

**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 Fairfax County, explores current land use and the retail context, and investigates

market challenges and opportunities. The transportation analysis reveals 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 report concludes with a goal of creating memorable placemaking, grounded in pedestrian oriented transportation, that preserves and enhances existing properties.

LISTENING & INFORMING COMMUNITY OUTREACH

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 owners, business owners, and City board and commission members helps inform the planning process and guide implementation of key ideas. The views of this have been integrated in the report in later market research sections.

Ongoing digital outreach is conducted through the City of Fairfax “Engage page” where community members provided comments and suggestions for the study area. These comments played a critical role in shaping the analysis of existing challenges and opportunities in the study area. The full comments can be found in the Appendix.

On June 9, 2021 at 7PM the consultant team conducted a digital town hall. In-person activities were restricted due to Covid and community members but 52 community members attendees through the web and many more watched at home on Channel 12. Full phone and digital comments and questions are recorded in the appendix.

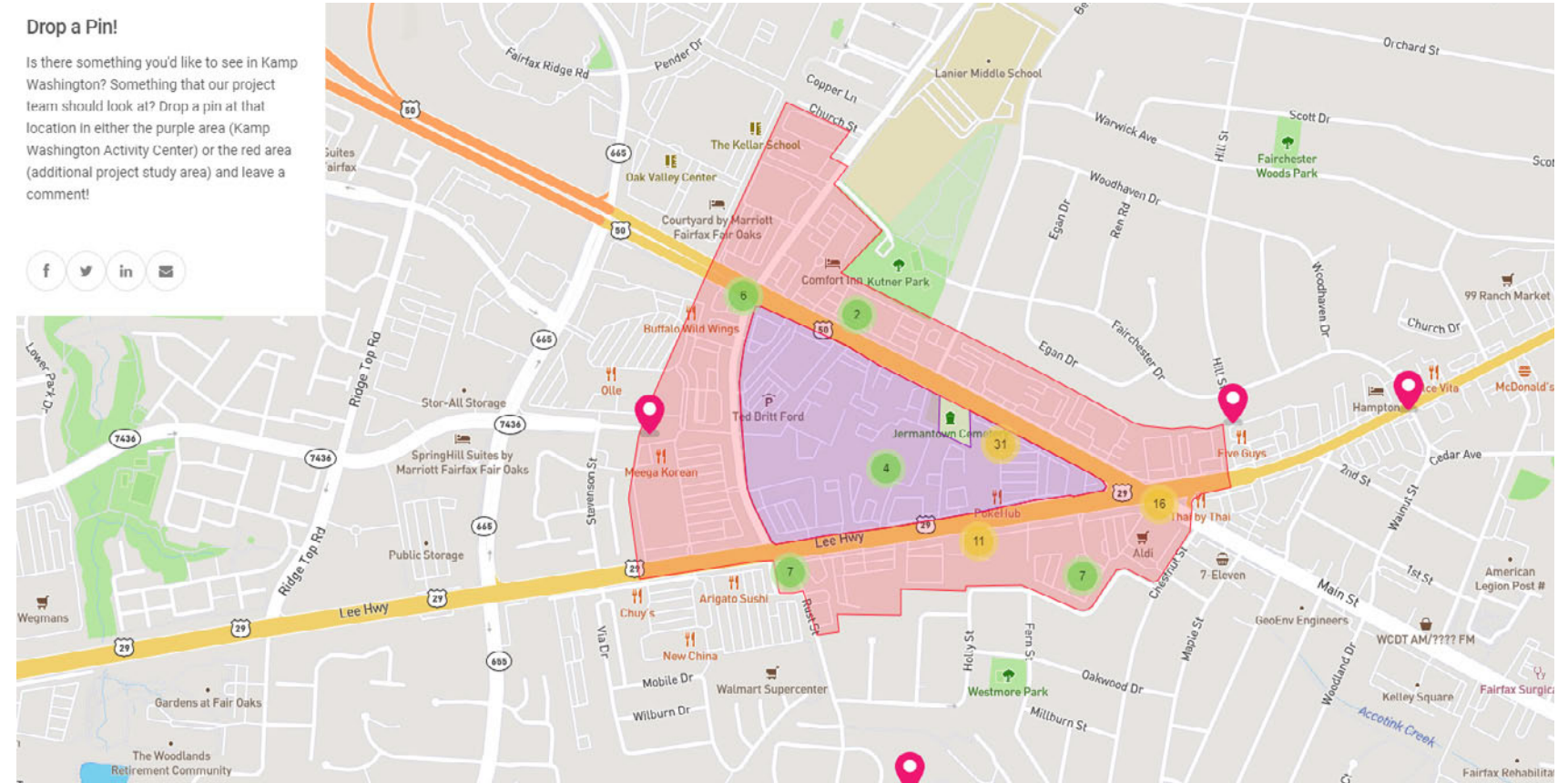
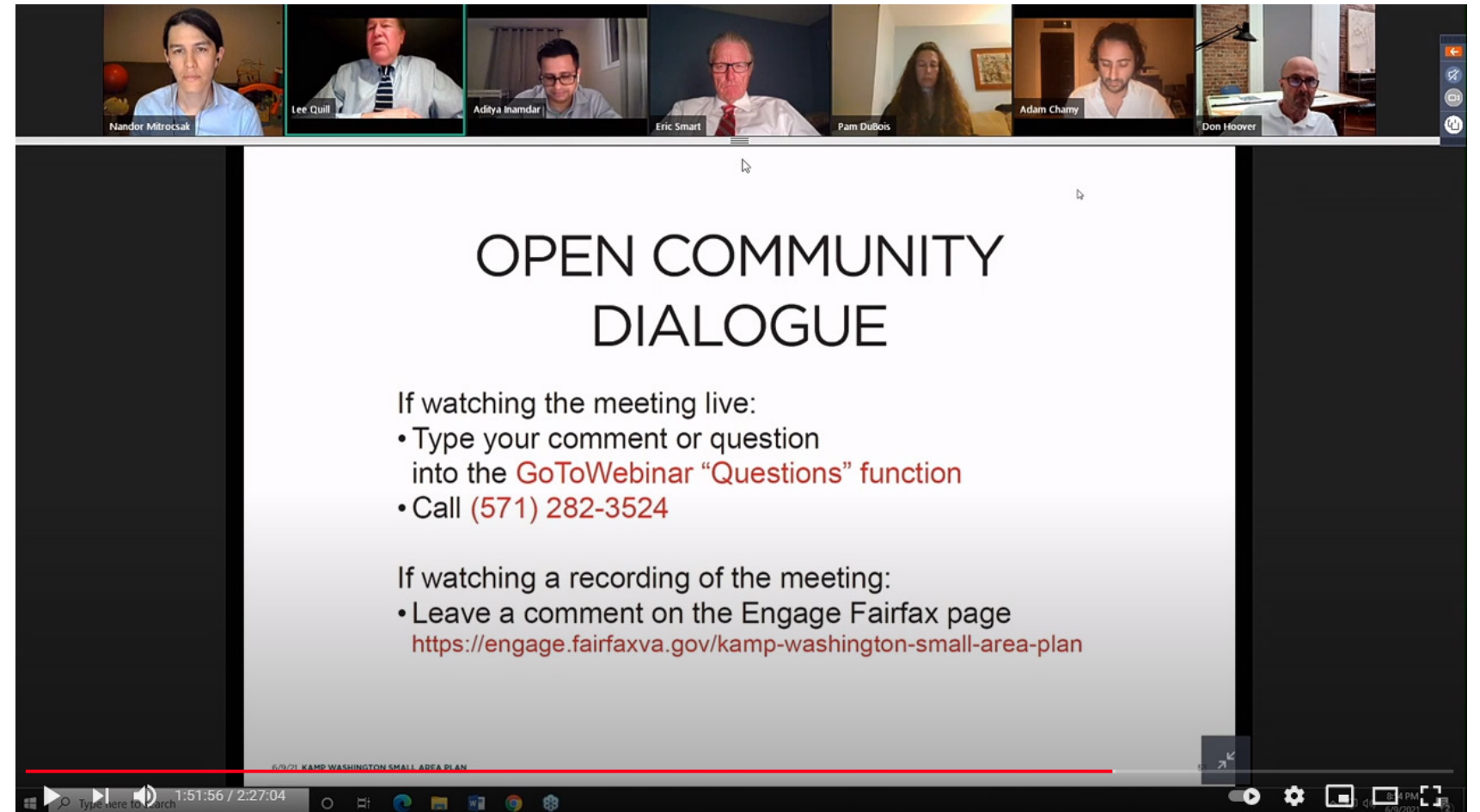
This feedback from the community outreach is incorporated in this report and will continue to guide future recommendations. Repeated themes from the outreach are documented below:

HOPES FOR STUDY AREA

- More Greenspaces, more natural elements: Many community members expressed a desire for making the space more green and accessing key spaces like Kutner Park (just outside the study area) and the historic Jermantown Cemetery.
- Better Connectivity: The study area could be better connected to the rest of Fairfax City and region.
- More visible local retail, neighborhood feeling environment: The big box stores play a prominent role but local retailers could be emphasized more.
- Expression of Local Arts: Opportunity to express creative local culture, businesses, and arts.
- Creation of a Neighborhood Destination and New Place: Opportunity to distinguish the area through the small area efforts from the typical major road sprawl.
- Integration with nearby neighborhoods: Hope of better integration of with nearby residential neighborhoods.

CHALLENGES FOR STUDY AREA

- Implementation: Community concerns about length of process and if quality development can be attracted.
- Sense of placelessness: Multiple comments about the lack of obvious distinction between it and the suburban sprawl in the County.
- Vehicular, Pedestrian, and Biking Safety: Perceived as a generally unsafe area to all modes of travel but especially pedestrians and cyclists.
- Traffic and Busy Roads: The study area is currently identified by its busy crossroads and concerns that additional development would exacerbate existing traffic concerns.





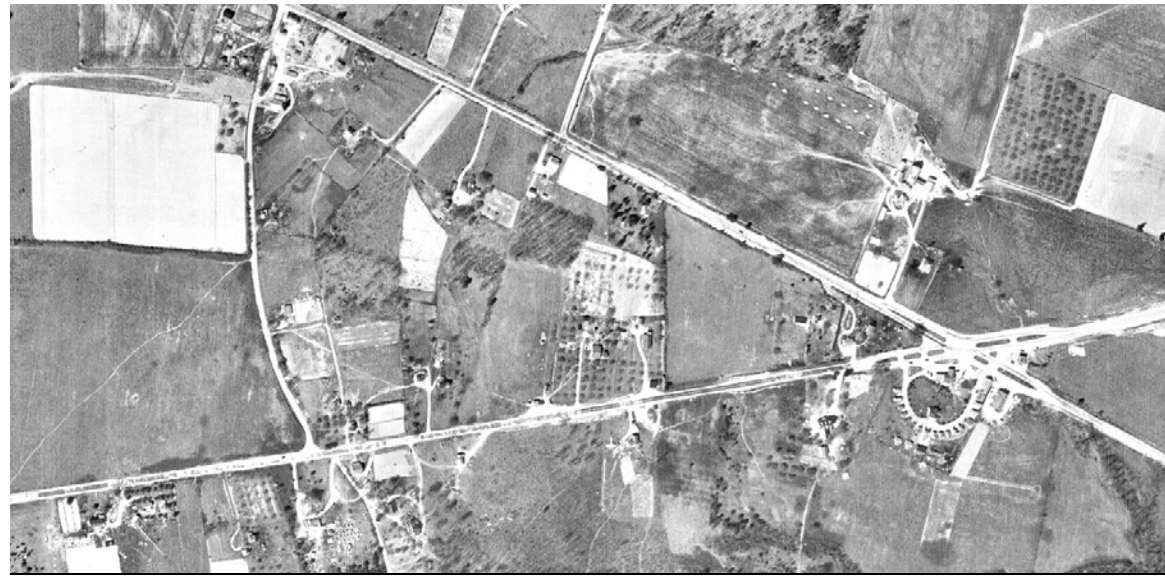
Fairfax Boulevard, mid 20th century



Fairfax Boulevard, 1986



Jermantown Cemetery, est.1868



1930s-1940s 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.



1950s-1980s 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 recently built I-66. Kamp Washington transformed into a regional hub of retail and commerce, including car dealerships and shopping centers.



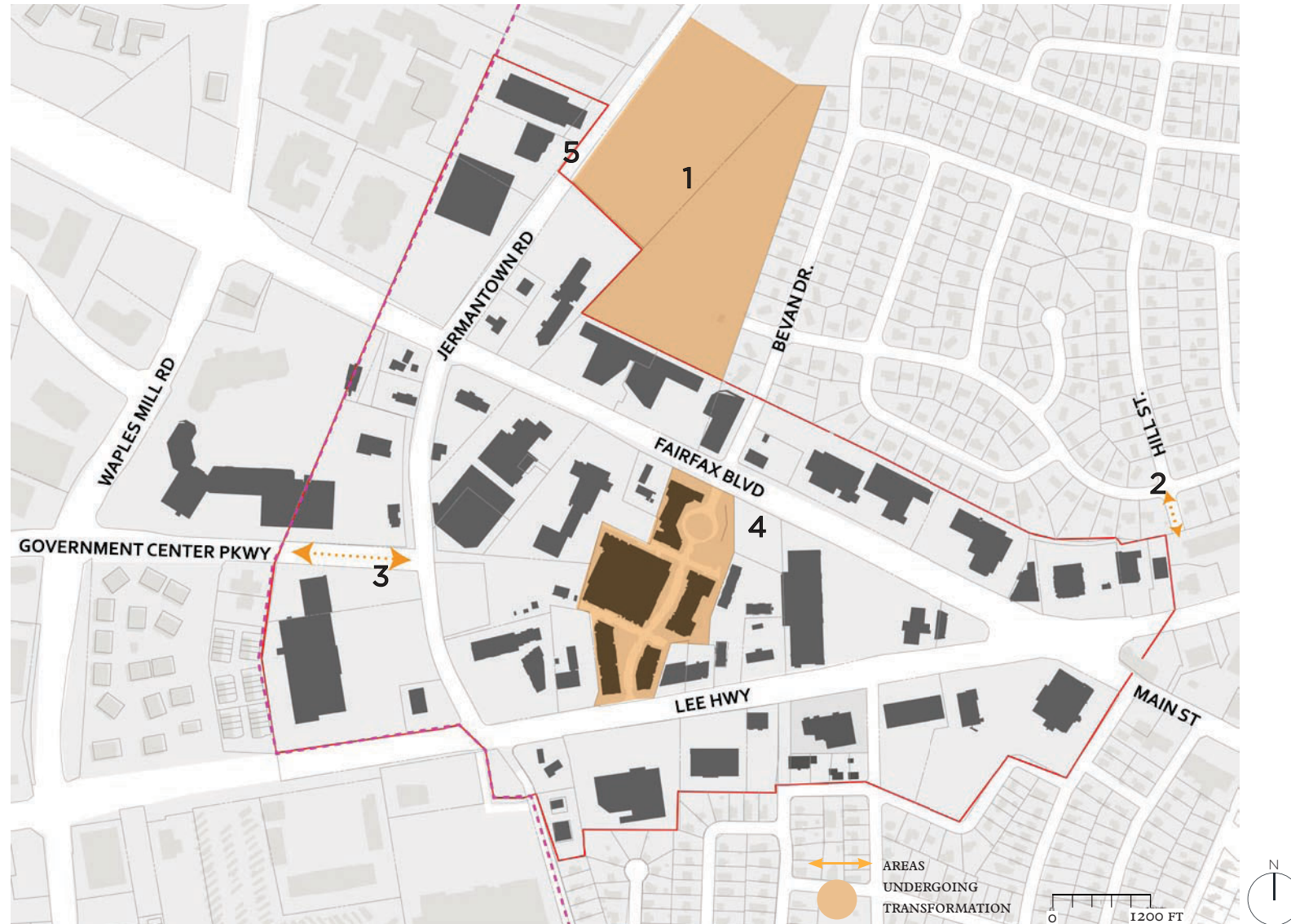
1990s TO TODAY A NEW BEGINNING

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 GATEWAY TO THE CITY

The Kamp Washington plan 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 extension are helping connect nearby residents to the study area. Projects like the Moxley are transforming the largely retail area into a more 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 Haverly's, 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 Indian Bazaar, Next Day Blinds is changing hands to a Blinds to Go, EarthFare is currently being renovated to house a PGA Superstore, etc.

- New construction within last five (5) Years – In 2016, the old Kmart property at the corner of Jermantown



Above - Parking Lot and Road at Kutner Park



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



Above- The Moxley, a new primarily residential development.

NEAR TERM DEVELOPMENTS

1. SCHOOL & KUTNER PARK MODERNIZATION

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

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 (FAIRFIELD AT GATEWAY)

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 2021-2022. 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

Road and Lee Highway 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.

- Other projects in the early planning process include the park road townhomes – Maintain the existing commercial space fronting Lee Highway and convert the vacant office buildings, single

family residences and land with a proposal to be redeveloped into 13 townhomes.

KAMP WASHINGTON

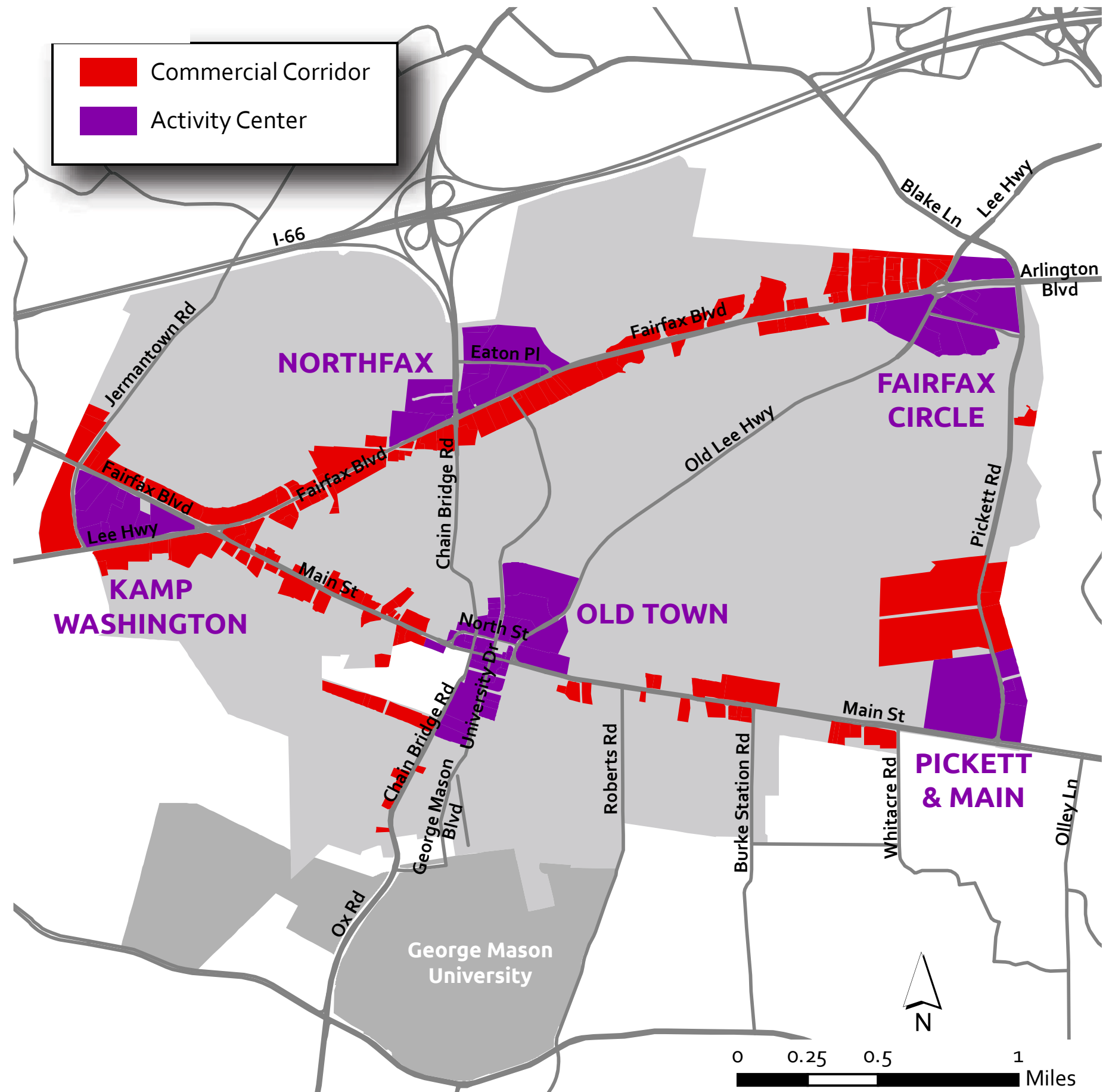
A DISTINCT MARKETPLACE

EXISTING CONDITIONS

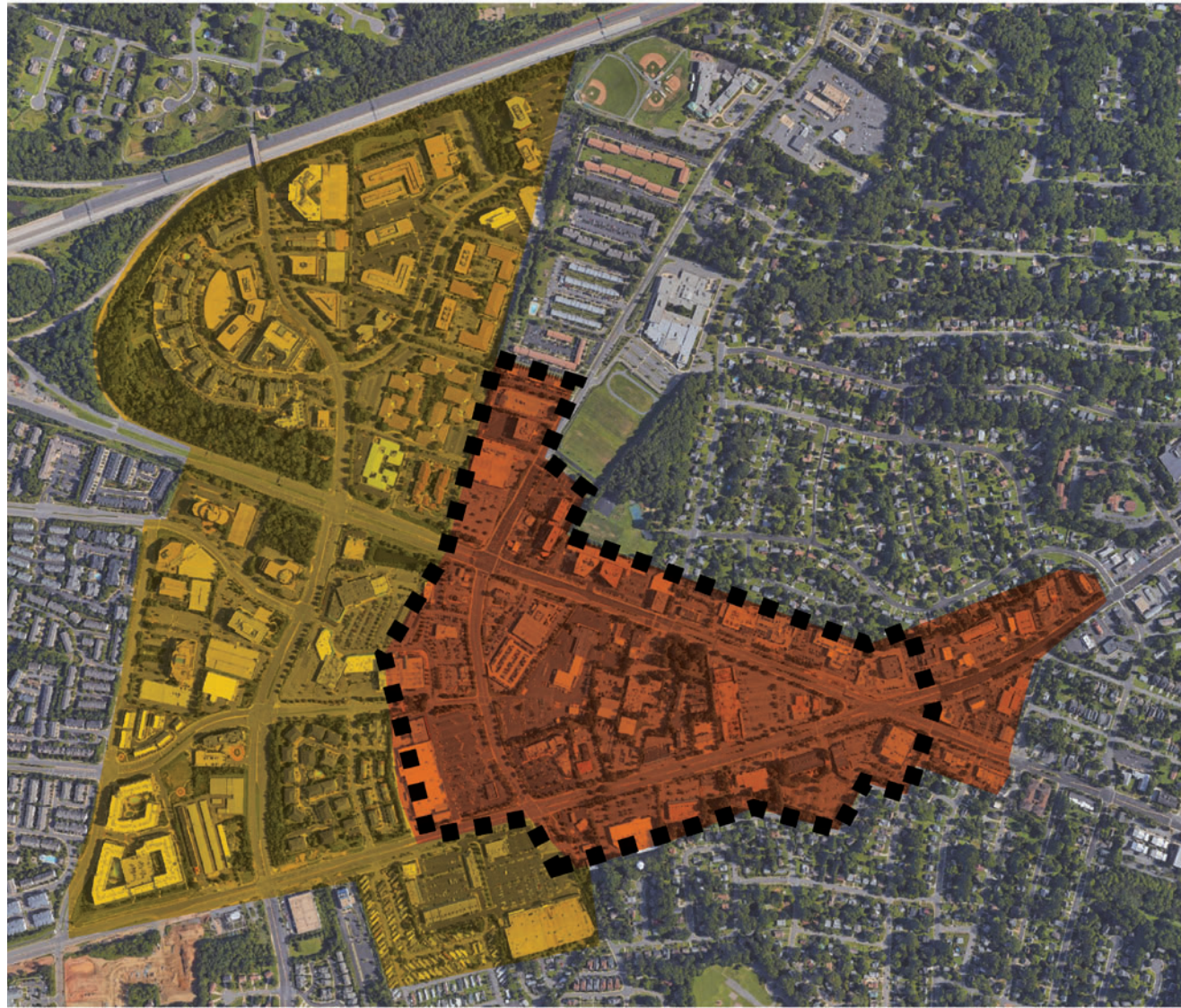
The City's 2035 Comprehensive Plan approved in 2019 identified five small area activity centers, recognizing commercial nodes with differentiated market characteristics and opportunities. This recognition is being translated into the more detailed planning efforts to advance different planning priorities 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. Distinguishing characteristics that make it unique from other parts of the City include:

- Largest of the five study areas
- More existing commercial inventory (square feet) compared to Old Town and Northfax
- Represents the City's busiest crossroads
- Adjacent to and part of a bigger commercial submarket that includes Fairfax County
- Kamp Washington benefits from proximity to adjacent newer inventory and growth areas in Fairfax County
- Only Activity Center completely surrounded by major roads and Commercial Corridor land use place types
- First small area plan being planned post Covid, the impacts of which are well off from being understood

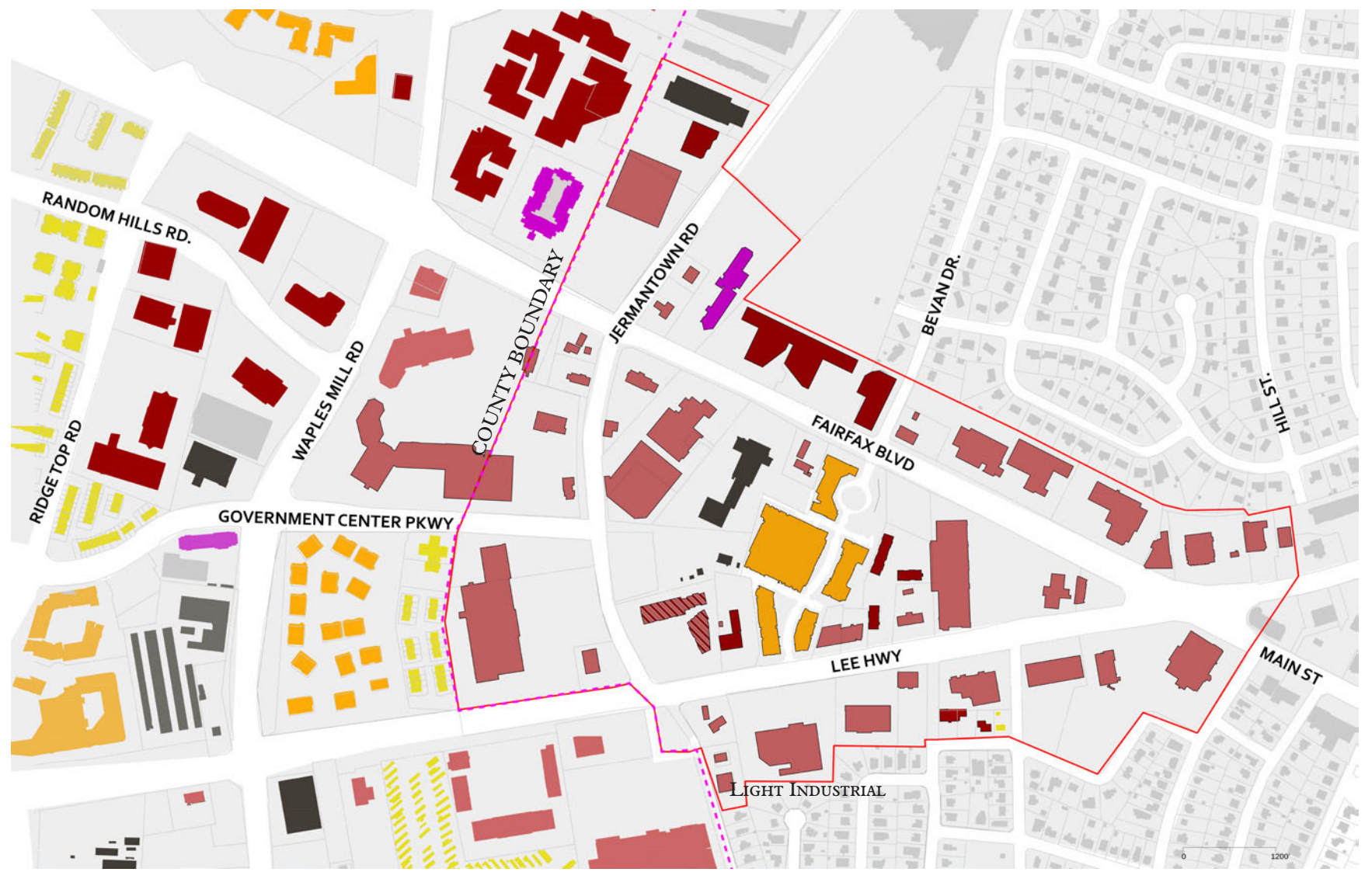


Map Source: City of Fairfax Comprehensive Plan 2035



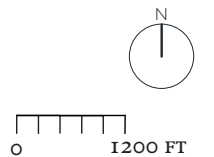
GREATER KAMP WASHINGTON MARKET

- SHARED ECONOMIC • ONE IN COUNTY
- SHARED ECONOMIC • ONE IN CITY
- KAMP WASHINGTON STUDY AREA



LAND USE: COUNTY AND KAMP WASHINGTON STUDY AREA

- RETAIL SER*ICE
- OFFICE
- MULTIFAMILY RESIDENTIAL
- OTHER RESIDENTIAL
- LIGHT INDUSTRIAL (INCL. DOMINION OWNED PROPERTIES)
- HOTEL
- RETAIL / OFFICE
- STUDY BOUNDARY



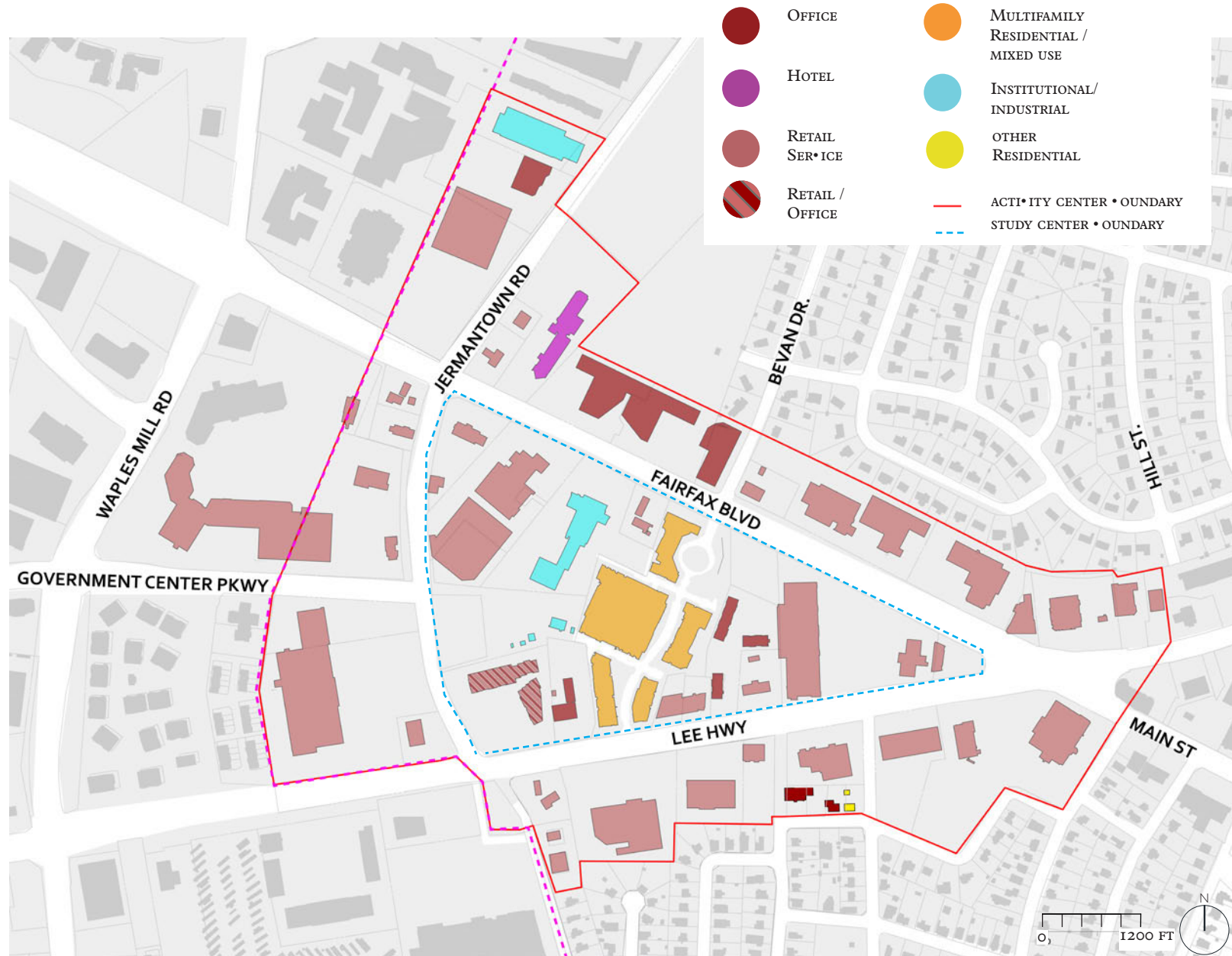
GREATER KAMP WASHINGTON MARKET AREA

The greater Kamp Washington commercial node, 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 commercial node 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 are more dominant in the City. There are large regional retail destinations located outside the study area in Fairfax County such as 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.
- **Industrial / Institutional** – Limited to stand alone properties interspersed within greater Kamp Washington.



KAMP WASHINGTON LAND USE HIGHLIGHTS

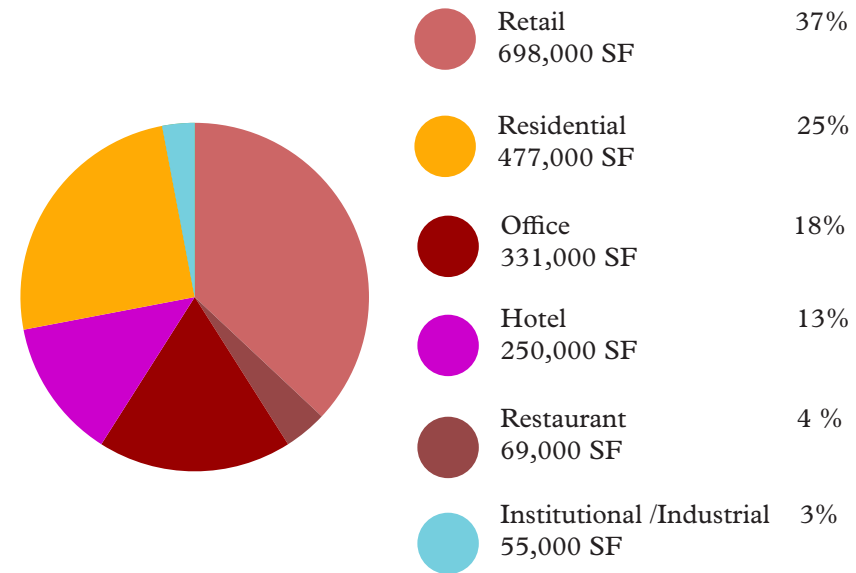
Although Kamp Washington's crossroads historically developed as a transient lodging destination, over the past 70 years it has evolved into a retail-focused "go to" location.

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
- Fewer and larger commercial properties than at other SAP zones
- Has an established business community which includes some of the City's largest employers (car dealerships, Dominion Power, Lowes, and H Mart)

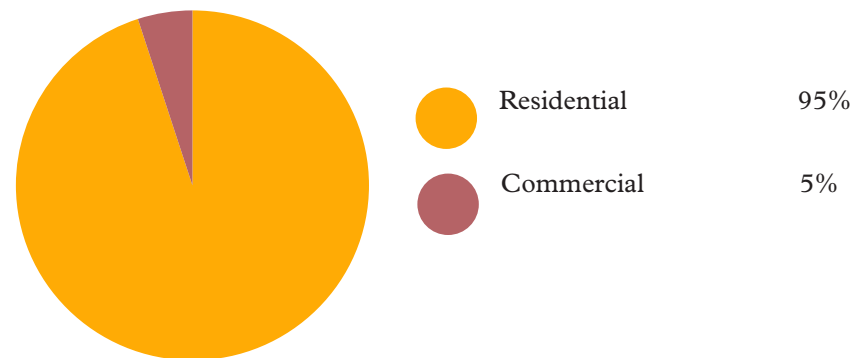
KAMP WASHINGTON - EXISTING USES

All residential in the study area is concentrated in the Moxley development.



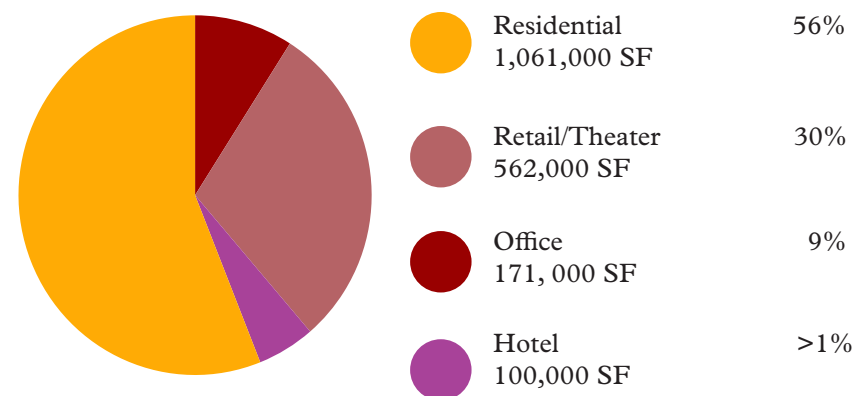
THE MOXLEY- MIX OF USES

The Moxley is a new mixed use development at the heart of the study area. As shown in the pie chart below, a majority of the use is residential.



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 (approximately 25 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 mid-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. Delivery is anticipated in Fall 2021.
- **Other / Industrial / Institutional** – Two buildings totaling 54,000 square feet of which one is a utility company office.



KAMP WASHINGTON SUBAREAS 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 North – A mix of land uses anchored by the intersection of Fairfax Blvd and Jermantown Rds, transitioning eastward toward institutional and residential neighborhoods including a major City park. Only subarea with hotel space as the majority (61%) of existing built inventory.

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 office space as the majority (55%) of existing built inventory. This area borders established single family to the North.

Lee Highway South – A mix of retail uses and property configurations (strip centers to stand alone buildings) bordering the south side of Lee Highway extending west to Fairfax County. The area borders established single-family residential to the south.

SUBAREA LAND USE

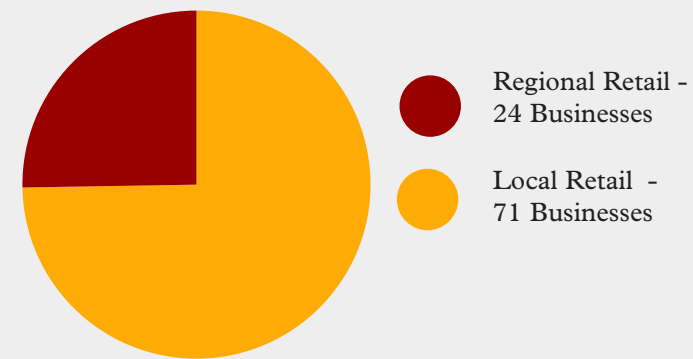
Subarea	# Businesses	# Properties	Acreage ¹	SF Bldg	SF % of Total	FAR	Dominant Uses (as % of Bldg. SF)
Activity Center	78	15	37.51	769,508	40.9%	0.47	62% new residential; 24% retail
Jermantown Central	13	7	19.01	174,339	9.3%	0.21	100% retail
Fairfax Blvd North	35	10	17.32	323,216	17.2%	0.43	55% office;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

¹ Does not include vacant land

Source: Bolan Smart Associates, .

SEGMENTED RETAIL: LOCAL ORIENTED VS REGIONAL + SPECIALTY USES

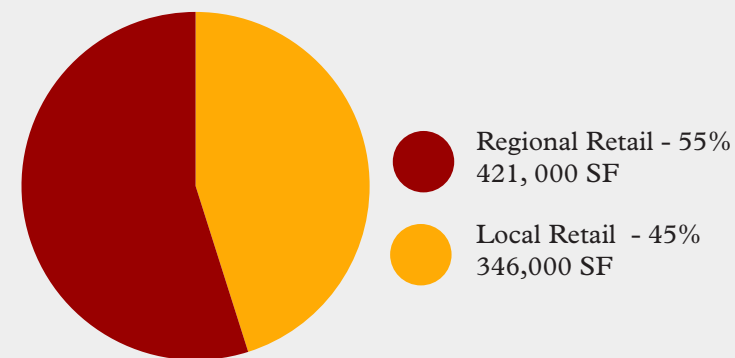
REGIONAL VS. LOCAL: NUMBER OF BUSINESSES



Of the 767,000 square feet of retail space, an estimated 346,000 square feet is local oriented (45%) and 421,000 square feet is regional / specialty (55%).

Local Oriented Retail – Means nearby residential and employment related neighborhoods plus transient traffic. Specific retail examples include grocery related, restaurants, service stations, weekly conveniences, etc. Note that the large general hard good stores such as Lowes and Burlington Coat are categorized as regional / specialty but have 20% local patronage (occasional use).

REGIONAL VS. LOCAL: AS SQUARE FOOTAGE



Regional / Specialty Retail – Comprises vehicle dealerships, regional destination specialty goods and services (i.e., furniture, musical instruments, golf related, niche food, etc.).



Source: City of Fairfax GIS, updated per Bolan Smart Analysis July 2021

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. 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.

MARKET OPPORTUNITIES

- Strong underlying retail and residential markets (local and regional)
- Tenants and users can select from a range of building types and price points helping to retain existing users and providing options for new operators
- Possibility for a wider choice of restaurants (as an alternative to Fairfax Corner)
- 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
- Infill development potential at underutilized properties such as existing parking lots and buildings with increasing obsolescence



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 CONSTRAINTS

- Proximity to other retail and entertainment destinations
- Individual property ingress and egress challenges
- The Greater Kamp Washington commercial node and individual properties are bisected by Fairfax County
- 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

¹ Calculated by dividing the building value for each parcel by the underlying land value from the City of Fairfax Real Estate Database

ZONING- KAMP WASHINGTON & NEARBY COUNTY

Zoning is a critical framework for implementing the vision outlined in the 2035 Comprehensive Plan. To the right is the Kamp Washington 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 the study area are along Government Center Parkway and Lee Highway 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 regional destination evolving to become denser with increased residential.

ZONING - CITY OF FAIRFAX

FAIRFAX CITY

- COMMERCIAL GENERAL (CG)
- RESIDENTIAL HIGH (RH) (DETACHED SINGLE FAMILY)
- COMMERCIAL RETAIL (CR)
- INDUSTRIAL (IL, IH)
- THE MOXLEY DEVELOPMENT- MOSTLY RESIDENTIAL THROUGH A SPECIAL EXCEPTION AND PROFFERING PROCESS.

ZONING - FAIRFAX COUNTY

RETAIL + INDUSTRIAL (COUNTY)

- FAIRFAX COUNTY
- HIGHWAY RETAIL (C-)
- COMMUNITY RETAIL (C-)
- GENERAL INDUSTRIAL (I-)

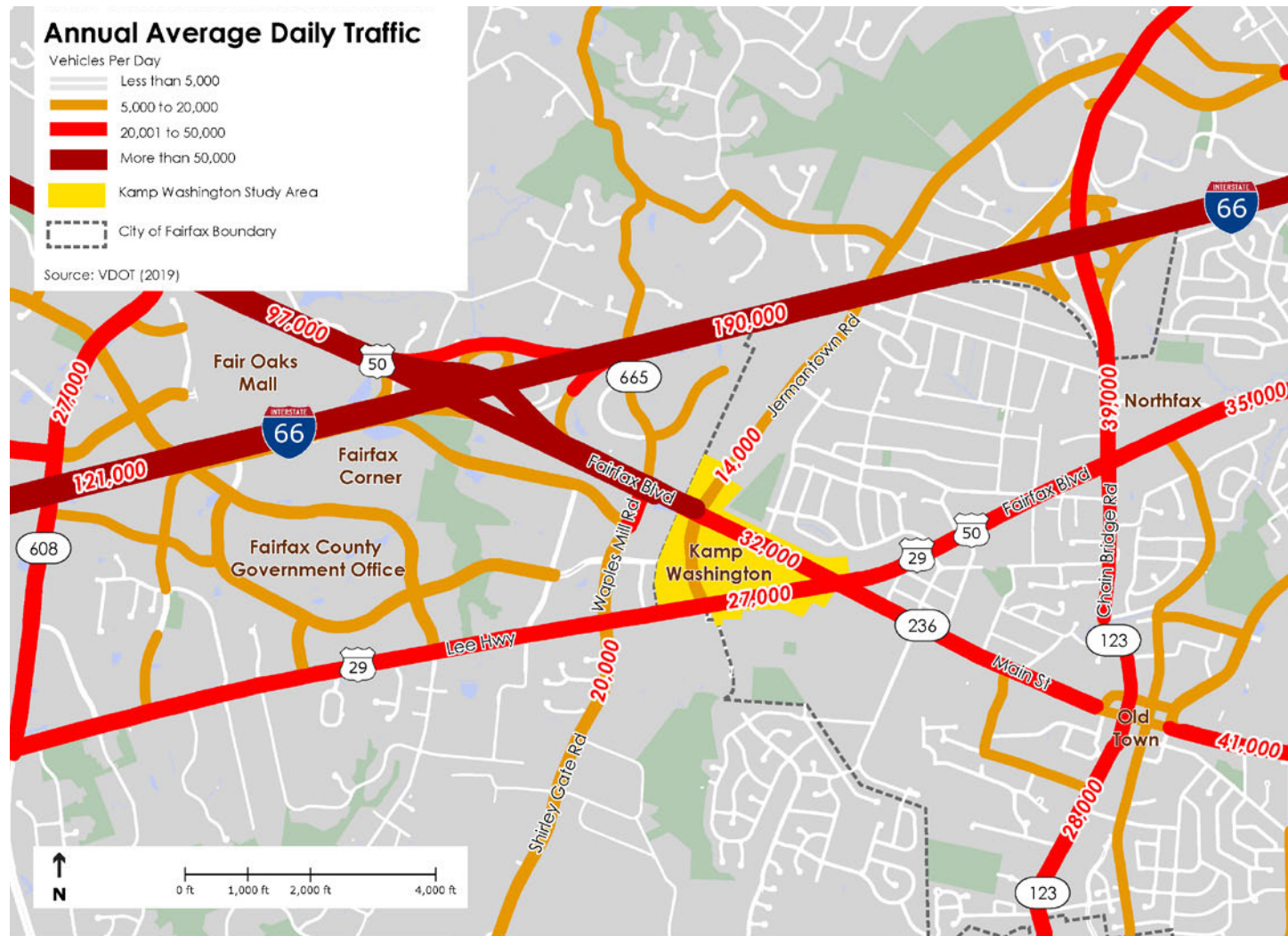
RESIDENTIAL (COUNTY)

- R-1* (1* DWELLING UNIT / ACRE)
- RESIDENTIAL MOBILE HOME PARK (RMHP)
- R-1 (1 DWELLING UNIT/ ACRE)

PLANNED RESIDENTIAL DEVELOPMENTS (COUNTY)

- PDH-12 (12 DWELLING UNITS/ACRE)
- PDH-30 (30 DWELLING UNITS/ACRE)
- PDH-20 (20 DWELLING UNITS/ACRE)





TRANSPORTATION IN KAMP WASHINGTON 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.

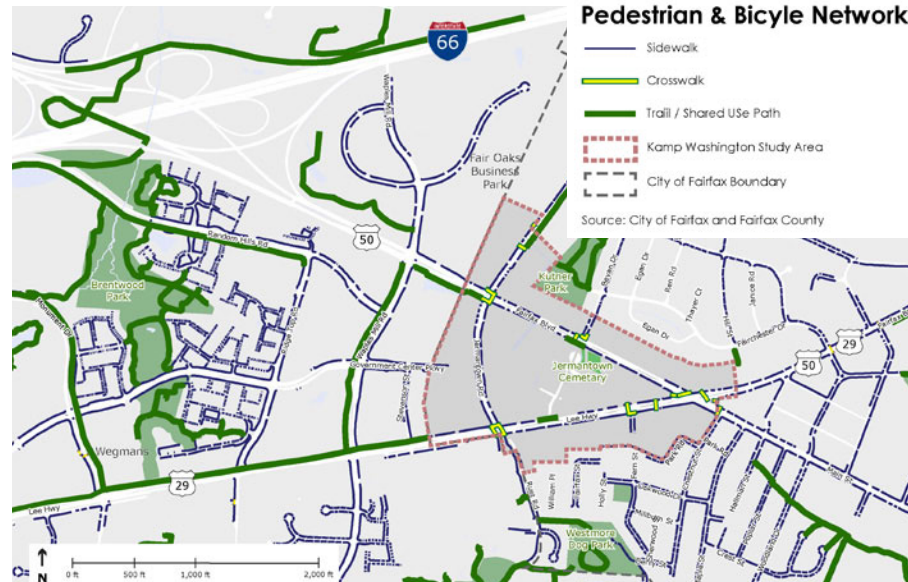
Today, Kamp Washington continues to be a significant gateway to Fairfax City and Fairfax County. Kamp Washington Activity Center is surrounded by three major roads - Fairfax Boulevard (Route 50), Lee Highway (Route 29), and Jermantown Road. Collectively, these three roads carry approximately 73,000 vehicles per day. Fairfax Boulevard (Route 50) and Lee Highway (Route

29) connect various important nearby destinations in the city and the county.

Fairfax Boulevard (Route 50) and Main Street (Route 236) 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, Lee Highway (Route 29), and Fairfax Boulevard (Route 50 & 29) connect Fairfax County Government Center, Fairfax Corner, Northfax, and

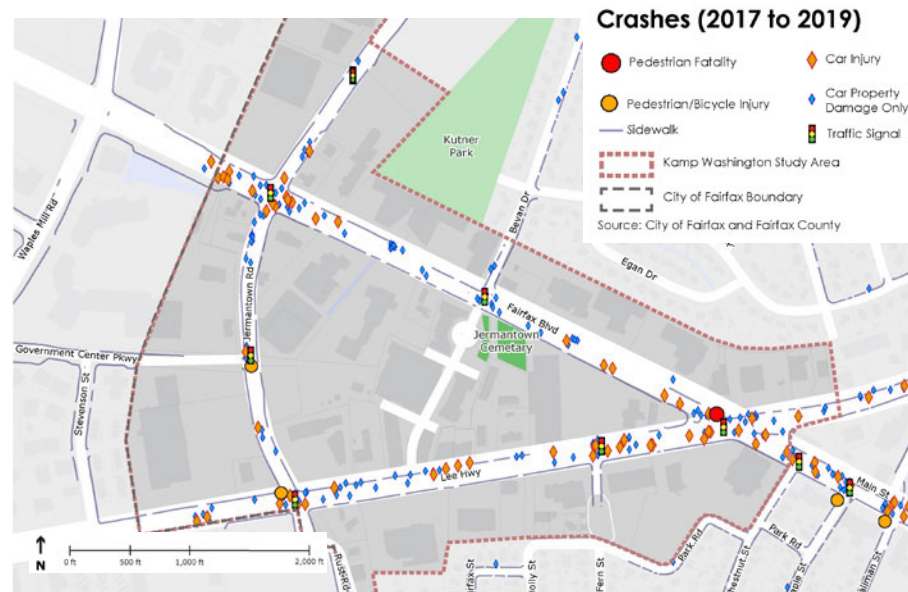
Fairfax Circle Activity Center.

Although Kamp Washington functions as a gateway, it does not feel like one. Large roadways carrying regional traffic separate and 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 Lee Highway. There are a few trails nearby in Kutner Park, Westmore Park, and the Judicial Drive Trail along the southern branch of Accotink Creek.

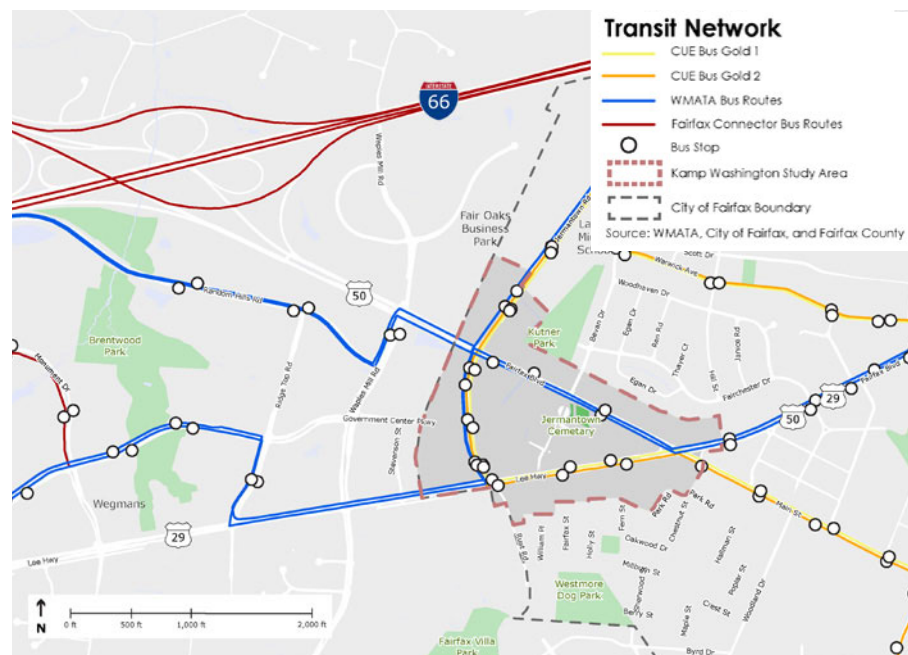


HIGH CRASH FREQUENCY

The lack of a comfortable and well-connected multimodal network combined with high-speed arterial roadway network has led to many 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.

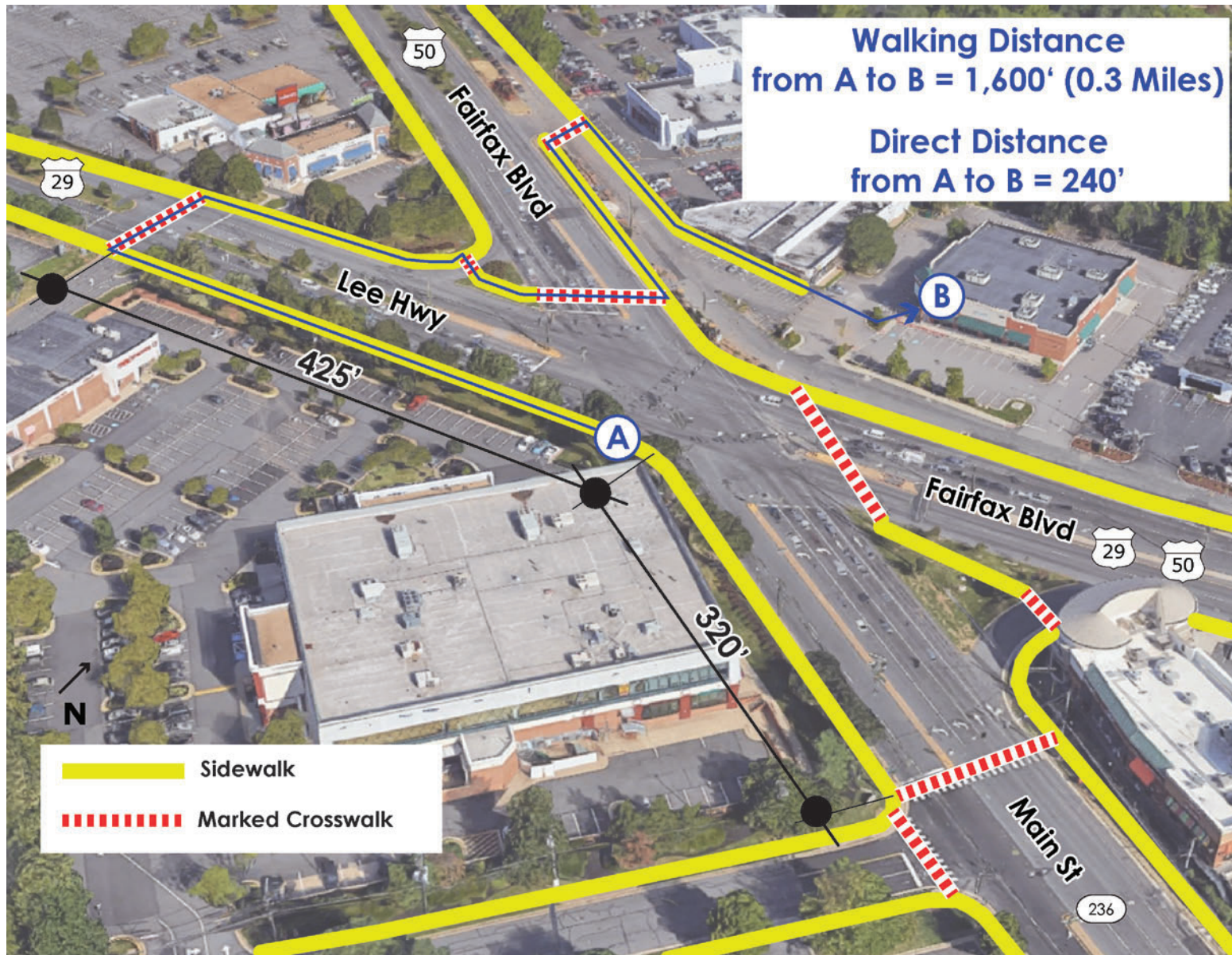
Rear-end crashes (89), angle crashes (82), and sideswipe (22) were the three highest types of crashes reported. Most of these crashes occurred either at intersections or driveway locations.



TRANSIT NETWORK

Multiple bus routes serve the study area. The CUE system's Gold 1 & 2 routes and WMATA Bus Route 1C runs along the major roads in Kamp Washington. On average, Gold 1 & 2 buses run every 35 minutes or around two buses an hour on weekdays and one bus per hour on weekends. WMATA Bus 1C bus runs around every 60 minutes or about one bus every hour on weekdays and on weekends.

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 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.



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 Lee Highway (Route 29). The City understood the need to enhance pedestrian infrastructure at this intersection and made improvements such as adding crossings and refuge islands where none existed before. However this intersection is still in need of additional investment to make it safer and more comfortable for vulnerable road users such as pedestrians and bicyclists.

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 Lee Highway (Route 29) on the western leg of this intersection is setback approximately 425 feet 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.



LACK OF FACILITIES AT BUS STOPS

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.

LONG CROSSING DISTANCES

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.

WIDE COMMERCIAL DRIVEWAYS

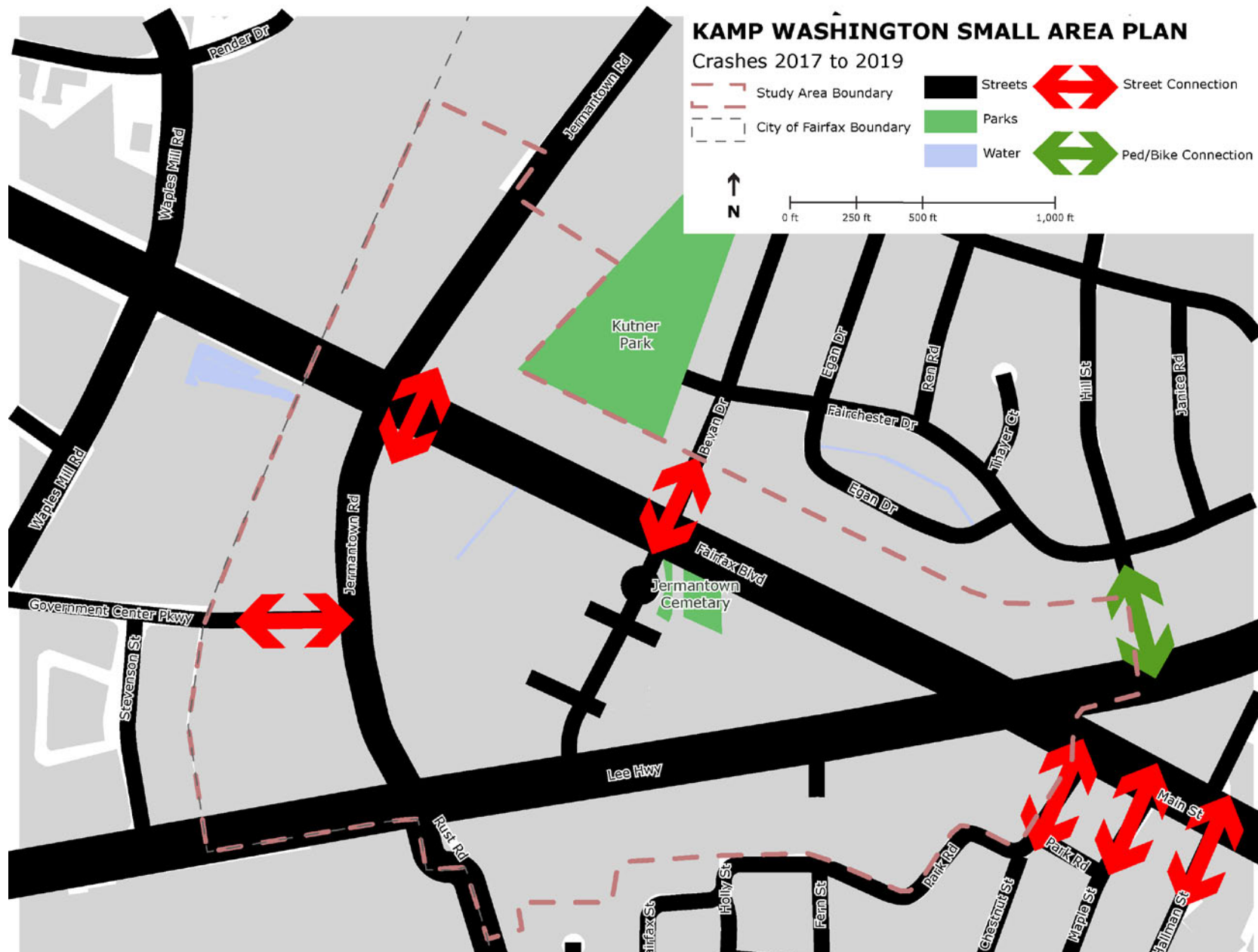
The suburban auto-oriented commercial context of Kamp Washington has resulted in multiple wide commercial driveways along all major roadways in the study area.

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.

NARROW SIDEWALKS ALONG MULTI-LANE ROADS

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



LIMITED & CONFUSING STREETS 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. Pedestrian crossings in the study area are limited to a few legs of the signalized intersections.

These signalized intersections are approximately located at about 1,300 feet from each other. More frequent crossings may be necessary to better connect surrounding neighborhoods and the various sub-areas within the Activity Center. The City's Multimodal Transportation Plan that is part of the Comprehensive Plan has a goal of no more than 500 feet between

pedestrian crossings in Activity Centers. 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). Rust Road, that primarily provides access to the Walmart parking lot, acts as an indirect access point to the residential neighborhood located south of Lee Highway (Route 29). However, Chestnut Street, located just east of the study area, provides another access point to this neighborhood.

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 Pedestrian and Bicycle Path that will add connections to the overall network providing alternative route and mode options for residents to access nearby destinations.



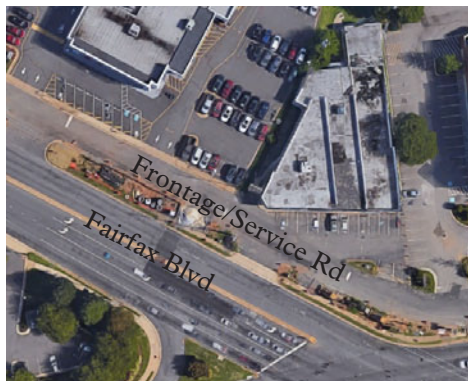
Frontage roads and median openings along Fairfax Boulevard (Route 50)



Jagged geometry at Rust Road and Lee Highway (Route 29)

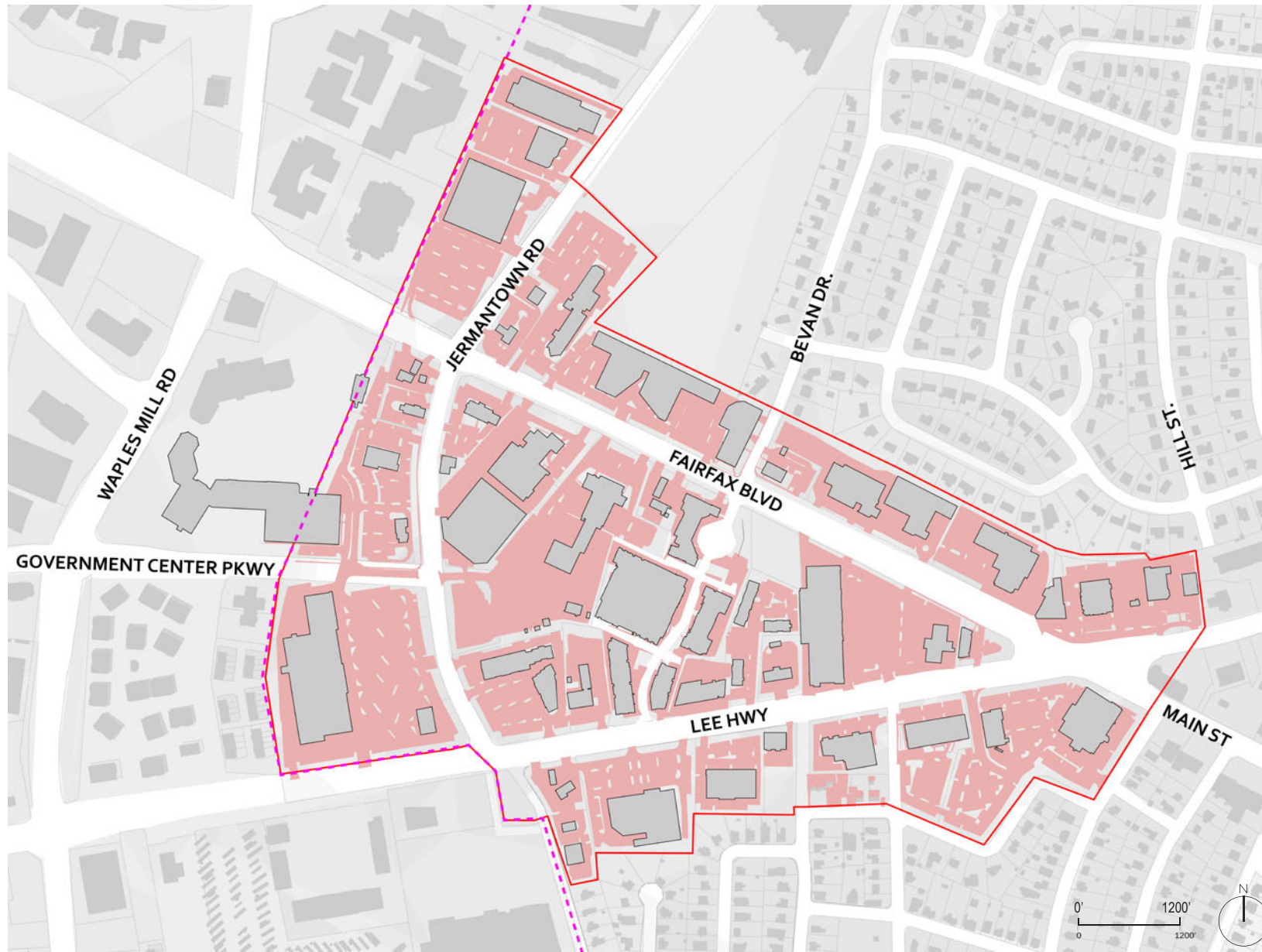


Fern Street dead end



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





BUILDINGS
 PARKING + HARDSCAPE

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.

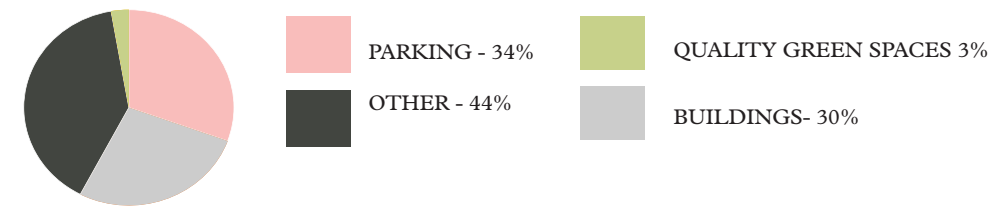
The lone significant greenspace is the Jermantown Cemetery - a historic and contemplative property. Just outside the study area is Kutner Park - a large recreational area - however the current land use and

transit patterns separate the green spaces from pedestrians and bikes, and the park is largely invisible to most vehicular traffic.

While Kamp Washington is not located in a major resource protection area within the city of Fairfax, large amounts of impervious surfaces can 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 plan 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



CONNECTING EXISTING GREENSPACES

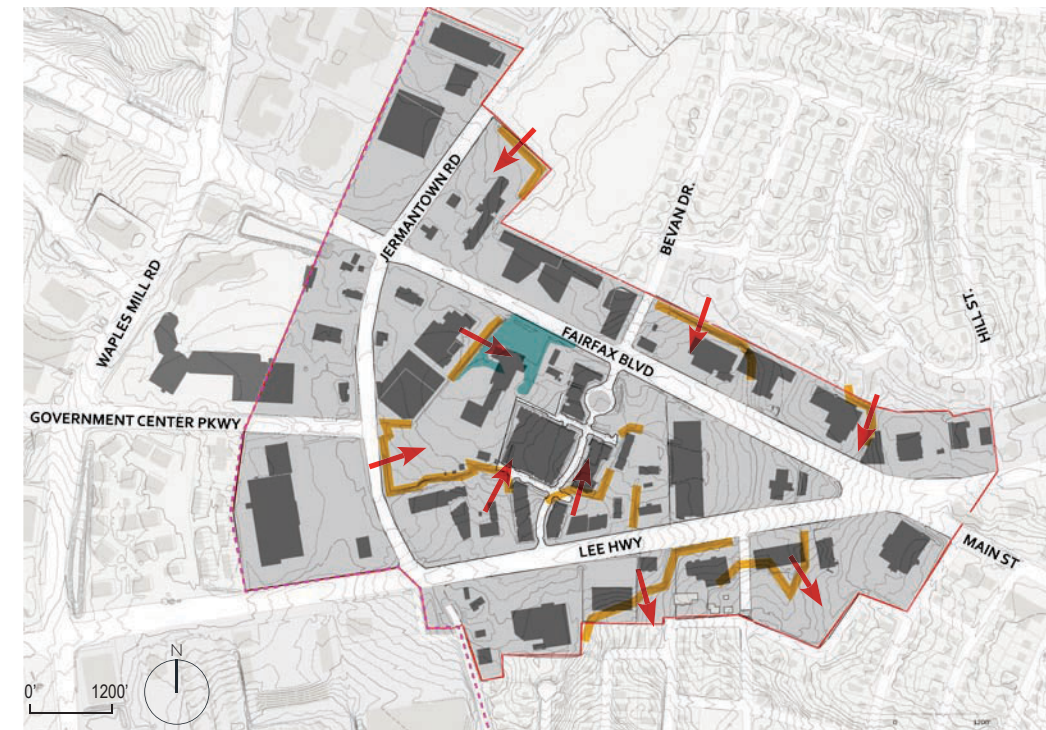


A significant portion of the study area is made of parking or low-quality green space. Labeled as other- 44% of the site in small impervious hardscape, green patches or under-designed medians. Buildings and parking make the majority of the area impermeable.

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 GREEN CONNECTIONS

EXISTING TOPOGRAPHY & FLOODPLAINS

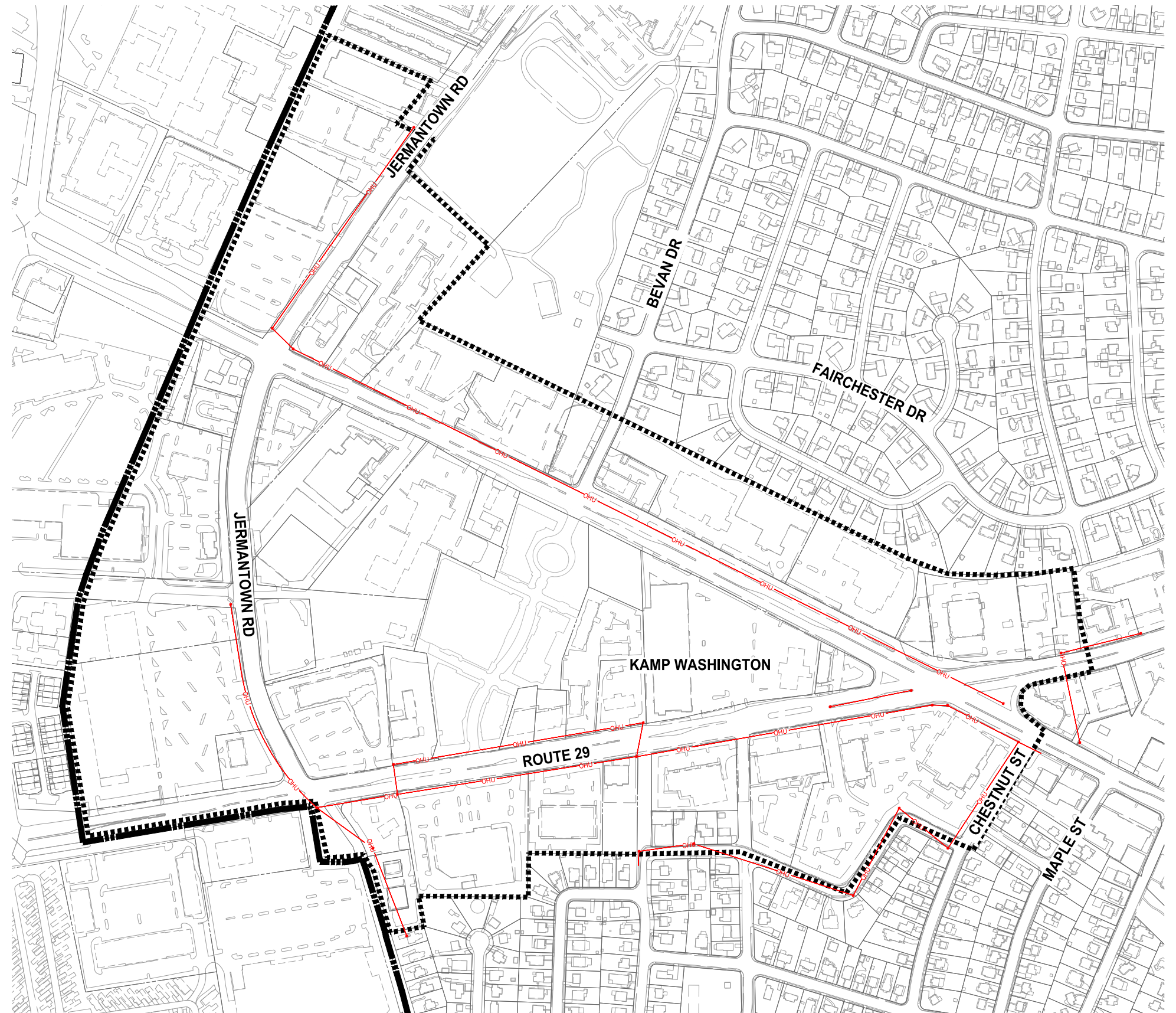


A flood plain is found at the existing Dominion Energy area along Fairfax Boulevard. The study area - while flat in many areas- does have steep topography near to the intersection of Lee and Jermantown Road as well as at the southern part of the study area.

100 YEAR FLOOD PLAIN
 GRADE CHANGES
 DOWNWARD SLOPE

UTILITIES - OVERHEAD ELECTRICAL

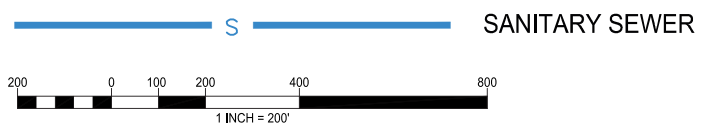
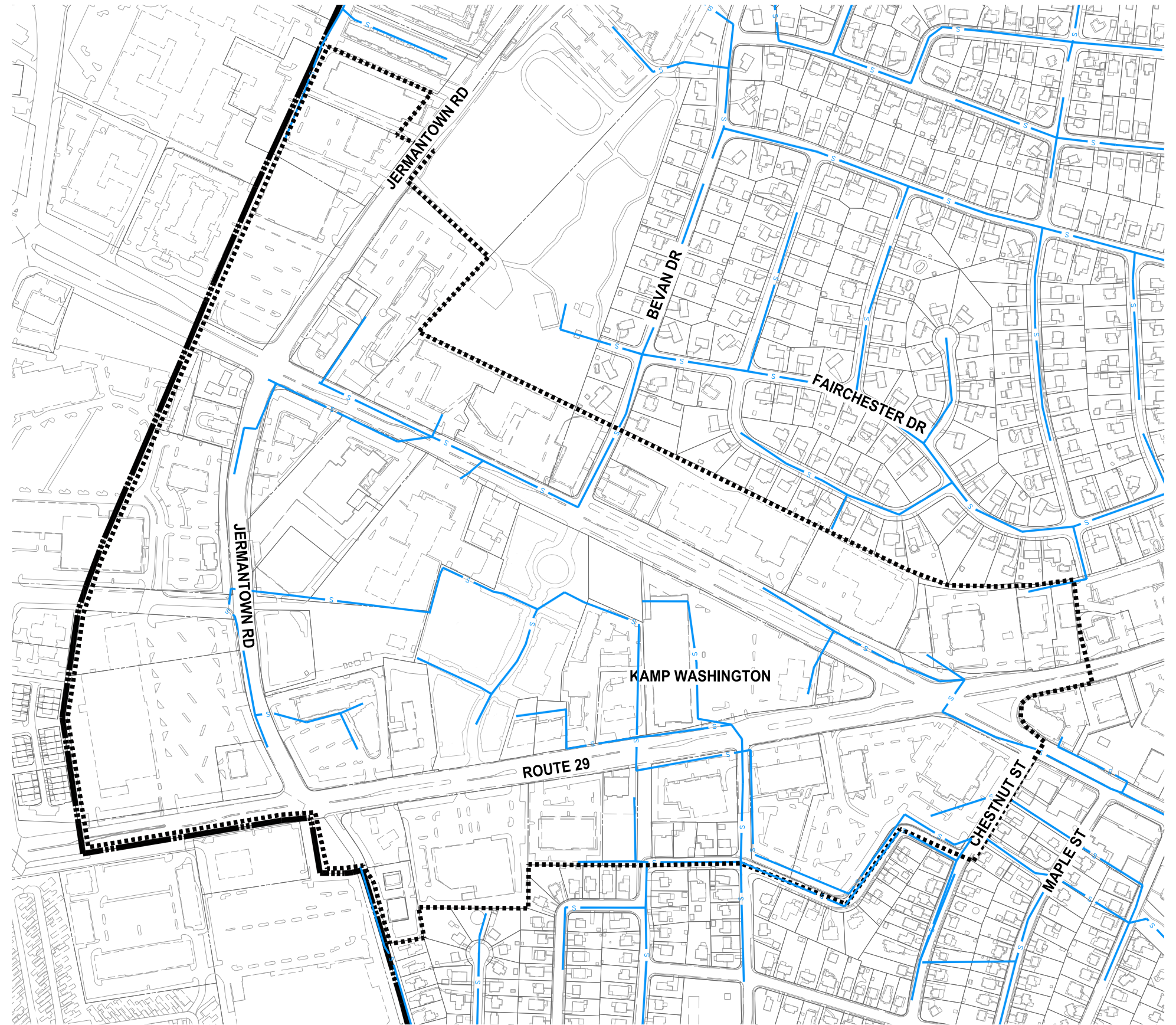
The overhead utility distribution system within this area consists of approximately 10,250 linear feet of existing overhead utilities, located primarily within Fairfax Boulevard, Main Street, Jermantown Road, Park Road and Chestnut Street. Other, smaller secondary lines exist throughout the plan area, 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.



NOTE: Plan above does not indicate changes due to the recent Moxley apartment development.

UTILITIES - SANITARY SEWER

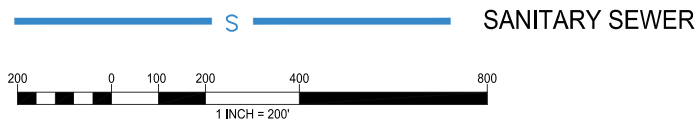
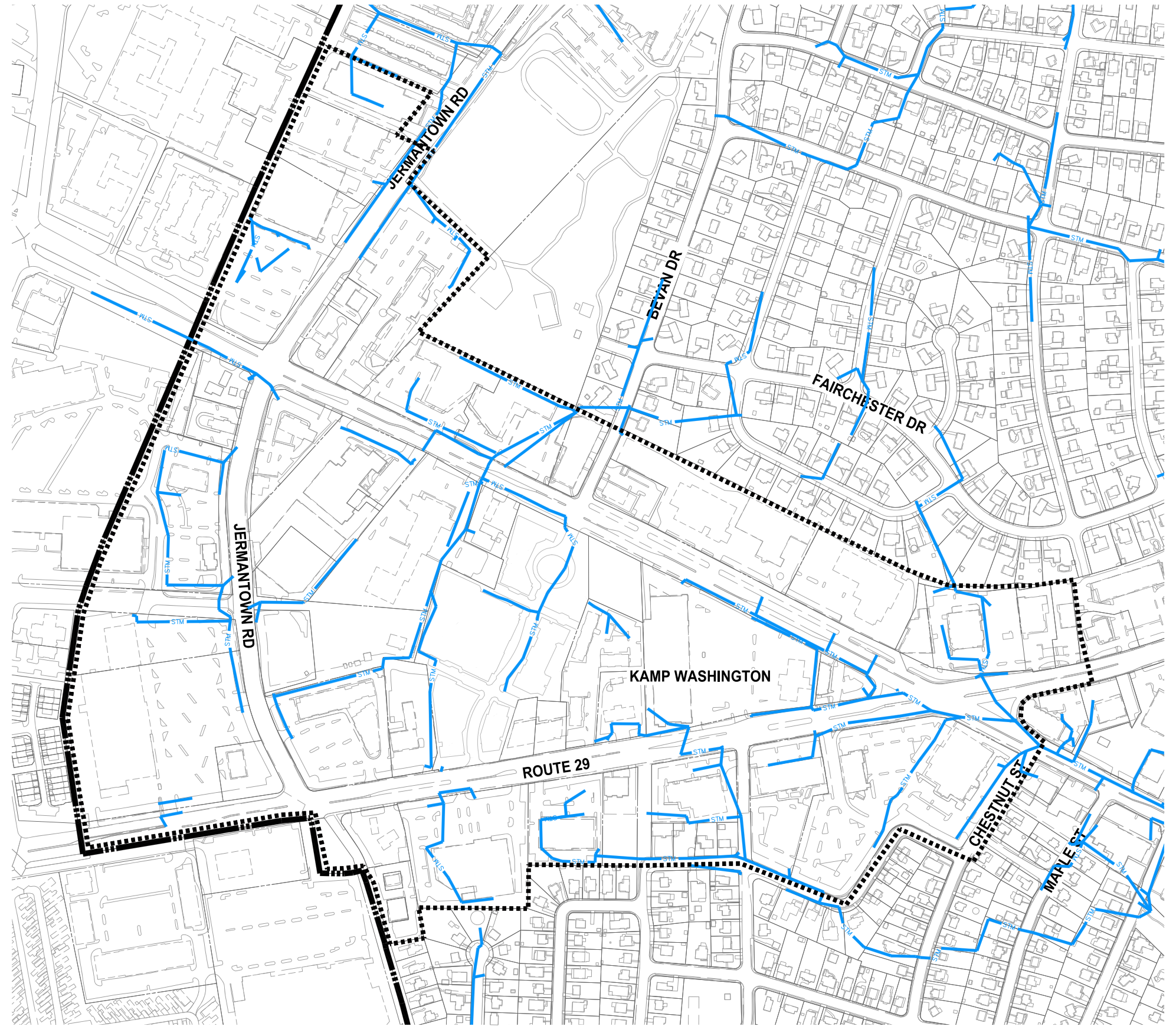
Within the plan area there are several smaller sanitary sewer sheds. The portion of the plan area north of Fairfax Boulevard is served by a sewer network running north and east out of the plan area. The western plan area is served by a network that runs north and east, where it joins the existing network referenced above. The southern plan area is sewered 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. The 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. 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.





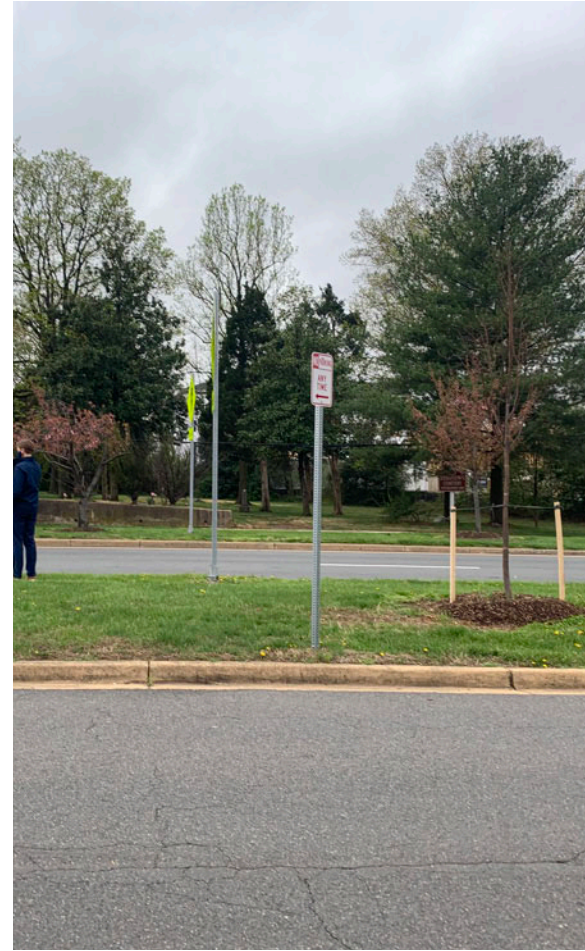
LACK OF IDENTITY

- 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.



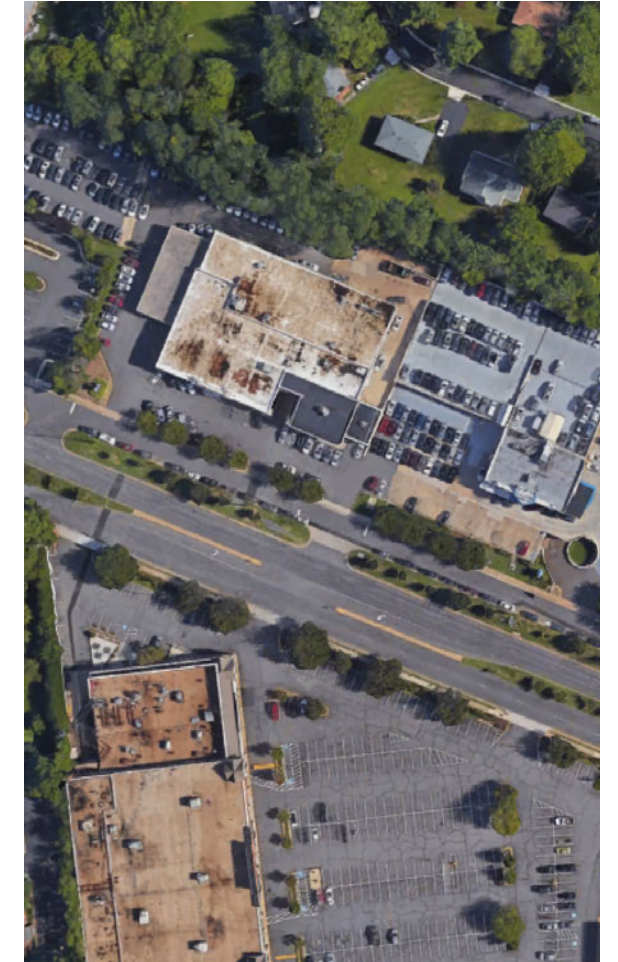
MISSING OPEN SPACE

- 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



KEY OBSERVATIONS

BUILDING UPON PLACE

Kamp Washington is an established built environment with opportunities that can help distinguish the study area from the surrounding suburban context. The following observations will help influence and inform the planning process and discourse:

1) Cultivate Memorable Places
In the early 20th century, Kamp Washington had a unique identity in the region because it was located at a major crossroads for visitors entering and leaving the Northern Virginia – Washington DC region. Over time, the study area took on suburban sprawl development patterns, which was typical of the region.

Today, Kamp Washington suffers from a lack of identity or distinctness, compared to the broader context. Most of the individual properties are disconnected and isolated in design, and there are no unifying open spaces or public streets to provide a point of reference. The small area plan provides a big opportunity for Kamp Washington to create a memorable place, distinct surrounding commercial centers and rooted in its history and place.

2) Identify Opportunities for Multi-modal Environment and Reduce Impervious Surfaces
Currently, the Kamp Washington study area is designed around the experience of the car – the road

design, the amount of parking, and the types of retail and signage. The area is missing safe pedestrian crossings and sidewalks, as well as bicycle infrastructure, such as bike lanes. With the introduction of more mixed-use developments in the area, the small area plan study is an opportunity to introduce much-needed pedestrian and cycling connections to Kamp Washington and the adjacent communities.

Moreover, the reduction in impervious surface offers the opportunity for new quality greenspaces- for gathering or stormwater control. Where new buildings are constructed- the potential for stormwater capture through green roofs or more carefully controlled roof runoff oriented to landscape or treatment methods is critical to creating a more sustainable landscape.

3) Create Quality Open Spaces
Kamp Washington is a centrally-located commercial district for several neighborhoods, but does not contain any public open space or green spaces. There is an opportunity for a character-defining open space for the community to enjoy, such as an urban plaza, a greenway, a small park or similar. This open space should be well-located and adjacent to public-oriented land uses, such as active retail.

4) Allow Land Uses to Evolve to Meet Future Retail Needs
The study area has long been a regional commercial hub and the center of retail and office/hospitality uses. Retail is among the most dynamic land uses with regards to trends and change. Regional competition is changing with the development of Fairfax Corner and Mosaic District, as well as upcoming planned developments. The study is an opportunity to look at how commercial properties can update and evolve with the next generation of trends.

5) Designing the In-Between Spaces And Transition from Corridor to Neighborhood
While the study area encompasses mostly commercial properties, the edges of the study bound other uses, particularly residential neighborhoods with smaller-scale houses and larger setbacks. As the adjacent commercial properties develop, it is important to think about the transition between residential and commercial properties, and how it can be shaped. The streets connecting the residential neighborhoods, such as Bevan Drive, Hill Street, Fern Street and Park Road, are opportunities for reimagination and better design for the communities they serve.

APPENDIX

DIGITAL TOWNHALL: QUESTIONS + ANSWERS

Question Asked	Answer Given
Would this project take into account public art for the Kamp Washington Area The reality of a project like this. What is the time horizon for this? How is funding etc. make it possible?	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 of art can plant the 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 keen place to bring excitement through murals, art or other interventions 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 configurations and 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 connect through bike, pedestrian, and others. 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 fundamental constraint right now for local operators to thrive now or in future plans. Its 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 recognized space for large users, 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 not well suited for development (i.e. pad sites like gas stations) but on the other hand 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 like this. See other response to pedestrian bridges. Its all about context. If they have to go up and then go down, its starts to be a problem. If its navigating topographic change, it may be possible. There are some examples of rails or highways or topographic changes being 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.	
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?	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. Its very interesting to think about this in terms of wildlife and animals as well as native plantings. We will consider this as we develop the design.

DIGITAL TOWNHALL: QUESTIONS + ANSWERS

Northfax had a goal of being an 'ecologically sensitive place', will this also be incorporated into the Kamp Washington 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 impermeable surface and the need to bring more greenspace and tissue back to the city. The goal of softening and creating better natural edges and drawing from identity features like the historic cemetery and some of the agrarian past may be a lens. Adding more green and open space is critical to this study area- including big moves for green space. It will be about balancing greenspace and important development parcels & necessary parking. Greening up the space in little ways will make a big difference as well. From a private investment standpoint, the owners have an interest to have 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?	Commercial gentrification is always an interesting 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 businesses to move. There isn't any reason rents should escalate, the only exception is businesses selling their parcels for redevelopment.
It does not seem to have as many unoccupied businesses, what can be done to ensure business will not be forced out?	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. A high proportion of retailers are renters not owners, so that may effect.
Do you envision a Mosaic district type development here?	Not like Mosaic- it isn't under single ownership. Or Fairfax Corner- also coordinated and built out. However, this study area is relatively large. The team is looking for places for owners to coordinate and create some areas of mutual use. This is in the scope 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 coming together for a vision 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 about Kamp Washington is it already has the 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 complement each other in an 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.	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. Adding mixed use destinations 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 development. Balance of uses 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 streets without stopping. One question to ask is who are the roads for and why? Its important to keep regional connectivity but we can also reimagine these as urban or neighborhood streets that slow down and not just a pass through road.
Are there limitations to doing an overpass/underpass development at 29/50/main or is a road transformation a possibility, if practical?	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-grade crossing through better signaling, clearer signage, and traffic calming efforts.
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?	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 about retrofit of 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. 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 interesting experience. It also would be unique character to the city. 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.
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.	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 transit opportunities and micro transit options within Fairfax City and nearby. Maybe its not just about bus operation but special shuttles or automated shuttles or others may be better. Usage is also something to track, there is an opportunity for improvement.

DIGITAL TOWNHALL: ADDITIONAL QUESTIONS RECEIVED & OTHER COMMENTS

1) Recommend re-utilization of unused parking spaces - example adjoining Park Rd;
2) Reutilize "abandoned" or unused properties - example again on Park Rd., Next Day Blinds, perhaps others
3) FFX County has a green bicycle trail - Connector (I believe) - possible to unite/merge to that?
4) add a beautiful fountain at the corner 29 & 50
5) plans to change street lamps ?
6) 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.
7)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.
8)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?
9) 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?
10) How to address the addition of housing and high cost. Plus adding more apartments will lead to more cars entering the same roads. Traffic congestion is problem. Making Rust Road connection would be helpful.
11) Green space, especially shade will be necessary for walking or no one will be walking June-Aug.
12) It does seem more commercially occupied than much of the rest of the City.
13)Now we have a corridor that is very much occupied while much of the City lies empty?
14) 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?

ENGAGE WEBSITE: OTHER QUESTIONS + COMMENTS

Updated: 7/13/21

Please no more apartment complexes or multi-family homes on Rt. 50 in Fairfax. We have vast overcrowding and traffic in Fairfax already, especially at the intersection of 29 and 50 where Kamp Washington is located. I have a thought I have had for a long time concerns public art for that intersection somehow. It is so wide that I have hoped that some kind of unique public art could be incorporated into that triangle. I'll keep reviewing besides the art issue.

Hello, Add lots of green space, meridians, and tree!

It certainly looks interesting! What are you planning to help combat the rush hour traffic?

jams where Route #29 and Route#50 come together at KW? The lights are very poorly synchronized (and have been for a very long time)--with the additional traffic that this proposed re-development is meant to be solved? The traffic backs up on both 29 & 50 (with the heaviest portions being on 50, and it takes a minimum of 2-3 traffic signals to try and make it through this intersection at certain times--esp. in the PM period).

Where's that "small town feel" with townhouse development going on everywhere in the city? Traffic on Fairfax Blvd. is already crowded. If people buy these townhouses, isn't the traffic congestion going to be worse?

With Wegman's, Aldi, Lidl, H-Mart, India Bazaar, and Walmart in the neighborhood, it's no wonder that Earth Fare failed. You don't need any more grocery stores in this area. Nor any more food service. How about more open space?

I think Fairfax city and county should by default require solar panels on roofs on all new commercial/industrial and some residential buildings, as well as permeable paving in all parking lots.

Until the intersection is fundamentally redesigned, no other changes in the vicinity can make a meaningful improvement. A roundabout and significant road realignment should not be dismissed. Without them, we are stuck. Thank you for considering.

Is there a chance to have green space added there?

What is the current Fairfax City retail space vacancy rate and the current residential rental space vacancy rate?

What is the procedure for "dropping a pin"?

Are there any policy changes, such as switching from community to regulatory approval, being considered to prevent NIMBY boomers in the community from ruining housing construction plans?

What is plan for cut-thru traffic on Fairchester/Woodhaven and across FFX Blvd on Second St? We own properties on both. Now, maybe 30% drivers stop at Stop signs...others speed up. This will only get worse with new projects at Breezeway and old Ted Britt. Always been a problem with no calming measures but enough is...

While the ideal solution would be an overpass/underpass at the intersection of Main and 50, I realize that's probably beyond the budget.

This area really needs additional pedestrian improvements, including some pedestrian bridges or crosswalks with pedestrian signals. Getting to the Kamp Washington area from the surrounding neighborhoods is difficult for pedestrians doing dangerous things, like dashing across Main to get to or from the bus stop at Hallman Street.

Additionally, Hallman Street both directions needs to be right turn only onto Main. Cars trying to make lefts or go straight at Hallman are usually unfamiliar with the area and are only trying it because their GPS is wrong. They yield to people turning left onto Hallman from Main, and are a danger to the pedestrians mentioned above. There's no need for cars to cut across Main at Hallman, when there are perfectly good intersections with Main and east.

I encourage you to grab a table at Kabob Corner (the kubideh is fantastic) and observe the traffic flow just east of the Main/50 intersection. To me, easy fixes like those I've mentioned would ease the massive back

ENGAGE WEBSITE: MAP PINNED QUESTIONS + COMMENTS

Updated: 7/13/21

Marker Details				Comment
Latitude	Longitude	Address	Category	
38.85291	-77.329223	11160 Lee Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40656	Consider Adding This	green space. Kamp Washington is the epitome of too much pavement. Adding green space would enhance the feel of the whole area there.
38.85385	-77.326866	11075 Lee Jackson Memorial Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40658	I Don't Like This	Just try making a left turn out of this shopping center between 4-7pm.
38.85275	-77.323964	11001 Lee Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40659	I Don't Like This	This intersection is lousy with long pedestrian crossings with no safety barriers and poor sight lines - clearly demonstrated by the sheer number of "pedestrian crossing" signs that have been installed.
38.85454	-77.328272	11100 Lee Jackson Memorial Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40660	Consider Adding This	I know the horizon here presents a challenge and forced the pedestrian crossing to the west - is there another calming measure that allows it to be here? Like a specific pedestrian signal as in use on 123 in Vienna?
38.856	-77.332762	Shell, 11201 Fairfax Blvd, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40661	I Like This	Round of applause to about the only gas station my kids get excited to see.
38.85231	-77.32717	11062 Lee Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40663	I Don't Like This	There's a whole stretch here with gaps in the median but no particular markings - they're almost turn lanes except vehicles tend to only half-enter them.
38.85138	-77.3264	11000 Park Road, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40664	Consider Adding This	Stub! Let's do something with it. Please. Almost anything.
38.85119	-77.325093	10921 Park Road, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40665	I Have A Question About This	I understand this little corner lot is probably owned by whatever company owns one of these centers - but this is truly a weird not-clearly-for-anyone waste of space.
38.85438	-77.325357	3914 Egan Drive, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40666	I Have A Question About This	Storm water and water runoff questions.
38.85276	-77.324359	11001 Lee Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40667	I Don't Like This	All the effort to redesign this thing a few years ago and we end up with this huge area of pavement that is for nothing and no one.
38.85276	-77.324359	11001 Lee Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40668	I Don't Like This	All the effort to redesign this thing a few years ago and we end up with this huge area of pavement that is for nothing and no one.

38.85605	-77.332283	11202 Lee Jackson Memorial Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40669	Consider Adding This	Someone get these pedestrians an island.
38.85259	-77.323022	10927 Main Street, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40679	Consider Adding This	Green space or art. This is a gateway location to downtown and should stand out
38.85408	-77.328097	11085 Lee Jackson Memorial Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40683	I Like This	Enhance this piece of historical land - signage, landscape, better maintenance
38.85608	-77.332828	11201 Lee Jackson Memorial Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40684	I Don't Like This	There is an I.D. sign for the City near here. It makes no sense. I marks a political boundary but, like many others around the edges of the City boundaries, does not feel like the "entrance" into the City. It is a 'gateway' feature and should have area enhancements or be relocated to reinforce its function
38.85305	-77.32314	10970 Fairfax Boulevard, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40685	I Have A Question About This	How will the "Fairfax Boulevard" Plan influence this new Area Plan
38.85212	-77.326391	Bliss Nail Inc, 11033 Lee Hwy, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40686	Consider Adding This	Through traffic to Fern Street as planned several years ago would help distribute local residential traffic on the south side of Main Street and contribute towards a 'Smart Street' traffic flow concept
38.85308	-77.326499	Golfsmith, 11054 Lee Hwy, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40690	Consider Adding This	More shading trees in this parking lot !
38.85221	-77.328022	11085 Lee Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40691	Consider Adding This	Turn this into a beautiful boulevard, with shading trees and nice lamp posts
38.8523	-77.323161	10927 Main Street, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40692	Consider Adding This	Consider installing a booth for the Cue bus stop
38.8514	-77.327389	11006 Park Road, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40693	I Have A Question About This	This is has been an abandoned building for years - the whole property looks bad and infested by rats! The owner should be contacted. Something needs to be done to ensure the neighborhood is safe!
38.85077	-77.33104	4105 Rust Street, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40695	I Don't Like This	This portion of Rust road is often trashed in plastic bags coming from the near by Lidl and Walmart stores. Both stores should be notified and requested to clean up.
38.85333	-77.326884	Golfsmith, 11054 Lee Hwy, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40697	Consider Adding This	A grocery store like Trader Joe's in the former organic market.
38.85416	-77.318232	10855 Fairfax Boulevard, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40698	Consider Adding This	This intersection has a crosswalk on only 3 sides, making some directions of pedestrian travel require multiple crossings.

38.85177	-77.332039	4090 Jermantown Road, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40706	Consider Adding This	Consider adding a pedestrian bridge over Lee Highway.
38.85132	-77.331777	4103 Rust Street, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40717	I Don't Like This	Please work with FFX Co and the owner of this shopping center to correct the terrible traffic pattern (lack there of) at this entry. With all the cut thru traffic in the neighborhood and patrons at Walmart etc. that don't know or respect the traffic pattern it diminishes the quality of life for the neighbors. you may want to consider this with the other recommendation to reconnect Fern St. access to 29.
38.85269	-77.323907	10986 Fairfax Boulevard, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40718	Consider Adding This	If there is anyway to make these main arteries pedestrian friendly that would be transformational. You cant get through here safely without the protection of a car. Maybe reclaim service roads to activate the space and become more attractive places to be which could spur on business enterprises along these avenues.
38.85369	-77.327834	11085 Lee Jackson Memorial Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40742	I Like This	Preserve the history and reverent mood of this cemetary
38.85286	-77.326171	11044 Lee Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40743	I Don't Like This	The sea of asphalt that covers the side of this hill is a really sad gateway from the city and a terrible use of the land here. It's like the only shape the architects know are rectangles.
38.8527	-77.323467	10980 Fairfax Boulevard, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40744	I Don't Like This	This intersection is a symbol of our city's contempt for pedestrians (and cyclists)
38.85375	-77.328054	11085 Lee Jackson Memorial Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40800	I Like This	Agree with the comments on better marking and maintenance.
38.85305	-77.326133	Just Tires, 11040 Lee Hwy, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40801	I Don't Like This	All pavement. Would love it if this area was made more pedestrian friendly, attractive with green space.
38.8529	-77.329199	11160 Lee Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40802	Consider Adding This	Green space needed.
38.85581	-77.330055	11166 Lee Jackson Memorial Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40805	Consider Adding This	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
38.85567	-77.33014	11166 Lee Jackson Memorial Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40821	Consider Adding This	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.
38.8546	-77.328459	3905 Bevan Drive, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40822	Consider Adding This	I hope this intersection is being improved during current construction so we can cross safely. Cars turning right from Bevan onto 50 don't have a good view of pedestrians at the offset crosswalk and they both get green at the same time.

38.85318	-77.326176	Just Tires, 11040 Lee Hwy, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40824	Consider Adding This	I really miss the Borders! Would be amazing if we could get a bookstore but I know they are going extinct anyway. Or a coffee shop that was pedestrian accessible. Places that would encourage socializing.
38.85384	-77.326825	11075 Lee Jackson Memorial Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40825	I Don't Like This	I agree with the left turn issue. I would prefer to walk here from Bevan if we could cross safely rather than have to drive home.
38.85624	-77.332246	4000 Jermantown Road, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40851	Consider Adding This	Pedestrian bridge? Make it more walking friendly
38.85319	-77.327123	11054 Lee Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-40852	Consider Adding This	Add a Trader Joe's!
38.85377	-77.334561	Government Center Parkway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-41265	Consider Adding This	Connect Government Center Parkway to Jermantown Road
38.8545	-77.328429	11100 Lee Jackson Memorial Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-41281	Consider Adding This	Safe crosswalk / pedestrian bridge needed here to connect residential and business areas
38.85159	-77.331836	11175 Lee Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-41841	I Don't Like This	I have zero trust in the safety of this intersection having seen too many close calls from drivers making rapid turns. I feel safer moving down towards Rust Rd and just jaywalking through the mess.
38.85216	-77.327726	11085 Lee Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-41848	Consider Adding This	This whole section of Lee Hwy unpleasant for pedestrians. At a minimum would like a low barrier between the sidewalk and the busy road to provide a sense of protection (there's an example by Auld Shebeen downtown). Trees would be fantastic.
38.85224	-77.322797	10927 Main Street, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-41849	I Have A Question About This	The Main St pedestrian crossings don't seem to consistently even work. You hit the button and can go more than a full cycle without getting a pedestrian crossing light. Is this a bug or a "feature?"
38.85402	-77.327013	11075 Lee Jackson Memorial Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-41850	Consider Adding This	We need more safe pedestrian crossings over 50. Every time I am here I see people jaywalking, probably because there are few legitimate crossing spots and the intersections are both a) far and b) perilous.
38.85275	-77.32616	11044 Lee Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-41851	Consider Adding This	I love the coffee shop / bookstore notion if we did something with this area to make it a desirable place to spend time vs. just a big parking lot that promotes a "get in and get out" mode of interaction.
38.85273	-77.323848	10927 Main Street, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-41852	I Have A Question About This	Has the timing on these lights been examined lately? Pre-COVID during commute hours the backup on 50 (west) and Main (east) was ridiculous. Coming east on 50 it was always much faster to go south on Jermantown, take Lee north a bit, and then take a right on Main because the cycle on Lee/Main was so busted in favor of the Lee Hwy traffic.

38.8511	-77.325342	10931 Park Road, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-41868	I Have A Question About This	This is a huge, strange, barely-used series of parking lots. If we could make this an "active" space with retail and attractive green space, it would be a great asset to the city and especially to the residential neighborhood that abuts it.
38.85263	-77.323772	10927 Main Street, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-41869	I Don't Like This	This intersection in THEORY supports pedestrians, but in actuality it's a pedestrian death trap. Can we do something about this? Or at least provide SAFE crossings nearby on Lee Highway / Fairfax Blvd?
38.85211	-77.322823	4005 Chestnut Street, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-41870	I Have A Question About This	The pedestrian signal here doesn't work. When this happens, pedestrians end up crossing in unsafe manners. Let's fix this!
38.85318	-77.327244	11054 Lee Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-41871	Consider Adding This	It would be lovely to have a STABLE anchor tenant here. Maybe that's something like Trader Joe's. Wish it were a bookstore, but those days are long gone.
38.85327	-77.326235	11015 Lee Jackson Memorial Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-41872	Consider Adding This	This is a concrete (asphalt?) desert, with parking that's mostly empty on even the busiest of days. Can we encourage the owner to halve the parking space and add more interesting, small-scale retail plus greenery/attractive gathering space?
38.85398	-77.327056	11075 Lee Jackson Memorial Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-41873	Consider Adding This	This is a prime space for adding a series of SAFE pedestrian crossings -- places where you feel comfortable crossing with kids! Right now, there's a TON of jaywalking.
38.85596	-77.332302	11202 Lee Jackson Memorial Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-41874	Consider Adding This	Agree that we need safe pedestrian crossing here. But I beg you not to do a bridge. They are expensive and always end up dirty/nasty/unattractive.
38.85599	-77.332919	Shell, 11201 Fairfax Blvd, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-41875	I Like This	In addition to being the "happy gas station" these guys are great with speedy safety/emissions checks. Kudos!
38.85185	-77.331761	11180 Lee Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-41876	I Don't Like This	It's terrifying trying to cross here on foot, especially with kids. If we want to make this city walkable, we need to provide safe crossings for pedestrians.
38.85118	-77.331637	4103 Rust Street, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-41877	I Don't Like This	Echo Bill's comment on the traffic pattern here. It's surprising there aren't more accidents here. It's a hot mess.
38.85215	-77.328182	11085 Lee Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-41878	Consider Adding This	Agree with Lisa and MGP -- this 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.
38.8517	-77.32435	10915 Park Road, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-41879	I Don't Like This	The traffic pattern through this parking lot is crazy with many near accidents, because it's a cut-through from the Westmore area to Lee Highway. It's basically a road, but it's really a parking lot. Is there anything that can be done with the property owner to address this?

38.85271	-77.323816	10986 Fairfax Boulevard, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-41880	Consider Adding This	I truly love our city, but this intersection wins the Ugliest Intersection Ever award. Can we add greenery, public art, etc. to distract from the fact that the intersection is such a blight on the eyes?
38.85387	-77.328044	11085 Lee Jackson Memorial Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-42894	Consider Adding This	Please clean up but not dramatically change or disturb the appearance of this historic black cemetery. Add 2-3 parking spots and a dignified lighted historical marker readable through plexiglass cover, that provides the history of the cemetery and known families buried there as well as the three notable men (below) also buried there. A nice clean-up leaving the natural woods, rocks, native plants would finally give this cemetery and sacred space the overdue acknowledgement and respect overlooked since the city was incorporated. A rededication ceremony would also be nice. The Jermantown Cemetery was established in 1868 for black residents who could not be buried in the Fairfax City Cemetery near the courthouse. For over one hundred years blacks have been buried there, most recently in 1980. There are over 40 headstones and an undetermined number of unmarked graves. Notable among those buried in the cemetery are: George Lamb – a free black who served in the Confederate army as a body servant to Captain William H. Dulaney of the Fairfax Rifles Horace Gibson – a freed slave who later owned his own blacksmith shop in Annandale A Korean War veteran who died in 1973 – James A. Harris (1930-1973) VA, PVT, U.S. Marine Corps, Korea The trustees of the cemetery died without naming successors; today the cemetery is maintained by the City of Fairfax.
38.8514	-77.326511	11000 Park Road, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-42895	I Have A Question About This	I think this would be an excellent location for a neighborhood cafe+bookstore. The one thing that I find is truly lacking in the city is a bookstore and there is enough walking traffic for it to work. Ideally something like busboys and poets (the smaller location in alexandria) or kramers, but smaller scale perhaps... All the better of it's a co-op style. Maybe if the city would give incentives for something like that rather than another large development? It would be a great asset for the city and communities it serves.
38.8521	-77.322689	10927 Main Street, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-43631	Consider Adding This	This intersection is a deathtrap. Consider adding a red light camera as people passing on Main st. often look past the Chestnut red light to the ones at 29-50 and Maple, which may be green.
38.85129	-77.325742	10935 Park Road, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-43637	Consider Adding This	Add the Fern street connector and block access to this space from there to stop through traffic. This is a fairly quiet nook compared to north of 29, so a 2 story coffee and wine bar (bottom)/book store (top) with a convertible indoor/outdoor seating area to adapt to the weather and fully outdoor green space that encourages socialization. The site will be insulated by green screening (responsibly contained bamboo/ivy covered fence or trellis/faux-plant covered walls). Something that encompasses an ivy-league look with the smells of coffee and old books lingering about.
38.85327	-77.32763	Jimmy John's Gourmet Sandwiches, 11075 Fairfax Blvd, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-43638	Consider Adding This	A stable tenant that would also cater to the swarm of people who will be moving into the apartments. Trader Joes would be great (if feasible for them to have 2 FFX locations). Also, adding a friendly lit walking path from the new apts to a rear door.
38.85299	-77.327115	11056 Lee Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-43641	Consider Adding This	Socialization and yummys... converting a portion of the parking lot into an efficient green space with seating options. Attracting a solid cookie (I'm talking Crumbl or Chip-both Utah based but very good, Crumbl franchises) or frozen yogurt place (why did Sweet Frog leave again?)

38.85253	-77.324036	11001 Lee Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-43642	Consider Adding This	How about an underpass/overpass option with sidewalks, so 236/50W and 29/50 traffic can keep flowing (until they hit a subsequent light). The overpass can also be designed to look like a gate opening up SE toward FFX City, covered with functional and aesthetically pleasing greenery running down the slopes, possibly resembling the Lord of the Rings hobbit homes.
38.84778	-77.32896	11022 Pumpkin Place, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-43647	Consider Adding This	Hijacking this, but since there's nowhere to add this the powers that be can look at adding an outdoor fitness system for adults like one offered here https://www.bodybuilding.com/fun/park-gyms.html or a number of other setups. It's a great option for people to have an open-air space to go and get their bodies moving.
38.85139	-77.325157	10921 Park Road, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-44551	Consider Adding This	I would love to see a coworking space like WeWork or something similar in Fairfax. This would also be walkable to many local places to eat.
38.8524	-77.328719	Epicure Cafe, 11104 Lee Hwy, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-44552	I Like This	Bringing in more unique businesses like Epicure Cafe would help to add a more localized feel rather than more chain restaurants/spaces.
38.85318	-77.327903	Jimmy John's Gourmet Sandwiches, 11075 Fairfax Blvd, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-44553	Consider Adding This	Please consider figuring out how to tie the new housing being build here with the shopping center adjacent to it. Right now everything feels very disjointed. More green spaces and walking paths to connect everything would help make things more cohesive and feel connected.
38.8514	-77.325425	11011 Lee Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-44554	I Don't Like This	This parking area is such a waste of space and never seems to be remotely used.
38.85145	-77.325632	11011 Lee Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-44555	Consider Adding This	More restaurants and ample outdoor seating would help draw people into businesses here. Examples could be a beer garden or restaurants like Cooper's Hawk.
38.8531	-77.325993	Just Tires, 11040 Lee Hwy, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-44556	Consider Adding This	Consider adding more green space here or businesses that have rooftop spaces to create a distance from the surrounding traffic.
38.85233	-77.324483	11003 Lee Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-44557	I Like This	More electric car charging ports
38.85426	-77.326015	11020 Lee Jackson Memorial Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-44558	I Don't Like This	The number of car dealerships along this road does little to beautify the city or draw people in.
38.85331	-77.327099	Earth Fare, 11052 Lee Hwy, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-44559	Consider Adding This	Yes, Trader Joes please!
38.85389	-77.326493	11020 Lee Jackson Memorial Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-44580	I Have A Question About This	There needs to be a light here for pedestrians to cross, or have the police hand out j-walking tickets. Individuals from the dealerships etc. constantly cross here to go to get lunch.

38.85192	-77.328032	Next Day Blinds, 11085 Lee Hwy, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-44581	I Have A Question About This	When will Next Day Blinds move back into to this building. If never, what is the plan?
38.8534	-77.32969	Sundog, 11091 Fairfax Blvd, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-44582	I Have A Question About This	Has a modeling of 50 and 29 traffic been conducted to determine the required light timing to take into consideration the number of additional traffic resulting from the large apartment and business buildings being constructed. Hopefully, a modeling of the traffic load on both roads was conducted prior to approval of the apartments/business construction.
38.85189	-77.327882	11085 Lee Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-44884	I Have A Question About This	Next Day Blinds has permanent closed and the building is for sale.
38.85349	-77.32785	11075 Lee Jackson Memorial Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-44971	I Like This	Totally agree with Trueskywalker -- focus on creating better local connections along and across 50 and 29. Make the streets safe to cross. Plant more trees to create shade for people walking on the sidewalk and waiting for the bus.
38.85141	-77.330715	11175 Lee Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-44972	Consider Adding This	Work with property owners to convert underused surface parking to a public street with wide sidewalks, slow traffic speeds and pedestrian connections to Westmore.
38.85394	-77.322008	3830 Hill Street, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-45280	Consider Adding This	we have been asking for an opening in this fence at the end of Hill Street for years. The presenters did mention this, but please make this happen. Maybe a park or "green space" could be added here too.
38.8529	-77.325752	11044 Lee Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-45997	Consider Adding This	Repurpose the tire shop to a rugged coffee shop. The garage doors can help it to serve as an open-air hangout during the warmer months.
38.85305	-77.326621	11040 Lee Highway, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-45998	Consider Adding This	Adding a large and tall statement piece here, somehow incorporating a unique and massive tree like a mature spruce that can be decorated around the holidays (can we import a giant sequoia from CA?) or drop in a Top Golf
38.85344	-77.329845	Sundog, 11091 Fairfax Blvd, Fairfax, Virginia 22030, United States http://engage.fairfaxva.gov/kamp-washington-small-area-plan/maps/drop-a-pin?reporting=true#marker-46400	Consider Adding This	I would love to see this develop like Fairfax corner or mosaic district with lanes, play area and interactive yet a fun mixed use development. Both have a thriving community and a welcoming set of businesses giving an urban feel with a contemporary setting. https://www.fairfaxcorner.com/about-us/ or https://mosaicdistrict.com/

