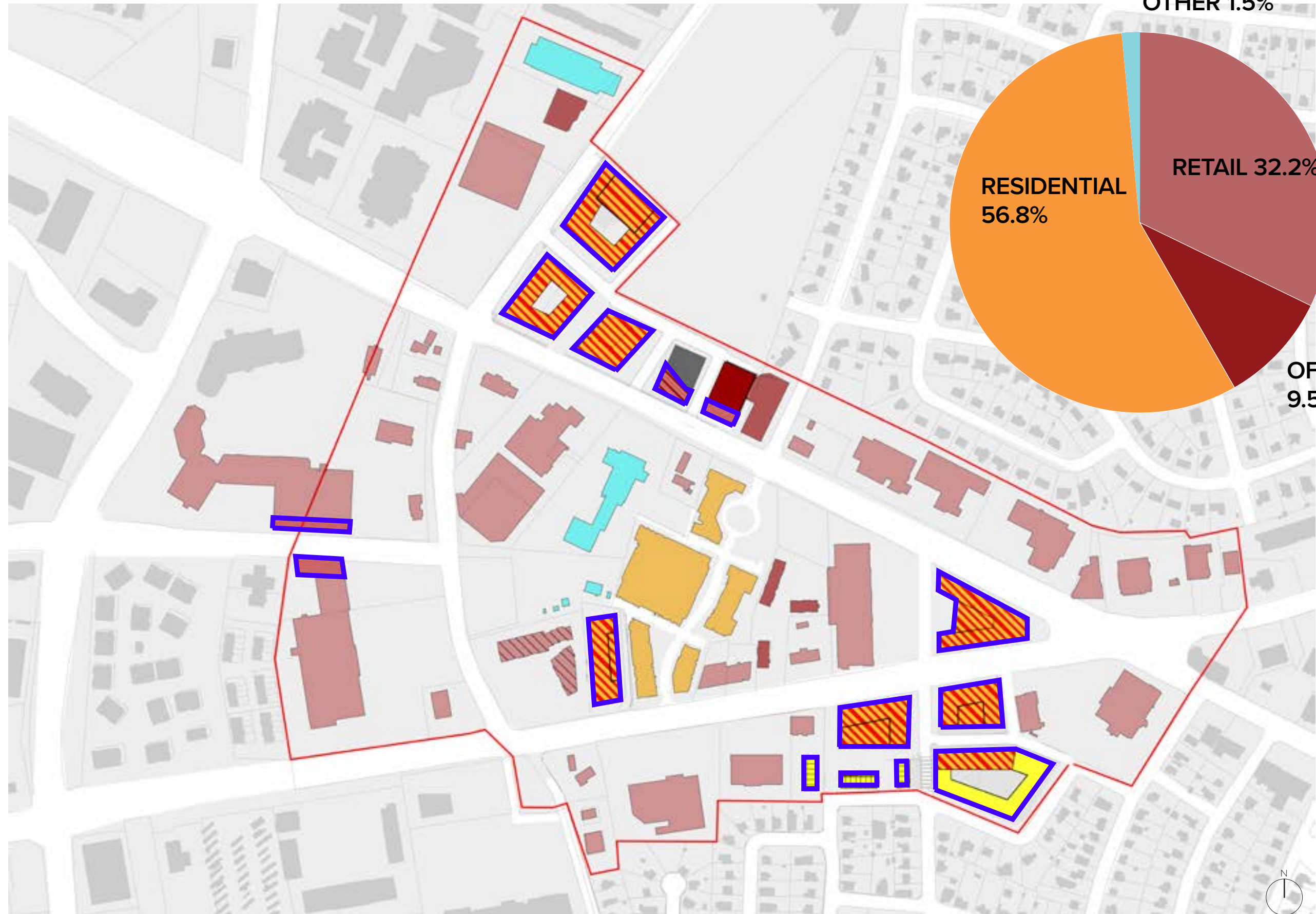
RAIN GARDEN AND RETENTION

DOMINION ENERGY COLLABORATION

IMPROVE EXISTING CULVERT



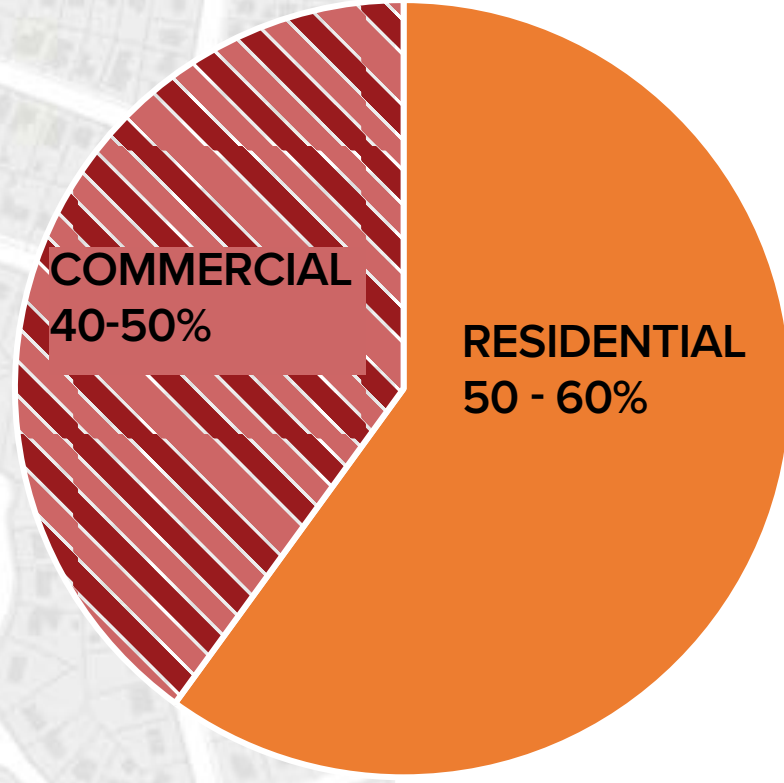
NEAR TERM DEVELOPMENT: 0 TO 10 YEARS



- OFFICE
- RETAIL
- COMMERCIAL USES
- MIXED-USE / RESIDENTIAL
- INDUSTRIAL/INSTITUTIONAL
- EXISTING PARKING
- 3/4 STORY MULTIFAMILY OR TOWNHOMES
- 4+ STORY MULTIFAMILY RESIDENTIAL
- CHANGE IN NEAR TERM LAND USES



LONG TERM DEVELOPMENT: 10 TO 30 YEARS



- MIXED-USE (RESIDENTIAL, OFFICE, OR RETAIL)
- EXISTING OR ADAPTIVE REUSED MULTIFAMILY OFFICE/RETAIL OPTIONAL
- EXISTING OR ADAPTIVELY REUSED COMMERCIAL USE
- NEW COMMERCIAL USES
- WALK-UP RESIDENTIAL (TOWNHOUSE, WALK UP, ETC)
- POTENTIAL HISTORIC ADAPTIVE REUSE
- TRANSIT HUB AND/OR RETAIL KIOSK

PARK RD



FAIRFAX BOULEVARD AND FAIRFAX BOULEVARD SERVICE ROAD

