



June 9, 2021

DEVELOPMENT OF SMALL AREA PLANS

KAMP WASHINGTON COMMUNITY KICKOFF MEETING

CUNNINGHAM | QUILL ARCHITECTS PLLC

Bolan Smart
Associates

Kittelson &
Associates

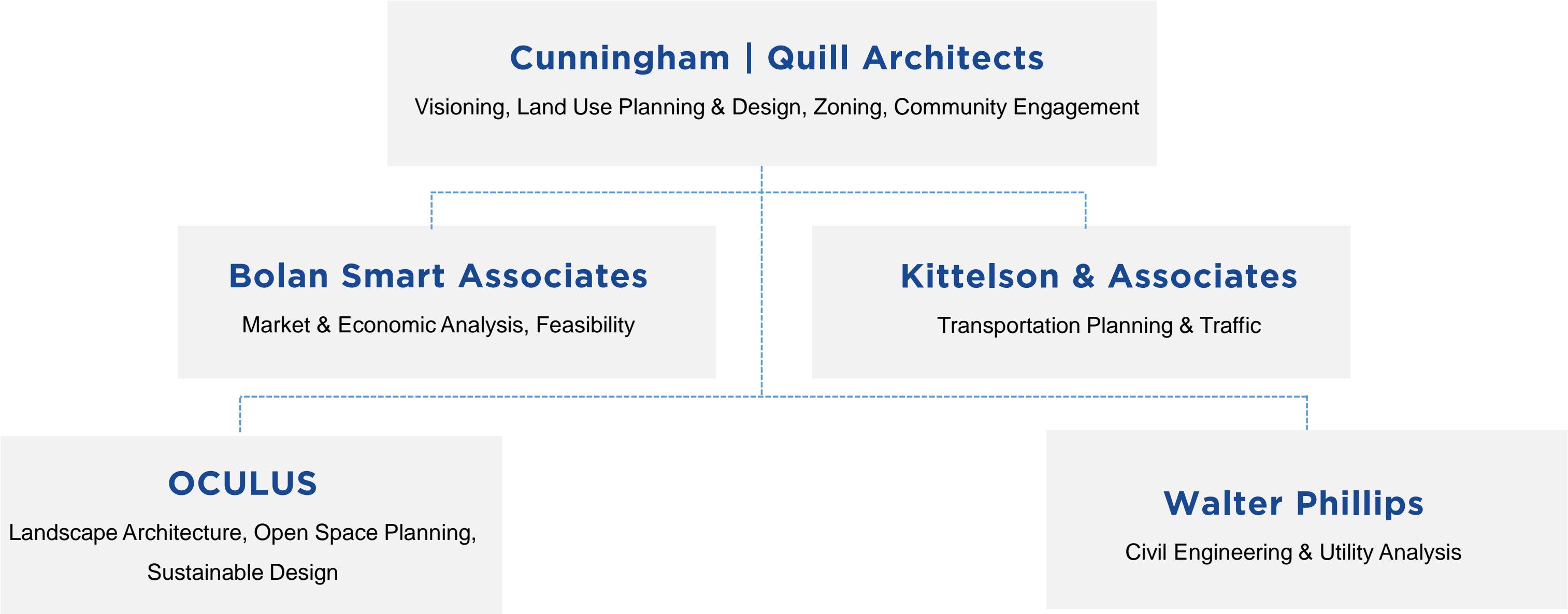
OCULUS

Walter L.
Phillips

WHO WE ARE

OUR TEAM

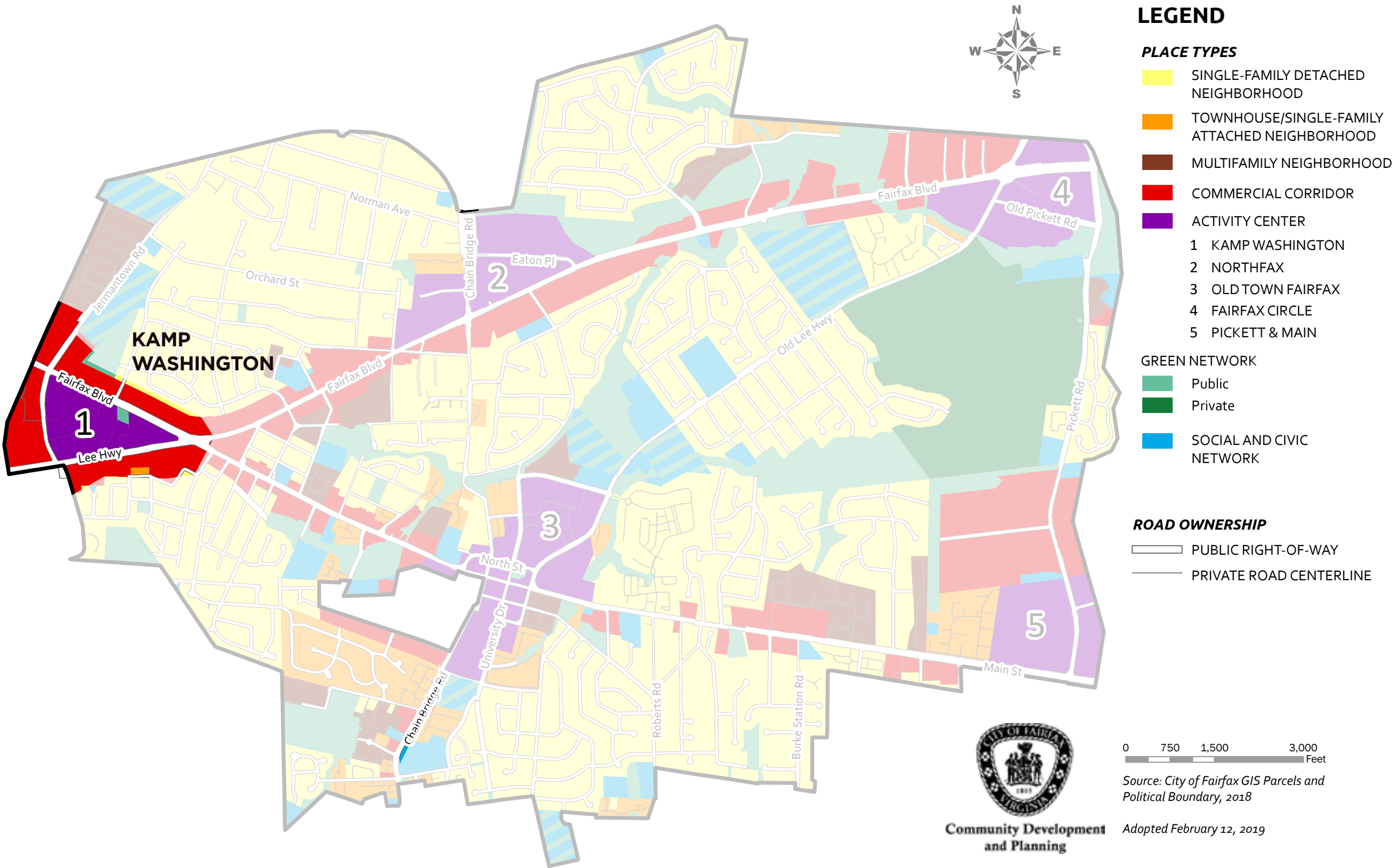
LOCAL EXPERTS INVESTED IN FAIRFAX + ITS DEVELOPMENT



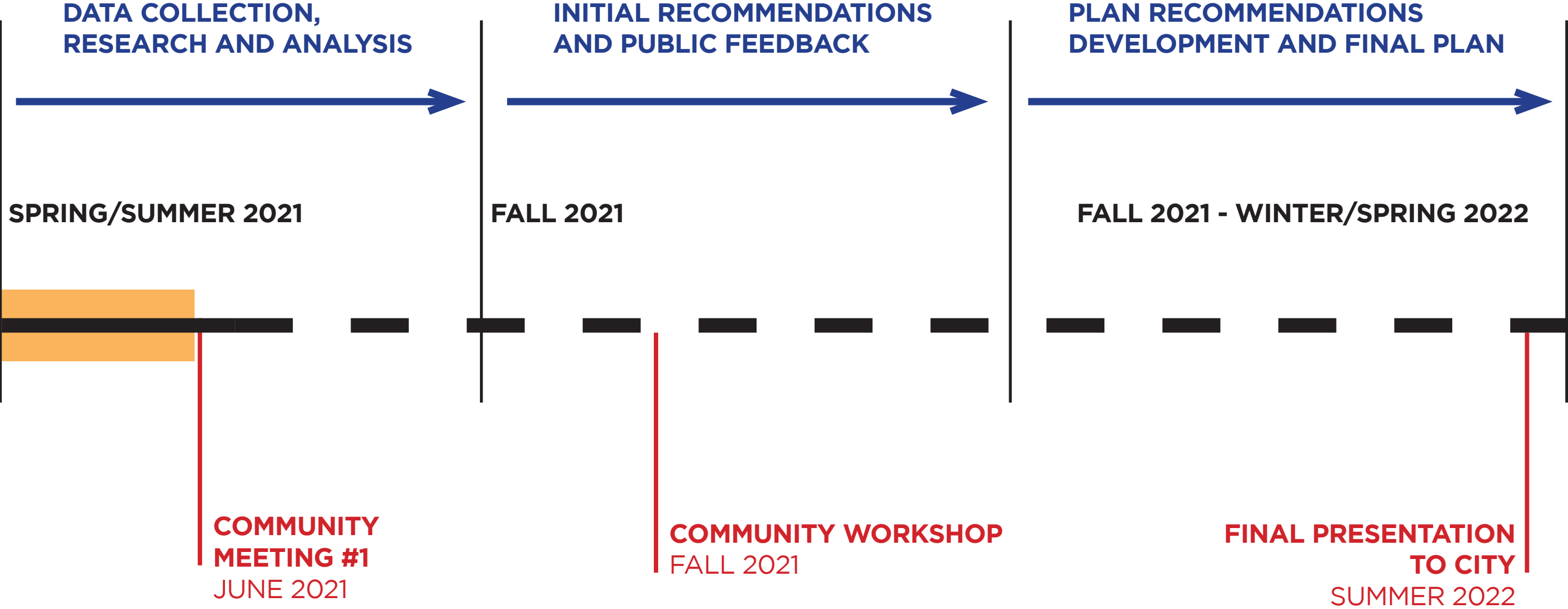
INTRODUCTION

BUILDING ON THE 2035 COMPREHENSIVE PLAN

ACTIVITY CENTER: KAMP WASHINGTON



PROJECT TIMELINE



COMMUNITY OUTREACH INFORMING AND LISTENING

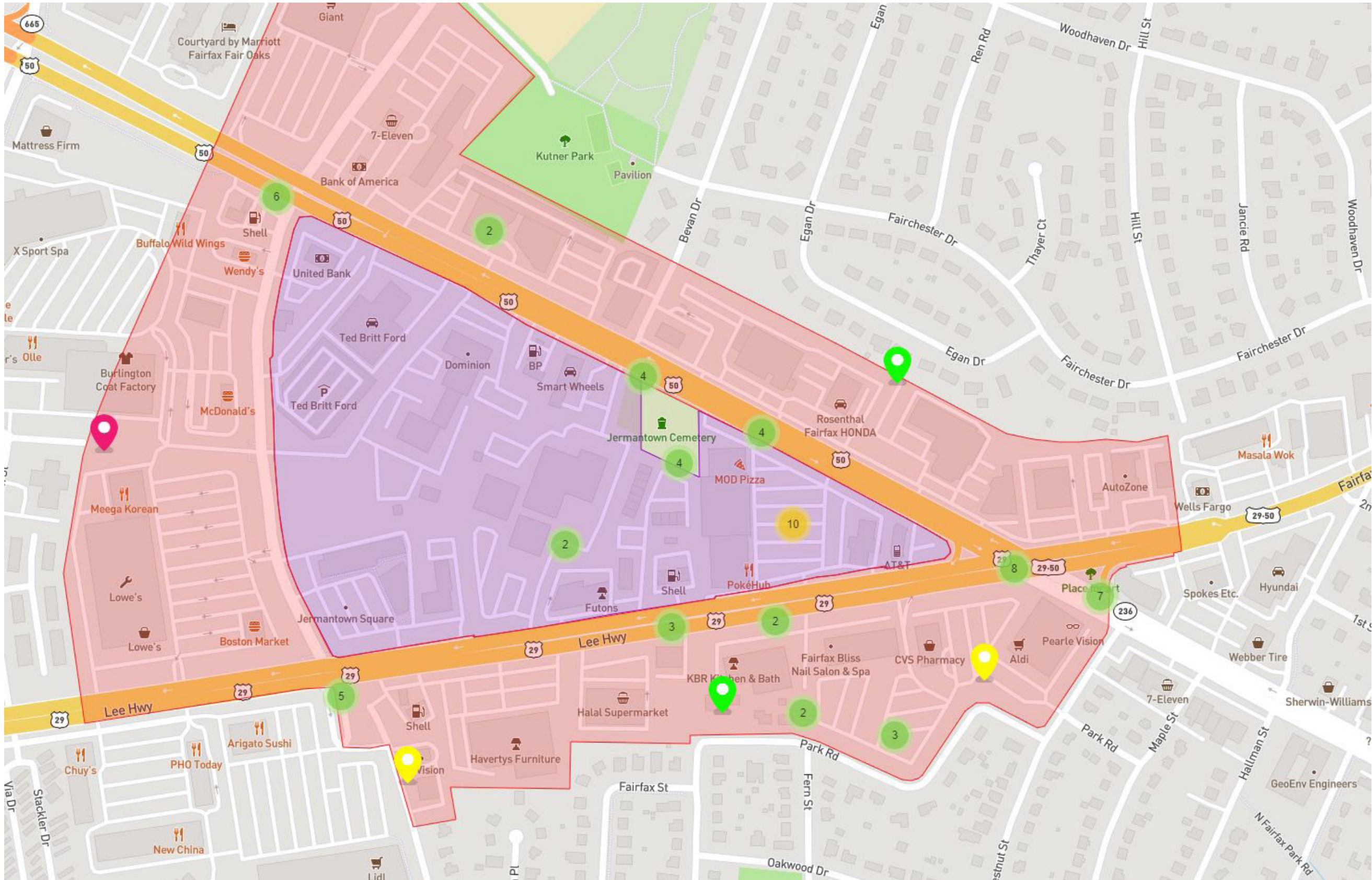


STAKEHOLDER MEETINGS

- City Council and Planning Commission
- Boards and Commissions
- City Staff and Experts
- Commercial / Private Property Owners
- Business Owners (Restaurant, Small Businesses, Others)
- Residents and the General Public



COMMUNITY OUTREACH
ENGAGE.FAIRFAX.GOV



As a Bevan Drive resident I beg you to please not plan an 8 to 10 story development here. The one across the street is huge and visible from the park already. **We are getting lots of new development quickly and our road isn't meant to handle that volume.**

- Branthan

Lee Highway could be made into an attractive boulevard with wide/safe sidewalks for pedestrians, and an attractive stone/brick/something barrier between the street (where traffic will necessarily be fast) and the sidewalk. Trees would be lovely too..

- KEP

As the gateway to our City, we need to find a way to **activate this area with sidewalk facing retail with 8-10 story residential or office. Currently the Gateway has no character**

- Brian L.

Enhance the historic cemetery - signage, landscape, better maintenance.

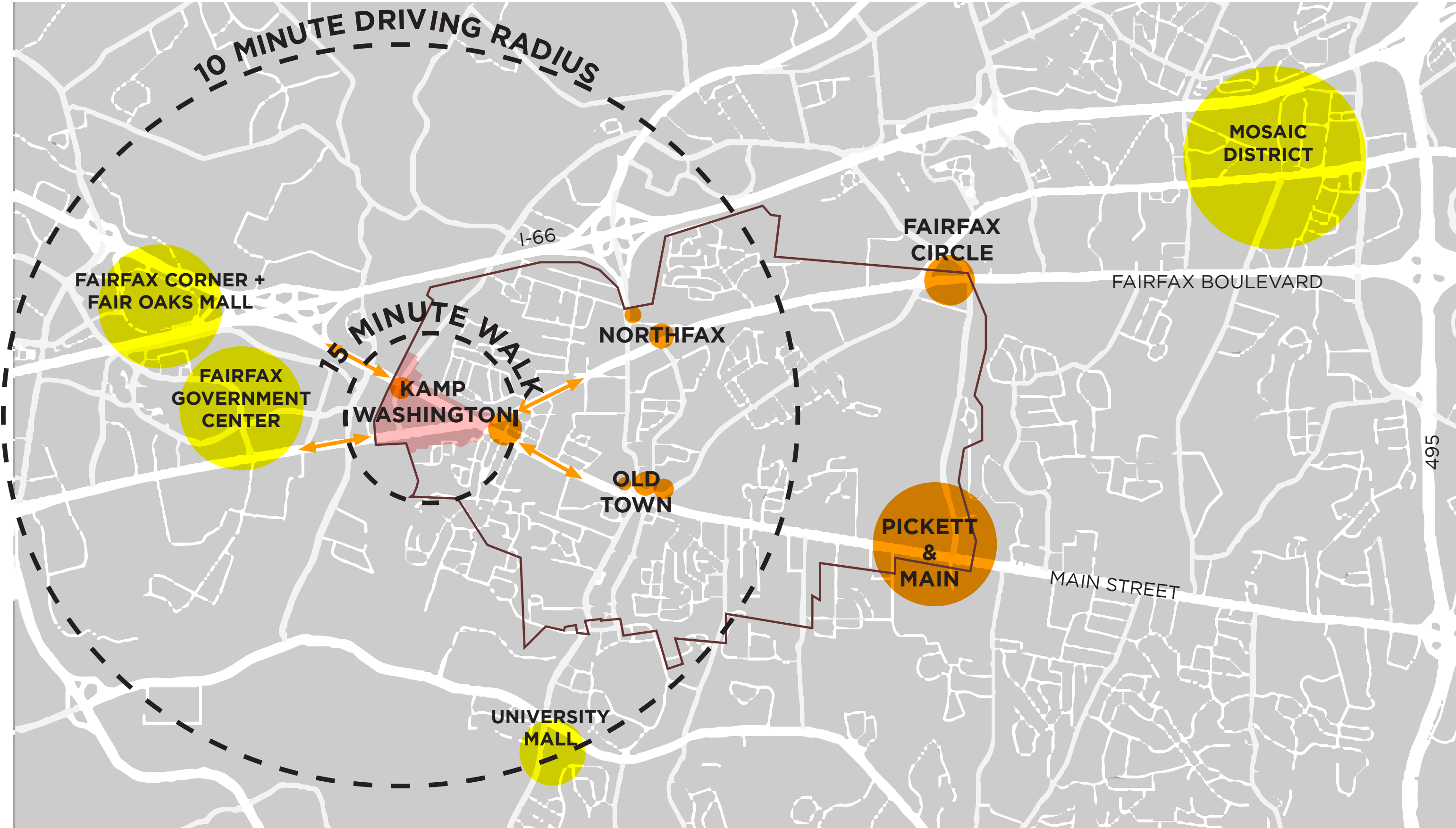
- explanner

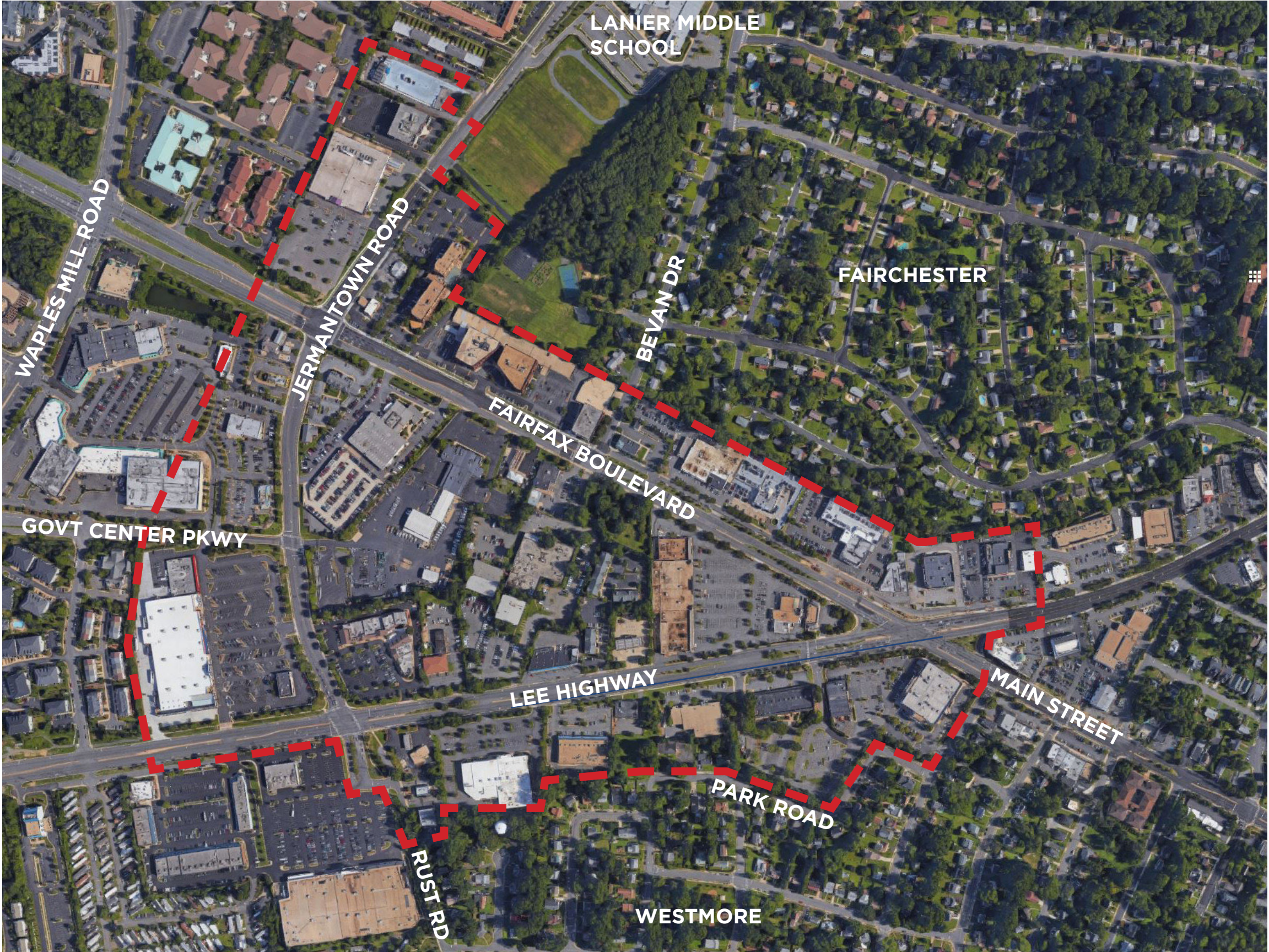
green space. **Kamp Washington is the epitome of too much pavement.** Adding green space would enhance the feel of the whole area there.

- Patty

This parking area behind Duran Paint is such a waste of space and never seems to be remotely used.

- trueskywalker





HISTORICAL CONTEXT

KAMP WASHINGTON

TODAY (2019)
MOXLEY DEVELOPMENT NOT YET SHOWN





1930s: ORIGINAL KAMP WASHINGTON



1930s - 50s: GROWTH AS A TOURIST STOP



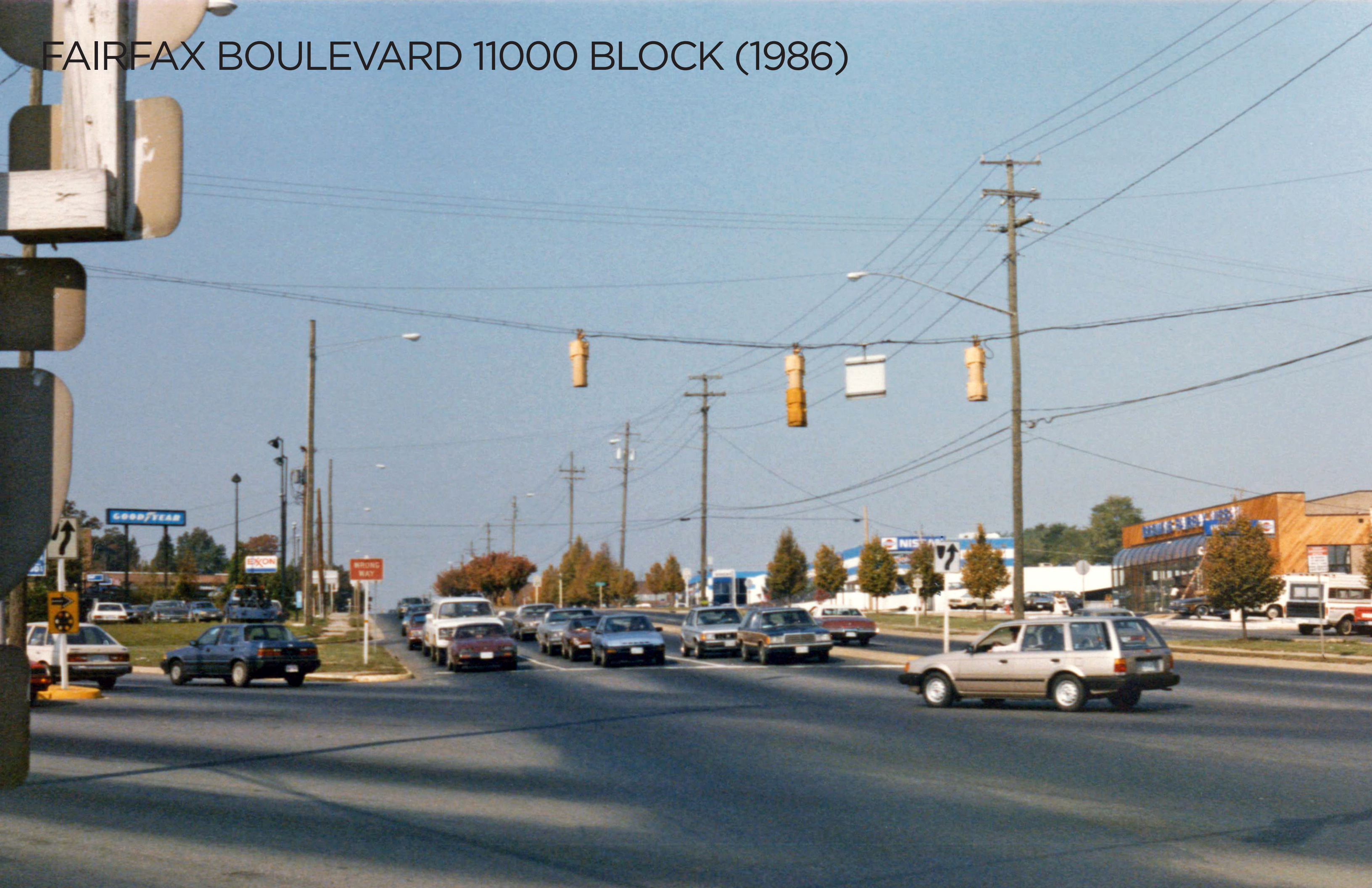
1940s & 50s: TOURIST STOP

INTERSECTION OF 50 / 29 LOOKING WEST

INTERSECTION OF 50 / 29 LOOKING WEST



FAIRFAX BOULEVARD 11000 BLOCK (1986)



AERIAL: KAMP WASHINGTON TODAY (2019)



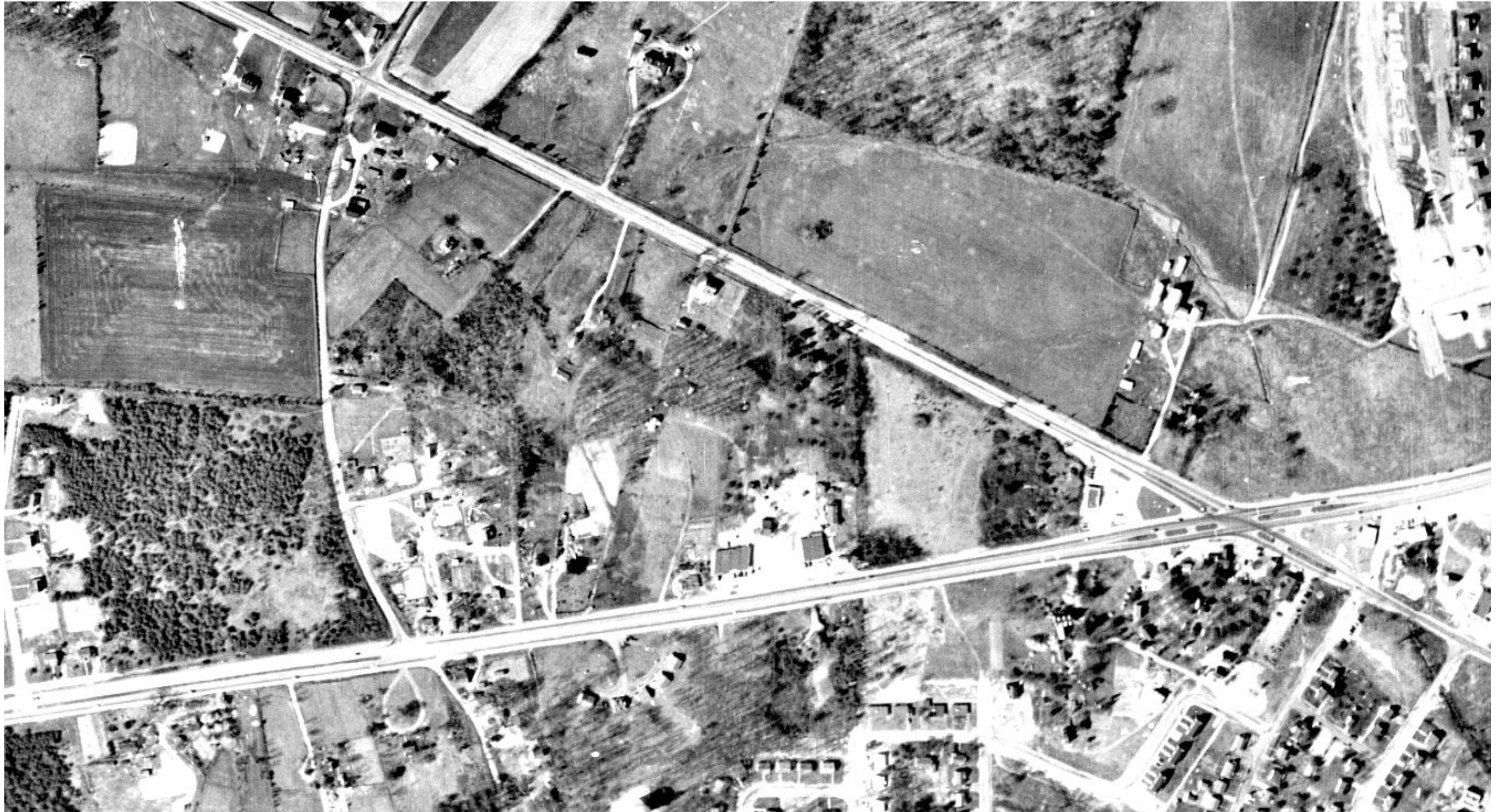
KAMP WASHINGTON

1937



KAMP WASHINGTON

1953



KAMP WASHINGTON

1960



KAMP WASHINGTON

1976



KAMP WASHINGTON

1990



KAMP WASHINGTON

2002



KAMP WASHINGTON

2009



KAMP WASHINGTON

TODAY
2019 AERIAL



ECONOMIC ANALYSIS

CHALLENGES + OPPORTUNITIES

BOLAN SMART'S ROLE

- Market reconnaissance
- Regional context
- Kamp Washington conditions
- Development and redevelopment economics
- Planning and zoning issues
- Concept scenarios / implementation



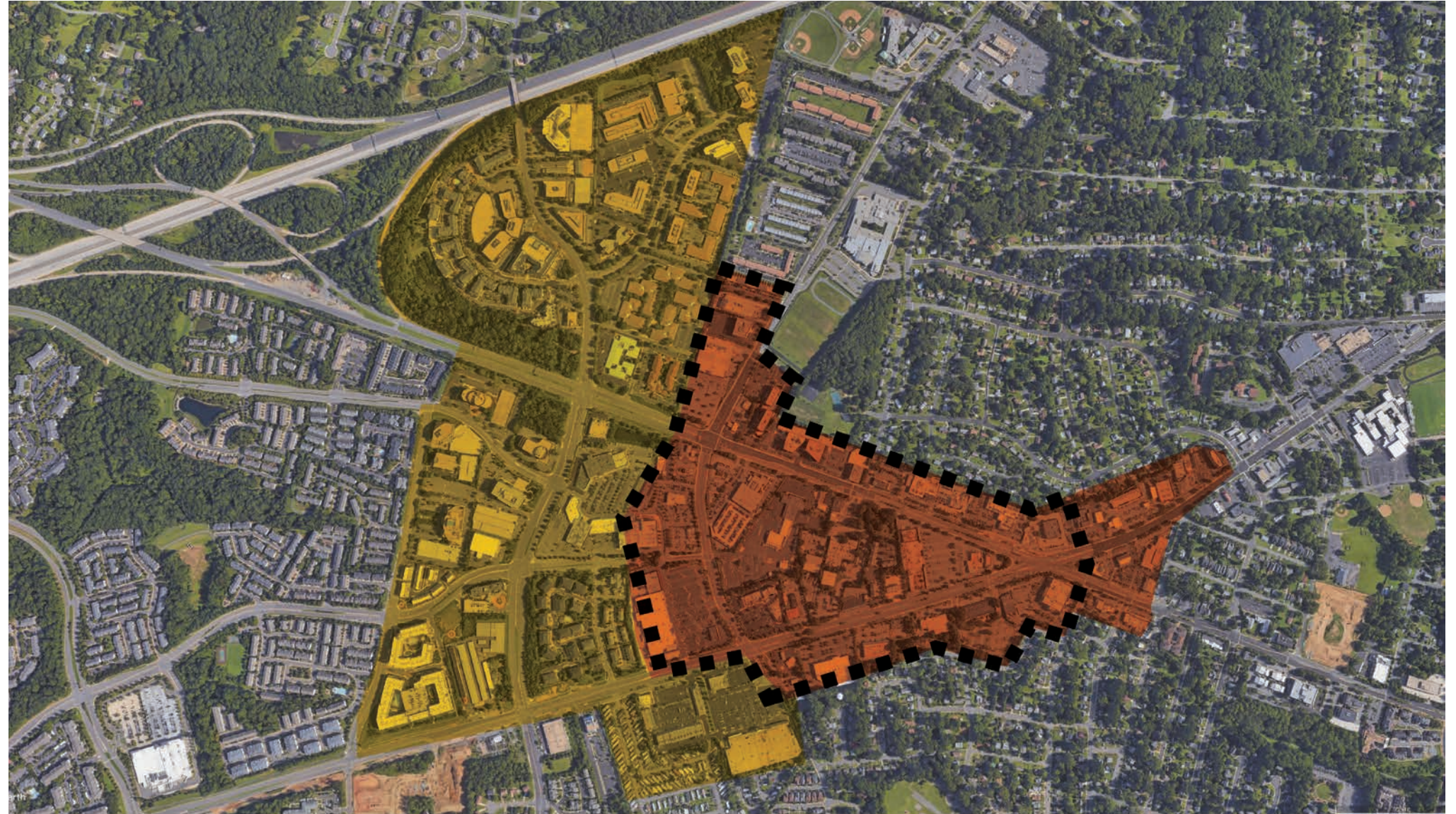
ECONOMIC FEASIBILITY CHECKLIST




- Market supported land uses (and post Covid influences?)
- Economics / financial viability
- Community acceptance
- Regulatory permissible
- Synergistic elements
- Fairfax County compatible
- Property owner motivated and achievable



GREATER KAMP WASHINGTON MARKET DYNAMICS

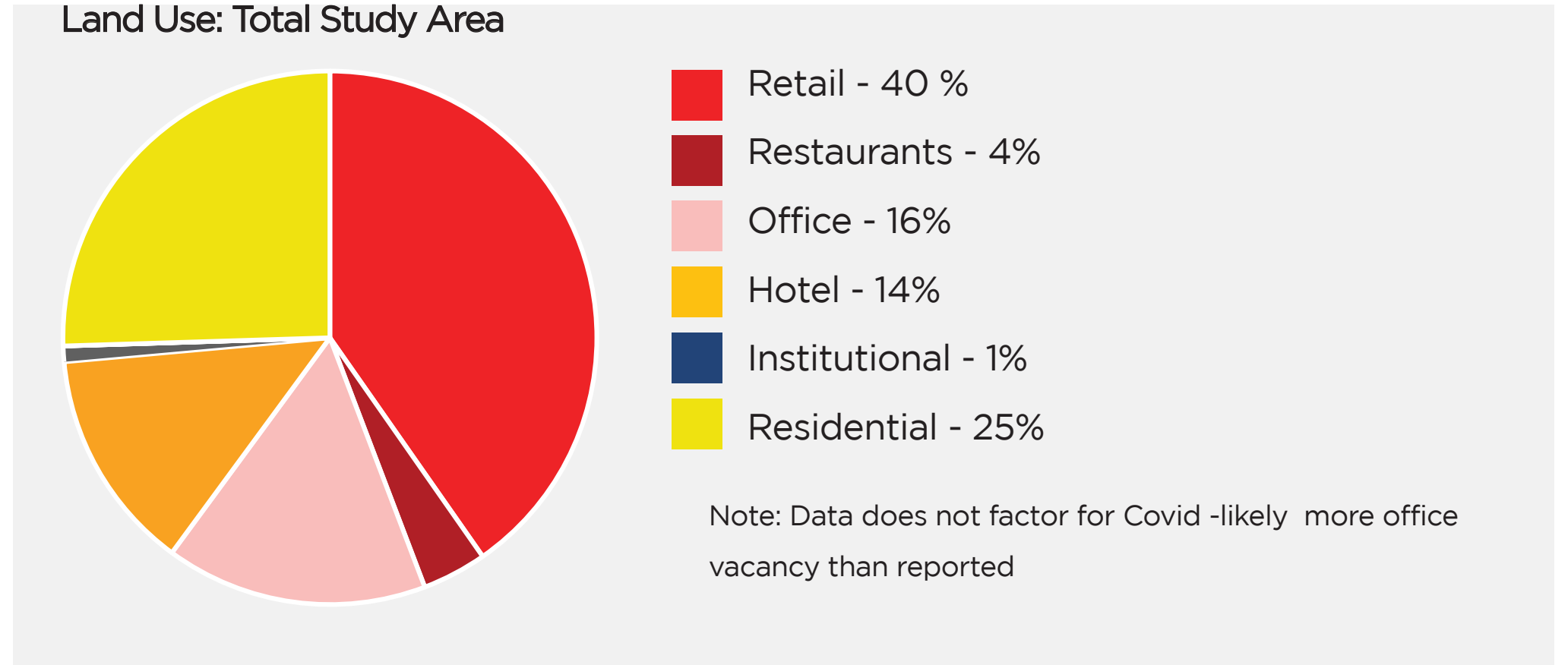
- Marketplace identity
 - 385 acres Land Area – 33% City / 67% County
 - 5.2M sf commercial built area – 33% City / 67% County (newer inventory)
- Segmented commercial demand
 - Local retail – food, home goods, services (with low vacancies)
 - Regional draws – car dealerships, offices and hotels
- Auto transport crossroads – local users and transient demand
- Mixture of updated and modern buildings (and newer road network)
- Predominantly commercial strengths with residential infill potential



-  Greater Kamp Washington (County)
-  Greater Kamp Washington (City)
-  Kamp Washington Study Area

KAMP WASHINGTON / STUDY AREA CONTEXT

- Land Use
 - 100+acres with < 2.0M SF (approximates a .4 FAR)
 - Activity Center accounts for 40% of the Study Area
 - 75% commercial (primarily retail) - 25% residential (new Moxley)
- Distinct market subareas divided by major roads
- Market support for constant property reinvestment
 - Ongoing existing buildings updates / reinvestment / new users
 - Market supported new construction (underutilized sites/ parking)



The Moxley (above)



Existing Commercial

KAMP WASHINGTON SMALL AREA PLAN NICHE

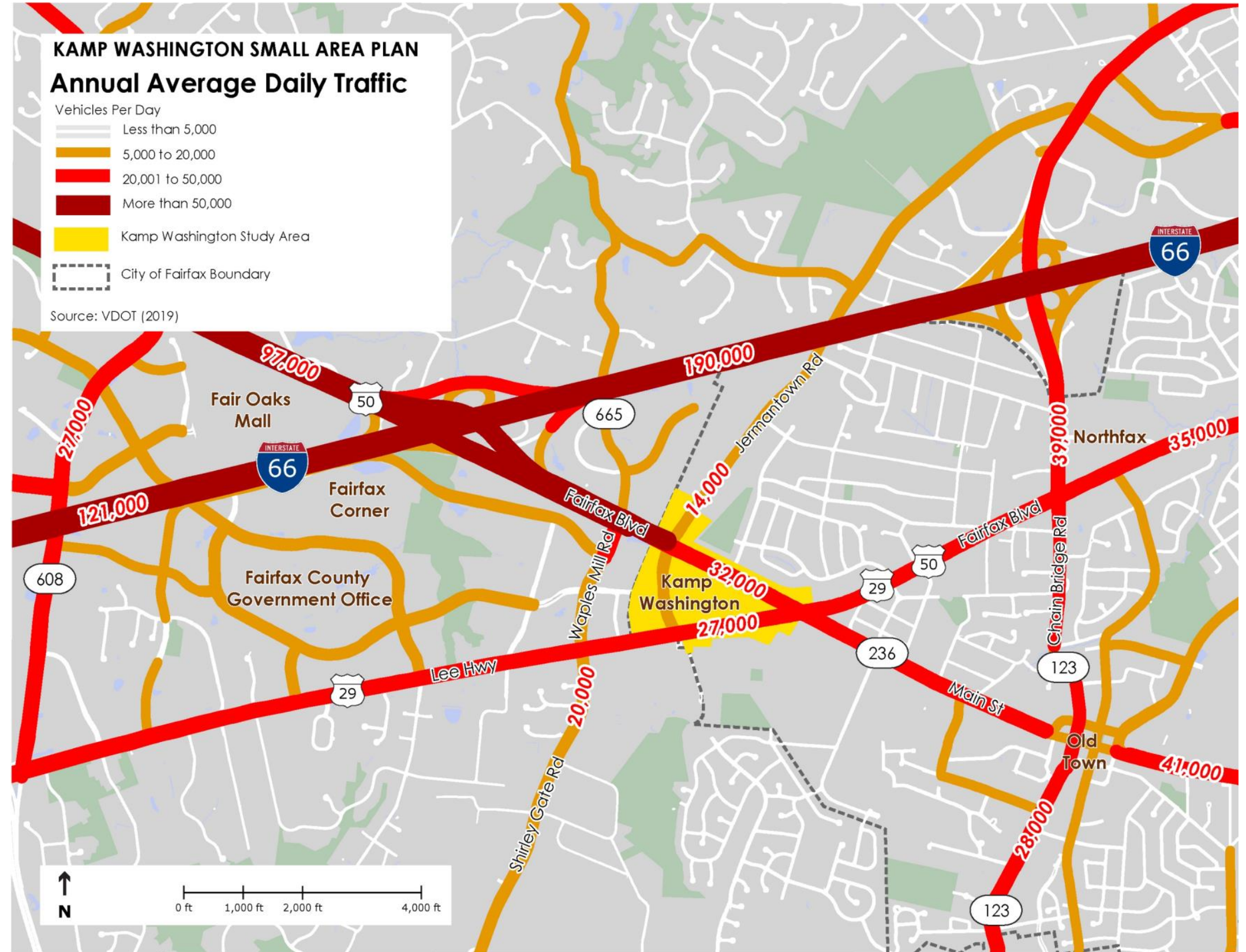
- Larger study area (110 acres vs 67 @ Northfax and 88 in Old Town)
- Fewer and larger commercial properties
- Predominantly retail vs. office
- Only 100% crossroads location
- Continuous pattern of commercial reinvestment
- Largest City private employers (car dealerships, Dominion Power, Lowes and H Mart)



TRANSPORTATION CHALLENGES + OPPORTUNITIES

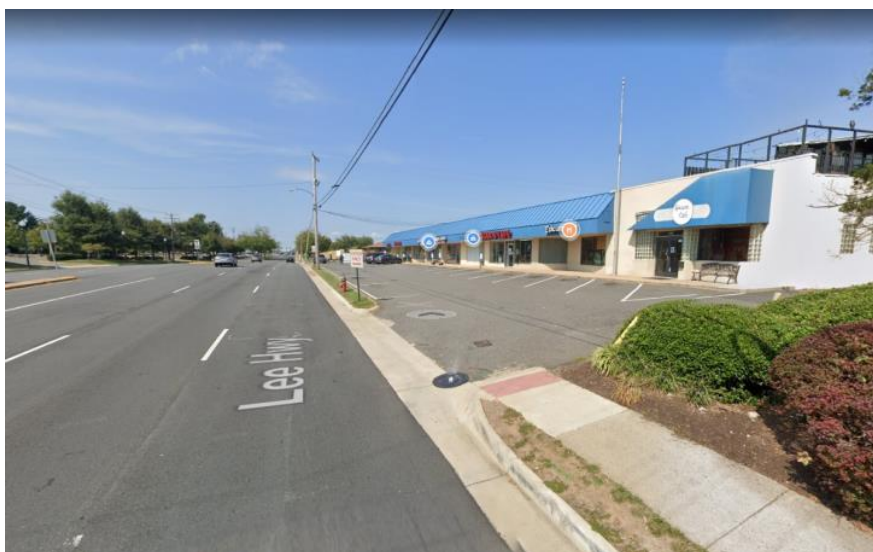
GATEWAY TO THE CITY & THE COUNTY

- Kamp Washington is one of the major gateways to the City and the County.
- The Activity Center is located at the crossroads of two major corridors carrying close to 60,000 vehicles on average per day.

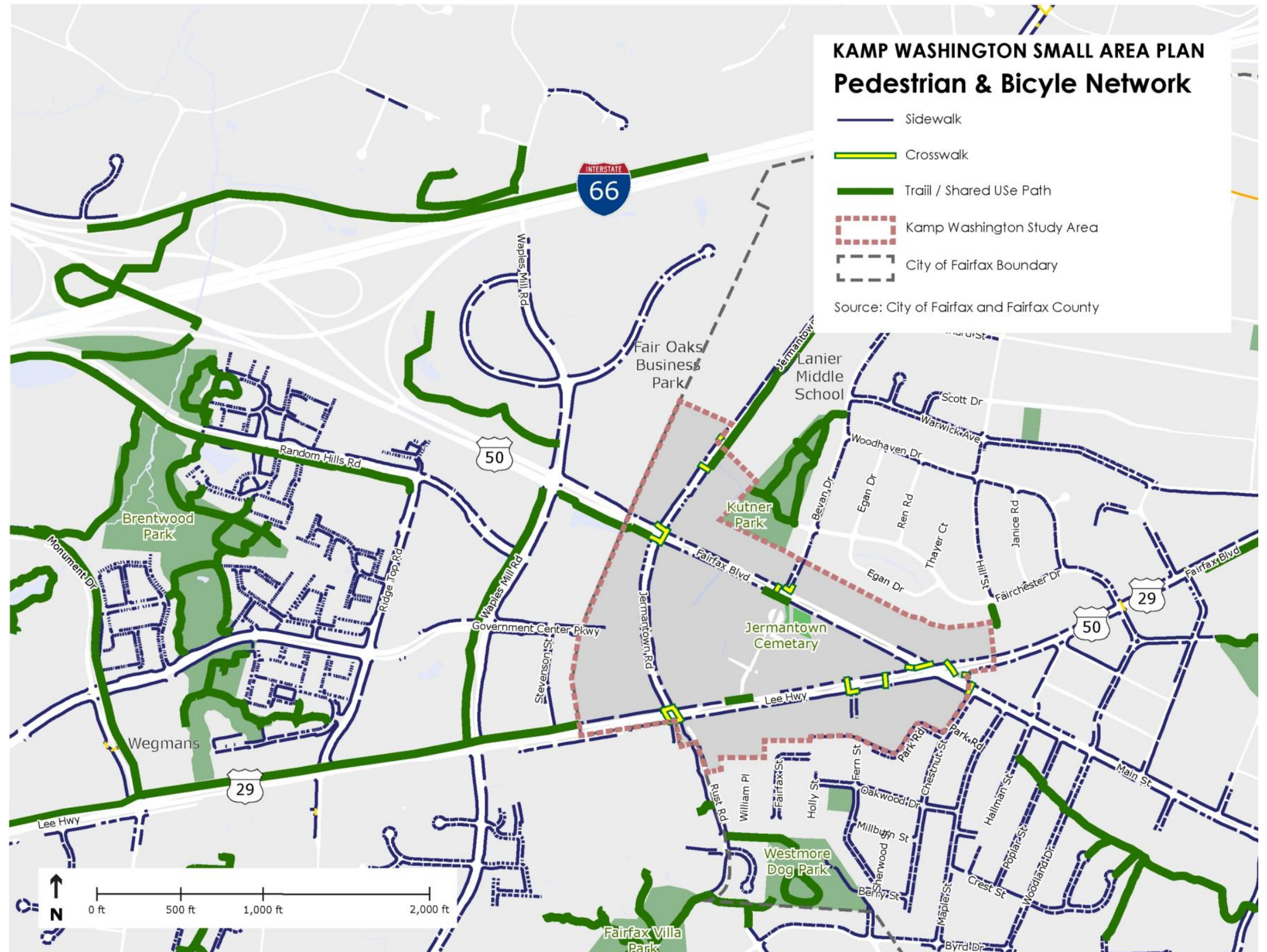


LACK OF MULTI-MODAL CONNECTIVITY

- Pedestrian, bicycle, and street networks are not well-connected lacking comfortable access to multiple community destinations such as parks and schools.
- Some segments along major roads do not have continuous sidewalks.
- Bicycle network is limited to trails and a few shared use paths.
- Crossing opportunities are limited to signalized intersections that are around quarter mile apart.



Sidewalk gap along Lee Highway



UNCOMFORTABLE PEDESTRIAN REALM



Narrow sidewalks with minimum buffer along six to eight lane roads



Many bus stops lack facilities such as benches and shelters

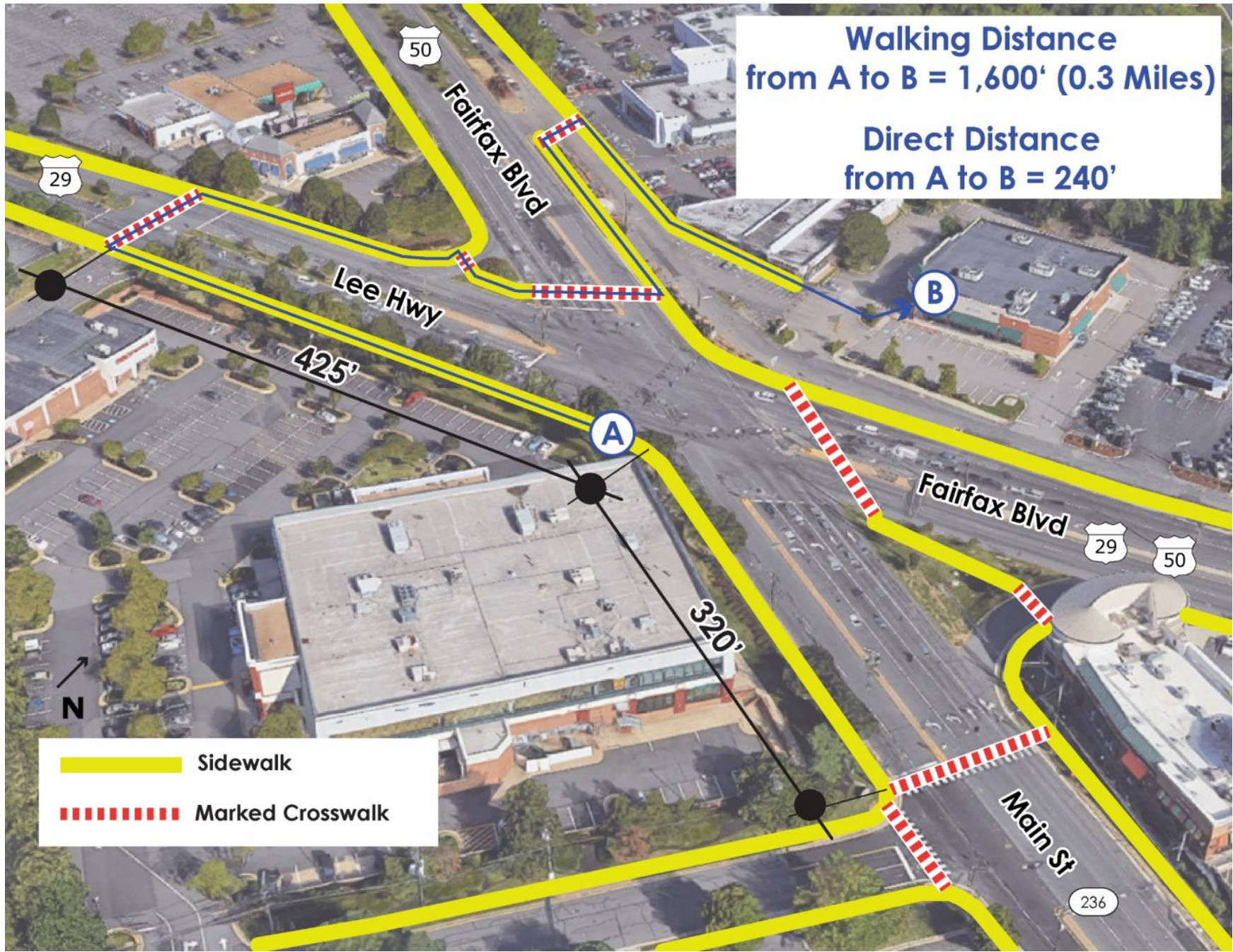


Multiple wide commercial driveways



Narrow corners with non-ADA compliant ramps and Long crosswalks without any refugee islands

FAIRFAX BOULEVARD & LEE HIGHWAY INTERSECTION



Large crossing distances

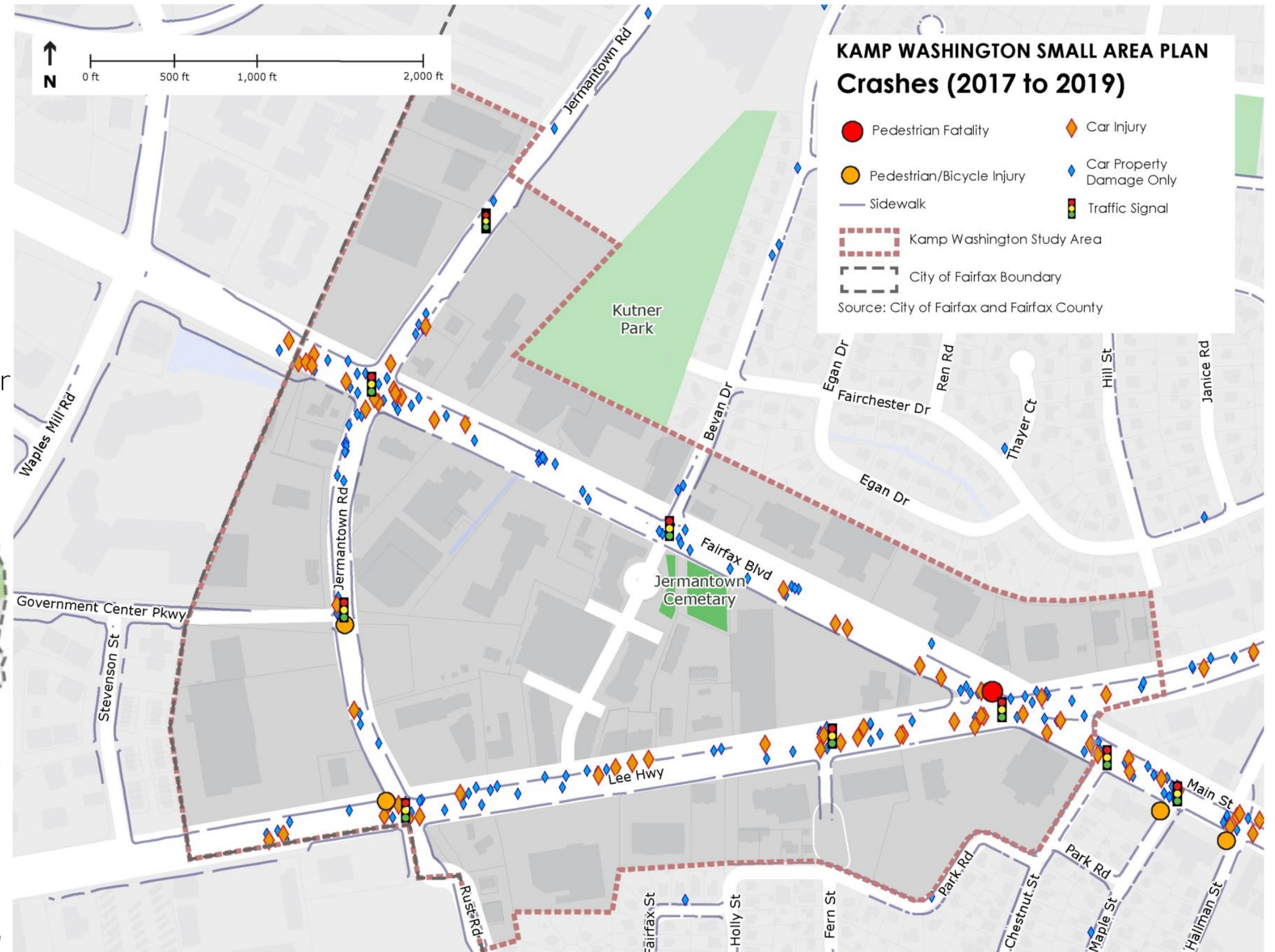


Crossing across Lee Highway

Intersection of Fairfax Blvd and Lee Hwy lacks comfortable crossings on all legs and creates unfriendly pedestrian and bicycle environment

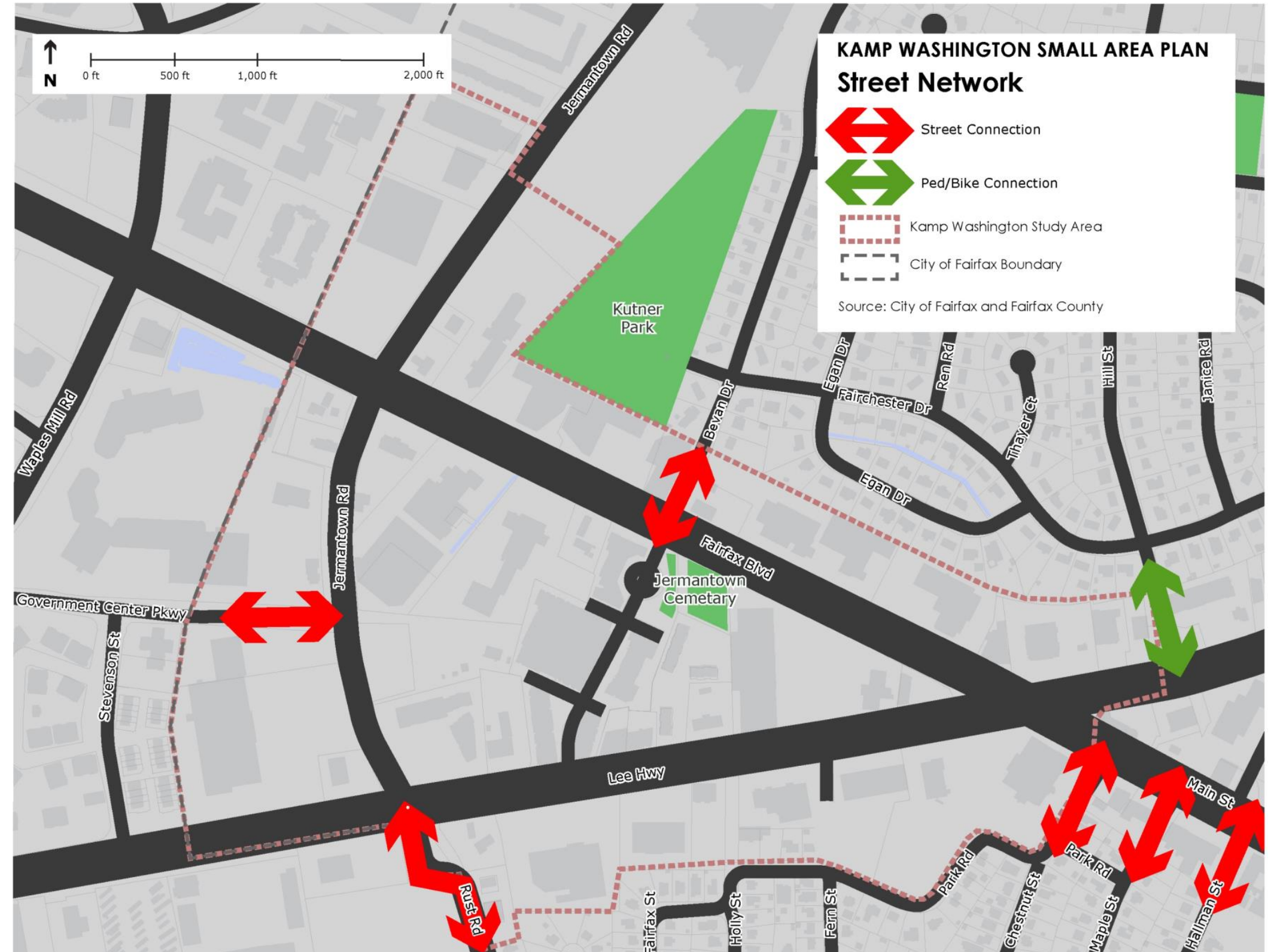
HIGH CRASH FREQUENCY

- Over 200 crashes from 2017 to 2019.
- Three pedestrian and bicycle crashes.
- One fatal pedestrian crash at Fairfax Blvd and Lee Hwy intersection.
- Cluster of crashes at major signaled intersections within the study area.
- Lee Hwy & Fairfax Blvd is #1 intersection in the City for number of crashes.



LIMITED CONNECTIVITY REDUCES MOBILITY

- Study area consists of large superblocks surrounded by Arterial roadways.
- Surrounding residential neighborhoods have very few direct street connections to the study area.
- Planned Projects will enhance overall connectivity in and around the study area.
 - Government Parkway Extension
 - Hill St Connector



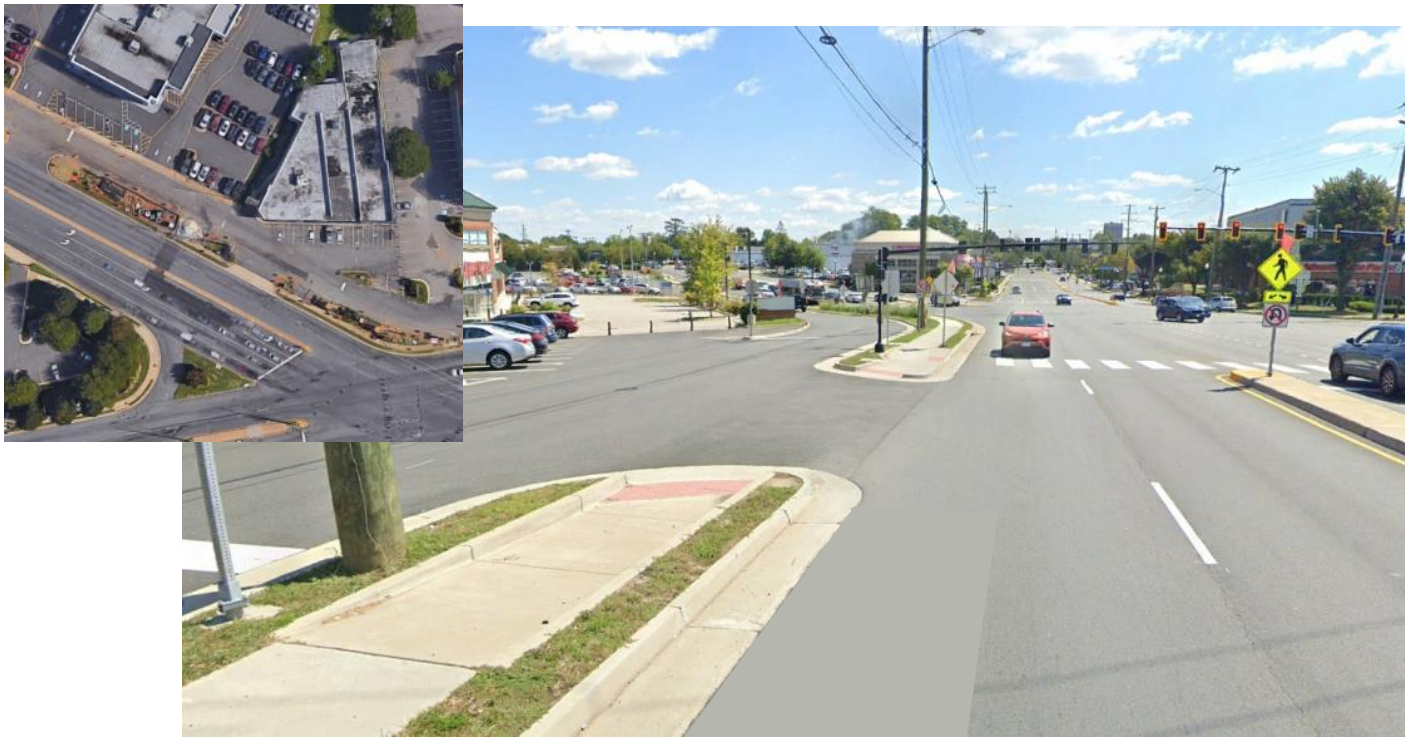
CONFUSING STREET NETWORK FOR ALL USERS



Frontage Roads/Service Roads create confusing intersections and pedestrian connectivity challenges



Rust Road to Lee Highway Connection



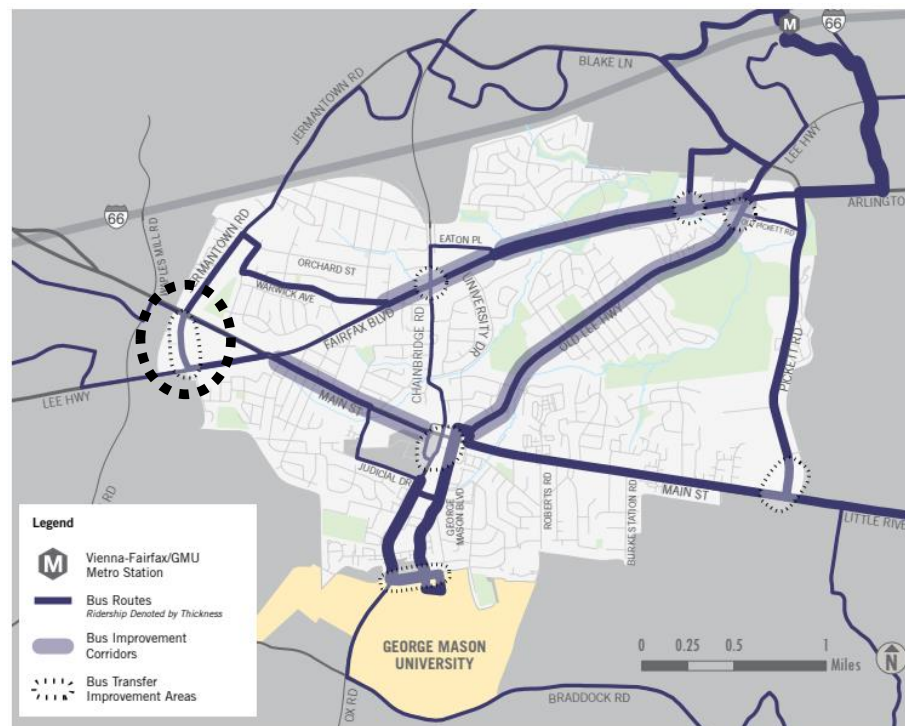
Frontage Roads/Service Roads with median openings near Fairfax Boulevard to Lee Highway intersection



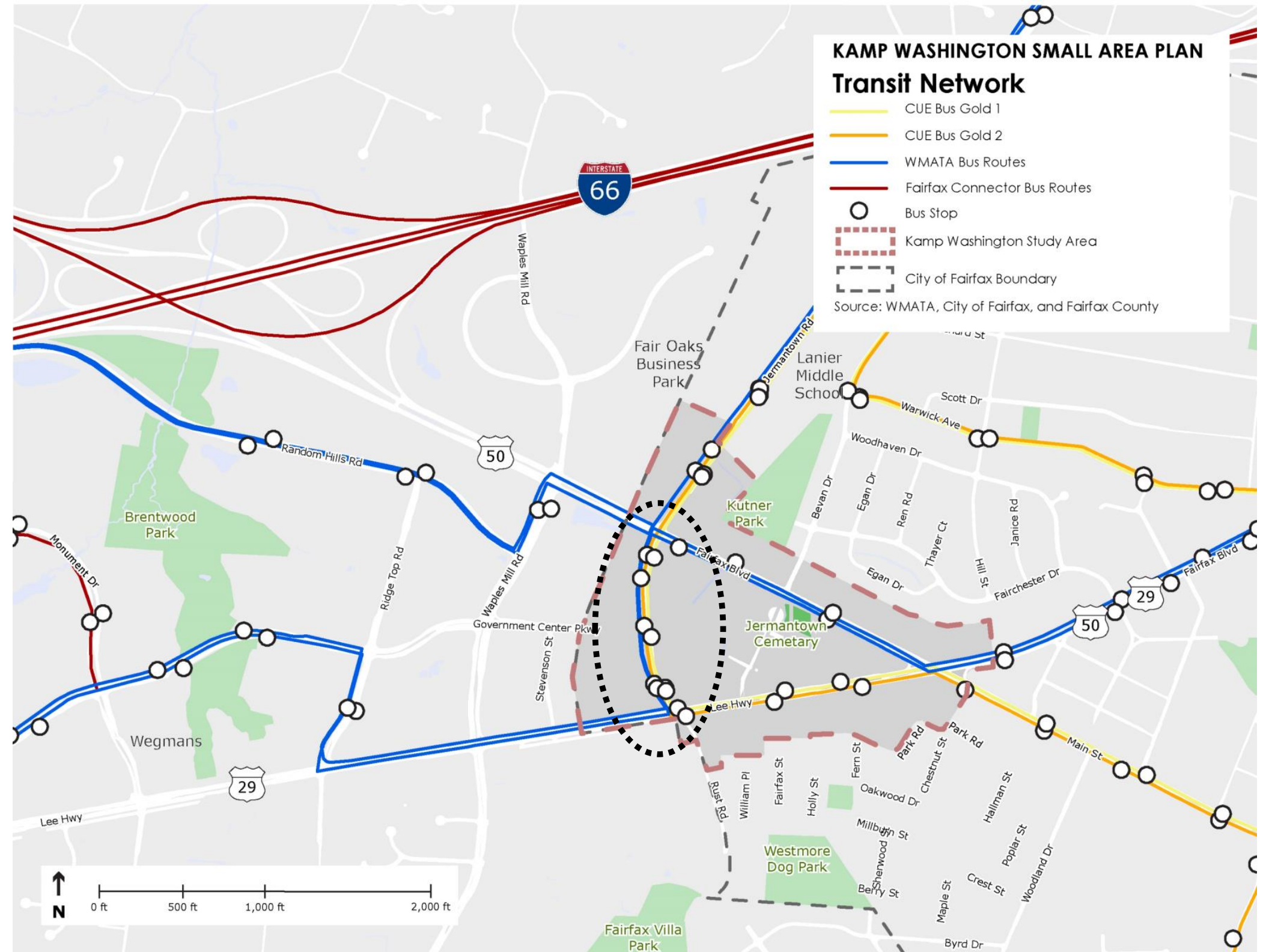
Fern Street Dead End

TRANSIT NETWORK

- Multiple bus routes operated by WMATA and CUE bus systems run along the major roads in the study area.
- Cluster of bus stops with high ridership are located at the intersection of Jermantown Rd and Lee Hwy.



Proposed Transit Network Enhancements
Source: City of Fairfax Multimodal Transportation Plan



KEY OBSERVATIONS

OBSERVATION #1: A LACK OF IDENTITY

Creating Memorable Places



OBSERVATION #1: A LACK OF IDENTITY

Creating Memorable Places



OBSERVATION #2: A CAR-DOMINATED ENVIRONMENT

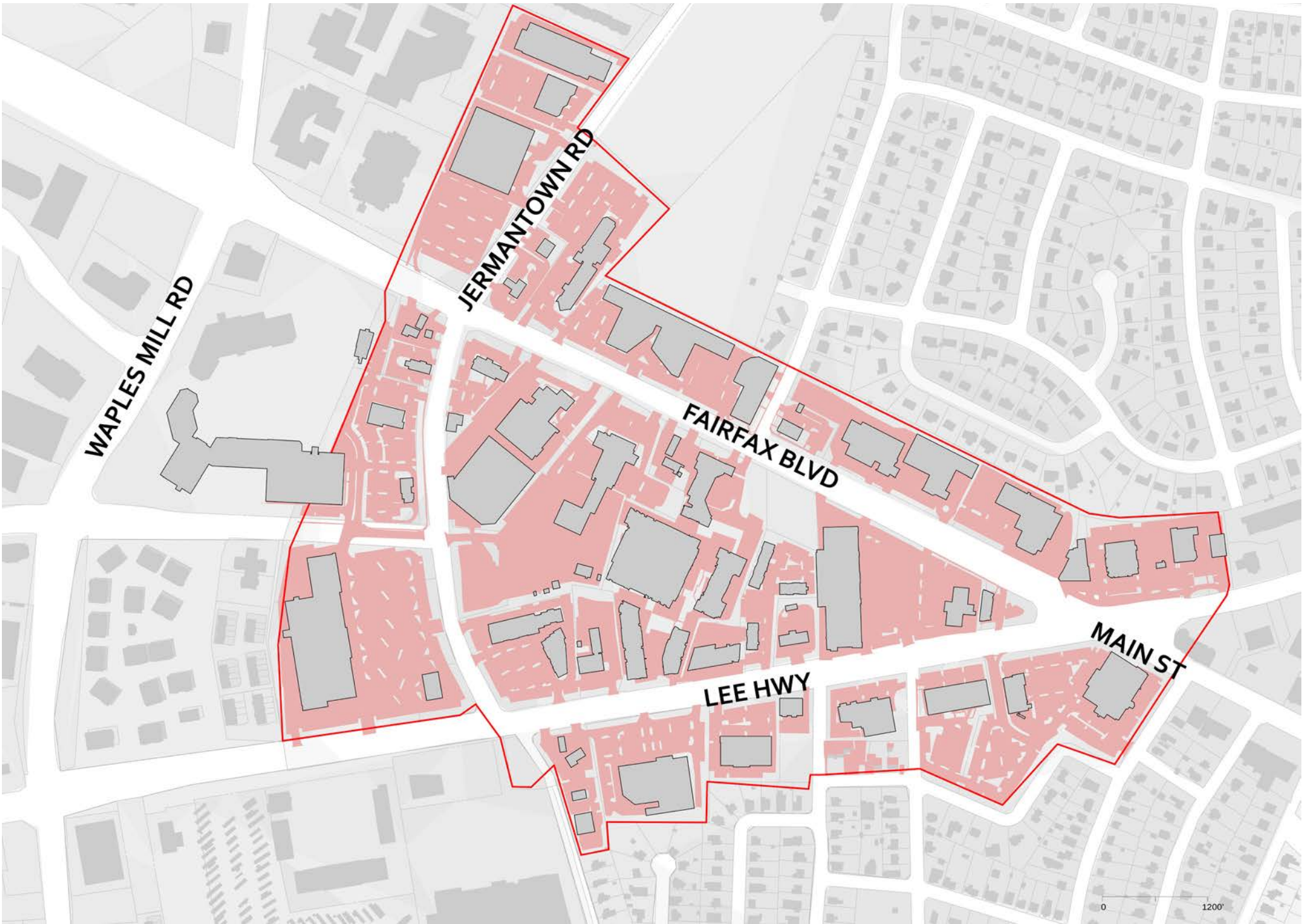
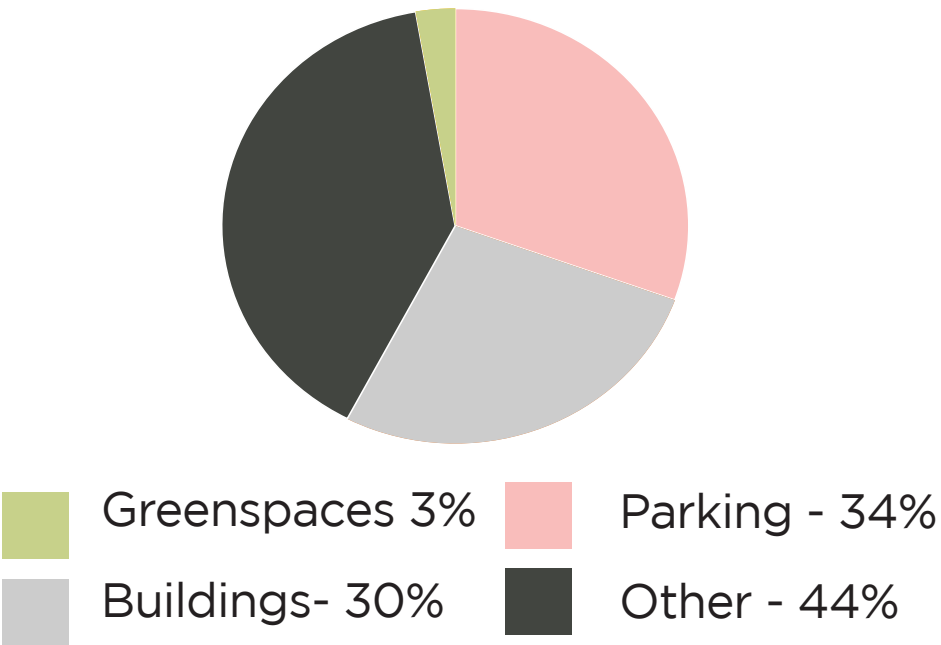
Need for Connectivity for Pedestrians and Cyclists



OBSERVATION #2: A CAR-DOMINATED ENVIRONMENT

Reduce Amount of Impervious Surfaces

Study Area (Excluding Public Streets)



Impervious Surfaces

*NOTE: Impervious surfaces not yet reflective of new Moxley development

OBSERVATION #3: MISSING OPEN SPACE

Need for Public Open Space and Connectivity



OBSERVATION #3: MISSING OPEN SPACE: Opportunity for GREEN LOOP CONNECTING Area



OBSERVATION #4: ESTABLISHED COMMERCIAL CRITICAL MASS

Serving Evolving Markets Over Time



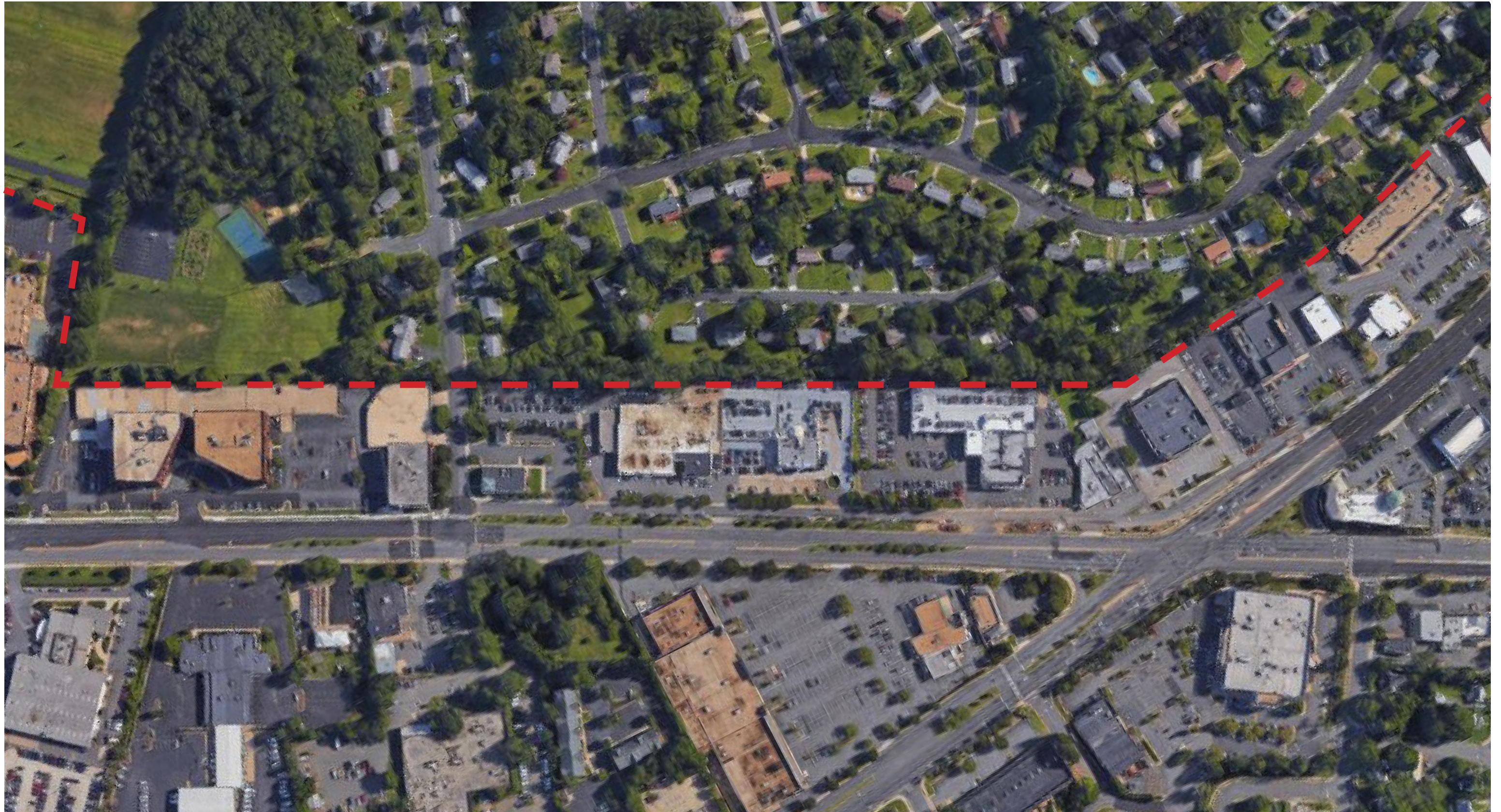
Building Age In and Near Kamp Washington



February 2021
Source: City of Fairfax GIS

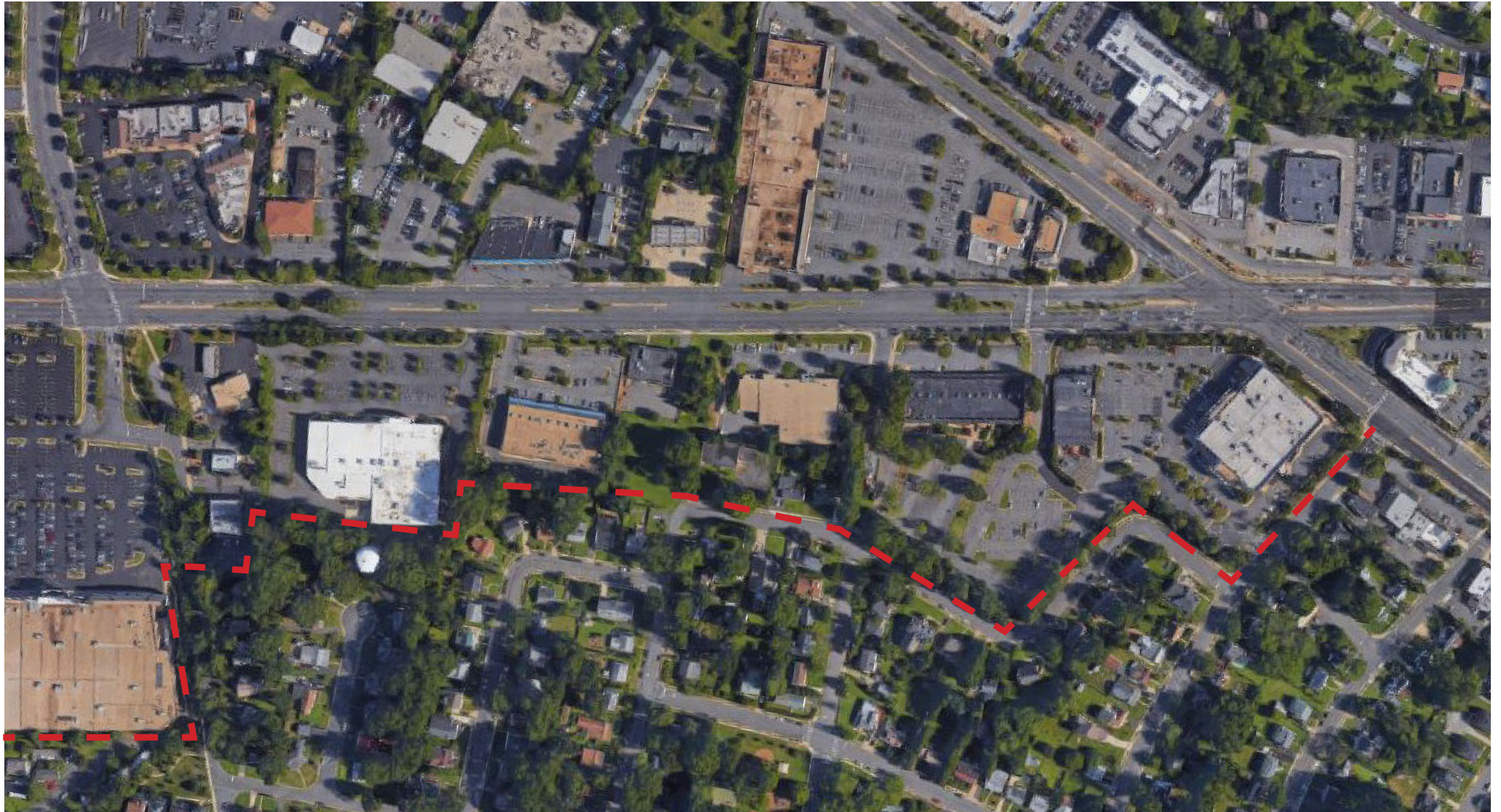
OBSERVATION #5: TRANSITIONS BETWEEN USES

Designing the In-Between Spaces And Transition from Corridor to Neighborhood



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Designing the In-Between Spaces And Transition from Corridor to Neighborhood



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- Call **(571) 282-3524**

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<https://engage.fairfaxva.gov/kamp-washington-small-area-plan>