

**Question or Comment Received Through GoToWebinar - Kamp Washington Small Area Plan Public Meeting (June 9, 2021)**

How do you see this impacting (positively or negatively) the residents of Fairchester Woods?

any thought about pedestrian bridges, with greenery on it and art (mosaic)?

1) Recommend re-utilization of unused parking spaces - example adjoining Park Rd;

2) Reutilize "abandoned" or unused properties - example again on Park Rd., Next Day Blinds, perhaps others

FFX County has a green bicycle trail - Connector (I believe) - possible to unite/merge to that?

add a beautiful fountain at the corner 29 & 50

plans to change street lamps ?

Do you know if any improvements will be made to the Bevan/Route 50 pedestrian crossing once the Moxley is finished? Will we have to wait years for any ideas from the Comprehensive Plan to be implemented? Thank you.

I hope you will provide more time for review of the Plan draft. The previous two SAPs were reviewed and approved on a compressed timeline.

For Bolan Smart -- what are opportunities to attract more neighborhood-serving businesses -- as well as obstacles to doing so?

I live in Westmore and strongly support extending Fern Street through the shopping center into the neighborhood. It could connect across 29 to a future street grid at the current shopping center.

Can the City work with adjacent property owners to widen sidewalks along 29 and 50, and plant trees to provide needed shade and buffers from the roads?

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?

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?

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 all plantings be of native plants?

Do you envision a Mosaic district type development here?

Compatibility with the county seems misleading. It seems we need something differentiating from the county.

How to address the addition of housing and high cost. Plus adding more apts will lead to more cars entering the same roads. Traffic congestion is problem. Making Rust Road connection would be helpful.

Northfax had a goal of being an 'ecologically sensitive place', will this also be incorporated into the Kamp Washington Small Area Plan?

Can we somehow allow for nature to be added back into the space?

Green space, especially shade will be necessary for walking or no one will be walking June-Aug.

It does seem more commercially occupied than much of the rest of the City.

It does not seem to have as many unoccupied businesses, what can be done to ensure business will not be forced out?

Can we somehow connect the parks? Create a greenway?

Now we have a corridor that is very much occupied while much of the City lies empty?

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.

Are there limitations to doing an overpass/underpass development at 29/50/main or is a road transformation a possibility, if practical?

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?

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?

Can we also consider connectivity for nature? Set aside land for a nature corridor rather than trees in mulch?

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.