

Grosvenor-Strathmore Metro Area Minor Master Plan

Attachment 3: Feedback Map Public Comments and Staff Response

These comments were made on our interactive feedback map, found at www.mcatlas.org/grosvenor. The comments shown are through 7/6/2017.

Topic	Comment	Staff Response
Allow potential signature building.	The topography of the site (a significant hill) and the surrounding residential neighborhood argue for buildings of lower height than the proposed 260 feet. The area does not warrant one or two "signature" buildings. Developers should have to preserve the character of the neighborhood to the east of Rockville Pike, not ruin it with urban high rises.	Staff will review
Allow potential signature building.	I agree with the comment "Building for additional thousands of residents in this neighborhood will stress existing infrastructure: roads, water, electric, sewer, schools, etc. A residential neighborhood such as this one is NO place for buildings that are 260 feet tall. They would completely dominate the skyline and would totally alter the character of the neighborhood."	Staff is coordinating with County agencies and performing analysis considering potential impacts on the area and strategies for mitigating them.
Allow potential signature building.	I agree with the previous comments from June 16, June 12, and May 31. Parking is already a challenge in this area and this will make it worse. It is also out of character with the surrounding character and will further overcrowd GP Elementary, which is already significantly overcrowded. If people wanted to live in the city, they would. Most people still want this area to have a suburban feel.	Staff will review
Allow potential signature building.	A ridiculous idea. Strathmore Concert Hall and Strathmore Mansion are signature buildings and/or landmark sites, as is Georgetown Prep. There is no need for another signature building, much less one more than twice as high as these existing, beautiful landmarks.	1992 North Bethesda-Garrett Park Master Plan states support for future towers to act as landmarks. Grosvenor Condominiums, on the west side of Rockville Pike, have comparable heights.

Allow potential signature building.	This plan description omits fact that the land for these buildings comes from eliminating the outside parking lot spaces at the metro. The unintended consequences of this could reduce the number of season subscribers to the Music Center at Strathmore. I usher there, and know firsthand that exiting the parking structure after a Music Center event already takes 30-45 minutes. After construction all cars will be in the parking structure and it will take over 1 hour for last cars to exit.	Development is planned for the Metro surface parking lot, regardless of the plan outcome.
Allow potential signature building.	Construction of two towers that will loom over the entire area and block out light, views, and air is a horrible idea. Strathmore Concert Hall is a gorgeous building in and of itself. Having two monstrously tall towers will completely ruin the visual impact that the concert hall makes. To be clear, the concert hall brings a definite touch of architectural class to the neighborhood. This proposal will severely diminish the visual benefits of having such a beautiful hall.	Staff recommends signature buildings that are aesthetically pleasing to contribute to local architecture.
Allow potential signature building.	What skyline? This is a metro station next to a major suburban road, not a city. Rather than make a positive contribution, a giant building is going to seem out of place and diminish the atmosphere at Strathmore by looming over outdoor events. The rationale here is a flimsy facade; you might as well be honest and say that a large building will allow the developer to sell more units.	1992 North Bethesda-Garrett Park Master Plan states support for future towers to act as landmarks. Grosvenor Condominiums, on the west side of Rockville Pike, have comparable heights. Staff recommends signature buildings that are aesthetically pleasing to contribute to local architecture.
Allow potential signature building.	This area is residential not urban like downtown Bethesda. 260 ft high rises do not fit into the character of the neighborhood.	1992 North Bethesda-Garrett Park Master Plan states support for future towers to act as landmarks. Grosvenor Condominiums, on the west side of

Allow potential signature building.	I accidentally left "I agree" with the plan - what I want to do is agree with all of the comments. MC planners are enamored of the Bethesda model. Tall buildings will make the G-S area even less personal than it is. Make a pedestrian overpass if you want	Staff will review
Allow potential signature building.	The idea that lots more people can live here and take the metro is inconsistent with the reduced metro schedule, which makes public transportation less desirable. The vision by MC planners requires a real metro system, not the Red Line.	WMATA has stated that the Redline and Grosvenor-Strathmore Metro station have capacity to serve more riders.
Allow potential signature building.	North Bethesda is already a false construct and the idea that we need a "gateway" to it is absurd. The tall residential building over the Whole Foods already ruins the skyline by being out of character. I agree with a previous comment that this seems like	1992 North Bethesda-Garrett Park Master Plan states support for future towers to act as landmarks. Grosvenor Condominiums, on the west side of
Allow potential signature building.	Building for additional thousands of residents in this neighborhood will stress existing infrastructure: roads, water, electric, sewer, schools, etc. A residential neighborhood such as this one is NO place for buildings that are 260 feet tall. They would completely dominate the skyline and would totally alter the character of the neighborhood.	1992 North Bethesda-Garrett Park Master Plan states support for future towers to act as landmarks. Grosvenor Condominiums, on the west side of Rockville Pike, have comparable heights. Staff recommends signature buildings that are aesthetically pleasing to contribute to local architecture. Staff is coordinating with County agencies and performing analysis considering potential impacts on the area and strategies for mitigating them.
Allow potential signature building.	If signature building move forward they need to incorporate appropriate additional parking for residents and their guests. Not everyone has a job that works with the Metro system.	Staff agree.

Concentrated density at Metro site	Main concerns: lack of space in schools to accommodate additional children, increased traffic on Tuckerman Lane, additional cars on Rockville Pike, since not all new residents will take Metro to work and will still be car dependent for errands, loss of the open space and suburban feeling. Preserve the current character of the area and keep building heights low.	Staff is coordinating with County agencies and performing analysis considering potential impacts on the area and strategies for mitigating them. Staff support Public Hearing draft recommendation. Lower building heights would not accommodate density nor allow for design elements protecting access to light and air.
Concentrated density at Metro site	We should take advantage of the location at Metro and build more density there. It's a shame to limit the density to the current recommendation	Staff will review
Concentrated density at Metro site	Completely agree with the comments from 6/21, 6/6, and 5/31. These plans are out-of-step with the character of the neighborhood and will make traffic even worse. And where are the plans to build additional schools to accommodate all the new residents? I also agree that people will continue to drive, regardless, because there will not be enough within walking distance and the metro is barely functional, particularly on the	Staff is coordinating with County agencies and performing analysis considering potential impacts on the area and strategies for mitigating them. Staff support Public Hearing draft recommendation.
Concentrated density at Metro site	Build an all-weather escalator (see Hong Kong for excellent implementation) that rises from Tuckerman to Metro.	Staff will review
Concentrated density at Metro site	I'm in favor of more density at the metro. Don't know how much density 2.5 represents, but more density wouldn't be bad.	2.5 FAR yields approximately 1,145 units (with .25 FAR dedicated to commercial uses). Staff will review.
Concentrated density at Metro site	With the growth of the County, it seems like Metro should be where we maximize density. 2.5 FAR seems low considering the location.	Staff will review

Concentrated density at Metro site	<p>Imagine introducing such density – plus the Music Center - along the east side of the Rockville Metro. It would completely overwhelm S. Stonestreet. Tuckerman Lane would be even worse, because no worthwhile services are within walking distance, leaving homeowners to drive. Transit-oriented policies and goals are important, but please temper them with the limits of the sole through street on this map. These numbers will have to be dialed back or nothing will move.</p>	<p>Staff will review. 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. 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.</p>
Concentrated density at Metro site	<p>Proposed higher density (simply because this is a Metro site) completely overlooks the fact that WMATA has acknowledged it doesn't have the electrical capacity to increase the size of the trains it currently runs to Grosvenor. Couple this with Metro's cutbacks in service and financial problems, it is totally irresponsible for the county to approve development that crams more people into the area. And we haven't even talked about the problems with school overcrowding, poor roads, etc.</p>	<p>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.</p>
Concentrated density at Metro site	<p>Is there a plan to eliminate the street-side parking on Tuckerman Loop to make it a true 2-lane (each way) road? Or at least limit it during the week to accommodate the increased traffic?</p>	<p>There is no plan to eliminate street parking on Tuckerman Lane.</p>

Concentrated density at Metro site	The proposed density and building heights will overwhelm the portion of the site on which housing can be built and will be totally inconsistent with the character of the neighborhoods east of Rockville Pike, most of which are low rise residential nestled among woods/trees. Furthermore, the vehicular traffic generated on the only road accessible to the development, the Tuckerman Lane "loop," will be intolerable. Much lower density and lower building heights are called for on this small parcel.	1992 North Bethesda-Garrett Park Master Plan states support for future towers to act as landmarks. Grosvenor Condominiums, on the west side of Rockville Pike, have comparable heights. Staff recommends signature buildings that are aesthetically pleasing to contribute to local architecture. Staff is coordinating
Concentrated density at Metro site	This is already a high density area, with large apartment complexes surrounding the metro station on either side of Rockville Pike. Traffic is already a problem, the schools are already overcrowded, and the Metro is barely hanging on. So while maximizing the number of units at the Metro site could easily overwhelm the existing infrastructure, exercising some restraint might help the neighborhood stay attractive to current and future residents.	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.
Concentrated density at Metro site	These plans need to coordinate with other development to set aside land for an elementary and middle school, there is no space in the public schools for children in these 1500+ units of housing.	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 and schools analysis.

Concentrated density at Metro site	Concentrating growth around Metro stations is wise, but this is a very small parcel of land surrounded on the east with homes and low-rise condos nestled in the woods. Packing the site with 26- and 16-story buildings will be so out of place. If there must be tall buildings, the staff proposal to place the buildings along the tracks is far preferable to locating a 26-story building on Tuckerman across from Stoneybrook. The setbacks for the buildings across from Strathmore Park are critical.	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.
Improve sidepath on Rockville Pike.	Not sure if there is room for a "sidepath" but a worthwhile goal would be to improve the existing sidewalk. This is the walking route between the Parkwood neighborhood and the Grosvenor station. The existing guardrail has sharp metal pieces that face the	Staff will review
Improve sidepath on Rockville Pike.	This recommendation offers to place a path that runs parallel to the Bethesda Trolley trail, just two blocks to the west. Since another of your recommendations is to route bikers, etc. from the Metro and environs over to the Trolley Trail, just do that. It will save \$ and save people from attempting to enjoy "connectivity" alongside the cacophony of the area's major	Staff support Public Hearing draft recommendation for greater bicycle connectivity.
Improve sidepath on Rockville Pike.	this is a good idea, and should also connect to the Bethesda Trolley path -- a BikeShare dock would also be great!	Staff agree.
Improve sidepath on Rockville Pike.	This sidepath would allow people on bikes or foot to access the Metro and shops directly along Rockville Pike. I would use it regularly.	Staff agree.
Sidepath on Strathmore Avenue.	Given the size of the front yards along this stretch of Strathmore, building such a bike path does not seem feasible.	Staff will review.
Sidepath on Strathmore Avenue.	I agree with the other comments--making this a bike lane (preferably separated) would be cheaper and use less land.	Staff support Public Hearing draft recommendation for greater bicycle

Sidepath on Strathmore Avenue.	Given the narrowing of Strathmore Ave through the Town of Garrett Park, along with sidewalks that were placed on both sides of Strathmore, creating a 10-ft sidepath between Rockville Pike and Beach Drive not only isn't feasible, it's not necessary.	Staff support Public Hearing draft recommendation for greater bicycle connectivity and safety.
Sidepath on Strathmore Avenue.	There is existing sidewalk along much of this route already! PLEASE add flashing lights at Ped Xing at Strathmore/Stillwater, and then people can cross safely there! I don't see how there is enough room for separate bike lane, though.	Staff will review.
Fitness Loop	There is no mention of Garrett Park's status on the National Trust for Historic Places. Strathmore Ave through the town was deliberately designed for traffic calming with lighting, plantings and sidewalks. There is an existing signed bike route from Rock Creek Park through the town.	Staff will review.
Fitness Loop	The Town of Garrett Park, which was incorporated in 1898, has jurisdiction of its parks, sidewalks and roads. Montgomery County should not be establishing a fitness loop on any portion of land already owned and maintained by the Town and its residents.	Staff will review.
Fitness Loop	A fitness loop is a great idea but probably should not be crossing into Garrett Park township. Instead, keep the loop more west, outside of the town border.	Staff will review.
Fitness Loop	Like this idea but not on GP streets (Kenilworth). It run behind the GP town!	Staff will review.
Fitness Loop	I think this is a wonderful idea. 90% of the path appears to be existing sidewalk, but a good connection through the development and exercise stations would be great.	Staff agree.
Fitness Loop	Garrett Park is an Arboretum, with carefully chosen trees, any change to add a fitness loop would need to respect the tree canopy.	Fitness loop is recommended on existing sidewalks and would not disturb existing tree canopy.
Potential Open Space with Retail	Blocking the entry/exit with retail - even the current tent style build - is extremely frustrating. People crowd and block the area. Highly against this concept.	Staff will review.

Potential Open Space with Retail	The purpose of a Metro station entries and exits is to make it possible to access and leave the Metro efficiently and quickly. Anything that detracts from this principal purpose is counterproductive. Better lighting all around would be welcome. But neither I nor my family are interested in having to navigate around stores, displays, etc. in order to get on or off the Metro	Many metro stations have retail surrounding entrances and exists. Any development proposals would undergo the development review process.
Signed Shared Roadway	I have biked on Beach Drive regularly for 15 years and I always feel safer on it than on any other roadway, with or without a bike lane. The community knows to expect bikes here, and the large number of bike users should speak for itself: there's no need to spend money and fix something that ain't broke.	Staff support Public Hearing draft recommendation.
Signed Shared Roadway	Beach Drive isn't wide enough or slow enough to safely accommodate bikes--bikes need to be separated from traffic	Staff will review
Signed Shared Roadway	There often are more bikes than cars on Beach Drive. It is one of the most important streets for connecting neighborhoods by bike in the larger area. Shared use signs are good idea.	Staff will review
Signed Shared Roadway	Is this necessary? Weymouth deadends prior to Garrett Park, when coming from the south end of Montrose.	Staff support Public Hearing draft recommendation.
Signed Shared Roadway	Bicycles can ride through the barrier blocking cars. Weymouth is the primary bike connection between parts of Garrett Park and	Staff agree
Proposed Separated 2-Way Bike Lane	Please include a BikeShare dock here at this station!	Staff agree
Proposed Separated 2-Way Bike Lane	Tuckerman Lane already slows to a crawl during rush hour and whenever there is anything going on at Strathmore. Adding a separated 2-way bike lane would just make a bad traffic situation even worse. The truth is bicyclists are few but cars are many in this neighborhood. Solutions need to target making it easier for cars to move around Tuckerman Lane. Adding more obstacles to the flow of traffic is not the answer.	Bike lanes would not remove lanes of traffic.

Proposed Separated 2-Way Bike Lane	Stop pandering to the tiny special interest group representing the physically fit who bicycle. The majority of taxpayers who have to pay for road work need to have their funds used for traffic improvements that will speed motorists to work and minimize the pollution due to stop-go driving. Time to pander to the majority.	Road and bicycle improvements would be considered during the development review process.
Proposed Separated 2-Way Bike Lane	This unfit parent would LOVE separated bike lanes for my kids and me to safely access Strathmore, metro, etc. Plenty is already spent on traffic improvements for speeding cars.	Staff agree on improved connectivity.
Civic Green	This should be innovative design that incorporates interactive art/music/sculpture	Staff support this idea.
Civic Green	The idea of a civic green is a good in theory. However, a 1.25 acre area for possibly thousands of new residents is not a solution. The proposed space is so small it's a laughable suggestion and does not begin to replace the green space currently available near the water pond or on the slopes adjoining the pond. Our current pond and surrounding areas are the closest we have to a "park" in this neighborhood. Replacing it with 1.25 acres for a greatly	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.
Potential Park on Garage	More parking will be needed for additional Metro riders and visitors to any new residential construction.	No additional Metro parking spaces will be built, but parking will be built to accommodate any new residential buildings.
Potential Park on Garage	I agree with all the previous comments. I can't imagine many people will actually use this and much better to have additional parking, which is already lacking and will be in even greater need after all of the development you're proposing. I also agree with the comment about this being an insult considering all the trees you'll be chopping down for this plan.	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.
Potential Park on Garage	Much more important to provide for another parking level -- there is a serious need for more Metro parking.	No additional Metro parking spaces will be built, but parking will be built to accommodate any new residential buildings.

Potential Park on Garage	There is a dire need for more parking at the metro station - not less! Putting a park or green space where it would be more easily accessible to all people, not just metro users, would be a better way to incorporate it. Adding 1-2 levels to the garage rather than taking one away would better serve commuters as well.	No additional Metro parking spaces will be built, however all surface spaces will be replaced in the garage. parking will be built to accommodate any new residential buildings.
Potential Park on Garage	The garage would be better served with more parking spaces. A park on top is a terrible waste of funds.	No additional Metro parking spaces will be built, however all surface spaces will be replaced in the garage. parking will be built to accommodate any new residential buildings.
Potential Park on Garage	Consider instead putting solar panels on the top/roof level of the garage. Very doubtful that people will use a park on the top of the garage, and solar panels not only generate electricity but a roof/solar panel combination will protect cars on the top level from inclement weather and keep the garage cooler in summer.	Staff will review. Solar panels may be detrimental to neighboring buildings.
Potential Park on Garage	Adding greenspace on top of a parking structure to substitute for all of the greenspace you are gobbling up to enrich developers is an insult. Why don't you prioritize putting usable, pleasant greenspaces on the ground where the people are already?	Open space recommendations in the plan call for a central gathering space of minimum 1.25 Acres and other open spaces. The garage is not the only recommended open space. Staff reviewed other cases which contained similar density to open space ratios.
Enhanced Lighting & Public Art at Metro Tunnel	Agree with the May 27 comment. Lots of pedestrian traffic heading east from the trains to the parking garage. New exit/entrance needs to be engineered to promote congestion -- for cars and pedestrians.	Staff will review

Enhanced Lighting & Public Art at Metro Tunnel	A pedestrian bridge from the train exit to the parking lot is crucial to success of the project. The kid and ride and drop off lanes are always blocked because the pedestrian traffic does not allow smooth drop offs by motor vehicles. So either the drop-off lanes need to be moved to another location or a bridge would be	Staff will review
Install wayfinding signs	Does this plan consider connectivity for wildlife that may be moving through the area to Rock Creek Park or other parks and natural areas?	Staff will review
Install wayfinding signs	Nice idea but the way you have mapped it is a recipe for getting visiting bikers injured. Please don't route them down Grosvenor Lane, because crossing that intersection at Rockville Pike is treacherous with its very challenging traffic pattern. Route them to the top of the Metro property and across the Pike at Tuckerman. The trail already is well marked where it crosses Tuckerman around the bend.	Staff will review
Intersection enhancements for bicycles and pedestrians.	Focus on protecting pedestrians, rather than cyclists. If you are on foot, a bicycle is as dangerous to a pedestrian as a car.	Staff recognize importance of protecting both pedestrians and cyclists.
Intersection enhancements for bicycles and pedestrians.	I don't fully understand what you're proposing but agree that this intersection is dangerous for pedestrians crossing from the metro to Strathmore and needs to be improved.	Staff agree.
Intersection enhancements for bicycles and pedestrians.	This is the major danger point on my bike rides along the Beach - Grosvenor - Tuckerman east-west corridor. There is no safe way to go east from Grosvenor to Beach. It is confusing, and bikes often find themselves going the wrong way into 355 traffic.	Staff agree.
Intersection enhancements for bicycles and pedestrians.	More important is ensuring the safety of pedestrians. Lighting at the zebra crossings is necessary in order to enhance visibility of pedestrians. In truth, bicyclists are as much of a threat to pedestrians as cars. So focus on pedestrians rather than cyclists!	Staff recognize importance of protecting both pedestrians and cyclists. Cyclists have not been shown to be as much a threat to pedestrians as cars.

Intersection enhancements for bicycles and pedestrians.	Remove the No Left Turn sign at the intersection of Tuckerman Lane and Cloister Drive. There is no reason for it. There is plenty of visibility for viewing both directions. It disrupts the flow of traffic when you are forced to make a u-turn at the metro parking garage traffic lanes. It puts more cars at the intersection of 355 and Tuckerman, which certainly doesn't need more traffic.	Staff is coordinating with MCDOT to review.
Intersection enhancements for bicycles and pedestrians.	Please consider removing the No Left Turn sign at the intersection of Tuckerman Lane and Cloister Drive. There is plenty of visibility for viewing both directions. It disrupts the flow of traffic when you are forced to make a u-turn at the metro parking garage traffic lanes. It puts more cars at the intersection of 355 and Tuckerman, which certainly doesn't need more traffic. Also please consider preventing street parking during rush hour periods - so that the flow of traffic will have two lanes	Staff is coordinating with MCDOT to review.
Intersection enhancements for bicycles and pedestrians.	How about a stop sign instead of the light to allow left turns? Or even revisit the sight distance issue from Cloister Drive to allow the Left with Yield? But important to reinstate the left turn from Cloister Drive. The current Right Only easily adds 5 minutes and 2 extra lights to getting on the Beltway from Cloister Drive and it is worse on days there is an event at Strathmore while commuters	Staff is coordinating with MCDOT to review.
Intersection enhancements for bicycles and pedestrians.	Let's consider a left turn in this point, traffic will be terrible here adding extra time to get into Rockville Pike and the beltway. On the street parking should be avoided during rush hour so we can have two full lanes	Staff is coordinating with MCDOT to review.
Intersection enhancements for bicycles and pedestrians.	Connecting Cloister Dr with Weymouth would allow access to Tuckerman via Montrose, taking a lot of left-turn pressure off this intersection.	
Preserve Strathmore Park Condominiums and Stoney Brook Townhomes	Need more explanation to understand how this is different from original and what impacts would result.	Nothing would change in terms of height or density.

Preserve height and density of Strathmore and Symphony Park parcels.	Please don't build any buildings at a height higher than those that currently exist.	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. Lower building heights would not accommodate density nor allow for design elements protecting access to light and air.
Preserve height and density of Strathmore and Symphony Park parcels.	Would support this concept if new development would match the height of current buildings. Also if the number of buildings preserved the residential character of the neighborhood and preserved most of the trees .	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. Lower building heights would not accommodate density nor allow for design elements protecting access to light and air.
Preserve height and density of Strathmore and Symphony Park parcels.	Thank goodness, it doesn't increase. Would hate to lose even more green space!	Staff agree
Rock Creek Trail Connections	Agree as long as any proposed connection is well south of the Strathmore/Knowles, Beach Dr intersection; and stays south of the Town of Garrett Park.	Staff will review

Signed Shared Roadway	These are homes with a fairly short setback as it is -- and the vast majority do NOT have driveways. How is it possible to add bike lanes here, though?	Staff will review
Signed Shared Roadway	There already is a signed bike route on Kenilworth to Waverly down into the park.	Staff will review
Signed Shared Roadway	The recommendation incorrectly cites Rokeby--should say Kenilworth, not Rokeby. Nonetheless, this recommendation is not necessary. The Town of Garrett Park has its own signage for biking, parking, and speed limits.	Staff will review
Signed Shared Roadway	The Town of Garrett Park also has a posted bicycle route from Kenilworth, along Oxford Street, to Weymouth to Knowles.	Noted.
Signed Shared Roadway	Kenilworth Ave. is too narrow for this, and has street parking on the left side for residents.	Staff will review
Signed Shared Roadway	Why not just make this a bike lane? Combined with the side path on Rockville Pike that would make a great low-stress route from the Metro to neighborhoods to the west on the only direct connection over the highway.	Staff will review
Signed Shared Roadway	If not bike lanes on both sides, why not a single bike lane on the uphill (west-bound) side? Riding uphill with traffic is more stressful than down.	Staff will review
Step back building heights along Tuckerman Lane	The proposal is correct in advocating building heights along the Tuckerman Lane "loop" consistent with the Strathmore Park condo development across the street.	Staff agree.
Step back building heights along Tuckerman Lane	Yes please! Keeping the building heights low will help maintain the character of this area.	Staff agree.

Step back building heights along Tuckerman Lane	Consider small retail on Tuckerman Ln in townhouse style architecture.	Staff zoning recommendations would allow this. This will be decided through development review process.
Step back building heights along Tuckerman Lane	It is critical to keep the residential feel of Tuckerman Lane and to match the height, look and feel of Strathmore Park. The 4-story limit and the stepback will both help.	Staff agree.
Preserve height and density of Avalon and Meridian parcels.	I am not sure what this means in terms of actual densities. To consider such a plan we would have to know how MANY buildings like the Avalon or the Meridian would be constructed at the proposed development site. If the idea is to have something like	Avalon parcel would be rezoned to CR-5 (C-0.25 R-.5 H-40). This matches the current density and height at Avalon.
Enhanced Gateways	Other than the Metro station itself and the Strathmore Music Center, this area is not one that requires special recognition as an "area of note." It is primarily residential offering few of the varied activities and services of an urban center like Bethesda or	Signage would highlight Strathmore and arts presence in the area. Staff will review.
Enhanced Gateways	This intersection is dangerous for pedestrians currently, it needs a pedestrian bridge or some other way to help walkers and bikes to cross 6 lanes of traffic.	Staff agree
Enhanced Gateways	This is not an area that warrants any "gateway" signage or notice since it is really simply a set of residential communities. This is especially true at this south entrance to the Tuckerman loop. At the northern entrance to the loop, signage regarding accessing	Signage would highlight Strathmore and arts presence in the area. Staff will review.
Enhanced Gateways	I also agree with the May 31, 2017 comment.	Signage would highlight Strathmore and arts presence in the area. Staff will review.
Enhanced Gateways	I agree with the previous comments. This would be a distraction to drivers and out of step with the area, which is residential.	Signage would highlight Strathmore and arts presence in the area. Staff will review.

Enhanced Gateways	The only "distinctive" thing about the area is Strathmore Concert Hall. Everything else is pretty nondescript. There is no unique cultural identity to the area. It is just a residential neighborhood. Additional signage will just add visual clutter and be a distraction to motorists and pedestrians alike. Bad idea all around.	Signage would highlight Strathmore and arts presence in the area. Staff will review.
Enhanced Gateways	North bound 355 exit to East bound Strathmore is a high volume route and is particularly hazardous when South bound 355 turning left to go East. Adding large signage would be a dangerous distraction and could take drivers away from the non-standard crosswalk.	Staff will review
Preserve Existing Woodlands & Trails	Please preserve the wooded area and don't add additional trails! Between Rock Creek Park and the Trolley Trail, there are plenty of trails nearby. Deer are invading the surrounding neighborhoods because all of the wooded areas are being chopped down. Please preserve it in its natural state.	Staff agree. No additional trails are planned for preserved areas.
Preserve Existing Woodlands & Trails	Do not add additional trails or disturb the existing wooded areas or the environmental preserve areas. Whatever green space is in existence should be preserved, both for environmental purposes and for quality-of-life purposes.	Staff agree. No additional trails are planned for preserved areas.
Preserve Existing Woodlands & Trails	The conservation area between Tuckerman and the Stoneybrook and Parkside developments must not be disturbed! The wildlife and vegetation would be damaged by human activity in that pristine area. The existing path from Parkside toward the Metro should be maintained well, but should remain in as natural a state	Staff agree.
Preserve Existing Woodlands & Trails	The wooded area needs to be cleared of the non-native invasives that are taking over the site, especially tree-strangling vines. This area currently has little value to wildlife and few native flora except for mature trees.	Staff will review
Preserve Existing Woodlands & Trails	Please preserve the wooded area!	Staff agree.

Preserve Existing Woodlands & Trails	Recommend a rock creek connector through woodland behind Parkside (as originally planned in the 80s-90s).	Planning Staff agree that a connection between the Plan area and Rock Creek Park should be explored. While determining the exact location of the
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