

A EXISTING CONDITIONS: KAMP WASHINGTON

Kamp Washington is a thriving business gateway to the city of Fairfax, traditionally characterized by car-oriented retail, but recently transforming into a mixed-use neighborhood at an important regional crossroads.

Set against a background of strong economic forces during the past

decade, this designated Activity Center has been the focus of substantial redevelopment planning, anticipated infrastructure changes, and potential new construction.

This chapter begins with an overview of the characteristics that define Kamp Washington - its history and identity as a major tourist center and later substantial suburban shopping district. This past sets the stage for recent developments - new pedestrian-oriented residential and transportation opportunities that are a preview to a new chapter for the neighborhood.

The economic context focuses on the connection this study area has to a wider economic zone found in the County, explores current land use and the retail context, and investigates market challenges and opportunities. The transportation analysis points

to an automotive oriented retail gateway to the city. This car-dominated environment is often confusing for automotive travelers while also unfriendly for bikes, pedestrians, and multi-modal movement. As a consequence of these factors, there are limited sidewalks, large expanses of pavement, and high volumes of traffic. This transportation and land use pattern has contributed to a disconnected greenspace exacerbated by natural topographic barriers.

The chapter concludes with a goals of creating memorable placemaking, grounded in pedestrian oriented transportation, that preserves and enhances existing properties.

Note: At time of existing conditions survey and community outreach US-29 was alternatively called Lee Highway



1930-1940 RURAL TOURIST CORNER

In the early 20th century, Kamp Washington was mostly comprised of rural farming properties and a major intersection with an adjacent cottage camp for tourists coming to Washington DC from the West. The name “Kamp Washington” was coined at this time and was known as a regional tourist landmark.



Fairfax Boulevard, 1986



Jermantown Cemetery, est.1868



1950-1980 SUBURBAN CROSSROADS

The postwar development of Northern Virginia transformed this area from a rural character to a suburban identity. Residential neighborhoods were developed at this time, as well as suburban strip retail oriented towards the new I-66 Interstate Highway. Kamp Washington transformed into a regional hub of retail and commerce, including car dealerships and shopping centers.



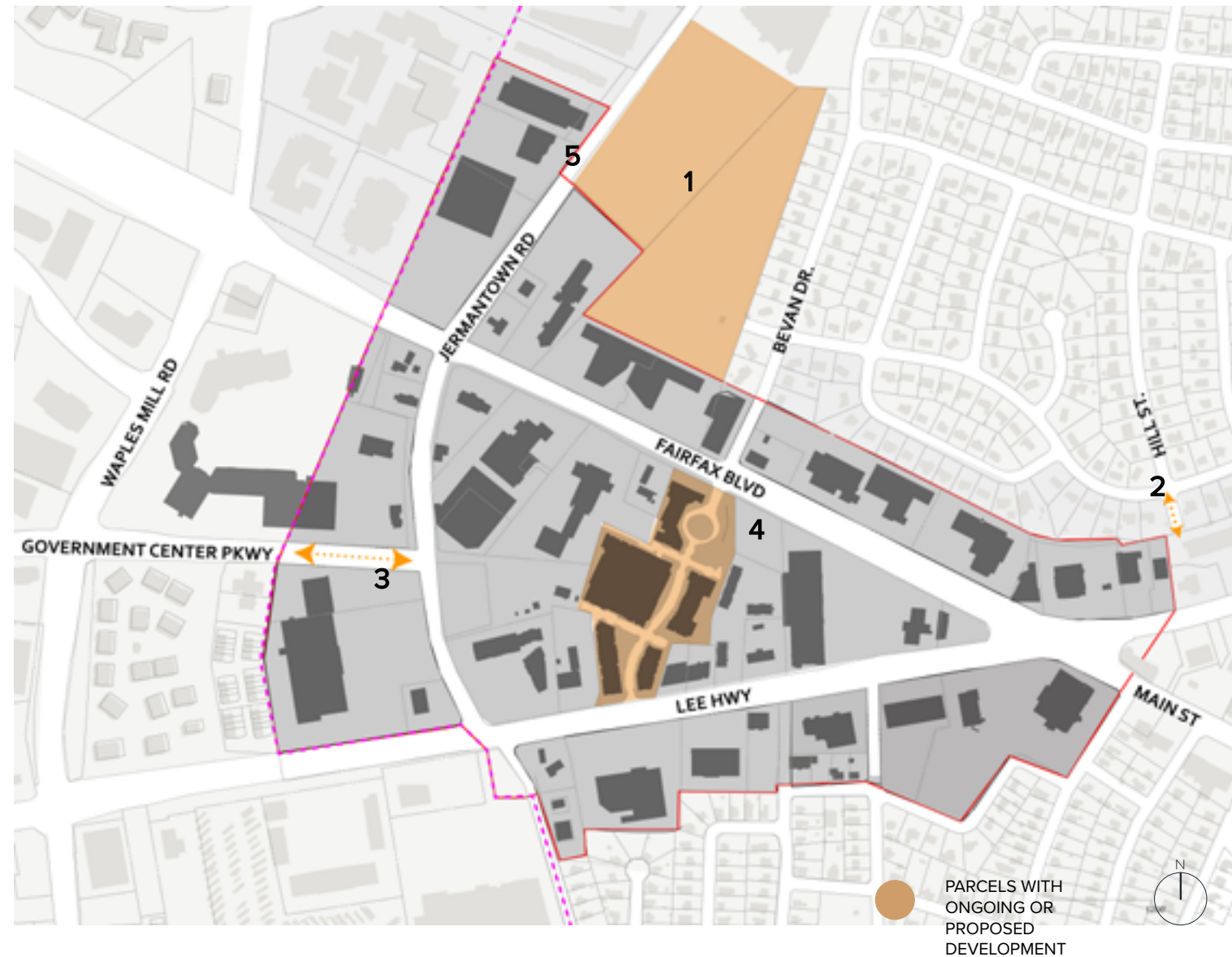
1990 TO TODAY A NEW BEGINNING

Today, Kamp Washington still serves as a crossroads and regional gateway for the City of Fairfax and Northern Virginia. It contains a strong retail and commercial core that has gone through multiple generations of change. With rising regional competition from new developments, the study area will look to adapt to changing market demands and land uses.

HISTORY & IDENTITY

The Kamp Washington study aims to use local history and context to help shape future identity and placemaking concepts. With the prevalent suburbanization of Northern Virginia, there has been a renewed focus on local identity reflected through urban design, planning and architecture.

While the area has continuously changed and adapted over the last 100 years, some elements remain relevant today and can help inform a sense of place for Kamp Washington. These elements include: 1) the idea of a regionally important crossroad, 2) the historic location of a campground for tourists visiting the region, 3) an entry point for the City of Fairfax, 4) a commercial retail hub and focal point, and 5) continuous change and adaptation to the times.



A CHANGING KAMP WASHINGTON

UPCOMING TRANSFORMATIONS

As of 2020, Kamp Washington is undergoing a number of exciting transformations. Transportation projects like the Government Center Parkway extension and Hill Street Connection are helping connect nearby residents to the study area. Projects like the Moxley are transforming the largely retail area into a new mixed-use node for the City.

These transformations show a market that is dynamic and evolving to meet

new market demands. Meanwhile, the City is investing in projects that will make these new market realities better accessible and a net positive for residents and visitors alike. Examples of an evolving commercial market include:

- On-going reinvestment / big box rehabilitation – Examples include a former Toys R Us converted into Haverty's, Westfair Center being refaced with new exterior,

Montgomery Ward is now a Burlington Coat Factory, an Office Depot is now home to Aldi, a Giant supermarket changed to H Mart, Walgreens was converted into the India Bazaar, Wendy's renovated with new exterior branding, Next Day Blinds is changing hands to a Blinds to Go, the former Earth Fare grocery store has recently renovated into a PGA TOUR Superstore, etc.

- New construction within the last five (5) years – In 2016, the old Kmart property at the corner of Jermantown Road and US-29 was redeveloped into an 85,000 square foot Lowe's Home Improvement Center. Situated on a 7.5-acre site, the project has a .26 FAR.
- An innovative makerspace company called Nova Labs moved into the former Verizon building on

Jermantown Road in a co-location with Sundog Productions.

- Other projects in the planning process include the Park Road Townhomes. The project aims to maintain the existing commercial space fronting US-29 and converting the vacant office buildings, single family residences and land along Park Road into 13 townhomes.

NEAR TERM DEVELOPMENTS

1. SCHOOL & KUTNER PARK MODERNIZATION



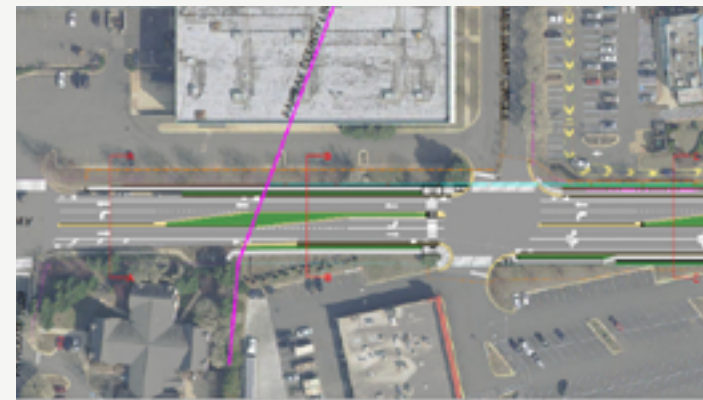
Above - Parking Lot and Road at Kutner Park

A proposed modernization of Johnson Middle School- while still in its early stages - could affect the circulation and parking of Kutner Park and relationship to the study area.

2. HILL STREET CONNECTION

A transportation project that will utilize existing city right-of-way to create an off-street pedestrian & cyclist connection between the Fairchester Woods neighborhood and the eastern edge of the study area.

3. GOVERNMENT CENTER PARKWAY EXTENSION



Above - Aerial View of the Government Center Parkway Extension project.

A multi-modal transportation project at the edge of the study area at the County boundary to construct the missing link of Government Center Parkway from Stevenson Street in Fairfax County to Jermantown Road in the City of Fairfax. The project will include installation of sidewalks, pedestrian crosswalks, on-road bike lanes, as well as new lighting and landscaping.

4. THE MOXLEY



Above- The Moxley, a new primarily residential development.

The Moxley (currently under construction) is a mixed-use development within the Kamp Washington Activity Center comprised of over 400 multifamily units and 25,000 square feet of commercial space. Site was previously owned by the adjacent Ted Britt Ford car dealership and used primarily for car storage. Project was originally approved in 2015 and is expected to deliver in 2022. Situated on 8.3 acres, the project has a 1.4 FAR (50 units per acre for multifamily).

5. JERMANTOWN ROAD IMPROVEMENTS

A variety of proposed pedestrian, cyclist, and vehicular improvements to Jermantown Road to enhance comfort and safety

A DISTINCT MARKETPLACE

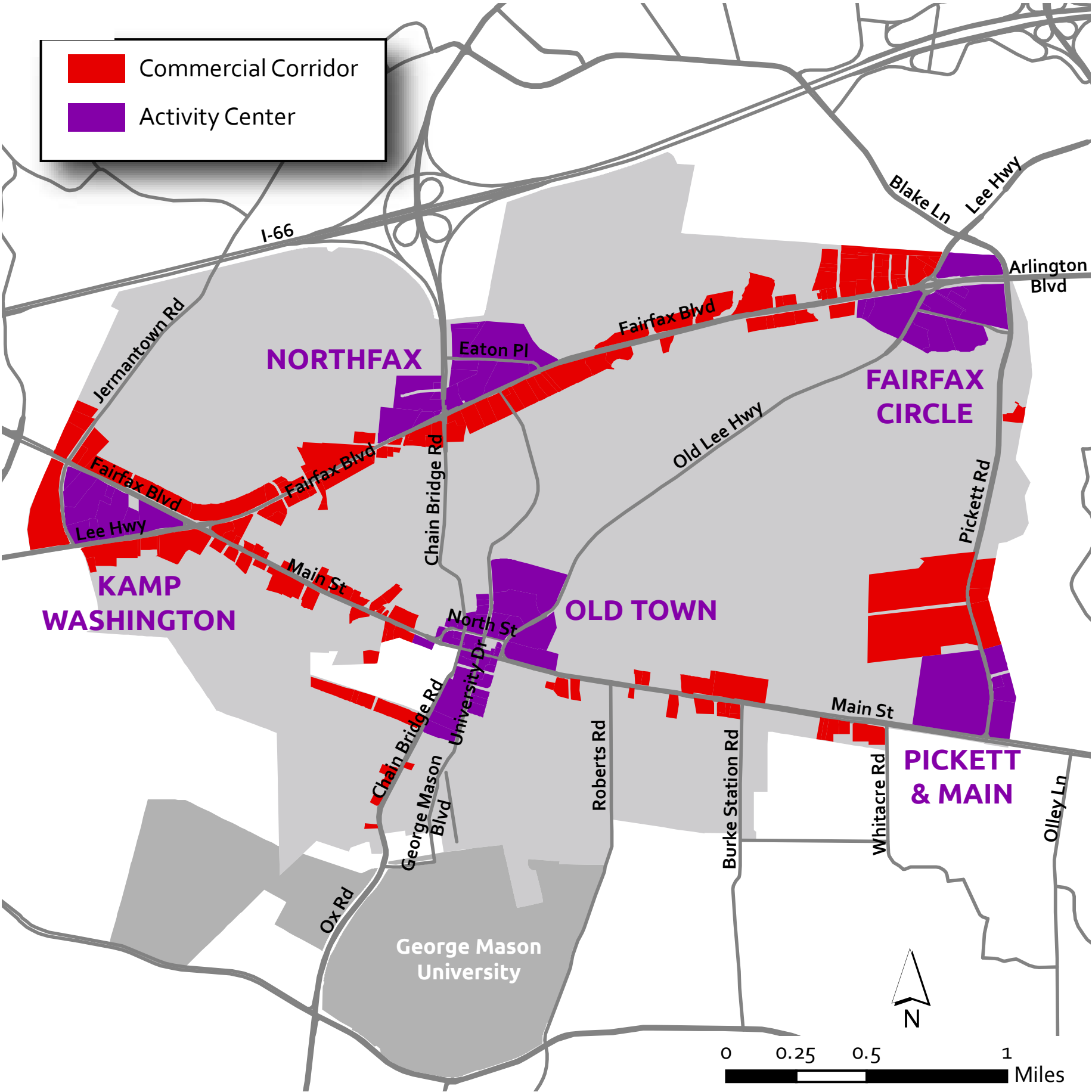
EXISTING CONDITIONS

The City's 2035 Comprehensive Plan, approved in 2019, identified five activity centers, recognizing commercial nodes with differentiated market characteristics and opportunities. This recognition is being translated into the more detailed planning efforts (small area plans) to advance different planning priorities responsive to the unique circumstances of each activity center.

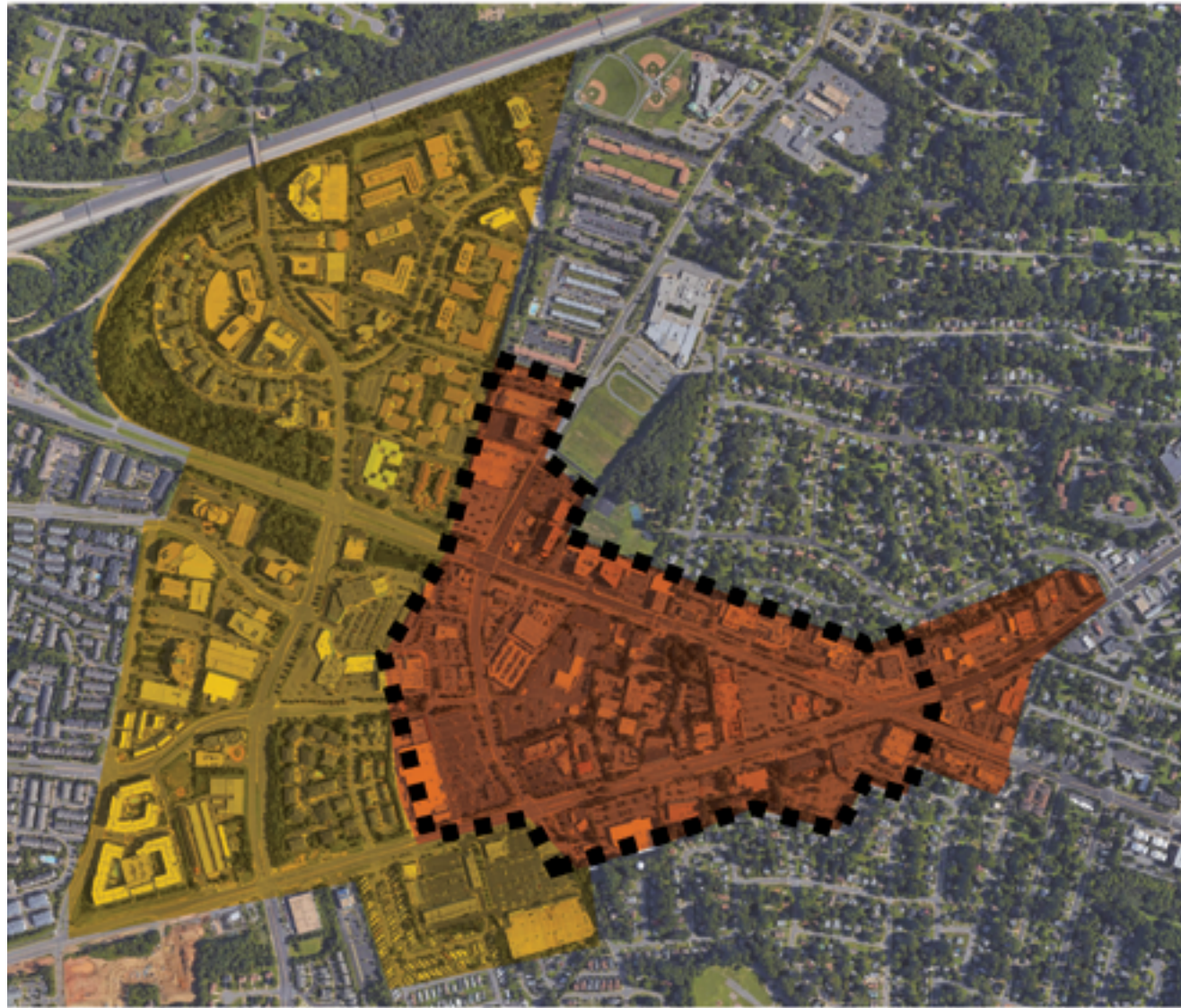
Unlike the other activity centers in the City, Kamp Washington functions as part of a larger commercial focal point comprising a separate jurisdiction. Whereas other activity centers border the County, Kamp Washington has large future redevelopment sites that bisect the County (i.e. Fairfax Court). While the economy of all activity centers and their nearby commercial corridors are strongly tied to Fairfax County, Kamp Washington is among the most intricately intertwined economic submarkets.

Other distinguishing characteristics that make it unique from other parts of the City include:

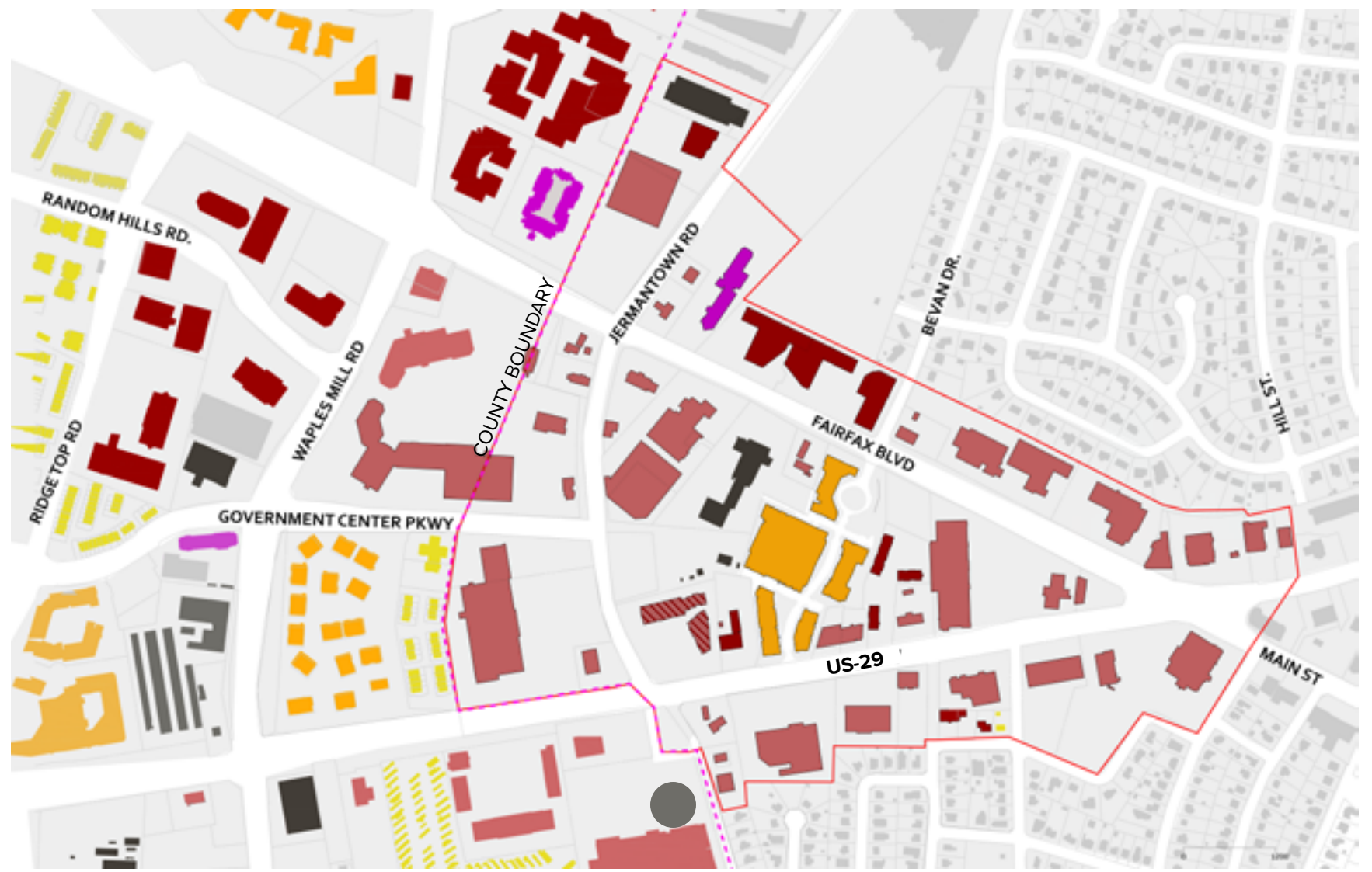
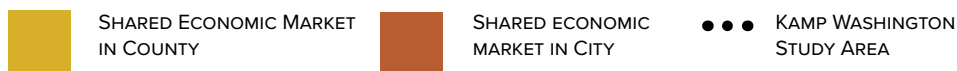
- Borders Fairfax County and represents the City's busiest crossroads
- Adjacent to and part of a bigger submarket that includes Fairfax County
- This Greater Kamp Washington submarket represents the newest and still maturing growth area
- Only Activity Center completely surrounded by Commercial Corridor zoning
- First small area plan being planned post Covid, the impacts of which are well off from being understood



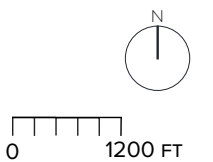
Map Source: City of Fairfax Comprehensive Plan 2035



GREATER KAMP WASHINGTON MARKET



LAND USE: COUNTY AND KAMP WASHINGTON STUDY AREA



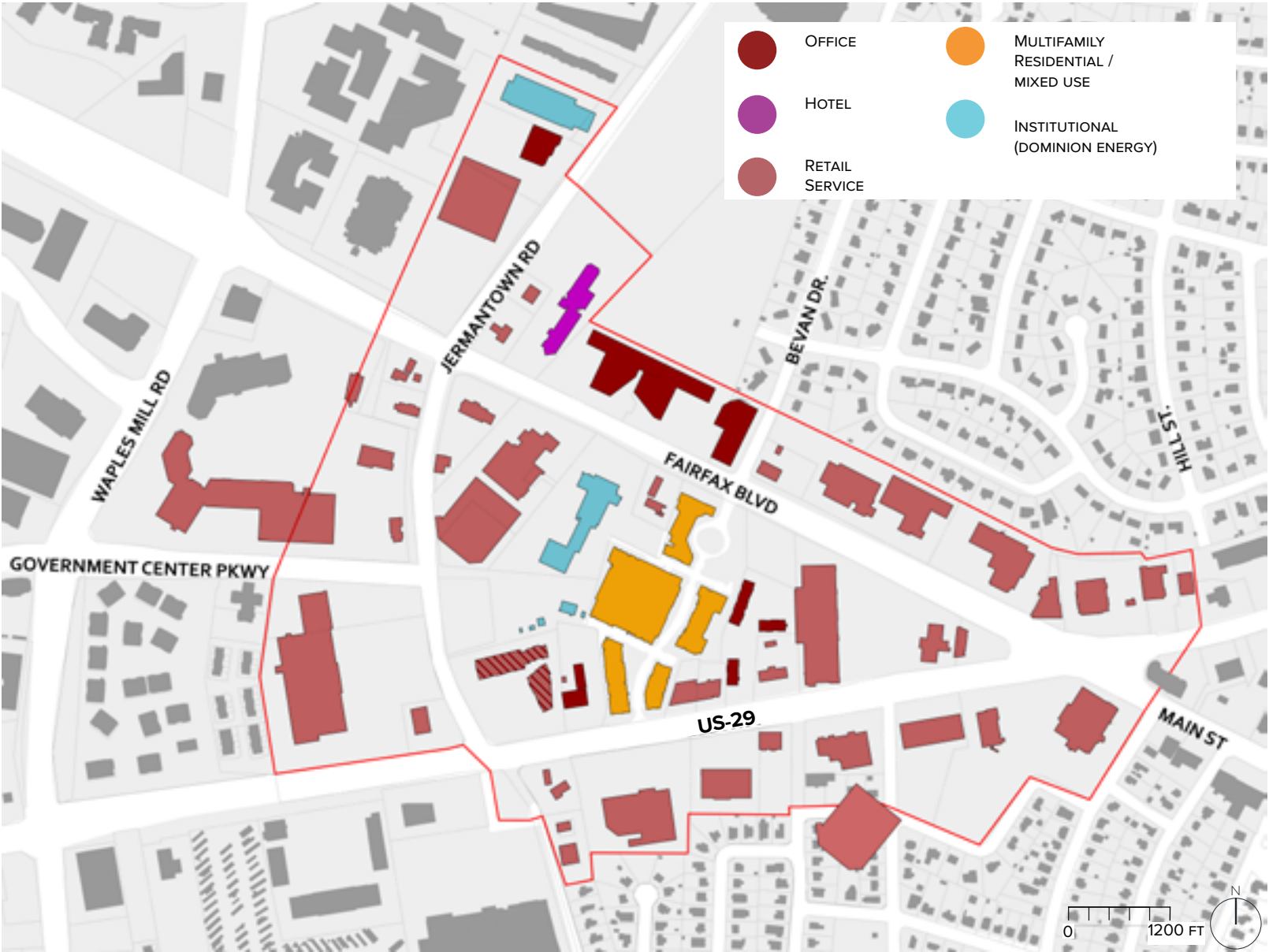
GREATER KAMP WASHINGTON MARKET

The greater Kamp Washington economic market, which includes area in Fairfax County, encompasses a total of approximately 385 acres which is improved with close to 5.2 million square feet of commercial space. The evolution of this shared economic market has been primarily driven by its regional accessibility as a transportation crossroads (Routes 50, 29 and I-66).

Approximately one third of this commercial space is located within the City of Fairfax while the remaining two thirds are within Fairfax County.

Highlights of the greater Kamp Washington land uses include:

- **Retail** – Variety of retail space configurations that is more dominant in the City. Large regional retail destinations proximate in the County (Fairfax Corner and Fair Oaks Mall).
- **Office** – Newer office developments and more of a critical mass of space is located in the County. The Fairfax County Government Center nearby functions as an employment hub. Office space within the City competes as a secondary market.
- **Hotel** – Established hotel market evenly divided between City and County. Inventory provides a mix of brands and price points. Accessibility and surface parking availability accommodate larger tour groups (buses).
- **Residential** – There is a variety of peripheral residential properties, with more dense developments in the County.
- **Institutional / Industrial** – Limited to stand alone properties interspersed within greater Kamp Washington.



LAND USE HIGHLIGHTS

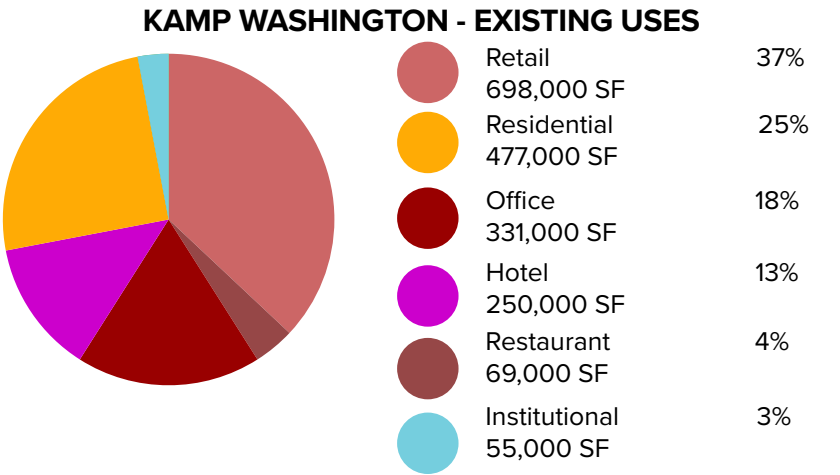
Although Kamp Washington’s crossroads historically developed as a transient lodging destination, over the past 70 years it has evolved into a retail-focused “go to” location.

The study area comprises approximately 100 acres improved with slightly less than 1.9 million square feet of built commercial space (which equates to a 0.4 FAR). Prior to the addition of the residential mixed-use project (The Moxley), retail (including restaurants) was the predominant use within the study area. Some study area characteristics include:

- Approximately 50% is within the Activity Center and 50% is outside the Activity Center.
- 75% is commercial space (primarily retail) and 25% residential.
- Distinct market subareas divided by major roads.
- Generally aging suburban format retail and office properties.
- A larger focus of study with 110 acres that includes both activity center and surrounding commercial properties compared to Activity Center-only focus on the 67 acres at Northfax and 88 acres in Old Town.
- Fewer and larger commercial properties than at other activity centers.
- Some of the largest private employers in the City.

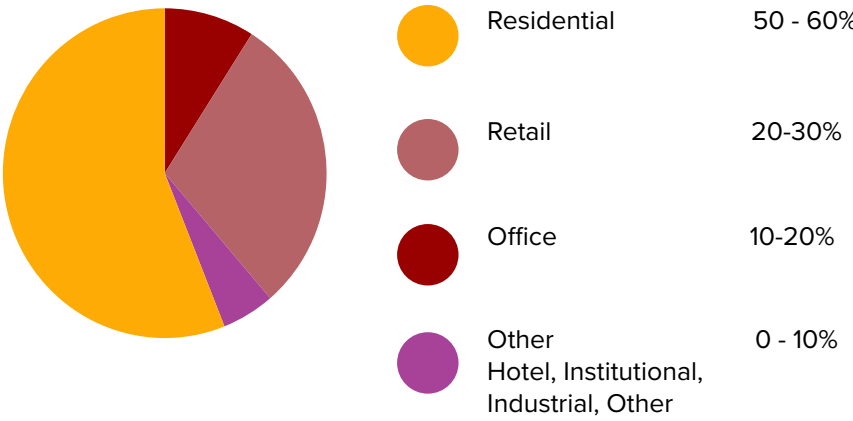


Above, a typical automotive oriented retail building in Kamp Washington



REGIONAL MIXED USE NEIGHBORHOOD

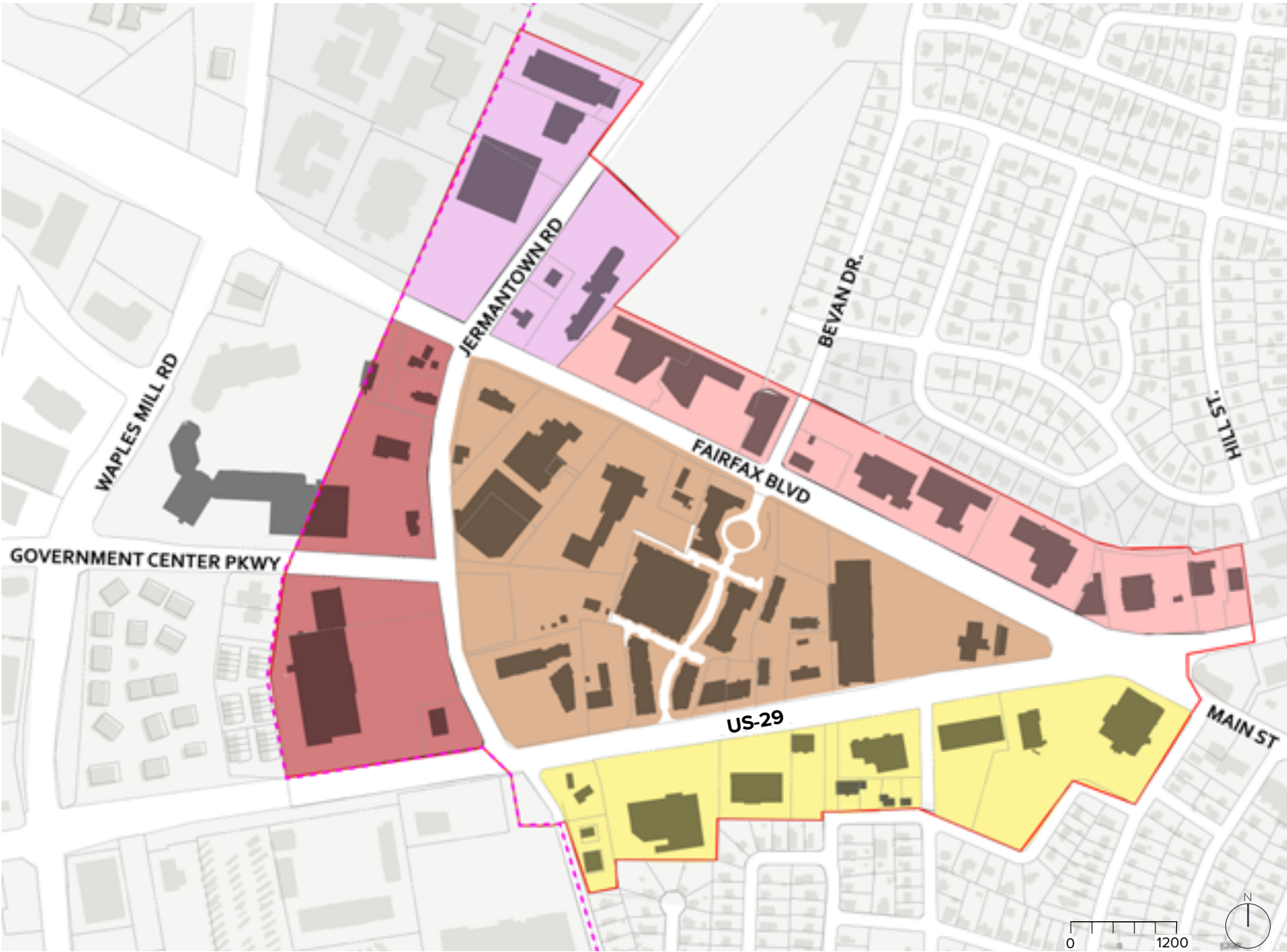
Below is a typical proportion of land uses found that occur in successful regional mixed use, walkable neighborhoods with vibrant retail and community spaces.



EXISTING BUILT INVENTORY AND USES

The study area has slightly less than 1.9 million square feet of built inventory including:

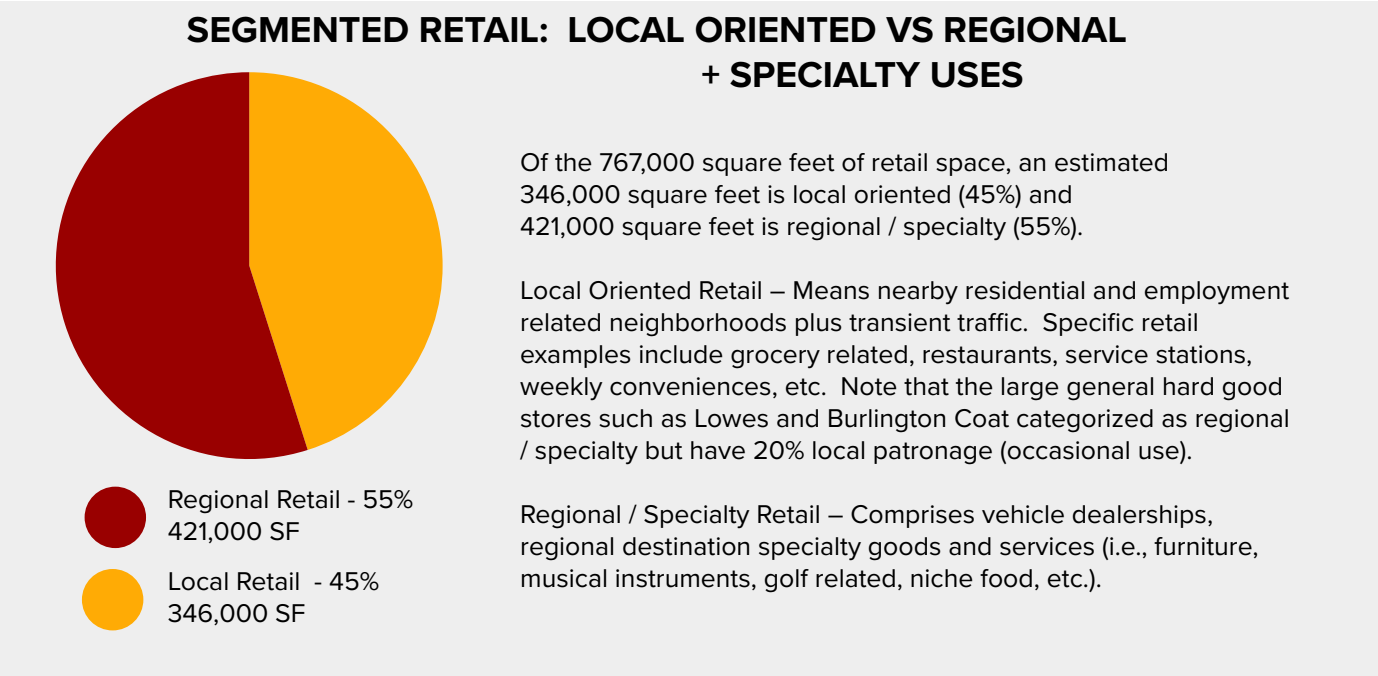
- **Retail** – Total inventory of approximately 767,000 square feet providing a diverse composite with four shopping centers averaging 50,000 to 100,000 square feet and five centers ranging between 10,000 and 30,000 square feet intermixed with standalone grocery, bank, convenience, and specialty retail. Four automobile dealerships with over 135,000 square feet account for the majority of specialty retail.
- **Restaurants** – Of the in the 767,000 square feet of retail space, approximately 69,000 square feet (9% of all retail space) are restaurants. Most of the restaurants (25+/1 businesses) are fast food and fast casual venues.
- **Office** – There are four mid-rise office buildings that comprise 71% of the total office space (233,000 of 331,000). The remainder of the space includes the Fair Oaks Square commercial condominiums and office uses within existing retail shopping centers.
- **Hotel** – The Comfort Inn is the only hotel in the study area and represents the largest hotel in the greater Kamp Washington area with 205 rooms and a full-service restaurant.
- **Residential** – The Moxley is a new low-rise mixed-use project located in the heart of the Activity Center. The residential component has approximately 477,000 square feet (403 new multifamily units including 24 (6%) affordable) in multiple buildings.
- **Other / Industrial / Institutional** – Two buildings totaling 54,000 square feet of which one is a utility company office.



	Subarea	# Businesses	# Properties	Acreage ¹	SF Bldg	SF % of Total	FAR	Dominant Land Uses	% Retail Local Oriented / Specialty and Regional
	Activity Center	78	15	37.51	769,508	40.9%	0.47	62 % new residential; 24% retail	13% / 11%
	Jermantown Central	13	7	19.01	174,339	9.3%	0.21	100% retail	36% / 64%
	Fairfax Blvd North	35	10	17.32	323,216	17.2%	0.43	55% office; 45% retail	13% / 32%
	Jermantown North	12	6	14.29	412,922	21.9%	0.66	61% hotel; 17% retail, 13% office	5% / 12%
	Lee Highway South	27	13	21.18	201,469	10.7%	0.22	96% retail, 4% office	60% / 36%
	TOTAL:	165	51	109.32	1,881,454	100.0%	0.40		

¹ Does not include vacant land

Source: Bolan Smart Associates, July 2021



ECONOMIC SUB-AREAS AND LAND USE

Kamp Washington is defined by being at the most prominent crossroads in the City of Fairfax. The nature of and scale of these roads also acts to subdivide the planning area, a phenomenon accentuated by a number of other factors that has resulted in creating essentially five distinct subareas, both in terms of geography and economic activity.

- The Activity Center** – Larger parcels with broadest mix of uses serving both local and regional functions. Most vehicle accessible in study area.
- Jermantown Central** – Basically a retail extension of the Activity Center incorporating and linking the study area with mix of land uses centered on Waples Mill Road to the west in Fairfax County. Only subarea that is all retail.
- Fairfax Boulevard North** – Defined by a row of similarly purposed commercial properties lining the north side of Fairfax Blvd. Only subarea with a majority (55%) of office space.

- Jermantown North** – A mix of land uses anchored by the intersection of Fairfax Blvd and Jermantown Road and transitioning eastward toward institutional and residential neighborhoods including a major City park. Only subarea with a majority (61%) of hotel space.
- US-29 South** – A mix of retail uses and property configurations (strip centers to stand alone buildings) bordering the south side of US-29 extending west to Fairfax County.



ECONOMIC OPPORTUNITIES & CONSTRAINTS

Kamp Washington represents a blend of primarily commercial land uses attracted by a major regional serving crossroads. It borders the west side of the City of Fairfax adjacent to a more recently developed portion of Fairfax County.

This combination of locational underpinnings has meant the study area has continued to capture new forms of suburban investment without being fundamentally eclipsed by other emergent areas. Though prior land uses and property

uses may or may not transition over time to more current market conditions, economic forces are nonetheless providing for new opportunities.

Kamp Washington has experienced these changes in the past, which most recently features the overlay of new residential land uses, in particular where underutilized land can be most easily re-purposed. This expanding platform of mixed uses signals the market direction for the location. Notwithstanding additive land uses and

updated forms of development, Kamp Washington has a highly functional existing base of economic functions and tenured businesses spanning multiple commercial land uses.

These ongoing economic engines are a critical part of the City of Fairfax's economic activity. In many cases, the value of existing properties exceeds what major new development can afford to underwrite.



Existing auto oriented retail in study area



The study area has a variety of space types that create different opportunities for retail



Car traffic is common along the main retail corridors of the study area

MARKET OPPORTUNITIES:

- Infill development potential at underutilized properties such as existing parking lots and then buildings with increasing obsolescence.
- Tenants and users can select from a range of building types and price points
- Possibility for a wider choice of restaurants
- Ability to capture more day-time employment and transient demand (addition of select drive thru retail offerings) especially since Kamp Washington is the busiest entry point into the City of Fairfax
- Strong underlying overall market

MARKET CONSTRAINTS

- Proximity to other retail and entertainment destinations
- Individual property ingress and egress challenges
- Only activity center part of a larger distinguished economic zone that is bisected by Fairfax County (planning and jurisdictional administration). Other study areas have economic sub-markets primarily or exclusively located within the city boundaries.
- Limited Kamp Washington identity and branding
- Existing built inventory with building values exceeding redevelopment cost thresholds
- Aging inventory of offices and lodging that are also facing uncertain post Covid market questions

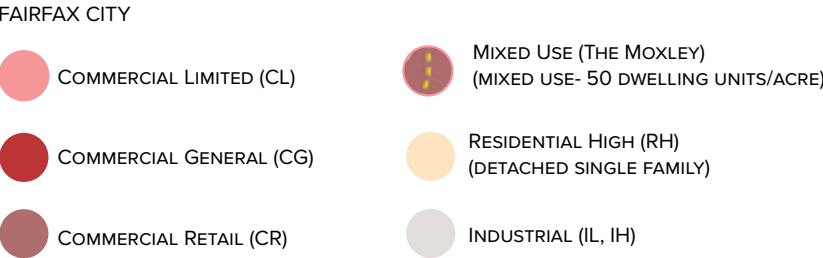
KAMP WASHINGTON ZONING

Zoning is a critical framework for implementing the vision outlined in the 2035 Comprehensive Plan. To the right is the Fairfax City Zoning side by side with the adjacent County Zoning. Together, this greater Kamp Washington commercial node functions as a cohesive local and regional destination

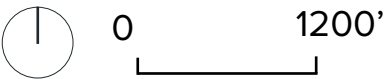
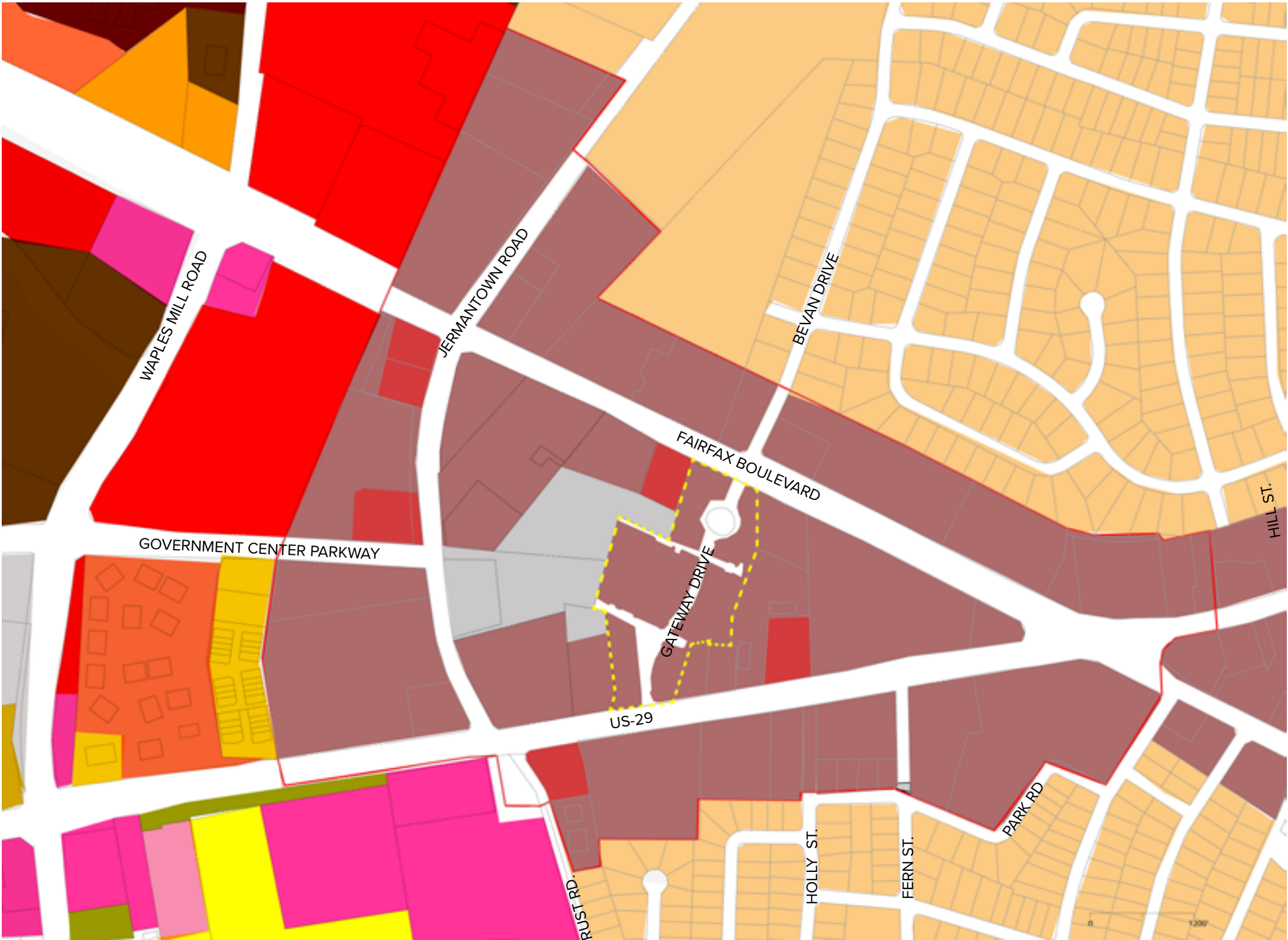
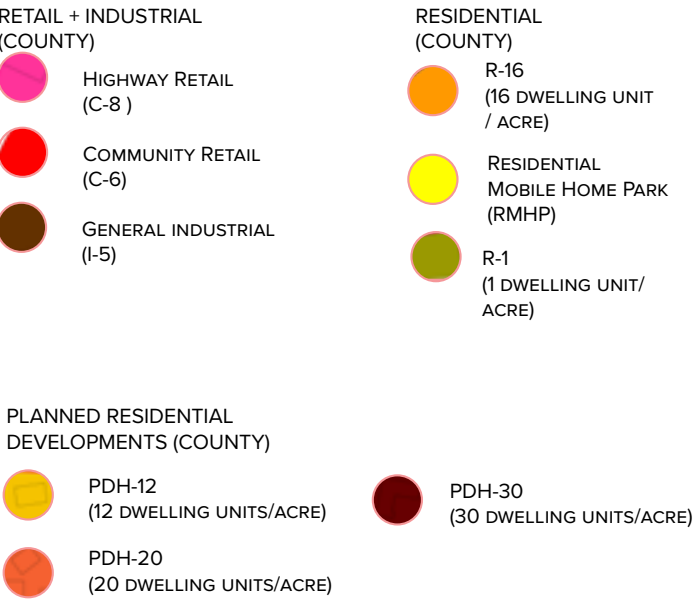
While the study area is clearly part of a larger shopping district, it also has shared residential, office, and hotel land uses. Relatively high residential densities adjacent to the study area are along Government Center Parkway and US-29 with relatively dense townhouse developments. In the areas zoned light industrial within the County, large office buildings, hotels, and public storage uses dominate.

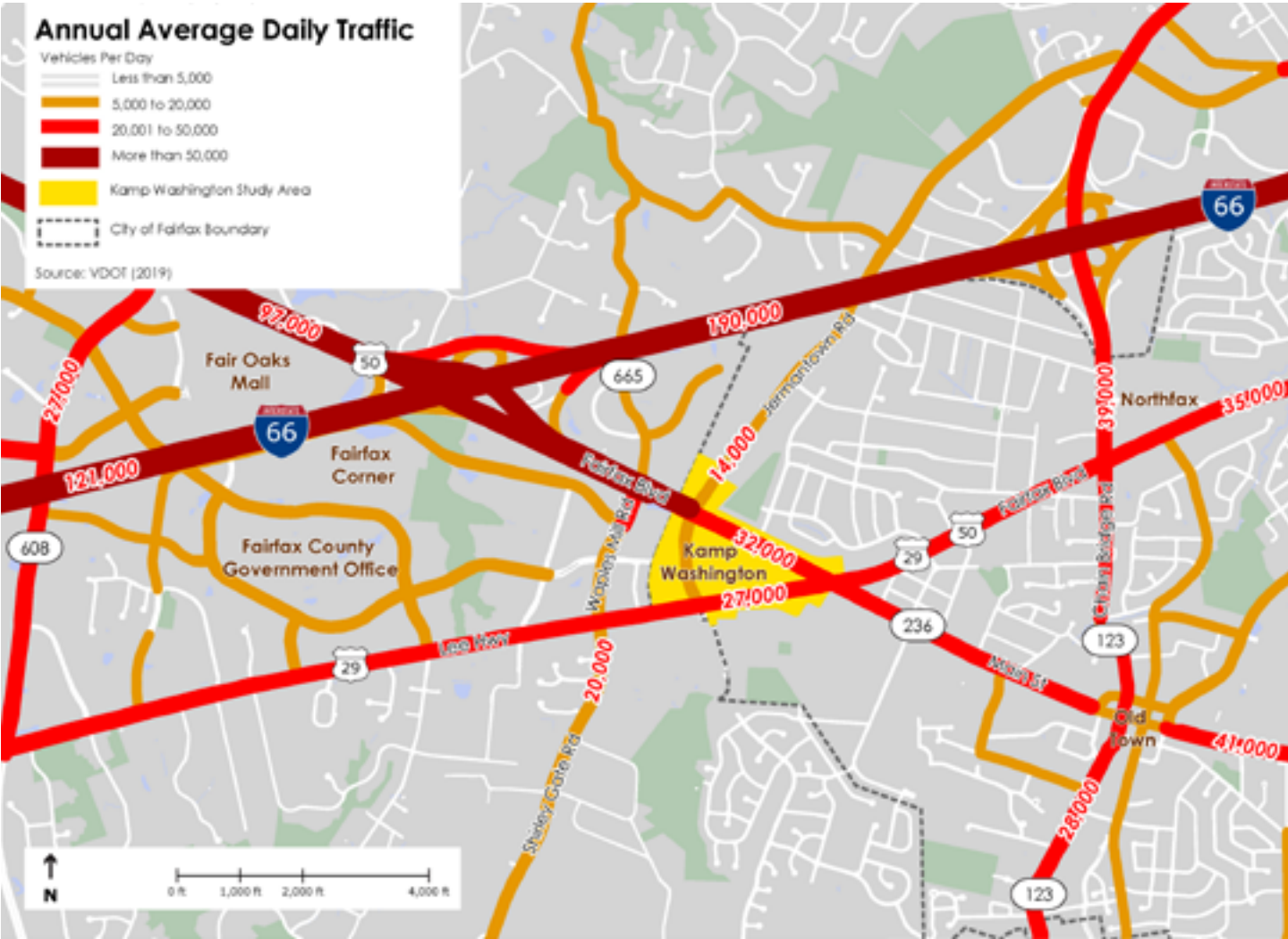
Together with the developments ongoing at the Moxley located in the center of Kamp Washington’s Activity Center, the land use patterns and zoning point to a region evolving to become denser with increased residential.

ZONING - CITY OF FAIRFAX



ZONING - FAIRFAX COUNTY



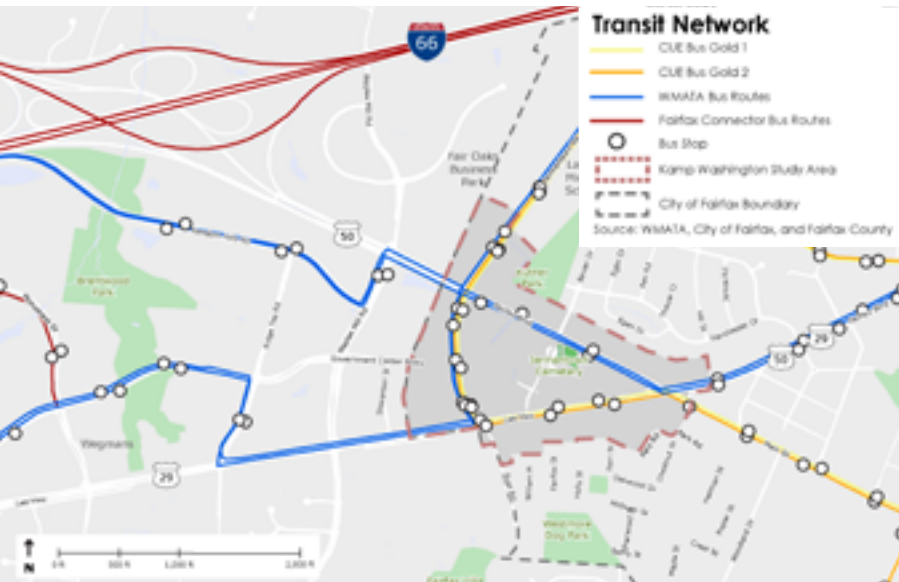
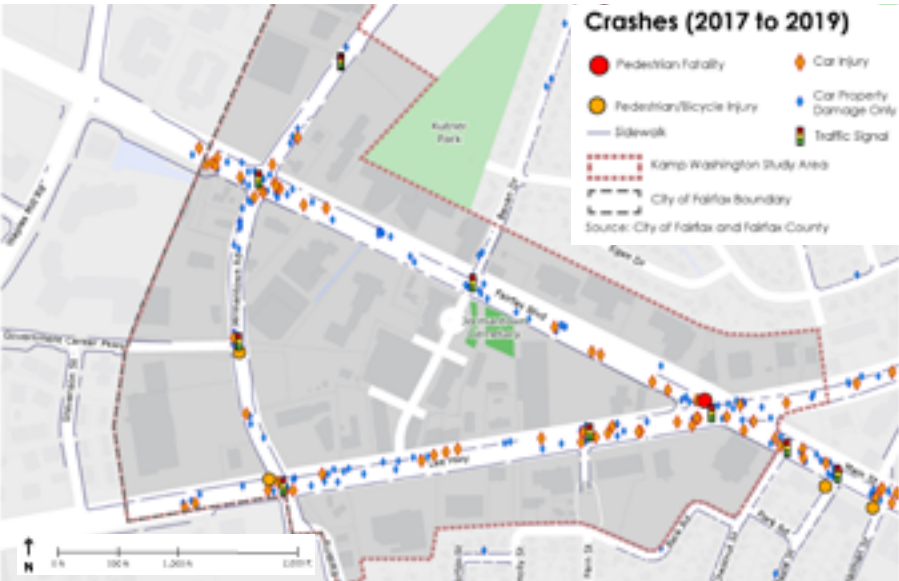


TRANSPORTATION: THE GATEWAY TO CITY & COUNTY

At the crossroads of two major roadways, Kamp Washington has historically functioned as a gateway to the Washington DC metropolitan region. Today, Kamp Washington continues to be a significant gateway to Fairfax City and Fairfax County. Kamp Washington Activity Center is surrounded by three major roads - Fairfax Boulevard (Route 50), US-29, and Jermantown Road. Collectively, these three roads carry approximately 73,000 vehicles per day. Fairfax Boulevard (Route 50) and US-29 connect various important nearby

destinations in the city and the county. Fairfax Boulevard (Route 50) and Main Street connect Fair Oaks Mall, I-66, Old Town, Fairfax County Courthouse, and Pickett & Main Activity Center. This is also the corridor most people traveling from the west take to reach George Mason University, located just south of the city. Government Center Parkway, US-29, and Fairfax Boulevard (Route 50 & 29) connect Fairfax County Government Center, Fairfax Corner, Northfax, and Fairfax Circle Activity Center.

Although Kamp Washington functions as a gateway, it does not feel like one. Large roadways carrying regional traffic divide various sub-areas within the study area. The study area is dominated by a suburban auto-oriented environment and lacks a unique identity. The auto-oriented Kamp Washington, characterized by wide suburban arterial roadways, is not consistent with the City's vision to make all Activity Centers pedestrian and bicycle-friendly.



LACK OF MULTI-MODAL CONNECTIVITY

The study area lacks a well-connected network of pedestrian and bicycle facilities. Although sidewalks are present along all major roads, they are limited to 4 to 6 feet in width. In addition, pedestrians have to navigate frequent and wide commercial driveways. Crossings are limited to few signalized intersections. Relatively narrow sidewalks and landscape buffers result in an uncomfortable pedestrian experience.

There are no bicycle facilities within the study area. Around the study area, bicycle facilities are disconnected and limited to shared-use paths on the Fairfax County side, along Waples Mill Road, south side of Fairfax Boulevard, and north side of US-29. There are a few trails in Kutner Park, Westmore Park, and the Judicial Drive Trail along the southern branch of Accotink Creek.

HIGH CRASH FREQUENCY

A few wide arterial roads with frequent wide driveways and limited overall street network connectivity result in a large number of crashes in the study area.

There were 208 total crashes recorded in the study area between 2017 and 2019. Out of these 208, three crashes involved pedestrians or bicyclists. One pedestrian crash resulted in a fatality, and 61 crashes resulted in injuries.

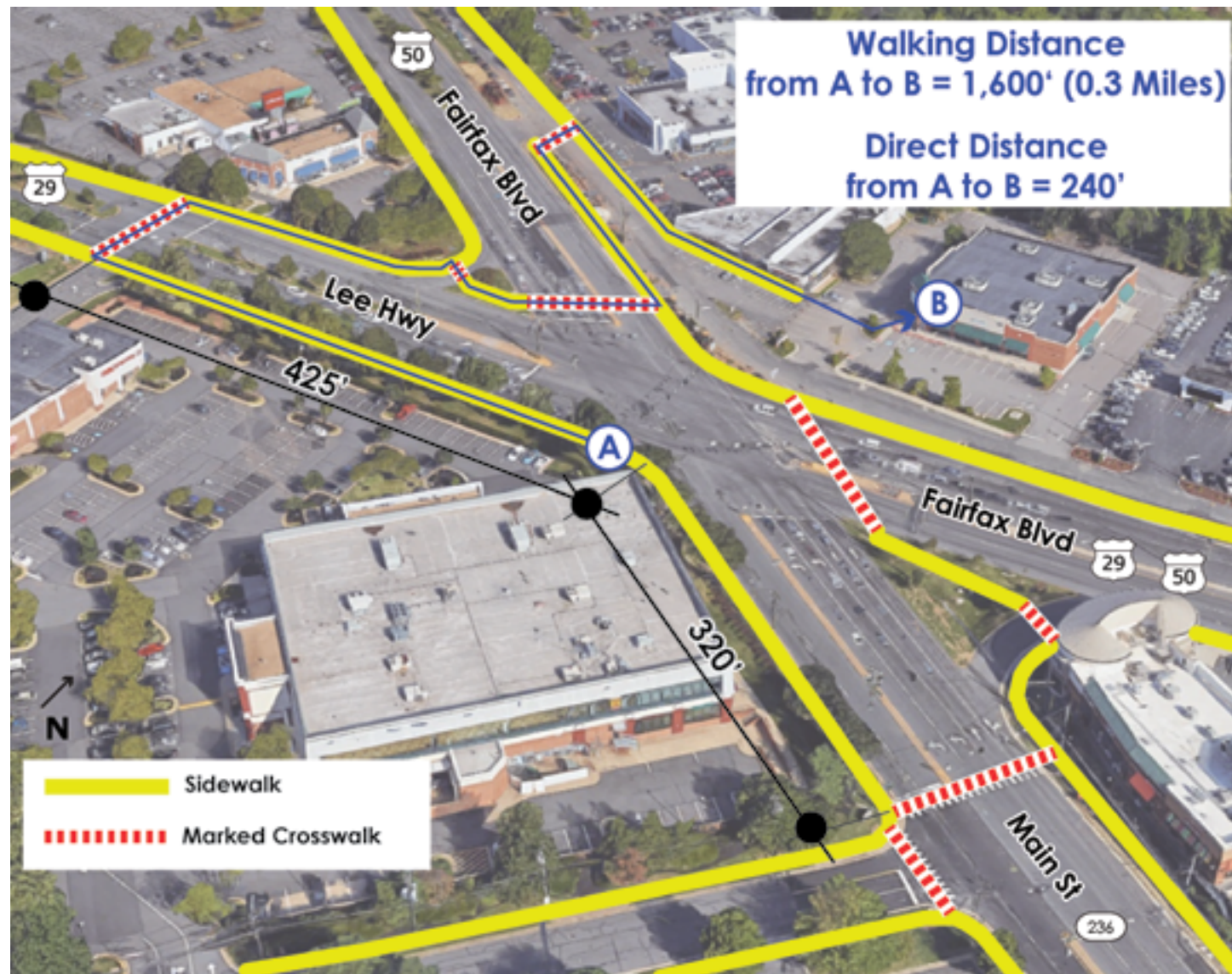
Rear-end crashes (89), angle crashes (82), and sideswipe (22) were the three highest types of crashes reported. Most of these crashes occurred either at intersections or driveway locations.

TRANSIT NETWORK

Multiple bus routes serve the study area. The CUE system's Gold 1 & 2 routes and WMATA Bus Route 1C run along the major roads in Kamp Washington.

CUE Gold 1 & 2 routes connect various destinations within and around the city, such as Old Town, Northfax, Fairfax Circle, Vienna/Fairfax-GMU Metro station, and George Mason University. WMATA Bus Route 1C connects Fair Oaks Mall, Fairfax County Government Center, and Dunn Loring Metro Rail station.

Within the study area, a clustering of bus stops and activity is observed along Jermantown Road. This segment has also been identified for bus transfer improvements in the City's Multi-modal Transportation Plan.



AN UNCOMFORTABLE PEDESTRIAN REALM

The uncomfortable pedestrian and bicycle experience in Kamp Washington is nowhere as pronounced as at the intersection of Fairfax Boulevard (Route 50) and US-29.

Pedestrians have to cross between six to nine lanes of traffic to reach the destinations on the other side of a road. Not all legs of this intersection have marked crosswalks. Crosswalks across Fairfax Boulevard (Route 29) on the northern leg do not have any pedestrian refuge area. Marked crosswalk across US-29 on the western leg of this intersection is setback approximately 425' from the actual intersection. Similarly, the marked

crosswalk across Main Street on the southern leg of this intersection is setback around 320' from the corner.

These setbacks are almost equal to a length of an urban block. For comparison, the distance between Main Street and North Street in Old Town is 325 feet. These setbacks act as forced detours for pedestrians adding time and distance to their trip. In addition, the longer signal phases, as well as uncontrolled right-turn slip lanes and frontage/service roads, add wait times for pedestrians to navigate the intersection on foot or wheelchair.

The diagram above illustrates how a pedestrian will have to travel about 1,600 feet or over six times the direct distance to cross from the southern corner of the intersection (Point A) to a destination on the northern corner of this intersection (Point B). In comparison, the direct distance between points A and B is 240 feet.



Many bus stops in the study area lack amenities such as benches and shelters. Some bus stops are not ADA compliant and lack a 5' x 8' concrete landing pad necessary for passengers in wheelchairs to board and alight buses.



All major signalized intersections in the study area have long crosswalks. Most of these crosswalks do not have pedestrian refuge areas. The intersections also lack larger corner waiting areas on sidewalks. Some of the intersections do not have ADA compliant pedestrian ramps and lack detectable warning surfaces necessary for visually impaired pedestrians.

In addition to navigating multiple vehicular lanes, pedestrians often have to wait long durations to cross due to long signal phases.



The suburban auto-oriented commercial context of Kamp Washington has resulted in multiple wide commercial driveways along all major roadways in the study area.

These wide commercial driveways act as potential conflict zones between pedestrians/bicyclists and vehicular traffic. Multiple driveways also break up sidewalks resulting in an uncomfortable pedestrian experience.



The pedestrian realm is characterized by narrow sidewalks separated by 2 or 3 feet of landscape buffer. In some locations, the sidewalks are along the curb and do not have any landscape buffer areas.

The narrow widths of sidewalks and landscape buffers right next to six to eight lanes of high-speed vehicular traffic results in an uncomfortable pedestrian experience along major roads in the study area.



LIMITED AND CONFUSING STREET NETWORK FOR ALL USERS

The existing street network in the study area is defined by large blocks, wide roads, and few large intersections at approximately quarter-mile spacing. The “large block and wide streets” pattern divides the study area and does not provide good connectivity.

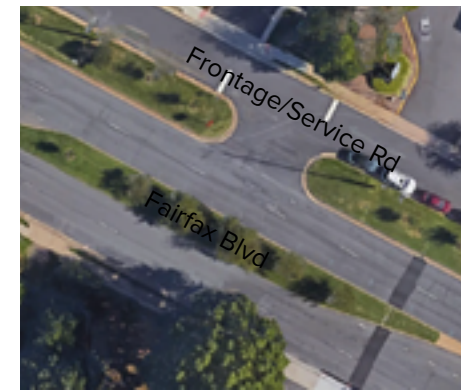
Residential neighborhoods to the north, south, and west have limited street connections to access the Activity Center. Bevan Drive is the only access point for the residential neighborhood north of Fairfax Boulevard (Route 50) within 1/2 mile of the study area. Similarly, Rust Road and

Chestnut Street are the only access point for the residential neighborhood located south of US-29.

The lack of connectivity and alternate routes results in increased traffic on existing wide arterial roads. Local short trips have no option but to use the few arterial streets and intersections to access nearby destinations. This street and block pattern also encourages more people to drive to nearby destinations since no shorter direct connections exist. In addition, there are many features of the

existing network that are confusing to all users. The images on the right show some of the locations in the study area with features such as frontage/service roads, dead ends, and non-orthogonal intersection geometry.

The City is currently planning to implement two projects - Government Parkway Extension and Hill Street Connector - that will add connections to the overall network providing alternative route and mode options for residents to access nearby destinations.



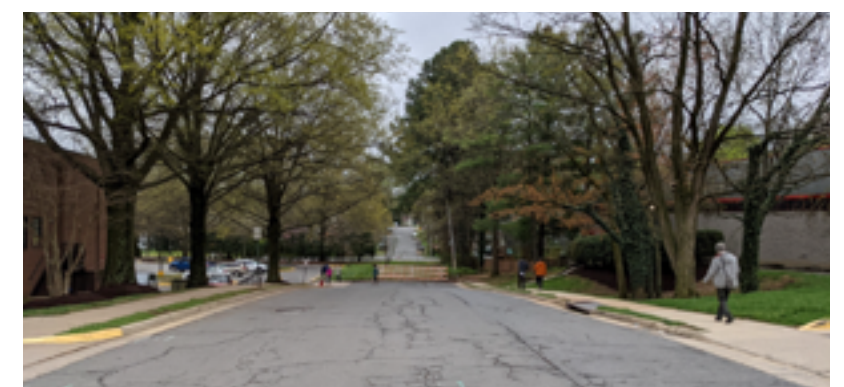
Frontage roads and median openings along Fairfax Boulevard (Route 50)



Jagged geometry at Rust Road and US-29

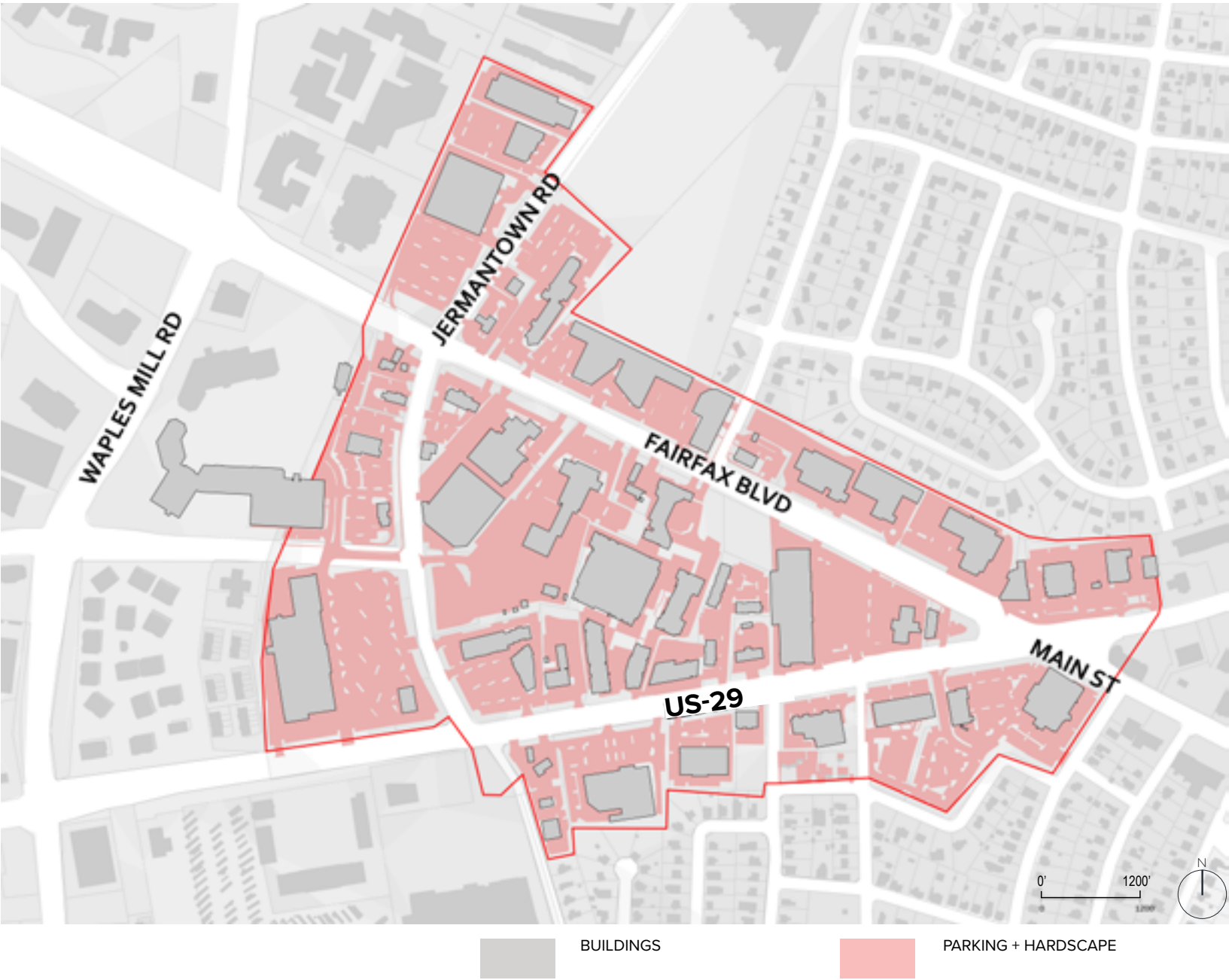


Fern Street dead end



Frontage roads and median openings along Fairfax Boulevard (Route 50)





SUSTAINABILITY & ECOLOGY

The Kamp Washington study area largely consists of suburban automotive-oriented commercial development. The result is a heavily impervious landscape, filled with parking and hardscape.

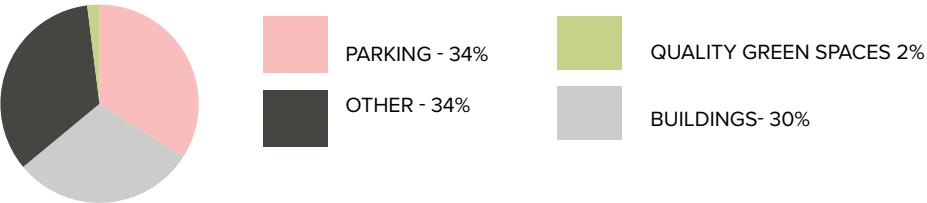
The lone significant greenspace is the Jermantown Cemetery - a historic and contemplative property. Just outside the study area is Kutner Park, a large recreational area. However, the current land use and

transit patterns separate the green spaces from pedestrians and bikes, and the park is largely invisible to many potential visitors.

While Kamp Washington does not have a major creek system within the study area, large amounts of impervious surfaces can still strain regional water systems and contribute to polluted waterways. The lack of green space can also magnify potential heat island effects, air quality, and fauna health.

The project aims to analyze and document the existing green areas and outline potential enhancements and connections to provide a more cohesive and integrated system of greenways throughout the study area.

HARDSCAPE & GREENSPACES



A significant portion of the study area is made of parking or low-quality green space. Labeled as other, 44% of the site consists of impervious hardscape, green patches or under-designed medians. Buildings and parking make the majority of the site impermeable.

Quality greenspaces are limited to residential edges of the study area and the Jermantown Cemetery. A significant opportunity is to find ways to connect the green spaces and cultivate quality permeability and public space.

- MEDIANS, TREES, GREEN PATCHES
- POTENTIAL VEGETATED CANOPY AND MEDIAN ALONG BOULEVARD SETBACK

CONNECTING EXISTING GREENSPACES



EXISTING TOPOGRAPHY & FLOODPLAINS

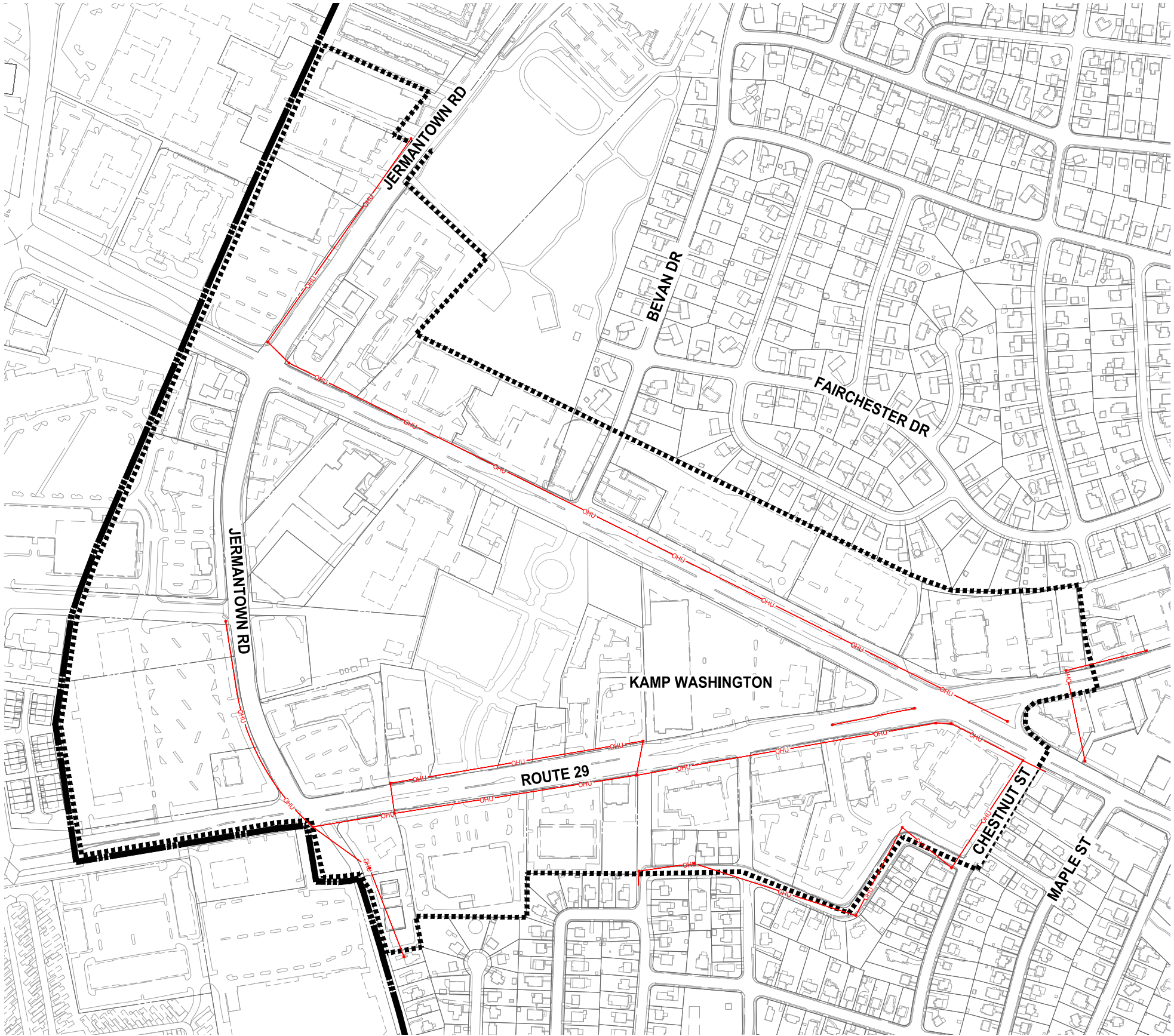
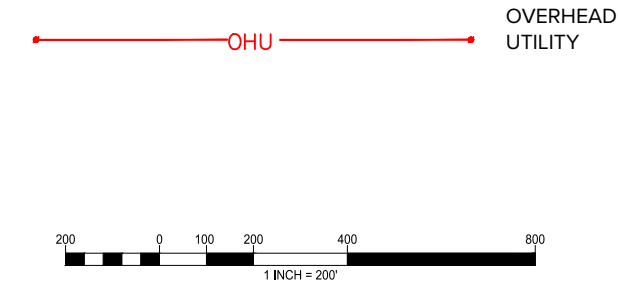


A flood plain is found at the existing Dominion Energy area along Fairfax Boulevard. The study area, while flat in many areas, does have steep topography near to the intersection of US-29 and Jermantown Road as well as at the southern part of the study area.

- 100 YEAR FLOOD PLAIN
- GRADE CHANGES
- DOWNWARD SLOPE

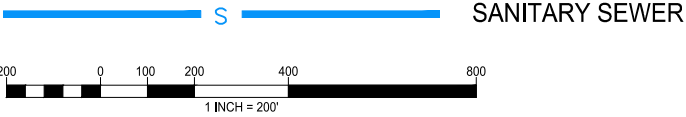
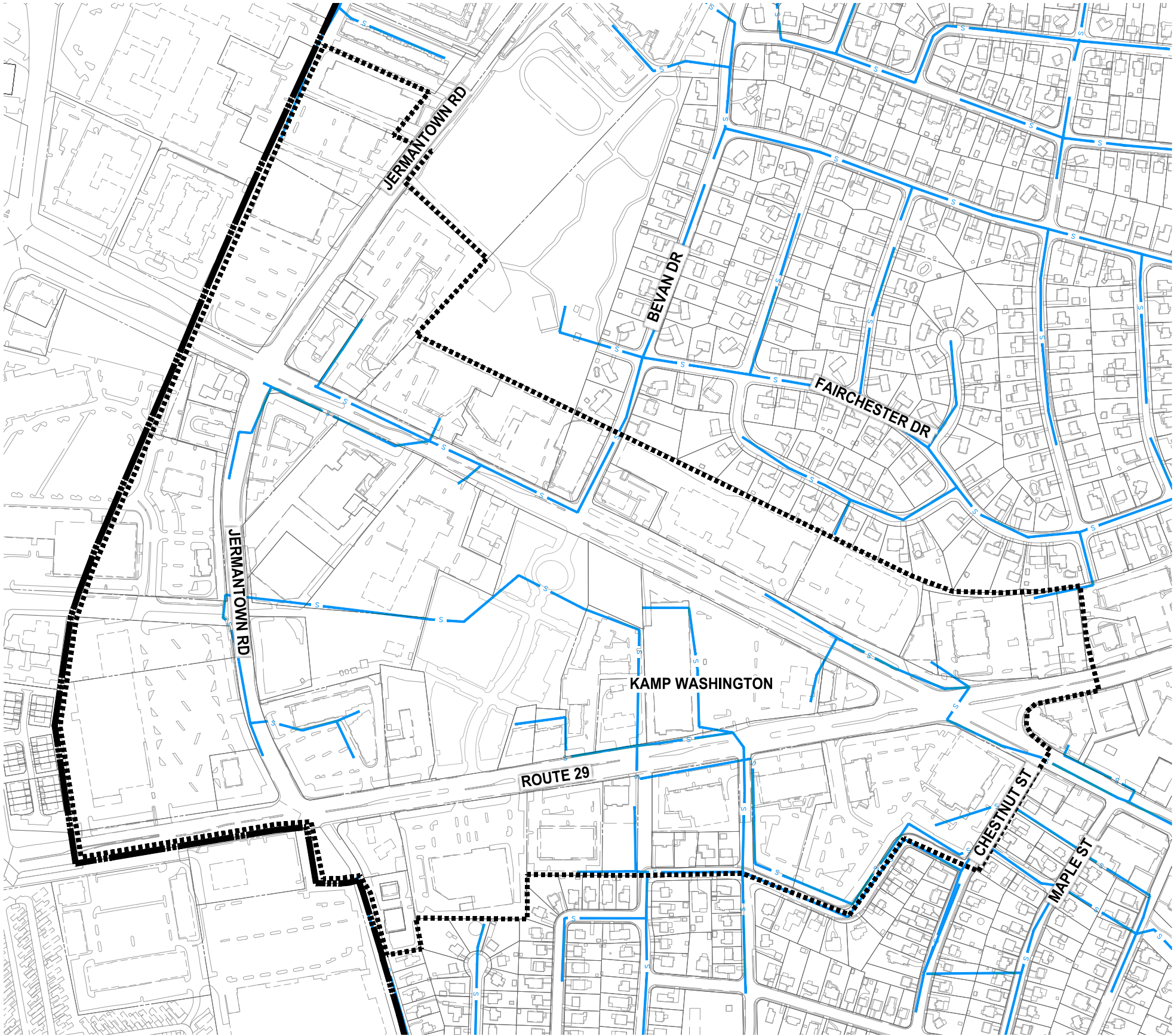
UTILITIES - OVERHEAD ELECTRICAL

The overhead utility distribution system within this area consists of approximately 10,250 linear feet of existing overhead utilities, located primarily within Fairfax Boulevard, Main Street, Jermantown Road, and Chestnut Street. Other, smaller secondary lines exist throughout the plan area, primarily providing service to individual sites. We recommend that future developments be encouraged to place existing overhead utilities underground. This could be accomplished through enforcement of existing zoning ordinance provisions or other incentives. Based on our review of cost data across a variety of projects in this region, we estimate that costs for undergrounding can vary from \$1,400 to \$2,200 per linear foot. This significant variation in potential costs is due to the wide range of complexity levels depending on the extent of undergrounding and how the lines to be undergrounded function within the larger utility grid. Based on this estimate, undergrounding of all overhead lines within the plan area over time could cost \$14,350,000 to \$22,550,000.



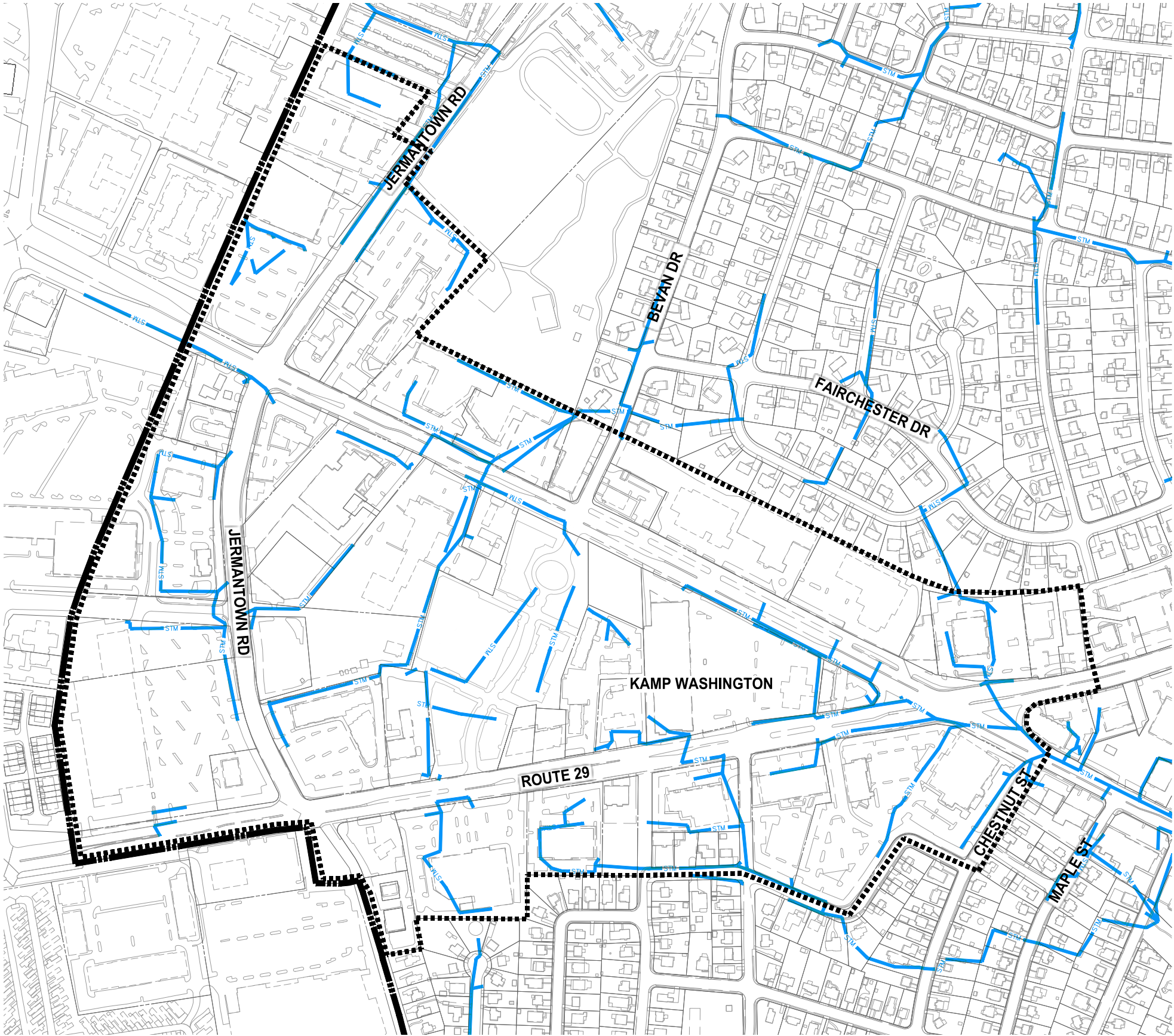
UTILITIES - SANITARY SEWER

Within the plan area there are several smaller sanitary sewer sheds. The portion of the plan area north of Fairfax Boulevard is served by a sewer network running north and east out of the plan area. The western plan area is served by a network that runs north and east, where it joins the existing network referenced above. The southern plan area is sewerred to the south. All sanitary infrastructure serving the plan area eventually combines into a trunk sewer main that runs east and south along tributaries to Accotink Creek, eventually draining to Noman M. Cole treatment plant in southern Fairfax County. Our expectation at this time is that, in general, the sewer infrastructure in place within the plan area is likely adequate to convey project sewer flows from anticipated future development. Should future investigations determine that sewer upgrades are required, measures such as slip-lining or upsizing portions of the sewer can be considered.



UTILITIES - STORM SEWER

The plan area is primarily within the Accotink Creek drainage shed, with most of the plan area draining to a tributary to Accotink Creek. Small areas on the western and northern edges of the plan area drain north and west into the Difficult Run watershed. For the majority of the plan area draining to Accotink Creek, this area represents the westernmost edge of the Accotink Creek watershed. This plan area has the unique characteristic of straddling the edge of two major watersheds. In situations like this, future development should be considerate of this situation and strive to avoid major drainage changes that would direct additional stormwater runoff to different watersheds. Overall, we expect existing and planned storm sewer infrastructure within this plan area will likely be adequate to accommodate future redevelopment. As the vision for this area evolves during the planning process, we will evaluate existing infrastructure in more detail.





LACK OF IDENTITY

- While Kamp Washington has a rich history, it is largely unknown outside of the community.
- The suburban landscape of Kamp Washington blends into the greater context of Northern Virginia.
- A sense of placelessness is common in the urban design and architecture - strip centers, parking lots, and buildings that could be in any American suburb.



CAR DOMINATED LANDSCAPE

- The most dominant land uses, by area, are parking lots and roadways.
- Common retail uses in the study area include car-oriented restaurants and shopping, car dealerships, gas stations, and repair shops.
- A common sentiment among residents is the sense of high volume and traffic amplified by the three major intersections.



MISSING OPEN SPACE

- The study area has no major urban plazas or community green spaces.
- Most of the landscaped green areas within the study area are fragmented and small, such as the road median pictured above.
- Nearby green spaces like Kutner Park are disconnected from the study area and are difficult to access for pedestrians and cyclists.



ESTABLISHED COMMERCIAL CRITICAL MASS

- The study area is an established commercial retail hub that serves the city and region.
- The study area has a broad mix of local and national retail, as well as a diversity of retail typologies and layouts.



NO PLANNED TRANSITION ZONES

- The residential districts near to Kamp Washington are sharply separated from the retail dominated study area.
- There is often difficult or uncomfortable multi-modal links between the residential areas and high-traffic commercial retail centers.

KEY OBSERVATIONS

EXISTING IDENTITY + DEVELOPMENT PATTERNS



COMMUNITY OUTREACH

The following pages summarize community outreach efforts undertaken during the crafting of the Small Area Plan. The efforts were conducted by both the consultant team and city staff at citywide and neighborhood levels. Participants included property owners, local neighborhood groups, teachers, developers, advocacy groups and more.

The outreach is also built on past studies and desires expressed by the community in numerous plans and studies that have directed the growth and design of the City.

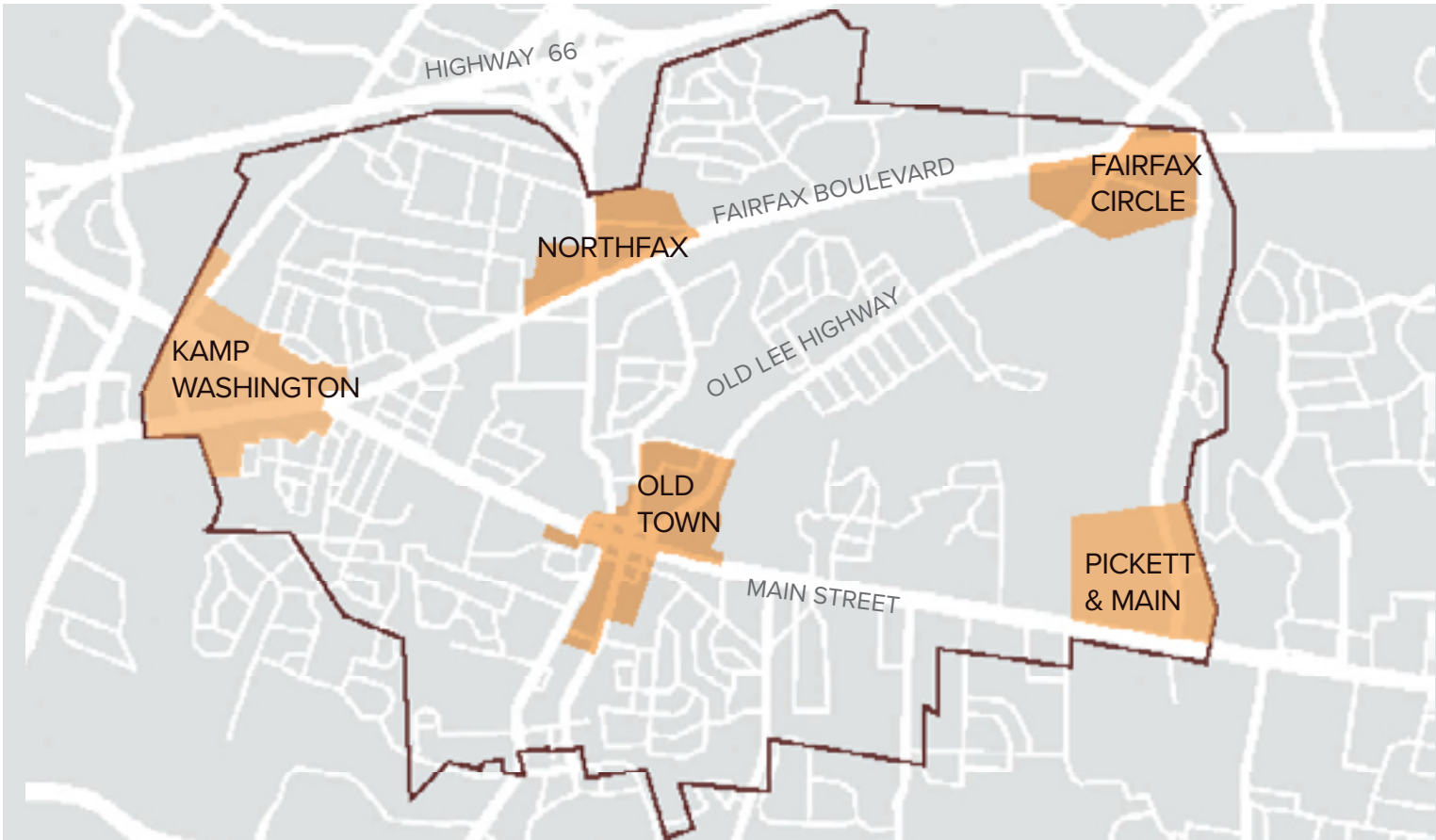
BUILDING ON PAST STUDIES

The Small Area Plan effort builds upon the 2035 Comprehensive Plan approved by the City of Fairfax in 2019. The Comprehensive plan highlighted five strategic areas (Old Town, Northfax, Fairfax Circle, Pickett and Main, and Kamp Washington) as Activity Centers. Activity Centers were recommended for mixed-use, higher density development, and public spaces. The Activity Centers share common characteristics of being located at key intersections, isolated from existing single family residential developments, and having enough land areas in transition to foster mixed-use pedestrian oriented developments. This study builds on existing studies to help identify feasible approaches capable of supporting new investments over the next 10 to 15 years. Reoccurring themes include:

- **Leadership:** The City of Fairfax is known for supporting economic activity, including strong and broad-based employment drivers, transportation access, high household incomes, and a positive community reputation.
- **Commercial Competition:** Competition for attracting commercial uses from outside the City is challenged given the City's predominantly older and less popular types of commercial locations and spaces. Though there is a strong community desire, actual market support for additional commercial

spaces is limited because commercial rents and revenues are too low to support new construction.

- **Regulations & Preservation:** Regulations can impose limitations on some potential new development concepts. In some cases, zoning regulations can be revised to accommodate the type of development desired in activity centers without negatively impacting neighborhoods.
- **Parcels:** The availability of larger undeveloped land holdings represents an important starting point for coordinated redevelopment.
- **Economic Anchors:** A recognition of George Mason University and Fairfax Country government offices as potential economic and cultural drivers.
- **Transportation:** Transportation and planning goals that increasingly look to prioritize the pedestrian, bike, and transit infrastructure.



IMAGES
Far left: Diagram showing the five Small Area Plans outlined in the 2035 Comprehensive Plan with Northfax and Old town being the first studies undertaken.

Top: Rendering from Fairfax Boulevard Master Plan

Near Left: Photo of Old Town during a community event.

- **Fairfax Boulevard Master Plan, 2007 Draft** - Although never adopted by City Council, the plan envisioned the transformation of Fairfax Boulevard into a multi-way boulevard with more pedestrian-oriented mixed-use development.
- **City of Fairfax Comprehensive Plan, 2012** – The City’s long-range policy guide & vision for future land use planning and development. Principles included protecting residential neighborhoods and promoting centers of commerce within a small-town atmosphere. Strategies included transforming the Fairfax Boulevard corridor into a business boulevard, reinforcing Old Town Fairfax as an economic and cultural focal point and focusing pedestrian mixed-use developments in key areas (Northfax for example).
- **City of Fairfax Commission on the Arts Strategic Master Plan, 2013** – Established public art policy and guidelines to promote / increase awareness of the City’s Commission on the Arts programs.
- **Fairfax Boulevard Commercial Development Market Analysis, 2013** - Retail needed for neighborhood goods and services and food & beverage; older offices are becoming obsolete and lodging market is appealing as confirmed by addition of Residence Inn.
- **Smart Growth America Fairfax Boulevard Recommendations, 2013** – A technical assistance panel was assembled to address failures of the Fairfax Boulevard Master Plan. Recommendations included targeting public investment and incentives and reviewing pending development projects for connective street networks, walkability, town blocks, etc.

- **Multi-modal Transportation Plan, 2017** - Envisions the City with options for residents to easily, safely, and efficiently move within and between neighborhoods either by walking, biking, taking public transportation, or driving.
- **City of Fairfax Design Guidelines, 2018** - Adopted design guidelines for historic overlay, transition overlay district, and architectural control overlay districts.
- **City of Fairfax 2035 Comprehensive Plan, 2019** – Builds on prior plans and provides direction concerning redevelopment opportunities, economic competitiveness, transportation, placemaking, and future land use.
- **Old Town Fairfax Historic Overlay District Streetscape Standards, 2019** - comprehensive and coordinated set of streetscape standards for the district.
- **City of Fairfax Fact Books, 2019- 2022**– Demographic, land use, and transportation data that has been compiled for the City, Old Town and Northfax.
- **Bike Fairfax City, 2021**- Transportation master plan with the goal of connecting the City’s cycling facilities and improving access to Activity Centers.
- **City of Fairfax Small Area Plans - Northfax and Old Town** - Small area plans for Old Town and Northfax that informed this study.
- **Kamp Washington Fact Book, 2021** - Demographic, land use, and transportation data that has been compiled for the City, Old Town and Northfax that is referenced throughout this analysis.

LISTENING + INFORMING

COMMUNITY OUTREACH

Extensive community outreach is one of the most important aspects of the Small Area Plans effort. Listening to key stakeholders, such as the broader Fairfax residential community, individual property and business owners, developer partners, and civic groups helps inform the planning process and guide implementation of key ideas. Several different types of meetings were used to gather a range of viewpoints and perspectives on the study areas.



IMAGES
1 Northfax Tour with City Staff
2 September Community Town hall
3 Community Stakeholder Meeting
4 Old Town Tour with City Staff
5 Community Stakeholder Meeting
6 Community Town Hall



1 VIRTUAL AND IN PERSON KICKOFF MEETINGS

The consultant team and city partners had a series of digital meetings and subsequent socially distant site tour of the Kamp Washington study area in the Spring of 2021. Major observations included:

- Heavy vehicular traffic
- Lack of design in existing built infrastructure for pedestrians or cyclists
- “Invisible” or underappreciated community assets or places such as Kutner Park and Jermantown Cemetery
- Retail vibrancy
- Highly visible crossroads location
- Lack of architectural or placemaking that distinguishes Kamp Washington from nearby County or general suburban sprawl conditions.
- Vibrant local businesses
- Central location of major property uses like Dominion Energy and the Moxley

2 VIRTUAL OUTREACH

In the information gathering phase of the study, community members posted geo-tagged comments on digital maps at engage.fairfaxva.gov with recommendations, concerns, and hopes for the study area. Major themes include:

- Concern for vehicular traffic and multimodal options
- Preservation of Jermantown Cemetery
- Interest in density at center of study area
- Sense of placelessness with no key destination
- Concern about balancing new density with vehicular traffic
- Concern about cut-through traffic at Bevan Drive, Fern Street, and Rust Road
- Interest in connecting dead-end streets like Government Center Parkway
- Too many car dealership uses
- Need for high quality, community oriented retail and civic spaces
- Support of local businesses
- Recognition of US-29 and Fairfax Boulevard intersection as an important traffic and placemaking location

3 DIGITAL TOWN HALL

On June 9, 2021 the consultant team conducted a digital town hall. In-person activities were restricted due to Covid and community members called and wrote questions for the team who responded in a webinar format.

Hopes for Study Area

- More greenspaces, more natural elements with better access to Kutner Park and Jermantown Cemetery
- Better connectivity, especially for pedestrians and cyclists
- More visible local retail, neighborhood feeling environment
- Expression of local arts
- Creation of a destination or new place
- Better design and transition to nearby neighborhoods

Challenges and Concerns:

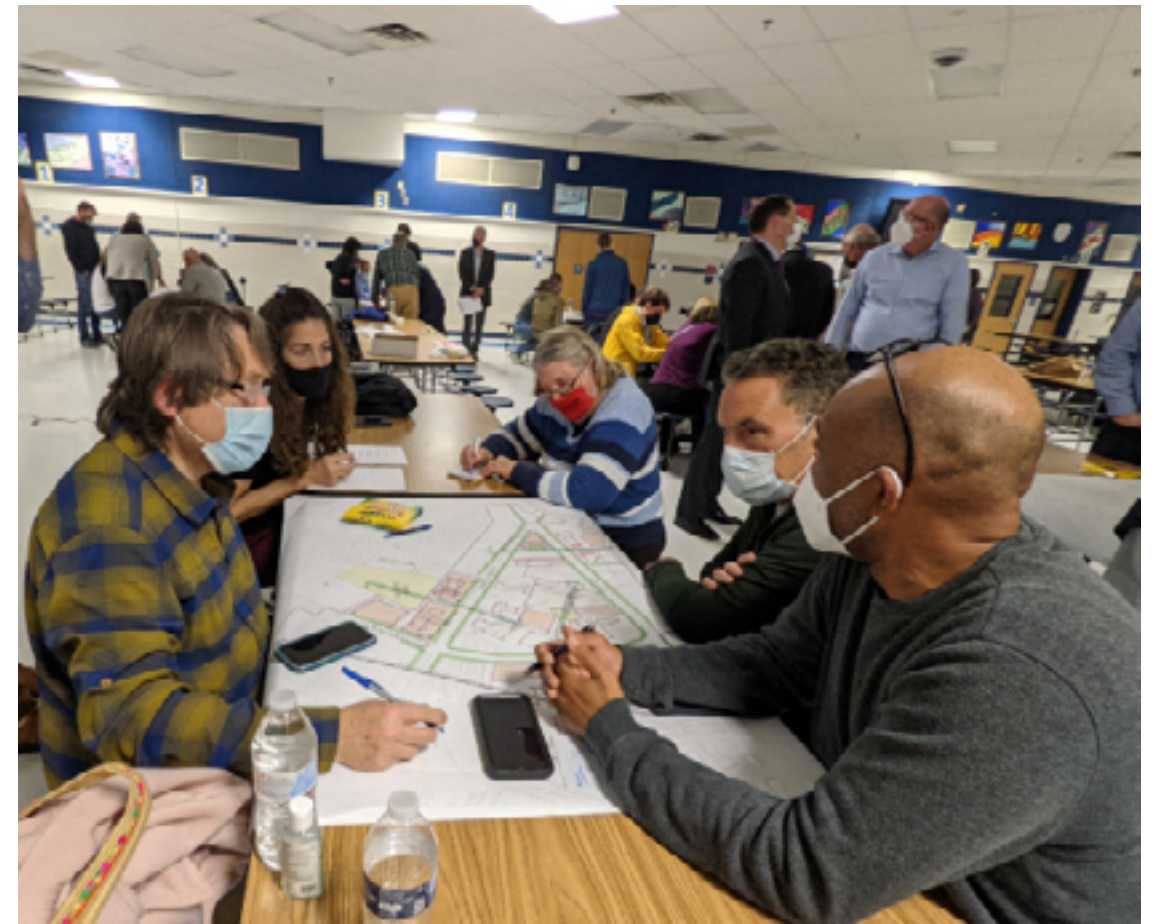
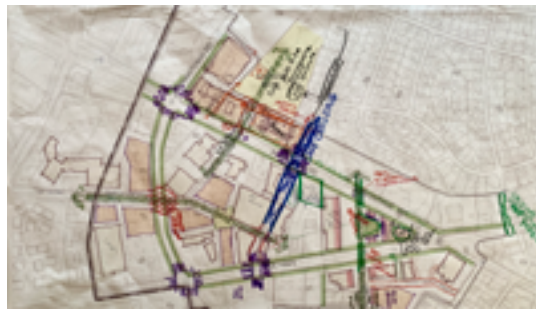
- Too much pavement and parking lots
- Ugly visual environment
- Sense of placelessness
- Ability to implement
- Traffic and busy roads
- Integration with nearby neighborhoods

4 PLANNING COMMISSION & CITY COUNCIL MEETINGS WORK SESSION

In July 2021, the consultant team conducted two presentations with the Planning Commission and another meeting with the City Council. The presentation was virtual as well as in person to accommodate pandemic social distancing measures.

The following are a summary of ideas explored:

- Increase amount of green and reducing pavement
- Sustaining and growing retail, especially local or unique uses
- Fostering a sense of place and excitement
- Busy roads are a huge challenge and opportunity
- Vehicular, pedestrian, and cyclist safety
- Creating a destination for County visitors
- An interest in Kamp Washington as a job center for the city.
- Concern about high levels of traffic along major boulevards



5

COMMUNITY CHARRETTE

On the evening of November 18, 2021, the project consultant team held a charrette at Katherine Johnson Middle School. Over 40 community members were in attendance and helped develop a community-driven plan for the future of Kamp Washington. During the charrette, the project consultant team identified three distinct sub-areas for the Kamp Washington Study Area: the Fern Street Triangle, the Jermantown Link area, and the Kutner Park area. These areas will receive distinct, personalized treatments that together form a cohesive mixed-use district that is economically vibrant; easily navigable for all modes of transportation; and offers ample choices for housing, shopping, and recreation.

The well attended event produced several drawings showing suggested community driven visions for the study area. Full maps produced by community members can be

found in the following pages.

Key community outlined goals include:

- Support of new green and civic spaces throughout the study area
- An interest in walkability, better connections for cyclists
- Need for a retail destination within the study area
- Strong priority towards preservation and enhancement of Jermantown Cemetery
- Support of mixed-use residential
- Interest in creation of shared use green boulevards
- Encouragement of new educational uses to link to Middle School
- Support for traffic calming measures
- General support in creation of a mixed-use village at the study area

6

COMMUNITY TOWNHALL

At the February 24, 2022 public meeting, the consultant team presented a refined plan for the Kamp Washington study area that transforms an area dominated by strip center shopping and abundant surface parking to a mixed-use neighborhood that offers a variety of housing for new residents and retail that meets the needs of both those living in and visiting Kamp Washington. What is now a challenging environment for all transportation network users will offer all road users, regardless of means of transportation, the ability to travel around and through the study area more easily. Green space, which is lacking at present, will be thoughtfully added in key areas to offer both recreational opportunities and contemplative spaces.

Key comments included:

- Concern with density of development - particularly adjacent to existing single family neighborhoods
- Skepticism about vehicular connectivity at Fern Street but general support for cyclist/pedestrian connections at Fern Street and other areas of the study area
- General support for greener, more sustainable vision for the study area
- Support for traffic mitigation and interest in further research in how to reduce traffic in the study area
- Interest in expansion of Kutner Park and preserving existing uses
- Concern about ability to implement transition from suburban sprawl to urban village

7

NEIGHBORHOOD OUTREACH

Throughout Spring and Summer 2022, city staff conducted community outreach to adjacent residential neighborhoods, including the Westmore and Fairchester Woods neighborhood associations, to explain and further develop ideas about the small area vision for Kamp Washington including a walking tour along Park Road.

Residential stakeholders:

- Encouraged further study into ways to mitigate 'cut-through' traffic from retailers to the residential neighborhood
- An interest in pocket parks or neighborhood bicycle and pedestrian connectors at areas like Fern Street or Holly
- Skepticism about ability to implement
- Support for tree preservation and enhancement wherever possible
- Concern about building heights and adjacent new uses

DIGITAL TOWNHALL: QUESTIONS + ANSWERS

Question Asked	Answer Given
Would this project take into account public art for the Kamp Washington Area	Yes, this area has a fantastic opportunity to engage art- whether environmental art, park design, building design or even stand alone work. This goes to the question of identity- art can enhance a sense of place. A good mural or piece can enhance a sense of place. The one thing Kamp Washington doesn't have a lack of is hard surfaces. Murals aren't always the cure to everything but, it is a great place to bring excitement through murals, art or other interventions
The reality of a project like this. What is the time horizon for this? How is funding etc. make it possible?	We also will provide recommendations of public/private. Public timelines differ as well. The plans help give guidance to what grants and programs and tax spending the city should focus on capital improvement. Things like street construction purchasing property may be down the line but smaller items can be quick.
Any new dog parks?	One in Westmore is the only one in the City. This plan may or may not get to this level of detail about if open spaces should be dog parks or not. There are a lot of opportunities for a park- the programming can be something figured out in the future. Dog parks is something that will be considered for sure.
How do you see this impacting (positively or negatively) the residents of Fairchester Woods?	This is the area to the North of the Study Area. This study area is the front door to Fairchester. All the commercial properties butt up against it. The goal of this project is to serve neighborhoods north and south better. We want to create a positive environment for the neighborhoods including needs. But, in general, better connection to parks, grocery, retail will be a positive improvement this study will resolve. The long term use of car dealerships, thinking through those parcels 10-20 years from now will be impactful. We haven't gotten to this detail yet but we will. Working with topography, scale of buildings, and spaces between neighborhoods is central to our efforts. Looking at alleys or streets separating, commercial buildings backing up to residential, and the in-between spaces is critical.
I hope you will provide more time for review of the Plan draft. The previous two SAPs were reviewed and approved on a compressed timeline.	Thanks for your comment, Douglas. We've definitely worked with the consultant team to add additional review time for both ourselves and the public.
For Bolan Smart -- what are opportunities to attract more neighborhood-serving businesses -- as well as obstacles to doing so?	The opportunities are always there. Fortunately there are a lot of different types of spaces within Kamp Washington- meaning different retail users. Remarkable number of establishments already there that are local. There is no funding now for local operators to thrive now or in future plans. It's a great question- because the study area doesn't immediately lend itself to intimate space but a lot can be done to that. It is about transforming the space not just as a recreational space but also highlight and let people know about smaller users and space. Neighborhood serving uses area already interested in the area- we can push to more opportunities through this planning effort. A lot of the properties are underdeveloped (i.e. pad sites like gas stations) but on the otherhand these interesting buildings have opportunities for adaptive reuse into interesting non-suburban-generic retail
Are there opportunities to work with the property owners in Kamp Washington to create walking alleys and other pedestrian/bike connections w/in the triangle? Pedestrian bridges?	Moxley site plan is starting to propose smaller streets or pedestrian walkways. We are looking at that. Beyond that projects like the Hill Street connector is a good precedent and we will be looking at creating pedestrian connections response to pedestrian bridges. It's all about context. If they have to go up and then go down, it starts to be a problem. If it's navigating topographic change, it may be possible. There are some examples of rails or highways or topography appropriate. The goal is seamless connection and not create more obstacles or crossings. Bridges are also critical when we look at destinations. You need a destination for the bridge or places things want to be. Pedestrian connection is about getting people to where they want to go.
Can we set aside a few solid acres as part of a nature corridor in connection with Kutner Park and Fairfax Villa? It would allow nature to return, provide safe passage for our birds, and critters through our city. Please also consider daylighting part of the creek that was buried long ago.	We are looking at the location of watershed elements and if possible we would be interested in daylighting. We are looking at creating connected greenspaces. The nature of these connected corridors hasn't been determined. We will think about this in terms of wildlife and animals as well as native plantings. We will consider this as we develop the design.
Can we also consider connectivity for nature? Set aside land for a nature corridor rather than trees in mulch?	
Can all plantings be of native plants?	
Compatibility with the county seems misleading. It seems we need something differentiating from the county.	On the east side of the city of Fairfax, there are specific properties half in the County and half in the City. We wouldn't disagree a distincting needs and already is being made. The city is already recognized and there is further potential also want to draw office workers and residents from the nearby County including new investment from the County to help the retail thrive in the City.

DIGITAL TOWNHALL: QUESTIONS + ANSWERS

Northfax had a goal of being an 'ecologically sensitive place', will this also be incorporated into the Kamp Wshington Small Area Plan?	Yes- the goal is to bring more green, more nature into the space. This isn't the same context with NorthFax at the headwaters of the Creek but we do have a lot of impermiable surface and the need to bring more greenspace and tis goal of softening and creating better natural edges and drawing from identity features like the historic cemetary and some of the agarian past may be a lens. Adding more green and open space is critical to this study area- inclidin space. It will be about balancing greenspace and important development parcels & neccessary parking. Greening up the space in little ways will make a big difference as well. From a private investment standpoint, the owners ha greenspace & even private art.
Can we somehow allow for nature to be added back into the space?	
Can we somehow connect the parks? Create a greenway?	
It does not seem to have as many unoccupied businesses, what can be done to ensure business will not be forced out?	<p>Commercial gentrification is always an intersting question. The question is are they forced out because the model doesn't work or rents too high or what? I can't speak to this broadly- there are a lot of spaces for different buisnesse any reason rents should escalate, the only excetion is buisnesses selling their parcels for redevelopment.</p> <p>The low hanging fruit isn't removing thriving retail centers. Its about infill of parking lots and keeping small retailers in balance with big ones.</p> <p>A high proportion of retailers are renters not owners, so that may effect.</p>
Do you envision a Mosaic district type development here?	Not like Mosaic- it isn't under single ownership. Or Faifax Corner- also coordinated and built out. Hwoever, this study area is relatively large. The team is looking for places for owners to coordinate and create some areas of mutual to create an integrative destination. There are also major roads that separate and divide the study area. Some areas are more prone to integrated development than others just because of this geography. The different parcels comi could create a well designed vision. Its all a matter of the mix of uses too- clearly adding more residential is still important. Kamp washington is on the right path with 25% residential already. The great thing abotu Kamp Washingt economic critical mass to be an integrated destination. This may end up feeling more authentic and potential as many of these parcels are larger and more existing. The important thing is creating well design spaces that compler urban design fashion.
In my mind redevelopment must make Kamp Washington an integrated destination like Mosaic or Fairfax Corner. Is that possible or feasible.	
Is there any plan or goal to improve traffic volume and flow through Kamp Washington? Fairfax City and county is currently adding a lot of residential development which is increasing the amount of traffic in the area.	<p>This is a good question. We aren't in the stage for recommending solutions but, thinking about the comprehensive plan creating a multimodal destinations good for walkability, cycling, and others is in conflict with widening roads. A destintations will also help ease traffic as people walk to local retail trips. The important question is what type of growth, not if growth will increase traffic. Mixed use produces far less traffic than the traditional suburban developm matters. Office users are on the road different times than residential users. A mixed use neighborhood can help level out the bottle necks. One factoid from the comprehensive plan is many people are just moving through the stree One question to ask is who are the roads for and why? Its important to keep regional connectivity but we cna also reimagine these as urban or neighborhood streets that slow down and not just a pass through road.</p>
Are there limitations to doing an overpass/underpass development at 29/50/main or is a road transformation a possibility, if practical?	<p>The challenge with an overpass or bridge is construction time takes a while. It also increase the time to cross (going up and down). Safety is also a concern for going underground with lighting. There are good opportunities for at-gra better signaling, clearer signage, and traffic calming efforts.</p>
What are thoughts about the overall feeling/atmosphere for the space. Do we want to draw on historical elements (think like a Georgetown essence), a more modern/contemporary feel, or futuristic? While mosaic is great, can that work anywhere or can we modify it to reflect an old-town feel with modern amenities?	<p>What we are trying to define now- what IS Kamp washington in the future. While there aren't a lot of historic buildings like Georgetown, we don't want to create a strange hybrid or approach. History will pay a role but it will also be existing buildings there and full redevelopment. The goal is walkability and mixed use. We will explore what the feel is. It will likely be a hybrid.</p> <p>There is a significant number of industrial buildings in Kamp Washington. This might be source of placemaking vernacular to guide the design of the buildings. The backside of the Dominion energy lot for example. It may be an interi also would be unique character to the city.</p> <p>Drawing from history, gives authenticity. The crossroads will play a role as well. We don't want to predetermine this. It comes from ground up- we will track this and continue to reveal this.</p>
One transportation issue you didn't mention is transit headways. At best they are 30 minutes. Off peak, headways are 60+ minutes. That makes transit a non-viable alternative for a car for travel outside of the immediate area.	<p>The frequency of the headways is a big challenge. This is outside the scope of this planning effort- its up to Metro/WMATA. That said, perhaps we can do some stakeholder outreach. More importantly, we will be looking for new trar micro transit options within Fairfax City and nearby. Maybe its not just abotu bus operation but special shuttles or automated shuttles or others may be better. Usage is also something to track, there is an opportunity for improvem</p>

DIGITAL TOWNHALL: QUESTIONS/COMMENTS NOT ANSWERED DUE TO LACK OF TIME

any thought about pedestrian bridges, with greenery on it and art (mosaic)?
1) Recommend re-utilization of unused parking spaces - example adjoining Park Rd;
2) Reutilize "abandoned" or unused properities - example again on Park Rd., Next Day Blinds, perhaps others
FFX County has a green bicycle trail - Connector (I believe) - possible to unite/merge to that?
add a beautiful fountain at the corner 29 & 50
plans to change street lamps ?
Do you know if any improvements will be made to the Bevan/Route 50 pedestrian crossing once the Moxley is finished? Will we have to wait years for any ideas from the Comprehensive Plan to be implemented? Thank you.
I live in Westmore and strongly support extending Fern Street through the shopping center into the neighborhood. It could connect across 29 to a future street grid at the current shopping center.
Can the City work with adjacent property owners to widen sidewalks along 29 and 50, and plant trees to provide needed shade and buffers from the roads?
Can the City square off the intersections at Jermantown and 29, Jermantown and 50, and other intersections in KW to reduce crossing distances and slow turning vehicles?
How to address the addition of housing and high cost. Plus adding more apts will lead to more cars entering the same roads. Traffic congestion is problem. Making Rust Road connection would be helpful.
Green space, especially shade will be necessary for walking or no one will be walking June-Aug.
It does seem more commercially occupied than much of the rest of the City.
Now we have a corridore that is very much occupied while much of the City lies empty?
About a year or so ago I remember seeing something about an owner (maybe Federal Realty) purchasing the plot where the KBR etc are, so they now own from there to Aldi... have they been involved in this at all?

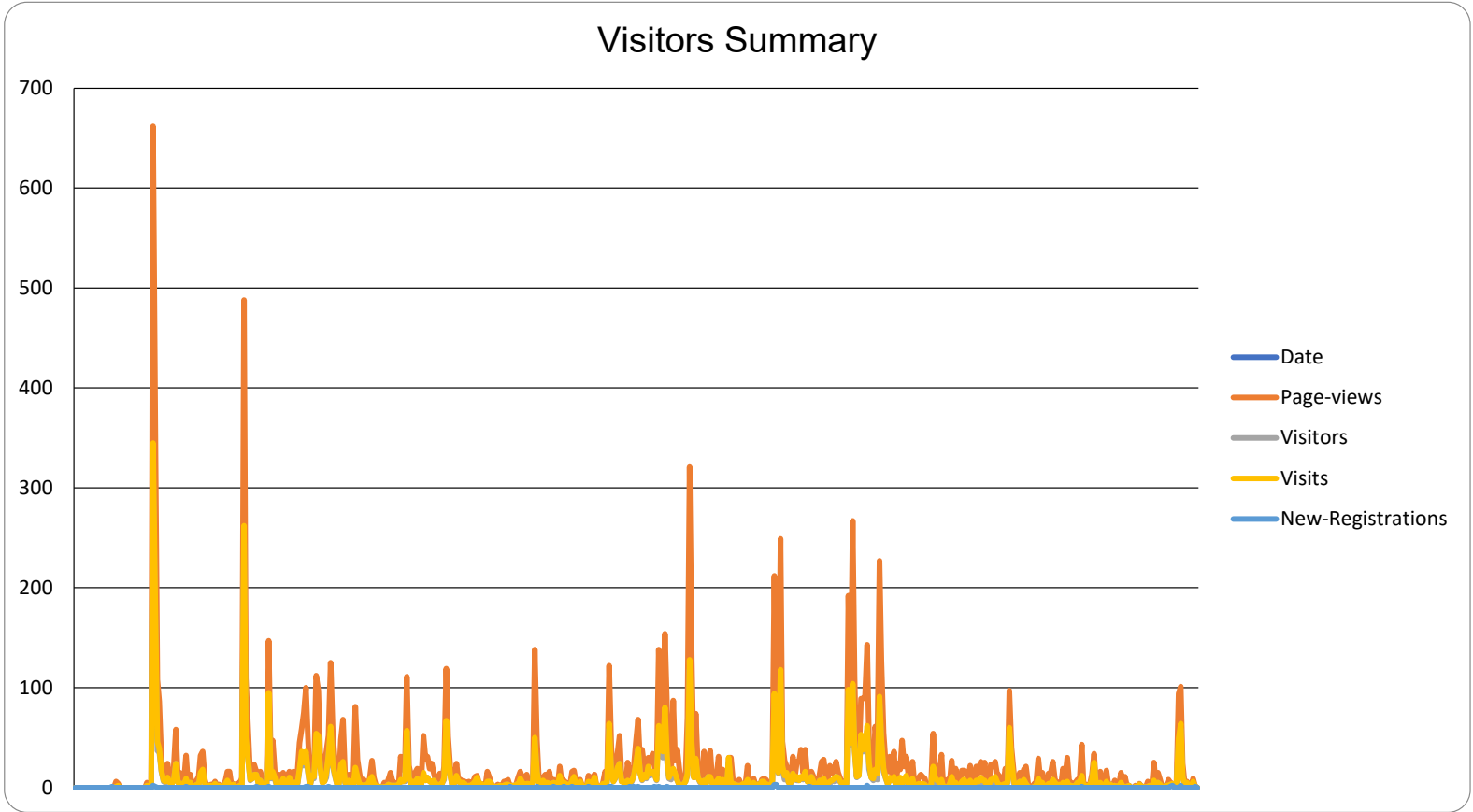
DIGITAL OUTREACH SUMMARY

ENGAGED PARTICIPANTS	61		
Engaged Actions Performed	Registered	Unverified	Anonymous
Contributed on Forums	0	0	0
Participated in Surveys	0	0	0
Contributed to Newsfeeds	0	0	0
Participated in Quick Polls	0	0	0
Posted on Guestbooks	5	0	0
Contributed to Stories	0	0	0
Asked Questions	5	14	0
Placed Pins on Places	40	0	0
Contributed to Ideas	0	0	0

INFORMED PARTICIPANTS	1,765
Informed Actions Performed	Participants
Viewed a video	4
Viewed a photo	0
Downloaded a document	578
Visited the Key Dates page	187
Visited an FAQ list Page	376
Visited Instagram Page	0
Visited Multiple Project Pages	1,473
Contributed to a tool (engaged	61

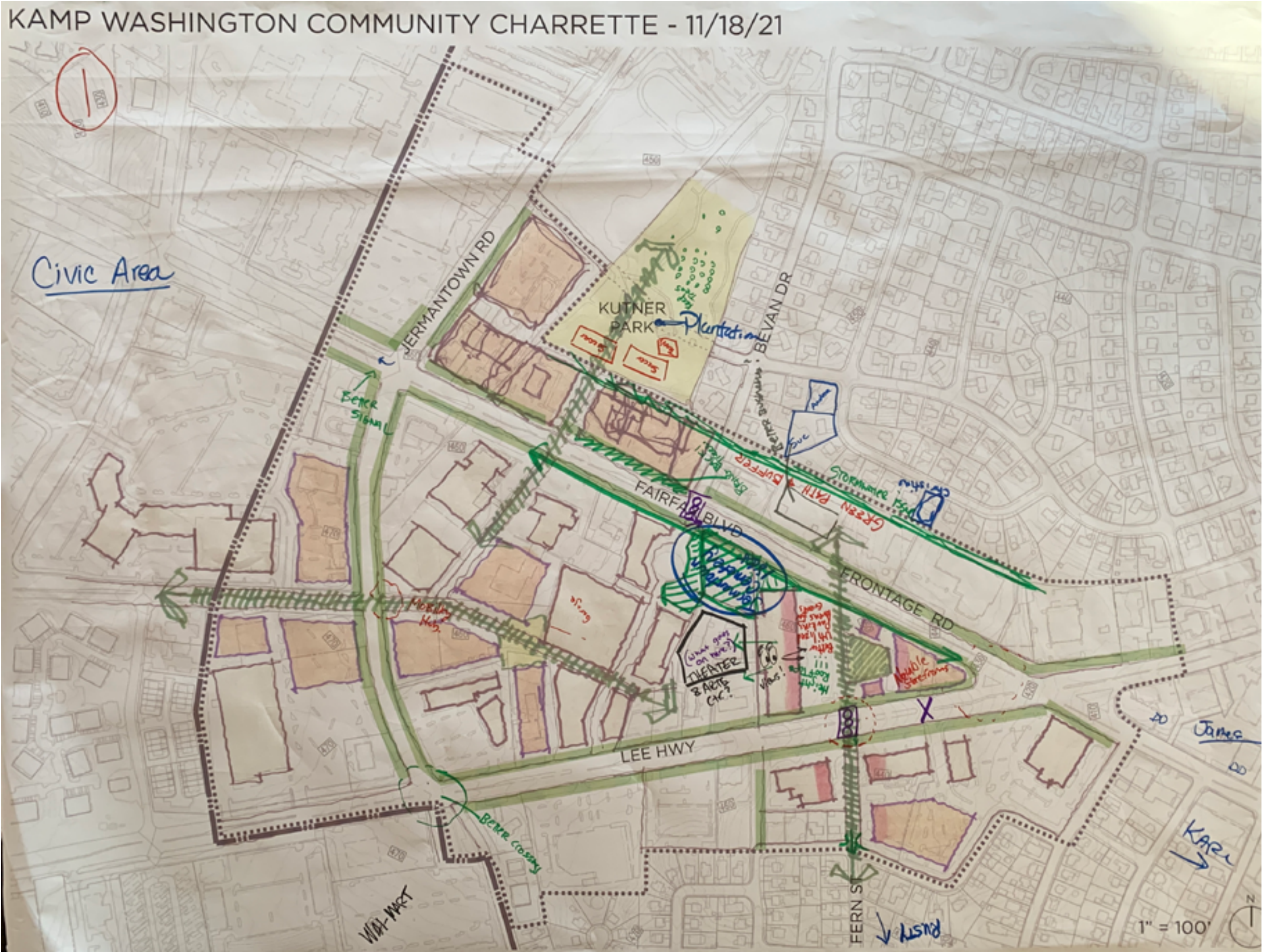
Project Highlights	
Total Visits	5.8 k
New Registrations	40
Video views	4
Photo Views	0
Document Downloads	1.06 k

Engagement Tool Name	Visitors	Downloads/Views
Kamp Washington Fact Book	333	393
Kamp Washington Existing Conditions Report	164	241
November 18, 2021 Public Charrette Presentation	57	68
November 18, 2021 Public Charrette Community Drawing - Table 1	47	52
June 9, 2021 Public Meeting Presentation	45	50
February 24, 2022 Public Meeting Presentation	44	71
November 18, 2021 Public Charrette Community Drawing - Table 6	28	30
November 18, 2021 Public Charrette Community Drawing - Table 2	27	28
November 18, 2021 Public Charrette Table Comments	26	29
November 18, 2021 Public Charrette Community Drawing - Table 3	24	25
Questions and Comments from Kamp Washington Small Area Plan Public Meeting #1	24	29
November 18, 2021 Public Charrette Community Drawing - Table 4	19	20
November 18, 2021 Public Charrette Community Drawing - Table 5	18	19
FAQ	376	399



COMMUNITY CHARRETTE: TABLE 1 COMMENTS AND MAP

- Consider a car free lifestyle – a safe connectivity from Westmore, Fairchester, etc. to school and other parts of city.
- Pedestrian safety key along with bike path behind buildings on Fairfax Boulevard
- Current stormwater concerns, people hanging out there, trash
- Better spaces for car dealerships- they look ugly. Maybe ways to integrate them into the community. A car show?
- Make crossings safer. Greenways are a great idea
- Festivals and arts as an anchor
- New arts center to define the area (fine arts, theater?)
- Finding places to have parking but also walk. Fairfax Corner works for this as an example.
- Places for teens to hang.
- Bring the city to this side of town
- Expand the greenspace of the cemetery. It's a unique place that defines this part of the city.
- Better parking access
- Keep and maintain retail



COMMUNITY CHARRETTE: TABLE 2 COMMENTS AND MAP

FERN STREET

- Fern Street and Fairfax Boulevard crossing is great
- Want it vehicular but with lots of use for pedestrians and cyclists
- Lots of trees

KUTNER PARK

- We like the idea of an active connections in and around the park

MOBILITY HUB

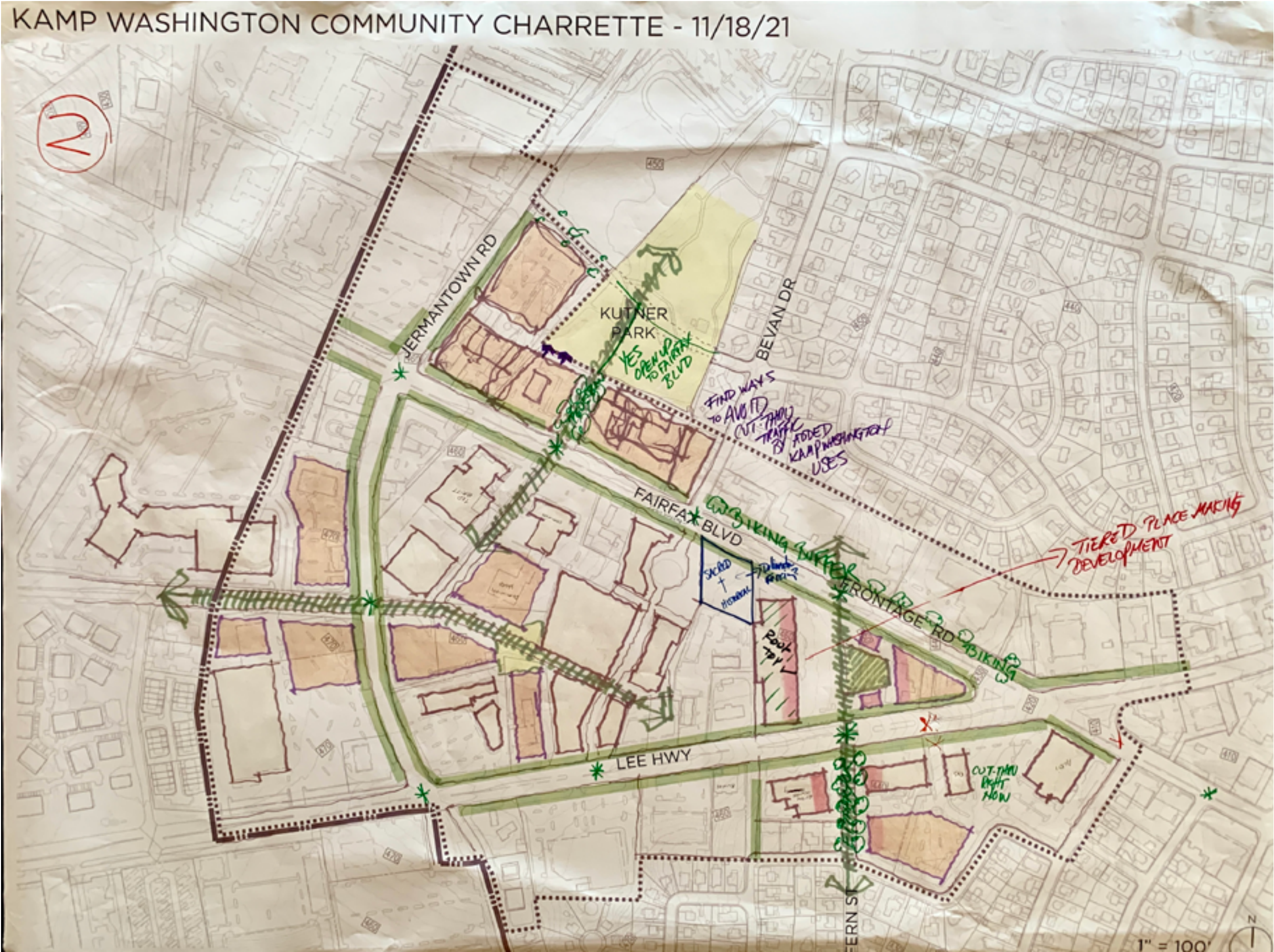
- Not enough information to have strong feelings one way or other

FAIRFAX BLVD. FRONTAGE ROAD

- Like the path idea

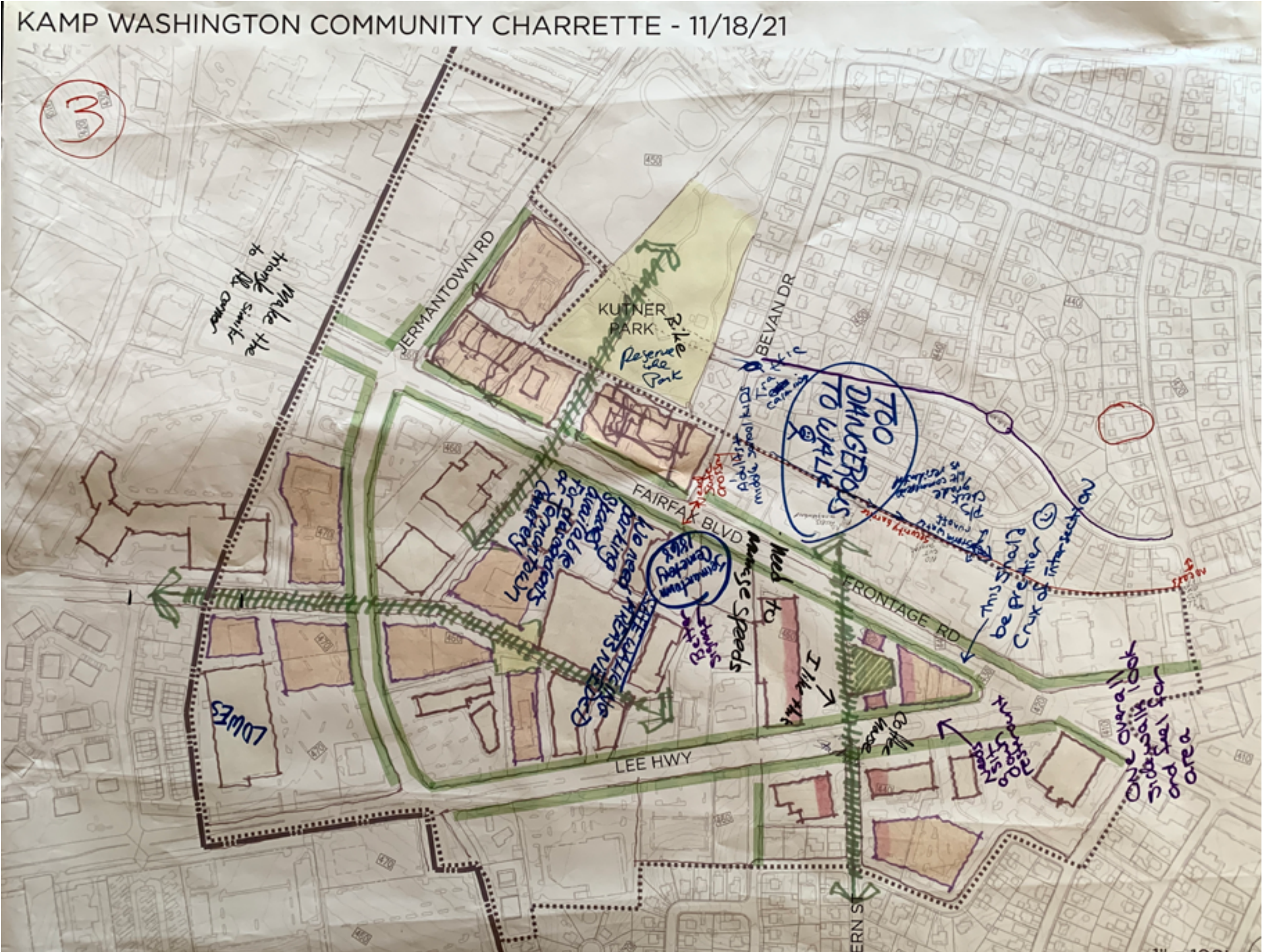
CONNECTIVITY & GREEN

- Keep through traffic off side neighborhoods.
- Like connecting and opening up Kutner Park
- There are lights and stops too close to 50/29
- Thumbs up for green space in triangle lot and a multi-level design that uses topography.
- Eliminate lights at CVS and 29
- We like the greenway and the frontage road
- See map for more green areas
- Cemetery needs parking, fencing, use for a cut through and walking path currently
- Like the tier effect on parking and rooftop at Kamp Washington
- Bike connect to new route 66 bike path



COMMUNITY CHARRETTE: TABLE 3 COMMENTS AND MAP

- Like Westmore
- Make residential streets more walkable – no sidewalks
- Like Fern Street Connection and better cross walks in general
- Triangle community center. Want an anchor restaurant at Kamp Washington on the corner
- Preserve and protect cemetery
- Gov't Center Pkwy Connection is good
- Walking paths only for Kutner Park
- Fairchester needs sidewalks to connect to Kamp Washington
- Moxley will need to be able to walk throughout



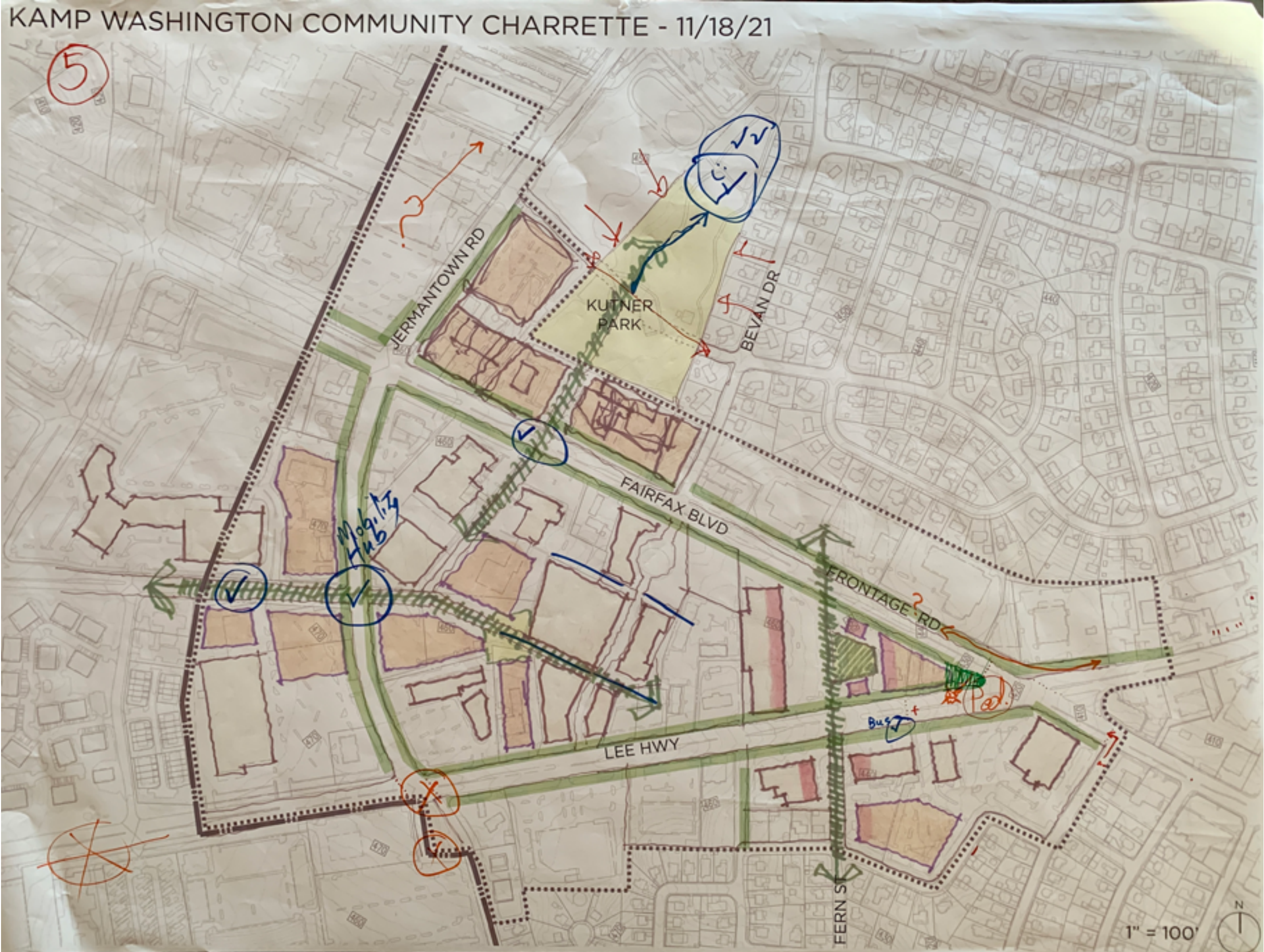
COMMUNITY CHARRETTE: TABLE 4 COMMENTS AND MAP

- No write up: refer to map.



COMMUNITY CHARRETTE: TABLE 5 COMMENTS AND MAP

- Left turn from Chestnut Street to Fairfax Boulevard?
- How would access to the shopping center work with the street system if the light is removed?
- Fern street could be 50% auto but 100% ped/bike. Don't allow west bound traffic to make left
- Kutner park- increase trail network with park, extend green to Boulevard
- Kutner park surrounding buildings could be office space with retail/restaurants on bottom. Maybe renovated to be nicer/ newer buildings
- US-29 / FFX Blvd yes to increasing pedestrian crosswalks
- Mobility hub sounds like a good idea reduces traffic
- Jermantown Circle, Wegmans, Fairfax Corner are places we go on County side because within KW there is subpar retail especially at mall. Would like to see it more appealing.



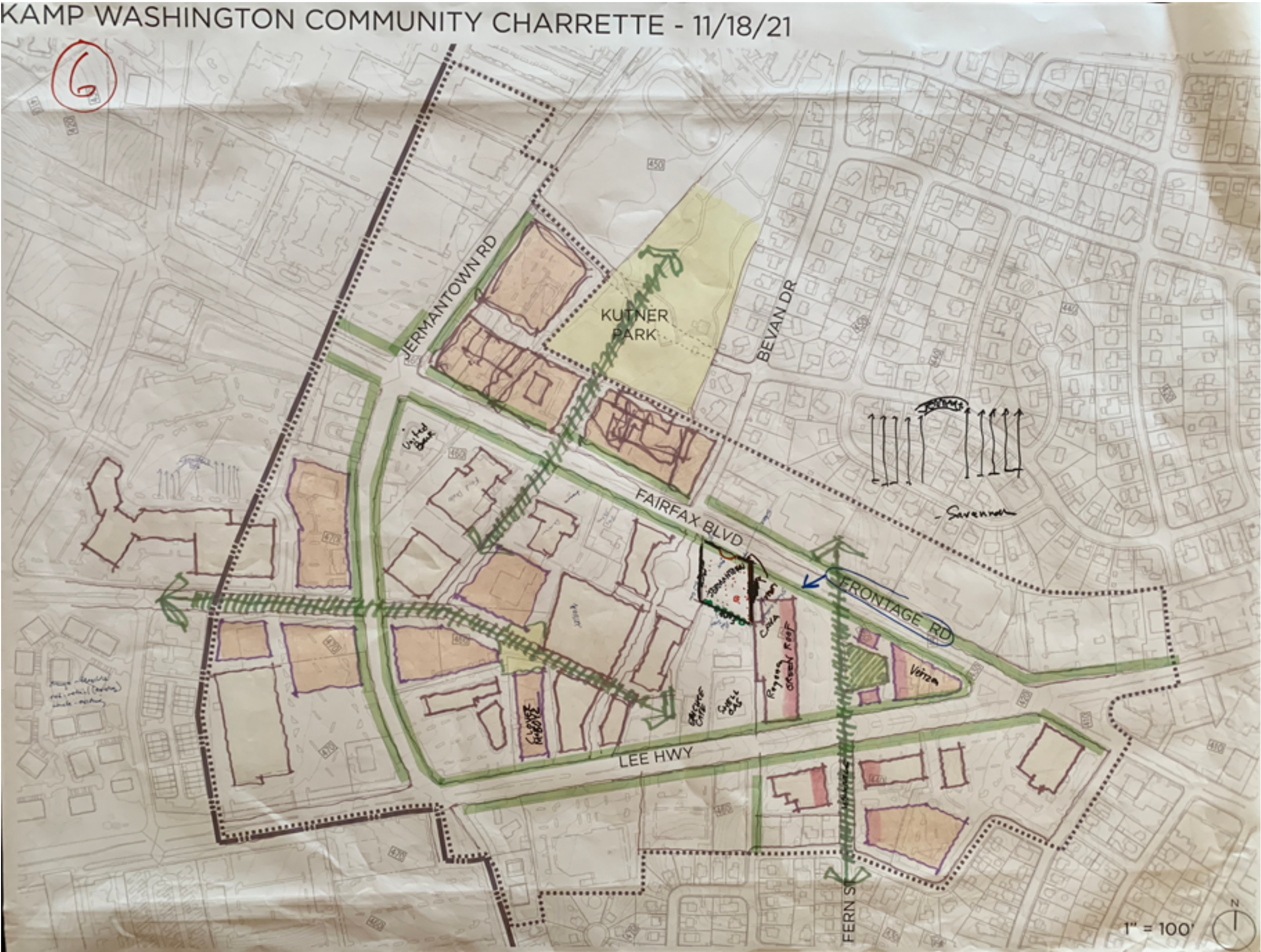
COMMUNITY CHARRETTE: TABLE 6 COMMENTS AND MAP

Jermantown Cemetery

- Keep retaining wall next to shopping center and along Fairfax Boulevard. Add a nicer brick stone wall Add wrought iron fence along all back of cemetery, west side. Have gate with arch with name on top of cemetery.
- Need historic markers
- Don't allow dogs etc. to use space

Greenspaces

- Like the idea by Verizon at current paved area
- Walkable green roof
- Like the idea of a robust green space on other side of road so it connects cemetery to Fern Street green space.
- Like the greenwalk way to Kutner Park & US-29
- Want to see a greenway from transit hub to the park also
- Shops and restaurants centered around the mobility hub with EV charging, bike racks,
- Want to see a performing arts amphitheater
- Narrow sidewalks are a problem
- Added lights on Fairfax Boulevard may make more congestion not less
- No dog walkers in cemetery
- Some sort of special community event for the neighborhood
- 40' walking path on government extension. Add bike lane
- Add transit hub. We like it.
- More bike racks



COMMUNITY CHARRETTE: TABLE 6 COMMENTS AND MAP (CONTINUED)

General Concern:

- More stops, lights, more congestion, getting into the cemetery, narrow sidewalks No parking inside cemetery Keep walk on shopping center side, Fairfax Blvd side, add stone wall. Interactive kiosk would be great

Other comments (captured by consultant team):

- Regency / KW Shopping Center Green Space - Liked the idea of an urban park in the parking lot as well as a proposed green rooftop. Please check out the 30,000 sf green roof of the Watermark Hotel in Tysons (Capital One Building with the Wegman's). Also referenced the public open space at National Harbor.
- Fern Street – Pedestrian and bicycles only. Think another vehicular signaled intersection will just make traffic back up even more on both US-29 and Fairfax Boulevard.
- Kutner Park – Liked pedestrian access through 50 / 66
- Jermantown Rd – Think the Government Center Parkway should T-bone / dead end into a Mobility Hub in the Triangle (across Jermantown Rd within the Triangle). From there, liked the UMD public amenity space slide idea with pedestrian and bicycle access from there to other Triangle destinations.
- Frontage Road – Move to other side of Fairfax Boulevard as green space fronting on the Triangle and improve sidewalk experience (too narrow by cemetery) and other boulevard conditions. Help link open / green space in Triangle to other green spaces (Kutner Park).
- Cemetery Specifics (any future improvements will depend on ground penetrating radar to determine where people are buried)
 1. Want it fenced (tall black wrought iron fencing with curved arch entryway) especially to keep dogs out
 2. No parking inside or through paths
 3. No murals on the retaining wall but should be more aesthetic (stone or brick façade)
 4. Interested in an interactive kiosk, historical markers, etc.





HISTORIC RESOURCES SURVEY

The following is a property by property analysis of historic resources in the Kamp Washington study area so far. As referenced in the existing conditions analysis, the study area gradually evolved from an agrarian corner of Fairfax County in the 19th and early 20th century to the suburban crossroads it is today.

The only currently potentially eligible resource in the study area is the historic Jermantown Cemetery. Created on August 24, 1868, this one acre of land was used a community cemetery for people of color denied access and burial to the Fairfax Cemetery. The cemetery serves as a critical historical manifestation of the story of segregation in the city. A central goal of this small area plan is the highlight this resource

and integrate it as a more visible landmark in the study area.

Besides the Jermantown Cemetery, no other marked historic resources remain despite a number of buildings meeting the fifty year marker that would potentially allow eligibility. Most of these properties are **moderne style** or **automotive style** architecture, reflecting the car oriented major period of growth in the study area during the 1950s and 1960s. Given the robust economic vitality of the study area, many of these buildings have been altered decade by decade with little historic fabric remaining.

In 2004, EHT Tracerics, Inc. (Tracerics) completed a historic property survey update of the City of Fairfax, surveying

551 properties. Some properties in Kamp Washington were surveyed as a part of this study. Properties noted by Tracerics are referenced in the following pages.

While it appears unlikely at this time, that these structures will be historically eligible, this windshield survey serves as a first step for the city, historians, property owners, or community members to conduct further analysis.

Tax ID	Property Address	Property Name	Approx. Date of Const.	Natl. Register of Historic Places? (Y/N)	DHR ID# (If applicable)	Style	Potentially Eligible or a Potentially Contributing Resource?	Notes on Preliminary Determination of Eligibility
ACTIVITY CENTER								
57-1-02-037	11015 Fairfax Blvd	O.J.B. / AJRE JV LLC	1999	No			Less than 50 years old	
57-1-02-036	11040 Lee Highway	USRP I LLC (Regency Center)	1961	No			Building is older than 50 years, Property is non-contributing due to significant alterations	
57-1-02-029	11085 Fairfax Blvd / 11085 Main Street	Jermantown Cemetery / City of Fairfax	1866	No	151-0034	N/A	Yes	2004 Traceries report and CQA survey concur that the cemetary should be continued to be preserved as a historic landscape.
Multiple	11092, 11094 & 11096 Lee Hwy	Fair Oaks Square Office Condos	1988	No			Less than 50 years old	
57-1-02-035	11090 Lee Highway	Petroleum Marketing Group Inc.	1992	No			Less than 50 years old	
51-1-02-031 C	11101 Fairfax Blvd	Fairfield Fairfax Gateway LLC	2021	No			Less than 50 years old	
57-1-02-033	11102 Lee Highway	Hilltop Shop N Go Center LLC	1961	No		Moderne	Building is older than 50 years, but it is unlikely to be a resource due to heavy alterations.	Limited historic fabric exist on the western portion of the structure
57-1-02-032	11102 Lee Highway	Hilltop Shop N Go Center LLC	1961	No		Moderne	Building is older than 50 years, but it is unlikely to be a resource due to heavy alterations.	Limited historic fabric exist on the western portion of the structure
57-1-02-026	11119 Fairfax Blvd	MJC Property Inc	1968	No		Automotive	Building is older than 50 years, but it is unlikely to be a resource due to heavy alterations.	
57-1-02-025	11133 Fairfax Blvd	Dominion Energy	N/A	No			N/A	
57-1-02-019	4079 Jermantown Rd	Dominion Energy	N/A	No			N/A	
57-1-02-022 A	11170 Lee Highway	MC Boyz LLC	1977	No			Less than 50 years old	
57-1-02-011	11165 Fairfax Blvd	MGB Properties LLC (Ted Britt)	1986	No			Less than 50 years old	
57-1-02-008	11185 Fairfax Blvd	Swart Southeast Corner Assoc LP	1980	No			Less than 50 years old	
57-1-02-014	4069 Jermantown Rd	Dominion Energy	N/A	No			N/A	
57-1-02-016	11180 Lee Highway	Jermantown Square (Dwoskin)	1981	No			Less than 50 years old	
57-1-02-004A	11201 Fairfax Blvd	C&C Management Services Inc	1969	No		Automotive	Building is older than 50 years, but it is unlikely to be a resource due to heavy alterations.	
57-1-02-004B	4000 Jermantown Rd	Wendy's Fairfax LLC (Kramer Enterp)	1983	No			Less than 50 years old	
56-2-02-001	11204 James Steward Circle	Fairfax Court (Simon Property Group)	1994	No			Less than 50 years old	
56-2-02-002	4040 Jermantown Rd	Fairfax Court (Simon Property Group)	1994	No			Less than 50 years old	
56-2-08-026D	4066 Jermantown Rd	Parcel 26-D (Dwoskin)	1978	No			Less than 50 years old	
56-2-08-026B	4080 Jermantown Rd	Parcel 26-B (Lowe's)	2016	No			Less than 50 years old	
56-2-08-026C	4090 Jermantown Rd	Parcel 26-C (Dwoskin)	1978	No			Less than 50 years old	
STUDY AREA								
57-1-02-043	10950 Fairfax Blvd	DWB LLC	1982	No			Less than 50 years old	
57-1-02-042	10960 Fairfax Blvd	ODW LP	1930/ 1956	No	151-5253	Moderne	Included in 2004 Traceries report but since survey, heavy alterations liikely makes property ineligubke	Included in Traceries report
57-1-02-041	10980 Fairfax Blvd	Fairfax Associates LLC c/o Helman	2010	No			Less than 50 years old	
57-1-02-040	11002 Fairfax Blvd	Fairfax Crossroads Co LLC	1963	?			Building is older than 50 years and retains much of its individual structure but is likely ineligible for individual listing	
57-1-02-039A	11010 Fairfax Blvd	Mountaineer Schuling T Inc (Brown)	1987	No			Less than 50 years old	
57-1-02-039	11050 Fairfax Blvd	George & Ursula Andreas	1967	No		Post-modern	Building is older than 50 years, but it is unlikely to be a resource due to heavy alterations.	
57-1-02-039 C	11098 Fairfax Blvd	H&I Services Inc c/o TD Bank	2009	No			Less than 50 years old	
57-1-02-038	11130 Fairfax Blvd	Guardian Main Street LLC	1986	No			Less than 50 years old	
57-1-02-000A	11150 Fairfax Blvd	50 Jermantown Assoc (Weissberg Corp)	1983	No			Less than 50 years old	
57-1-02-000 B	11166 Fairfax Blvd	Guardian Main Street LLC	1985	No			Less than 50 years old	
57-1-02-007	11180 Fairfax Blvd	Louisiana Hospitality Inc VA Hospitality	1974	No			Less than 50 years old	

57-1-02-005	11190 Fairfax Blvd	BOA	1960	Yes		Moderne	Building is older than 50 years and retains much of its individual structure but is likely ineligible for individual listing	
57-1-02-007A	3965 Jermantown Rd	SEJ Asset Mgmt Investment Co	1965	No			Building is older than 50 years and retains much of its individual structure but is likely ineligible for individual listing	
57-1-02-003	3850 Jermantown Rd	First VA Bank	1975	No			Less than 50 years old	
57-1-02-003A	3900 Jermantown Rd	ARG LLC c/o The Lann Companies	1988	No			Less than 50 years old	
57-1-02-004	11200 Fairfax Blvd	Swart NW Corner Assoc LP (Stop & Shop)	1995	No			Less than 50 years old	
57-1-02-143	11175 Lee Hwy	PMG Northern VA Petroleum Mkt Group	1970	No		Automotive	Building is older than 50 years, but it is unlikely to be a resource due to heavy alterations.	
57-1-35-002	4103 Rust Rd	Vision One Enterprises	1974	No			Less than 50 years old	
57-1-35-001	4105 Rust Rd	M3Stahl Group LLC	1974	No			Less than 50 years old	
57-1-02-141	11151 Lee Hwy	Haverty Furniture Comp Inc	1967	No		Post-modern	Building is older than 50 years, but it is unlikely to be a resource due to heavy alterations.	
57-1-02-140	11123 Lee Hwy	Ambest Lee Hwy Mgmt (Brenitis Realty)	1988	No			Less than 50 years old	
57-1-02-138	11085 Lee Hwy	Caglayan Investment Group	1964	No			Building is older than 50 years, but it is unlikely to be a resource due to heavy alterations.	
57-1-02-137A	11065 Lee Hwy	Caglayan Investment Group	N/A	No			N/A	
57-1-02-136	11006 Park Rd	Caglayan Investment Group	1973	No			Less than 50 years old	
57-1-02-135	11004 Park Rd	Federal Realty Partners	N/A	No			Building is older than 50 years and retains much of its individual structure but is likely ineligible for individual listing	
57-1-13-010	11002 Park Rd	Chung OK Lan c/o Atlantis St	1953	??			Building is older than 50 years and retains much of its individual structure but is likely ineligible for individual listing	
57-1-13-009	11000 Park Rd	Good-Morrow LLC	1953	??			Building is older than 50 years and retains much of its individual structure but is likely ineligible for individual listing	
57-1-02-133	11051 Lee Hwy	Federal Realty Partners	1987	No			Less than 50 years old	
57-1-02-132A	11011 Lee Hwy	Federal Realty Partners	1981	No			Less than 50 years old	
57-1-02-128	11001 Lee Hwy	Federal Realty Partners	1980	No			Less than 50 years old	



FERN PLAZA PRECEDENT STUDIES

The following pages explore two precedents for community plazas in suburban settings- Parson's Alley in Duluth, Georgia and DeSoto Marketplace in DeSoto, Texas.

While the approach to both differ, they both offer possibilities for civic leaders and property owners in fostering retail activated gathering spaces. These case studies were presented to community members and elected officials at multiple presentations as proof of concept that pedestrian-oriented gathering spaces can co-exist with car-oriented suburban contexts like Kamp Washington.

One key commonality in both case studies was a strong partnership between property owners, the

local community, and city officials. Implementation and thoughtful approaches to financing and business promotion were critical to their success. While applied to the Kamp Washington Shopping Center, the lessons of the following case studies could work in multiple locations throughout the study area.



DESOTO MARKETPLACE: The DeSoto marketplace is the retrofit of a suburban retail context with excess parking to active spaces through creative placemaking, landscaping, and retail uses. Located in DeSoto, Texas, a suburb of Dallas, this is a successful example of tactical urbanism activating and empowering local retail. A key lesson applicable to Kamp Washington from DeSoto is low-cost simple community supported design interventions can have an important impact. Spatially, this is a precedent study that could be replicated in parking lots throughout Kamp Washington, particularly where there are aging or vacant uses. Here, dimensions are shown of the DeSoto Marketplace and then applied to the Kamp Washington Shopping Center as a proof of concept. [See the Congress for New Urbanism Research Case Study on DeSoto Marketplace for more including its creative placemaking to empower local businesses.](#)







PARSONS ALLEY: Parson's Alley in Duluth, Georgia is an example of how creative reinvention of how infill in suburban contexts can be used to foster a new neighborhood and public space. The three-acre site outside of Atlanta, Georgia is generally accessible by car but is an active destination where users frequently walk between uses. The success is due not only due to well-designed community plazas and buildings but also restaurant-friendly legislation that eased restrictions on outdoor drinking and encouraged outdoor festivals and events. Together, these cultivated a distinctive suburban plaza as not only an important center for the local community but also the region. Here, dimensions are shown of Parson's Alley and then applied to the Kamp Washington Shopping Center as a proof of concept for land use.

[See the Congress for New Urbanism's summary of the project.](#)





TRAFFIC ANALYSIS

NOTE: The following introduction outlines scope of work for a traffic analysis conducted by Kittleson & Associates. The full report is available as a separate attachment.

Ongoing planning work to develop the Kamp Washington Small Area Plan includes robust public and stakeholder engagement. As part of this engagement process, the study team received community feedback from the Westmore and Fairchester Woods neighborhoods, indicating concerns about "cut-through traffic" in their neighborhoods. As defined by the Virginia Department of Transportation (VDOT), "cut-through traffic" is vehicular traffic passing through the neighborhoods without stopping or an origin or destination within the area. Related concerns were raised about the possibility of increasing "cut-through traffic" due to the proposed development and changes to neighborhood street circulation resulting from the ongoing Kamp Washington Small Area Plan. In response to these concerns, the City of Fairfax, Virginia (the City) requested technical assistance from Kittelson & Associates (Kittelson) to conduct a high-level analysis that quantifies the perceived concern and compares it to industry standards.

While the City has local control of its roadways, VDOT's *Policy and Procedures for the Control of Residential Cut-Through Traffic* (Appendix A) provided a starting point for evaluating the neighborhoods' concerns. As described in the *Policy and Procedures for the Control of Residential Cut-Through Traffic* document, to warrant a formal request to VDOT, the cut-through traffic on the residential streets must be 40 percent or more of the total one-hour, single-direction volume, and there must be a minimum of 150 cut-through trips that occur in one hour in one direction.

This memorandum first documents the current neighborhood street traffic conditions, including the traffic volumes, speeds, and "cut-through" traffic. Next, this memorandum documents the expected change in neighborhood street traffic conditions associated with the proposed development and changes to neighborhood street circulation resulting from the ongoing Kamp Washington Small Area Plan.

