

# **Grosvenor-Strathmore Metro Area Minor Master Plan**

*Attachment 2: Written Public Hearing Testimony*

Testimony received between June 27, 2017 and July 6, 2017

**From:** Mark McDonough  
**To:** [MCP-Chair](#)  
**Cc:** [Hill, Maren](#); [Wright, Gwen](#); [Afzal, Khalid](#)  
**Subject:** Five Squares Development  
**Date:** Tuesday, June 27, 2017 5:52:07 PM

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Dear Chairman Anderson,

I support Fivesquares Development's plans for the Grosvenor-Strathmore Metro station. I am a daily Red Line commuter and I live about two miles away from the station. Having the pop-ups at the station has been a delight. Small local retail is just what this area needs and I am happy to see that Fivesquares made that happen by adding Metro railcar kiosks.

I am looking forward to using the Village Green as well. I think it's a great idea and a perfect place to host outdoor concerts. Their plans for greater density will allow residents to live, work and play all in the same area.

This station is the proper place for greater density. The density recommendation given by the Planning Board staff is not enough to make this area achieve its fullest potential. As a daily commuter and nearby resident, I ask that you support greater density and allow this exciting new transit-oriented development project come to life.

Sincerely,

Mark McDonough  
9317 Linden Ave  
Bethesda, MD  
301-530-6852

**From:** [Afzal, Khalid](#)  
**To:** [Sturgeon, Nancy](#); [Hill, Maren](#); [Sharma, Atul](#)  
**Subject:** FW: FW: Item 9 Grosvenor-Strathmore Metro Area Minor Master Plan Amendment  
**Date:** Thursday, June 29, 2017 1:42:59 PM

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Khalid Afzal  
Acting Chief, Area 2 Division  
Montgomery County Planning Department  
8787 Georgia Avenue  
Silver Spring, MD 20910  
301-495-4650  
[Khalid.afzal@montgomeryplanning.org](mailto:Khalid.afzal@montgomeryplanning.org)



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**From:** Krasnow, Rose  
**Sent:** Thursday, June 29, 2017 10:25 AM  
**To:** Afzal, Khalid <[khalid.afzal@montgomeryplanning.org](mailto:khalid.afzal@montgomeryplanning.org)>; [holly.adams@montgomeryplanning.org](mailto:holly.adams@montgomeryplanning.org)  
**Cc:** Wright, Gwen <[gwen.wright@montgomeryplanning.org](mailto:gwen.wright@montgomeryplanning.org)>; Pugh, Carolyn <[carolyn.pugh@montgomeryplanning.org](mailto:carolyn.pugh@montgomeryplanning.org)>  
**Subject:** CRM: FW: Item 9 Grosvenor-Strathmore Metro Area Minor Master Plan Amendment

Sent from my iPhone

Begin forwarded message:

**From:** MCP-Chair <[mcp-chair@mncppc-mc.org](mailto:mcp-chair@mncppc-mc.org)>  
**Date:** June 28, 2017 at 5:53:20 PM EDT

-----Original Message-----

From: Richard Hoye [<mailto:richardhoye@me.com>]  
Sent: Wednesday, June 28, 2017 5:12 PM  
To: MCP-Chair <[mcp-chair@mncppc-mc.org](mailto:mcp-chair@mncppc-mc.org)>  
Subject: Item 9 Grosvenor-Strathmore Metro Area Minor Master Plan Amendment

Dear Chairman Anderson and fellow Commissioners,

I write in support of the Grosvenor-Strathmore Metro Area Master Plan Amendment and in particular, the plans for Strathmore Square.

In 1992 I participated in the Master Plan process and supported the plans for Potomac Investment Properties plans for the southern part of the Metro parking area. Today we have an opportunity to bring a greater sense of energy and vitality

to the Metro site by maximizing density in a mixed use form on this site. As so precious few areas of our county are served by a Metro station we owe all our residents a visionary and bold plan to create a vibrant lace for community building through densities using an FAR of at least 3.5. Density is not a dirty word to me or to members of our younger generations who will inherit the places we make today.

Tukerman Lane can provide a better pedestrian feel and sense of place for neighbors and drivers by allowing for a minimal set back of building facades and heights. The plan should allow for this appeal. Today Turckerman Lane is too much of a suburban freeway.

The plans for this area should maximize that physical and virtual "grid" of streets and pathways as creatively as possible for the convenience of the public and to reduce car trips. I ask that an elevated pathway be constructed over the existing wood chip path between the Montrose neighborhood and the Metro site. also, a first class bike path should connect to the Rock Creek Trail for the benefit of the entire community. I ask that a "Bike Station" is added to the plan. This facility is similar to the Bike Station at Union Station Metro stop. A bus pull off and pathway connection to the existing tunnel under Rockville Pike on the west side should be evaluated and included in the plan. This feature would enhance bus access to the Metro station and developments there while reducing bus head ways and decreasing congestion at the Tuckerman Lane intersection.

As a retired County employee and during my career in the Fire Service I have needed to rent spare rooms in my house to afford to live in the County I call home. And my renters needed the affordability of a shared house, too. I'm proud of my lifestyle decision yet painfully aware at how difficult it is to afford housing in this county. We owe it to present and future residents of Montgomery County to maximize housing and the mixed use resources that make a car-free or car-lite lifestyle a pleasant reality through greater density than specified in this plan.

I thank you for your time and attention.

Sincerely,

Richard E. Hoye

101 Lucas Lane  
Bethesda, MD 20814

**From:** [Afzal, Khalid](#)  
**To:** [Sturgeon, Nancy](#); [Hill, Maren](#); [Sharma, Atul](#)  
**Subject:** FW: CRM - FW: Grosvenor Development  
**Date:** Wednesday, June 28, 2017 10:19:26 PM

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Montgomery County Planning Department  
8787 Georgia Avenue  
Silver Spring, MD 20910  
301-495-4650  
[Khalid.afzal@montgomeryplanning.org](mailto:Khalid.afzal@montgomeryplanning.org)



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**From:** Krasnow, Rose  
**Sent:** Tuesday, June 27, 2017 10:15 AM  
**To:** Afzal, Khalid <[khalid.afzal@montgomeryplanning.org](mailto:khalid.afzal@montgomeryplanning.org)>; Adams, Holly <[holly.adams@montgomeryplanning.org](mailto:holly.adams@montgomeryplanning.org)>  
**Cc:** Wright, Gwen <[gwen.wright@montgomeryplanning.org](mailto:gwen.wright@montgomeryplanning.org)>; Pugh, Carolyn <[carolyn.pugh@montgomeryplanning.org](mailto:carolyn.pugh@montgomeryplanning.org)>  
**Subject:** CRM - FW: Grosvenor Development

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**From:** [nekanebet@gmail.com](mailto:nekanebet@gmail.com) [<mailto:nekanebet@gmail.com>]  
**Sent:** Tuesday, June 27, 2017 9:36 AM  
**To:** MCP-Chair <[mcp-chair@mncppc-mc.org](mailto:mcp-chair@mncppc-mc.org)>  
**Subject:** Grosvenor Development

The density should be kept as low as possible, with minimum height. Your own developer said this is not downtown Bethesda! No one living in Parkside or any of the surrounding communities wants to see the area canyonized.

Nancy Kane  
10620 Weymouth Street, 204  
Bethesda

*Sent from my Verizon LG Smartphone*

**From:** [Afzal, Khalid](#)  
**To:** [Sturgeon, Nancy](#); [Hill, Maren](#); [Sharma, Atul](#)  
**Subject:** FW: CRM - FW: Strathmore Square  
**Date:** Wednesday, June 28, 2017 10:20:02 PM

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Khalid Afzal  
Acting Chief, Area 2 Division  
Montgomery County Planning Department  
8787 Georgia Avenue  
Silver Spring, MD 20910  
301-495-4650  
[Khalid.afzal@montgomeryplanning.org](mailto:Khalid.afzal@montgomeryplanning.org)



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**From:** Krasnow, Rose  
**Sent:** Tuesday, June 27, 2017 9:58 AM  
**To:** Afzal, Khalid <[khalid.afzal@montgomeryplanning.org](mailto:khalid.afzal@montgomeryplanning.org)>; Adams, Holly <[holly.adams@montgomeryplanning.org](mailto:holly.adams@montgomeryplanning.org)>  
**Cc:** Wright, Gwen <[gwen.wright@montgomeryplanning.org](mailto:gwen.wright@montgomeryplanning.org)>; Pugh, Carolyn <[carolyn.pugh@montgomeryplanning.org](mailto:carolyn.pugh@montgomeryplanning.org)>  
**Subject:** CRM - FW: Strathmore Square

A letter of support.....

**From:** Amy Ginsburg [<mailto:amy.ginsburg@gmail.com>]  
**Sent:** Monday, June 26, 2017 9:37 PM  
**To:** MCP-Chair <[mcp-chair@mncppc-mc.org](mailto:mcp-chair@mncppc-mc.org)>  
**Subject:** Strathmore Square

Dear Planning Board:

With the hearing coming up, I just wanted to reiterate my support for the re-development of the Grosvenor-Strathmore area. I am a resident of Stoneybrook which is across the street from this property, and I believe that a 3.0 FAR would be appropriate for Strathmore Square, as long as there is green space and the issue of school capacity is solved.

Thank you,

Amy Ginsburg  
4850 Cloister Drive  
Rockville, MD 20852

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Amy Ginsburg  
301-919-1609

[amy.ginsburg@gmail.com](mailto:amy.ginsburg@gmail.com)

**From:** [Afzal, Khalid](#)  
**To:** [Sturgeon, Nancy](#); [Hill, Maren](#); [Sharma, Atul](#)  
**Subject:** FW: CRM: Grosvenor Strathmore  
**Date:** Wednesday, June 28, 2017 2:16:25 PM  
**Attachments:** [CRM FW Grosvenor-Strathmore Presentation Booklet for The MNCPPC Planning Board.msg](#)  
[CRM FW Strathmore Square development.msg](#)  
[CRM FW Support for Fivesquares Development's plans for the Grosvenor-Strathmore Metro station..msg](#)  
[CRM FW Strathmore Square.msg](#)

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**From:** Krasnow, Rose  
**Sent:** Wednesday, June 28, 2017 10:22 AM  
**To:** Afzal, Khalid <[khalid.afzal@montgomeryplanning.org](mailto:khalid.afzal@montgomeryplanning.org)>; Adams, Holly <[holly.adams@montgomeryplanning.org](mailto:holly.adams@montgomeryplanning.org)>  
**Cc:** Wright, Gwen <[gwen.wright@montgomeryplanning.org](mailto:gwen.wright@montgomeryplanning.org)>; Pugh, Carolyn <[carolyn.pugh@montgomeryplanning.org](mailto:carolyn.pugh@montgomeryplanning.org)>  
**Subject:** CRM: Grosvenor Strathmore

Four letters....

**From:** [Afzal, Khalid](#)  
**To:** [Sturgeon, Nancy](#); [Hill, Maren](#); [Sharma, Atul](#)  
**Subject:** FW: CRM: Grosvenor Strathmore  
**Date:** Wednesday, June 28, 2017 2:16:21 PM  
**Attachments:** [CRM - FW Grosvenor-Strathmore Minor Master Plan.msg](#)  
[CRM - FW Support of Strathmore Square.msg](#)  
[CRM - FW Strathmore Square.msg](#)  
[CRM - FW Five Squares Development.msg](#)

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Khalid Afzal

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Silver Spring, MD 20910  
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[Khalid.afzal@montgomeryplanning.org](mailto:Khalid.afzal@montgomeryplanning.org)



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**From:** Krasnow, Rose  
**Sent:** Wednesday, June 28, 2017 10:35 AM  
**To:** Afzal, Khalid <[khalid.afzal@montgomeryplanning.org](mailto:khalid.afzal@montgomeryplanning.org)>; Adams, Holly <[holly.adams@montgomeryplanning.org](mailto:holly.adams@montgomeryplanning.org)>  
**Cc:** Wright, Gwen <[gwen.wright@montgomeryplanning.org](mailto:gwen.wright@montgomeryplanning.org)>; Pugh, Carolyn <[carolyn.pugh@montgomeryplanning.org](mailto:carolyn.pugh@montgomeryplanning.org)>  
**Subject:** CRM: Grosvenor Strathmore

More letters in support than against!

Please note that in the last email I sent, FiveSquares included a 96 page booklet outlining their response the Master Plan. I wanted to call that out prior to Thursday.

Rose

**From:** ellen lubetzky  
**To:** [Hill, Maren](#); [MCP-Chair](#)  
**Subject:** Grosvenor-Strathmore Minor Master Plan  
**Date:** Wednesday, June 28, 2017 2:17:57 AM

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Dear Mr. Anderson, fellow Board members, and planners:

I reside at 10404 Strathmore Park Condominium, across the street from the planned development site. I am writing to join my neighbors in their strong objections to the proposal to amend the master plan for the tract of land at the Grosvenor-Strathmore Metro stop on the east side of Rockville Pike.

Although the May 11th plan amendment is comprehensive, it fails to take into account a number of factors.

The density used as the basis for calculating the impact of this development is limited by the theoretical assumptions used. The plan refers only to maximum square footage to be applied to residential use. A FAR 2.5 standard would yield approximately 1,150 units. It is likely that more than half of the development will consist of studios and one bedroom units. These typically measure between 400 to 600 sqft. Doing the math would yield more than 1,500 residences (the number to be left to the discretion of the developer).

This area has very few amenities within walking distance. Public transportation (except during rush hours) is limited and the time period between buses and trains is 20 minutes or more. Bus routes can be cut for economic reasons as witness the recent elimination of the J5 bus. New residents will probably rely wholly on their own or rented cars to access grocery stores, medical services, restaurants, banks, shops, and entertainment venues. Bicycles would not prove to be a safe alternative since they would be competing with pedestrians and cars for limited road width. The proposed narrowing of "parking lanes" to allow the addition of a bicycle path will leave riders exposed to careless drivers of which there are many.

Tuckerman Lane is already congested at rush hours and when Strathmore has an event. Parents use the street to bring their children to music classes and to school buses. Tuckerman "Loop" constraints have been glossed over. Right now the Loop is a "choke point without alternatives, which must serve residents, service providers, visitors, metro users, culture seekers, walkers, runners, bikers, animals, school children at Holy Cross, Strathmore. Adding 1,150 - 1,500 dwelling units to the Loop (we currently have close to 1,950), has the potential to raise the neighborhood vibe to a level of frenetic, albeit an angry gridlock kind of frenetic. The noise level is already high particularly from the shuttle bus.

The topography of the parcel is such that construction of any high-rise towers would overwhelm the site and adjoining areas, specially as the towers would be located on the heights of the parcel. There is nothing comparable in the immediate neighborhood to justify approving such structures.

The promises of green spaces and connectivity to parks and trails is somewhat misleading given the size of the parcel and the existing infrastructure. The reference to gathering places and athletic usage will mostly benefit residents of the development and therefore will not ameliorate the life style of the existing neighborhoods which will need to live with increased noise, and congestion without increased amenities.

In closing, I would like to express my surprise that the Planning Board is taking such a segmented approach to development rather than considering the total effect of the planned development in the district including White Flint Twinbrook metro and Pooks Hill.

**I join the requests of my neighbors that the Planning Board lower the building heights significantly below those that were recommended for the site and adhere to the original 545 unit goal.**

Thank you for your consideration.

Sincerely,

Ellen Lubetzky



## Hill, Maren

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**From:** Afzal, Khalid  
**Sent:** Monday, July 03, 2017 8:45 AM  
**To:** Sturgeon, Nancy; Hill, Maren; Sharma, Atul  
**Subject:** FW: CRM - FW: Comment on Five Squares Strathmore proposal

Khalid Afzal  
Acting Chief, Area 2 Division  
Montgomery County Planning Department  
8787 Georgia Avenue, Silver Spring MD 20910  
301-495-4650  
Khalid.afzal@montgomeryplanning.org

-----Original Message-----

From: Krasnow, Rose  
Sent: Friday, June 30, 2017 9:27 AM  
To: Afzal, Khalid <khalid.afzal@montgomeryplanning.org>; Adams, Holly <holly.adams@montgomeryplanning.org>  
Cc: Wright, Gwen <gwen.wright@montgomeryplanning.org>; Pugh, Carolyn <carolyn.pugh@montgomeryplanning.org>  
Subject: CRM - FW: Comment on Five Squares Strathmore proposal

A letter from someone who listened last night and felt that Parkside wasn't adequately represented.  
Rose

-----Original Message-----

From: Edward Fischman [mailto:fischman.edward@yahoo.com]  
Sent: Thursday, June 29, 2017 9:03 PM  
To: MCP-Chair <mcp-chair@mncppc-mc.org>  
Subject: Comment on Five Squares Strathmore proposal

To the Planning Board,

I am a long time resident of Parkside — celebrating 20 years next month. I believe I have some important insights from the perspective of a community that wasn't adequately represented at the Board meeting tonight. There were numerous residents from Strathmore Park, who frankly are most worried about their views and the changing character of the neighborhood, and the residents of Symphony Square, who would love to see more local amenities, but will not be impacted in the same way as those who rely on Tuckerman Lane. You heard from one Parkside resident who had concerns about the changing neighborhood, and another who welcomed the development because of the density and promised attention to the local flora and fauna.

I wish to align myself more with the latter sentiment, but wish to amplify with some concerns I have. Parkside is a peculiarly situated development, on the edge of Rock Creek Park, and near the Metro, as well as neighboring Garret Park, but in some important ways isolated or even cut off from all of that. There are no trails into the Park from Parkside, so bike riders or walkers must go out to Tuckerman, then along Rockville Pike, and then down onto Beach Drive. In my current place I park a few yards from the Garrett Park neighborhood, but I cannot drive into it and proceed directly into Kensington, or instead west to the Pike. Rather, I must drive through the music of the Parkside

neighborhood, nearly a mile, before getting to Tuckerman Lane. And, I must drive almost anywhere, except when I'm taking the Metro into the city, though even then, I drive to find a street parking spot perhaps 3/4 of a mile closer to the Metro, because I'm at the far end of the neighborhood — and then I walk, most of it uphill, both ways. Living in Parkside there are no amenities in easy walking distance. Even the Grosvenor Market requires driving. And every drive means having to exit Montrose Ave. and on to Tuckerman Lane.

With the developments that have arisen since I've been here — including Strathmore Park and Meridian — there have been huge changes. For example the deer that used to pass through Parkside to all the greenery along the Metro now stay in Parkside to graze because that greenery no longer exists at the Metro. They are a regular road hazard and it amazes me that no one has hit one — but I enjoy seeing them outside my door. But, perhaps, there should be some effort to provide them an estimation in the wooded areas behind Parkside, with adequate food there. Perhaps the developers could commit to that, along with the excellent ideas to create a better trail access connecting the Metro property to the park, running through Parkside. That would help Parkside residents to access the Metro on foot, as well as improving our access to the park.

There should be considerable efforts to make the Strathmore Square development more accessible to Parkside residents. Better pedestrian connections would be welcome. But many Parkside residents will have a long walk to the site. I would suggest that the bus service be enhanced operating as free shuttle to the Metro site. That would encourage more residents to use it, even to shop at whatever shops are established there. This also brings me to the next point. I heard testimony that there won't be many such amenities. Frankly, it's important to get a real supermarket there, even if it might compete with Grosvenor Market and the Meridian Market (which is really just a liquor store). That would limit the need to drive every time I need groceries.

I welcome the new development — and I encourage the Board to be more ambitious. Increase the density, but increase the affordable housing requirements, and the work force requirements. This can be a model development like a Reston or Columbia that seeks to bring together a more diverse community than exists in much of the County, where people are segregated by ethnicity or income, or both. More residents qualifying for affordable housing are also more likely to shop at a local market, so long as it isn't as pricey as Whole Foods or Fresh Market.

However, it's important to note that Parkside residents are already adversely impacted by the current development. We have only the one egress and ingress. Egress can be pretty challenging, especially if one wants to make a left turn. I might urge the Board to work with MCDOT to make that a four-way stop. Parkside residents headed south along Tuckerman, we invariably have to stop to make a left turn into the community as we wait for ongoing traffic to clear. And we can have a long wait to make a left turn off Montrose on to Tuckerman because of thru traffic that doesn't have to stop. If this development goes forward, greater consideration has to be given to Parkside residents. If we're forced to make right turns because left turns become impossible at most times, we will be thrown into all the traffic heading into the Metro or to Strathmore. When there are events, that can be backed up through more than one light cycle. This will only get worse, so Parkside residents should be encouraged to go left towards the Pike. That can be hard to do.

And, imagine a time when Parkside is redeveloped. Whatever decisions are made now should not be made in a way that will preclude ways to give residents there reasonable ingress and egress.

Thank you for reading what I have to say. Please enter this into the record.

Sincerely,

Edward Fischman

## Hill, Maren

---

**To:** Afzal, Khalid; Sturgeon, Nancy; Sharma, Atul  
**Subject:** RE: CRM - FW: Comment on Five Squares Strathmore proposal

-----Original Message-----

From: Edward Fischman [mailto:fischman.edward@yahoo.com]  
Sent: Thursday, June 29, 2017 9:03 PM  
To: MCP-Chair <mcp-chair@mncppc-mc.org>  
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if it might compete with Grosvenor Market and the Meridian Market (which is really just a liquor store). That would limit the need to drive every time I need groceries.

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And, imagine a time when Parkside is redeveloped. Whatever decisions are made now should not be made in a way that will preclude ways to give residents there reasonable ingress and egress.

Thank you for reading what I have to say. Please enter this into the record.

Sincerely,

Edward Fischman

## Hill, Maren

---

**To:** Afzal, Khalid  
**Subject:** RE: CRM - FW: Strathmore Square

I'm so pleased to learn about the plans for Strathmore Square. I am writing to lend my full support for the project. However, I would like to see the density increased to maximize the potential of this development for start-up businesses and small, local vendors.

I own Millie's International Creations, which is one of the pop-up vendors at Strathmore Square. I started my business one year ago, and I sell one-of-a-kind hand-made jewelry, clothing, and other accessories that either I have made myself or that were made by women in developing countries. My goal is to work with these women to help them sustain themselves. What a great way to help these women – to offer a mainstream market where their goods can be sold!

I also love the idea of a public square and a village green accompanied by cultural arts and recreation. This gives the area a residential look, an attractive atmosphere, as well as offering something for almost everyone.

With so much to offer so many people, it is a "must-have." Please support the developmental plan and please vote to increase the density so as to support the local small vendors and start-ups.

Penny Clarke, Owner  
Millie's International Creations  
13513 Redspire Drive  
Silver Spring, MD 20906

Sent from my iPhone 6  
301-332-8295

## Hill, Maren

---

**To:** Afzal, Khalid; Sturgeon, Nancy; Sharma, Atul  
**Subject:** RE: FW: Item 9 Grosvenor-Strathmore Metro Area Minor Master Plan Amendment

-----Original Message-----

From: Richard Hoye [<mailto:richardhoye@me.com>]  
Sent: Wednesday, June 28, 2017 5:12 PM  
To: MCP-Chair <[mcp-chair@mncppc-mc.org](mailto:mcp-chair@mncppc-mc.org)>  
Subject: Item 9 Grosvenor-Strathmore Metro Area Minor Master Plan Amendment

Dear Chairman Anderson and fellow Commissioners,

I write in support of the Grosvenor-Strathmore Metro Area Master Plan Amendment and in particular, the plans for Strathmore Square.

In 1992 I participated in the Master Plan process and supported the plans for Potomac Investment Properties plans for the southern part of the Metro parking area. Today we have an opportunity to bring a greater sense of energy and vitality to the Metro site by maximizing density in a mixed use form on this site. As so precious few areas of our county are served by a Metro station we owe all our residents a visionary and bold plan to create a vibrant lace for community building through densities using an FAR of at least 3.5. Density is not a dirty word to me or to members of our younger generations who will inherit the places we make today.

Tukerman Lane can provide a better pedestrian feel and sense of place for neighbors and drivers by allowing for a minimal set back of building facades and heights. The plan should allow for this appeal. Today Turckerman Lane is too much of a suburban freeway.

The plans for this area should maximize that physical and virtual "grid" of streets and pathways as creatively as possible for the convenience of the public and to reduce car trips. I ask that an elevated pathway be constructed over the existing wood chip path between the Montrose neighborhood and the Metro site. also, a first class bike path should connect to the Rock Creek Trail for the benefit of the entire community. I ask that a "Bike Station" is added to the plan. This facility is similar to the Bike Station at Union Station Metro stop. A bus pull off and pathway connection to the existing tunnel under Rockville Pike on the west side should be evaluated and included in the plan. This feature would enhance bus access to the Metro station and developments there while reducing bus head ways and decreasing congestion at the Tuckerman Lane intersection.

As a retired County employee and during my career in the Fire Service I have needed to rent spare rooms in my house to afford to live in the County I call home. And my renters needed the affordability of a shared house, too. I'm proud of my lifestyle decision yet painfully aware at how difficult it is to afford housing in this county. We owe it to present and future residents of Montgomery County to maximize housing and the mixed use resources that make a car-free or car-lite lifestyle a pleasant reality through greater density than specified in this plan.

I thank you for your time and attention.

Sincerely,

Richard E. Hoye

101 Lucas Lane  
Bethesda, MD 20814

Dear M. Afzal,

I am writing you to express my support for the Strathmore Square plans. I think it is a wonderful opportunity for commuters and neighbors alike, and I would like to see more density added so more people can take advantage of this.

One thing that I would like to see is greater accommodations for motorcycle parking. Motorcycles use less fuel, take up less space on the road and produce lower emissions than conventional cars.

Please vote to support this plan and also to increase the density of the project so we can get more cars off of the road.

Sincerely,  
Jim Parker

10421 Montrose Avenue  
Bethesda, Maryland 20814  
301-493-5641

June 27, 2017

Chairman Anderson and All Planning Board Members:

Re: June 29, 2017, item 9 (Grosvenor-Strathmore Metro Area Minor Master Plan)

How much density is too much? That is the central question raised by a reading of the public hearing draft for the plan referenced above. Density in this instance is a way to talk about the heights of buildings, and staff proposes two 26-story towers (among a collection of shorter buildings). On the face of it, in a neighborhood consisting of one 15-story building (Meridian), a 5-story garden apartment complex (Avalon), two 2- to 4-story condominium complexes (Strathmore Park and Parkside), and a townhouse community (Stoneybrook)—in that neighborhood, a 26-story tower would appear to be a major deviation from neighborhood norms.

Staff bases its recommendation for 26-story towers on a sentence quoted from the 1992 Master Plan: “The existing towers [on the west side of Rockville Pike] will continue to function as landmarks and, *together with the proposed high-rise residences east of the Pike*, will form a gateway to North Bethesda” (my emphasis). The strange thing is, though, that “high-rise residences east of the Pike” are not proposed in the 1992 Plan, or at least I have not found such a proposal. There is only the piggyback sentence quoted by staff, and a couple of other equivalent piggyback sentences, which *assume* a sentence in which high-rise residences east of the Pike are proposed. The assumed foundational sentence, though, does not to my knowledge exist. The presence of the piggyback sentence suggests that in an earlier draft of the plan, high-rise residences east of the Pike were proposed but that the sentence containing the proposal was removed in a later draft, with no one thinking to remove the sentences that piggybacked onto the deleted sentence.

I was present in 1992 when the County Council debated and voted on the text of the Grosvenor Sector Plan Area (pp. 62–71). The matter of building heights on the land between Rockville Pike and Tuckerman Lane was never discussed and was never even mentioned. There was plenty of controversy, but none of it so much as skirted the question of building heights on the west side of Tuckerman. No one thought about height

in that location, and no one foresaw it as an issue. It was not an issue because the number of allowable dwelling units made sense in terms of the character of the neighborhood. Subsequently, when the developer of Strathmore Park, Avalon, and Meridian submitted his plans for those buildings to the Planning Board for approval and discussed them with neighborhood representatives (of whom I was one), the drawings showed a 15-story building. There might have been grumbling about the height, but there was no serious objection.

Meridian was built. But neither Meridian's existence nor the text of the 1992 Master Plan gives warrant for a 26-story building on the remaining parcel at the Grosvenor-Strathmore station. "High-rise" is a term that does not indicate any specific number of stories, and even if generic high-rises had been proposed in the 1992 document, there would be no justification for now specifying a height of 26 stories.

Those for whom a signature 26-story tower—or two—would give Grosvenor-Strathmore the distinction of offering the world an outstanding gateway to North Bethesda are forgetting, or turning their backs on, the context of such a gateway. For whom is the signature gateway meant? Drivers speeding up the Pike? What about the neighborhood in which the outward-oriented signature statement would be implanted—the neighborhood that would have to live with the wholly inappropriate signature statement?

Changing the allowable density to the degree recommended by staff is tantamount to rejecting one of the two primary principles of the Master Plan: "ensuring compatibility with the adjacent . . . communities." The staff report itself pays lip service to the principle when it says, "New development on the last parcel at this Metro station . . . should fit within the context and established character of this community."

Members of the adjacent communities are not questioning the need for some increase in allowable density. We are questioning the idea that covering nearly the entire remaining parcel with buildings, culminating in 26-story structures, would enhance or even respect the neighborhood.

Sincerely,

Jane Lewin  
Resident of Parkside Condominium

**From:** Maya Sohn  
**To:** [MCP-Chair](#)  
**Cc:** [Hill, Maren](#); [Wright, Gwen](#); [Afzal, Khalid](#)  
**Subject:** Strathmore Square development  
**Date:** Tuesday, June 27, 2017 4:45:32 PM

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Dear Chairman Anderson and members of the planning board,

I have had a great time seeing and visiting the retail pop-ups at the Grosvenor-Strathmore Metro Station. The current station and surrounding area has no life and the pop-ups have brought a new life to the area.

I very much look forward to having a place to hang out with old friends

and neighbors, meet new friends, and perhaps have dinner before catching a performance at Strathmore-all within walking distance. I like the sense of place that the plans for Strathmore Square will create. If allowed the necessary density, Strathmore Square will add a vibrancy that we haven't seen before while providing retail amenities that I, and many others, wish to see.

Strathmore Square can bring new life to a stale Metro station that currently only serves to park cars. I'd like to see the Fivesquares plan be favorably considered by the planning board and help bring new life to our community.

Sincerely,

Maya Sohn  
[ujuinmaya@gmail.com](mailto:ujuinmaya@gmail.com)  
5801 Nicholson Ln #933  
North Bethesda, MD 20852  
Mobile: 202-815-6951

**From:** John Sciortino  
**To:** [MCP-Chair](#)  
**Cc:** [Hill, Maren](#); [Wright, Gwen](#); [Afzal, Khalid](#)  
**Subject:** Strathmore Square hearing  
**Date:** Wednesday, June 28, 2017 10:34:32 AM

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Dear Chairman Anderson,

My family and I live in the Kensington “Parkwood” neighborhood, which is about  $\frac{3}{4}$  mile from the Grosvenor Strathmore Metro, which I use to commute to my job in downtown DC. I walk to the Metro station many days, but during the summer and in inclement weather, I usually drive to the Metro and park at the garage there.

Based on what I know about its plans, I support the proposed Strathmore Square. Metro is a dismal, poorly-run, unreliable transit system, and anything that would make it a more pleasant experience is welcome. I have enjoyed the vendors that have been near the entrance to the station lately on a trial basis Wednesdays, Thursdays, and Fridays. They are often the only smiling faces one sees when taking the Metro.

I had some concerns about parking at the station, given that the surface lot and parking garage are often filled to capacity with commuters after about 8:30 am. However, the developers of Strathmore Square have unequivocally assured me that there will be no loss of commuter parking spaces, that new residents will have their own dedicated parking and will not use the Metro parking spaces, and that any additional demand due to retail businesses will be negligible.

Please be in touch if you have any further questions.

Sincerely,  
John Sciortino  
Kensington, MD  
[john.sciortino@me.com](mailto:john.sciortino@me.com)  
301-646-5641

**From:** Amy Stamm  
**To:** [MCP-Chair](#)  
**Cc:** [Hill, Maren](#); [Wright, Gwen](#); [Afzal, Khalid](#)  
**Subject:** Strathmore Square  
**Date:** Tuesday, June 27, 2017 4:19:16 PM

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Good afternoon Mr. Anderson,

I'm a Strathmore area resident and I 100% support Fivesquares Development's proposal for Strathmore Square.

As a daily Metro commuter for my job in D.C., I appreciate the existing arts walk and additional connectivity enhancements that Strathmore Square will bring.

Also, as you may know, there are almost no shops or restaurants within walking distance of Strathmore. Strathmore Square remedies that problem with space for local vendors to set up shop right in the heart of the planned community. Having these options within walking distance from my home will be much nicer than being resigned to always having to get in the car or on the Metro just for a sandwich or ice cream cone.

This proposal is contingent on the Planning Board approving an increased level of density, and I fully support this goal. I love living in this area, and more density is an absolute "must-have" to ensure that the amenities above will succeed.

I hope that you will take these factors into consideration and approve greater density than what is included in the staff recommendation.

Thanks so much,

Sincerely,

**Amy Stamm**  
5204 Tuckerman Ln Apt 203  
North Bethesda, MD 20852  
240-723-2745

**From:** Roberto Matus  
**To:** [MCP-Chair](#)  
**Cc:** [Hill, Maren](#); [Wright, Gwen](#); [Afzal, Khalid](#)  
**Subject:** Support of Strathmore Square  
**Date:** Wednesday, June 28, 2017 12:05:02 AM

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Dear Chairman Anderson,

I'd like to add my support for the Strathmore Square development project at the Grosvenor-Strathmore Metro Station as proposed by FiveSquares Development.

I've enjoyed everything about the retail pop-up that's been at the station for the last several weeks. Now, as the proposal for the full development moves forward, I hope to see more of the same. The future plans for Strathmore Square offer retail amenities that our community desperately wants, green space for friends to gather and kids to play, a deeper connection to Strathmore, and transit oriented development that is much needed in Montgomery County.

In addition, including a higher density of residential options is in line with the smart growth practices that Montgomery County is striving for. Any effort to develop at transit facilities that can help get cars off the roads should be supported.

Thank you for favorably considering the FiveSquares plan.

Sincerely,

Roberto Matus, Jr.

293 shadow glen court

Gaithersburg MD 20878