

## Grosvenor-Strathmore Metro Area Minor Master Plan

### Attachment 1: Summary of Written Public Hearing Testimony

Issue/Property	Page	Testimony or comment	Commenter	Staff Response
Amenities	22	Want a sense of place at Grosvenor-Strathmore metro: walkable with options for hanging out, retail, eating.	Maya Sohn, Penny Clarke, Peter Han, Amy Stamm, Mark Mc Donough, Roberto Matus, Elizabeth Wei, Nathan Hedges, Rachel Michaud, Femi Richards, Siobhan Champ-Blackwell, Rachel Liska, Saad Moussamim, Anurag Maheshwary, Marcia Feurstein, Angela Canterbury, Amy Ginsburg, Stoneybrook Homeowners Association, Natalia Nagy, Ruwan Salgado	Staff agree. The Metro site has been zoned to permit commercial activities.
Amenities	22	Would like local retailers at Metro site.	Peter Han, Mark McDonough, Pete McEvoy, Penny Clarke, Angela Canterbury, Amy Ginsburg, Jane Fairweather, Stoneybrook Homeowners Association, Natalia Nagy, Margaret Stone, John Dee	Staff agree. The Metro site has been zoned to permit commercial activities. The future developer will decide on the type of retailer.
Amenities	22	There should be a grocery store at the Metro site.	Edward Fischman, Amy Ginsburg	The Metro site has been zoned to permit commercial activities, including a grocery store. The future developer will decide on the type of retailer.
Amenities		The plan should include a space for seniors-- desperately need	V. Uchill	Staff has not made any recommendations for Senior specific uses.
Arts	34, 45	No one wants the Arts Walk	Christina Micek	Staff support Public Hearing recommendation of continuing and expanding Arts Walk.
Arts	34, 45, 46	Promote arts in the area	Ruwan Salgado, Natalia Nagy, Krisitne Hrin	Staff agree. Draft Plan recommends incorporating art into Planarea.

Bicycle Connections	50, 51	Construct first rate bike path between Metro site and Rock Creek Park.	Richard E. Hoye	Staff agree this is an important goal. The Plan recommends a sidepath along Rockville Pike 355 which would connect to Beach Drive. The Parks Department also plans to study a connection between the Metro site and Rock Creek Park.
Bicycle Connections		Consider a double-wide bike path on the south side of Tuckerman from the Trolley Trail east to Rockville Pike, it is the more heavily used side of the road.	David O'Connor	Staff will review.
Bicycle Infrastructure		Add bike station to the facility (like Union Station Metro bike station).	Richard E. Hoye	Staff will review.
Bicycle Infrastructure		Covered Bike Areas on the west side entrance to Grosvenor-Strathmore Metro	David O'Connor	Staff will review.
Denisty at Metro		We ask that any higher density level desired by the County in this study area take into account the direct impact that it will have on the Tuckerman loop and on all the populations who must use it.	Doug and Marilyn Mitchell, Allen Shapiro, Susan Walker	Staff is coordinating with County agencies and performing analysis considering potential impacts on the area and strategies for mitigating them.
Denisty at Metro		Recommend Metro sited zoning; CR 3.0 C .5 R 3.0 H 260.	Fivesquares development	Staff will review.

Density at Metro	22	Recommended density should be reduced.	Jane Lewin, Sue Roth, Christina Micek, Howard Walker, Barbara Caplan, Robert E. Goldstein, Irene H. So, Susan Walker, Allen Shapiro, Margaret Stone, John Dee, John Turner	Staff support Public Hearing draft recommendation. The recommended 2.5 FAR Commercial Residential zone provides much needed housing opportunities at a Metro station. Recommendation is in line with County transit oriented development goals. Recommended density is below what is found at other Metro stations.
Density at Metro	22	Reduce recommended density to 2.0	Christina Micek, Sue Roth, John Turner	Staff support Public Hearing draft recommendation. The recommended 2.5 FAR Commercial Residential zone provides much needed housing opportunities at a Metro station. Recommendation is in line with County transit oriented development goals. Recommended density is below what is found at other Metro stations.
Density at Metro		SSP designates Grosvenor Metro as "red", which allows higher density. This is inappropriate. The area should be evaluated differently than other metro stations due to its residential nature.	Marilyn Block	Redefining SSP is beyond the scope of the Minor Master Plan.
Density at Metro site	22	Increase recommended density.	Penny Clarke, Amy Stamm, Mark McDonough, Jim Parker, Roberto Matus, Matthew Taylor, Nathan Hedges, Femi Richards, Friends of White Flint, Lynne Parsons	Staff is reviewing traffic and urban design constraints.
Density at Metro site	22	Increase recommended density from 2.5 FAR to 3.5 FAR.	Richard E. Hoye	Staff is reviewing traffic and urban design constraints.

Density at Metro site	22	Increase recommended density from 2.5 FAR to 3.0 FAR.	Amy Ginsburg, Fivesquares Development	Staff is reviewing traffic and urban design constraints.
Density at Metro site		The plan refers only to maximum square footage to be applied to residential use. A FAR 2.5 standard could yield many more units than the approximate unit estimate in the plan.	Ellen Lubetsky, Jeannette Dubrow, Stephen Dubrow	Staff agree with this assessment. The current Zoning Ordinance sets floor area ratios for zones instead of prescribing a set number of units. The size of the units, among other things will determine the number of units. Staff used the Department of 1,250 square feet per unit to calculate the approximate number of dwelling units.
Density at Metro Site	22	Limit housing to 545 units found in 1992 Master Plan.	Ellen Lubetsky, Nancy Kane, Jeannette Dubrow, Stephen Dubrow, Susan Walker, Allen Shapiro	Staff support Public Hearing draft recommendation. The recommended 2.5 FAR Commercial Residential zone provides much needed housing opportunities at a Metro station. Recommendation is in line with County transit oriented development goals. Recommended density is below what is found at other Metro stations.
Density at Metro site	22	Principles of smart growth and transit oriented development should be pursued at the Metro Site.	Roberto Matus, Matthew Taylor, Pete McEvoy, Femi Richards, Anurag Maheshwary, Friends of White Flint, Lynne Parsons, Amy Ginsburg, Ruwan Salgado	Staff agree.

Density at Metro site	22	Recommended density should be reduced by half.	Steven Macht	Staff support Public Hearing draft recommendation. The recommended 2.5 FAR Commercial Residential zone provides much needed housing opportunities at a Metro station. Recommendation is in line with County transit oriented development goals. Recommended density is below what is found at other Metro stations.
Fivesquares		Support Fivesquares plans for "Strathmore Square."	Maya Sohn, Peter Han, Amy Stamm, Roberto Matus, John Sciortino, Jim Parker, Elizabeth Wei, Pete McEvoy, Nathan Hedges, Rachel Michaud, Femi Richards, Siobhan Champ-Blackwell, Rachel Liska, Saad Moussamim, Anurag Maheshwary, Marcia Feurstein, Joe Felperin, Jane Fairweather, Michael Kay, Meagan Sexton, Natalia Nagy, Ruwan Salgado, Kristine Hrin	Staff is reviewing Fivesquares Development's proposal.
Heights		Topography of sites means towers would overwhelm site and neighborhoods.	Jeannette Dubrow, Stephen Dubrow, Howard Walker, Allen Shapiro	Staff will review this issue.
Heights	23,24, 43	Concerned that buildings will block sun and air to existing neighborhoods.	Howard Walker, Susan Walker	The Plan includes massing, step back, and design guidelines that will protect access to light and air. Staff created 3-D models to examine building effects on neighboring communities and to perform shadow studies. Staff believe recommendations will protect light and air access.
Heights	40-42	Allow third tower on the Metro site.	Fivesquares development	Staff will review.

Heights	40-42	<p>Confirming the concept of the "Transition Zone" and angular plan step backs. The two exceptions we request are (i) eliminating the 40 foot setback requirement in which to begin the angular plane measurement and instead measure from the right-of-way line as is typically required and (ii) permitting buildings up to 120 feet in the Transition Zone instead of 85 feet. Our recommendation results in a significantly better product and does not compromise on its compatibility with our neighbors to the east. We also are requesting that the Transition Zone be modified so that it terminates at the northern most boundary of Strathmore Park consistent with the relationship of Strathmore</p>	Fivesquares development	Staff support the Public Hearing Draft recommendation
Heights at Metro	23,24, 44	Cap building heights at 160 feet on Metro site	Howard Walker	Staff support Public Hearing draft recommendation. Capping heights at 160 feet would not accommodate density nor allow for design elements protecting access to light and air.

Heights at Metro Site	23,24, 45	Nothing comparable in the immediate neighborhood to justify approving the recommended tower heights.	Ellen Lubetsky, Jane Lewin, Jeannette Dubrow, Stephen Dubrow, Howard Walker, Marilyn Block, Robert E. Goldstein, Irene H. So, Susan Walker, Allen Shapiro	1992 North Bethesda-Garrett Park Master Plan states support for future towers. Grosvenor Condominiums, on the west side of Rockville Pike, have comparable heights.
Heights at Metro Site	23,24, 46	Lower recommended building heights.	Ellen Lubetsky, Nancy Kane, Jane Lewin, Stoneybrook Homeowners Association, Sue Roth, Howard Walker, Judith and Robert Trachtenberg, Robert E. Goldstein, Irene H. So, Allen Shapiro	Staff support Public Hearing draft recommendation. Lower building heights would not accommodate density nor allow for design elements protecting access to light and air.
Housing	80-81	Increase affordable and work force housing requirements.	Edward Fischman	Staff agree. Included in the high priority public benefit list under the optional method development for the Metro site.
Infrastructure		Board should consider the development's adverse impact on infrastructure, such as schools, sewer, water, and electrical grid, the increased noise and pollution that will result from such higher density, the significant loss of trees and green space, and the general deterioration of quality of life for current residents.	Jeannette Dubrow, Stephen Dubrow, Pam gates, Robert E. Goldstein, Irene H. So, Susan Walker, V. Uchill	Staff is coordinating with County agencies and performing analysis considering potential impacts on the area and strategies for mitigating them.

Mobility		The "bike friendly stairs" indicated on pg. 43 vs. the "Tuckerman stairs" indicated pg. 34. Will these stairs have a bike ramp or not?	John Turner	Design elements such as this will not be determined during the master plan process, but rather when a developer submits a plan.
Open Space	60, 69, 70	Support civic or village green	Penny Clarke, Amy Ginsburg, Angela Canterbury, Jane Fairweather, Stoneybrook Homeowners Association, Sue Roth, Natalia Nagy, Ruwan Salgado	Staff agree that a large civic green is necessary to provide recreation space for new residents and to fill a missing park type in the area.
Open Space	60, 69, 70	Preserve as much green space as possible	Stoneybrook Homeowners Association, Christina Micek, Sue RothMargaret Stone, John Dee, John Turner	Staff agree. Much of the green space in and surrounding the Plan area is protected through easements. Staff recommend green spaces on the Metro site to compliment existing green spaces.
Open Spaces at Metro site	69, 70	Proposed gathering spaces and recreation opportunities will mostly benefit new residents. They are insufficient to ameliorate life style of existing residents would will be dealing with increased stresses on neighborhood.	Ellen Lubetsky, Margaret Stone, John Dee	Open space recommendations in the plan call for a central gathering space of minimum 1.25 Acres. Staff reviewed other cases which contained similar density to open space ratios.
Parking		There should be greater accommodations for motorcycle parking. Motorcycles can help get more cars off the road.	Jim Parker	There are no mandatory motorcycle parking requirements in the County Zoning Ordinance. While Planning Staff has made no specific recommendations in the Plan, final development plan may include motorcycle parking.



Parking		Need sufficient parking	Howard Walker, Marilyn Block, Robert E. Goldstein, Irene H. So, Susan Walker, Kathleen Knepper, Allen Shapiro	Parking minimum standards are determined by the County Zoning Ordinance. These can be found in section 59.6.2.3 of the Ordinance.
Parks and Trails		Create elevated pathway over existing wood chip path between Montrose Neighborhood and Metro site	Richard E. Hoye	This area is under a conservation easement and any additional building structures are prohibited.
Parks and Trails		There should be a trail from Parkside to Rock Creek Park.	Edward Fischman	Planning Staff agree that a connection between the Plan area and Rock Creek Park should be explored. While determining the exact location of the connection is beyond the scope of this Plan, the Parks Department plans to study this connection.
Parks and Trails		Community is pet friendly. Would like a dog park. (not a dog run, because those aren't social).	Christina Micek	Staff will review. Park typology will be decided at time of regulatory review.
Parks and Trails	60, 69, 70	Green Space is inadequate. Community likes trees and stormwater pond which will be built over	John Turner, Steven Macht, Margaret Stone, John Dee	Staff agree that green and open space is of the utmost importance. Staff support Public Hearing Draft recommendations for open space and preservation.
Parks and Trails		Parking Garage roof top should not be considered "green space"	John Turner	If a park is built on the WMATA parking garage roof, the space can be counted towards the open space requirement during the development review process.

Parks and Trails		Will the Fitness Loop indicated on pg. 26 have a side walk along the south-side of Strathmore Rd or will pedestrians still need to risk their lives for a side walk?	John Turner	The Plan recommends a sidepath for people on foot and on bike along Strathmore Avenue.
Parks and Trails		Modifying the recommendation for the Civic Green from 1.25 acres to approximately 1 acre.	Fivesquares development	Staff support the Public Hearing Draft recommendation. The more density allowed on the site, the greater the need for usable open space. Parks and Planning Staff examined other areas with similar densities and heights and determined 2.5 to be appropriate.
Pedestrian		Ensure pedestrian crossing at Tuckerman Lane and Cloister Drive is safe.	Stoneybrook Homeowners Association	Staff agree.
Public Participation		Fivesquares is circulating a form letter asking for more density and building height and promising more amenities in return. Does not make it clear what the actual recommendations are. Only people from far away are signing.	Marilyn Block, Jane Lewin, Steven Macht	All interested parties are permitted to comment on the Plan. Any form letters will be submitted to the planning staff as a package.

Public Transportation		Should evaluate and include in the plan a bus pull off and pathway connection to the existing tunnel under Rockville Pike on the west side.	Richard E. Hoyer	Staff will review.
Public Transportation		Parkside is isolated. Leaving the neighborhood means driving on Montrose Avenue and Tuckerman Lane. There should be a free shuttle to take people to the Metro Station.	Edward Fischman	Staff recognizes the limited connectivity of the Parkside community. Public and private transit operations are beyond the scope of this Plan.
Public Transportation		NADMS is unrealistic because WMATA does not have enough electrical power to expand beyond the current 8-car size. No development should proceed until a capacity study has been performed.	Jeannette Dubrow, Stephen Dubrow, Marilyn Block, Steven Macht, Allen Shapiro	WMATA has assured Planning Staff that Grosvenor-Strathmore Station and the Red line have plenty of carrying capacity. Grosvenor-Strathmore station, by all of WMATA's measurements, is operating below the ideal ridership, lower compared to Bethesda, Medical Center, Shady Grove which all have similar capacities.
Schools		Address School capacity issues.	Amy Ginsburg, Jeannette Dubrow, Stephen Dubrow, Stoneybrook Homeowners Association, Robert E. Goldstein, Irene H. So, Steven Micciche	Staff is coordinating with MCPS.

Strathmore		Consider class rooms for Strathmore be constructed on the north side of the parcel so the students don't increase congestion in the "open square."	Steven Macht	Location will be determined through development review. However, foot traffic is desirable in and around open space.
Sustainability		New Development should offer electric vehicle charging both level one (110) and level 2.	Lynne Parsons	The County Zoning Ordinance requires that any parking facility containing 100 parking space or more must have a minimum of one space ready to be converted to an electric vehicle charging station. Staff agrees that the
Sustainability	60, 62, 63	Replace current natural area on Metro site with native trees and plants.	Lynne Parsons	Native vegetation is important for achieving the Sustainability Goals The Plan includes recommendations to plant native vegetation and employ it in landscaping. The natural areas on the Metro site will likely be removed for development. Replacement plants and landscaping should be native.
Sustainability		Using green technologies to make most efficient use of electric, water and minimize human waste impact.	Lynne Parsons	Staff agree.
Sustainability		Need mature replacement trees for those being removed.	Sue Roth, Christina Micek	Staff agree that trees planted should be adequate to create a good pedestrian environment.

Sustainability		Map shows trails through the conservation easement, even though it is prohibited.	John Richard Pine, Jane Lewin	These trails are supposed to represent the existing paths that current residents use to access the Metro site. Staff will 1) refer to them as paths instead of trails, 2) specify that there is an existing easement, 3) reflect any changes on illustrative maps, if needed.
Traffic		This area has very few amenities within walking distance and public transportation is limited, bike paths will not be safe. New residents will probably rely wholly on their own or rented cars to access grocery stores, medical services, restaurants, banks, shops, and entertainment venues.	Ellen Lubetsky, Jane Lewin, Jeannette Dubrow, Stephen Dubrow, Sue Roth, Marilyn Block, Steven Macht, Barbara Caplan, Susan Walker, Allen Shapiro	Plan area already has a higher non-auto driver modeshare than near by areas. With development on top of Metro, staff expects NADMS to rise. Plan recommends bike and pedestrian improvements and mixed use amenities to reduce off-peak trips.
Traffic		Draft should consider White Flint property and how much traffic it will bring.	Jeannette Dubrow, Stephen Dubrow, Pam Gates, Marilyn Block, Robert E. Goldstein, Irene H. So	Public Hearing draft incorporates all approved pipeline development as well as potential future development from all approved Master Plans and from Rock Spring and White Flint 2 in the traffic analysis.

Traffic		There is only one ingress/egress point to Parkside Condominiums. It is through the Tuckerman Lane and Montrose Ave. This is a safety concern for residents in case of emergency.	Pat McNees	Staff will review this issue.
Traffic on Tuckerman		Create a three way stop at Tuckerman Lane and Montrose Ave to ease egress from Montrose Ave.	Edward Fischman	Staff will review.
Traffic on Tuckerman		Tuckerman Lane is already congested at rush hours and when Strathmore has an event. Adding 1,150+ dwelling units to Tuckerman will create gridlock.	Ellen Lubetsky, Stephen Dubrow, Jeannette Dubrow, Stoneybrook Homeowners Association, Doug Mitchell, Steven Macht, Robert Trachtenberg, Judith Trachtenberg, Barbara Caplan, Robert E. Goldstein, Irene H. So, Susan Walker, Kathleen Knepper, Allen Shapiro	Staff analyzed traffic on Tuckerman and performed traffic counts during AM and PM peak hours as well as during Strathmore events. Staff analysis shows that Tuckerman can accommodate additional density.
Trees		Many trees will be removed on Tuckerman will be removed. Homeowners were promised these would not be removed. Replanting will take 10-15 years. Preserve woody feel	Steven Macht, Stoneybrook Homeowners Association	All trees removed will need to be replaced on or off site. Details will be decided during development review process and creation of Forest Conservation Plan.

Tuckerman Lane		Tuckerman Lane should provide a better pedestrian feel and sense of place for neighbors and drivers.	Richard E. Hoye	Staff agree.
Urban Design		Urban design should fit neighborhood: brick buildings, wide walkways.	Sue Roth	Staff agree that design should fit the neighborhood, especially buildings adjacent to existing residential building. However, staff does not make specific recommendations on building materials. Materials will be decided through development review process.
Urban Design		Set buildings back 15-25 feet along Tuckerman	Christina Micek	Set backs will be determined by Zoning Ordinance and through development review process.
Urban Design		Proposed development will change existing neighborhoods. Not in character with the neighborhoods.	Jane Lewin, Jeannette Dubrow, Stephen Dubrow, Stoneybrook Homeowners Association, Marilyn Block, Robert E. Goldstein, Irene H. So, Susan Walker, Kathleen Knepper	New development at the Metro site will have an impact on the area. Staff have analyzed potential impacts on the area and strategies for mitigating them. Mixed use retail opportunities, open space, and bike ped improvements will serve as neighborhood amenities. Staff believe any additional density should require more amenities to serve new and existing residents.
Urban Design		"Gateway to North Bethesda" signature buildings seems contrived. Not based on anything but a throw away sentence in the 1992 Master Plan	Jane Lewin, Steven Macht	The 1992 North Bethesda-Garrett Park Plan called the Gorsvenor-Strathmore area a "Gateway to North Bethesda" and recommended towers on the east side of the pike to join existing ones on the west side. Staff recommend up to two towers at the Metro site to accomodate new residents and create a gateway effect.