

ID	Issue/Property Address	Page	Testimony or Comment	Commenter	Staff Response	Column1
LU	Plan Area	1	Erecting multi-use properties along the Forest Glen corridor will increase opportunities for small-business investments and reduces traffic congestion	C. Smiley	Staff concurs	
TR	Georgia Avenue	2	support the plans to remove the reversible lane on the roadway, install a two-way bike lane on the west side of the street, install a traffic signal at Flora Lane, create much wider sidewalks, reconfigure the 1-495 interchange from northbound Georgia Ave, and install a landscaped median	M. Foster	Staff concurs. These recommendations are included in the Montgomery Hills Main Street Concept sub-section of the Transportation Section of the Plan.	
TR	Georgia Avenue	3	Prioritize the MD 97 Montgomery Hills Improvements as the County's #1 priority in the Transportation Priorities letter to be prepared in March for submission to the State	SSCAB	Staff recommends implementation of the MDOT SHA MD 97 Montgomery Hills project.	
TR	Georgia Avenue	3	Request the State Highway Administration (SHA) expedite the design and engineering phase and to provide to the County their proposed timeline for completion. Moving on this project in a more expedited manner will a) maximize the chance for these changes to be complete when/if any beltway changes occur, and b) will help the local businesses survive because of the increased economic activity that will take place when the pedestrian and road improvements are complete.	SSCAB	Staff recommends implementation of the MDOT SHA MD 97 Montgomery Hills project.	
TR	Georgia Avenue	3	Direct County staff to file a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application with the U.S. Department of Transportation, in coordination with the Maryland State Highway Administration, as a potential source of funding for construction of the SHA-proposed Georgia Ave road improvements.	SSCAB	Staff recommends implementation of the MDOT SHA MD 97 Montgomery Hills project.	
TR	Georgia Avenue	4	Appeal to SHA to request that the utilities provide an estimate for the cost of burying lines during the construction.	SSCAB	Staff recommends implementation of the MDOT SHA MD 97 Montgomery Hills project.	
TR	Georgia Avenue	5	Request more stringent enforcement on the use of the west curb lane by car wash customers to prohibit stacking on GA Avenue	SSCAB	Staff concurs and recommends increased enforcement of safe traffic operations on Georgia Avenue.	
TR	Georgia Avenue	6	Given the cost of the project has been cut in half, if the County finds the BUILD grant idea unfavorable, we advise the County Executive to advocate strongly that SHA procure the funding to proceed on an expedited timetable.	SSCAB	Staff recommends implementation of the MDOT SHA MD 97 Montgomery Hills project.	
TR	Georgia Avenue	6	The proposed Georgia Ave corridor improvements in Alternative 58 are strongly supported by the five civic associations that surround the corridor: Woodside, Woodside Park, Woodside Forest, Linden, Forest Estates. The five civic associations have been on the record since at least 2013 urging SHA to implement the road improvements. In addition, there are several private schools and religious institutions in and adjacent to the corridor. These organizations have voiced their support for the improvements and believe them critical to the safety of their families, students, and congregants. Last, many of the local businesses support the road improvements because the current road configuration, lack of sidewalks, and congestion makes it difficult for them to thrive.	SSCAB	Noted	
TR	Georgia Avenue	7	SHA's revised Alternative 58 is consistent and complementary to the Countywide Transit Corridors Functional Master Plan which recommends Bus Rapid Transit (BRT) for the Georgia Ave South Corridor and the 2018 Bicycle Master Plan which recommends a separated bikeway on Georgia Ave that connects with the pedestrian bridge under 1-495.	SSCAB	Noted	

TR	Capitol View	8	Capitol View Avenue has no sidewalks, and therefore our community cannot walk to Forest Glen Metro, much less a mixed-use development. ; The increase in traffic to Capitol View Avenue is greatly troubling, given that currently this road is extremely unsafe. It is used as a cut-through between Connecticut Ave and Georgia Ave. It is incredible windy and hilly, has only one crosswalk between Forest Glen Road and the Town of Kensington, and traffic drives too fast and recklessly. Drivers pass illegally on a regular basis. Children who live on or on the south side of Capitol View Avenue cannot walk to school (Oakland Terrace) because it is too dangerous to cross Capitol View Avenue. People waiting for the Ride On 5 bus stop are not protected at most stops on this road, and also have no safe way to walk to these stops	A. Hidalgo	Capitol View Avenue is outside the boundaries of the Sector Plan. MCDOT has developed concepts for a sidewalk on Capitol View and they were shared with the community at the Capital View Park Citizen's Association at their meeting on May 22, 2019.
TR	16th Street/2nd Ave	11	The intersection of 16th St. and 2nd Ave. has, not been included in prior drafts of this plan. This is very unfortunate, as the intersection is a key link between the Montgomery Hills area and Woodside Purple Line rail station, and a walking route to Woodlin Elementary school less than 1/2 mile northwest. Tintersection suffers from numerous deficiencies that make it dangerous to cross and a barrier to pedestrian and bicycle users.	L. Wolinetz	This comment has since been rescinded. A discussion of the issues at the intersection at 16th Street and 2nd Avenue as well as recommendations for enhancements to the intersection are included in the Transportation Technical Appendix.
TR	Georgia Avenue		appreciate the tremendous efforts of the Planning Department listening to and honoring the concerns and wishes of our community and welcome the improvement that the plan details. This includes increasing pedestrian and bike safety by converting the reversable lane into a green median, adding more areas to cross Georgia A venue and adding bike lanes; a reasonable - and also much-needed - solution to providing additional affordable housing while being respectful of existing housing.	P. Holtgrave	Noted
LU	WMATA Lot	15	Building at Metro is certainly an incentive for new residents to use transit and with the new pedestrian tunnel, transit is more convenient for single family home residents across Georgia Avenue and those using the hospital complex as well. Greater density and the amenities that accompany it are important for both new residents and with the established community. Recognizing our increased traffic problems, air and water pollution, and concern for our environment we should be adding convenient close-to-transit housing.	B. Ditzler	Noted
HP	Historic Preservation	15	This is not an historic building area and the current buildings do not seem worthy of preservation for either their history or architecture. Because of the current signage, painting and upkeep of many buildings, any aesthetic or historic interest is gone. A better plan going forward would be to concentrate on making the area more cohesive with strict signage, colors and design enforcement.	B. Ditzler	Noted
LU/ZO	Metro Station	15	Building at Metro is certainly an incentive for new residents to use transit and with the new pedestrian tunnel, transit is more convenient for single family home residents across Georgia Avenue and those using the hospital complex as well. Greater density and the amenities that accompany it are important for both new residents and with the established community. Recognizing our increased traffic problems, air and water pollution, and concern for our environment we should be adding convenient close-to-transit housing.	B. Ditzler	Staff concurs
UD	Urban Design	15	Because of the current signage, painting and upkeep of many buildings, any aesthetic or historic interest is gone. A better plan going forward would be to concentrate on making the area more cohesive with strict signage, colors and design enforcement.	B. Ditzler	Noted

LU	WMATA Lot	17	I see spaces in the lot every day where more cars could park, or a smaller structure could be erected to allow for more parking. Please consider keeping any building on the metro lot to a minimum. If possible, keep the highest part of the garage farther back from Georgia Avenue and our property. I would like to be able to step out of my apartment, which faces the metro lot and see the sky above me and not a huge concrete structure!	S. Maley	Buildings in CR zones adjacent to single family zones must conform to compatibility requirement of zoning ordinance. Any structure adjacent to or confronting single family zoned properties must start at the same height (typically 35'), and step up at a 45 degree angle. Existing deciduous and evergreen screen trees between the Americana Finnmark property and the WMATA site will not be impacted are an average of 45'-50' in height, providing screening from future development for existing apartments in American Finnmark.
LU/ZO	Forest Glen	31	Please keep changes compatible to a residential community/concerned about traffic and den:	M. and B. Johnson	Buildings in CR zones adjacent to single family zones must conform to compatibility requirement of zoning ordinance. Any structure adjacent to or confronting single family zoned properties must start at the same height (typically 35'), and step up at a 45 degree angle. .
LU/ZO	Forest Glen	33	Building height of 120 feet would add 2100 new residents/reduce bldg height to reduce densi	E. Roehklein	At proposed zoning, development on the WMATA site would result in a maximum of 857 1000 s.f. units.
TR	Georgia Avenue	19	support the recommendations in the draft Forest Glen / Montgomery Hills Sector Plan, especially those that would redesign Georgia Ave to be more of a boulevard to make it safer for all users, more walkable, bikeable, more beautiful, and greener. If Georgia Ave is not improved to be safer, more walkable, bike friendly, more attractive, and less vehicle-centric, none of the other recommendations matter. In this case, a vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Ave redesign and reconstruction.	M. Blocker	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable.
TR	Georgia Avenue	20	support the recommendations in the draft Forest Glen / Montgomery Hills Sector Plan, especially those that would redesign Georgia Ave to be more of a boulevard to make it safer for all users, more walkable, bikeable, more beautiful, and greener. If Georgia Ave is not improved to be safer, more walkable, bike friendly, more attractive, and less vehicle-centric, none of the other recommendations matter. In this case, a vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Ave redesign and reconstruction.	M. Berger	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable.
TR	Georgia Avenue	21	support the recommendations in the draft Forest Glen / Montgomery Hills Sector Plan, especially those that would redesign Georgia Ave to be more of a boulevard to make it safer for all users, more walkable, bikeable, more beautiful, and greener. If Georgia Ave is not improved to be safer, more walkable, bike friendly, more attractive, and less vehicle-centric, none of the other recommendations matter. In this case, a vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Ave redesign and reconstruction.	J. Teichroew	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable.
TR	Georgia Avenue	23	support the recommendations in the draft Forest Glen / Montgomery Hills Sector Plan, especially those that would redesign Georgia Ave to be more of a boulevard to make it safer for all users, more walkable, bikeable, more beautiful, and greener. If Georgia Ave is not improved to be safer, more walkable, bike friendly, more attractive, and less vehicle-centric, none of the other recommendations matter. In this case, a vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Ave redesign and reconstruction.	M. Pemberton	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable.

TR	Georgia Avenue	25	With the urgent need to eliminate greenhouse gas emissions to protect a livable climate for all young people and future generations, MDOT and Montgomery County need to prioritize funding for projects like these that make neighborhoods more walkable and increase safe access to transit.	Change.Org Petition	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable.
TR	Georgia Avenue	28	support the recommendations in the draft Forest Glen / Montgomery Hills Sector Plan, especially those that would redesign Georgia Ave to be more of a boulevard to make it safer for all users, more walkable, bikeable, more beautiful, and greener. If Georgia Ave is not improved to be safer, more walkable, bike friendly, more attractive, and less vehicle-centric, none of the other recommendations matter. In this case, a vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Ave redesign and reconstruction.	J and A. Lees	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable.
TR	Georgia Avenue	29	support the recommendations in the draft Forest Glen / Montgomery Hills Sector Plan, especially those that would redesign Georgia Ave to be more of a boulevard to make it safer for all users, more walkable, bikeable, more beautiful, and greener. If Georgia Ave is not improved to be safer, more walkable, bike friendly, more attractive, and less vehicle-centric, none of the other recommendations matter. In this case, a vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Ave redesign and reconstruction.	A. Gravitz	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable.
TR	Georgia Avenue	30	support the recommendations in the draft Forest Glen / Montgomery Hills Sector Plan, especially those that would redesign Georgia Ave to be more of a boulevard to make it safer for all users, more walkable, bikeable, more beautiful, and greener. If Georgia Ave is not improved to be safer, more walkable, bike friendly, more attractive, and less vehicle-centric, none of the other recommendations matter. In this case, a vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Ave redesign and reconstruction.	V. Hougham	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable.
LU/ZO	Traffic and Density	32	the plan in its current form will dramatically increase the traffic and density of our neighborhood. It includes the possibility of high rise office buildings on the Metro lot. While we do not oppose all development in the area, we would like to see changes that are in keeping with a residential community.	M and B. Johnson	Noted
Zo/TR	Traffic and Density	34	a substantial increase in population density on the Forest Glen metro parking lot would only result in yet more congestion in an already "Fn rated intersection. It is my belief, based on the facts, that 120 foot structures would result in over 2,100 new residents to that particular corner. Accommodating growth in our area is essential, however, that particular intersection is already over saturated and highly dangerous;the proposed height of the structures on all corners of Forest Glen and Georgia Avenue, including the Forest Glen Metro parking lot. In addition, a safe passageway at that intersection is indeed necessary to safeguard all pedestrians crossing Georgia and Forest Glen. The current passageway plan includes a tunnel entrance on the North East side, but does not include an entry way into the tunnel for the residents who live on the North West Side of Georgia and Forest Glen. In an effort to be inclusive, we would ask that any passageway, either below ground or above, also safe guard pedestrians who live on the North West side of that intersection.	E. Roecklein	Staff concurs safety improvements are needed at the intersection of Forest Glen Road and Georgia Avenue. The draft plan confirms MCDOT's conceptual design for an underground passageway across Georgia Avenue and direct access to the fare gates of the Metrorail station.  The draft plan also includes recommendations for traffic mitigation at the intersection of Forest Glen Road and Georgia Avenue. The recommendations include adding new lanes and repurposing others to improve traffic flow. The plan also recommends increasing the SSP standard to 120 seconds of delay for the average vehicle.

ENV	Georgia Avenue	35	The massive amount of traffic is a major contributor to air, water, and noise pollution in the area, but the Montgomery Hills corridor has one of the smallest tree canopies in the county and relatively little green space.	G. Gerhardt	We agree that there is very little green cover in the commercial areas. Our recommendation is for a minimum of 35% green cover on all new development. This will help sequester carbon, cool site for commercial users, provide habitat, and help curb greenhouse gas emissions.
LU/ZO	Plan Area	36	generally supportive of proposals to update and revise land use and zoning provisions along the corridor. Most of the commercial buildings in the area were developed in a previous era and many are functionally obsolete. Some buildings crowd the roadway, leaving a narrow sidewalk near a very busy road. Other locations have acres of impermeable asphalt where better land use strategies could result in better buildings and more green space. However, given the fact that many commercial parcels are located next to single family homes or townhouses, I urge the Planning Board to work to ensure that any taller, denser buildings are appropriate to the size and scale of surrounding neighborhoods.	G. Gerhardt	Buildings in CR zones adjacent to single family zones must conform to compatibility requirement of zoning ordinance. Any structure adjacent to or confronting single family zoned properties must start at the same height (typically 35'), and step up at a 45 degree angle. Staff will provide design guidance for mitigating densities or properties adjacent to single family neighborhoods.
TR	Georgia Avenue	36	Another major improvement envisioned by the sector plan is to widen sidewalks throughout the corridor and buffer pedestrians from Georgia Avenue where feasible. This would be coupled with a protected bicycle lane along the western side of Georgia Ave. Additional crosswalks would be added at key places along the corridor, including one at Flora Lane. These changes would greatly enhance walkability/bikeability throughout the area, making it easier for residents and visitors to access local businesses and mass transit.	G. Gerhardt	Noted
Parks	16th Street/GA Ave		I would also like draw attention to the sector plan's proposal to align southbound 16th Street at Georgia Ave with the northbound lanes and eliminate the slip lane at that intersection. Once the slip lane is eliminated, I strongly endorse the plan's proposal to turn the state owned parcel at that spot into an activated recreational space that can be enjoyed by the entire community.	G. Gerhardt	The recommendations in the plan are for an urban gateway park at Georgia Avenue and 16th street ROW. This park is envisioned as an urban recreational park that will be highly activated.
TRans	Georgia Avenue	36	The draft sector plan aims to improve pedestrian, cyclist and vehicle safety in a number of important ways. One major improvement is to replace the reversible center lane on Georgia Avenue with a curbed and hopefully verdant median. This proposed median serves several important functions: It provides a refuge for pedestrians crossing Georgia Ave; it prevents vehicles from making dangerous mid-block turns; and it provides left turn bays at key intersections to improve traffic flow and access to nearby businesses.	G. Gerhardt	Noted
TR	Georgia Avenue	37	support the recommendations in the draft Forest Glen/ Montgomery Hills Sector Plan. In particular, I favor the recommendations to redesign Georgia Avenue to transform it to a boulevard, which would improve safety for all users, increase walkability and bike friendliness, increase its aesthetics and add more greenery. If Georgia Avenue is not improved to be safer, more walkable, and less vehicle-centric, none of the other recommendations matter. In this case, a vision for an improved Montgomery Hills and Forest Glen rests entirely on the Georgia Avenue redesign and reconstruction.	L. Sanders	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable.
LU/ZO	WMATA Lot	39	I would favor businesses moving in and not high density residents with outsized more concentrated voting power than the current residents. If we do residents I prefer a building of condos so that there isn't high turnover of strangers and neighbors with more of a connection to the neighborhood.	j. Alvarado	Noted

TR	Forest Glen Road	40	change the light pattern at Forest Glen road so that the left turns will be permitted during the rush and two lanes will be permitted to turn on GA AVE south from east bound Forest Glen. There's a light by the Catholic Church which is completely unnecessary and a better use of a light would be for the people struggling to make the left or the illegal u turn at Americanna Finnmark (sp) because they couldn't turn at Forest Glen.	j. Alvarado	The draft plan includes recommendations to improve traffic flow at Forest Glen Road and Georgia Avenue. A recommendation to study the possibility of permitting left turns in the peak hour in the peak direction at this intersection is also included in the draft plan. The draft plan also includes a recommendation for a protected crossing (which could include a full traffic signal) at the intersection of Georgia Avenue and Tilton Drive, opposite the Americanna Finnmark driveway.
TR	Georgia Avenue	41	support Alternative SB, the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative SB removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewalks, reconfigures the problematic 1-495 interchange, and installs a landscaped median	H. Lair	Staff concurs.
TR	Georgia Avenue	43	strongly believe the improvements described in the SHA's MD97/Montgomery Hills improvement study will make my community a better place by making this road safer for all users: commuters, cyclists, and pedestrians. My family and I would enjoy visiting and utilizing the business along Georgia Avenue but current road conditions prevent us from safely and conveniently accessing these businesses	C. Burgess	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable.
LU/ZO	Plan Area	45	generally support efforts to foster both economic development and affordable housing in the area. However, we would urge the Planning Board to be mindful of the fact that many of the proposed land use and zoning changes are at properties located very close to single family houses. Care should be taken to ensure that any proposed redevelopment fit the size and scale of the surrounding neighborhoods; NWCA supports the working draft of the Forest Glen/Montgomery Hills Sector Plan that the Planning Board is considering.	J. Cox - North Woodside Citizens Association	Buildings in CR zones adjacent to single family zones must conform to compatibility requirement of zoning ordinance. Any structure adjacent to or confronting single family zoned properties must start at the same height (typically 35'), and step up at a 45 degree angle. Staff will provide design guidance for mitigating densities or properties adjacent to single family neighborhoods.
TR	Georgia Avenue	48	Please fund the Improvements to Georgia Avenue In the SHA MD97/Montgomery Hills improvement study. We urge SHA to apply to the U.S. Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY 2020.	Melekt Restaurant - Z. Hawkins	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	50	Please fund the Improvements to Georgia Avenue In the SHA MD97/Montgomery Hills improvement study. We urge SHA to apply to the U.S. Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY 2020.	La Casa del Mofongo	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
LU/ZO	Plan Area	52	On June 12, 2018, the Parks and Planning Department conducted a charette for 80 participants recruited by Friends of Forest Glen & Montgomery Hills. The charrette was also attended by elected and other county officials and the Parks and Planning staff took an active role. The stated purpose of the charette was to make improvements to Montgomery Hills	Americana Finnmark	The charrette was not organized by M-NCPPC. Staff was invited to attend the community led/organized event. It was advertised by the civic organization and open to the public and focused primarily on Montgomery Hills. All residents, stakeholders and organizations were afforded equal opportunity to meet with the planning team to which was evidenced by our participation in civic/hoa led tours, meetings and other community driven events.

Parks	WMATA Lot	West Forest Glen residents live in a "park desert" where they must cross one of 2 dangerous State Highways or walk nearly a mile to reach a park. West Forest Glen wants the county to build a park on the Metro Parking Lot. But Residents of the much smaller East Forest Glen enjoy two options, Sligo Creek Park, which encompasses East Forest Glen's entire mile-Jong eastern border, and Getty Park, which rests on the Georgia Avenue eastern border.	Americana Finnmark	The draft plan includes recommendations that would improve crossing conditions on Georgia Avenue one block south of General Getty Park. There are also recommendations to improve pedestrian and safety and comfort by installing new or wider landscaped buffers and wider sidewalks on roadways that connect to key destinations such as the Metro station, parks, and commercial areas. West Forest Glen has the Forest Glen Park that was recently renovated with a new playground, drainage improvements and a new drinking fountain. West Forest Glen also has additional parks that are planned for improvements; Carroll Knolls park which will be getting a new playground, pump track, fields and looped walking trails; Capital View Homewood which will be getting new field upgrades, new drining fountain and grills; and McKenney Hills which will get a playground renovation in FY24.
Housing	WMATA Lot	senior housing located on the first floor of apartment buildings reserved for workforce housing. The Parks+ Planning Department's economic consultants noted that many of the single homes in the area are occupied by a single older person whose family is no longer living there. They are now in their 70's and looking to have more support in their twilight years. Access to Holy Cross hospital and other medical services, plus the comfort of staying in a familiar neighborhood would be ideal for these neighbors and it would be a built in supply of baby sitters to boot.	Americana Finnmark	While the growing senior population in Montgomery County is noteworthy and something we have researched and analyzed through the Research's department Older Adult Housing study, the specificity of recommending something like senior housing is generally not done during a Master Plan, given the long life of a Master Plan. What type of housing will be located on the site is something that will be defined during the regulatory process. Similarly, there is no developer for WMATA site yet, and WMATA has asked for flexibility in our recommendations.
Housing	WMATA Lot	affordable workforce housing in the form of family sized four-story garden apartments for the many new county employees such as teacher, firefighters, nurses and police who currently battle hours in traffic to commute from Frederick and Prince Georges counties. Studies show that workforce housing for these important public servants allow counties to recruit the best and most reliable employees and have the added stabilizing effect on the life of the	Americana Finnmark	There will certainly be a component of affordable housing on the WMATA. We have recommended a 15% set aside for the county's Moderately Priced Dwelling Unit program (MPDU) that will serve households earning around \$80,000 (a household of four).
Econ	WMATA Lot	neighborhood retail that will not attract traffic from outside our neighborhood or compete with the family and minority-owned Montgomery Hills merchants who have faithfully served our community for decades. Most often mentioned are a coffee shop and a small sundry store where we can pick up a carton of milk, a Sunday newspaper and other staples.	Americana Finnmark	The type (and if there will be any) retail on the WMATA site is something that will be ironed out during the regulatory process for the site during the development review process.
LU/ZO	WMATA Lot	food trucks available for Metro passengers and other neighbors returning from work too exhausted to cook and eager to sample a palate as diverse as West Forest Glen.	Americana Finnmark	The Sector Plan doesn't make recommendations for food trucks but can recommend that park activation and placemaking oipportunities provide for neighborhood serving amenities and other uses.
Parks	WMATA Lot	A park with urban playground equipment and perhaps a community garden.	Americana Finnmark	A new park is being planned at Carroll Knolls Park that includes a new playground.
ENV	WMATA Lot	Concrete canyon for many at AF- no sun or privacy	Americana Finnmark	The project requires a minimum of 35% green cover so there will not be concrete canyons.

Housing	WMATA Lot		At least 51 % MPDU ;Can't call it affordable housing unless a majority of it is.	Americana Finnmark	The WMATA lot's recommendation focusing on creating a mix of market and affordable units. The 15% mandatory set aside on the site, is higher than the current county policy of 12.5% recognizing the importance of putting higher percentages of affordable housing closer to transit.
Parks	WMATA Lot		Full service park on metro lot; Fulfills a need in our park desert; Community garden; Emphasis on walkability and green space	Americana Finnmark	The civic green envisioned for the Metro Parking lot will be a green space with active amenities for the community and space for events. A community garden could be one future amenity. Additionally, new parks are subject to an additional planning effort that focuses on design and implementation.
Parks	WMATA Lot		Separate AF from new development with trail and trees and maintaining current urban trail and trees on west eastern border of Metro Lot.	Americana Finnmark	The Sector Plan doesn't propose removal of the existing buffer. A formal trail is not being recommended to replace the existing "informal path".
TRans	WMATA Lot		Full Light at Tilton Drive & Americana Finnmark	Americana Finnmark	The sector plan recommends a protected crossing at the intersection of Tilton Drive and Georgia Avenue (opposite the Americana Finnmark property).
UD	WMATA Lot		Access for individuals with disabilities and senior residents on the Northwest corner of the intersection	Americana Finnmark	Noted
OuTReach	WMATA Lot		Supported private organization charrette to develop basis of staffs current recommendations without adequate participation from MH merchants or West Forest Glen residents.	Americana Finnmark	The charrette was not organized by M-NCPPC. Staff was invited to attend the community led/organized event. It was advertised by the civic organization and open to the public and focused primarily on Montgomery Hills. All residents, stakeholders and organizations were afforded equal opportunity to meet with the planning team to which was evidenced by our participation in civic/hoa led tours, meetings and other community driven events.
LU/ZO	WMATA Lot	57	At least 100 residents will be getting fewer than 2-3 hours of direct sunlght some days. And to make matters worse, the tree -lined urban trail located as a barrier between the Metro Parking lot and the west boundary of Americana Finnmark will not be preserved by the proposed FG/MH Sector Plan.	Americana Finnmark	Staff is not making recommendations that will negatively impact the existing tree lined urban trail. Location of tall buildings on the WMATA site will not limit sunlight to 2-3 hours.
Operational	Forest Glen Metro	65	Metro riders from Americana Finnmark include blind, disabled, pregnant residents, grandparents with grandchildren in tow, families with strollers and teenage students. Have you sufficiently planned for their safety en route to and from the station as well as their evacuation from the station should a problem occur there?	W. West	The draft plan includes recommendations for the Forest Glen Passageway, which includes a grade-separated crossing of Georgia Avenue at Forest Glen Road as well as more-direct access to the fare gates of the station. The draft plan includes a recommendation for an additional elevator on the northeast corner of the intersection to improve access to the station's fare gates. Staff requested information on elevator capacity and evacuation protocol from WMATA.
LU/ZO	WMATA Lot	65	Do we really need high-rise apartments here when there is an abundance of vacancies in the recently built apartments a short distance away surrounding the Wheaton station?	W. West	The Sector Plan proposes a CRT zone that allows for maximum flexibility and allows for WMATA to respond to the market at the time of development.

TR	Traffic	65	Do we need more traffic in the area when ambulances already have difficulty getting through Georgia Avenue to Holy Cross Hospital, neighborhood residents sometimes cannot park near their homes because of drivers who don't pay to park at the Metro, and pedestrians are hit by cars when crossing Georgia Avenue and Forest Glen?	W. West	The draft plan includes recommendations to make transit, walking and biking more safe and comfortable within the Sector Plan Area. Staff forecasted future traffic volumes that includes expected growth within the region and the plan area. Recommendations to improve traffic flow are included in the plan, but the focus is on improving traffic safety, as directed by the Council's Vision Zero Policy and the County's Vision Zero Action Plan.
LU/ZO	Plan Area	65	I am especially happy about the proposed zoning changes that provide for more density for the lots on both sides of Georgia Avenue at the intersection of Forest Glen Avenue. I think we have a rare chance to do the right thing here -include a lot of housing in an area that is well-served by transit, especially the Metro.	A. Gillespie	Staff concurs.
Housing	Plan Area	65	I am glad to see the inclusion of lots of affordable housing in the plan, too. It is desperately needed throughout the county.	A. Gillespie	Staff concurs.
Econ	Plan Area	65	I'm hopeful that we can also use that space to provide something that is really missing in our neighborhood: small retail and restaurants like coffee shops at the Metro. The inclusion of an open green space in the middle of the west side would be ideal.	A. Gillespie	Staff concurs.
ENV	Plan Area	66	I like the recommendations for trees and green roofs. I would not lessen those numbers. I think it is important to aim for 35% green cover in part because it would make our neighborhood environmentally equal to other areas. If we lessen that number, we risk dooming Forest Glen and Montgomery Hills to always be "less than" places like Bethesda in environmental aspect.	A. Gillespie	staff concurs
park	16th St/GA Ave	66	I love the idea of an urban "gateway park" at the corner of 16th and Georgia. It is much needed in that neighborhood and would completely transform the experience of entering the Montgomery Hills area from the south.	A. Gillespie	Staff concurs.
TR	Montgomery hills	67	I like the "main street grid" proposed for the area near Seminary and the walkability enhancements and the bike lane recommendations.	A. Gillespie	Noted.
TR	Montgomery hills	67	I am in favor of the removing the reversible lane on Georgia Avenue and putting in a median.	A. Gillespie	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable, which includes removing the reversible lane and replacing it with a landscaped median within the Montgomery Hills section of the Sector Plan.
UD	WMATA Lot	68	the suggestion to put more townhouses on Forest Glen. I see no reason to limit development here and the townhouses on the other side of that street face away from Forest Glen anyway, so there's not a lot of aesthetic value to it.	A. Gillespie	Noted

Parks	Woodside	69	the idea of an urban ecology center at the current Silver Spring Health and Human Services Center. I don't think we need another nature center in this county. I spend a lot of time at nature centers as a volunteer and program attendee, and I love them, but I think this spot would be better used as a school. A small school that is "opt-in" only could perhaps be built for walkers only, with parents agreeing to not drive their children and without the need for bus loops. OR, perhaps a small school could be opened here that would be an "opt-in" only school for high schoolers, alleviating some of the pressure on the other downcounty consortia schools. A technical school, or a specialty school that is for one particular magnet program (such as a school for the culinary arts or media arts school) could easily fit here and accommodate 200 students who would mostly arrive by walking or via mass transit and agree not to use school buses.	A. Gillespie	Staff recommends that the HHS building be considered for a future co-location for public facilities. If a school is ultimately needed here, staff recommends that it include an urban ecology center or program as part fo its facility.
Schools	Plan Area	69	As a former PTSA president at Sligo Middle School who lived through the overcrowding at Oakland Terrace Elementary before Flora Singer Elementary was open, I'm painfully aware of how real the impact of overcrowding can be on a school. While I do not think this justifies a housing moratorium (either official or unofficial), I do think it will take creative urban planning to address the school need. What's also needed is an increased amount of communication and cooperation from Montgomery County Public Schools.	A. Gillespie	Noted
HP		70	deeply concerned about the potential for the Montgomery Hills Shopping Plan to be designated for historic preservation in the Master Plan. It is in no way historic or worth preserving - I wholeheartedly support changes to the neighborhood by fixing Georgia Ave. and stimulating transit and pedestrian friendly retail in the Montgomery Hills and Forest Glen neighborhood.	M. LLOYD	Staff recommends reevaluation of its eligibility due to additional research and augmented contexts regarding the shopping center and the history of George Avenue. Historic Preservation could serve as a revitalization tool for these properties.
TR	Georgia Avenue	73	Alternative SB provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor.	L. Lewis	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable.
LU/ZO	Plan Area	78	Supports Fix Georgia Avenue;Augment Town Center with additional housing and mixed use development;create community gathering spaces;strengthen and support local businesses; Opposes Designation of MH Shopping Center and Prestige Fabricare	T. Hughes	Noted
TR	Georgia Avenue	82	support the recommendations in the draft Forest Glen/ Montgomery Hills Sector Plan, especially those that would permit Georgia Ave to become safer, more attractive and more functional.	P. Paterson	Staff concurs. The draft plan recommends transformation of Georgia Avenue to make walking, biking and transit within the Sector Plan area more safe and comfortable.
TR	Georgia Avenue	84	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	C. Grewell	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	86	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	D. GRiffith	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	91	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	R. Speers	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.

	Georgia Avenue	96	most important to WPCA is that future improvements; limit cut-through traffic within woodise park that results from vehicular backuos of northbound traffic at the GA Ave/16th st intersections. We support the overall benefits of Alternative Sb; but it is critical that further measures be adopted to reduce the Georgia Avenue PM Northbound backup. This may require extending the four lanes Northbound from Seminary Place to Seminary Road and accept the possible impact to adjacent property. We also recommend the consideration of traffic restrictions that limit neighborhood cut-through traffic; but allow resident-only access. Additionally, new signs should be installed that notify drivers not to block intersections along Georgia Avenue between Spring Street and 16th Street.	Woodside Park Civic Association	The draft plan includes recommendations for MCDOT to study roadways adjacent to Georgia Avenue for traffic calming to address unsafe behavior such as speeding and reckless driving in residential neighborhoods. Staff concurs signs should be installed to advise drivers not to bock intersections on Georgia Avenue between Spring Street and 16th Street.
TR	Georgia Avenue	97	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	J. Bernstein	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	100	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	L. Gonzales	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	101	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	J. Pitner	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	107	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study.	S. Maith	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	109	Alternative 5B provides outsized benefits to both State and County, and offers huge improvements to commuters, local residents and business along the corridor. It is hard to imagine a more cost-effective project, or one more aligned with SHA's mission.	D. Krohn	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	111	When building and rebuilding communities, designs should include incentives for using non-motorized forms of travel, particularly walking and biking as are included in the plan.	League of Women Voters	Noted.
TR	Georgia Avenue	113	Alternative SB emerged as the preferred alternative of SHA, residents, businesses, and virtually every other stakeholder. Alternative SB removes the dangerous reversible lane, installs a cycle track on the west side, adds additional pedestrian crossings, creates wider sidewslaks, reconfigures the I-495 interchange and installs a landscaped median	D. WEiner and C. Roller	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	114	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	B. Kistler	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	117	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	D. Cox	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	119	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	J. Dodson	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	122	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	R. Lopiccolo	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	123	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	N. GRant	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	127	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	C. Hart	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	128	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	B and E Lassiter	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	130	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	H. Lair	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.

TR	Georgia Avenue	135	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	P. Cavanaugh	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	137	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	P. Olivetti	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	138	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	L. Boylan	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	142	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	M. Pilone	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	143	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	M. Meeks	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	145	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	L. Sanders	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	147	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	V. Hadfield	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	150	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	R. Posell	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	151	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	C. Holt	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	153	There is really no way to safely negotiate the crossing of the highway under the Beltway bridge. Why can't there be a safe connection across GA Ave to the pedestrian walkway that goes directly to the metro stop. Supports Alt 5B	L. Holt	The draft plan includes recommendations for a full signal at Flora Lane, and this is included in the MDOT SHA MD 97 Montgomery Hills Project. The draft also includes a recommendation for a pedestrian and bicycle bridge on the east side of Georgia Avenue to cross the Beltway in the long-term. This would provide access to the Forest Glen Passageway at Forest Glen Road, which creates an eastern, grade-separated entrance to the Metro station.
TR	Georgia Avenue	154	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	L. and D. Wilcox	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	156	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	M. Kerns	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	158	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	J. Lees	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	160	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	S. Quill	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	164	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	G. Robinson	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	166	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	S. Sulzbach	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	167	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	J. Minkoff	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	169	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	R. Koralek	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	171	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	L. Hill	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	173	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	A. Gravitz	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.

TR	Georgia Avenue	175	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	C. Simpson	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	178	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	L. Stedman	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	179	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	A.Priddy	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	181	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	S. Murphy	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	182	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	T. Scribner	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	184	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	G. Huebner	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	186	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	F. crandall	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	188	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	M. Vasse	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	190	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	B. Oakley	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	191	... the intersection of Georgia Avenue and Seminary Place is very dangerous for pedestrians. The recommended plan for the Georgia Avenue improvement includes adding a traffic signal and crosswalk at Flora Lane which would allow Woodside Forest Residents to safely and easily cross GA Ave to access the Forest Glen Ped Bridge	T. McGuire and J. Rossetti	Recommendations to improve pedestrian safety at Seminary place include restricting westbound movements from the driveway, and installing a median refuge island on Georgia Avenue. As stated in the comment, the draft plan includes recommendations for a full signal at
TR	Georgia Avenue	195	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	P. Kelly	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	197	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	Bergman - Novick FAmily	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	199	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	A. Bormel	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	200	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	K. Kirby	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	202	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	R. Socol	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	204	I walk on Georgia Ave. to commute to work via Metro. I think of that stretch of road as "seven lanes of fury". I go out of my way to cross Georgia at Columbia/Seminary to avoid Beltway entrance and exit ramps because I feel unsafe crossing those ramps. Even on the other side, I feel unsafe walking on the sidewalk, inches from traffic. Alternative 5B will make my commute much better. I would like to cross Georgia at the planned light at Flora Ln. because it will cut the distance of my walk and still let me use the pedestrian bridge over Beltway ramps	D. Willett	The draft plan includes recommendations to widen sidewalks and add buffers between the sidewalk and traffic on Georgia Avenue. A full signal is recommended at Flora Lane. Staff recommends implementation of the design of modified Alternative 5B in the short-term. With the reconfiguration of the Beltway interchange additional pedestrian safety facilities such as rapid flashing beacons are recommended at the ramps in the short term. In the long term a pedestrian and bicycle bridge is recommended on the east side of the Beltway Interchange.
TR	Georgia Avenue	206	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	Camille	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	207	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	S. and F. Palmieri	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	210	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	J. Teichroew	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.

TR	Georgia Avenue	212	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	R. Albores	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	214	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	R. Bettinger	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	216	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	A. Schuster	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	218	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	N. Schulman	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	221	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	M. Schuster	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	224	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	L. gerhardt	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	226	As the owner of a business located on Georgia Avenue in Montgomery Hills, I see the daily impacts of this poorly designed section of a high use street. Both my guests and employees find it difficult and dangerous to reach my bakery	Nothing Bundt Cakes - K. Hoerster	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	228	I was rear ended on Georgia avenue when I needed to slam on my brakes to avoid hitting a pedestrian who jumped out into traffic to cross the road. I have also been almost hit twice while crossing in the crosswalk when I had the right of way. Most of the people who drive through the area are commuters and have no concept that there are people, family, small business owners and shoppers trying to navigate the streets with them	V. Hougham	Noted.
TR	Georgia Avenue	230	I am a mother of two small children currently residing in Woodside Forest. My husband and I believe that our neighborhoods are some of the best in Silver Spring with access to public transportation right beside beautiful Sligo Creek. However, many of the business in the neighborhood could use a facelift and as a pedestrian it is difficult to navigate sidewalks and crosswalks with children in tow	S. Ali	The draft plan includes recommendations to widen sidewalks and add buffers between the sidewalk and traffic on Georgia Avenue. A full signal is recommended at Flora Lane. Staff recommends implementation of the design of modified Alternative 5B in the short-term. 20 Locations are also identified for crossing improvements
TR	Georgia Avenue	231	This plan should be implemented and SHA should apply to the US Department of Transportation for a BUILD grant this year to secure federal funding for the project in FY2020.	A. and C. Linde	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	235	This segment of Georgia Avenue connects the Silver Spring and Wheaton business districts. I choose to walk 1.3 miles to the Silver Spring Metro stop instead of .7 to Forest Glen just to avoid Georgia Ave. I'm lucky to have the time and good health to be able to make that choice, but I'd be driving to Forest Glen if that weren't the case	J. Sejean	Noted.
TR	Georgia Avenue	236	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	J. Kistler	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	239	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	S. Gangar	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
TR	Georgia Avenue	241	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	T. andris	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
Lu/ZO	Plan Area	244	The proposal to remove existing metro parking to build any resident/commercial buildings does not seem to have adequate plans to improve the surrounding infrastructures/roadways to accomodate the increased density on already overtaxed roadways	S. Jackson	The proposed land use/zoning change is a part of a comprehensive planning effort that takes into proposed infrastructure improvements and transportation recommendations.
Lu/ZO	Plan Area	248	See Americana Finnmark Comments	E. Roecklein	Noted

LU/ZO	Plan Area	273	While it does make good sense to encourage commercial development around metro subway stations, the Forest Glen station is not meant for development. Forest Glen does not have the capacity to handle commercial development. This principal has long been recognized. It is a forlorn hope that planning departments believe that most of the inhabitants and/ or workers in the two big buildings will take the metro as their primary form of transportation and not automobiles.	P. Frandsen	Staff supports a small amount of local serving retail facing onto Forest Glen Road
Lu/ZO	Plan Area		Montgomery Housing Partnership, Inc. ("MHP"), the owner of the Forest Glen Apartments located at 9920 Georgia Avenue. MHP appreciates the recommendations in the Draft Plan related to making Forest Glen a better and safer neighborhood for all household types, incomes and life styles. Further, MHP realizes the need to improve the transportation network as it relates to pedestrian and bicycle	MHP - E. Vaias	Noted
	Plan Area		The Board recommends revising the (Final) Draft Plan's text and maps to incorporate the entire Woodside HOA community within the Sector Plan boundary, not just the northern portion.	Woodside HOA	Noted
TR	Forest Glen		The Board recommends eliminating the proposed Woodland Drive extension in the (Final) Draft Plan and, instead, retain the adopted 1996 Forest Glen Sector Plan proposal that provides for abandoning the Woodland Drive right-of-way between Medical Park and August Drives.	Woodside HOA	The draft includes a recommendation to improve the existing bicycle and pedestrian connection between the Woodland Drive northern terminus and Dennis Avenue for vehicular access. The roadway classification would be a business district street with buffered sidewalks on both sides of the roadway. This recommendation advances the 2018 Bicycle Master Plan recommendation for a Breezeway connecting Glenmont to Silver Spring via Woodland Drive. This connection is needed to improve access and mobility for all modes.
TR	Forest Glen		The Board supports plan proposals that encourage traffic calming measures along Medical Park Drive. However, these measures must maintain the existing parking supply on Medical Park to the maximum extent possible.	Woodside HOA	Installation of traffic calming measures will require study by MCDOT, which requires coordination with the community. Concerns about maintaining the existing parking on Medical Park Drive can be included in the considerations for the future traffic calming study.
Lu/ZO	Forest Glen		The Board needs more information before it is willing to support the proposal to change the zoning on the Dennis Avenue Medical Cluster site from Residential-60 (Special Exception) to Employment Office (EOF).	Woodside HOA	Noted
TR	WMATA Lot		The Board supports the planned addition of a new Forest Glen Metrorail Station grade-separated connection under the Georgia Avenue/Forest Glen Road intersection.	Woodside HOA	Noted.
	Plan Area		Recommend the county use an up to date and current plan of the area for the Forest Glen/Montgomery Hills Sector plan and outline the entire area to be incorporated into this plan. Use clear aerial view	J. Gustafson	Staff can revise the existing maps so that they include an aerial view.
UD	Forest Glen		Eliminate the narrow passage with steps that connects the end of Woodland Drive to Medical Park Drive. This will support the recommendation to not have any type of a connection.	J. Gustafson	Staff does not recommend removing the existing pedestrian connection between Woodland Drive and Medical Park Drive. Improving bicycle and pedestrian mobility and safety is an important transportation goal of the sector plan.

UD	Forest Glen	The church should add signage to indicate access to their large parking lot is from Woodland Park Drive. This vehicular travel plan avoids cars entering the parking lot from Georgia Avenue.	J. Gustafson	Noted
TR	Forest Glen	Medical Park Drive is used as short cut from Georgia Avenue to Dennis and cars travel at high rates of speed even though 25 MPH is the posted speed limit. Recommend adding speed bumps to slow the speed of the vehicle traffic. In this case be specific for the recommended solution. Speed bumps work.	J. Gustafson	Staff recommends adding study of traffic calming measures along Medical Park Drive to be conducted by MCDOT to the sector plan. Potential facility improvements could include speed bumps.
LU/ZO	Forest Glen	Any change to the zoning should maintain the integrity of the existing residential area and types of existing commercial office space. New construction should not exceed the heights of existing structures and the population density should not add significant vehicular traffic to the existing roads. Street parking on Medical Park should be retained. Parking on Medical	J. Gustafson	Buildings in CR zones adjacent to single family zones must conform to compatibility requirement of zoning ordinance. Any structure adjacent to or confronting single family zoned properties must start at the same height (typically 35'), and step up at a 45 degree angle.
TR	WMATA Lot	The NE corner has space to create access to an underground tunnel. The Forest Glen and Georgia Ave. intersection has one of the highest accident rates in Montgomery County. The tunnel connection to the Metro should be a high priority as a safety issue for Metro riders. This should be a priority item.	J. Gustafson	The draft plan includes a recommendation for ADA accessible access (ideally an elevator) to the planned Forest Glen Passageway on the northeast corner of the intersection of Forest Glen Road and Georgia Avenue.
Parks-UD	Forest Glen	Provide more playground areas to include areas for Lacrosse, basketball practice, skateboard area and baseball. The play area on Evans road is used by the residents. There is space to add more sports areas in this location. The playground/park areas would benefit it greater number of the resident population both children and adults than the proposed bike paths.	J. Gustafson	The new park being proposed at Caroll Knolls will have an open field for lacrosse and other field sports. The proposed gateway urban park will have field space for numerous sports. The basketball courts at Capital View Homewood park are being renovated in the next 2 years.
TR	Plan Area	For a bike path to be successful it must be continuous. The proposed plan will complete sections of a proposed bike path in increments depending on the outcome of the zoning and new construction.	J. Gustafson	Noted.
TR	county	The bike path in Fairfax County was successful because the old rail line was used and converted into a bike trail. Montgomery County does not have that.	J. Gustafson	Noted.
LU/ZO	Forest Glen	I remain unconvinced that this plan is suitable for my neighborhood. My objections remain the same as they were in December 2018, and I am evenmore concerned about safety (the Forest Glen/Georgia intersection), increased traffic, businesses that will not be patronized/utilized during business/working hours, and overall increased density (apartment buildings) that just does NOT make sense for the neighborhood or the lack of escalators and 100% functioning elevators at the Metro station.	M. Johnson	The draft plan includes recommendations for improved pedestrian and bicycle safety at the intersection of Forest Glen Road and Georgia Avenue both underground and at-grade. Recommendations are also made to potentially improve traffic flow at the intersection. Staff requested additional information on the elevator capacity and operations from WMATA.
LU/ZO	Forest Glen	Will the proposed development include new housing for the medical facilities which are currently at that location, 9801 Georgia Avenue?	W. West	The Sector Plan does not control tenant selection but the existing medical use is still allowed under the proposed zone.
LU/ZO	Forest Glen	Does the Sector Plan include removal of medical facilities currently on Medical Park Drive and at 10313 Georgia Avenue?	W. West	The existing uses are grandfathered in and allowed under the proposed zone.
LU/ZO	Forest Glen	Will the proposed development include new housing for the medical facilities which are currently at those locations (10313 Georgia Avenue and the Medical Park Drive facilities)?	W. West	The Sector Plan does not control tenant selection but the existing medical use is still allowed under the proposed zone.
TR	WMATA Lot	Will the Montgomery County Planning Board meet with WMATA and the Montgomery County Fire Marshall to determine a safe ridership count and a safe evacuation plan for the Forest Glen Metro Station?	W. West	WMATA staff has been contacted about this concern. Staff is awaiting response.
LU/ZO	WMATA Lot	I am strongly opposed to the proposal to build a ten story building in place of the current parking lot. Such a large structure is not in keeping with the residential feel of the neighborhood. A smaller structure would be less obtrusive and more welcome. Additional parking and some commercial space would be welcome, but a huge building that blocks the sun would ruin the character of the community.	C. Brandi	Buildings in CR zones adjacent to single family zones must conform to compatibility requirement of zoning ordinance. Any structure adjacent to or confronting single family zoned properties must start at the same height (typically 35'), and step up at a 45 degree angle.

General	Plan Area	The Sierra Club Montgomery County Group strongly endorses the proposed Forest Glen/Montgomery Hills Sector Plan and its recommendations because they embody smart growth principles and propose reasonable and appropriate measures that would encourage safe and sustainable transportation, improve land use, protect the environment, and create a range of housing opportunities and choices.	Sierra Club	Noted
General	Plan Area	There are many residents, young families with children, those new to the area, individuals who work evenings, people for whom English is not their first language, small business owners, kids – who will benefit from the recommendations. They support the recommendations to make the community more walkable, improve access to transit, add housing, make room for more stores and restaurants – they just don't, or can't, come to testify at Planning Board hearings. But they are out there.	M. Desiderio	Noted
TR	Georgia Avenue	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	K. Jones	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
Oper.	WMATA Lot	It is my understanding that the Forest Glen metro station was made to relieve some of the heavy traffic between the Wheaton and Silver Spring stations and was never intended to provide for the amount of commuters that a new high rise building in the area would with out a doubt bring. I'm contacting you to voice our concern for our family's and neighbors' safety and hope that a serious conversation regarding this matter is had with the Washington Metropolitan Area Transit Authority. Is this safe? How will such a small station accommodate the increase in commuters? How can we assure that our young, elderly, and disabled neighbors are not in danger? We are not against new development but are not comfortable with the plan of a new high rise.	M. and E. Rangel	These are operational issues but Staff is working with WMATA to address these and other concerns. These questions have been relayed to WMATA.
TR	Georgia Avenue	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	M. Foster	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
General	Plan Area	I am the President of the Forest Estates Community Association in Forest Glen, just outside the Beltway on the northeast corner of Georgia Avenue and Forest Glen Road. Our neighborhood consists of almost 700 households, and we support the goals of this plan and the improvements in the preferred alternative.	V. Grussing - Forest Estates	Noted
LU/ZO	WMATA Lot	Metro commends the Sector Plan for the prioritizing the Forest Glen Metro Station Parking Lot as a mixed-use pedestrian oriented designation with the highest density allowance in the surrounding area. This approach will maximize the benefits that can be the WMATA property in terms of housing production and affordability, community amenities, and tax base growth. Providing FAR limits up to 2.5 and height limits up to 120 feet will help to make a real estate project at the station feasible.	S. Segerlin - WMATA	Staff concurs.
UD	WMATA Lot	Metro has some concerns about the plan's recommendation to incorporate townhouses along the Forest Glen Road. This could potentially limit the viability of neighborhood serving retail that might be developed. These tenants usually require street-side storefront to effectively promote themselves and attract customers. Metro suggests a compromise where townhouses are incorporated into the street facing building façade for the west half of the property line along Forest Glen Road while retail uses are allowed on the east half.	S. Segerlin - WMATA	Noted

Parks-UD	WMATA Lot	Lastly, the proposal to create a single gathering space to be reserved of one-half to one acres may also constrain development opportunities. The site north of Forest Glen road is relatively small. After the internal road network and parking garages are constructed to support transit riders and private uses there might only be two to three acres remaining. Reduction of this developable area by an additional one-half to one acre might make a real estate project at the station not feasible. As an alternative approach, Metro recommends considering one-quarter to one-half acre of open space to be developed across the entire property and the creation of an enhanced station entrance with seating, shade, and art.	S. Segerlin - WMATA	Staff recommends that a minimum 1/2 acre contiguous open space be included in any re-development plan for this site. Breaking up the open space into small areas will constrain the area needed for the types of amenities envisioned by the public.
TR	Georgia Avenue	strongly urge you to complete improvements to Georgia Avenue recommended by SHA's MD97/Montgomery Hills improvement study	L. Barr	Staff concurs and supports implementation of the MDOT SHA MD 97 Montgomery Hills Project.
LU/ZO	Plan Area	See Woodside HOA comments	Q. Dortch	
TR	Georgia Avenue	Traffic congestion on Georgia Avenue is overwhelming (I call it a "traffic sewer"). Pedestrian safety is sketchy at best – sidewalks are adjacent heavy traffic, cross-walks are frequently blocked by turning cars. Bike safety is non-existent – you cannot ride on the narrow sidewalks, and I won't take my life in my hands trying to ride in the roadway. So Yes, please, do make it a Main Street Corridor/Boulevard. That would be lovely	T. Slater	Noted
LU/ZO	WMATA Lot	Development near the Forest Glen Metro is practically missing and definitely "under-planned". There is a lot of potential there for providing mixed use development that would encourage residents to use Metro.	T. Slater	Noted
Housing	Plan Area	in terms of housing for people of all income levels, there is quite a bit of middle and upper middle housing in the area. So when adding more housing, it would be good to look at the whole area to see if we can balance/provide housing for all income levels.	T. Slater	Noted. Staff tried to balance a higher percentage of affordable housing (15%) near transit and strategic locations within the Plan Area.
ENV	Plan Area	Green infrastructure is currently lacking. And I like the plans for increasing the number of community and civic gathering places.	T. Slater	Staff concurs.
TR	Plan Area	Possibly consolidating bus stops and testing our whether this area could be a micro-transit zone are worthwhile ideas to look at ---- although, at this point, it is hard to imagine the micro-transit vehicles being able to successfully move through the traffic!	T. Slater	Staff concurs. The sector plan recommends micro transit for coverage of both the Forest Glen Metro Station and the Montgomery Hills commercial area. Multiple intersections are recommended for protected crossing treatments. Bus stops are recommended to be consolidated only to those intersections with recommended protected crossing treatments to improve safety. In other words, bus stops are recommended to be removed where protected crossing treatments are not recommended. Any stop that is recommended for removal/consolidation will be served by the same routes at those stops located at intersections recommended for protected crossing treatments.
Econ	Montgomery hills	Finally, I support the idea to recommend the Montgomery Hills District for Small Business Assistance funds. There are many little local shops there, which appear to be "hanging on" and if people had a safe walkable/bikeable way to access them they could definitely thrive.	T. Slater	Staff concurs.
TR	General	Use & build upon the Glossary assembled as part of the Veirs Mill Corridor Plan.	MCDOT	Staff concurs and will provide with Planning Board Draft
TR	General	In many cases the term "shared use path" is used. Consider utilizing "sidepath" to remain consistent with the language established in the Bicycle Master Plan.	MCDOT	Staff concurs and will make the change.

TR	General	2nd Paragraph, 2nd/Last Sentence - The sentence structure / grammar appears to need some work.	MCDOT	Staff concurs and will make the change.
TR	General	The last line includes "Address Intersection Capacity Deficits", but there does not appear to be anything in this main document further referencing these deficits nor the mitigation identified in the Appendix. Wherever considered appropriate in the document, consider providing some narrative or reference to the more detailed information presented in the Appendix.	MCDOT	Staff concurs and will make the change.
TR	General	Consider whether it might be helpful to include a reference column in these tables that includes the pages where each of these items if described in greater detail. This could help serve as a sort of Tables of Contents, but specifically for action items. [this could be helpful in all other plans going forward]	MCDOT	Staff concurs and will make the change when the plan document is finalized.
TR	General	Long Term - Consider referencing the creation of a new ped/bike bridge on the east side of Georgia, across the Beltway.	MCDOT	Staff concurs and will make the change.
TR	General	Long Term - Consider referencing the creation of new business streets on the west side of Georgia in Montgomery Hills.	MCDOT	Staff concurs and will make the change.
TR	General	What is the basis for the application of PLoC as being over the long-term? It's likely I'm misunderstanding the scale of what this comment intends, but at my initial thinking it feels like this should be short-term.	MCDOT	The long-term assignment pertains to the phase at which this recommendation will be achieved. The PLOC for the sector plan area was analyzed as part of the development of the sector plan.
TR	General	3rd Bullet, 1st Sentence - Consider rephrasing "A grade-separated interchange" to "A grade-separated passageway"	MCDOT	Staff concurs and will make the change.
TR	General	2nd to last Paragraph - Consider changing "This service would supplement..." with "This service would complement..."	MCDOT	Staff concurs and will make the change.
TR	General	Consider indenting the bullets.	MCDOT	Staff concurs and will make the change.
TR	General	We are hesitant to support the expansion of the Urban Road Code designation north of Tilton Drive. These 6 blocks spanning a half-mile are comparatively suburban in nature and, without corresponding land use changes, present a significantly different from context from other areas typically falling under the Urban Road Code designation. Setting a precedent for including such areas could have ripple-effects into the efficacy and expectancy of work on Complete Streets and in the SSP.	MCDOT	Staff disagrees. With the medical center at Dennis Avenue, the multifamily housing units and the bus stops, staff recommends keeping the proposed boundary as recommended. The zoning changes at to the Medical Park Drive Medical Center support this recommendation.
TR	General	1st Sentence - Delete the typo at the start: "T "	MCDOT	Staff concurs and will make the change.
TR	General	1st and 2nd Paragraphs - Delete the 2nd paragraph, which appears to be nearly duplicative of the 1st paragraph.	MCDOT	Staff concurs and will make the change.
TR	General	Consider including a reference to the cross-sections shown on subsequent pages.	MCDOT	Staff concurs and will make the change.
TR	General	4th Bullet - Change the typo "land" to "lane"	MCDOT	
TR	General	4th and 5th Bullets - Clarify the difference between these, or how they relate to each other. Are these referring to different locations along the west side of Georgia Ave? If they both apply to the same locations, consider combining them into a single bullet.	MCDOT	The fifth bullet is meant to replace the fourth bullet. Staff is meeting with MDOT SHA staff this week to determine the ultimate short-term configuration and will update the plan draft with the outcome of tat discussion.
TR	General	In the short-term, the 4th short-term bullet on p26 highlights an 8 ft sidewalk and a 8 ft 2-way separated bikeway with a 2 ft buffer, and the 1st medium-term bullet references the in-street buffer. However, the proposed short-term section on p31 does not appear to include any separated bikeways.	MCDOT	Correct. The cross section on page 31 is incorrect and will be updated with the outcome of the meeting with MDOT SHA staff taking place this week.

TR	General	<p>3rd Bullet - Confirm that the intent between Flora Lane and 16th Street is to replace the separated bike lanes with a sidepath. This runs counter to our understanding of sidepaths being less preferable in denser urban areas due to the increased risk of conflicts between bicyclists and pedestrians.</p> <p>This also appears to run the risk of not adhering to the last sentence (retaining curb-to-curb) as an in-street facility is being replaced by a behind-the-curb facility. As per the preceding comment: the cross-sections on p31 do not appear to correspond to these proposals.</p>	MCDOT	The reason for recommending a sidepath over the two-way separated bike lane and a sidewalk, is because of staff is prioritizing the wider buffer that can be achieved with a sidepath in a constrained right-of-way. Given the high vehicular traffic volumes and the relatively low pedestrian and bicycle volumes, the wider buffer will have a greater impact on safety and comfort than a fully separated/designated facility for each mode.
TR	Georgia Avenue	As the corridor will be designated an Urban Road Code Area, sidewalk widths within the area should be 6 ft minimum rather than 5 ft.	MCDOT	Staff concurs and will make the change.
TR	Environment	<p>Only small trees can be grown in landscaping areas less than 6 ft wide, and cannot be grown at all in areas less than 4 ft. The trees in the narrow areas shown should not be expected to provide shade nor provide a full canopy -- this should be noted as well as reflected graphically. Such narrow green panels may also not be functional for stormwater management purposes.</p> <p>In previous discussions to this comment it was suggested that tree pits could allow additional space for larger root zones without uplifting adjacent facilities. Tree pits require an additional 1-2 feet -- particularly adjacent to bikeways -- to allow for a protective buffer. Using grates to deck over the tree pit is one option to reduce trip risk, but we do not currently have the operational resources to maintain such covers.</p> <p>If the planting strips are intended to serve as stormwater management facilities these should be a minimum of 7 ft each to provide for curb/barrier that reduces the risk of peds/bikes falling into the facility.</p>	MCDOT	The cross section shows the minimum width. Ideally wider buffers, as wide as 7 ft could be implemented. In some cases it appears there is sufficient right-of-way to achieve a 7ft tree panel.
TR	environment	Confirm that these cross-sections adequately accommodate stormwater management needs.	MCDOT	We recommend installing best management practices for stormwater where feasible, ideally within the buffers. This language can be added to the cross sections.
TR	General	Top Section - The curb-to-curb is 77 ft; not 68 ft as labeled.	MCDOT	Staff concurs and will make the change.
TR	General	Middle Section - The total ROW sums up to 102 ft, but it is labeled as 110 ft.	MCDOT	Staff concurs and will make the change.
TR	Georgia Avenue	<p>It appears that the lanes are being narrowed to provide additional space for facilities behind the curb. However, in the Existing section there is 21.5 ft of additional remaining space within the master planned ROW. The Proposed section only utilizes an additional 19.5 ft.</p> <p>To reduce costs and improve the likelihood &amp; schedule for implementation, consider whether the existing curb line could be held. Or, if lane narrowing is deemed essential: consider reallocating the space into widening the median from 9 ft to 15 ft.</p> <p>As shown, in the Fiscal Impact Analysis this project will be treated as if it is a reconstruction, though a note would be included that as the narrowing is only 3 ft from each side: subsequent design may find it feasible to utilize the existing drainage system, potentially reducing costs.</p>	MCDOT	Staff recommends reallocating space to the median rather than the travel lanes to improve pedestrian safety and comfort.

TR	Georgia Avenue	Bottom Section - The curb-to-curb shown is 92 ft; not 68 ft as labeled. This exceeds the minimum ROW shown as 90 ft, not yet including any facilities behind the curb.	MCDOT	Staff concurs and will make the change.
TR	General	Bottom Section - The total ROW width varies between 103.5-106.5 ft. This range does not correspond to the 90-110 ft as labeled.	MCDOT	Staff concurs and will make the change.
TR	General	Top Section - If this is the cross-section that is to be implemented by SHA, consider replacing the ROW dimension of "Varies" with 114 ft.	MCDOT	Staff concurs and will make the change.
TR	General	Long-Term - Such relatively narrow sidewalks alongside separated bike lanes (particularly without buffers & when located in urban areas) increase the likelihood that pedestrians will use the separated bike lanes as an extension of the pedestrian environment.	MCDOT	The cross section doesn't show the intent, which is to provide a one-foot grade change between the sidewalk and the two-way separated bike lane. This will be changed in the next draft.
TR	General	Long-Term - Label the applicable lanes as through+BRT lanes, with diagrammatic buses.	MCDOT	Staff concurs and will make the change.
TR	General	Long-Term - The cross-section adds up to 119 ft; not 120 ft as labelled.	MCDOT	Staff concurs and will make the change.
TR	General	Clarify where the Existing ROW lines are to better characterize the differences between the short-, medium-, and long-term options.  It appears that the landscaped buffer (Medium-Term) is intended to be added piecemeal as new development dedicates more ROW, and that once the full length of ROW is available: a CIP project would reconstruct to provide the 2-way separated bike lanes. Confirm if this is a correct interpretation.	MCDOT	Staff concurs and will add clarifying language.
TR	General	Top Section - The curb-to-curb is 78 ft; not 68 ft as labeled.	MCDOT	Staff concurs and will make the change.
TR	General	Bottom Section - The cross-section adds up to 112 ft; not 122 ft as labeled.	MCDOT	Staff concurs and will make the change.
TR	General	It does not appear a prudent use of resources to narrow the lanes between Existing to Short-Term, only to widen a foot from Short-Term to Long-Term.  Similarly, a 6 ft planting strip is added from Existing to Short-Term, and then reduced in size to 5 ft from Short- to Long-Term.	MCDOT	Staff concurs and will re-evaluate the cross sections to address this issue.
TR	General	It appears that the lanes are being narrowed to provide additional space for facilities behind the curb. However, in the Existing section there is 35 ft of additional remaining space within the master planned ROW. The Proposed section only utilizes an additional 12 ft.*  To reduce costs and improve the likelihood & schedule for implementation, consider whether the existing curb line could be held. Or, if lane narrowing is deemed essential: consider reallocating space into widening the median from 10 ft to 14 ft.**  As shown, in the Fiscal Impact Analysis this project will be treated as if it is a reconstruction, though a note would be included that as the narrowing is only 2 ft* from each side: subsequent design may find it feasible to utilize the existing drainage system, potentially reducing costs.  * - Assuming 6 ft from each side for the planting strip in the Short-Term section, which is presumed to be kept at 6 ft into the Long-Term.  ** - Assuming only 2 ft is reduced from each direction to reflect the Long-Term section, so that curb lines do not need to be repeatedly modified.	MCDOT	Staff recommends changing the Bus Rapid Transit lanes to 11 feet in width which would not require changing the total width of the roadway between the phases short-term and long-term.

TR	16th street	16th Street - Noting a comment raised by public input at the 1/28 meeting: consider highlighting the proposed road diet & considering how that space might be allocated to bicyclists (and potentially pedestrians) in both the near-term and long-term. Consider applying the same cross-section as from the Lyttonsville Sector Plan (at least in the southbound direction, recognizing 3-lanes may be considered necessary in the northbound direction approaching Georgia).	MCDOT	Staff concurs and will make the change.
TR	spring street	A-263 (Spring Street) is assigned 80 ft ROW for a 4-lane divided arterial. A comparable CSRD Standard is 2004.06, which requires 100 ft of ROW. We request that further detail be provided as to how to reduce the section by 20 ft while also providing additional width for separated bike lanes.	MCDOT	The existing master-planned cross section width is 80 feet which current accommodates one travel lane in each direction as well as a median, on-street parking on both sides as well as separated bike lanes on both sides.
TR	General	Each Business Street is assigned 60 ft of ROW. Under the CSRD Standards a 60 ft Business street would correspond to 2005.01, which provides buffered sidewalks on both side of the street and a single lane of parking (as opposed to the 70 ft section, which provides parking on both sides of the street). Note that this single parking lane might potentially be eliminated if considered to be necessary to provide adequate bicycle accommodations, and a larger ROW may be necessary if parking is considered to be necessary along these streets.	MCDOT	Noted.
TR	General	Add a General Note stating that more right-of-way may be required to incorporate turn lanes or SWM facilities, transit facilities, auxiliary lanes, bike facilities, etc. Use typical phrasing as used on past master plans.	MCDOT	Noted.
TR	General	Show roadway designations (M-8, A-30, etc).	MCDOT	Noted. This change will be made.
TR	General	Show new streets (B-2, B-3, B-4).	MCDOT	Noted. This change will be made.
TR	General	Add the Purple Line Station icon to the legend	MCDOT	Noted. This change will be made.
TR	General	Consider showing which segments are proposed for abandonment (as noted on p33).	MCDOT	Noted. This change will be made.
TR	General	3rd Paragraph - "The radii can be wider if..." this sentence permits exceptions for fire/rescue and ped/bike needs. While the current phrasing may be adequate, consider rephrasing this to also call out transit and other service vehicles.	MCDOT	Noted. This change will be made.
TR	General	4th Bullet - Add "(CPS)" after "countdown pedestrian signals"	MCDOT	Noted. This change will be made.
TR	General	5th Bullet - Instead of Protected Intersections where such facilities are "on at least one approach", should this be where they are "on at least two approaches" ? If only a single facility is present I believe it would transition out of that facility prior to the intersection, so that bicyclists do not have to transition within the intersection, adding to the intersection's complexity and confusion.	MCDOT	Noted. This change will be made.
TR	General	5th Bullet - Consider how to keep phrasing or definition of Protected Intersections "operationally vague". That is, we currently have no experience with Protected Intersections & do not yet know how well they will work; there could be a better design later on that may be even better. Consider writing something like "Protected Intersections or similar design", or perhaps defining Protected Intersections as not a specific design (with an image as a reference example) but rather a design intent (with an image as suggested guidance).	MCDOT	Noted. This change will be made.
TR	General	6th Paragraph - Consider making this more generic, changing "additional left-turn lanes" to "additional turn lanes".	MCDOT	Noted. This change will be made.

TR	Georgia Avenue	<p>2nd Bullet - This appears to state that the ped/bike crossing on the east side of Georgia would link Georgia to either Forest Glen or Woodland on the north side. However, the Bicycle Master Plan (as shown in the Bicycle Network Map on p48) appears to suggest that this crossing would entirely follow the Woodland alignment. Consider clarifying this section on p39, perhaps highlighting means of directing users on the east side of Georgia toward the west side of Georgia, or to the Woodland Breezeway.</p>	MCDOT	<p>Due to existing grade, connecting at Woodland Drive on the north side of the Beltway did not appear feasible. By recommending both potential termini, there is flexibility in the master plan which achieves the desired outcome to have a safe and comfortable breezeway on the east side of Georgia Avenue generally along Woodland Drive.</p>
TR	General	<p>RE: Average Vehicle Delay Standard - We are concerned that the recent trend of master plans increasing the delay standards is an unsustainable approach, and relies on a metric that does not adequately consider the non-auto intent behind the increased thresholds.</p> <p>Intersection metrics looks at intersections in isolation, which can be especially problematic in corridors such as this, where intersections may meter traffic and allow downstream points to function better.</p> <p>Furthermore, increasing congestion thresholds only establishes that more congestion is permitted, without any actionable means of providing alternatives. Eventually the approach of higher congestion tolerances may encounter complications and/or pushback against any further increases.</p> <p>Consider evaluating travel times through the corridor rather than as much of a focus on individual intersections. The Roadway TPAR Test may be one such current regulatory means of doing this.</p> <p>We anticipate that as part of the pending SSP Rewrite we may press for consideration of some form travel time evaluation. One idea we are currently interested in is some form of mode-neutral travel time evaluation where by as long as a user is able to travel a path within a defined amount of time by some available mode (e.g. transit) it can be considered passing even if other available modes (e.g. SOVs) may not be considered passing.</p>	MCDOT	<p>Staff recommends increasing the delay standard because the majority of traffic in the area originates outside the sector plan area. The purpose of increasing the delay standard is to reduce barriers that would hinder redevelopment that achieves the sector plan vision. The amount of traffic forecasted to be generated by the recommended rezoning would not be a significant burden on the transportation network.</p> <p>Establishing a new metric and standard is appropriate for the SSP re-write, which will take a comprehensive view of the County. Staff supports exploring this approach; however, an attempt to do so here would be outside the scope of the sector plan.</p>
TR	General	<p>Last Paragraph, re: UMPs - I'm hesitant to use this current language, which explicitly ties the UMP to reducing congestion and improving traffic flow. I'd expect a Silver Spring Area UMP to have some similarity to the Bethesda UMP, which will have vehicle-minded elements but is largely non-auto focused. Consider whether there may be more mode-neutral phrasing.</p>	MCDOT	<p>Staff will consider this comment further.</p>
TR	General	<p>This is just to flag a reminder that the section on the Traffic Relief Plan will likely be out-of-date and in need of a rewrite by the time the Planning Board Draft advances.</p>	MCDOT	<p>Noted.</p>

TR	16th street	<p>16th Street - Recognizing that it is outside of the plan area, given that it forms the shortest path connection to the nearest Purple Line Station: consider calling out that the 16th Street corridor is missing sidewalk on its west side, as well as its east side along the final block before Georgia Ave.</p> <p>Consider also referencing the trail work being performed by the Purple Line which will extend the Capital Crescent Trail beneath 16th Street along the north side of the CSX Tracks, with connections to the 16th Street sidewalk on the east side and the western terminus of Lyttonsville Road.</p> <p>As an FYI (doesn't have to be mentioned in the plan), MCDOT DTE is evaluating providing sidewalk from Lyttonsville Rd to the Bridge, the PL is evaluating sidewalk from the Bridge to the Station / Shopping Ctr, and a gap will remain from the Shopping Ctr to Spring St (DTE hopes to soon evaluate this, as well).</p>	MCDOT	Thank you for this helpful information. Staff will take this into consideration.
TR	Forest Glen Metro	Consider indicating that the bike parking at Forest Glen Metro Station is anticipated to be implemented largely through private development. You might even specify whether some/all might come from redevelopment of the WMATA property specifically, or if other corners might be obligated to provide a share of bike parking based on their proximity to portals in the current design of the Forest Glen Pedestrian Tunnel/Underpass.	MCDOT	Noted. This change will be made.
TR	General	Should the Transportation Demand Management be expanded? Was this section supposed to call out anything, or specify any recommended actions?	MCDOT	Staff is exploring MCDOT's proposal for NextGen TDM and the potential impacts on the sector plan area. The sector plan area does not have a significant number of qualifying employment establishments to make its own transportation management district. The only employer that would likely trigger at TDM plan is Holy Cross Hospital, which is outside the sector plan boundary.
TR	General	Consider including some narrative toward Bikeshare. This narrative is pretty generic & can probably be copied from other recent plans (possibly Veirs Mill or Bethesda Downtown).	MCDOT	The transportation appendix includes recommendations for bikeshare. This can be moved to the plan document.
TR	Forest Glen Metro	Consider also mentioning the Kiss & Ride facility in the transportation section. Such a mention might highlight how this could cut down on NB Left demand such that we might not necessarily *need* the left-turn lane (should it be very difficult to provide), and may specifically improve off/on pickup & dropoff access from the Beltway.	MCDOT	Staff does not recommend duplicating this recommendation to the transportation section because the kiss & ride will be privately owned and maintained. The purpose of the on-site loop is to reduce queuing on Woodland Drive.
TR	General	Include references to the proposed new business streets.	MCDOT	Noted. This change will be made.
TR	General	Consider updating the section on Updated Road Design Standards to reflect the current Complete Streets efforts.	MCDOT	Noted. This change will be made.
TR	General	2nd Row - Consider adding an additional line item for implementing the Medium-Term section, in addition to this presumed Long-Term implementation.	MCDOT	Noted. This change will be made.
TR	General	2nd Row - Address typo "stud"; should be "study"	MCDOT	Noted. This change will be made.
TR	General	Include two separate line items; one for each BiPPA.	MCDOT	Noted. This change will be made.
TR	General	Provide page numbers.	MCDOT	Noted. This change will be made.

TR	General	Footnote 1 - Consider expanding upon what "77% congestion" means for a layreader. People may read this as 77% of the 3-hour period, or is it at 77% of capacity, or 77% of some congestion-rating metric, etc. Perhaps consider providing the Congestion Severity Scale from p19 of the Mobility Assessment Report? I'm admittedly unsure how that might fit into a footnote.	MCDOT	Noted. This change will be made.
TR	Forest Glen	We intended to implement a mini circle at the intersection of Tilton Drive and Woodland Drive. However, our recent count revealed significant pedestrian activity. Hence, we are leaning towards an All-Way STOP at the intersection.	MCDOT	Noted. This change will be made.
TR	General	Last Paragraph - "Specific recommendations to achieve this long-term vision are detailed in the appendix." /// This *is* the Appendix. Rephrase to highlight that additional detail follows on the subsequent pages.	MCDOT	Noted. This change will be made.
TR	Georgia ave	It is still not clear how easily the new road along the west side of Georgia will be to implement, particularly as it relates to the Fire/Rescue property, Sniders, and the water tower. Sniders' ROW, in particular, might be split into potentially undevelopable remainders, and operations so near Selway Lane might be difficult.  On p19 there is mention of the potential for abandonment of Selway. How would ROW be allocated if this occurred? There would be utility impacts, and access to properties east of Selway would need to be considered.  I think the Main Street Grid is a great idea in theory, but it needs much more detail behind it as its implementation may be very difficult and will require development coordination. It would be most helpful to try and work out the necessary steps and processes in advance so that the development process can be more streamlined.	MCDOT	Staff will look into providing further clarification on how the vision of the main street grid can be achieved.
TR	General	Figure 7 on this page does not show the same alignment as on p28 of the main document. We do not support the offset intersections shown in this drawing & prefer those shown in the main plan.	MCDOT	Noted. This change will be made.
TR	General	Figure 7 - Label streets B-2, B-3, and B-4.	MCDOT	Noted. This change will be made.
TR	Georgia ave	4th Bullet - Consider also referencing Snider's and the fire station here, as they will also be important to the full realization of the Main Street Grid.	MCDOT	Noted. This change will be made.
TR	General	1st Paragraph - TPAR has not been completely eliminated by adoption of the SSP. While it was eliminated as a component of development review, per the approval of the SSP by the Planning Board on 8/1/2016 and upheld by the Council approval on 11/15/2016 (see p3 of the 10/31/2016 Council Analyst Packet at link below): TPAR has been retained for testing master plan transportation adequacy.  <a href="https://montgomerycountymd.granicus.com/MetaViewer.php?view_id=136&amp;clip_id=12402&amp;meta_id=127769">https://montgomerycountymd.granicus.com/MetaViewer.php?view_id=136&amp;clip_id=12402&amp;meta_id=127769</a>	MCDOT	The second paragraph addresses that TPAR is retained for master plans. The sentence in the first paragraph will be modified to further clarify this point.
TR	General	Table 10 - The narrowest secondary and tertiary cross-sections measure at 60 ft and 44 ft, respectively. The latter includes sidewalk on only one side, and given the proximity to urban areas it is more advisable to consider the narrowest Tertiary standard with sidewalk on both sides (50 ft). Need to review these streets to ensure that the assigned ROW is adequate for the street classifications.	MCDOT	The Minimum right-of-way shows what's dedicated today. This will be re-labeled as existing ROW. As these are not master-planned roadways, recommendations for wider ROW will not be included.

TR	General		RE: The last set of columns "2040 Zoning Envelope (Congestion standard increased to 120 secs in Plan Area)" - It is not immediately clear what this entails. This would appear to imply that the only change as compared to one of the preceding alternatives is that the congestion standard was increased. However, if this is the case: why do the delay values not match either of the other Zoning Envelope scenarios?	MCDOT	By increasing the standard, less mitigation is needed. For example at Forest Glen Road, to keep below 80 seconds of delay several new travel lanes need to be added to all four approaches. To keep below 120 seconds of delay, fewer additional lanes are needed. There is a desire to keep the roadways as narrow as possible at intersection to reduce pedestrian exposure.  Further clarification is clearly needed to explain the different scenarios. This will be added as notes to the table.
TR	General		If I am following the text on p97 correctly, in the table on p98, the middle column is supposed to be mitigation without any change in the congestion standard, and the right column is supposed to be mitigation with the higher congestion standard.  Perhaps related to my preceding comment regarding p91, why is there such a profound difference on p98 between the two intersections for Forest Glen Rd? I would initially expect to see the right column showing less mitigation required, rather than a completely different arrangement of significant mitigation.  It's possible the text at the top of p99 is attempting to explain this, but I am not following how this resulted in the Proposed Standard mitigation diagram.	MCDOT	Staff is looking into this. Overall the mitigation for the recommended increased delay standard is less intense and recommends fewer turn lanes, but staff recognizes that this is true for all approaches except the westbound approach at the intersection of Forest Glen and Georgia Avenue.
TR	General		Last Paragraph, Last Sentence - Replace the typo "intented" with "intended"	MCDOT	Noted. This change will be made.
TR	General		Provide illustrations of each of the proposed 5 intersections and their respective treatments.	MCDOT	Noted. This change will be made.
General	Plan Area	Transcript 9	I do want to go on record saying the Linden Civic Association does strongly support the proposed sector plan. Forest Glen, Montgomery Hill Sector Plan. We think overall, it's a very good document. Your Staff was extremely helpful throughout the process in working with communities, working, making sure the process was as transparent, and as helpful as possible.	P. Olivetti	Noted
TR	Georgia ave	Transcript 9	I'm one of those 84,000 vehicles on Georgia Avenue, but my wife uses public transportation. Takes the bus to Silver Spring or to Wheaton, wherever she's going. And when she does, I can be, I know I'm going to receive, when I come from work, her comments about the state of Georgia Avenue, the state of getting, walking to Georgia Avenue, the state of the neighborhood, the difficulty and just the inability for someone to age in place. And while we've been in our residence, our home a little bit over 33 years, we want to continue to age in place, and we will. Certainly Georgia Avenue and the streets surrounding Georgia Avenue make it, what, a challenge for people to get around.	P. Olivetti	Noted
Housing	Forest Glen Metro	Transcript 17	County planners are proposing that most of the projected 2,200 upscale high-rise apartment units, with its projected 3,500 residents, will be packed into the metro lot, and a four-acre medical center property, our neighbor to the east. They propose that those four acres also	A. Banks	The 2,200 units represents the maximum zoning yield based for the entire Plan Area.
General	outreach		Much of the Park and Planning Departments proposal emanated from a charrette for 80 residents sponsored on June 12th, 2018, only six weeks after the passage of the equity resolution.	A. Banks	The Sector Plan does not control tenant selection but the existing medical use is still allowed under the proposed zone.

General	outreach	Transcript 18	The charrette was also attended by elected and other county officials. And our biggest concern is that West Forest Glen residents, and organizations, were excluded from this crucial event and that the charrettes reported recommendations would devastate our community.	A. Banks	The charrette was not organized by M-NCPPC. Staff was invited to attend the community led/organized event. It was advertised by the civic organization and open to the public and focused primarily on Montgomery Hills. All residents, stakeholders and organizations were afforded equal opportunity to meet with the planning team to which was evidenced by our participation in civic/hoa led tours, meetings and other community driven events.
TR	Georgia ave	Transcript 22	WABA supports the goals and recommendations of the sector plan and urges the Planning Board to follow the Staff recommendations for the medium and long-term configurations of Georgia Avenue, to align with the state highway administrations alternative 5(b) as part of the transportation elements of the plan.	WABA	Noted
LU/ZO	redevelopment	Transcript 25	It's critical that we actually do this. This is way more important than the character of close-in neighborhoods that are in high opportunity areas, like Montgomery County. And also, in terms of, I mean, we spoke about it with ability. In terms of equitability, if the supply of available housing is constrained, the price will rise. That's Econ 101. So, I'm just saying I'm here to be fully in support of the new sector plan and the added density around Montgomery. Around Georgia Avenue.	M. Dutka - My Backyard MOCO	Noted
TR	vision zero	Transcript 33	First is to encourage safe and sustainable transport. The strong emphasis on Vision Zero, to improve the safety for all individuals, including drivers, transit users, bicyclists and pedestrians is particularly important. Equally important is balancing the demands of the infrastructure improvements with the need to enable public transit and safe walking and biking.	Sierra Club	Noted
LU/ZO	TOD	Transcript 33	The second area to highlight is to improve land use. Much needed transit-oriented development would be enabled by changing zoning to allow high, medium density to multi-unit residential development around Forest Glen Metro Station and commercial, residential and mixed used development in both the metro station and the planned transit stop on Georgia Avenue and Seminary for the future Georgia Avenue South bus transit lane.	Sierra Club	Noted
ENV	Plan Area	Transcript 33	Third area, protect the environment. Which we believe this plan would do. It would improve stormwater management, improve open space, expand green cover, prioritize tree planting. It would reduce local energy demand and consumption by supporting the construction of energy efficient buildings. And I'll digress a second to say, we addressed the Planning Board to have this second plan include both requirements and effective incentives to encourage energy efficiency in buildings. For example, the Bethesda sector plan, bonus density points were offered to make buildings more efficient and code required. We like that	Sierra Club	The plan recommends a minimum of 35% green cover on all new development which can include green roofs, green lawn, and tree cover. We're also recommending full compliance of the County's stormwater management requirements. For any building coming in under CR Zones, we're asking them to go above the County's energy requirements by at least 2.5%. That would mean they would have to go above the IGCC standard.
Housing	Plan Area	Transcript 33	we like that there's a range of housing choices that would be created. And preserving market rate affordable housing and encourage collaboration with other organizations to develop and expand affordable housing is very important.	Sierra Club	Staff concurs.
ENV	Americana Finnmark	Transcript 34	Americana Finnmark though is one of the largest private green spaces in the area, for which we receive no assistance from the county to maintain it as green	P. Fransden	
LU/ZO	WMATA lot	Transcript 34	The 1978 Forest Glen sector plan transit impact area and vicinity study said Forest Glen was intended primarily for local residents, parking there is intentionally limited and traffic from the beltway wishing to use Metrorail is directed south to Silver Spring. And so forth and so on. I won't read the whole thing. This was reaffirmed in the July 1996 Forest Glen sector plan	P. Fransden	Sector Plan's have a 20 year horizon. Updates are routinely needed to address new challenges and issues, as such, recommendations are often changed or refined.

TR	WMATA lot	Transcript 34	That area, that immediate area, should stay residential. I don't think the best like is commercial development. Instead Wheaton and Silver Spring should be the focus of commercial development. The way the area is structured now, it's very inaccessible. The no left turn is a hallmark in the area. And basically, you can't get there from here with the way the traffic is now setup. It's straight jacketed along Georgia Avenue. The lack of left turns has impeded development.	P. Fransden	Noted
General	Plan Area	Transcript 38	For the last 15 years I've been advocating here and elsewhere for moral walkability, including the underground passageway to the metro. And over the last year and a half or so, I've attended about eight meetings on the sector plan. And during those meetings I have been incredibly impressed by the careful diligence and willingness of the planning staff to listen. And I can confidentially say the planning reflects a tremendous amount of input from the community. And largely reflects what my neighbors and I have been asking for, for the last few years.	Gillespie	Noted
LU/ZO	WMATA lot	Transcript 40	But in general, I want to say that I am really happy about the proposed zoning density at the intersection of Georgia and Forest Glen. I think we had a rare chance to do the right thing. We have a really good chance to make smart growth happen. And I'm super excited about that happening in my neighborhood. I think that that's exactly where we ought to have the density. And I think there are a lot of people who would live there and use the metro and it would be great.	Gillespie	Noted
ENV	Plan Area	Transcript 40	I also like the recommendations for trees and green roofs. And as Mr. Ditzler said, I would not lessen those numbers. I think it's important, well, that wasn't what you said, you said we should be equitable with Bethesda, and I'm going to piggyback on that and say I agree. I think it's important to aim for 35 percent green cover. And I know there's been some discussion about bringing that down, but please don't do that because it dooms us to be second class to Bethesda forever. If we lessen that number, we risk becoming also second to them in terms of the environmental aspect.	Gillespie	The plan recommends a minimum of 35% greenspace on all redevelopment properties. We also are recommending green roofs, and lots of street trees. The intention is to create shaded, desirable destinations that enhance the community as well as the environment.
LU/ZO	Forest Glen Metro	Transcript 48	I live within a half mile of an underground heavy rail subway station, even closer to the new feature entrance, and our walk score is 35. That's amazing. That wouldn't be possible without the over restrictful single use zoning that has held the neighborhood back. Points on the metro by the way, it's one step from downtown Silver Spring and Wheaton, it's two stops from town park, it's seven stops from the Capitol and the core of D.C., yet, next to its entrance are parking lots. On our side is a mostly empty parking lot and an aging medical building. Single use. Nothing at all has been built in Forest Glen for over 50 years. Other than a new patient wing of Holy Cross Hospital. Which, by the way, is over 120 feet tall.	T. Martin	Noted
LU/ZO	medical office cluster	Transcript 48	I'd like to highlight the medical buildings on the northern edge of the plan area. By Dennis Avenue and Medical Center Park. There are three different properties. They're all single use medical building. They don't serve our neighborhood other than my dentist is there. That's the only thing that's there. Those property owners, according to the plan, they've indicated that they want to pursue opportunities to complement their current single use medical operations with small retail uses, such a coffee shop, a pharmacy. Please let this happen.	T. Martin	Noted. This change will be made.

LU/ZO	Forest Glen Metro	Transcript 50	I live in Americana Finnmark since 1978 and I moved to New York City in 1992 and then I came back in 2009. I've been back and forth to Americana Finnmark because my mother lives there. And the one thing I have to say is, I like how our community feels like a home, and I don't feel like I live in the middle of a mall. And because I lived in New York City I've seen urban jungles, like Brooklyn, and they don't feel like home to me, they feel like I'm just going to a bunch of stores. And so my concern is that this place is going to look like Brooklyn. And it's not appealing when you want to go someplace to relax after a stressful day at work	L. Tuvalo	Noted
Econ	Forest Glen Metro	Transcript 54	In the apartments economic analysis report that was commissioned by the Planning Staff, they said that rents could be around \$1,800, \$1,900 for 850 square unit. And the core apartments on Georgia Avenue, right near Cameron, you can get a one- bedroom studio for \$1,500 a month. If someone wants to get an urban area, that's where they're going to go, not to our parking lot. Furthermore, we talk about what we need economically. In that same economic analysis, they said that the viability for the market was that 360 to 380 units, at a four or five story apartment complex on the lot. And yet what's being recommended is double that. With not exclamation other than, that's appropriate. And that doesn't sit with me. We need to know why this economic study is not what we should be looking to instead of these general grandiose claims...	M. Barnhart	The economic analysis on potential rents was based on new residential comps in close subareas with a 10% price reduction/differential based on the assumption that the rents yielded on the WMATA lot would not be as high. They are not based on comparison to one building in a nearby subarea. The zoning recommendation for the site was based not solely on the economic analysis study, but on a variety of factors including conversations with WMATA, and comparable zoning given in other master plans to other transit-accessible sites.
LU/ZO	WMATA lot	Transcript 56	what sort of amenities we do want to see. Because there's a really great opportunity on that lot. We can see things that actually help converse our community. We are the furthest point from the two libraries. So if you want to go there, you have to metro to Wheaton or Silver Spring and then walk a mile. A lot of parents don't want their kids doing that. A satellite library with possible spaces for telecommuters or for a start-ups to setup and really do that sort of WeWork thing, except maybe with some county support, would be a really great economic development idea. Or a daycare so people who want to ride the metro to work don't have to drive their kids to a daycare they can drop them there, take the metro down to D.C. and then come back. Or of course, as everybody loves the small coffee shop. I think everybody can get behind that. And the last thing, food trucks. We talked a lot about restaurants, but the big problem is in the middle of the day, if people are just transiting and going down to D.C., those business, like a lot of the business in Montgomery Hills, won't have anybody coming in the middle of the day. Food trucks kind of solve that problem. By coming at particular times, they can come when it's busiest without having to bear the burden of a long day time where there may not be as many people around.	M. Barnhart	The proposed zoning allows for maximum flexibility and does not preclude a we/work space. A daycare or library could be added as a public benefit/amenity. The plan can't make a recommendation for food trucks but that use could fall under the general recommendation for placemaking.
Housing	Plan Area	Transcript 56	MPDU use only represents 60 percent of median income. That's not even representing real low-income residents, like our teachers, our firefighters, our police officers that can't live in their own county. If we want to give them housing, we need a much higher percentage than 15 percent. Furthermore, the Washington Post reported, actually just yesterday, or maybe two days ago, that middle-income seniors are losing out. And middle income seniors aren't being catered to by these luxury developments that are being built, they are getting screwed basically because they don't have a place to move to when they need to move out of their larger houses and don't have their families	M. Barnhart	MPDUs represent 65%-70% AMI (around \$80,000 for a family of four). As the MPDU units are a complete developer subsidy, they are meant to reach moderate income households (which includes teachers, firefighters, and police officers). The MPDU/market mix is supposed to represent a balance of creating affordable units, but still allowing enough incentive/density for a project to make financial sense.

Operational	Forest Glen Metro	Transcript 64	...fire safety specialists have criticized metros fire evacuation plan at Forest Glen Metro due to the role of the elevators. Okay. So, also since opening, the operating condition of the elevators has been a consistent major problem. Quite often one or more of the elevators is broken down. Worse yet, customers have been trapped in the elevators requiring rescue by the fire department and WMATA elevator techs, which takes about 30 minutes or more. Okay. WMATA currently has no elevator techs stationed at the Forest Glen Metro Station. They have to travel either from the Wheaton Metro or Silver Spring in order to assist in the evacuation.	T. Jones	This concern has been communicated to WMATA staff. Staff is awaiting response.
Operational	Forest Glen Metro	Transcript 64	So, the other thing too is that while this station has been consistently characterized as underutilized, this stated was never intended to be, nor does it have the capacity to be a major transportation station handling thousands of passengers a day. Especially in peak comminuting times.	T. Jones	This concern has been communicated to WMATA staff. Staff is awaiting response.
Operational	Forest Glen Metro	Transcript 68	...is it really possible to increase the population of our area by almost 50 percent and not affect the quality of life of those of us that are already living there. In my case, 33 years And if the basis for increased density is maximizing the ridership of the Forest Glen Station, then that seems to be a non-starter because of all of what you've heard about the way that station was actually setup and the fact that it was meant to be what they call a, I think a light service station	N. Wisdo - President, Americana Finnmark	Noted
TR	Forest Glen Metro	Transcript 69	We have an emphasis on maintaining the residential quality of our neighborhood. We ask that you modify the provisions that will contribute to increased density and increased traffic in an already F rated intersection of the fourth busiest artery in the county. Which is Route 97, Georgia Avenue and Forest Glen Road.	N. Wisdo - President, Americana Finnmark	Noted
LU/ZO	Forest Glen Metro	Transcript 69	Reduce the size of the buildings considerably down from the 120 feet for the Metro Lot and the building center, or the medical center, focus on family housing rather than one-bedroom units and create neighborhood enhancing amenities. Such as a community center, daycare, green space, park and maintain and increase the small-scale retail that already exists there.	N. Wisdo - President, Americana Finnmark	Buildings in CR zones adjacent to single family zones must conform to compatibility requirement of zoning ordinance. Any structure adjacent to or confronting single family zoned properties must start at the same height (typically 35'), and step up at a 45 degree angle. The Plan recommends a vareity of public benefits and amenities including green space, parkland, neighborhood serving retail and affordable housing.
Operational	Forest Glen Metro	Transcript 71	I am a smart growth advocate, 100 percent. There's no question. Like I support density, I did Bethesda, when I worked on White Flint, Strathmore. Specifically, where the metro stations are. Yet, I do need to understand more about this issue on capacity for this particular metro station. Every single metro station that I have worked on, master plans, have escalators. This one doesn't have it. So, I did make the request through the Staff to ask Metro to show the capacity, the engineering report that they may have had when they created this station back in the '90s. What's their maintenance report? what's the lifecycle for the elevators?	Commissioner Fani-Gonzalez	Staff has requested this infomation from WMATA and is awaiting a response.
HP	Woodside	Transcript 75	First of all, Woodside is on the locational atlas, which means that all homes in our section have to undergo a process of submitting plans to the HPC for exterior remodeling. However, because our houses are not historic, we don't get the tax credit for doing it. And residents who have been through it say that it adds time and money and a lot of headaches to the project, but we don't get the tax credit.	C. Gannon	Staff concurs that properties listed on the Locational Atlas and Index of Historic Sites are not eligible for the Montgomery County Historic Preservation Tax Credit. Owners of property listed in the Montgomery County Master Plan for Historic Preservation are eligible to receive a credit for documented expenses for exterior maintenance, restoration, or preservation work.

TR	Woodside	Transcript 76	I see that there's a recommendation for a protected crossing noted at Georgia and Noyes. I favor a protected crossing for pedestrians and bicycles, their way of a synagogue on the other side of the street. And we have a lot of residents who cross there. However, the neighborhood has struggled for decades trying to prevent cut through traffic. We sit just north of Silver Spring, lodged between 16th and Georgia and Spring. And a traffic light will bring traffic straight across Georgia onto Noyes, which is narrow street, has parking on one side. When the cars are parked there you can't even have two-way traffic on Noyes, the car has to pull aside and let another one go by. I think that works against the work the community has done for decades now having restricted access at various intersections to have a straight cut through on Noyes Drive. I know there are ways, if you feel you need something there that it could be you could turn right or left, but not go straight across, or it could be, my preference would be if it's just for pedestrians.	C. Gannon	Thank you for your feedback on the type of protected crossing that should be explored at Noyes Drive and Georgia Avenue.
ENV	Plan Area	Transcript 76	I would ask the Planning Board to pay careful attention to green space and trees. Getting people out of their cars and walking and biking and supporting local business will depend on many factors. But green space, walkability and bicycle safety I think will help immensely.	C. Gannon	The plan recommends a minimum of 35% greenspace on all redevelopment properties. We also are recommending green roofs, and lots of street trees. The intention is to create shaded, desirable destinations that enhance the community as well as the environment.
General	Plan Area	Transcript 78	Our neighborhood consists of almost 700 households and we support the goals of this plan and the improvements and the preferred alternative.	V. Grussing - President, Forest Estates Community Association	Noted
General	Plan Area	Transcript 83	I just wanted to express my enthusiastic support for this plan. I moved to the area about four years, I think the same time that you did. And for sure the reason we moved here was for the metro. Also, when we visited the neighborhood, the sense of the community. And I can echo what was said earlier.	J. Matthews	Noted
General	Plan Area	Transcript 86	The Staff has identified some terrific opportunities for development that will enhance our community. I've participated in several of the earlier meetings. This draft, I can assure you, was revised to address several concerns that were heard. And there was even a little progress on concerns I raised.	S. Fishman	Noted
UD	Montgomery hills	Transcript 87	you've already heard so much about traffic, here's a car wash. So what I'd like to do is ask you, there is something in the plan to say, to change the zoning, but I'm asking you to be bolder and find other ways to really discourage the current looking and feel, discourage the kind of businesses that are here and encourage alternatives.	S. Fishman	Noted
TR	Montgomery hills	Transcript 87	The same thing is there's, here's the problem with the traffic, well, here's the car wash on Georgia Avenue. And, again, I would urge you to find some arrows in your quiver beyond zoning because it, you've seen what happens when the cars backup on Georgia Avenue. So we need, just a little hanging fruit that will actually make an improvement to the traffic.	S. Fishman	Noted
TR	Georgia Ave	Transcript 87	We have two lanes going down, this is from Georgia Avenue onto 16th Street, and they're still backing up behind that. But if you change that from two lanes to one lane and change it from a 45-degree angle to whatever it is to a 90 degree angle, it ain't going to make it better.	S. Fishman	Thank you for your feedback. Based on the modeling exercise, the sector plan recommends that when 16th Street southbound is realigned to the current T intersection at 16th Street northbound and Georgia Avenue, two left turn lanes are recommended for southbound, turning from Georgia Avenue onto 16th Street. The geometry of the turn will be determined through the design process.