





Illustrative perspective view looking southwest from the corner of Washington St.

Background

Purpose of this Pattern Book

In August 2020, the Dumfries Town Council passed an amendment to its Comprehensive Plan to include a new Small Area Plan (SAP) to guide the redevelopment of Main Street. The Council also approved two new zoning districts to support and regulate development within the SAP boundary. The Planned Main Street District (PMSD) regulates development along Main Street, from Fraley Boulevard south to Quantico Creek. The Residential, Off Main Street (R-OMS) district regulates development of the residential neighborhood north of Main Street and is intended to introduce new forms of housing as a complement to Main Street.

The Main Street plan puts into place the elements necessary to transform the area into a vibrant, walkable district. Dumfries Main Street will welcome new businesses, a new mix of land uses, and new forms of multi-family housing. This transformation is possible as a result of the Route 1 Widening Project, under which Fraley Boulevard will accommodate northbound and southbound traffic. Ownership of the Main Street right-of-way will revert to the Town of Dumfries and can be converted into a "complete street" that supports mixed-use development in the heart of Dumfries.

This Pattern Book is meant to serve as a complement to the SAP and the new zoning districts by visualizing typical development projects that can be carried out here. The Pattern Book illustrates parcel-level development projects that can be undertaken consistent with the new planning and zoning framework. It also shows what Main Street will look like after it is redeveloped into a "complete street" that supports many different modes of transportation.

The range of protypical development projects show different options that landowners and developers can pursue. The intent is not that the future Main Street look exactly as presented here, but rather to show one potential future and inspire further interest from the development community.

It is recommended the reader becomes familiar with the Main Street SAP to better understand the vision and plan in its entirety. It is also recommended that the reader familiarize themselves with the PMSD zoning district to better understand the types and extent of regulations, including but not limited to permitted uses, height, density, setbacks, parking, and signage.

A new Main Street

The Main Street SAP calls for the development of a mixed-use downtown area that serves as a gathering point for the local community as well as a destination for the broader region. In the future, Dumfries Main Street will:

- Be a vibrant and walkable area that supports a mix of businesses, provides a range of housing types for a variety of incomes, and serves and serves as the attractive and inviting center of the historic Town of Dumfries.
- Reintroduce a building form and scale in line with the historic built environment along Main Street.
- Showcase the history of Dumfries by retaining the original street grid.
- Introduce new modes of transportation and enhance pedestrian safety.
- Encourage a diverse set of building forms and architectural styles.
- Celebrate the current demographics by providing flexible and adaptable public places and spaces for everyone

Key Features of Main Street



- It has a human scale: buildings all face the street with a maximum six stories to frame the street. In most instances multi-family residential uses are located above a complementary mix of ground floor uses, contributing to a comfortable, livable feel and sense of place.
- Ground floors are activated: a range of retail, restaurants, and cafes on the ground floor thoughtfully engage with sidewalks and the street through the use of various facades and setbacks. In some instances, buildings utilize the maximum setback and locate cafe seating in the setback zone, while other buildings with zero setback engage pedestrians through the use of interesting storefronts.
- Enhanced pedestrian experience: Main Street public realm is enhanced through a variety of decorative pavers, pedestrian lights, furnishings, plantings, and public art.
- Integrated gathering spaces: attractive and inviting open spaces, from plazas to parks and other types of gathering places, are connected by sidewalks and through clear wayfinding.
- It is multi-modal: the street network safely supports multiple modes including pedestrians, bikes and scooters, made more attractive through enhanced streetscapes and landscape treatments.

Illustrative Plan – A potential future Main Street



Main Street — Example of full build-out

The rendering above illustrates one example of a future Main Street at full build out. Key features include:

- A variety of building types, footprints, and heights.
- Buildings are oriented to Main Street, with setbacks from the front property line of between 0 and 15 feet.
- Multifamily residential is allowed above the ground floor.
- Parking including surface and/or structured, with the potential to share between uses and parcels.

As Main Street develops, there will be, in some instances, landowners that develop individual buildings on single parcels while in other cases developers will assemble land and develop larger projects with multiple buildings.

Main Street — Prototypical development

The rendering of Main Street is comprised of a number of protoypical parcel configurations and building footprints. The prototypes presented on the following pages each demonstrate by-right design as per the Planned Main Street District (Section 70-315 of zoning ordinance). Prototypes developed for Main Street rely on a number of different uses to occupy each of the building types, based on market conditions, private interests, and location.

Site development details for each prototype include site coverage, building footprint, height, floor area ratio (FAR), setbacks, pervious area and parking.

In some cases, minimum parking requirements are anticipated be met through various types of shared parking agreements.

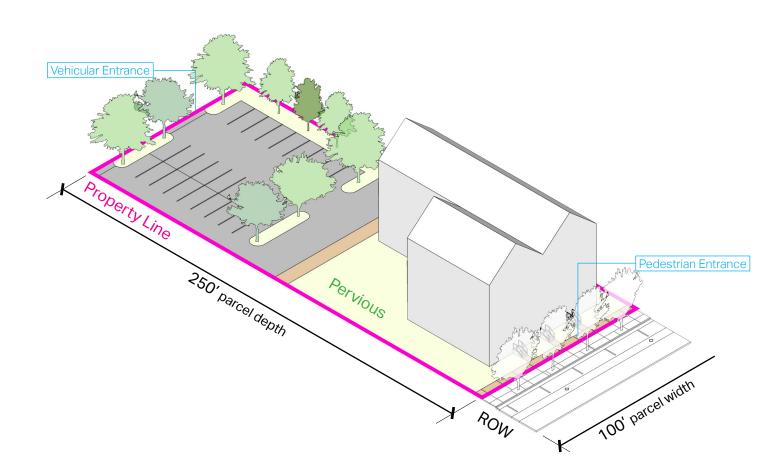
Prototype 1 - Mixed-use residential

Parcel size: 25,000 sqft

Building footprint: 5,600 sqft

FAR: 1.5

Parcel assembly: No



Site Details	Required	Achieved	
FAR	1.5 min / 3.0 max	1.5	
Height	35ft min / 65ft max	60ft	
Ground floor height	10' min	15′	
Front setback	0'-15'	5′	
Side setback	0'-10'	5′	
Pervious area	30% min 35%		
Parking minimums	ing minimums Refer to Sec. 70-13 in Zoning Code 21 spaces (surface lot)		

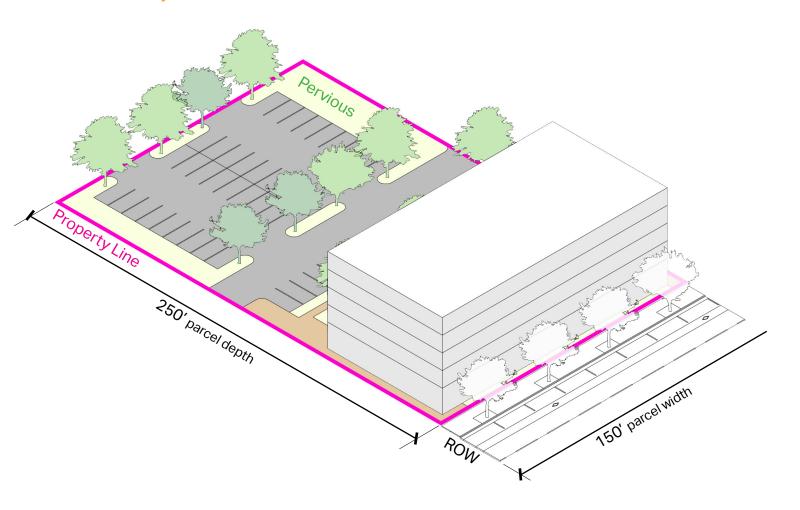
Prototype 2 - Mixed-use residential

Parcel size: 25,000 sqft

Building footprint: 11,000 sqft

Floors: 5

Parcel assembly: Yes



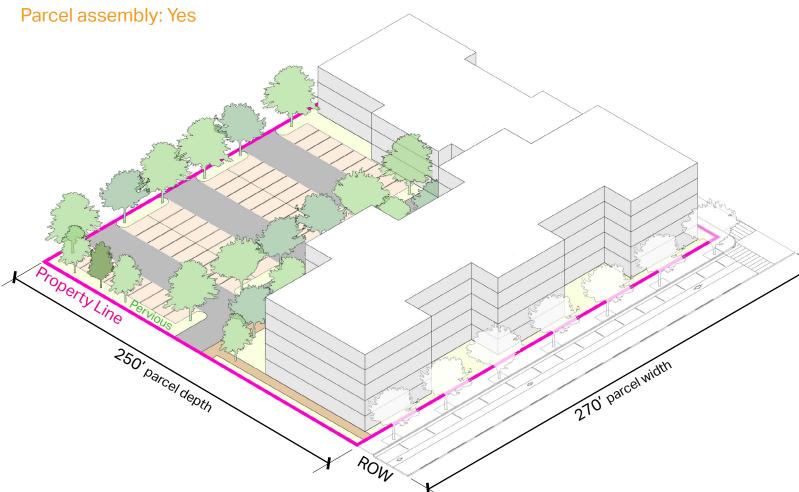
Site Details	Required	Achieved	
FAR	1.5 min / 3.0 max	1.5	
Height	35ft min / 65ft max	60ft	
Ground floor height	10' min	15′	
Front setback	0'-15'	5′	
Side setback	0'-10'	5'	
Pervious area	30%	30%	
Parking minimums	Refer to Sec. 70-13 in Zoning Code	3 in Zoning Code 46 spaces (surface lot)	

Prototype 3

Parcel size: 67,500 sqft

Building footprint: 28,500 sqft

Floors: 5



Site Details	Required	Achieved	
FAR	1.5 min / 3.0 max	2.0	
Height	35ft min / 65ft max	60ft	
Ground floor height	10' min	15′	
Front setback	0'-15'	5′	
Side setback	0'-10'	5′	
Pervious area	30% 30%		
Parking minimums	arking minimums Refer to Sec. 70-13 in Zoning Code 46 spaces (surface lot		

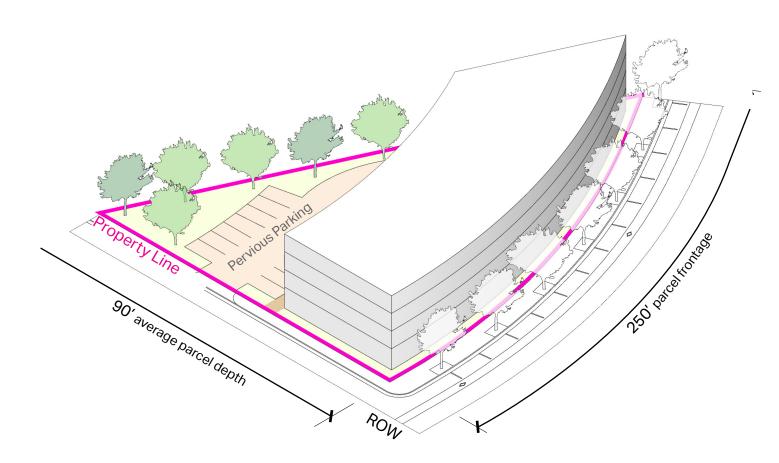
Prototype 4 - Mixed-use building as southern gateway

Parcel size: 22,500 sqft

Building footprint: 13,500 sqft

Floors: 4

Parcel assembly: Yes



Site Details	Required	Achieved	
FAR	1.5 min / 3.0 max 2.0		
Height	35ft min / 65ft max	50ft	
Ground floor height	10' min	15′	
Front setback	0'-15'	5′	
Side setback	0'-10'	5′	
Pervious area	30%	40% (includes pervious parking)	
Parking minimums	Refer to Sec. 70-13 in Zoning Code	18 spaces (surface lot)	

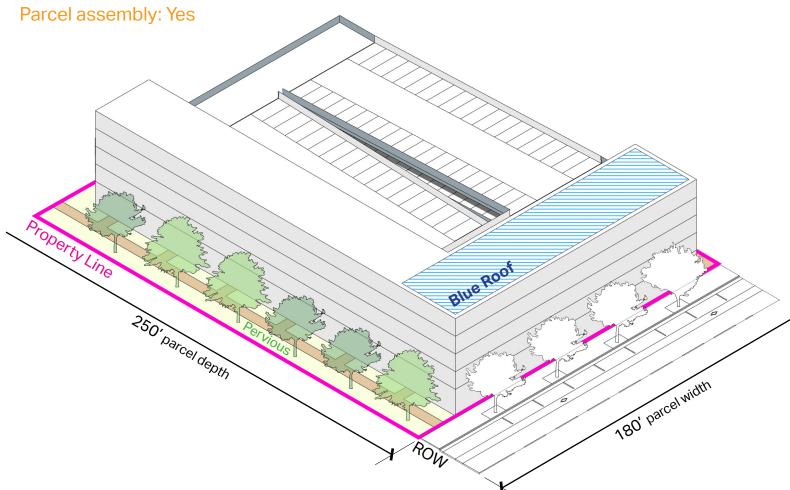
Prototype 5 - Parking structure with activated ground floor

Parcel size: 45,000 sqft

Building footprint: 13,000 sqft

Building and parking garage footprint: 21,000 sqft

Floors: 5



Site Details	Required	Achieved	
FAR	1.5 min / 3.0 max	1.5	
Height	35ft min / 65ft max	65ft	
Ground floor height	10' min	15′	
Front setback	0'-15'	0'	
Side setback	0'-10'		
Pervious area	30%	30% (includes blue roof)	
Parking minimums	Refer to Sec. 70-13 in Zoning Code	200 spaces (parking garage)	

Street View - Main Street

Main Street will be transformed into a 2-way complete street with improved sidewalks, bicycle facilities and street trees. The concept design shown below is a perspective view for the segment of Main Street between Fraley Boulevard heading south to Quantico Creek. Refer to the Transportation section in the Comprehensive Plan for additional information related to the redesign of Main Street.

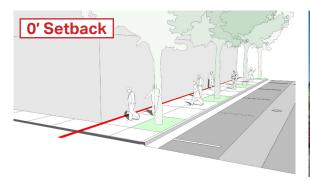
Features of the redesigned Main Street include:

- Traffic lanes for through traffic are minimum 11 ft wide.
- Bike lanes on both sides of road are minimum 5 ft wide
- Street parking is provided along both sides Main Street to separate vehicular traffic from the sidewalk and to improve visitor access to local retail and services.
- Sidewalks are 12 ft wide, composed of a 6 ft sidewalk and a 6 ft landscape amenity panel that includes trees in large planters.
- Building are set back from 0-15 ft.



Activating Main Street — Setbacks and Setback Zones

The specific orientation and location of buildings in relation to the street are integral to achieving the desired look and feel of Main Street. The use of setbacks and encouragement of uses within setback zones has been developed specifically so that development on Main Street results in different interactions between buildings, pedestrians, and the street. Except where buildings are built to the property line, the semi-public spaces within the setback zone are intended to host a variety of uses that foster various types of experiences. Three typical Main Street setbacks are shown below, with precedent imagery provided to further illustrate the intent and potential types of enagement between people, buildings, and the street.







With no setback, buildings interact with Main Street by developing ground-floor uses that invite participation by pedestrians, such as retail, dining, entertainment, or offices. Ground floor uses should avoid using blank walls without windows on the ground floor facing Main Street.







Within the 10' building setback, developers should activate the semi-public areas between the façade of buildings and the street right-of-way through the use of patios, seating areas, landscaped areas, stoops, porches and other structures attached to the façade of the building within the setback zone.







Within the 15' building setback, developers should activate the semi-public areas between the façade of buildings and the street right-of-way through the use of outdoor dining or through extended patios that serve as an extension of the sidewalk in the public right-of-way. Where demand for commercial uses such as retail, dining, and entertainment is low, consider siting on Main Street some of the public amenities within apartment buildings, such as fitness centers and common rooms, which can have windows looking out on the street.