

# DEVELOPMENT OF SMALL AREA PLANS

**KAMP WASHINGTON**  
CITY COUNCIL  
WORK SESSION #3  
JULY 26, 2022

CUNNINGHAM | QUILL ARCHITECTS PLLC

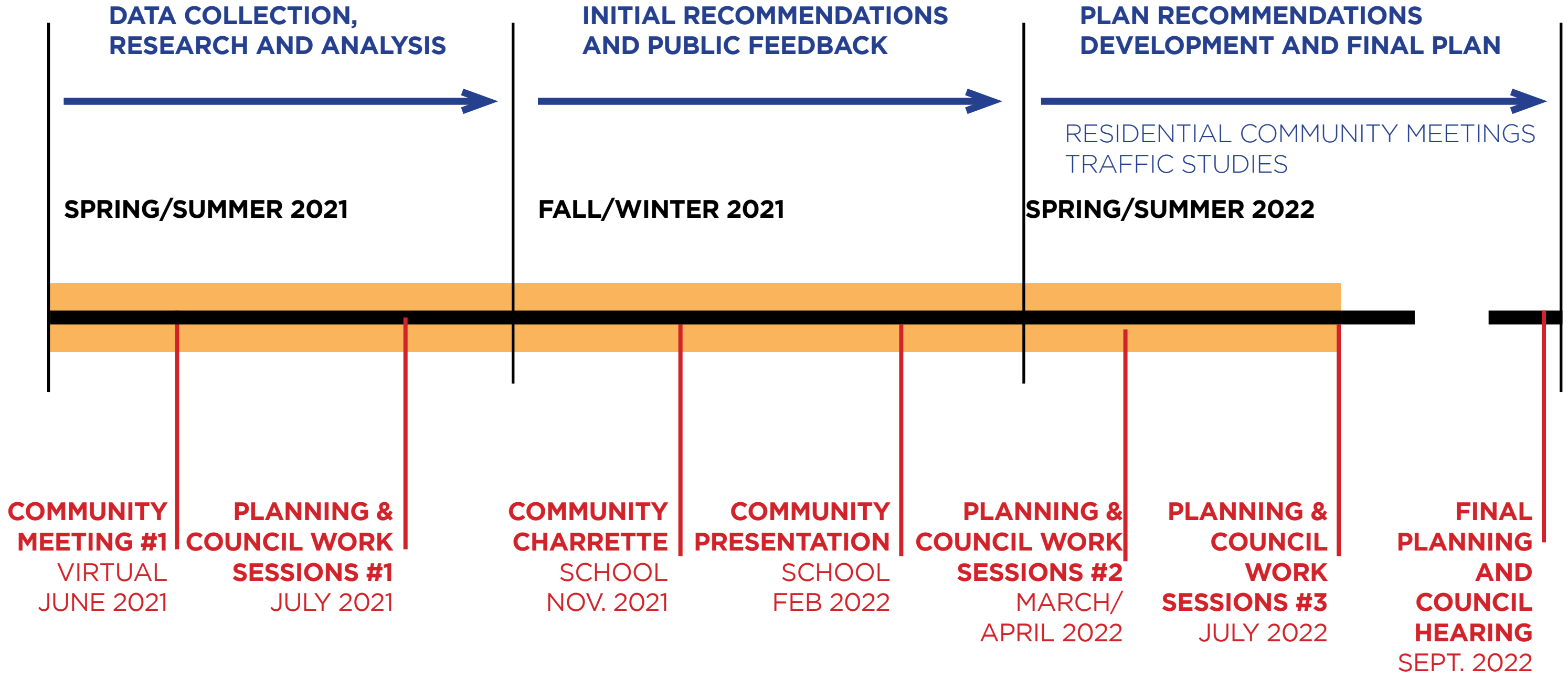
Bolan Smart Associates

Kittelson & Associates

OCULUS

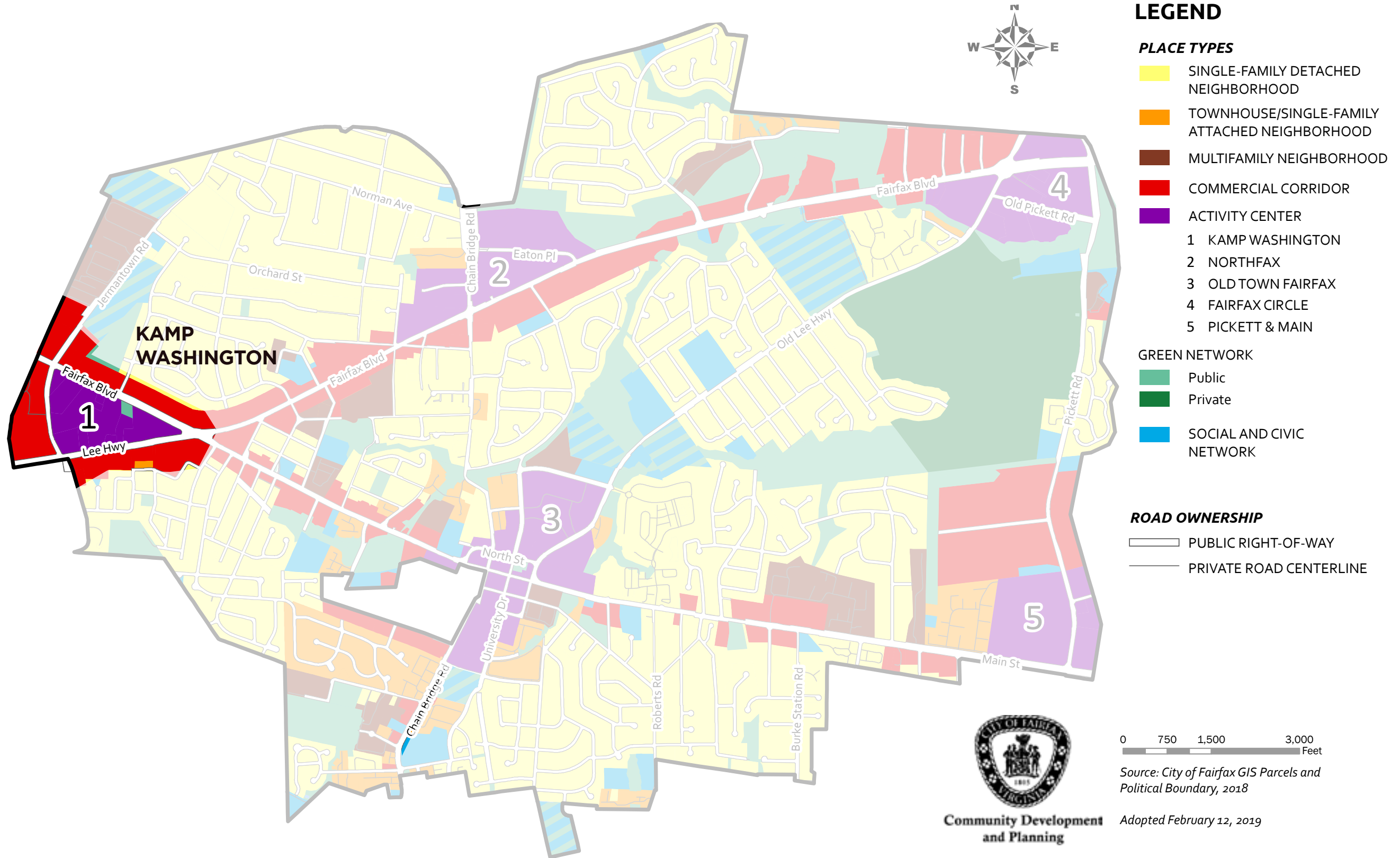
Walter L. Phillips

# PROJECT TIMELINE

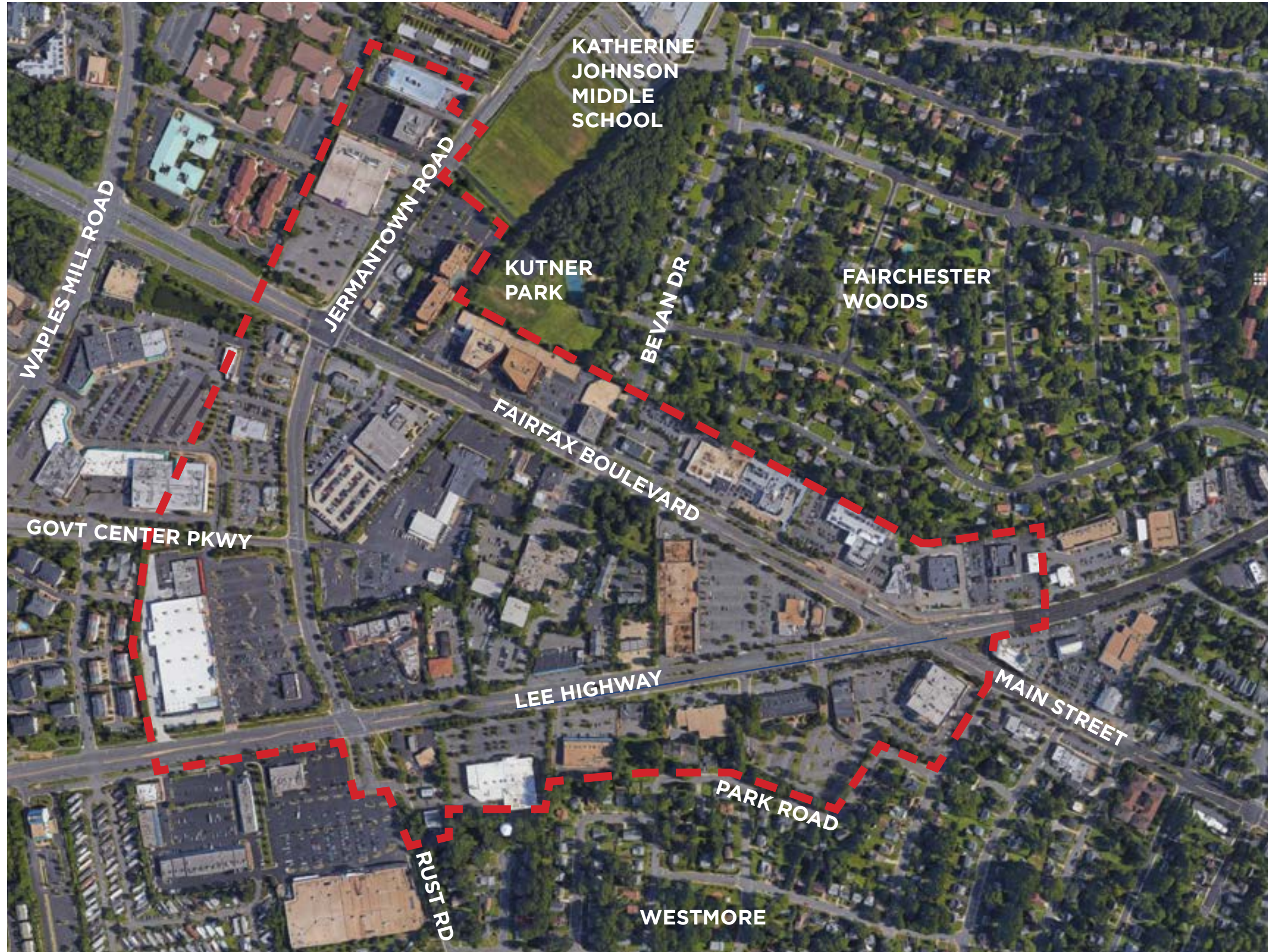


# BUILDING ON THE 2035 COMPREHENSIVE PLAN

## ACTIVITY CENTER: KAMP WASHINGTON

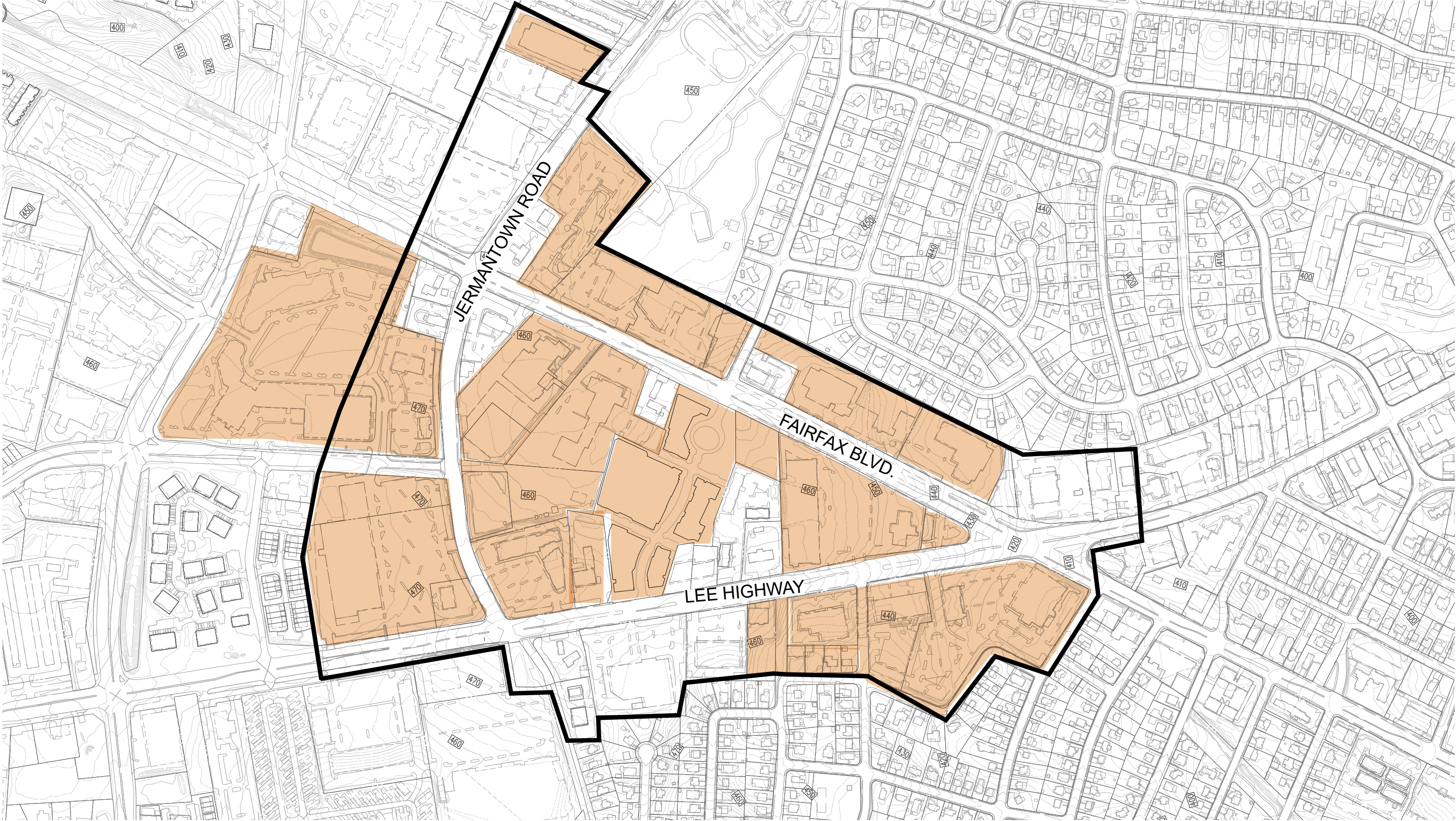


# KAMP WASHINGTON



**OUTREACH  
AND OBSERVATIONS**

# PROPERTY OWNER OUTREACH



Participating Property Owners (to date)

# COMMUNITY MEETINGS - WHAT WE HEARD

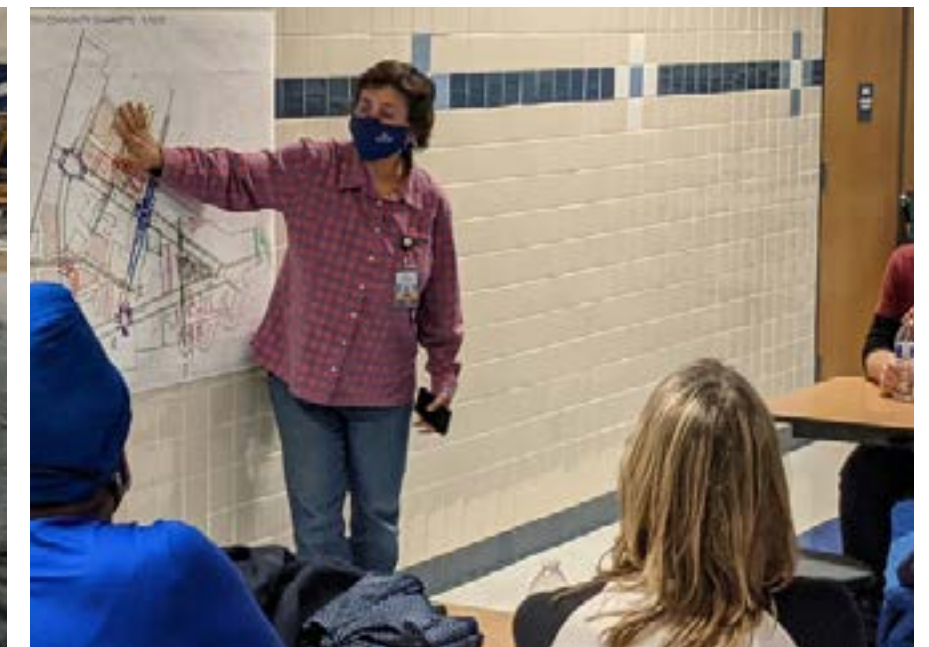
DRAFT  
JUNE 2021  
NOVEMBER 2021  
FEBRUARY 2022

## 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

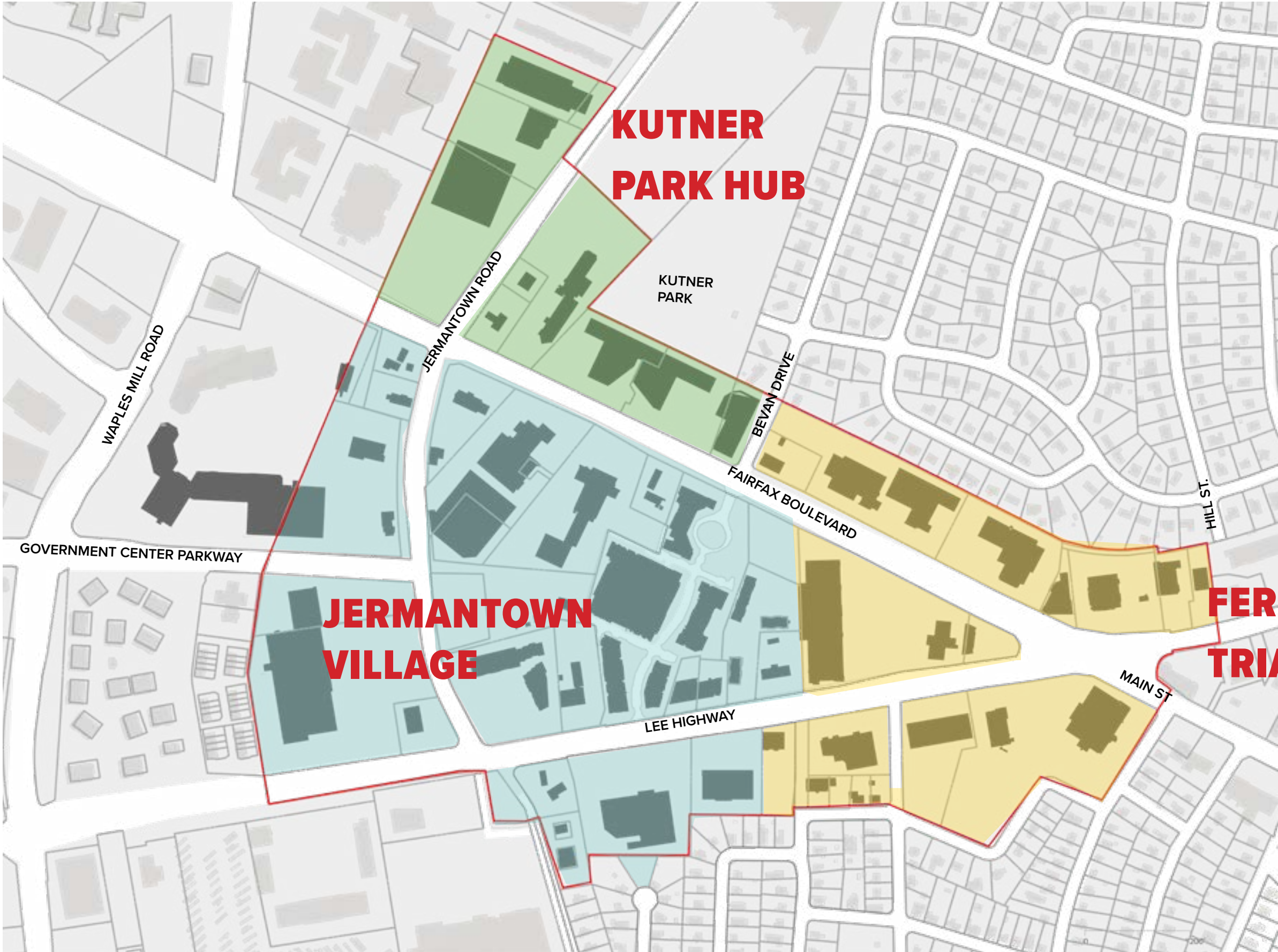


- Encouraging retail uses to adapt to both pedestrian and vehicular visitors
- Proposing new mixed use land uses that can help foster resiliency among businesses
- Urban designs that allow uses and existing structures to evolve over time.

# **VISION PLAN**



# THREE CHARACTER AREAS, ONE NEIGHBORHOOD



# LONG TERM VISION PLAN



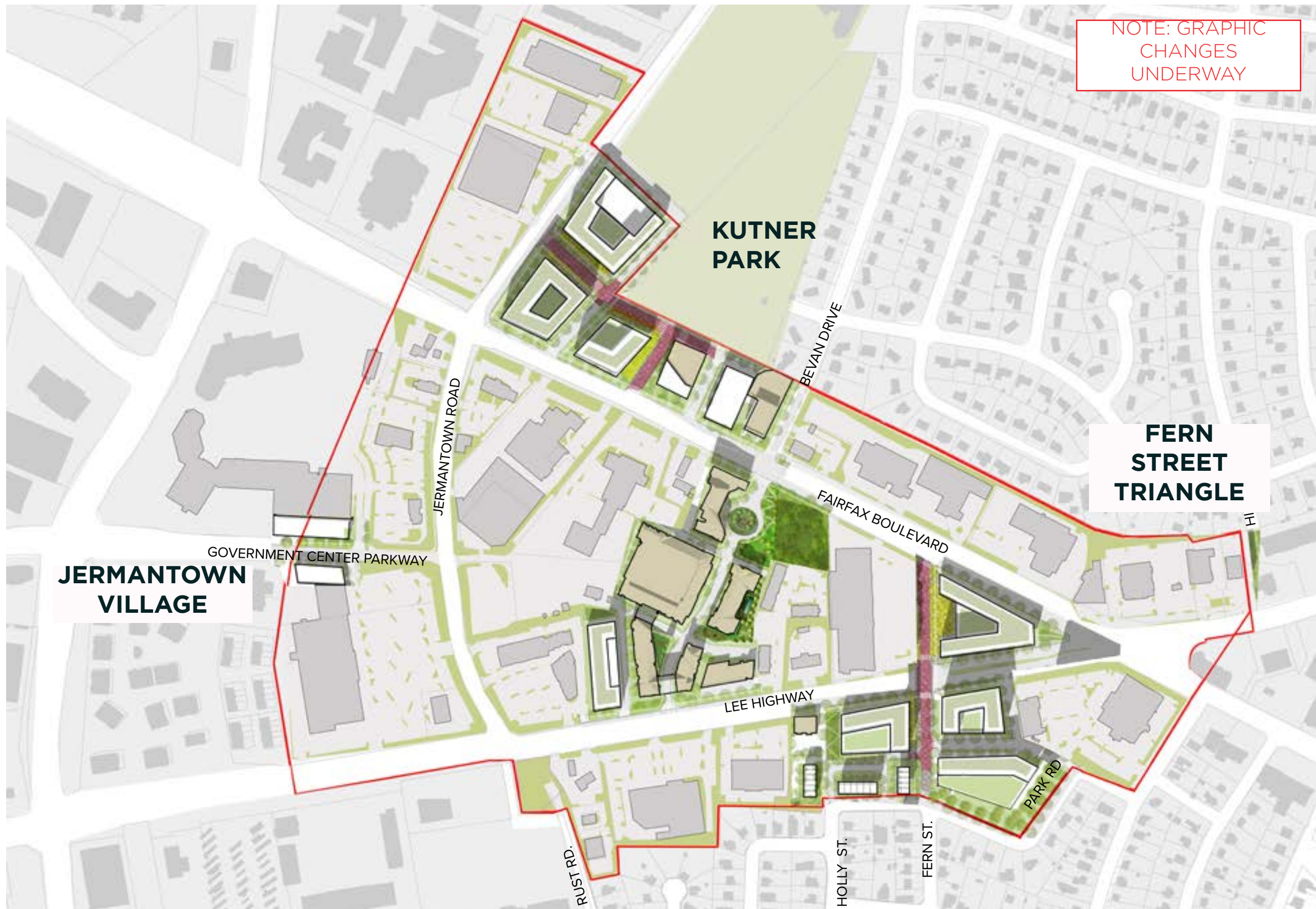
NOTE: GRAPHIC CHANGES UNDERWAY

JERMANTOWN VILLAGE

KUTNER PARK

FERN STREET TRIANGLE

# NEAR TERM VISION PLAN

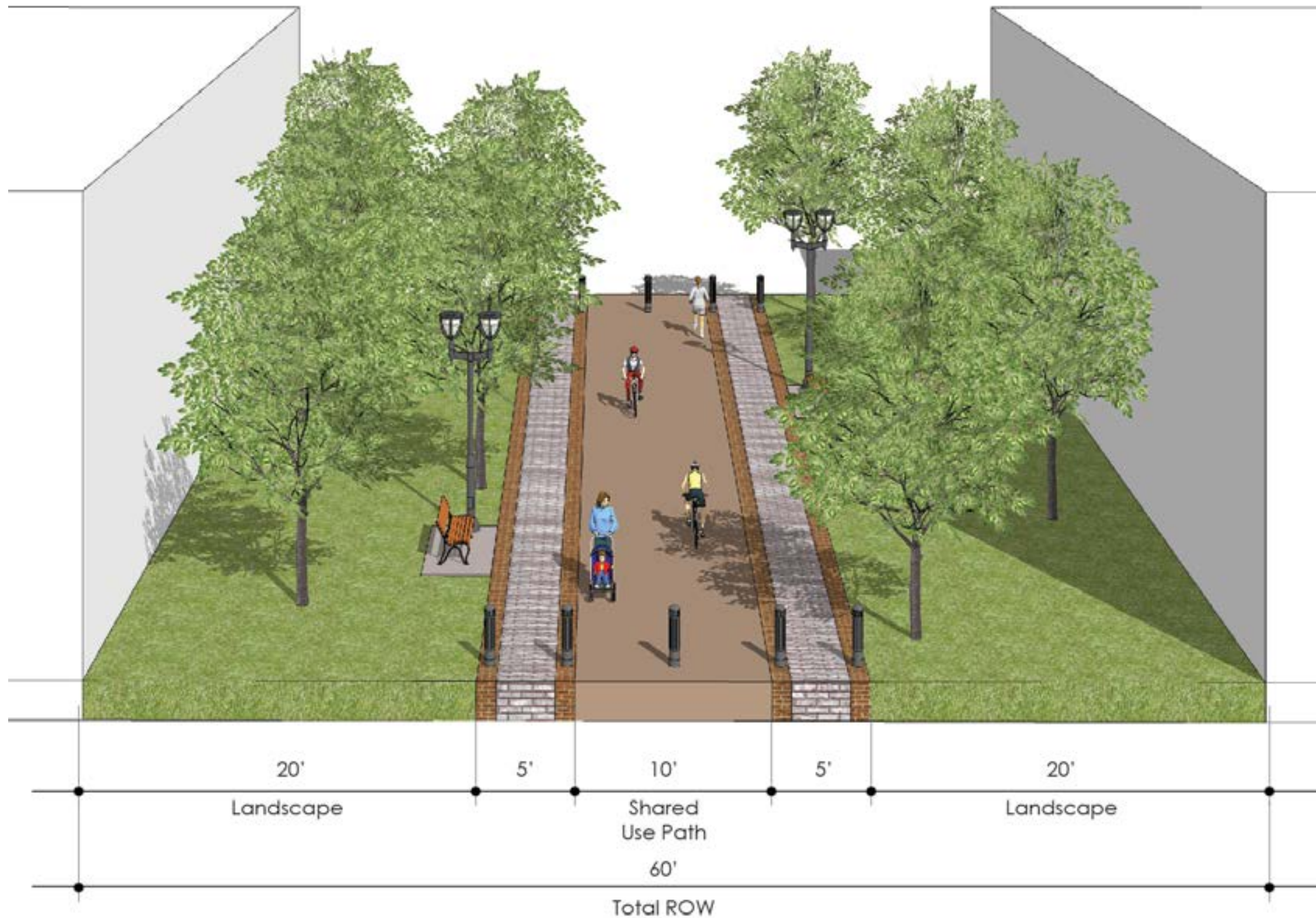


# THE FERN STREET TRIANGLE



- 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

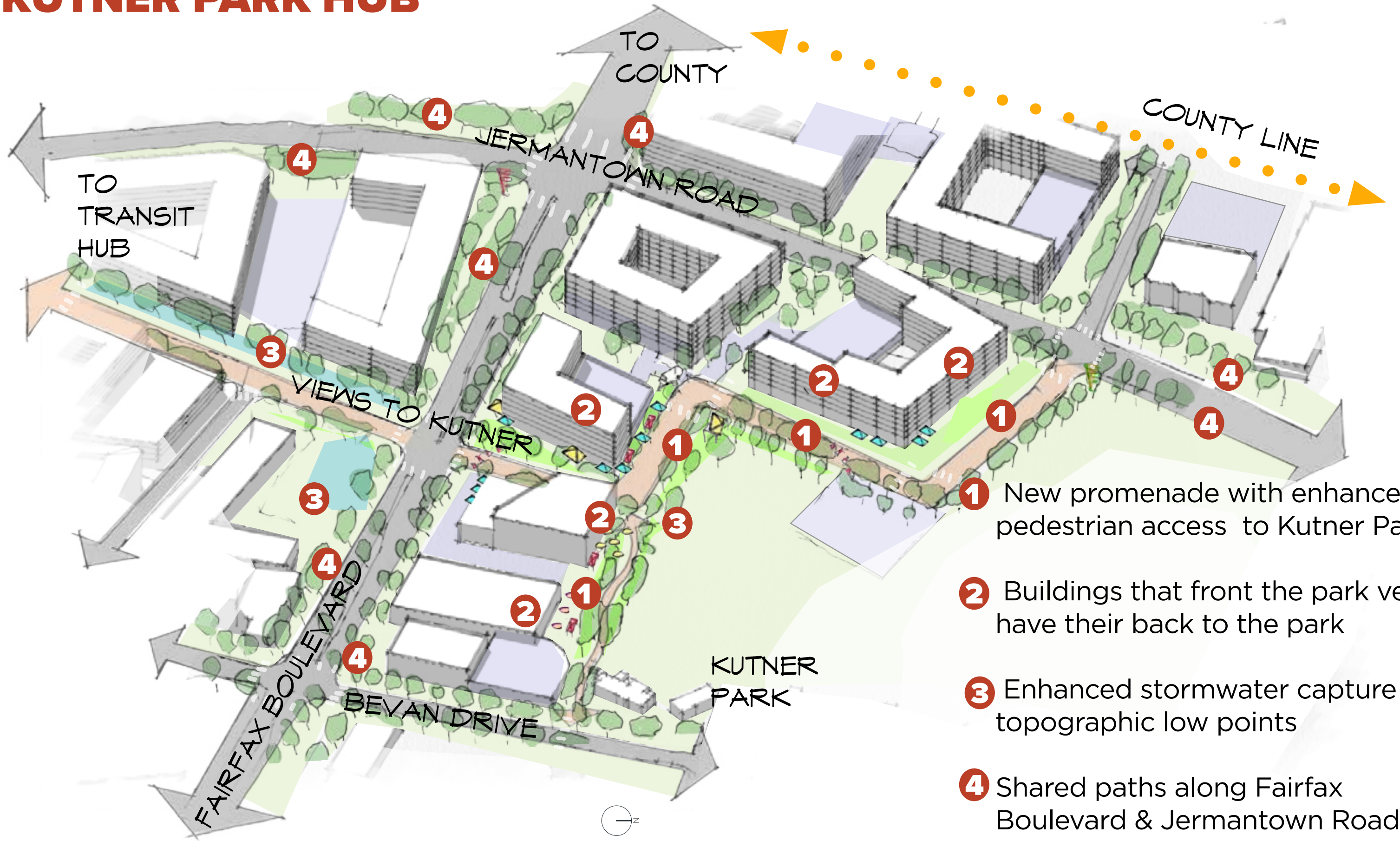
# FERN STREET CONNECTOR



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

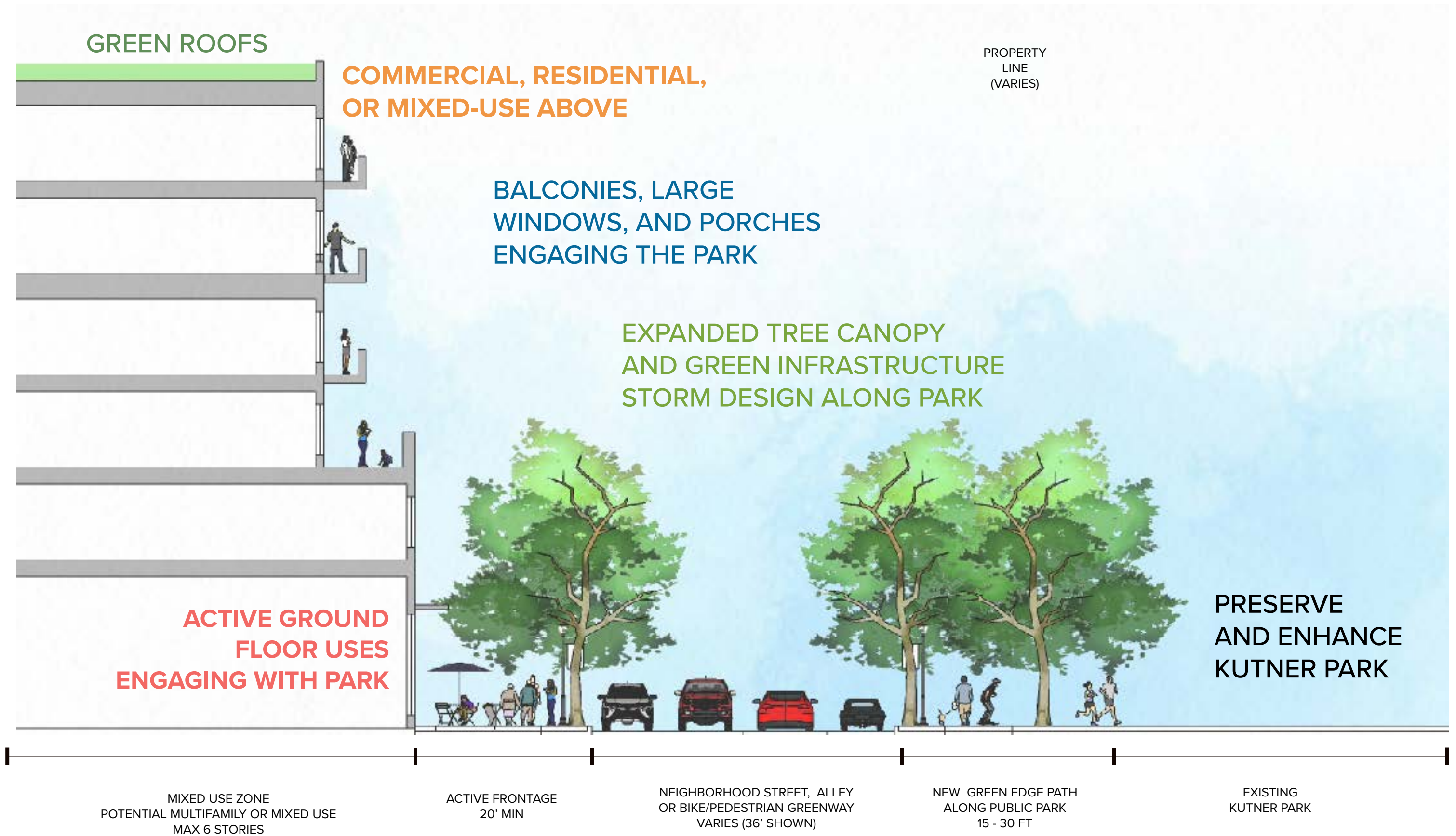


# KUTNER PARK HUB

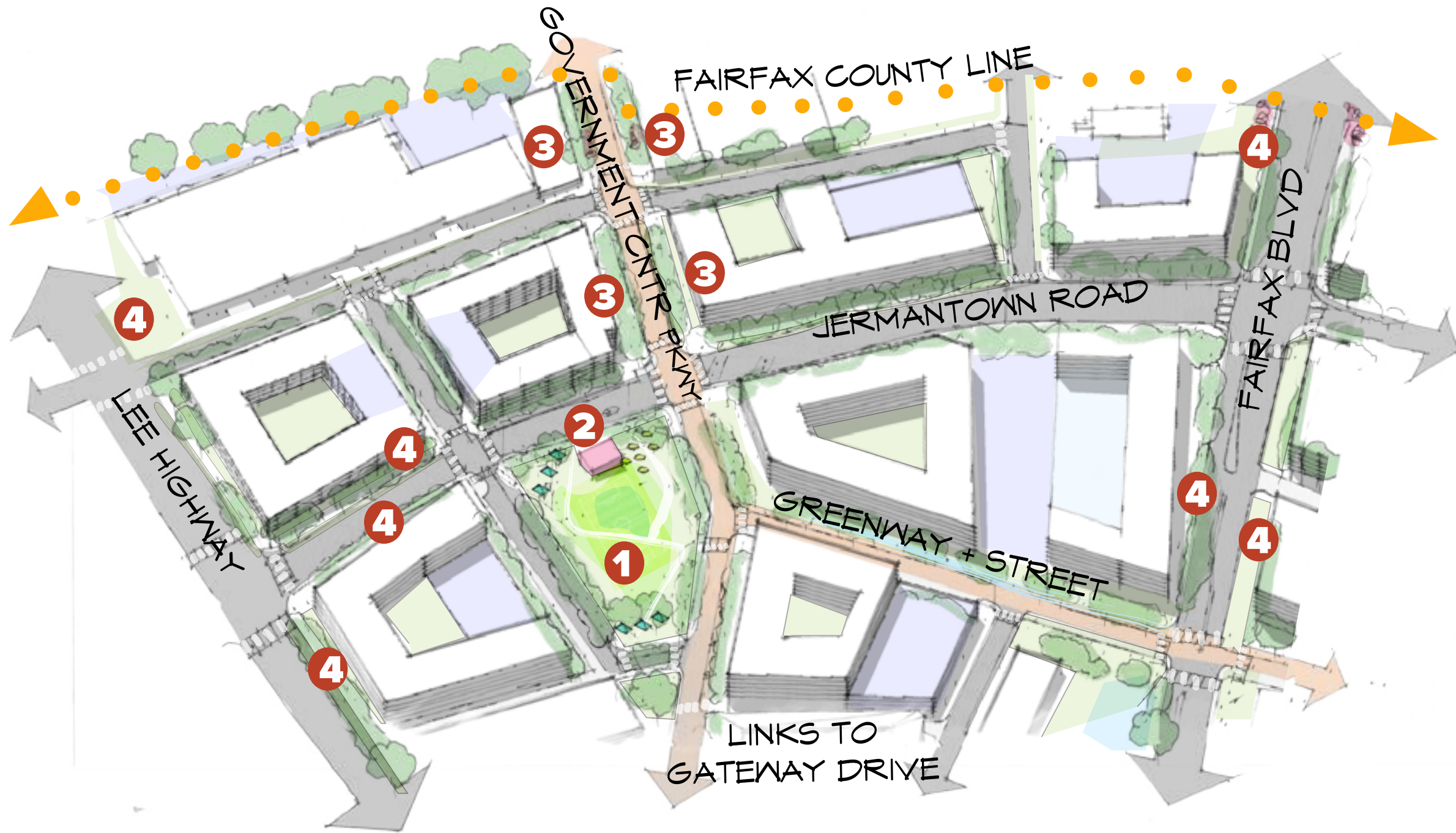


- 1** New promenade with enhanced pedestrian access to Kutner Park
- 2** Buildings that front the park versus have their back to the park
- 3** Enhanced stormwater capture at topographic low points
- 4** Shared paths along Fairfax Boulevard & Jermantown Road

# KUTNER PARK HUB: PROMENADE SECTION



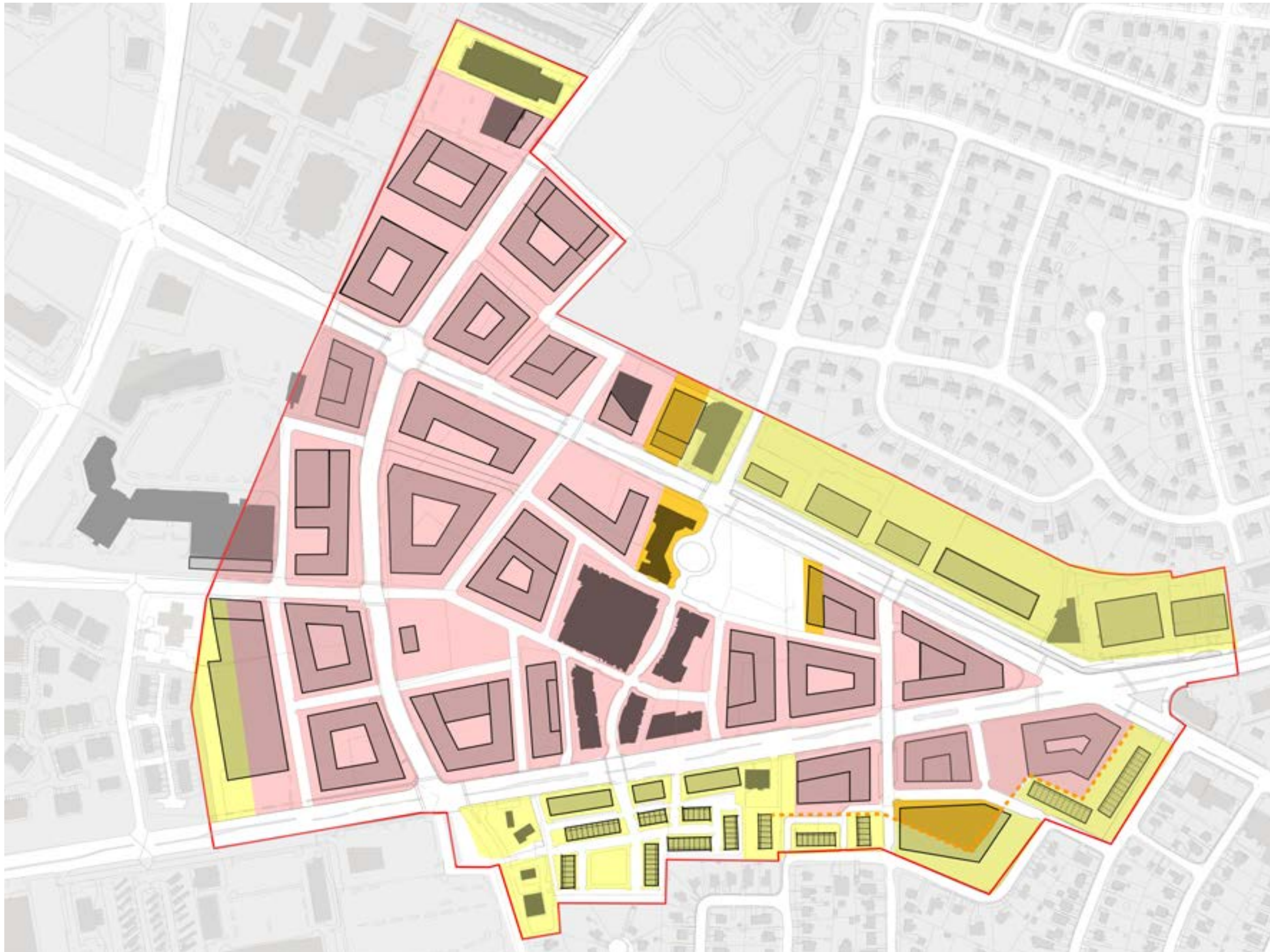
# JERMANTOWN VILLAGE- LINKING CITY AND COUNTY



- 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

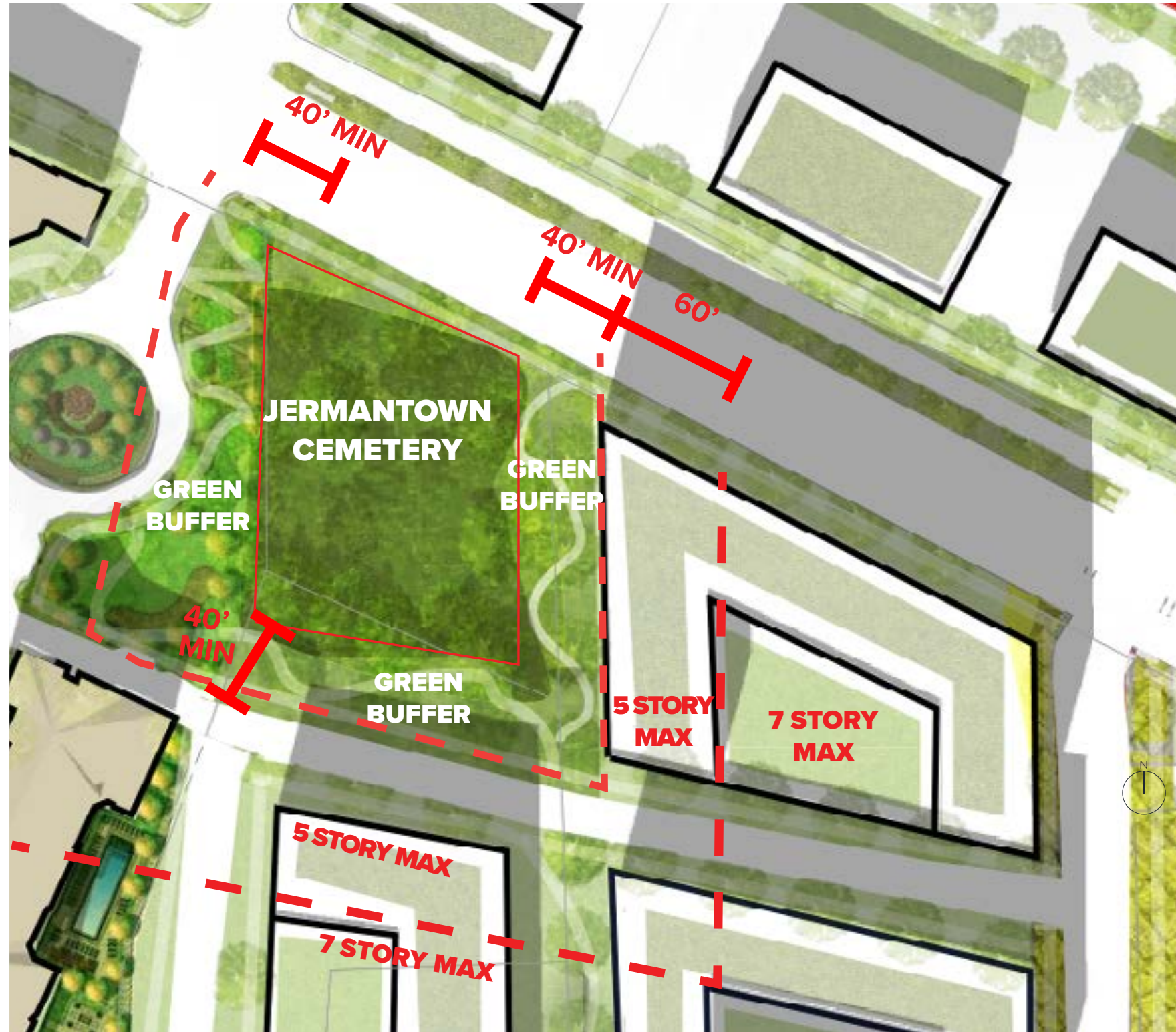
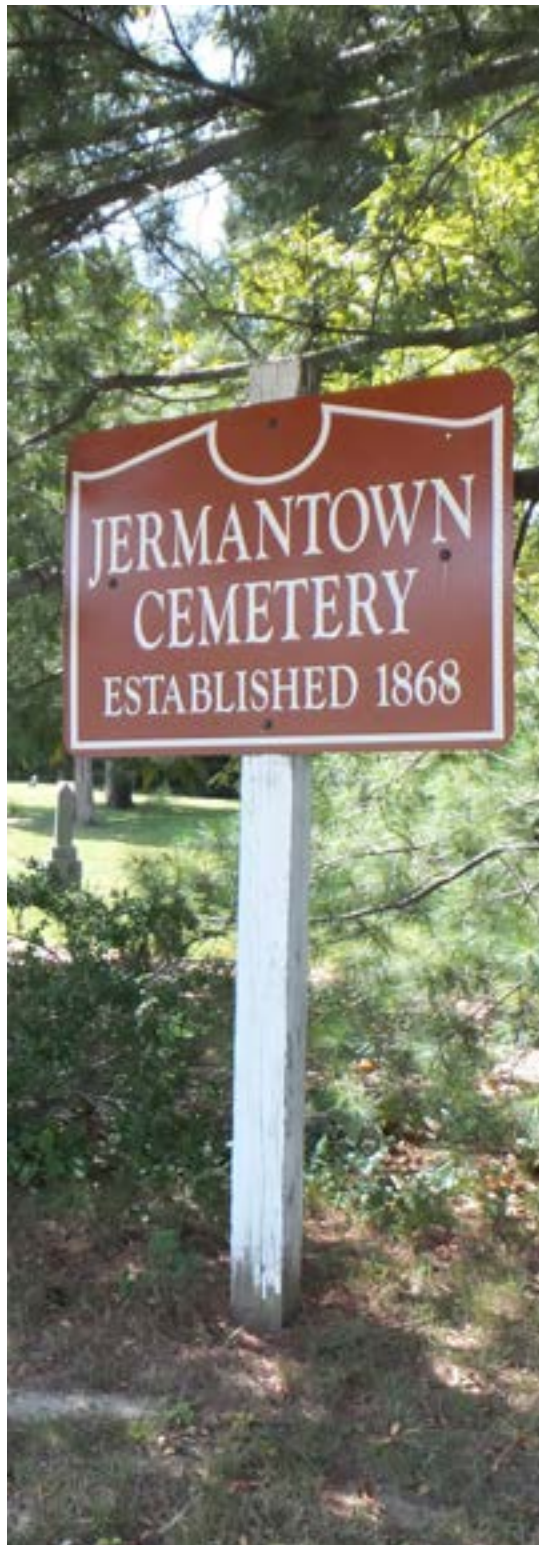


## CHANGES:

- 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



GREEN BUFFER OR PATH

- 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.

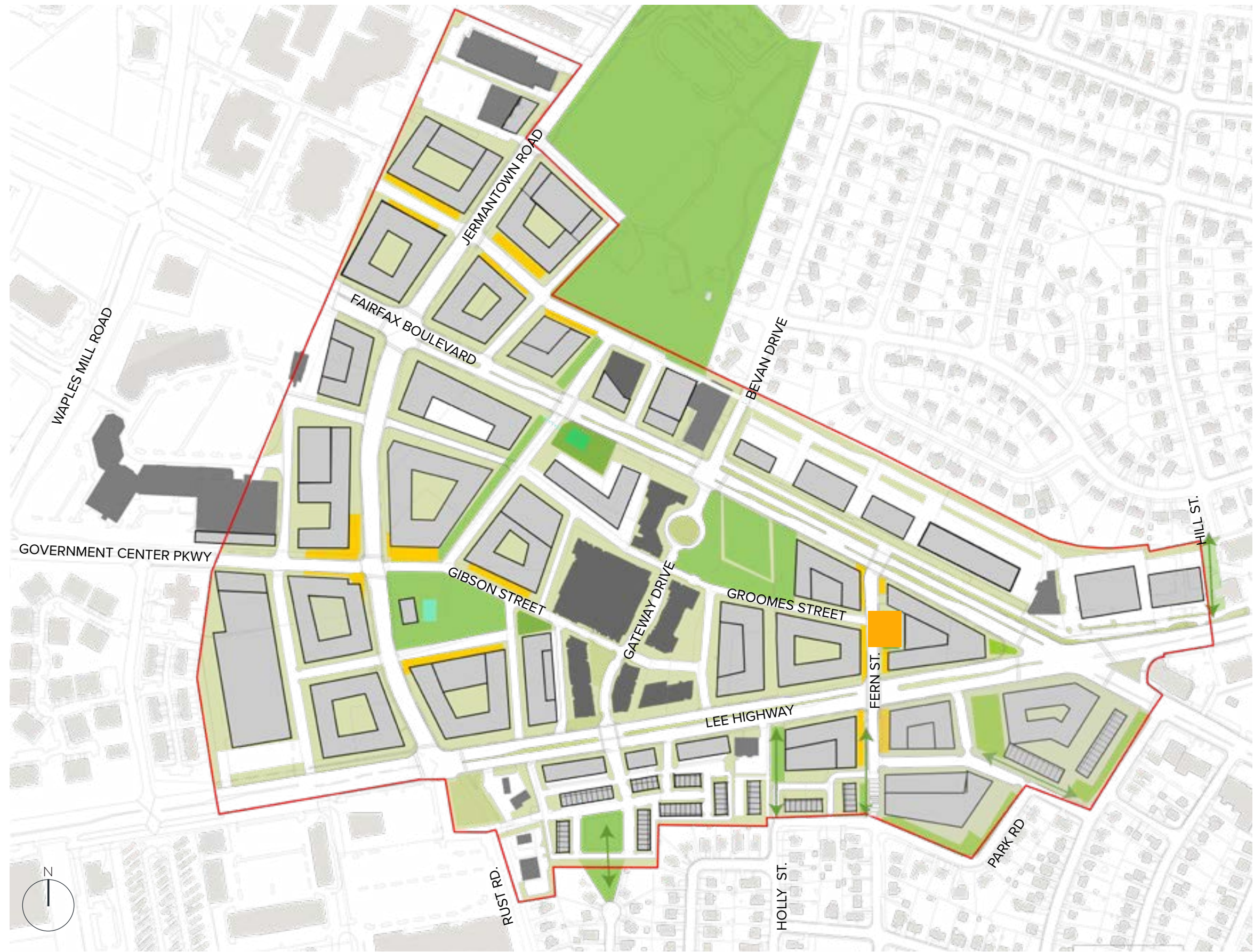
# QUALITY OPEN SPACES

- 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



- 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

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

PEDESTRIAN ORIENTED SIDEWALKS THROUGHOUT

PEDESTRIAN ORIENTED SIDEWALKS + SIGNAGE

# NEIGHBORHOOD TRAFFIC STUDY

## Traffic Data Collection Locations



### Legend

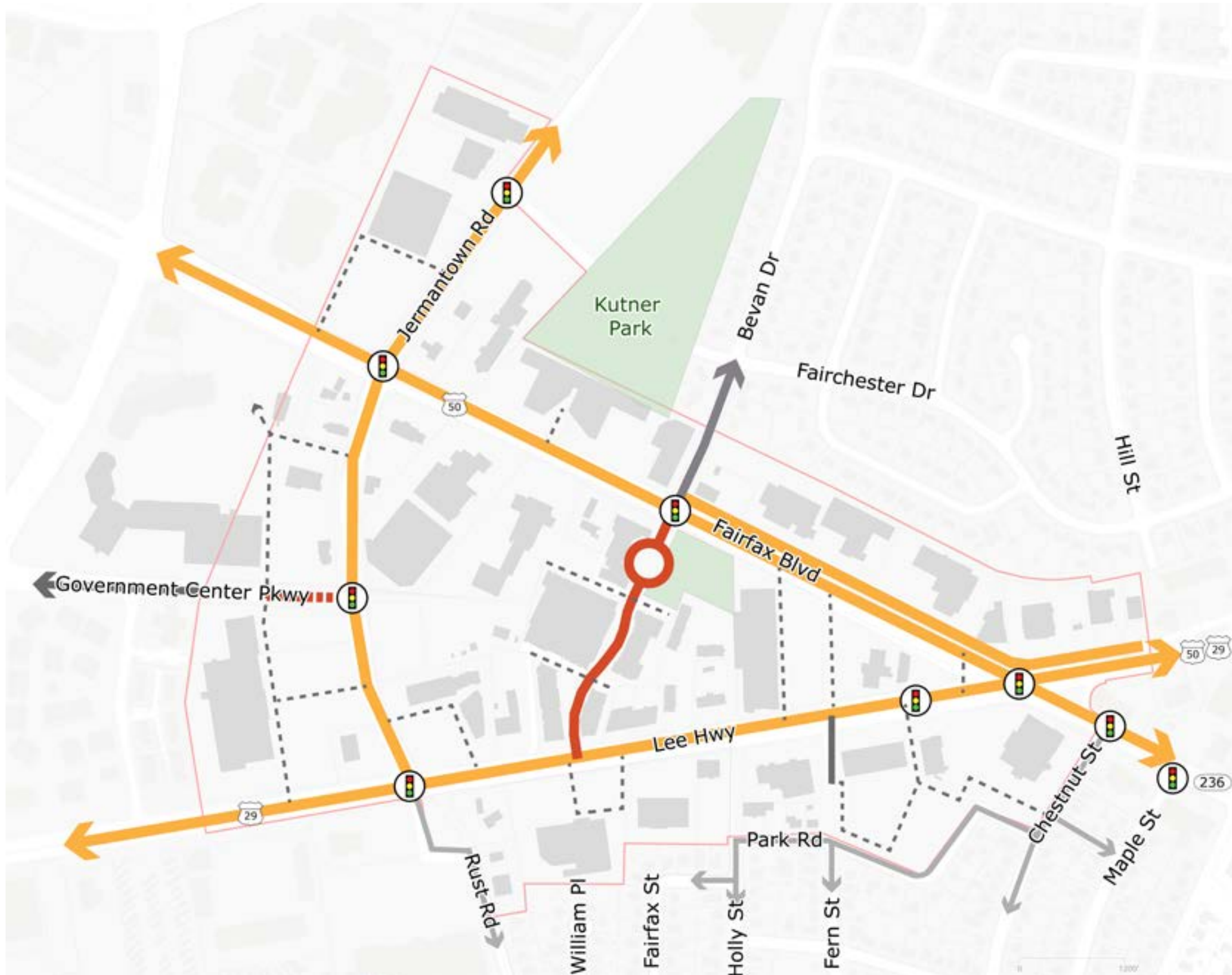
- Tube count location
- Turning movement count location



- 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

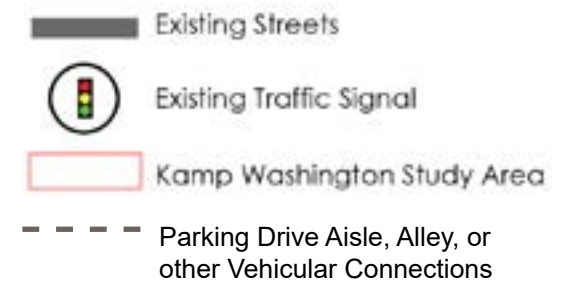


# EXISTING ROAD NETWORK

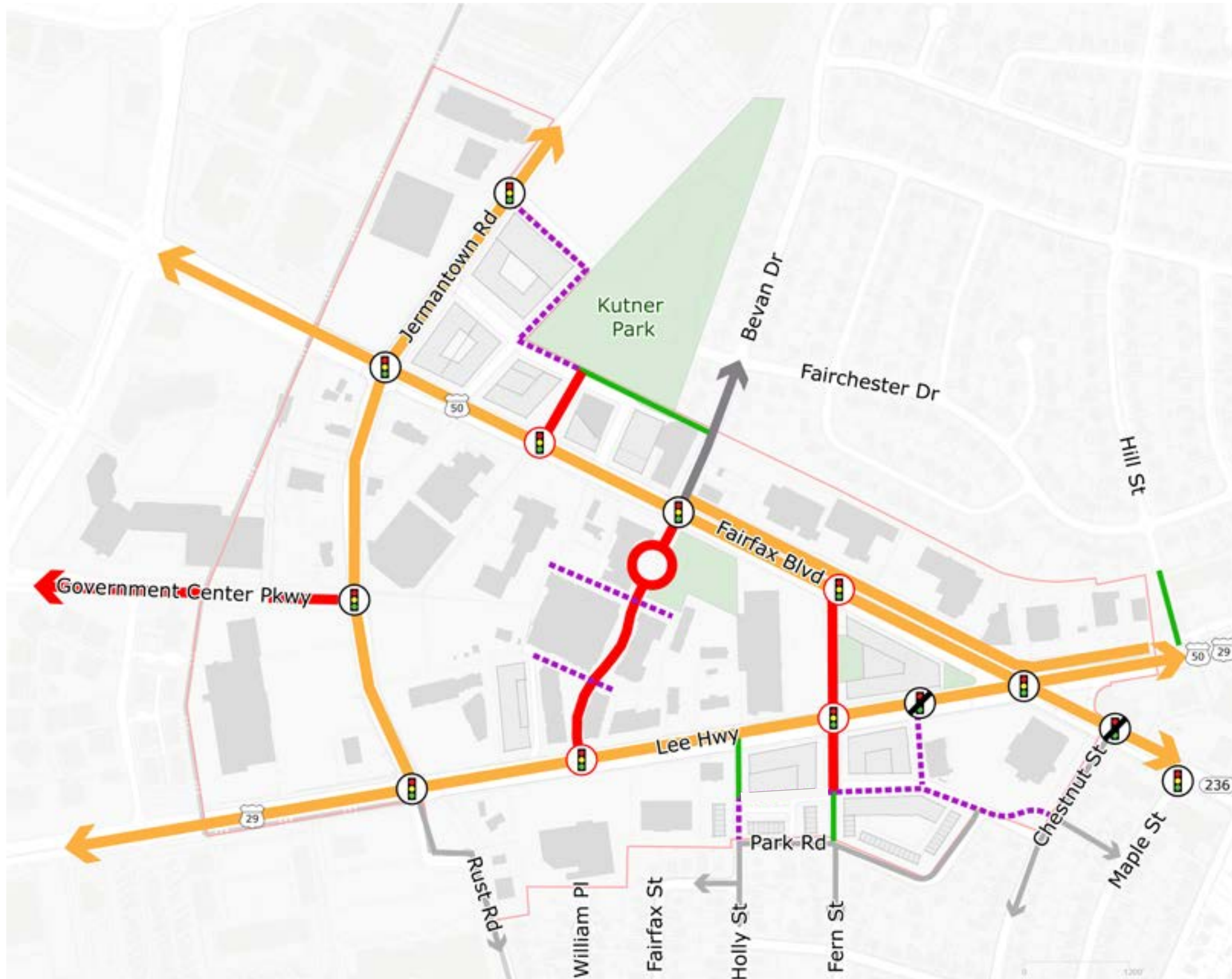


## CHANGES:

- 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**