



DEVELOPMENT OF SMALL AREA PLANS

KAMP WASHINGTON PLANNING COMMISSION + CITY COUNCIL PRESENTATIONS

CUNNINGHAM | QUILL ARCHITECTS PLLC

Bolan Smart
Associates

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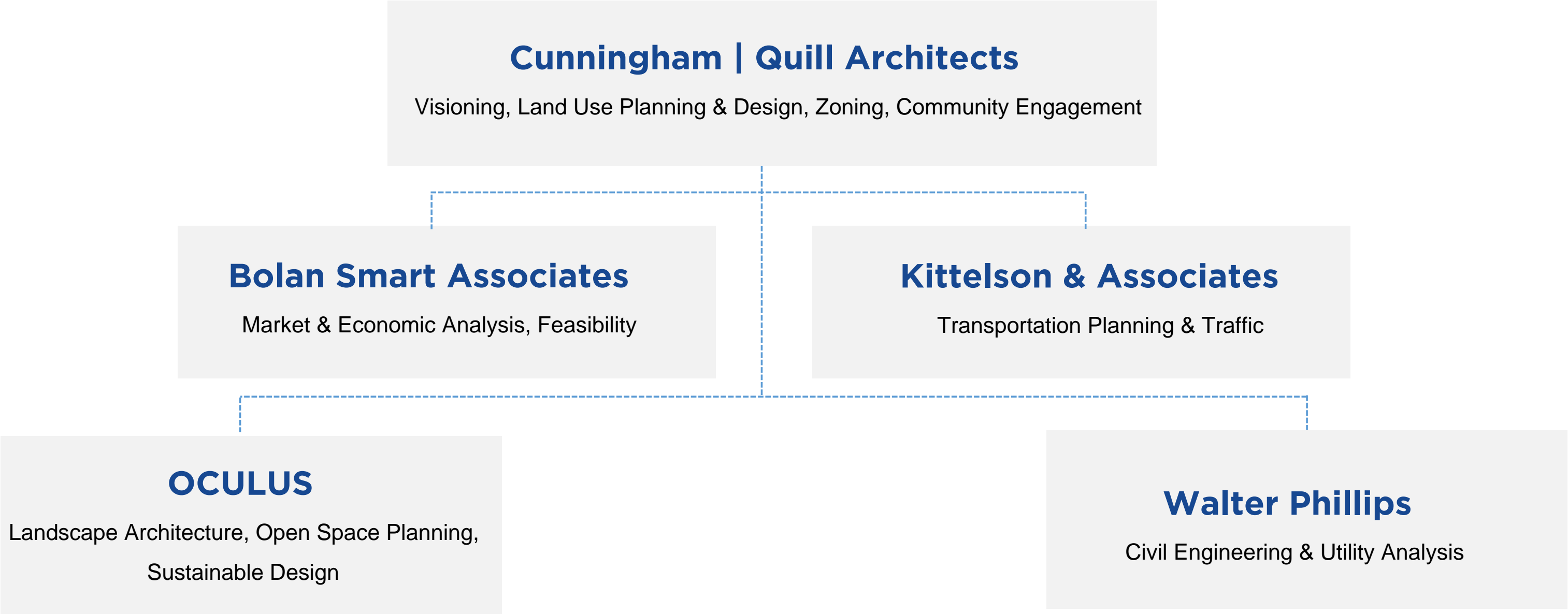
OCULUS

Walter L.
Phillips

WHO WE ARE

OUR TEAM

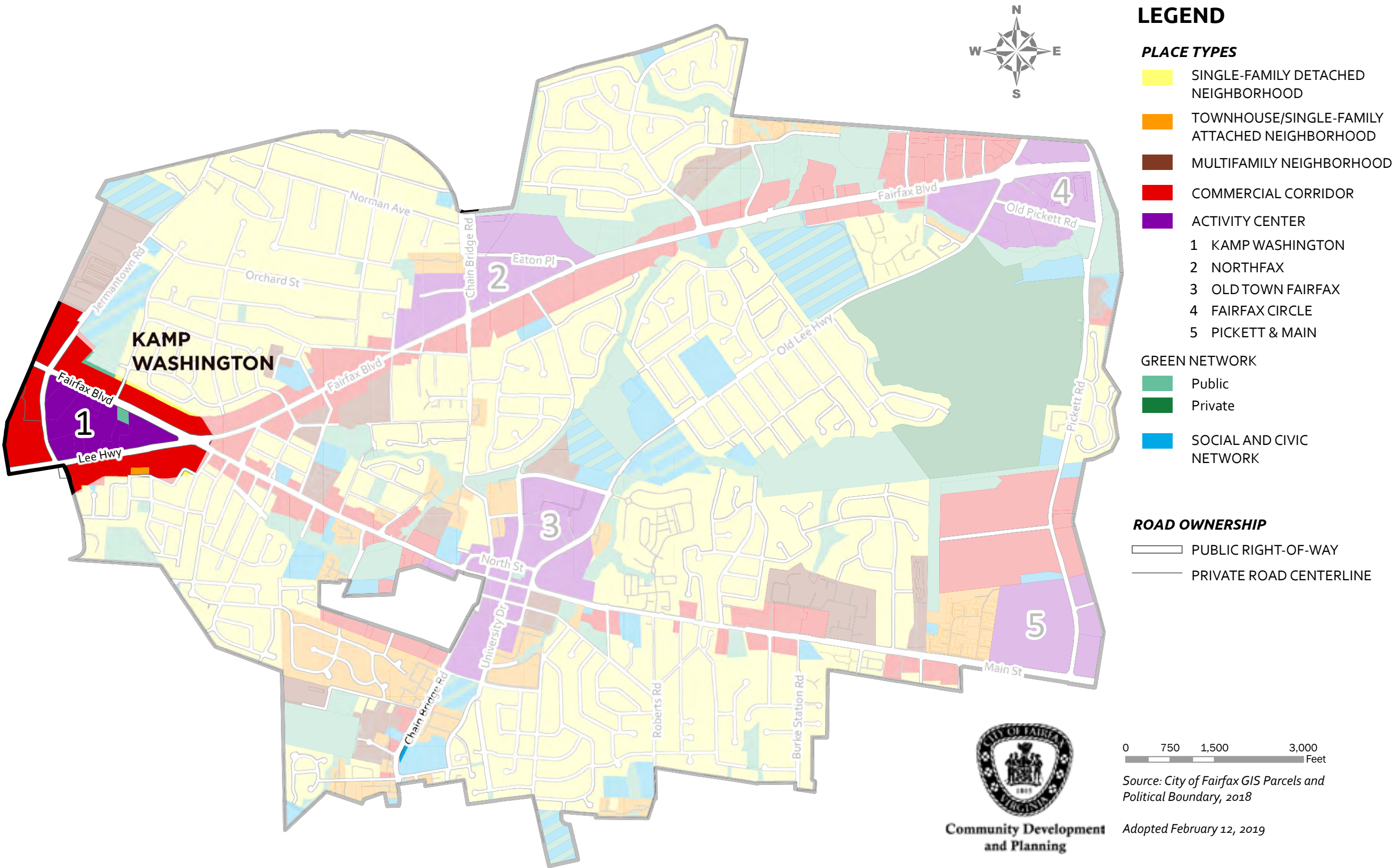
LOCAL EXPERTS INVESTED IN FAIRFAX + ITS DEVELOPMENT



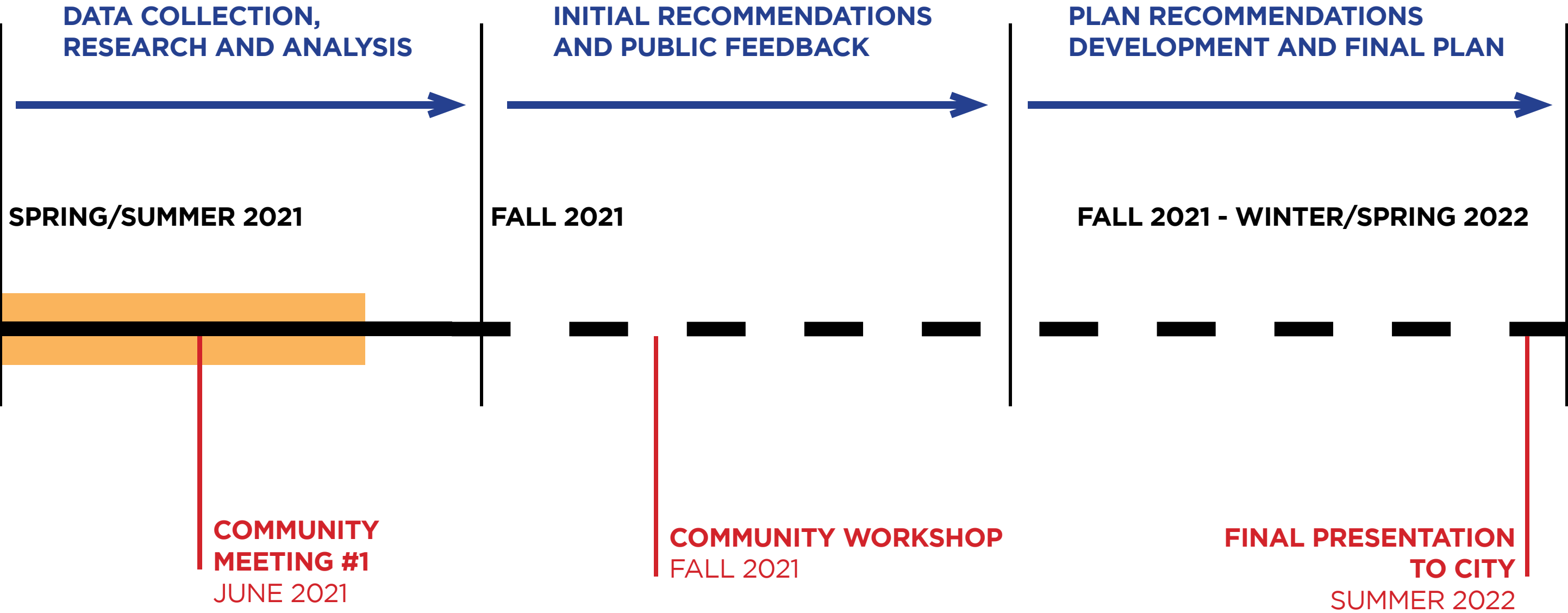
INTRODUCTION

BUILDING ON THE 2035 COMPREHENSIVE PLAN

ACTIVITY CENTER: KAMP WASHINGTON



PROJECT TIMELINE



COMMUNITY MEETING - JUNE 9, 2021

WHAT WE HEARD

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 COMMENTS:

- More green spaces, more natural elements including access to Kutner Park & Jermantown Cemetery
- Better connectivity for pedestrians & cyclists
- More visible local retail, neighborhood feeling environment
- Expression of local arts
- Creation of a neighborhood destination, new place
- Better design with nearby residential neighborhoods.



The screenshot shows a Zoom meeting with six participants in the top bar: Eric Quill, Aditya Inamdar, Eric Smart, Pam DuBois, Adam Chamy, and Don Hoover. The main slide is titled "OPEN COMMUNITY DIALOGUE" and provides instructions for live and recorded viewers.

OPEN COMMUNITY DIALOGUE

If watching the meeting live:

- Type your comment or question into the **GoToWebinar "Questions" function**
- Call **(571) 282-3524**

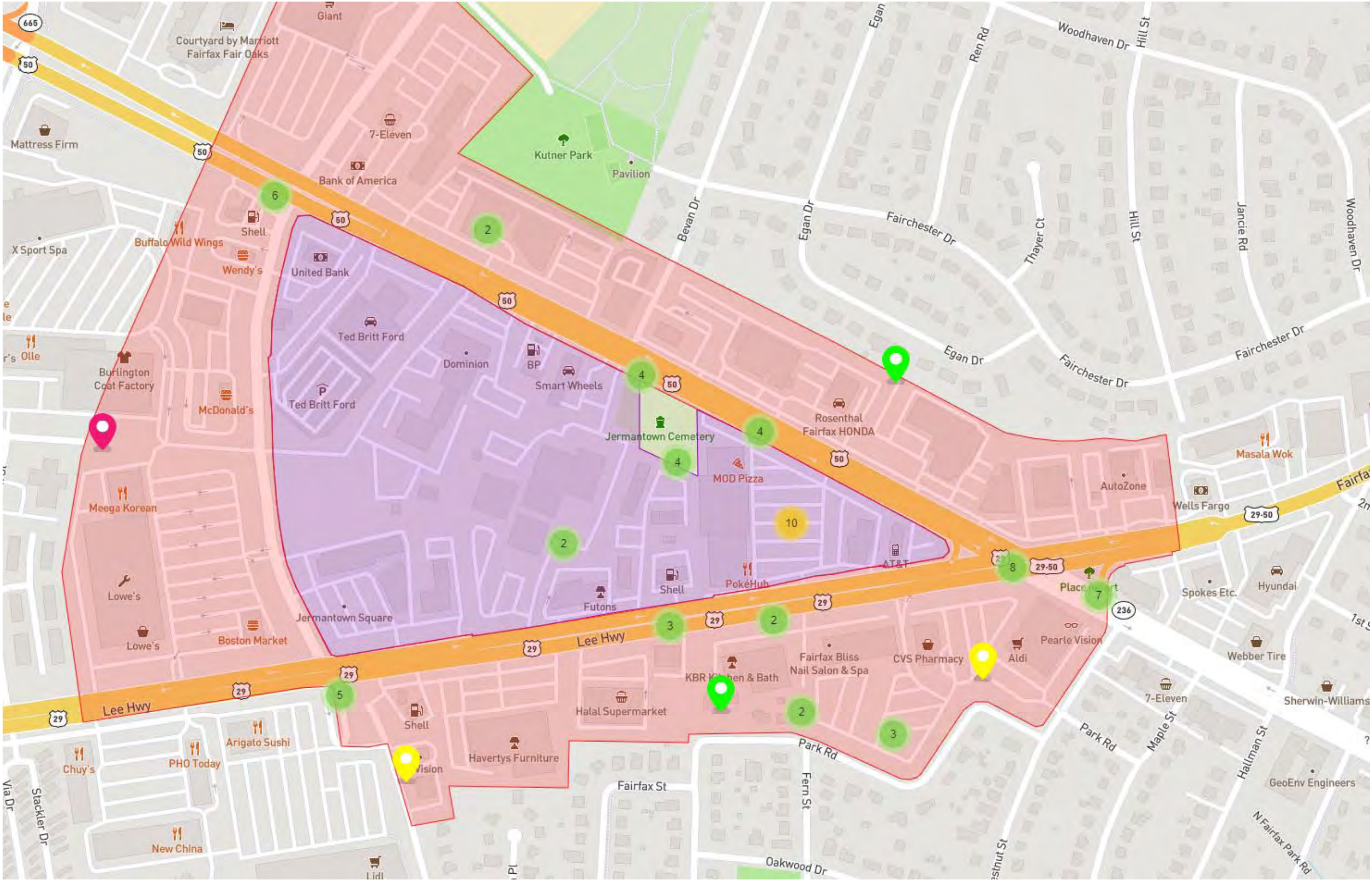
If watching a recording of the meeting:

- Leave a comment on the Engage Fairfax page
<https://engage.fairfaxva.gov/kamp-washington-small-area-plan>

COMMUNITY CONCERNS:

- Too much pavement and parking lots
- Ugly visual environment. Sense of placelessness
- Implementation - slow, bad quality, or doesn't happen
- Vehicular, pedestrian, and cyclist safety
- Traffic and busy roads

COMMUNITY OUTREACH
ENGAGE.FAIRFAXVA.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.

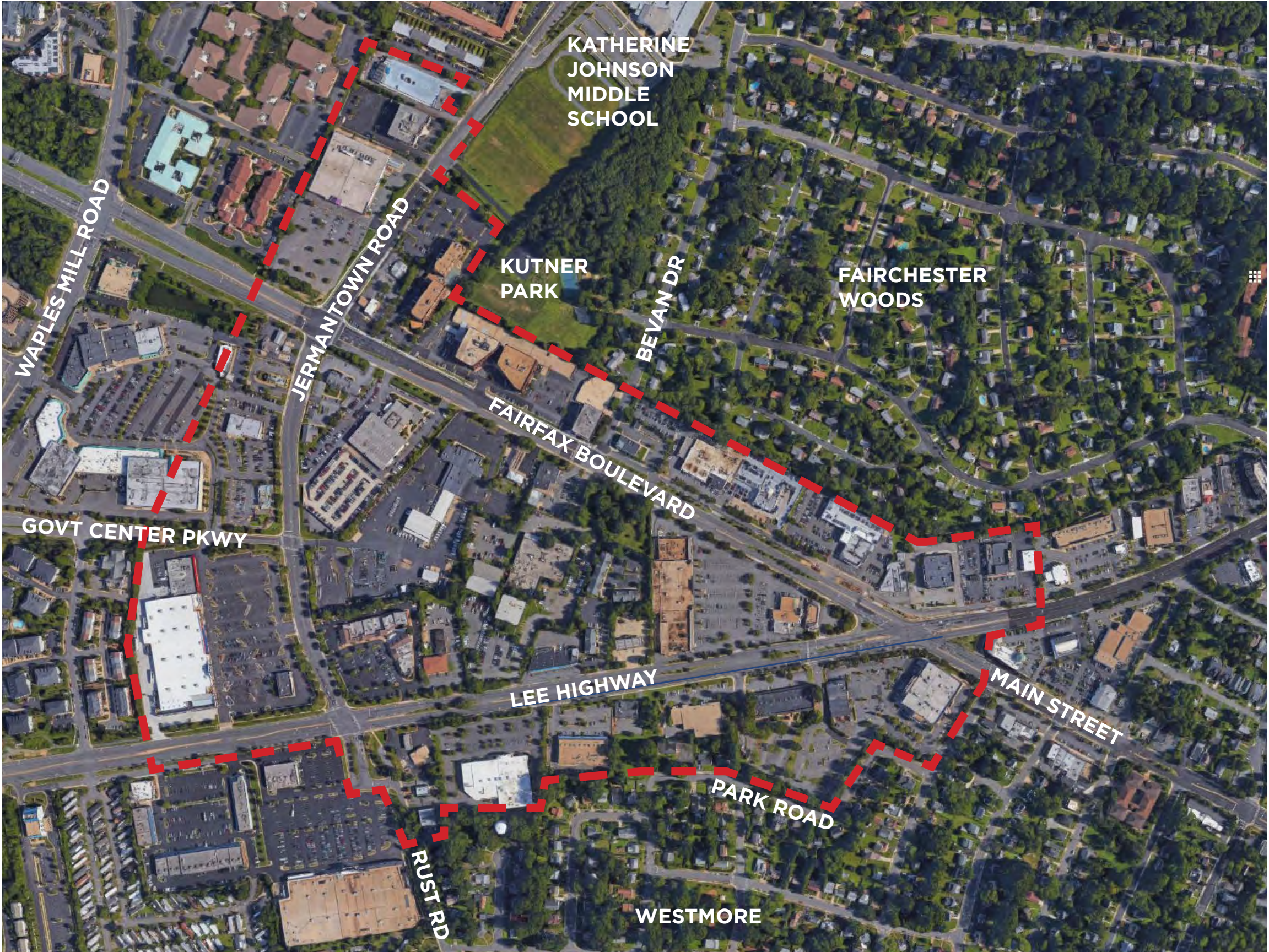
- explanner

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 Duron Paint is such a waste of space and never seems to be remotely used.

- trueskywalker



HISTORICAL CONTEXT

KAMP WASHINGTON

EARLY HISTORY



1940s & 50s: TOURIST STOP

INTERSECTION OF 50 / 29 LOOKING WEST



KAMP WASHINGTON

1937



KAMP WASHINGTON

1976



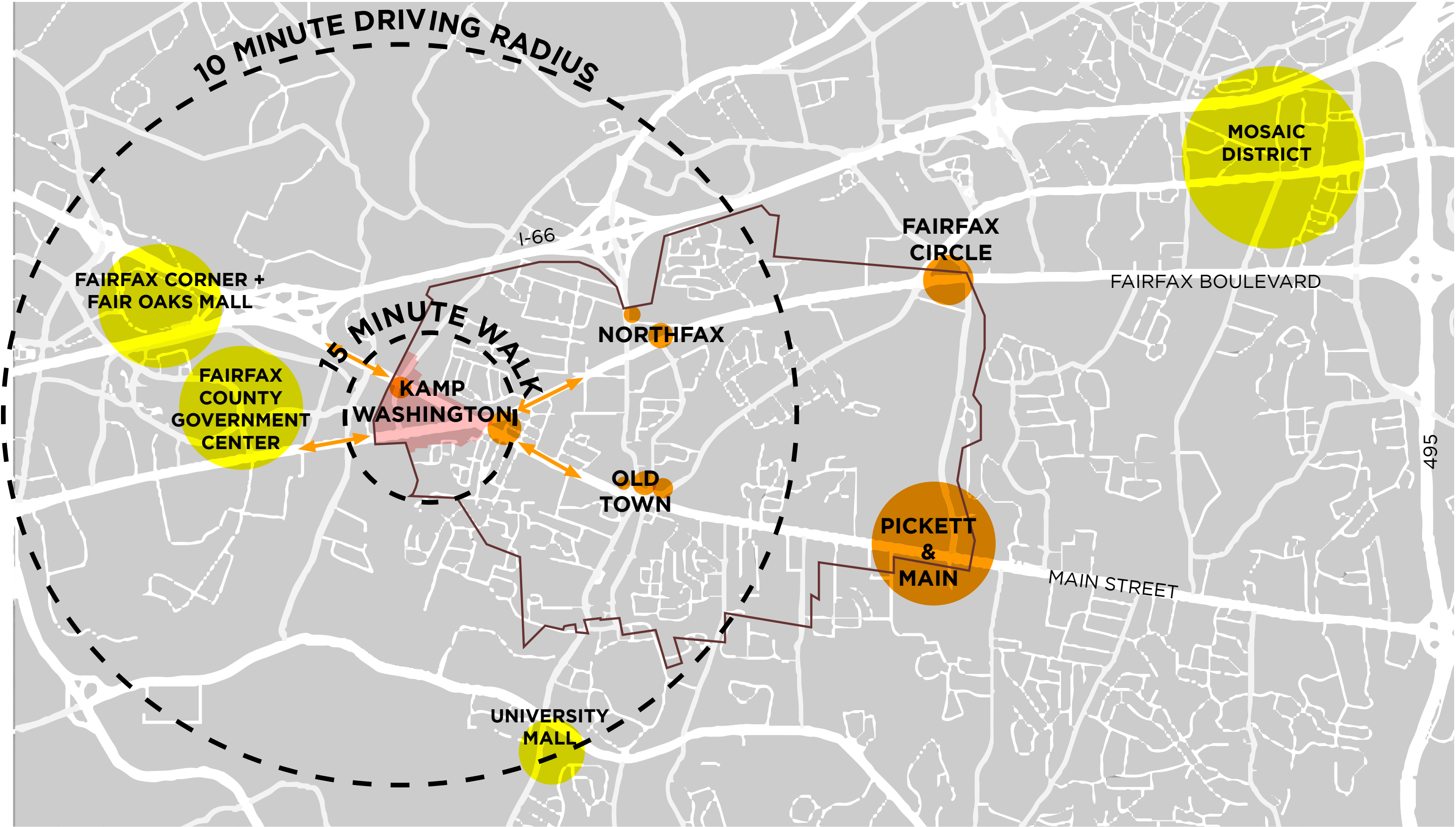
KAMP WASHINGTON

TODAY
2019 AERIAL



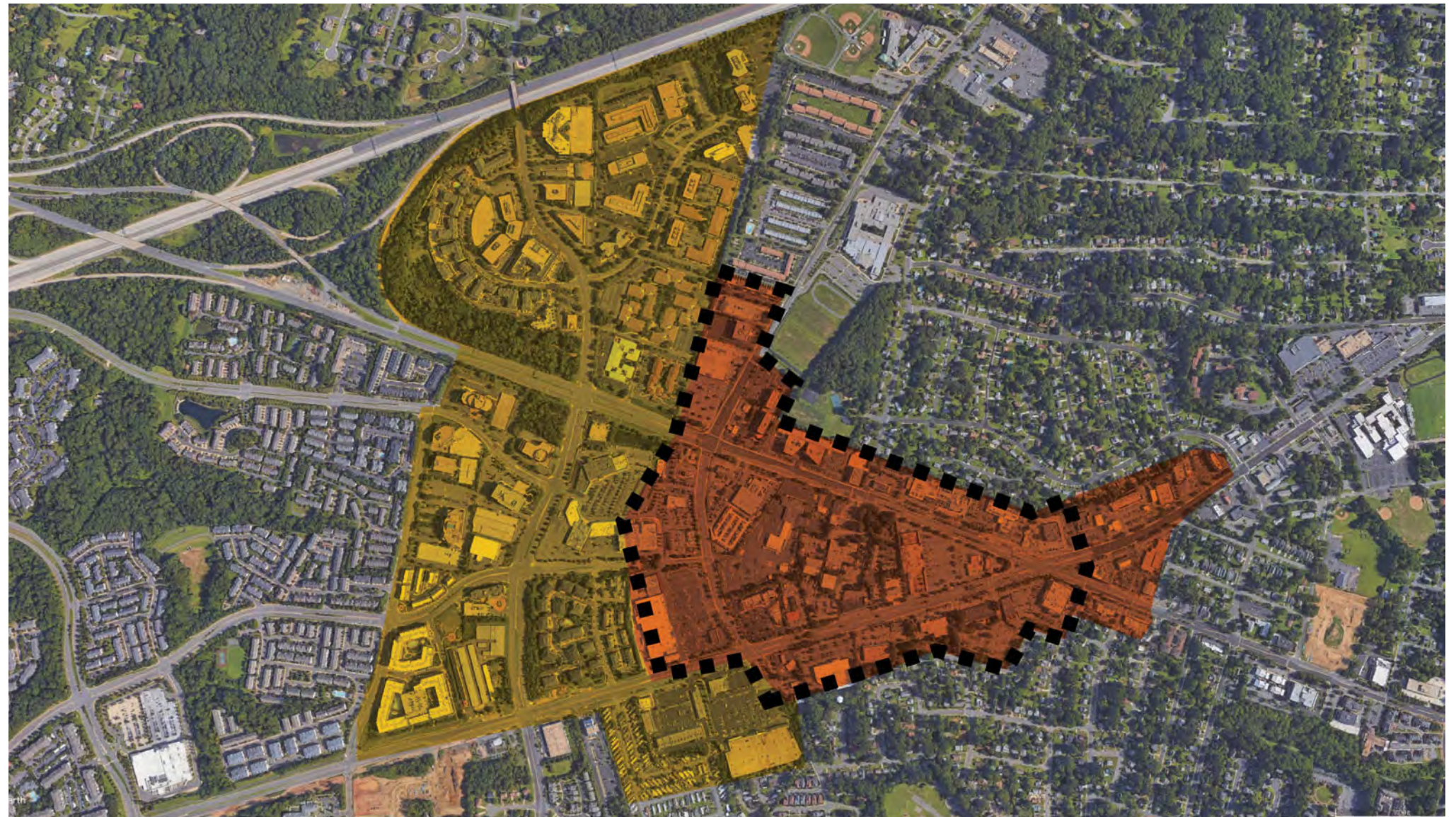
ECONOMIC ANALYSIS CHALLENGES + OPPORTUNITIES




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



GREATER KAMP WASHINGTON MARKET DYNAMICS

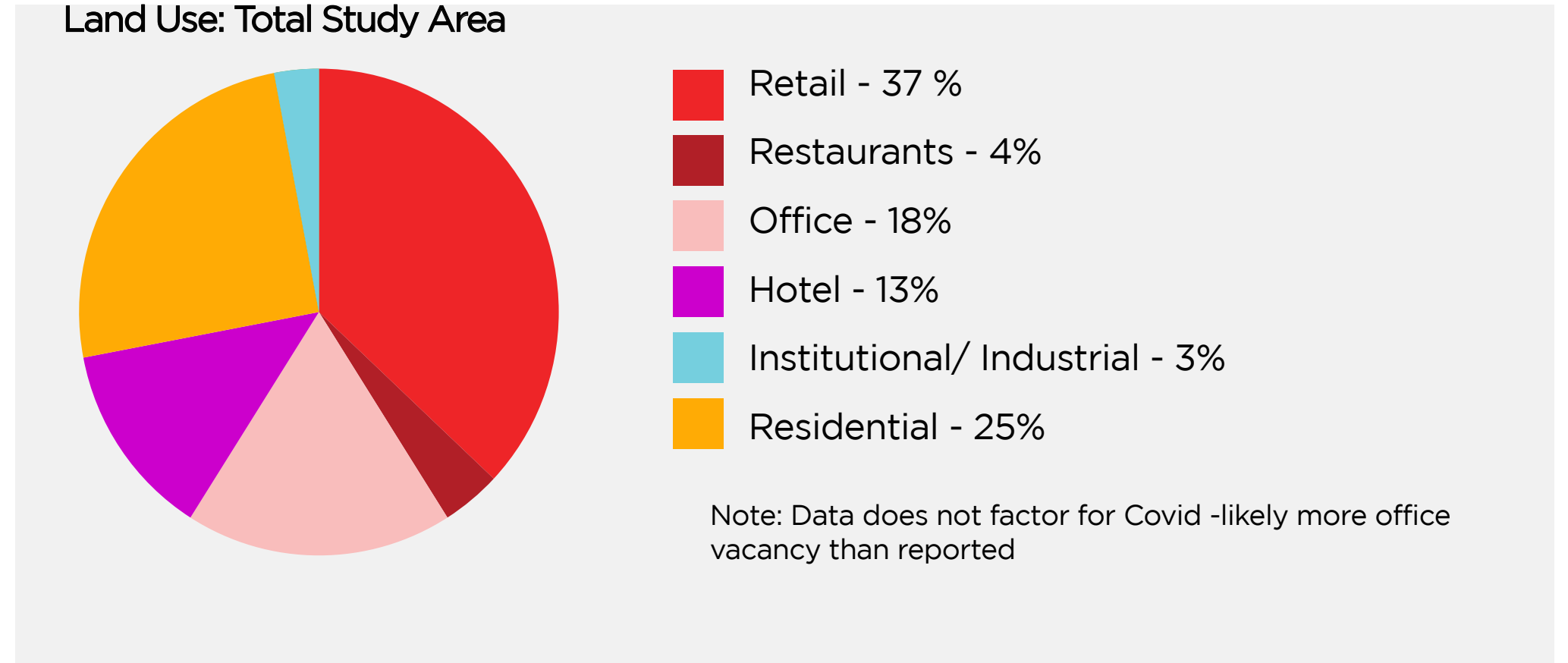
- Marketplace identity
 - 385 acres Land Area – 33% City / 67% County
 - 5.2M sf commercial built area – 33% City / 67% County (newer inventory)
- Segmented commercial demand
 - Local retail – food, home goods, services (with low vacancies)
 - Regional draws – car dealerships, offices and hotels
- Auto 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)
 - 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

TRANSPORTATION CHALLENGES + OPPORTUNITIES

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.



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



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



Large crossing distance



Crossing across Lee Highway

KEY OBSERVATIONS

OBSERVATION #1: A LACK OF IDENTITY

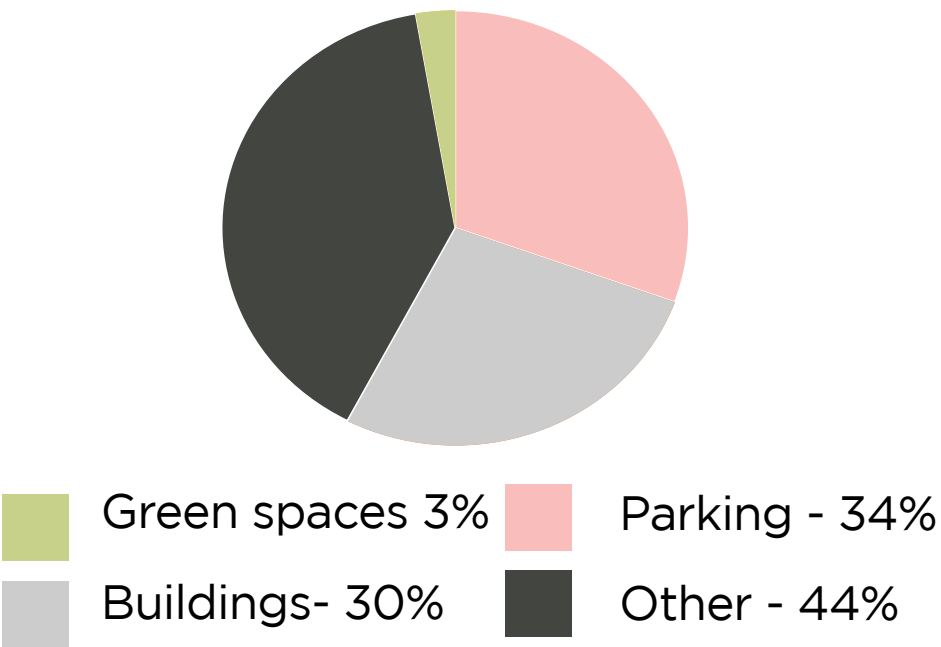
Creating Memorable Places



OBSERVATION #2: A CAR-DOMINATED ENVIRONMENT

Reduce Amount of Impervious Surfaces, Better Pedestrian Connectivity

Study Area (Excluding Public Streets)



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

OBSERVATION #3: MISSING USABLE OPEN SPACE IN PLAN AREA

Opportunities for Connections



OBSERVATION #4: ESTABLISHED COMMERCIAL CRITICAL MASS

Serving Evolving Markets Over Time



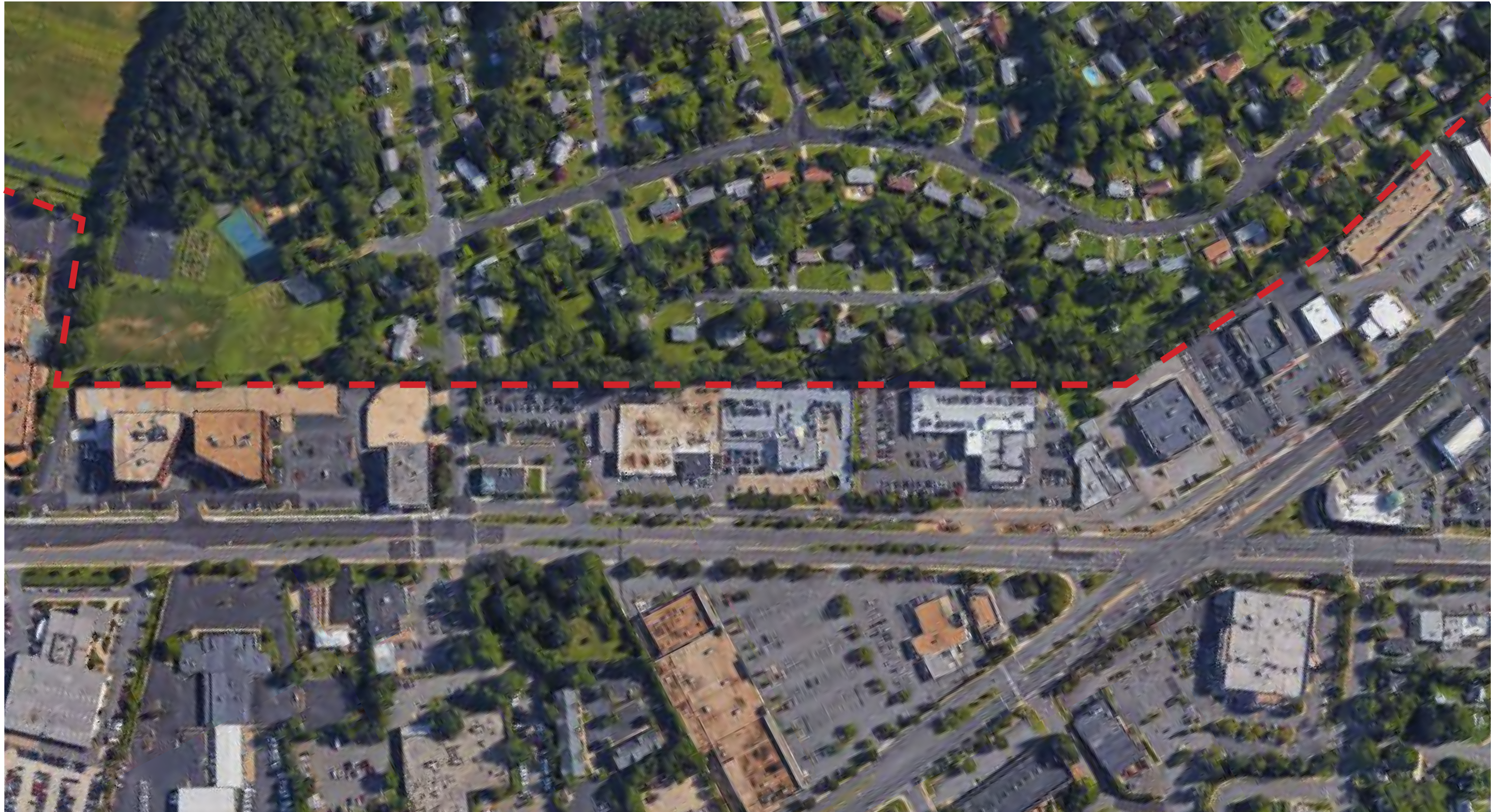
Building Age In and Near Kamp Washington



February 2021
Source: City of Fairfax GIS

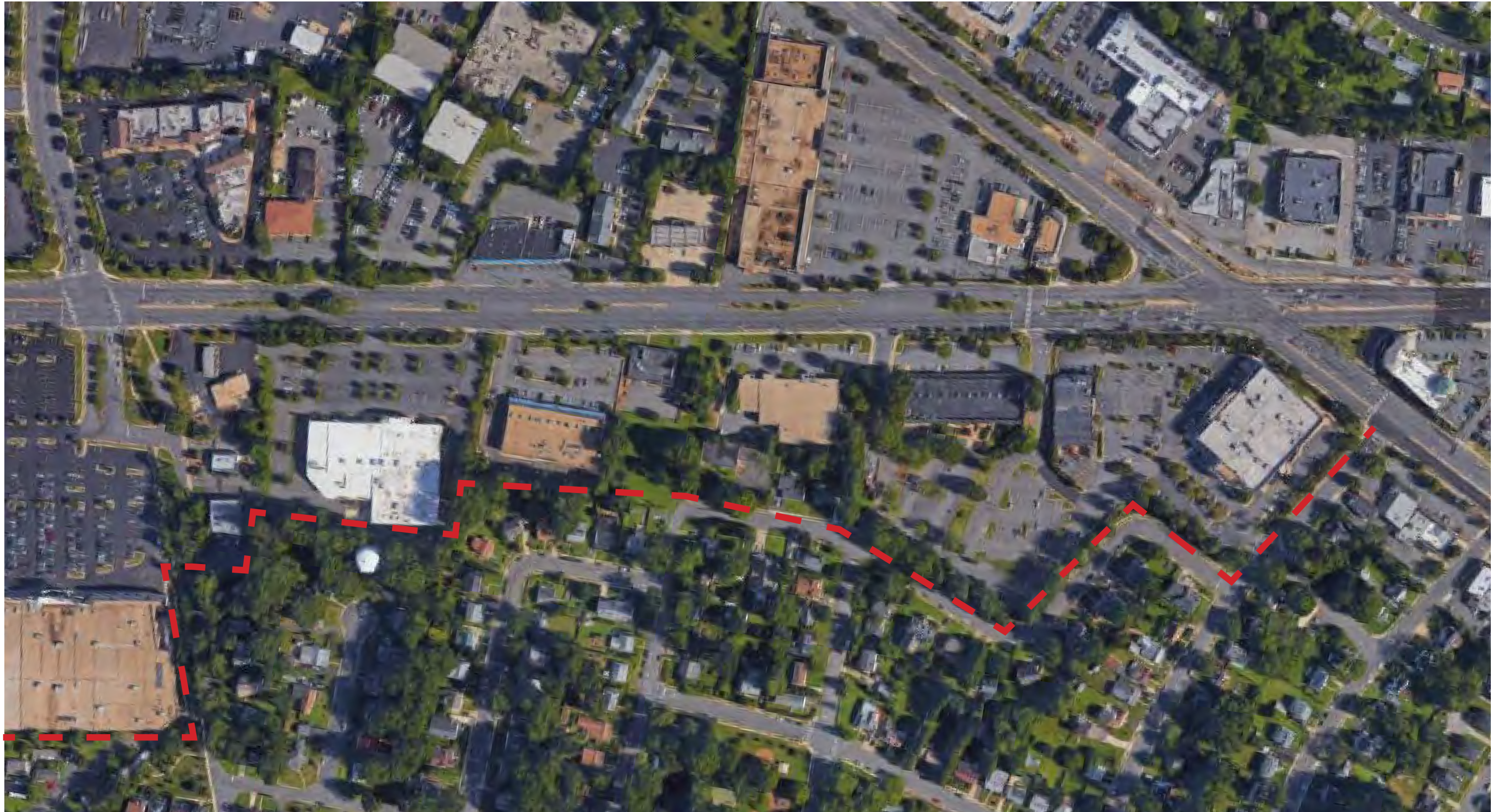
OBSERVATION #5: TRANSITIONS BETWEEN USES

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



OBSERVATION #5: TRANSITIONS BETWEEN USES

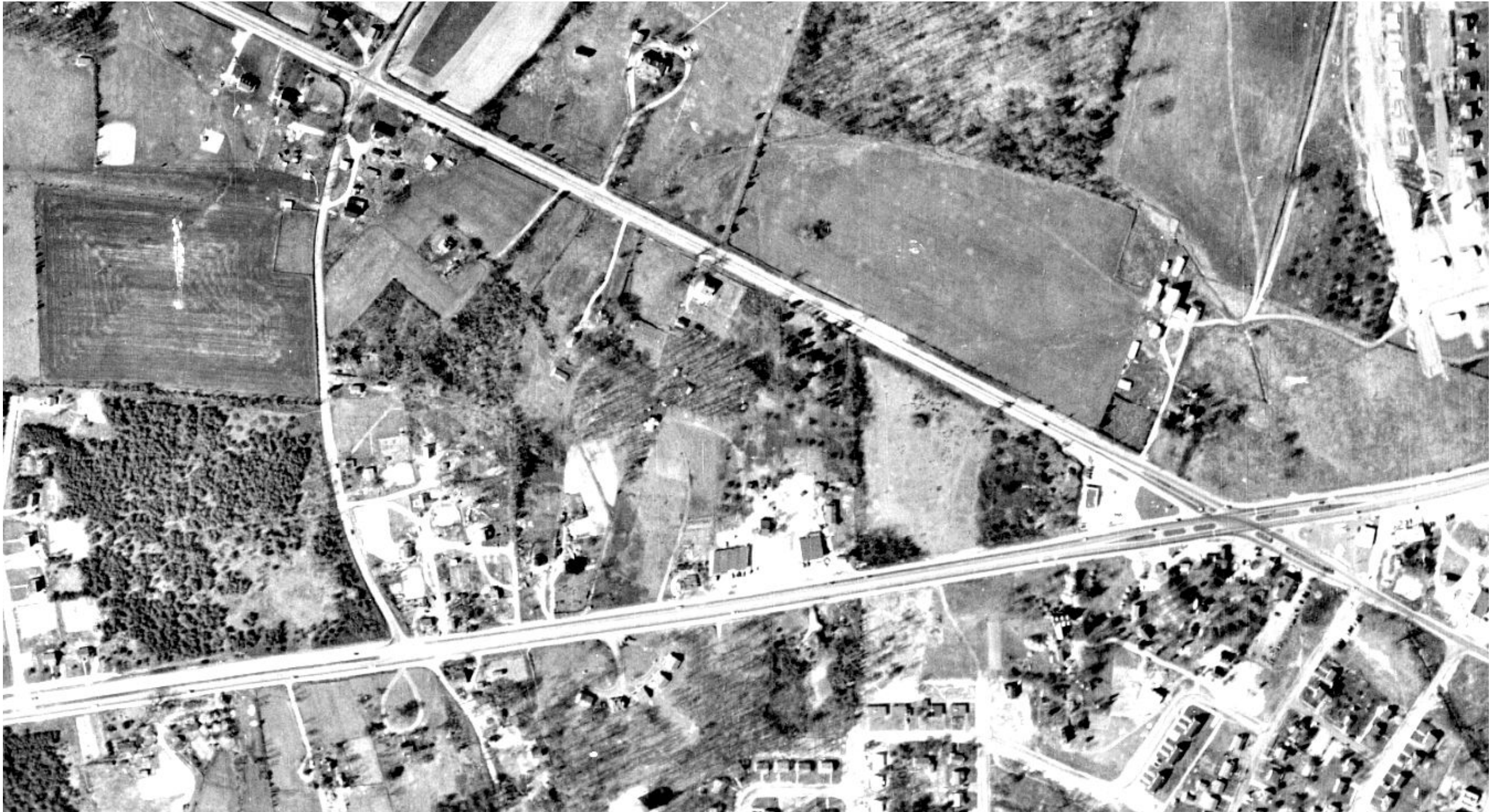
Designing the In-Between Spaces And Transition from Corridor to Neighborhood



QUESTIONS

KAMP WASHINGTON

1953



KAMP WASHINGTON

1960



KAMP WASHINGTON

1990



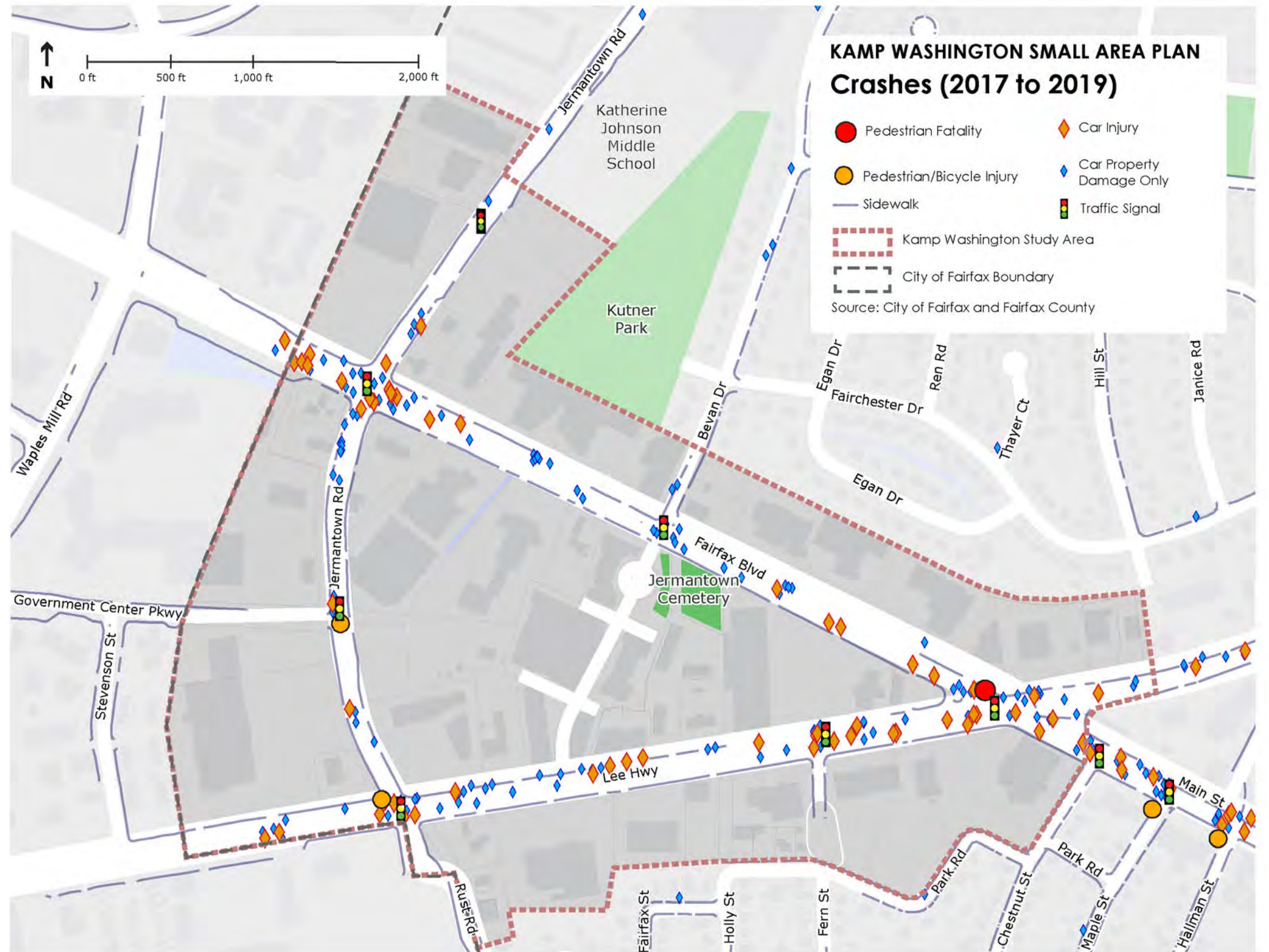
HIGH CRASH FREQUENCY

- 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 signalized intersections within the study area.
- High crash frequency along Fairfax Blvd and Lee Hwy.



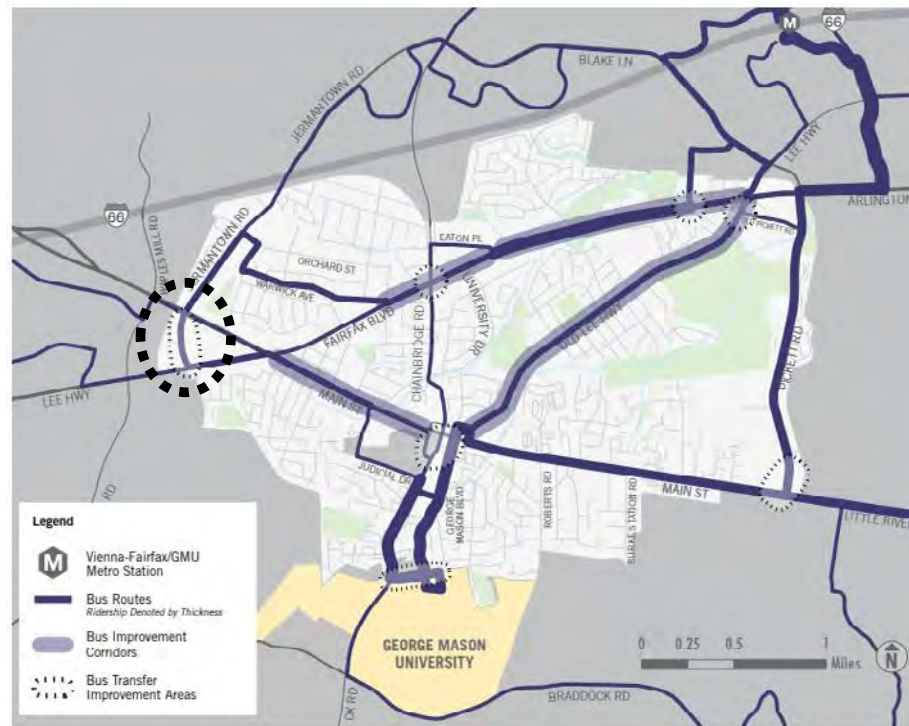
Number of Crashes (2015)

Source: City of Fairfax Multimodal Transportation Plan

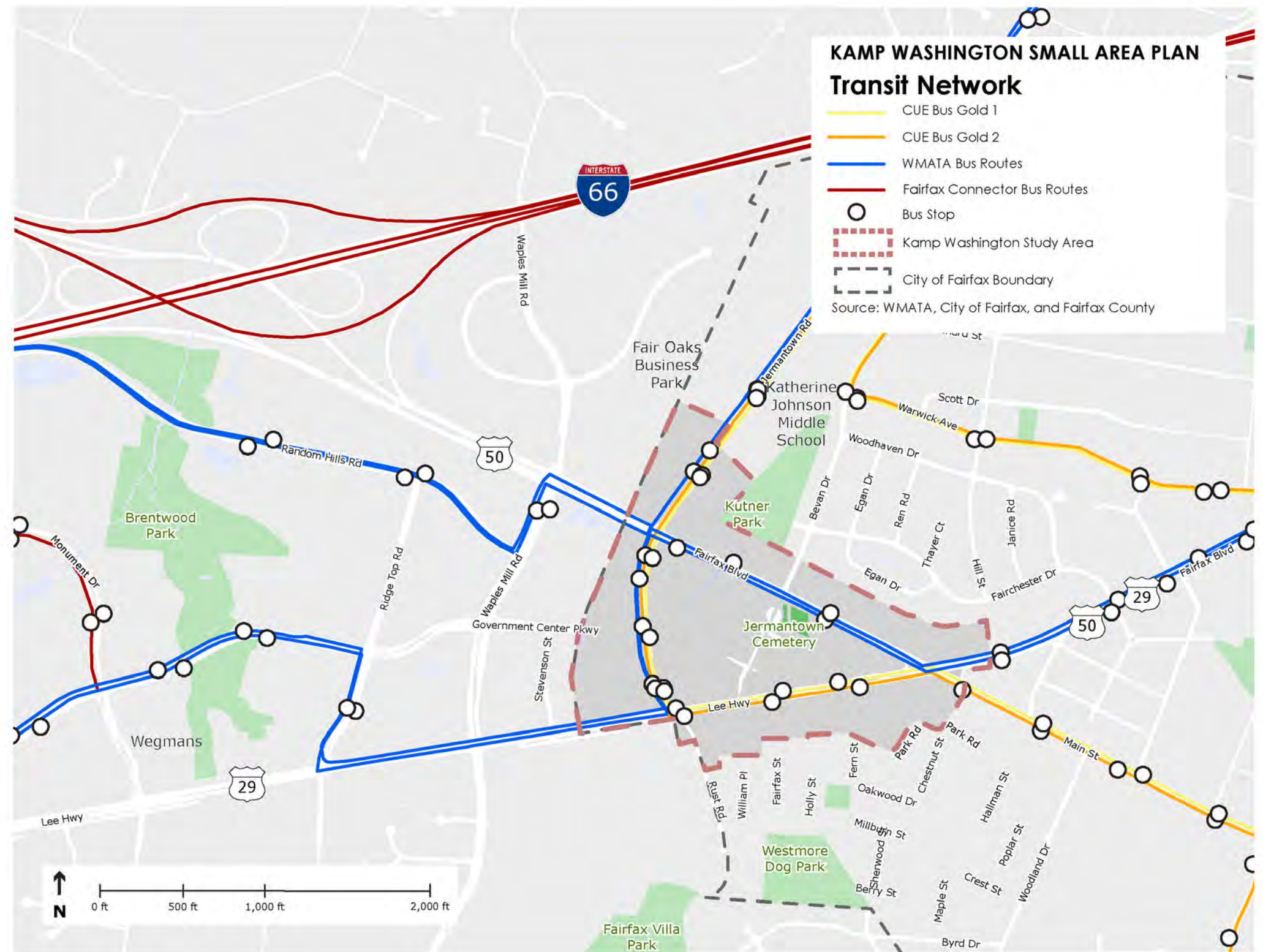


TRANSIT NETWORK

- Multiple bus routes operated by WMATA, Fairfax Connector 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



KAMP WASHINGTON SMALL AREA PLAN NICHE

- Fewer and larger commercial properties
- Predominantly retail vs. office
- Only 100% crossroads location
- Continuous pattern of commercial reinvestment
- Established business community with some of the City's largest private employers (car dealerships, Dominion Power, Lowes and H Mart)
- First small area plan being conducted post Covid, the impacts of which are well off from being understood

