

**Kamp Washington
Small Area Plan
Implementation Guide Updates
January 2025**

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Performance Metrics

The following tables are provided as a tool to measure progress in the implementation of the range of recommendations in the Kamp Washington Small Area Plan. The primary measurement of implementation is whether or not progress has been made in implementing that action. The primary responsible party and a timeframe for completion for each action is provided in the table. Updates to recommendations in the January 2025 Implementation Guide are in red.

These tables should be reviewed on a regular basis to ensure that progress has been made on implementing or completing each of the actions per the defined schedule.

Glossary for Lead Responsibility:

| <u>Abbreviation</u> | <u>Department or Agency</u> |
|---------------------|------------------------------------|
| CDP | Community Development and Planning |
| CM | City Manager |
| ED | Economic Development |
| His. | Historic Resources |
| HS | Human Services |
| P&R | Parks and Recreation |
| PW | Public Works |
| Trans. | Transportation |

Economic Development

| | Recommendation | Lead Dept. | Completion | Status/Next Steps |
|------|--|------------|------------|--|
| ED-1 | Ensure a balanced mix of uses with new development within the Activity Center. | CDP | Ongoing | To be considered as redevelopment occurs. CDP and FCED staff to communicate the vision of the plan to other staff, the development community, property owners, prospective businesses, the Planning Commission, City Council, and other stakeholders. |
| ED-2 | Track data as new land uses come in to replace older ones and analyze their long-term economic and fiscal impacts. | CDP | Ongoing | CDP/ED staff to begin compiling fiscal models from development projects. This may include analysis of the fiscal impact of general land uses to help guide future City decision making. |
| ED-3 | Analyze the potential economic benefits of the Small Area Plan to encourage investments from property owners and developers. | ED | Ongoing | CDP/ED staff to begin compiling fiscal models and conducting economic analysis. This may require consultant support. |
| ED-4 | Encourage shared branding to encourage a specific commercial and civic experience. | ED | Ongoing | If a BID or merchants association is established for KW, this entity could manage a branding effort. In the interim, current branding efforts by P&R, PW and Historic Resources are being monitored. |
| ED-5 | 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, retail, festivals, wayfinding, and public art that celebrates the area's history. | ED | Ongoing | Initial conversations with property owners to gauge interest in such activities have been scheduled. Discussing mural locations with property owners already. Murals have been installed at the Moxley and the Fairfax Junction properties. |
| ED-6 | Develop a long term plan that encourages creative incubation, educational, industrial, and/or lab uses that can engage nearby schools and park system. | ED | 2026 | City staff and stakeholders to explore potential opportunities and partnerships. R&D zoning change in Fall 2023 supports these types of uses in commercial corridors. FCED working with new tenants. |

Infrastructure

| | Recommendation | Lead Dept. | Completion | Status/Next Steps |
|-----|---|------------|------------|---|
| I-1 | Create parks where appropriate, including a neighborhood park for neighborhood activities along Park Road and pocket parks and trail connectors. | CDP | Ongoing | To be implemented as private development occurs. The Fern Street connectory project is ongoing. |
| I-2 | Encourage productive sustainable infrastructure in redevelopments such as ecofriendly roofs, solar panels, energy efficient dark sky compliant lighting, and increased tree canopies. | Sust | Ongoing | To be implemented with individual private development and public investment projects and further supported by citywide policies, such as the Green Building Policy, and ordinances, such as recent landscaping requirement updates, as they are implemented. |
| I-3 | Encourage undergrounding of utilities with redevelopment to eliminate potential conflicts with tree planting, particularly along major boulevards. | CDP, PW | Ongoing | This will be considered with individual development proposals. |
| I-4 | Preserve large trees or stands of trees and root systems, where reasonable. | UF | Ongoing | This will be considered as private redevelopment and public improvement projects occur and further supported by updates to City policies and ordinances. Tree preservation policies being reviewed during UFMP to identify key updates including priority tree preservation criteria. |
| I-5 | Implement and encourage sustainable stormwater and green infrastructure in sites and buildings where possible and appropriate. | Sust | Ongoing | This will be considered as private redevelopment and public improvement projects occur and further supported by updates to City policies and ordinances. |
| I-6 | Monitor sanitary system infrastructure, particularly areas indicated as being closest to capacity, and plan for upgrades accordingly. | PW | Ongoing | PW staff is conducting long term flow monitoring and updating the city-wide sanitary sewer model to help plan for upgrades. |
| I-7 | Monitor stormwater infrastructure, particularly areas indicated as being closest to capacity, and plan for upgrades accordingly. | PW | Ongoing | Current conditions in these areas meet state standards. Stormwater and sanitary sewer analyses are required with all redevelopment proposals. Development of a storm sewer model is a long-term project that is being developed in collaboration with GMU. A model will help identify areas that can benefit from capacity upgrades. |

Infrastructure

| Recommendation | | Lead Dept. | Completion | Status/Next Steps |
|----------------|---|------------|------------|---|
| I-8 | Encourage replanting of medians located in Fairfax Boulevard and US-29 and other ground plane, where appropriate, with large native shade trees that provide broad canopies at maturity and ground plane plantings of shrubs, groundcovers, and ornamental grasses to help further create a sense of identity for the study area. | UF | Ongoing | The City may be considering incorporation of a Citywide policy on right-of-way landscapes. This may be further considered through upcoming Public Facilities Manual updates, complete streets policy, and green building policy. City tree inventory completed Fall 2023 and geolocated possible planting locations within City ROW. Tree inventory will be used during the UFMP to set planting goals and priority actions. Kamp Washington is being review as part of the SPROUT grant supporting ROW Division to enhance turf medians with street trees and native plants starting in the Fall 2024 planting season. |
| I-9 | Explore as feasible improvements in and around Jermantown Cemetery, including streetscape improvements, appropriate setbacks and buffers, gateways, fencing, and historical markers. | CDP, Hist. | Ongoing | Setbacks and buffers to be reviewed as redevelopment of adjacent properties occurs. Historic markers and fencing will be explored with the appropriate interest groups. Streetscape improvements along Fairfax Boulevard can be explored through future improvements to the roadway, of which there are none proposed at this time. |
| I-10 | Create a new community green space on Jermantown Road inside the Kamp Washington triangle that includes a new transit center that is built to adapt to the City's transit needs. | CDP | 2035 | This recommendation heavily impacts the Dominion Energy property yard site. Initial discussions with Dominion are to be scheduled. |
| I-11 | Enhance and improve open stormwater channel with enhanced green design practices between existing Ted Britt Ford dealership and the Dominion owned parcels. | Sust | 2030 | This will be considered as redevelopment of affected properties (Ted Britt Ford and Dominion Property Yard) consider redevelopment. Neither property owner has expressed interest at this time. |
| I-12 | Engage Fairfax Water to foster the creation of a shared use path to connect the neighborhood to Lee Highway. Remove Fairfax Water's unused water tower, if possible. If the water tower cannot be removed, paint or decorate it as an artistic element. | CDP | 2030 | This will be considered when redevelopment of the adjacent commercial property (Haverty's) occurs. |

Properties

| Recommendation | | Lead Dept. | Completion | Status/Next Steps |
|----------------|---|------------|------------|--|
| P-1 | Allow for adaptive reuse of certain buildings as identified in the plan (both as an interim and, ideally, a longer-term strategy) that supports building frontages with pedestrian-oriented activity such as improved commercial fronts, better vegetation, transitional retail design, or sustainability improvements. | CDP | Ongoing | Strategies for shared parking to be developed. Public streetscape improvement projects to be considered where supported by existing or proposed parking conditions and where adjacent improvements have been made. |
| P-2 | Consider City initiated site modifications that support vehicular traffic, pedestrians, and bicyclists on sites that are unlikely to redevelop. | Trans | Ongoing | City support for streetscape improvements may be considered where market supported redevelopment does not occur, provided adequate parking is accommodated through a parking management program or other measures. |
| P-3 | Ensure development adjacent to Jermantown Cemetery is respectful to the space. | CDP | Ongoing | To be considered as redevelopment of adjacent sites occurs. |
| P-4 | Participate in discussions by others regarding future maintenance, improvements and programming of Jermantown Cemetery. | Hist | Ongoing | To be considered as discussion are initiated. |
| P-5 | Establish an iconic design presence using signature architecture, landscape architecture, public art, signage, and/or sustainability infrastructure at the prominent corner of Fairfax Boulevard and Lee Highway. | CDP | 2030 | This will be considered as private development of the adjacent commercial property occurs and/or when the slip lane from Fairfax Blvd to WB Route 29 is removed. |
| P-6 | Develop a retail-anchored civic plaza at the Fern Street extension between US-29 and Fairfax Boulevard that is surrounded by pedestrian-oriented retail and other active uses and is a suitable size for the programming of civic and social events. | CDP | 2035 | This will be considered as private development occurs. |
| P-7 | Coordinate with property owners and tenants of Fairfax Marketplace to extend the planned Hill Street connector to Fairfax Boulevard as a pedestrian and bicycle pathway. | Trans | 2035 | Consider discussions with property owner. |

Properties

| | Recommendation | Lead Dept. | Completion | Status/Next Steps |
|-----|--|------------|------------|--|
| P-8 | Explore a dialogue with Dominion to include potential land swap for alternative sites within the County or City for operations or consolidation within the site that would allow for new street connections, open space, and potential redevelopment as recommended in the plan. | CDP | 2030 | Initial outreach to Dominion is being coordinated. |

Regulations

| | Recommendation | Lead Dept. | Completion | Status/Next Steps |
|-----|--|------------------|------------|--|
| R-1 | Ensure the Activity Center's zoning allows for redevelopment and uses recommended by Small Area Plan. | CDP | 2026 | An effort is currently underway to review the Zoning Ordinance for potential amendments to better coordinate with adopted small area plans. |
| R-2 | Consider developing Kamp Washington-specific design guidelines. | CDP | 2026 | CDP staff to review existing guidelines for the Architectural Control Overlay District and determine if there are conflicts or items that could be enhanced to support the recommendations of the Small Area Plan. |
| R-3 | Require wayfinding signage and pedestrian-scale lighting to create a pedestrian-oriented environment. | CDP, Trans., P&R | Ongoing | This will be coordinated with other wayfinding standards currently being explored. |
| R-4 | Encourage ground floor commercial and active uses in concert with Active Frontages recommendations for Recommended Retail and Flexible Commercial frontages. | CDP | Ongoing | To be considered as redevelopment occurs. |
| R-5 | Enforce transitional yards with redevelopment between the Kamp Washington study area boundary and single family neighborhoods. | CDP | Ongoing | To be considered as redevelopment occurs. |
| R-6 | Promote a variety of housing types that serve a wide range of family types, sizes, and income levels. | Hous | Ongoing | To be considered as redevelopment occurs. |

Stakeholder Engagement

| | Recommendation | Lead Dept. | Completion | Status/Next Steps |
|------|--|------------|------------|---|
| SE-1 | Continue encourage nearby property owners to host community events and activities that can engage nearby residents, visitors, and the region. | ED | Ongoing | Initial discussions with strategic community partners are currently being scheduled. |
| SE-2 | 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. | ED | Ongoing | City staff is considering alternative approaches and will support establishment of an organization as interest arises. |
| SE-3 | In consultation with Fairfax County, explore consolidation and redevelopment of properties that split City/County line into walkable, mixed-use developments. | CDP | Ongoing | City will participate in any plans, studies or amendments associated with such properties. The City has been providing comments or otherwise participating in various County planning efforts near the Kamp Washington Activity Center. |
| SE-4 | Schedule regular meetings focusing on implementation of this plan with the Comprehensive Plan Implementation Work Group. | CDP | Ongoing | Implementation group meetings with a focus on Kamp Washington are scheduled in December of each year. |

Transportation

| Recommendation | | Lead Dept. | Completion | Status/Next Steps |
|----------------|--|-----------------|------------|--|
| T-1 | Develop a network of new internal Active and Secondary 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. | CDP, Trans. | 2035 | This will be considered through a combination of private development proposals and City projects. |
| T-2 | Install new signalized intersections with crosswalks as shown on the plan. Encourage traffic signal installations by developers as appropriate. Conduct VDOT warrant analysis to ensure justification for all new signals. | Trans | 2030 | This will be considered through a combination of private development proposals and City projects. Improvements proposed at Jermantown and 29 which will improve intersection safety, timing, and crosswalks. |
| T-3 | Establish multi-modal shared use paths along both sides of Jermantown Road, Lee Highway, and Fairfax Boulevard to promote pedestrian and cyclist circulation and provide easy access to public transit. | CDP, Trans. | 2030 | This will be considered through a combination of private development proposals and City projects. |
| T-4 | Implement neighborway recommendations on existing and future streets. | Trans. | Ongoing | This will be accomplished through the neighborway program and through private development efforts where applicable. |
| T-5 | Allow for garages, underground parking, and structured parking to replace existing surface parking. | CDP | Ongoing | This will be considered as redevelopment occurs. |
| T-6 | Encourage on-street parallel or diagonal parking along private and public streets. | CDP, Trans. | Ongoing | This will be considered through a combination of private development proposals and City projects. The addition of diagonal parking standards to the public facilities manual will be explored with upcoming updates. |
| T-7 | Enact parking management strategies to include creating a park-once and walk district, allowing shared parking, encouraging the use of on-demand mobile parking apps, and managing curbside space. | CDP, Trans., ED | Ongoing | Parking management strategies will be accomplished partially through parking agreements with redevelopment proposals. Other efforts will be included in a citywide TDM program. |
| T-8 | Establish a transportation demand management program. | Trans. | 2028 | A Citywide TDM effort is recommended in the Comprehensive Plan. |

Transportation

| Recommendation | | Lead Dept. | Completion | Status/Next Steps |
|----------------|---|-------------|------------|---|
| T-9 | Create a curbless, pedestrian-focused street fronting Kutner Park that connects Jermantown Road to Fairfax Boulevard and links the park to multifamily housing and retail. | CDP, Trans. | 2030 | This will be considered through a combination of private development proposals and City projects. |
| T-10 | Add pedestrian and bike paths to connect Westmore to Kamp Washington as extensions of Fern Street between Park Road and Holly Street northward to US-29. | CDP, Trans. | 2028 | This will be considered through a combination of private development proposals and City projects. Funding was awarded for the Fern Street connector path. |
| T-11 | Replace the slip lane on the north side of Fairfax Boulevard with a shared use path and open space in locations where property access can be maintained without interfering with other City standards. Consolidate property access points where feasible. | CDP, Trans. | 2030 | This will be considered as redevelopment occurs, or as a City effort, depending on interim access conditions. |
| T-12 | 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. | Trans | 2035 | Significant improvements for this intersection are contingent on the relocations or removal of nearby traffic signals at Chestnut Street and CVS. In addition, major upgrades were completed in 2018. |
| T-13 | Remove traffic slip lane from eastbound Fairfax Boulevard to southbound Lee Highway to enhance pedestrian and bicyclist mobility. | CDP, Trans. | 2035 | This can be considered when adequate alternative routes for larger vehicles have been established. May be tied to T-12. |
| T-14 | Discuss traffic flow and drive lane length improvements at Rust Road and Route 29 with the adjacent property owner. Coordinate with Fairfax County and VDOT if needed. | Trans. | 2030 | |

Transportation

| Recommendation | | Lead Dept. | Completion | Status/Next Steps |
|----------------|--|------------|------------|---|
| T-15 | Improve existing bus facilities to better serve transit users. | Trans | Ongoing | New seating, lighting, and real-time signs were installed at some bus stops in the fall of 2023 as part of the I-66 Commuter Choice project. Other improvements will be accommodated through private development proposals. The CUE Transit Development Plan update begin fall 2024. |
| T-16 | Several adjacent residential streets do not have sidewalks or pedestrian walking/biking facilities (for example, Fern Street and Holly Street). Priority locations that support the City's sidewalk policy should be improved. | Trans. | Ongoing | This will be considered in the Pedestrian Masterplan which is anticipated to begin spring 2025. |
| T-17 | While the data shows that vehicular volume and speeds fall short of many VDOT traffic calming standards, 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. | Trans. | 2028 | This will be further considered through implementation of neighborways as identified in the Bicycle Masterplan. |