



# Fairland and Briggs Chaney MASTER PLAN

PLANNING BOARD DRAFT

APPENDIX

JUNE  
2023



 **Montgomery Planning**

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## APPENDIX A: TRANSPORTATION MODELING ANALYSIS

In the fall of 2020, the County Council adopted a new Growth and Infrastructure Policy (GIP) that focuses on two primary tasks:

- Identify opportunities to incorporate the county’s Vision Zero travel safety objectives into the Local Area Transportation Review process, and
- Reintroduce a policy area-level-review to evaluate a master plan’s balance between transportation capacity and land-use travel demand.

The policy area-level metrics to evaluate the transportation adequacy of master plans are composed of five transportation system performance metrics. These metrics and how they are derived and interpreted are briefly described below. For the purposes of this Plan, these metrics were calculated for the Fairland/Colesville Policy Area, in which the plan area is situated.

**Accessibility** is defined as the number of jobs that can be reached in the Washington, D.C. metropolitan region within 45 minutes by **auto** and by **transit** at the time of buildout. Adequacy is achieved if the master plan improves average accessibility, based on a Traffic Analysis Zone-level, population-weighted average, for the plan area relative to the currently adopted master plan.

Travel time is defined as the average time by auto and by transit, considering all trip purposes during all times on a weekday at time of buildout, reported as **vehicle hours traveled (VHT)** and **person hours traveled (PHT)**, respectively. Adequacy is achieved if the master plan improves average travel time for the plan area relative to the currently adopted master plan.

**Vehicle miles traveled (VMT)** per capita is defined as the sum of the weekday VMT from trips that both start and end within the plan area and half the weekday VMT from trips that either start or end within the plan area. Adequacy is achieved if the Plan improves (i.e., reduces) average VMT per capita for the plan area relative to the currently adopted plan.

**Non-auto-driver mode share (NADMS)** is defined as the non-auto-driver mode share for the journey to work in the plan area. This is the meaning of the measure in current master plans, the 2020-2024 GIP<sup>1</sup>, and the goals used by the county regulating transportation demand management. Adequacy is achieved if the Plan confirms the relevant pre-established journey-to-work NADMS goal for the plan area.

**Low-stress bicycle accessibility** is defined as the percentage of potential bicycle trips that can be

<sup>1</sup> <https://montgomeryplanning.org/wp-content/uploads/2020/11/20210101-Text-of-the-2020-2024-Growth-and-Infrastructure-Policy-with-Maps.pdf>

accommodated on a low-stress (LTS-2)<sup>2</sup> bikeway network. Adequacy is achieved if the Plan meets or improves the average for the percentage for the county at the time of buildout.

#### *Transportation System Performance Metrics*

The transportation performance metrics pertaining to job accessibility for the year 2045 adopted plan scenario (i.e., the 1997 Fairland Master Plan, updated with current zoning district) and the year 2045 proposed plan scenario (this Master Plan) indicates an approximate *six percent decrease* in accessibility by auto, yet an *increase* in job accessibility by transit of about *14 percent*. This divergence is due in part to a shift in projected land use development within the plan area from employment-oriented development to a more residential-heavy mix of development because of a change in recommended zoning districts in the Plan. Recommendations for enhanced transit service, through dedicated transit lanes and additional stations on U.S. 29, explains much of the increase in projected job accessibility by transit.

The transportation performance metrics pertaining to travel time (VHT and PHT) and VMT per capita analyzed for the year 2045 adopted plan scenario (i.e., the 1997 Fairland Master Plan updated with current zoning district) and the year 2045 proposed plan scenario (this Master Plan) each show a slight improvement, with an

approximate *four percent decrease* in VHT and PHT and a nearly *nine percent decrease* in VMT. These projections indicate that this Master Plan achieves transportation adequacy for these metrics at buildout.

The projected change in NADMS from the currently adopted plan to the proposed plan indicate a policy area-level rise in non-automobile mode share by about *four percent*, to a projected 29.08 percent by 2045. This estimate is nearly consistent with the recommended 30 percent NADMS goal of the proposed plan, a difference that is expected to be resolved by even a slight shift in travel behavior rather than policy-based solutions. With additional effort to encourage travel within the policy area, this Master Plan is expected to be able to achieve adequacy for this metric at buildout.

As previously stated, the low-stress bicycle accessibility metric is derived from the application of Montgomery Planning's Bicycle Travel Demand Model. Using this tool, this Plan's recommendations are projected to *increase* year 2045 countywide connectivity from 82.7 percent to 83.0 percent. Low-stress bicycle accessibility in the Fairland/Colesville Policy Area is projected to *increase* from 92 percent to 95 percent. These results indicate that this Plan achieves adequacy for this metric at buildout.

For a summary of the metrics described above, see Figures 1 and 2, below.

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<sup>2</sup> LTS-2 is defined as bicycle travel network "appropriate for most adults" or "appropriate for most children" (Consistent with the approach for Objective 2.1 of Bicycle Master Plan – "Countywide Connectivity.").



Figure 1: Transportation System Performance Metrics and Supplemental Information Tables

**FBCMP Transportation system performance metrics for 2015 & 2045**

	S1_2015 Existing			S2_2045 Existing Zoning			S3_2045 New_Zoning		
	County Wide	Policy Area	Plan Boundary	County Wide	Policy Area	Plan Boundary	County Wide	Policy Area	Plan Boundary
Auto Accessibility (Jobs) *1	1,140,208	1,146,642	1,104,796	1,297,287	1,340,994	1,257,248	1,264,503	1,264,524	1,223,698
Transit Accessibility (Jobs) *2	129,519	27,283	28,360	220,383	49,615	48,108	217,598	56,368	71,213
VHT (Minutes) *3	17.33	16.02	16.66	19.33	18.65	20.67	19.27	17.94	18.79
PHT (Minutes) *4	50.16	56.27	59.18	50.70	59.44	62.43	50.58	57.04	57.81
VMt per Capita *5	12.94	11.49	12.17	12.58	13.36	14.24	12.48	12.19	12.03
NADMS *6	31.52%	26.77%	23.68%	35.22%	25.37%	24.32%	35.58%	29.08%	29.91%

\*1 Total Jobs/ Total Population

\*2 Total Jobs/Total Population

\*3 Total VHT/Total Auto Trips, VHT denotes Vehicle Hours of Travel

\*4 Total PHT/Total Transit Trips, PHT denotes Person Hours of Travel

\*5 Total VMt/(Total Pop+Total Emp), VMt denotes Vehicle Miles of Travel

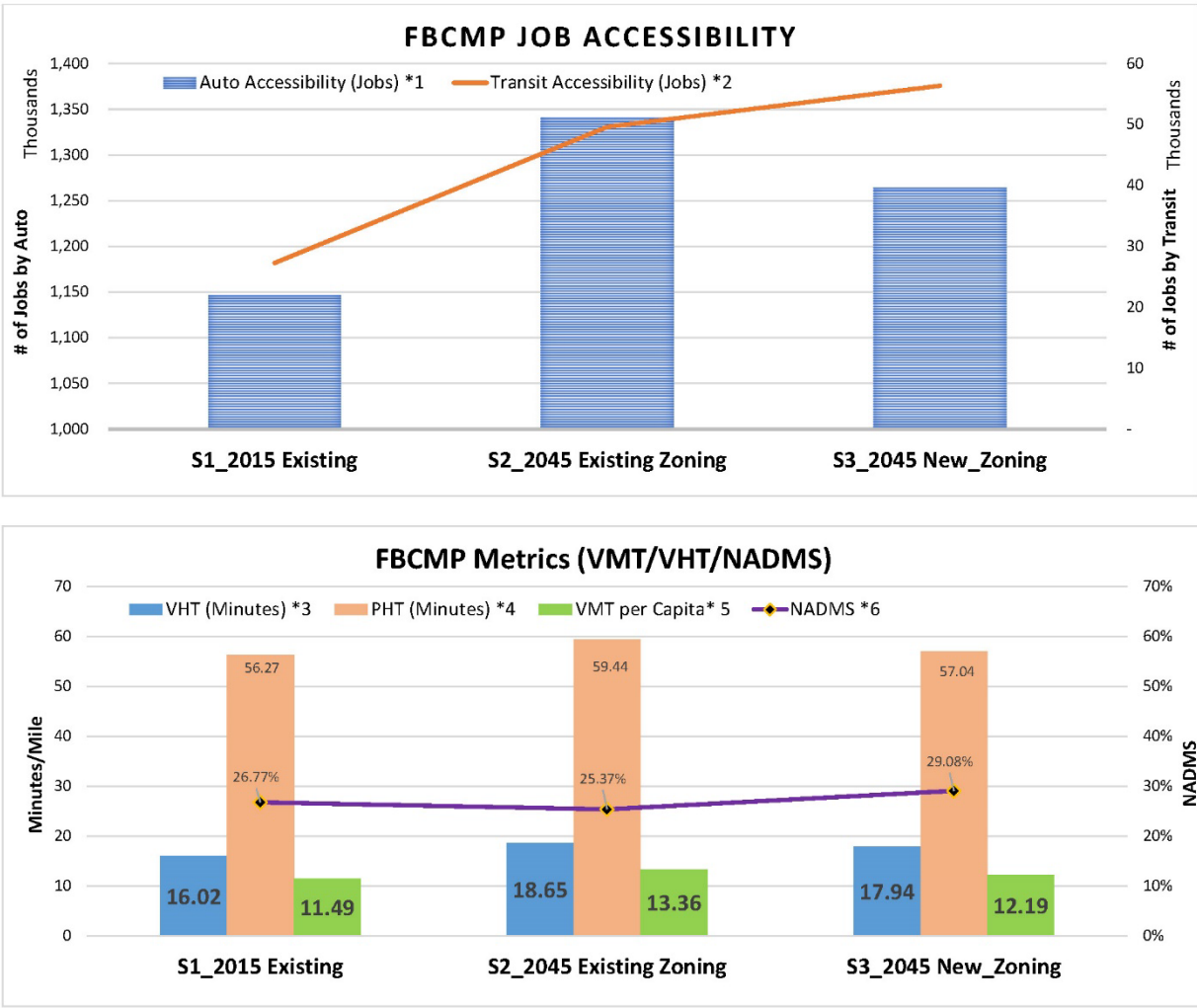
\*6 Non-Auto Trips/Total Trips, NADMS denotes Non-Auto Drive Mode Share

**FBCMP Supplemental Information for Metrics Comparison for 2015 & 2045**

	S1_2015 Existing			S2_2045 Existing Zoning			S3_2045 New_Zoning		
	County Wide	Policy Area	Plan Boundary	County Wide	Policy Area	Plan Boundary	County Wide	Policy Area	Plan Boundary
# of TAZs	471	24	9	471	24	9	471	24	9
Population *7	1,028,164	67,855	19,135	1,236,982	72,664	22,085	1,262,846	98,530	47,951
Employment	522,569	12,889	8,237	712,693	46,124	34,675	698,460	31,891	20,442
HBW SOV	353,450	15,970	6,308	428,099	28,395	16,006	427,933	28,136	15,909
HBW NADMS	167,475	6,131	2,036	237,356	9,957	5,249	240,832	11,768	6,805
HBW TOTAL	531,306	22,902	8,599	673,962	39,239	21,585	676,960	40,463	22,753

\*7 includes Group Quota Population

Figure 2: Transportation System Performance Metrics Charts



## APPENDIX B: COMMUNITY ENGAGEMENT

The engagement strategy for the Fairland and Briggs Chaney Master Plan occurred in four phases: Listening, Visioning, Refining, and Sharing. The table below summarizes the engagement process and the meetings and milestones completed for each stage. Table 2 lists community feedback received during the Visioning phase, with notations and references pertaining to applicable plan recommendations.

Table 1: Community Engagement Process	
<b>Listening Phase</b> Building social networks and working partnerships, gaining insight and perspective on the background context of the socio-economics and existing conditions of the community from a variety of different stakeholders. Create an opportunity to meet people wherever they are in their understanding of the planning process. The amount of time spent is no less than one year.	
May – June 2021	Spring Speakers Series (3 virtual events total) – titled: <i>“CommUNITY Conversations in Fairland”</i> <i>New Discoveries on Sacred Ground: Paying Homage to Local Pioneers</i> <i>The Importance of People-First Transportation Planning</i> <i>Grassroots Advocacy on CommUNITY Greenspace</i>
May 2021 – December 2022	Stakeholder Interviews ECCAB Meetings
August 2021 & 2022	Everyday Canvassing Multi-family Units (544 Interviews) Local Businesses (327 interviews)
August – September 2022	Community-led Events Summer of Peace / National Night Out (August 2021 & 2022) Story Tapestries Event (August 2021) East County Hub Expo (September 2021) Burtonsville Day (September 2021 & 2022) Manna Food / Black Physicians and Healthcare Network (June 15 <sup>th</sup> )
June – September 2021	Online Tools: eLetters, Survey & Questionnaire (+90 responses)
October 2021	Pedestrian Audit Walking Tour along Briggs Chaney Road
August – March 2021	University of Maryland / PALS Program
November 2021	Fall Listening Sessions (4 virtual events) Parks, Recreation, and Places to Play An Equitable Community, a Vibrant Economy and a Healthy Environment Mobility and Equitable Infrastructure Food to Thrive
March – June 2022	Community Pop-up Events (4 separate locations) <ul style="list-style-type: none"> <li>• Edgewood Neighborhood Park</li> <li>• Tech Road &amp; Old Columbia Pike Park &amp; Ride Lot</li> <li>• East County Community Recreation Center</li> <li>• Briggs Chaney Marketplace</li> </ul>

<b>Visioning Phase<sup>3</sup></b> Resolving existing challenges, leveraging community partnerships, considering alternative outcomes, and foreseeing possible scenarios. Inspire stakeholders to creatively express their hopes for the future and challenge the status quo or traditional approaches to engagement.	
July 2022	Housing Market Assessment Study
June - July 2022	Visioning Workshops (6) 2 virtual meetings 4 in-person meetings, including a mini-festival at Fairland Recreational Park.
October 2022	Fairland and Briggs Chaney Placemaking Festival
<b>Refining Phase</b> Thoughtful consideration of future changes compared to existing conditions and alternative outcomes. This phase referenced other related plans and policies to track progress and align preliminary recommendations with future projections.	
September 2022	In-person Community Open House and Planning Board Briefing on Preliminary Recommendation 'Big Ideas'
January 2023	In-person Community Open House on full Preliminary Recommendations
March 2023	In-person Community Meeting and Planning Board Briefing to Review Master Plan Working Draft
<b>Sharing Phase</b> Deliberating on the feasibility of possible recommendations and incorporating the thoughtful considerations of all stakeholders. Leverage established partnerships and carefully consider new social networks (both local and regional) to transform recommendations into a vision that gets implemented over the next 20-years.	
May 4, 2023	Planning Board Public Hearing
May 18 and 25, 2023	Planning Board Work Sessions
TBD	County Council Review and Approval

## Visioning Workshop Feedback Results

The following Visioning Workshop Feedback Matrix demonstrates a clear connection between the comments received from the Visioning Workshops, the Placemaking Festival, and internal design charrettes with recommendations of the Master Plan. These comments (575 total) are in addition to the many comments received during the Listening Phase. The Master Plan's Community Engagement Report is posted online and provides specific details regarding comments received during the Listening Phase ([https://montgomeryplanning.org/wp-content/uploads/2022/02/FBC\\_community\\_engagement\\_report\\_Final.pdf](https://montgomeryplanning.org/wp-content/uploads/2022/02/FBC_community_engagement_report_Final.pdf)).

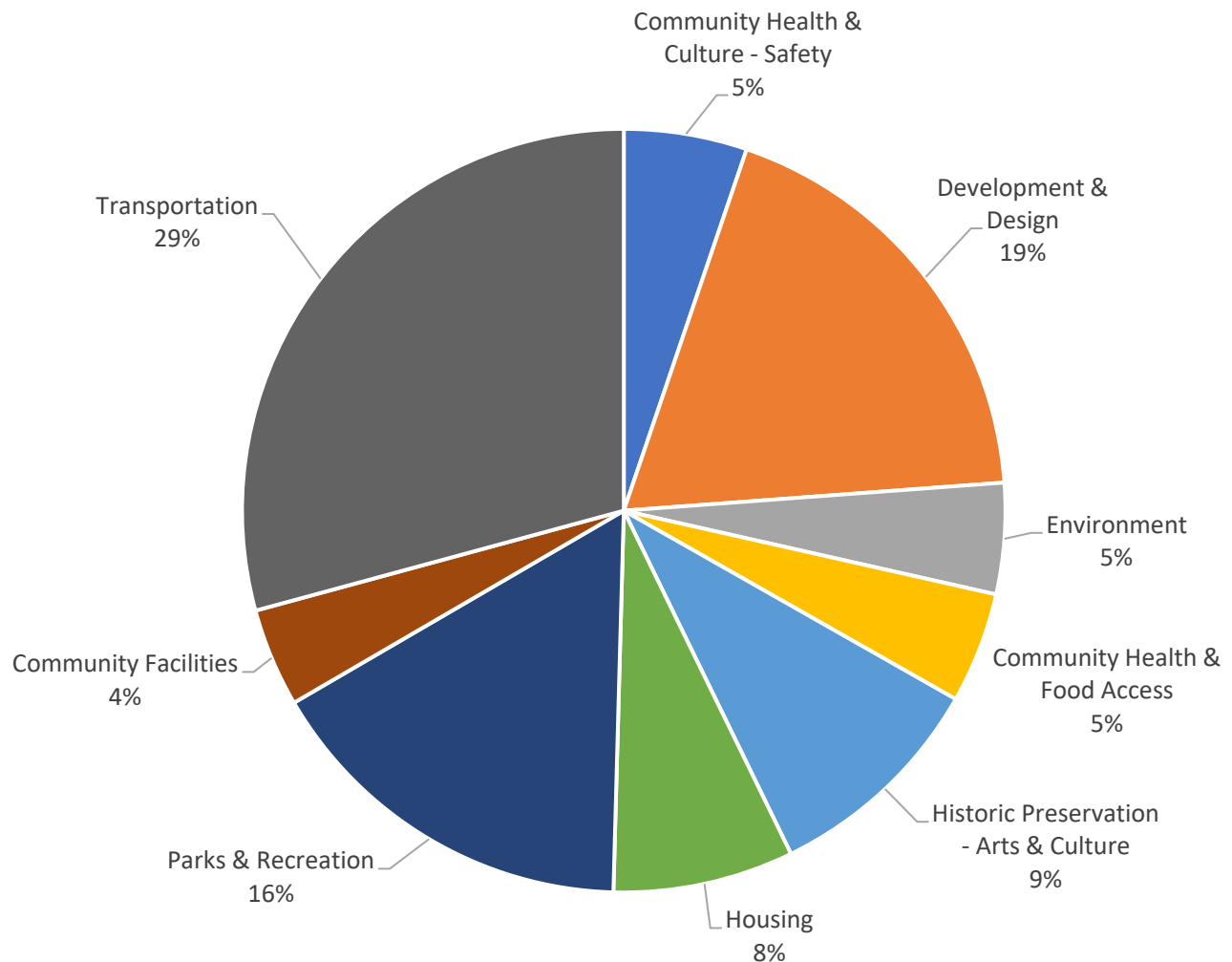
As the comment summary indicates, below, most stakeholders expressed interest in the policy theme related to Transportation (168 comments received), followed by Development & Design (107 comments). Increased accessibility, alternative mobility options, more connected communities, public safety, and convenience are just a

<sup>3</sup> The comments generated in the Vision Workshop Feedback Matrix were generated during this stage. This Matrix was not presented in the Community Engagement Report (dated February 3, 2022), because the Visioning Stage did not start until the summer of 2022.

few interests expressed by workshop participants' hopes for the future of the Fairland and Briggs Chaney community. The following table provides a visual summary of the overall Matrix provided on the following pages.

**FEEDBACK MATRIX COMMENT SUMMARY** – organized by the policy theme in the order expressed by the Matrix

1	Community Health & Culture	30 comments	6%	
2	Development & Design	107 comments	18%	2 <sup>nd</sup> Priority
3	Environment	27 comments	4%	
4	Community Health & Food Access	27 comments	4%	
5	Historic Preservation – Arts & Culture	55 comments	10%	
6	Housing	44 comments	8%	
7	Parks & Recreation	93 comments	16%	3 <sup>rd</sup> Priority
8	Community Facilities	24 comments	4%	
9	Transportation	168 comments	29%	1 <sup>st</sup> Priority
	<b>Total</b>	<b>575 comments</b>	<b>100%</b>	





Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
<b>Community Health &amp; Culture - Safety (30 Comments)</b>				
(Need) Quality childcare	Community Health & Safety	Public Benefits & Development	July 14 Workshop	Noted. 4.B.3.6 New childcare facility <i>incorporated into the site redevelopment</i> ; 3.G.2.1 - Resiliency Hub & Learning Center; 3.G.2.2 and 3.G.2.3 Youth Educational Programs at the Recreation Center; 3.G.2.5 - New Location for Montgomery College; 3.G.2.6 - Future School Sites; 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; and 3.E.2.7 - Education on Parks & Food Systems
Briggs Chaney Marketplace is not safe to go to	Community Health & Safety	Crime	July 14 Workshop	4.B.2. Briggs Chaney (North Activity Center)
Heard about the crime happening at the apartment behind the Briggs Chaney marketplace; I avoid visit those area, including Robey road and Edgewood park.	Community Health & Safety	Parks & Recreation	July 14 Workshop	Noted.
Keep the sense of safety	Community Health & Safety	Crime & Transportation	July 14 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 4.A.3.2 - Sideways along Old Columbia Pike; 4.A.4.2, 4.A.5.2, 4.B.2.5 - Streetscape Town Center; 4.A.6.2 - Streetscape Downtown Context; 4.B.2.6 BIPPA; 4.B.3.1 - Sideway along Briggs Chaney Road; 4.B.4.1c - 'main street' design
Population and ages have changed- more people are here now	Community Health & Safety		July 14 Workshop	Noted.
Public Safety	Community Health & Safety	Crime & Transportation	July 14 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety
Revitalization of Police precinct/sub station next to East County Community Center	Community Health & Safety	Crime	July 14 Workshop	Noted. 4.B.3.5 - Redevelopment of DGS Property (w/ Briggs Chaney Park & Ride, Police Precinct, East County Regional Services)
Safety is not a concern for him; did hear some the business(a chain store) close due to crime.	Community Health & Safety	Crime & Economic Development	July 14 Workshop	4.B.3.2 and 4.B.3.3 - Briggs Chaney Marketplace Redevelopment; 4.B.2.1 Property Redevelopment; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.D.2.4 and 5.D Community Advisory Committee.
The lack of job opportunities can also increase the number of absent parents that increase the need for youth engagement.	Community Health & Safety	Schools & Education	July 14 Workshop	Noted. 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.G.2.1 - Resiliency Hub & Learning Center; 3.G.2.2 and 3.G.2.3 Youth Educational Programs at the Recreation Center; 3.G.2.5 - New Location for Montgomery College; 3.G.2.6 - Future School Sites; and 4.B.3.6 New childcare facility incorporated into the site redevelopment.
There's many young people hanging around there and causing trouble; I think that is the result of lack of economic opportunities and not enough programs to engage the youth; I Think the best solution is to keep the young people in the school.	Community Health & Safety	Schools & Education	July 14 Workshop	Noted. 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.G.2.1 - Resiliency Hub & Learning Center; 3.G.2.2 and 3.G.2.3 Youth Educational Programs at the Recreation Center; 3.G.2.5 - New Location for Montgomery College; 3.G.2.6 - Future School Sites; and 4.B.3.6 New childcare facility incorporated into the site redevelopment.
Workout Stations	Community Health & Safety	Parks & Recreation	July 14 Workshop	3.E.2.6 - Fairland Recreational Park
Parks, bike paths, library	Community Health & Safety	Parks & Recreation	July 22 Festival	Noted. 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety
The access to multiple resources and the friendly people	Community Health & Safety		July 22 Festival	Noted. 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety
(Need) more light @ PVD2	Community Health & Safety	Transportation	July 6 Workshop	Noted.

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
More lighting in walkable areas	Community Health & Safety	Lighting	July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
More/better lighting on Featherwood St. and Ct.	Community Health & Safety	Street lighting	July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
Patrol security contractors	Community Health & Safety	Crime	July 6 Workshop	Noted.
Safety (lower crime)	Community Health & Safety	Crime	July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
Helping provide a sense of identity and place	Community Health & Safety	Development & Design	June 19 Workshop	3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofiting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
Love downtown Silver Spring. I like not having to get into a car all the time. Want to do shopping and visit families and friends in the same neighborhood where I live. I want to spend money where I live.	Community Health & Safety	Development & Design	June 19 Workshop	3.A.2.2 Design Guidelines; 3.D.2.2 and 3.D.2.3 - Food Systems; 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride
Some perceptions of the east county seem to inhibit people from patronizing area, would like to make the area more family-oriented and family welcoming.	Community Health & Safety	Development & Design	June 19 Workshop	Noted. 3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.B.3.6 - Redevelopment og Briggs Chaney Park & Ride; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofiting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
Is there a local news source like Source of the Spring?	Community Health & Safety		June 24 Workshop	Noted.
Need to bring the kids together to talk about violence, but not with the police. The community center could be put to use for things like this.	Community Health & Safety	Public Safety	June 24 Workshop	Noted.
People who are neighbors aren't talking to each other. Need opportunities where people are kind of "forced" to meet one another.	Community Health & Safety	Development & Design	June 24 Workshop	Noted; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.B.3.6 - Redevelopment og Briggs Chaney Park & Ride; 4.B.4.2d - Public Open Space; 4.A.2. Retrofiting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
Crime is a concern - especially Briggs Chaney shopping center area, castle Blvd. area	Community Health & Safety	Crime	June 27 Workshop	4.B.2. Briggs Chaney (North Activity Center)
Diverse	Community Health & Safety		June 27 Workshop	Noted.
Family friendly dynamic	Community Health & Safety		June 27 Workshop	Noted.
Innovative communication	Community Health & Safety		June 27 Workshop	3.D.3.4 Community Advisory Committee
Intersection of crime, accessible resources and amenities, and economic opportunity for residents of all ages	Community Health & Safety	Crime	June 27 Workshop	Noted.
Less crime	Community Health & Safety	Crime	June 27 Workshop	Noted.
Lively	Community Health & Safety		June 27 Workshop	Noted.

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
Reducing crime, improve residents' overall income, and bring back major grocery store/major brands	Community Health & Safety	Public Safety	June 27 Workshop	Noted: 4.A.6.4 Future Development of 12501 Old Columbia Pike
Safety in the community	Community Health & Safety	Public Safety	June 27 Workshop	Noted: 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
Safety is a concern in the White Oak area	Community Health & Safety	Public Safety	June 27 Workshop	Noted.
Unity through community event	Community Health & Safety		June 27 Workshop	3.D.3.4 Community Advisory Committee
Vibrant	Community Health & Safety		June 27 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
Voter registration sites for residents	Community Health & Safety		June 27 Workshop	Noted.
<b>Development &amp; Design (107 Comments)</b>				
(Need) Places to eat- sit down; outdoor cafes, gathering spaces	Development & Design	Land Use	July 14 Workshop	3.A.2.2, 3.A.2.3, and 3.A.2.4 Gathering Spaces; 4.B.2.1 Redevelopment to active town center; 4.B.3 and 4.B.4 Briggs Chaney Activity Center;
(Need) Water Splash areas	Development & Design	Parks & Recreation	July 14 Workshop	Noted: 3.E.2.5 Fairland Recreational Park
Amount of parking has changed- once was 2/home, now 4/home- everything is built up-where to put in housing?	Development & Design	Parking	July 14 Workshop	Noted: 3.C.1 Transportation Goals
Another Urgent care facility	Development & Design		July 14 Workshop	Noted: 3.G.2.1, Resilience Hub
Area should be improved for additional dense development in specific areas that are underutilized. Would also like to see more activation areas.	Development & Design		July 14 Workshop	3.A.2.3. Community Gateways and Activity Centers; 3.B.1 Housing Goals
Banneker – needs a selling point, needs to revamp, too small	Development & Design		July 14 Workshop	Noted
Convenient Store for Greencastle Lakes Community centre	Development & Design	Food Access	July 14 Workshop	4.C.2.6 Future Redevelopment of Greencastle Lakes Park & Ride
Focal point; stretches out for placemaking	Development & Design		July 14 Workshop	3.A.2.2 - Design Guidelines and 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2.1 Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.2 Town Center Design Guide; 4.A.4.3 MCPs Short Term Leasing for Extracurricular Activities; 4.A.6.2 Town Center Design Guide; 4.B.2.3 Public Art and Design Features; 5.E Design Guidelines
Gateway	Development & Design		July 14 Workshop	3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2.1 Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.2 Town Center Design Guide; 4.A.4.3 Fairland Center MCPs Short Term Leasing for Extracurricular Activities; 4.A.6.2 Town Center Design Guide; 4.B.2.3 Public Art and Design Features; 5.E Design Guidelines
Grant money for Briggs Chaney shopping center- green area, where people can get together	Development & Design		July 14 Workshop	4.B.3.2 and 4.B.3.3 - Briggs Chaney Marketplace Redevelopment; 4.B.2.1 Property Redevelopment
Have outdoor seating	Development & Design	Parks & Recreation	July 14 Workshop	3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 - Linear Pathways and Public Plaza

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
Improve nightlife. There should be mixed use development (include something like chapalas, Fridays, etc with safe lounge spaces)	Development & Design	Local Economy	July 14 Workshop	Noted.
Interesting roof top for new buildings. Rio better design	Development & Design		July 14 Workshop	Noted.
Job: There's no opportunity. In for my property plus media	Development & Design		July 14 Workshop	3.D.2.3. Community Health and Culture
Like to see the auto mall transfer to something else, it is empty and not well maintained . It is not an attractive place to visit. Will be nice to have different usage over there . Such as a fine dining place instead of a pile of cars.	Development & Design	Parks & Recreation	July 14 Workshop	3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 4.B.3.2 and 4.B.3.3 - Briggs Chaney Marketplace Redevelopment; 4.B.2.1 Property Redevelopment; 3.D.2.1 Food Systems; 3.D.2.2 Food Businesses and Regional Networks; 3.E.2.8 Edgewood Neighborhood Park; and 3.E.2.9 Gaps in Services and amenities.
Make space presentable	Development & Design	Local Economy	July 14 Workshop	3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride
Mall	Development & Design		July 14 Workshop	Noted.
Mixed use building	Development & Design		July 14 Workshop	4.A.2.1, 4.A.3.1, Table 7: Old Columbia Pike and Briggs Chaney Activity Center Zoning; 4.A.4.1 and Table 8: Old Columbia Pike & Fairland Activity Center Zoning.
More local Business(Photography, little bit of everything)	Development & Design	Local Economy	July 14 Workshop	Noted; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 3.D.2.1, 3.D.2.2 and 3.D.2.3 - Food Systems
Need more banks in the area	Development & Design	Local Economy	July 14 Workshop	Noted.
No high rises – but mid-rise with nice roof tops – integrate green space	Development & Design		July 14 Workshop	Noted; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 4.B.3.2 and 4.B.3.3 - Briggs Chaney Marketplace Redevelopment;
No more commercial R-90 only	Development & Design		July 14 Workshop	Noted.
Outdoor seating for restaurants	Development & Design		July 14 Workshop	4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace
Parking	Development & Design	Parking	July 14 Workshop	4.B.4.1b, 4.B.4.1d, 4.B.4.2a and 4.C.2.5 - Structured Parking Facilities
Shopping center on east side to north, is dead	Development & Design		July 14 Workshop	4.B.3.2 and 4.B.3.3 - Briggs Chaney Marketplace Redevelopment; 4.B.2.1 Property Redevelopment; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.D.2.4 and 5.D Community Advisory Committee.



Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
Signage and Wayfinding	Development & Design		July 14 Workshop	3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofiting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
Twoli neighborhood remake	Development & Design		July 14 Workshop	Noted.
Wine bar	Development & Design		July 14 Workshop	Noted.
Wish Auto mall to be redevelopment	Development & Design		July 14 Workshop	4.B.4 Briggs Chaney (South)
Briggs Chaney Road and US 29 is as big as Four Pike & Rose's	Development & Design		July 20 Internal Charette	3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride
Centers should be street-oriented development	Development & Design	Transportation	July 20 Internal Charette	3.A.2.5 - Building closer to street
Central plaza, square, green space should be included at centers	Development & Design	Public Open Space	July 20 Internal Charette	3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride
Consider a CBD (or other organized structure) for east county (following Thrive's recommendations)	Development & Design		July 20 Internal Charette	4.B.3.3d - Enterprise Zone
Intensity: Added density, bigger transformation along US-29; major urban park; mixed use; a deck over US-29; maximum public investment; maximize 15-min. living effect	Development & Design		July 20 Internal Charette	4.B.3.2 and 4.B.3.3 - Briggs Chaney Marketplace Redevelopment; 4.B.2.1 Property Redevelopment; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.D.2.4 and 5.D Community Advisory Committee.
Light Touch: neighborhood retail; missing middle housing; better walking and biking	Development & Design		July 20 Internal Charette	4.B.3.2 and 4.B.3.3 - Briggs Chaney Marketplace Redevelopment; 4.B.2.1 Property Redevelopment; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.D.2.4 and 5.D Community Advisory Committee.
Maker spaces allowed at all centers	Development & Design	Local Economy	July 20 Internal Charette	4.B.3.2 and 4.B.3.3 - Briggs Chaney Marketplace Redevelopment; 4.B.2.1 Property Redevelopment; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.D.2.4 and 5.D Community Advisory Committee.
Secondary Center: serve southern portion; better connection to parks; medium intensity/density	Development & Design	Transportation	July 20 Internal Charette	Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center; 4.C.2.5 and 4.C.2.6 - Greencastle Park and Ride.

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
(Desire for the community to be more like) Columbia Town Center - stores, restaurants	Development & Design		July 6 Workshop	Noted. 3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 3.A.2.2 Develop Design Guidelines
(Like) white oak shopping center as the new activity hub	Development & Design	Food Access	July 6 Workshop	Noted.
A more robust economy and jobs	Development & Design	Local Economy	July 6 Workshop	Noted. 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.G.2.1 - Resiliency Hub & Learning Center; 3.G.2.2 and 3.G.2.3 Youth Educational Programs at the Recreation Center; 3.G.2.5 - New Location for Montgomery College; 3.G.2.6 - Future School Sites; and 4.B.3.6 New childcare facility incorporated into the site redevelopment.
Activity is low in the service areas – lack of people	Development & Design	Local Economy	July 6 Workshop	4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems;
Against changing Residential zones to Commercial zones	Development & Design		July 6 Workshop	Noted.
Bring Columbia (Town Center) here	Development & Design		July 6 Workshop	Noted.
Build up reduce footprint	Development & Design	Environment	July 6 Workshop	3.A.2 - Land Use and Design
Churches have low foot traffic when there are no events happening on their property. Their parking surface lots are underutilized. Destinations can create opportunities for people to come together and meet each other.	Development & Design	Community Health & Culture	July 6 Workshop	Noted.
Dining out restaurants other than fast food eateries	Development & Design	Food Access	July 6 Workshop	3.E.5 and 3.E.7 Parks and Public Open Space
In favor of a grocery store	Development & Design	Food Access	July 6 Workshop	4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems
	Development & Design			4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
Maybe a 2 Michelin Star restaurant	Development & Design	Retail Restaurants	July 6 Workshop	Noted. 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems
Mixed-use centers	Development & Design		July 6 Workshop	4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems
Need a MOM's grocery store	Development & Design	Food Access	July 6 Workshop	Noted.
Need a way to gather, in a public space in the neighborhoods where we live	Development & Design	Community Health & Culture	July 6 Workshop	3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; Noted.
Need a Wegman's	Development & Design	Food Access	July 6 Workshop	
Need outdoor eating options	Development & Design		July 6 Workshop	4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems
Need shopping (food)	Development & Design	Food Access	July 6 Workshop	4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems
Nice coffee shops / places to eat	Development & Design	Food Access	July 6 Workshop	4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems
Place to grab a drink and seat	Development & Design	Food Access	July 6 Workshop	4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems
Residents are traveling outside the region to seek fine dining, food, cultural and entertaining experiences.	Development & Design	Transportation	July 6 Workshop	4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems
Restaurants like Bone Fish	Development & Design	Food Access	July 6 Workshop	Noted.
Shopping not working because 29 is so hard to cross when walking so have to drive to shopping.	Development & Design	Transportation	July 6 Workshop	4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems
The existing churches in the southern region are only active at peak hours when religious services are happening. Otherwise there is very little foot traffic on their properties. <i>Is this be a missed opportunity that could be fully realized in the Master Plan?</i>	Development & Design	Environment	July 6 Workshop	Noted.
Town Center	Development & Design	Local Economy	July 6 Workshop	3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems
Transit-oriented Development	Development & Design		July 6 Workshop	3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 4.B.3.5 and 4.B.3.6 - Redevelopment of the Briggs Chaney BRT station.
Viva White Oak is transformational. How do we connect (to) them?	Development & Design		July 6 Workshop	3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
Want a Pizza Café	Development & Design	Food Access	July 6 Workshop	Noted.

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
Want a restaurant that people actually want to come to	Development & Design	Local Economy	July 6 Workshop	Noted. 3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.B.3.6 - Redevelopment of Briggs Chaney Park & Ride; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
Want an AVEDA Salon	Development & Design	Retail	July 6 Workshop	Noted.
Want an experience	Development & Design	Placemaking	July 6 Workshop	Noted. 3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.B.3.6 - Redevelopment of Briggs Chaney Park & Ride; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
Want boutique coffee shops	Development & Design	Local Economy	July 6 Workshop	Noted.
We are too spread out	Development & Design	Environment	July 6 Workshop	3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
Can we do something with the auto park? It's so much land that could be used for something more community oriented	Development & Design		June 19 Workshop	4.B.4 Briggs Chaney (South) Activity Center
Fairland Road (at Old Columbia Pike), next to the gas station, could be a good place for improvement.	Development & Design		June 19 Workshop	4.A.4 Old Columbia Pike and Fairland Activity Center
I believe the community needs improvements in the night life.	Development & Design	Local Economy	June 19 Workshop	Noted.
Introducing a beer park or wine bar that gives room for a multi-generational crowd	Development & Design	Local Economy	June 19 Workshop	Noted.
Encourage development of strategic activity node	Development & Design		June 22 Internal Charette	Map 14 - Concept Framework Plan; 4.A.6 - Old Columbia Pike and East Randolph Activity center; 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride
Encourage development of strategic activity node	Development & Design		June 22 Internal Charette	Map 14 - Concept Framework Plan; 4.A.6 - Old Columbia Pike and East Randolph Activity center; 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride
Encourage development of strategic activity node	Development & Design		June 22 Internal Charette	Map 14 - Concept Framework Plan; 4.A.5 - Columbia Pike and Musgrove Activity Center; 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride
Encourage development of strategic activity node	Development & Design		June 22 Internal Charette	Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center
Encourage development of strategic activity node	Development & Design		June 22 Internal Charette	Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center; 4.C.2.5 and 4.C.2.6 - Greencastle Park and Ride.
Encourage pedestrian-scale development along Briggs Chaney Rd. with appropriate streetscape improvements	Development & Design	Transportation	June 22 Internal Charette	Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center
Encourage the transition of Briggs Chaney Marketplace into an urban town center; possibly with interim infill development	Development & Design		June 22 Internal Charette	4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace
Bakery	Development & Design	Local Economy	June 24 Workshop	Noted.



Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
Corner store trucks / distribution of goods	Development & Design	Food Access	June 24 Workshop	Noted; 3.C.2.12 - Freight Traffic; 3.D.2.1 Food Systems and Connected Communities
Improve Briggs Chaney Shopping center visual	Development & Design		June 24 Workshop	4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.B.3.6 - Redevelopment og Briggs Chaney Park & Ride; 4.B.4.2d - Public Open Space
more affordable shops and bakery	Development & Design	Local Economy	June 24 Workshop	Noted.
More pop-up shops in vacant stores	Development & Design	Food Access	June 24 Workshop	Noted; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.B.3.6 - Redevelopment og Briggs Chaney Park & Ride; 4.B.4.2d - Public Open Space; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPs Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
Outdoor fountain and water play area	Development & Design	Parks & Recreation	June 24 Workshop	Noted.
town center	Development & Design		June 24 Workshop	Map 19 Existing and Planned Roadways; 3.C.2.1 - Town Center; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.2.8 - Road Diets on Main Arterials
water fountain / water falls	Development & Design	Parks & Recreation	June 24 Workshop	Noted.
Area along Fairland road and Old Columbia Pike, potentially developing into a town center	Development & Design		June 27 Workshop	Noted; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center
Auto Sales Park is a void space for the community; there's nothing for the resident to do at the auto-mall.	Development & Design		June 27 Workshop	4.B.4 Briggs Chaney (South)
Bad parking and circulation at Briggs Chaney Marketplace	Development & Design		June 27 Workshop	Noted; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center
Better retail	Development & Design		June 27 Workshop	Noted; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center
Better retail option and return of a major grocery store	Development & Design	Retail Uses	June 27 Workshop	Noted; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center
Develop the 'Jungle' behind the Briggs Chaney Center (Briggs Chaney Road/Old Columbia Pike)	Development & Design	Urban Design	June 27 Workshop	Noted; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center
Dynamic economic development – incentivize higher-paying jobs	Development & Design	Local Economy	June 27 Workshop	Noted.
Facade management program in some areas	Development & Design		June 27 Workshop	3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
Future development in Viva White Oak and Burtonsville will impact the overall economic vitality for this region.	Development & Design	Local Economy	June 27 Workshop	Noted.
Handy to have automall close for repairs	Development & Design		June 27 Workshop	Noted.

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
Home values should be able to increase rather than decrease.	Development & Design	Housing	June 27 Workshop	Noted.
Incentivize higher paying jobs; better income	Development & Design		June 27 Workshop	Noted.
Integrate the two shopping centers (Briggs Chaney Marketplace and Center); reduce their segregation from US 29	Development & Design		June 27 Workshop	4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; Map 14 - Concept Framework Plan; 4.B Main Street; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways
Mixed use apartment buildings with grocery stores and restaurants at the base of the building, as well as in-building parking garages for accessibility	Development & Design		June 27 Workshop	Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center; 4.C.2.5 and 4.C.2.6 - Greencastle Park and Ride
Restaurant diversity	Development & Design		June 27 Workshop	Noted.
There is a desire for more employment options, more employers	Development & Design	Local Economy	June 27 Workshop	Noted.
Verizon has two facilities. East side is only a processing center and looks abandoned. The west side is administrative. East side seems to have a lot of wasted parking spaces.	Development & Design		June 27 Workshop	4.A.5 Columbia Pike and Musgrove Activity Center
An East County Edens Center (Mosaic) as they have in VA	Development & Design		July 6 Workshop	Noted.
Briggs Chaney Shopping Center (Marketplace) needs parking improvement	Development & Design		July 6 Workshop	4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems;
<b>Environment (27 Comments)</b>				
(Need) Public services for tree maintenance, recommend more property management and need a way to track how neglected areas need to be maintained	Environment	Public Safety	July 14 Workshop	Noted. 2.E. Community Engagement and Placemaking; 3.A.2.2. Design Guidelines; 3.A.2.3 Gateway Activity Centers; 3.A.2.4 Third Places; 3.C.1 Transportation Goals; 3.E.2.2 Network of Public Open Spaces; 3.E.2.6 Enhance park amenities; 3.E.2.10 Climate Action Plan; 3.F.1 Environment Goals; 3.F.2.1a Increasing Tree canopy; 4.A.1 District Vision; 4.A.6.4 Seventh Day Adventist Property
Affordable solar panels	Environment		July 14 Workshop	Noted. 3.C.4.3 BRT stations; 3.D.2.1 Healthy Food Systems; 3.E.2.10 Climate Action Plan; and 3.F.2.6 On-site Energy
Briggs Chaney Shopping Center and bus stop need more shade.	Environment	Transportation	July 14 Workshop	3.F.2.1, 3.F.2.3 - Tree Canopy; 3.F.2.7 - Reduce Urban Heat Island Effects; 4.B.2.4 and 4.B.2.5 Streetscape Design; 4.B.3.3a and b - Redevelopment of Briggs Chaney Shopping Center
Clean Lakes	Environment		July 14 Workshop	Noted. 3.F.1. Environmental Goals; 3.F.2.3 and 3.F.2.4 - Enhanced SWM and Rainwater Captured; 3.F.2.5 Modern Green Infrastructure; 3.F.2.8 Waster Quality within Upper Paint Branch Special Protection Area Overlap Zone
EV Stations	Environment		July 14 Workshop	3.C.2.11 - Network of Electric Car Charging; 3.G.2.1 - Resilience Hub and Learning Center
Giant has two electric charging stations- perhaps other parking lots-easier to put in at SFH, tough w/townhomes (also this is tied to new development)	Environment	Development & Design	July 14 Workshop	Noted. 3.C.2.11 - Network of electric car charging stations; 3.E.2.10 - CAP; 4.B.2.1 - Redevelopment of Main Street District; and 4.B.3.5 - electric-charging infrastructure.

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
Green Area	Environment		July 14 Workshop	3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride
Green space in area not black top area	Environment		July 14 Workshop	3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride
Solar panels in areas where there are no trees- suggestions for panels over highway	Environment		July 14 Workshop	3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride
Integrate 'cool street' design into urban design guidance	Environment	Climate mitigation	July 20 Internal Charette	3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride
Finance is a barrier for private solar panel installation	Environment		July 22 Festival	Noted.
Glad to learn that the county's green bank is going to round church property's solar panel installation; would like to see all the church in the FBC area have renewable energy.	Environment		July 22 Festival	Noted. 3.E.2.10 Climate Action Plan
Like to see more renewable energy in the community, yet would like to receive financial support. I wish to see the government provide tax reduction for low-income households who want to install the solar panel.	Environment		July 22 Festival	Noted. 3.C.4.3 BRT stations; 3.D.2.1 Healthy Food Systems; 3.E.2.10 Climate Action Plan; and 3.F.2.6 On-site Energy
My community HOA does not have enough funding to install solar panels; their roof condition is too bad for solar panels, so I need to redo the roof first.	Environment		July 22 Festival	Noted.
My condo is planning to install solar panels.	Environment		July 22 Festival	Noted.
Need more greenery in the middle of the Briggs Chaney Marketplace	Environment	Parks & Recreation	July 22 Festival	4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places
Wire(cable line) is the barrier for tree canopy; seeing may tree been trimmed or removed because of the wire. Would like to underground the cable line.	Environment	Transportation	July 22 Festival	4.A.2.3 and 4.B.2.4 - Undergrounding Utilities
Charging stations	Environment		July 6 Workshop	3.F.2.6 - on-site energy generation systems; 3.E.2.10 Climate Action Plan
Environmentally stable	Environment		July 6 Workshop	Noted.
Improve Briggs Chaney Auto Mall - landscape	Environment		July 6 Workshop	4.B.4.1a, b, c, d, e and 4.B.4.2 Auto Mall Development
Smoke-free spaces	Environment		July 6 Workshop	Noted.
Daylight the former stream through the middle of the Auto Sales Park through redevelopment	Environment		June 22 Internal Charette	3.F.1.8 - Water Quality Protection; 4.B.4.3 - Auto Mall Heat Island Effects.
Establish a resilient hub (CAP) site to increase renewable energy (e.g., East County Rec. center, other state and county property in the study area)	Environment		June 22 Internal Charette	3.G.2.1 - Resilience Hub and Environmental Learning Center

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
Reduce urban heat island effects (e.g., Change pavement color, introduce cool street guidance, Band black roof tops, Compensation option for providing shade if street trees are not applicable)	Environment		June 22 Internal Charette	3.F.2.7 - Urban Heat Island Effect
Support single household solar panel installation	Environment		June 22 Internal Charette	Noted. 3.E.2.10 Climate Action Plan; and 3.F.2.6 On-site Energy
Lots of natural areas	Environment		June 27 Workshop	Noted.
Plant more trees	Environment		June 27 Workshop	3.F.2.1 - Tree Canopy
Shade and tree canopy needed at bus stops and along sidewalks.	Environment	Transportation	June 27 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers;
<b>Community Health &amp; Culture - Food Systems (27 Comments)</b>				
Community Garden (food and flora)	Food Access		July 14 Workshop	3.D.2.1 - Food Systems; 3.D.2.2 Food Businesses and Regional Networks; 3.E.2.8 Edgewood Neighborhood Park; and 3.E.2.9 Gaps in Services and amenities.
Food Access	Food Access		July 14 Workshop	3.D.2.1 - Food Systems; 3.D.2.2 Food Businesses and Regional Networks; 3.E.2.7 Edgewood Neighborhood Park
More farmer's markets – access to community gardens	Food Access		July 14 Workshop	3.D.2.1 - Food Systems; 3.D.2.2 Food Businesses and Regional Networks; 3.E.2.7 Edgewood Neighborhood Park
Places to eat	Food Access		July 14 Workshop	4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 3.D.2.1, 3.D.2.2 and 3.D.2.3 - Food Systems
Farmers market	Food Access		July 20 Internal Charette	3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 3.D.2.1, 3.D.2.2 and 3.D.2.3 - Food Systems; 3.E.2.8 - Edgewood Neighborhood Park; 3.G.2.2 - Community-serving programming at East County Recreation Center.
Bringing more restaurants that aren't just fast food	Food Access	Development & Design	July 22 Festival	3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 3.D.2.1, 3.D.2.2 and 3.D.2.3 - Food Systems
Grocery stores with more diversity of food	Food Access	Development & Design	July 22 Festival	3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 3.D.2.1, 3.D.2.2 and 3.D.2.3 - Food Systems; 3.E.2.8 - Edgewood Neighborhood Park; 3.G.2.2 - Community-serving programming at East County Recreation Center.
More affordable, healthier food	Food Access		July 22 Festival	3.B.2 - Housing Recommendations; 3.D.2.1 Healthy Food Systems; 3.E.2.10 Climate Action Plan
More grocery stores	Food Access	Development & Design	July 22 Festival	4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.A.6.3 - Redevelopment of 2131 Randolph Road
More local family restaurants that benefit local residents	Food Access	Development & Design	July 22 Festival	4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems; 3.E.2.8 - Edgewood Neighborhood Park; 3.G.2.2 - Community-serving programming at East County Recreation Center.
(Dislike) monotony grocery chain (Giant); need mechanism to maintain retail diversity	Food Access	Development & Design	July 6 Workshop	4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.A.6.3 - Redevelopment of 2131 Randolph Road
(Like) This area is not a food desert.	Food Access		July 6 Workshop	Noted.
(Need) More sit-down Restaurant	Food Access	Development & Design	July 6 Workshop	Noted. 3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.A.6.3 - Redevelopment of 2131 Randolph Road



Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
Co-ops farming	Food Access		July 6 Workshop	3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.E.2.8 - Edgewood Neighborhood Park
Corner markets don't survive	Food Access		July 6 Workshop	Noted.
Food choices - vegan + vegetarian	Food Access		July 6 Workshop	3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.E.2.8 - Edgewood Neighborhood Park; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace
Food courts	Food Access		July 6 Workshop	4.B.3.3b - Redevelopment of Briggs Chaney Marketplace;
More white linen restaurants	Food Access		July 6 Workshop	4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems
Stores on Fairland Market doing well because they are ethnicity-specific	Food Access		July 6 Workshop	Noted.
Use parking lots for markets	Food Access	Local Economy	July 6 Workshop	Noted. 3.A.2.2 Design Guidelines; 3.D.2.2 and 3.D.2.3 - Food Systems; 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride
Would like to see a Farmer's Market established in the community - perhaps at the Tech Road Park & Ride Lot	Food Access	Local Economy	July 6 Workshop	3.A.2.2 Design Guidelines; 3.D.2.2 and 3.D.2.3 - Food Systems; 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride
less food waste is thrown away	Food Access		June 24 Workshop	Noted.
Concerns over access to fresh produce	Food Access		June 27 Workshop	3.D.2.1 Food Systems and Connected Communities; 3.D.2.2 -Local Food System Established
Food drive locations	Food Access		June 27 Workshop	3.G.12.1 - Resilience Hub & Environmental Learning Center
Healthy fast food and sit-down dining options	Food Access	Local Economy	June 27 Workshop	Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center; 4.C.2.5 and 4.C.2.6 - Greencastle Park and Ride; 3.D.2.1 Food Systems and Connected Communities; 3.D.2.2 -Local Food System Established
Return of major grocery store	Food Access		June 27 Workshop	3.D.2.1 Food Systems and Connected Communities; 3.D.2.2 -Local Food System Established
Global Foods-Doesn't have the items I typically shop for. There are not many family-oriented food choices	Food Access		June 27 Workshop	Noted.
Need variety of Grocery stores	Food Access		June 27 Workshop	Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center; 3.D.2.1 Food Systems and Connected Communities; 3.D.2.2 -Local Food System Established

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
<b>Historic Preservation - Arts &amp; Culture (55 Comments)</b>				
(Need) Art and landmarks in the community( e.g mural or the tunnel at the Silver Spring) like the Windows display at the silver spring. Art center, showcasing and rotating art. Think the paint branch is a good location for an art event. Although the visibility is low. Another good example for cultural landmarks is the little roundbau (George Ave and US29) in downtown Silver Spring, where they have flower installations.	History, Culture & Art		July 14 Workshop	3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
Annual multicultural events to bring the diverse community in this area	History, Culture & Art		July 14 Workshop	3.A.2.4 Third Places; 3.D.1 Community Health and Culture Goals; and 3.E.2.7 - Enhance Amenities to serve diverse populations.
Artistic Opportunities	History, Culture & Art		July 14 Workshop	Noted; 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.2 Town Center Design Guide; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.A.6.2 Town Center Design Guide;
Cultural Festival like in Silver Spring	History, Culture & Art		July 14 Workshop	Page 86 Recommendation 4.B.2.3 Public Art and Design Features; Page 109 Recommendation 5.E Design Guidelines Noted; 3.A.2.4 - Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.G.2.1, 3.G.2.2, and 3.G.2.3 - Creating a Community Hub; 3.H.2.1 - Historical and Cultural Resources within public facilities; 4.A.4.3 - Fairland Center.
Don't lose the ethnicity of the shopping place	History, Culture & Art		July 14 Workshop	Noted; 3.D.2.4 and 5.D Community Advisory Committee.
Lack of community connection in the neighborhood. Would love to see more activities such as mentoring opportunities for instance to connect during different times of the day. Activities for interaction would be recommended to help community	History, Culture & Art		July 14 Workshop	Noted; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, and 3.E.2.5 - Public Open Space; 3.E.2.6 - Park Study; 3.E.2.7 - Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride
Mini Museum for cultural heritage like sandy spring museum	History, Culture & Art		July 14 Workshop	3.G.2.6 a, b, and c - Retrofitting Non-Traditional sites; 3.H.2.1 - Historical and Cultural Signage
Multigenerational floss gardens	History, Culture & Art		July 14 Workshop	4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 3.D.2.1, 3.D.2.2 and 3.D.2.3 - Food Systems
Multidiscipline art center	History, Culture & Art		July 14 Workshop	Noted; 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
Murals	History, Culture & Art		July 14 Workshop	Noted; 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
Need places to volunteer/Community Service	History, Culture & Art		July 14 Workshop	Noted.
Seasonal concerts	History, Culture & Art		July 14 Workshop	Noted; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, and 3.E.2.5 - Public Open Space; 3.E.2.6 - Park Study; 3.E.2.7 - Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
The issue of lack of local identity; it should separate from the Silver Spring, have its own name or merge with Burtonsville. This area has many little towns that are different from one another.	History, Culture & Art		July 14 Workshop	3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofiting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
This place also needs a landmark or gate (to emphasize the local identity); The location for the landmark can be the current shopping center. Not necessary a landmark, it can also be an art piece; something that showcase the culture diversity of the community, the different ethnic that live in here.	History, Culture & Art	Development & Design	July 14 Workshop	3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofiting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
Establish restaurants with performance/live music	History, Culture & Art		July 20 Internal Charette	3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 3.D.2.1, 3.D.2.2 and 3.D.2.3 - Food Systems
Have more arts/cultural amenities as part of new development projects	History, Culture & Art		July 20 Internal Charette	3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space 4.C.2.6 - Redevelopment of Greencastle Park and Ride
Hold festivals and fairs	History, Culture & Art		July 20 Internal Charette	3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space, 4.C.2.6 - Redevelopment of Greencastle Park and Ride
Reconnect the past-Archaeology/ research project for the cemetery site and reserve it as a memorial site	History, Culture & Art	Historic preservation and education	July 20 Internal Charette	3.H.1.2 and 3.H.1.3 - Historic Preservation
Show outdoor films	History, Culture & Art		July 20 Internal Charette	3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 4.B.3.5 - Briggs Chaney Park & Ride; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space, 4.C.2.6 - Redevelopment of Greencastle Park and Ride
(Need for) festival fairs and outdoor film event; more restaurants with live music performance	History, Culture & Art	Parks & Recreation	July 6 Workshop	Noted; 3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 3.A.2.2 Develop Design Guidelines
(Need) More dine-in restaurants that can include a nice outdoor setting connected to walking paths	History, Culture & Art	Parks & Recreation	July 6 Workshop	Noted; 3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.A.6.3 - Redevelopment of 2131 Randolph Road
Artspace (housing for artists) would be good for the community.	History, Culture & Art	Housing	July 6 Workshop	3.B.2 - Housing Recommendations
Community Events and Meeting Place - Forecy Memorial Church and Christian School is a large facility. Could it allow community activities?	History, Culture & Art	Local Economy	July 6 Workshop	Noted.
Diverse places	History, Culture & Art		July 6 Workshop	Noted; 3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.B.3.6 - Redevelopment og Briggs Chaney Park & Ride; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofiting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
Exposure to arts	History, Culture & Art		July 6 Workshop	3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
Historical markers in community	History, Culture & Art	History	July 6 Workshop	3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
I would love to know more history about my community	History, Culture & Art		July 6 Workshop	3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
Intergenerational complete communities and activities	History, Culture & Art		July 6 Workshop	3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
Lots of industrial spaces but not as attractive as art spaces or historical interpretive markers and spaces	History, Culture & Art		July 6 Workshop	3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
More cultural highlights relative to Master plan area	History, Culture & Art		July 6 Workshop	3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
More programs, public art, things to do! There doesn't appear to be a central destination worth traveling to that encourages fun community gatherings.	History, Culture & Art	Parks / Recreation/ Arts / Design/ Development/ Transportation	July 6 Workshop	3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
Multicultural	History, Culture & Art		July 6 Workshop	3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
Public art	History, Culture & Art		July 6 Workshop	3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines



Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
The community wants more quality experiences.	History, Culture & Art		July 6 Workshop	Noted. 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety
The community's history could be included in wayfinding techniques and site designs. Designs that encourage a stronger sense of pride or community connectedness.	History, Culture & Art	Development & Design	July 6 Workshop	3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
The voting Precinct is clear down at White Oak Middle School – way too far away. Need to be able to Vote in their own community.	History, Culture & Art		July 6 Workshop	Noted.
There was no mention of Valley Mill Special Park, which is located near the Randolph Road crossing. However, there are historic resources onsite. Is this be a missed opportunity that could be fully realized in the Master Plan?	History, Culture & Art		July 6 Workshop	Noted. 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects
Figure out how to work with developer with white oak town center to help develop a nightlife and walkable communities.	History, Culture & Art		June 19 Workshop	3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
Establish strategic community gathering and event spaces that celebrate local history and culture	History, Culture & Art		June 22 Internal Charette	Noted. 3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.B.3.6 - Redevelopment og Briggs Chaney Park & Ride; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
Community art projects bring together people of different ages. The point History, Culture & Art is to have people (especially the youth) make something. Like if a youth is part of a group that planted trees, they aren't going to mess up those trees.	History, Culture & Art		June 24 Workshop	3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
Community mural	History, Culture & Art		June 24 Workshop	Noted.
farmer's market	History, Culture & Art	Food Access	June 24 Workshop	3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.D.2.1 Food Systems and Connected Communities
Ice skating rink	History, Culture & Art	Parks & Recreation	June 24 Workshop	Noted.
Live music, band shell, dancing	History, Culture & Art		June 24 Workshop	Noted.
more public art everywhere	History, Culture & Art		June 24 Workshop	4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
music classes	History, Culture & Art		June 24 Workshop	Noted.
Night life	History, Culture & Art	Local Economy	June 24 Workshop	Noted.
Swap meet	History, Culture & Art	Local Economy	June 24 Workshop	Noted.
theater, shows, night life	History, Culture & Art		June 24 Workshop	Noted.
A community history center should be placed at the High School in the midst of that sea of parking. Students need to learn about this type of history. Local artifacts currently being stored in Baltimore should be brought back to the community	History, Culture & Art		June 27 Workshop	3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
Arts theater	History, Culture & Art		June 27 Workshop	Noted.

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
Cultural sites for East County, in East County	History, Culture & Art		June 27 Workshop	3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.3.5 and 4.B.3.6 - Redevelopment Near the Briggs Chaney Park & Ride
Enrichment activities, presentations on different topics	History, Culture & Art		June 27 Workshop	3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
FDA has a visitor's center and historical center — but not very accessible to the public.	History, Culture & Art		June 27 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
The East County Management Center had a hard time coming up with cultural sites to celebrate, such as the Underground Railroad in Sandy Spring. How about the burial site for the free woman of color who had her own farm? The artifacts from that archeological dig should be brought back from Baltimore and placed in the area.	History, Culture & Art		June 27 Workshop	3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
<b>Housing (44 Comments)</b>				
Allow more housing that has a higher market rate but also keeps affordability for current residents	Housing		July 20 Internal Charette	3.B.2 - Housing Recommendations
Housing diversity	Housing		July 14 Workshop	3.B.2.3, 3.B.2.5, 3.B.2.6, 3.B.2.7 Diversity of Housing.
Housing that we can afford — need for affordable housing, homes priced well, more multifamily housing, more missing middle, garden style apartments, mid-rise condos — something for people who are younger	Housing		July 14 Workshop	3.B.2.3, 3.B.2.5, 3.B.2.6, 3.B.2.7 Diversity of Housing.
More Housing all 90s not apartment	Housing		July 14 Workshop	3.B.2.3, 3.B.2.5, 3.B.2.6, 3.B.2.7 Diversity of Housing.
Multifamily Triplex	Housing		July 14 Workshop	3.B.2.3, 3.B.2.5, 3.B.2.6, 3.B.2.7 Diversity of Housing.
Missing Middle - as stated in Thrive 2050: XX mile from Transit Center; Transect-based	Housing		July 20 Internal Charette	3.B.2 - Housing Recommendations
"in between" housing	Housing		July 22 Festival	3.B.2 - Housing Recommendations
Lower heights for senior-friendly living	Housing		July 22 Festival	3.B.2 - Housing Recommendations
More affordable housing	Housing		July 22 Festival	3.B.2 - Housing Recommendations
More neighborhoods	Housing		July 22 Festival	3.B.2 - Housing Recommendations; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.E.2.10 Climate Action Plan
More senior housing	Housing		July 22 Festival	3.B.2 - Housing Recommendations
Roof gardens/community greenhouse	Housing	Environment & Food Access	July 22 Festival	3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 3.D.2.1, 3.D.2.2 and 3.D.2.3 - Food Systems; 3.E.2.8 - Edgewood Neighborhood Park; 3.G.2.2 - Community-serving programming at East County Recreation Center; 3.D.2.1a - Argo Tech Park.

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
(there should be) Only residential in R zone. No commercial development (should be allowed) in R zone	Housing		July 6 Workshop	Noted.
Affordable housing	Housing		July 6 Workshop	3.B.2 - Housing Recommendations
Elderly Housing	Housing		July 6 Workshop	3.B.2 - Housing Recommendations
Equitable affordable housing; less Section 8 housing	Housing		July 6 Workshop	3.B.2 - Housing Recommendations
Housing could be used to accommodate different needs. The type of housing proposed for future development could be more supportive of residents that want to start businesses or housing multiple generations under the same household. Planners should anticipate the future needs of residents to want to increase their household income (economics), by way of consolidating their family's greatest resources (e.g., time and money).	Housing		July 6 Workshop	3.B.2 - Housing Recommendations
Live/work units	Housing		July 6 Workshop	3.B.2 - Housing Recommendations
Mixed use housing	Housing		July 6 Workshop	3.B.2 - Housing Recommendations
More housing near jobs	Housing		July 6 Workshop	3.B.2 - Housing Recommendations;
Need housing for seniors as well as for young 1st time homeowners	Housing		July 6 Workshop	3.B.2 - Housing Recommendations
Need more residential development	Housing		July 6 Workshop	3.B.2 - Housing Recommendations
Quality new housing	Housing		July 6 Workshop	3.B.2 - Housing Recommendations
Smoke-free homes	Housing		July 6 Workshop	Noted.
Support intergenerational communities(price, size, type of housing)-ownership opportunities	Housing		July 6 Workshop	3.B.2 - Housing Recommendations
Welcome new development with new housing and grocery option	Housing	Food Access	July 6 Workshop	3.B.2 - Housing Recommendations; 3.D.2.1 Food Systems and Connected Communities; 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride
2131 Randolph Road is a good place for housing and not anything else	Housing		June 19 Workshop	Noted.
Also we could put more housing behind Greencastle Ridge Ter. I think those are the newest homes in the plan area. But if we do that we have to rebuild/modernize green castle elementary, that school is far too old and doesn't have any specialized programs for students	Housing		June 19 Workshop	3.B.2 - Housing Recommendations
Don't introduce new housing types in established areas	Housing		June 19 Workshop	3.B.2 - Housing Recommendations
Modern and updated housing is needed; contemporary	Housing		June 19 Workshop	3.B.2 - Housing Recommendations
Allow higher-end/higher density housing to balance existing market-rate and income-restricted housing to support mixed-income neighborhoods.	Housing		June 22 Internal Charette	3.B.2 - Housing Recommendations
Encourage a diverse mix of housing, 2- and 3-bed-room units, and more housing in general	Housing	Housing Types	June 22 Internal Charette	3.B.2 - Housing Recommendations
Encourage home ownership through condo regimes	Housing	Home ownership	June 22 Internal Charette	Noted.
Seek partnerships with religious institutions and other apartment property owners of to support infill development	Housing		June 22 Internal Charette	3.B.2 - Housing Recommendations
Affordable	Housing		June 27 Workshop	3.B.2 - Housing Recommendations
Affordable Housing	Housing		June 27 Workshop	3.B.2 - Housing Recommendations
Better development that improves the real estate value of the area.	Housing	Economic Development, Land Use, and Design	June 27 Workshop	3.A.2.2 - Design Guidelines for Private development; 3.B.2 - Housing Recommendations; 3.A.2.4 - Third Place Proposed Development; 3.A.2.6 - Context-Sensitive Infill Development; 3.A.2.2; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects
Community needs more affordable housing	Housing		June 27 Workshop	3.B.2 - Housing Recommendations
Creative approaches to retain communities by making homeownership affordable, especially for immigrant and culturally diverse populations	Housing		June 27 Workshop	3.B.2 - Housing Recommendations

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
Home ownership for younger people to keep them in the area, more economic opportunity for high-paying jobs to help people climb economic ladder	Housing		June 27 Workshop	3.B.2 - Housing Recommendations
Home ownership versus rental	Housing		June 27 Workshop	3.B.2 - Housing Recommendations
Looking into higher density housing, like townhomes, rather than low density residential zonings	Housing		June 27 Workshop	3.B.2 - Housing Recommendations
Section 8 housing and affordable housing should be equitably distributed across the county, not concentrated in one area	Housing	Housing	June 27 Workshop	3.B.2 - Housing Recommendations
More new housing	Housing		June 27 Workshop	3.B.2 - Housing Recommendations
Need more housing vouchers for teachers, lower income future resident	Housing		June 27 Workshop	Noted. 3.B.2 -Housing Recommendations
<b>Parks &amp; Recreation (93 Comments)</b>				
Zumba and yoga classes	Parks & Recreation		July 14 Workshop	3.E.2.5, 3.E.2.6, 3.E.2.8 and 3.E.2.9 - Fairland Regional Park, needs assessment, gaps in services, and public amenities, 3.G.2.2, 3.G.2.3, and 3.G.2.4 Expanding Capacity at East County Community Recreation Center, 3.E.2.8 - Edgewood Neighborhood Park
(Need) Dedicated exercise equipment (outdoor) meant for public use, including bike lanes	Parks & Recreation	Transportation	July 14 Workshop	Section 7f: Energized Public Spaces; 3.C.2.10 Consolidation of Streets and separated bike lanes Section 3.C.3.5 Continuous Bike Highway, Capacity Building, and Expanding; 3.C.3.6 Bikeshare infrastructure Table 6: Bicycle Facility Recommendations; 3.C.3.8 and 4.B.2.6 BIPPA and 'Main Street' corridor.
(Need) facility for kids and adults; like to see rock climbing walls.	Parks & Recreation		July 14 Workshop	3.E.2.5, 3.E.2.6, 3.E.2.8 and 3.E.2.9 - Fairland Regional Park, needs assessment, gaps in services, and public amenities, 3.G.2.2, 3.G.2.3, and 3.G.2.4 Expanding Capacity at East County Community Recreation Center
(Need) more playgrounds (toddlers lot) especially. There can be more dirt trail for biking and walking at the greencastle road and old gunpowder road	Parks & Recreation		July 14 Workshop	Table 5: Street Classification and ROW Recommendations for Greencastle; Table 6: Bicycle Facility Recommendations; 3.E.2.1, 3.E.2.2, 3.E.2.3, 3.E.2.4, 3.E.2.5, 3.E.2.5, and 3.E.2.6 - Network of public open spaces, 3.E.2.9 gaps in services and public amenities, 4.B.2.5 Main Street design principles that includes biking
Activate the edgewood park	Parks & Recreation		July 14 Workshop	3.E.2.7 Enhancements to Edgewood Neighborhood Park
Activation- Zumba and Yoga	Parks & Recreation		July 14 Workshop	3.G.2.2 East County Recreation Center, and 4.C.2.1 Access to recreation
Brewery Park	Parks & Recreation		July 14 Workshop	Noted
Bridges and meditation areas along the walking trails in the park	Parks & Recreation		July 14 Workshop	3.H.2.1 Cultural Resources; 4.C.2.1a Trail connections including bridges
Dog Park like Bark Social	Parks & Recreation		July 14 Workshop	Noted. 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, and 3.E.2.5 - Public Open Space, 3.E.2.6 - Park Study; 3.E.2.7 - Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space, 4.C.2.6 - Redevelopment of Greencastle Park and Ride
Have a destination area to save Briggs Chaney. For instance, include a large recreation areas/destination area in the community for bikers in Briggs Chaney, i.e. Have sections with obstacle courses for bicyclists for visitors with different levels of difficulty. This will help bring more folks with different skill level (easy, medium and hard). Consider placing this in area with mid-high development areas.	Parks & Recreation		July 14 Workshop	3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations, 3.E.2.1, 3.E.2.2, and 3.E.2.5 - Public Open Space and Park Study, 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space, 4.C.2.6 - Redevelopment of Greencastle Park and Ride

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
Individual spots along the paint trail or where the courts are; during pandemic folks working out every day- need more spaces to do this	Parks & Recreation		July 14 Workshop	3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride
Keep the Green	Parks & Recreation	Environment	July 14 Workshop	3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride
Kids ride dirt bikes- there is nowhere for them to go- so they tear up the roads; perhaps adding dirt bike trail in Fairland rec park	Parks & Recreation		July 14 Workshop	Noted.
Man-made lake in the park/trail area	Parks & Recreation	Environment	July 14 Workshop	3.C.3.2 - Linear Pathways; 4.B.3.1 - Sidepaths; 3.E.2.3 Trail and Bicycle Connections; 3.C.1 Transportation Goals, Inner and Outer loop
Mini activities along trails	Parks & Recreation	Development & Design	July 14 Workshop	3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 4.B.3.2 and 4.B.3.3 - Briggs Chaney Marketplace Redevelopment; 4.B.2.1 Property Redevelopment; 3.D.2.1 Food Systems; 3.D.2.2 Food Businesses and Regional Networks; 3.E.2.8 Edgewood Neighborhood Park; and 3.E.2.9 Gaps in Services and amenities.
Mini golf, bowling, skate and outdoor space	Parks & Recreation		July 14 Workshop	Noted.
More benches inside the Fairland Recreational Park	Parks & Recreation		July 14 Workshop	3.E.2.5, 3.E.2.6, 3.E.2.8 and 3.E.2.9 - Fairland Regional Park, needs assessment, gaps in services, and public amenities.
More Rec. in each community	Parks & Recreation		July 14 Workshop	3.E.2.5, 3.E.2.6, 3.E.2.8 and 3.E.2.9 - Fairland Regional Park, needs assessment, gaps in services, and public amenities; 3.G.2.2, 3.G.2.3, and 3.G.2.4 Expanding Capacity at East County Community Recreation Center
Recommend incorporating additional amenities for a sports field for residents	Parks & Recreation		July 14 Workshop	3.E.2.5, 3.E.2.6, 3.E.2.8 and 3.E.2.9 - Fairland Regional Park, needs assessment, gaps in services, and public amenities; 3.G.2.2, 3.G.2.3, and 3.G.2.4 Expanding Capacity at East County Community Recreation Center
Skate parks	Parks & Recreation		July 14 Workshop	Noted.
Sprinklers for kids	Parks & Recreation		July 14 Workshop	Noted.
There's many private greens, yet they have limited usage. People can walk by but not have activities there; This area ( by the green lake community center) is a townhouse community, yet. These spaces are not actively used by the residents .	Parks & Recreation		July 14 Workshop	3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride
Trails	Parks & Recreation		July 14 Workshop	3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities.
Well kept parks and recreation areas	Parks & Recreation		July 14 Workshop	3.E.2 - Parks and Public Open Space
Add more park connectivity as part of new development	Parks & Recreation		July 20 Internal Charette	3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loops



Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
Establish a green loop trail through Fairland Rec. Park and Paint Branch SVP with connections to centers and neighborhoods	Parks & Recreation	Transportation & Environment	July 20 Internal Charette	3.C.3.5 - Breezeway Network; 3.C.3.6 bicycle parking facilities; 3.C.3.7 - BiPPA; 3.E.2.6 - Fairland Recreational Park; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loops
Paint Branch gathering space	Parks & Recreation		July 20 Internal Charette	3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.E.2.10 Climate Action Plan
Paint Branch Park underpass at US 29 (is there one?)	Parks & Recreation		July 20 Internal Charette	3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop
Crossing Greencastle rd is the challenge for accessing the fairland recreational park. She would like to speed pump or speed limit along the Greencastle rd to the US 29.	Parks & Recreation	Transportation	July 22 Festival	3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop
Glad to have a diverse age group in this area, I love the fact that this place has so many trails and rec center that is well utilized by all age groups. Seeing many kids walk on the trail with their parents.	Parks & Recreation	Community Health & Culture	July 22 Festival	Noted.
Like the idea of a Sports Field for people with disabilities.	Parks & Recreation		July 22 Festival	Noted. 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population.
Like the walkability of the Fairland Recreational park; I would love to see a meditation spot (quiet, calm place) along the trail for people to take a break.	Parks & Recreation	Development & Design	July 22 Festival	Noted. 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population.
Love to see gathering space for kid in their community (residential area)	Parks & Recreation	Community Health & Culture	July 22 Festival	3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride
Need sidewalks in Fairland Park	Parks & Recreation	Transportation	July 22 Festival	3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety
She would like to see pickleball, table tennis, community theater, stage for live music performance, dog park and EV charger inside the residential area. Also, a farmer's market that is close to her condo.	Parks & Recreation	Community Health & Culture, Food Access	July 22 Festival	Noted. 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety
The rec center in FBC did not provide activity for senior, most of the senior like her have to go to white oak and Marilyn J Praisner Community Recreation Center. She thinks the rec center in the planning area need to expand it's capacity.	Parks & Recreation	Community Health & Culture	July 22 Festival	3.G.2.2, 3.G.2.3 and 3.G.2.4 - East County Recreation Center
The sidewalk along the Greencastle rd is not walkable and make it hard for people to walk to the park	Parks & Recreation	Transportation	July 22 Festival	3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
The traffic along US 29 makes it hard for her to travel to the (white oak) rec center, especially in the morning.	Parks & Recreation	Transportation	July 22 Festival	Noted: 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop
Would like to have a park in the middle of the Briggs Chaney Markets parking lot, where people can sit and not distract the business. Being in the middle of the parking lot also helps catch people's attention, which will be good for hosting events.	Parks & Recreation	Community Health & Culture	July 22 Festival	3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 3.A.2.2 Develop Design Guidelines
(Like) Nice shaded path to the PG	Parks & Recreation	Transportation	July 6 Workshop	Noted.
(Like) the US29 under cross at the Paint branch stream	Parks & Recreation	Transportation	July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop
(Need) East-West connections to enter Paint Branch Park	Parks & Recreation	Development & Design	July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop
(Need) for Shaded Paved Paths	Parks & Recreation	Transportation & Environment	July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 4.A.2.3 and 4.B.2.4 - Underground Utilities
(Need) space for gathering by the Paint branch stream	Parks & Recreation	Public Open Space	July 6 Workshop	Noted: 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 3.A.2.2
(Need) way(path) to access greater Paint Branch	Parks & Recreation	Transportation	July 6 Workshop	3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop.
Ability to cross the parks	Parks & Recreation		July 6 Workshop	3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop.
Bridge over Paint Branch Park to MLK Recreation Center	Parks & Recreation		July 6 Workshop	Noted: 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop.
Create a loop that connects Paint Branch to Fairland rec Park	Parks & Recreation		July 6 Workshop	3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop.
Don't go to Fairland Rec Park because I only go if there is an event (birthday party, cookout).	Parks & Recreation		July 6 Workshop	Noted.
Extend Paint Branch Trail under US 29 to the east	Parks & Recreation		July 6 Workshop	3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop.
Extension of Paint Branch trail to the east side of US 29	Parks & Recreation	Transportation	July 6 Workshop	3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop.
Fairland does not have features that attract me like playgrounds, programs (recycle programs) in a fun interactive way like Candy Cane City style of park. You can walk around Candy Cane Park and before you know it, you've walked 2-3 miles.	Parks & Recreation		July 6 Workshop	3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities;
For Trail in Paint Branch Park – need more access. Would be nice to have lighting too for safety reasons.	Parks & Recreation	Public Safety	July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
If bring in Art spaces, we could have outdoor art exhibits in the park	Parks & Recreation	Art, Community Health & Culture	July 6 Workshop	3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofiting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
Improve the two parks on Randolph Road	Parks & Recreation		July 6 Workshop	3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study, 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities;
Indoor pool near East County Recreation Center	Parks & Recreation		July 6 Workshop	3.G.2.2, 3.G.2.3, and 3.G.2.4 East County Recreation Center
Indoor pools	Parks & Recreation		July 6 Workshop	Noted.
Need for programming	Parks & Recreation		July 6 Workshop	Noted. 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population
Need paths to cross Paint Branch SVU5 between Rolling Acres and MLK Jr. Rec. Park	Parks & Recreation		July 6 Workshop	Noted.
Outdoor recreation for adults - Mini-golf, Board Game tables, Yoga, Thai-Chi, Zumba Dance, badminton, beautiful walking experiences.	Parks & Recreation		July 6 Workshop	3.E.2.7 - Trails and public amenities
Park space with seating	Parks & Recreation		July 6 Workshop	3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety
Parks	Parks & Recreation		July 6 Workshop	Noted. 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety
Pool near East County Recreation Center	Parks & Recreation		July 6 Workshop	Noted. 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population
Public gathering spaces	Parks & Recreation	Community Health & Culture	July 6 Workshop	3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety
The existing park facilities are not well-known or heavily used by residents Parks & Recreation in the southern region because residents need a good reason to travel up north that does not currently exist today.	Transportation		July 6 Workshop	Noted. 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety
The residents do not frequent Edgewood Neighborhood Park or Fairland Recreational Park. We did not discuss Stonehedge Park to any great length and I'm not sure how many people actually know about this linear park facility.	Parks & Recreation		July 6 Workshop	Noted. 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety
Trail needs extension and connection between SVU4 and SVU5	Parks & Recreation		July 6 Workshop	3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities.
Trails	Parks & Recreation		July 6 Workshop	3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities. Noted.
Water elements - ponds/fountains	Parks & Recreation		July 6 Workshop	3.A.2.2 Design Guidelines; 3.D.2.2 and 3.D.2.3 - Food Systems; 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride
What might bring more people to the Fairland Rec Park is more events and programming	Parks & Recreation		July 6 Workshop	3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety
Basketball court/playground	Parks & Recreation		June 19 Workshop	3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
Dog park in this area? (HOA areas at Sheffield Manor Drive)	Parks & Recreation		June 19 Workshop	Noted.
Encourage public-private partnerships for internal residential recreational facilities for all ages (e.g., community garden, playground and sport field)	Parks & Recreation		June 22 Internal Charette	3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.D.2.1 Food Systems and Connected Communities
Increase connectivity and access to Fairland Recreational Park (e.g., Construct boardwalk trail, Remove fences, Create paths, acquire small parcels to create corridor or trail, Pedestrian crossing/extend trail, connecting residential area to the park) o Wide crosswalk to cross Greencastle Road, add traffic calming zone (speed control)	Parks & Recreation	Transportation	June 22 Internal Charette	3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
activities for toddlers	Parks & Recreation	Community Health & Culture	June 24 Workshop	3.E.2.7 - Trails and public amenities
Add programs and activities for younger kids/toddlers	Parks & Recreation	Community Health & Culture	June 24 Workshop	3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety
Boardwalk through natural areas	Parks & Recreation		June 24 Workshop	3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety
Dog park	Parks & Recreation		June 24 Workshop	Noted.
Hold mixed sports games with young and old players mixed together	Parks & Recreation	Community Health & Culture	June 24 Workshop	3.E.2.7 - Trails and public amenities
marketing and activities to youth	Parks & Recreation		June 24 Workshop	Noted.
see the elevation of the landscape	Parks & Recreation		June 24 Workshop	Noted.
see throughs / cut throughs at parks	Parks & Recreation		June 24 Workshop	3.E.2.1, 3.E.2.4, 3.E.2.6 - Trails and public amenities
Skate Park	Parks & Recreation		June 24 Workshop	Noted.
Access to recreation walking trails is limited	Parks & Recreation		June 27 Workshop	3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
Consider accessibility of Viva White Oak, White Oak Town Center area to rec center	Parks & Recreation		June 27 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
Increasing youth programming in addition to sports and rec, community building across neighborhoods	Parks & Recreation		June 27 Workshop	3.G.2.2, 3.G.2.3 and 3.G.2.4 - East County Recreation Center; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities.
Like the parks and rec that exists	Parks & Recreation		June 27 Workshop	Noted.
Lots of trails	Parks & Recreation		June 27 Workshop	Noted. 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.1 - Complete Street Design Guide to Activity Centers;

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
More park-we love them and want more	Parks & Recreation		June 27 Workshop	3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4 - Trails and public amenities; 3.D.2.1 Food Systems and Connected Communities
More recreation programming for children at community center, better outreach	Parks & Recreation	Community Health & Culture	June 27 Workshop	Noted. 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.D.2.1 Food Systems and Connected Communities; 3.G.2.2, 3.G.2.3 and 3.G.2.4 - East County Recreation Center;
Nature, hiking, outdoor programming	Parks & Recreation		June 27 Workshop	3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities
Paint Branch valley stream doesn't connect to the other side, to White Oak community center	Parks & Recreation	Environment	June 27 Workshop	Noted.
Pickle Ball courts needed at East County rec center.	Parks & Recreation		June 27 Workshop	3.G.2.4 Community Facilities
trail networks that connect regional parks would be nice to bike and walk through	Parks & Recreation		June 27 Workshop	3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities
<b>Community Facilities (24 Comments)</b>				
Education across the board	Schools & Education		July 14 Workshop	Noted. 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.G.2.1 - Resiliency Hub & Learning Center; 3.G.2.2 and 3.G.2.3 Youth Educational Programs at the Recreation Center; 3.G.2.5 - New Location for Montgomery College; 3.G.2.6 - Future School Sites; and 4.B.3.6 New childcare facility incorporated into the site redevelopment.
Elementary, middle and high school – recommend programs specific to life skills, finance, and growth, mentorships. Suggest school programs for all school ages to work with businesses for instance to help the community with finance	Schools & Education		July 14 Workshop	Noted. 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.G.2.1 - Resiliency Hub & Learning Center; 3.G.2.2 and 3.G.2.3 Youth Educational Programs at the Recreation Center; 3.G.2.5 - New Location for Montgomery College; 3.G.2.6 - Future School Sites; and 4.B.3.6 New childcare facility incorporated into the site redevelopment.
Have movie nights at Paint Branch High School	Schools & Education	Community Health & Culture	July 14 Workshop	Noted.
Like more investment for education especially for elementary school. Renovated the Elementary school.	Schools & Education		July 14 Workshop	Noted. 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.G.2.1 - Resiliency Hub & Learning Center; 3.G.2.2 and 3.G.2.3 Youth Educational Programs at the Recreation Center; 3.G.2.5 - New Location for Montgomery College; 3.G.2.6 - Future School Sites; and 4.B.3.6 New childcare facility incorporated into the site redevelopment.
Movie Nights at Paint Branch H.S.	Schools & Education	Community Health & Culture	July 14 Workshop	Noted. 3.E.2.5, 3.E.2.6, 3.E.2.8 and 3.E.2.9 - Fairland Regional Park, needs assessment, gaps in services, and public amenities; 3.G.2.2, 3.G.2.3, and 3.G.2.4 Expanding Capacity at East County Community Recreation Center
Private school	Schools & Education		July 14 Workshop	Noted.
Increase elementary school demand and seek federal funding to expand school capacity	Schools & Education		July 20 Internal Charette	Noted. 3.G.2.6, 3.G.2.6a, b and c - Public Schools
A trade school (like Edison) * in this area + a performing arts center past high school	Schools & Education		July 22 Festival	Noted. 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.G.2.1 - Resiliency Hub & Learning Center; 3.G.2.2 and 3.G.2.3 Youth Educational Programs at the Recreation Center; 3.G.2.5 - New Location for Montgomery College; 3.G.2.6 - Future School Sites; and 4.B.3.6 New childcare facility incorporated into the site redevelopment.
Differentiated classes	Schools & Education		July 22 Festival	Noted. 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.G.2.1 - Resiliency Hub & Learning Center; 3.G.2.2 and 3.G.2.3 Youth Educational Programs at the Recreation Center; 3.G.2.5 - New Location for Montgomery College; 3.G.2.6 - Future School Sites; and 4.B.3.6 New childcare facility incorporated into the site redevelopment.
Academic preparedness is needed	Schools & Education		July 22 Festival	Noted. 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.G.2.1 - Resiliency Hub & Learning Center; 3.G.2.2 and 3.G.2.3 Youth Educational Programs at the Recreation Center; 3.G.2.5 - New Location for Montgomery College; 3.G.2.6 - Future School Sites; and 4.B.3.6 New childcare facility incorporated into the site redevelopment.
Class opportunities	Schools & Education		July 22 Festival	Noted.
Free little libraries	Schools & Education		July 22 Festival	Noted.



Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
How many kids walk to schools? Not safe to walk	Schools & Education	Transportation	July 22 Festival	3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop
Long-term projects (planning & collaborating)	Schools & Education	Development & Design	July 22 Festival	Noted; 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.G.2.1 - Resiliency Hub & Learning Center; 3.G.2.2 and 3.G.2.3 Youth Educational Programs at the Recreation Center; 3.G.2.5 - New Location for Montgomery College; 3.G.2.6 - Future School Sites; and 4.B.3.6 New childcare facility incorporated into the site redevelopment.
New Burtonsville Elementary School/ Benjamin Banneker Middle School	Schools & Education	Development & Design	July 22 Festival	Noted.
Nursing Program is great Public transit opportunity Consortium choice also at vocational school would be great	Schools & Education	Transportation	July 22 Festival	Noted; 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.G.2.1 - Resiliency Hub & Learning Center; 3.G.2.2 and 3.G.2.3 Youth Educational Programs at the Recreation Center; 3.G.2.5 - New Location for Montgomery College; 3.G.2.6 - Future School Sites; and 4.B.3.6 New childcare facility incorporated into the site redevelopment.
Paint Branch High School - community use/events (movie night, etc.)	Schools & Education	Community Health & Culture	July 22 Festival	Noted.
Shaded green space; better looking landscape; school food not healthy	Schools & Education	Parks & Recreation	July 22 Festival	3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 3.D.2.1, 3.D.2.2 and 3.D.2.3 - Food Systems; 3.E.2.8 - Edgewood Neighborhood Park; 3.G.2.2 - Community-serving programming at East County Recreation Center; 3.D.2.1a - Argo Tech Park;
We need a community college	Schools & Education		July 22 Festival	3.G.2.5 and 4.B.4.4 - Future Development of college campus.
Daycare	Schools & Education		July 6 Workshop	Noted; 4.B.3.6 - Redevelopment og Briggs Chaney Park & Ride
Education focus	Schools & Education		July 6 Workshop	Noted; 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.G.2.1 - Resiliency Hub & Learning Center; 3.G.2.2 and 3.G.2.3 Youth Educational Programs at the Recreation Center; 3.G.2.5 - New Location for Montgomery College; 3.G.2.6 - Future School Sites; and 4.B.3.6 New childcare facility incorporated into the site redevelopment.
Host student events from local high schools, elementary, middle school Paint Branch High School needs to be more activated within the community for both indoor and outdoor community activities in the evening and on weekends. That campus has a great deal of space. Better public school ratings in East County, especially ES	Schools & Education Schools & Education Schools & Education		July 6 Workshop July 6 Workshop June 27 Workshop	4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities Noted. Noted.
considering expected students that would come out of Viva White Oak, school capacities will have to be looked at.	Schools & Education		June 27 Workshop	Noted.
Need more educational programs and activities	Schools & Education		June 27 Workshop	3.G.2.2, 3.G.2.3 and 3.G.2.4 - East County Recreation Center; 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population.
Work with MCPS for boundary adjustment. Look at entire Northeast Consortium	Schools & Education		June 27 Workshop	Noted.

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
<b>Transportation (168 Comments)</b>				
(Need) more space for cars, for bikes, for scooters, more bike lanes, accessible sidewalks	Transportation		July 14 Workshop	3.C.2.8 Road Diets and create more comfortable pedestrian and bike movements; 3.C.3.5 Continuous Bike Highway; 3.C.3.6 Bikeshare infrastructure; 3.C.2.10 Consolidation of Streets and separated bike lanes; Table 6: Bicycle Facility Recommendations; Map 21: Existing and Planned Bikeways; 3.E.2.5 Park Study; 3.E.2.6 Recreational Opportunities and Social Gathering Space; 3.E.2.9 Gaps in Services (EPS Analysis); 3.G.2.2 and 3.G.2.3 Recreation Center Retrofit and Expansion; 4.A.3.2 - Connecting Sideways
(Need) Trucks parking on Greencastle	Transportation		July 14 Workshop	Noted; 4.C.2.5 - Development of Greencastle Park and Ride
Announce merge lane northbound on US 29	Transportation		July 14 Workshop	Noted; 3.C.2.6 - Existing at-grade intersections on US 29
Bike lane alongside ICC- missed opportunity	Transportation		July 14 Workshop	4.B.4.3 Automobile Circle Open Space and Trails
Bike lane that connects over to the south	Transportation		July 14 Workshop	Noted; 3.E.2.3 Trail and Bicycle Connections; 3.C.1 Transportation Goals, Inner and Outer loop
BRT station for Greencastle Park and Ride	Transportation		July 14 Workshop	3.C.4.1e - Expansion of BRT Stations; 3.C.4.2 - Rerouting BRT; and 4.C.2.6 - Development of Greencastle Road Park and Ride
Build overpass on 29 to connect communities	Transportation		July 14 Workshop	3.C.3.2 - Expand Briggs Chaney Road Bridge over US 29
Connect roads in Neighborhoods	Transportation		July 14 Workshop	Page 42 3.C.2.2 New Street Connections; 3.C.2.3 New Development and New Public Streets;
Electric bikes in the Area	Transportation		July 14 Workshop	Noted;
Extend sidewalk between US 29, Old Columbia Pike and Greencastle road	Transportation		July 14 Workshop	3.C.3.2 - Linear Pathways; 4.B.3.1 - Sideways;
Flash bus should stop at every major area- Briggs Chaney & Seventh Day Adventist	Transportation		July 14 Workshop	4.A.6.5 - Development of Park & Ride
Greencastle is a speedway – need traffic calming	Transportation	Public Safety	July 14 Workshop	Map 14 - Concept Framework Plan shows a community gateway at Greencastle Road and Robey Road; 3.A.2.3 - Community Gateways; Table 5: Street Classification and ROW Recommendations; 3.C.3.7 - Major intersection improvements; Map 20 & 21 - Existing and Planned Bikeways; Table 6: Bicycle Facility Recommendations;
Heavy traffic congestion in the morning to DC	Transportation		July 14 Workshop	Noted; 3.C.2.2 New Street Connections; 3.C.2.3 Enhanced Neighborhood Multimodal Interconnectivity; 3.C.4.1a,b,c,d,e,f,g BRT Stations; 3.C.5 - Non-Auto Driver Mode Share (NADMS) for new development.
Improve pedestrian crossing	Transportation	Public Safety	July 14 Workshop	3.C.3.4 - Sideways and sideways; Map 21 - Existing and Planned Bikeways - Identifies locations.
It's scary to cross 29, dangerous, not safe for biking	Transportation	Public Safety	July 14 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety
lack of pedestrian connection to existing amenities. Do not want to use the car to access amenities. Suggest more publication of amenities and assets in the community	Transportation		July 14 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 4.A.3.2 - Sideways along Old Columbia Pike; 4.A.4.2, 4.A.5.2, 4.B.2.5 - Streetscape Town Center; 4.A.6.2 - Streetscape Downtown Context; 4.B.2.6 BIRPA; 4.B.3.1 - Sideways along Briggs Chaney Road; 4.B.4.1c - 'main street' design
Metro for Viva White Oak	Transportation		July 14 Workshop	Noted.
Minimize traffic and no more traffic lights	Transportation		July 14 Workshop	3.C.2.1 and 3.C.3.2 - Alternative Modes of Transportation

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
More flash bus stops	Transportation		July 14 Workshop	3.C.4 - Transit Network
Narrow the lines – add medians	Transportation		July 14 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety
Need better crosswalks/ crosswalk timing and sidewalks	Transportation		July 14 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 4.A.3.2 - Sidepaths along Old Columbia Pike; 4.A.4.2, 4.A.5.2, 4.B.2.5 - Streetscape Town Center; 4.A.6.2 - Streetscape Downtown Context; 4.B.2.6 BIPPA; 4.B.3.1 - Sidepath along Briggs Chaney Road; 4.B.4.1c - 'main street' design
Neighborhood roads is too narrow, need improvement.	Transportation		July 14 Workshop	Noted.
No Bike Lanes	Transportation		July 14 Workshop	3.C.3.5 - Breezeway Network; 3.C.3.6 bicycle parking facilities; 3.C.3.7 - BIPPA
People coming in, fewer cars, young kids don't want cars	Transportation		July 14 Workshop	Noted.
Safe pedestrian crossings recommended all over Briggs Chaney. For instance, for intersection at pedestrians 29 and Greencastle	Transportation	Public Safety	July 14 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety
There is no safe way to cross route 29-walking	Transportation	Public Safety	July 14 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety
Too much street parking on main road should be limited	Transportation		July 14 Workshop	3.C.3.5 - Breezeway Network; 3.C.3.6 bicycle parking facilities; 3.C.3.7 - BIPPA
Trails are great	Transportation		July 14 Workshop	Noted.
US 29 has been great but it needs and overpass	Transportation		July 14 Workshop	Noted. 3.C.2.4 - Master Plan of Highways and Transitways.
use speed bumps	Transportation	Public Safety	July 14 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety
Well connected transportation means(including metro/train)	Transportation		July 14 Workshop	3.C.4 - Transit Network Recommendations
Would be nice to have direct park access from community	Transportation	Parks & Recreation	July 14 Workshop	3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities.
Create street sections/designs for each major street	Transportation		July 20 Internal Charette	3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Active Centers
Deemphasize US 29 as a freeway, make it and the ICC serve the community	Transportation		July 20 Internal Charette	3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety
Street Networks - fine grain of streets at centers; break up superblocks	Transportation		July 20 Internal Charette	3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 4.A.3.2 - Sidepaths along Old Columbia Pike; 4.A.4.2, 4.A.5.2, 4.B.2.5 - Streetscape Town Center; 4.A.6.2 - Streetscape Downtown Context; 4.B.2.6 BIPPA; 4.B.3.1 - Sidepath along Briggs Chaney Road; 4.B.3.3 and 4.B.4.4 - Shorter Blocks; 4.B.4.1c - 'main street' design
Bridge across stream make it accessible	Transportation		July 22 Festival	3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop
Cameras for speeding	Transportation	Public Safety	July 22 Festival	Noted. 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop
More protected bike lanes	Transportation	Public Safety	July 22 Festival	3.C.3.5 - Breezeway Network; 3.C.3.6 bicycle parking facilities; 3.C.3.7 - BIPPA; 3.E.2.6 - Fairland Recreational Park; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loops

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
Turn one lane on every road into a bike lane	Transportation	Public Safety	July 22 Festival	3.C.3.5 - Breezeway Network; 3.C.3.6 bicycle parking facilities; 3.C.3.7 - BIPPA
(Dislike) Nobody wants to walk on Randolph Rd	Transportation	Public Safety	July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop
(Image of) two-way painted, protected bicycle lanes	Transportation		July 6 Workshop	3.C.3.5 - Breezeway Network; 3.C.3.6 bicycle parking facilities; 3.C.3.7 - BIPPA
(Need) BRT connect	Transportation		July 6 Workshop	3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
(Need) Bus circulator around the community residential areas that could take them to shops and other places of activity.	Transportation		July 6 Workshop	3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop
(Need) maintained sidewalk	Transportation	Parks & Recreation	July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 4.A.2.3 and 4.B.2.4 - Undergrounding Utilities
(Need) Reducing traffic lights to make traffic move faster with more safe crossings being added.	Transportation		July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
(prefer) No lights from New Hampshire Avenue to MD-198	Transportation		July 6 Workshop	Noted.
29 during rush hour – very heavy	Transportation	Public Safety	July 6 Workshop	3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
All retail is on one side of 29 and the neighborhoods are on the other side and there is no friendly way to get there walking	Transportation	Public Safety	July 6 Workshop	3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
Bike Friendly	Transportation	Public Safety	July 6 Workshop	3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
Bus Access	Transportation		July 6 Workshop	3.C.4 - Transit Network
Can Robey road meet Spencerville(198)?	Transportation		July 6 Workshop	Noted.
circulator route running around the area	Transportation		July 6 Workshop	Noted.
Connectivity	Transportation		July 6 Workshop	Noted. 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop;
Connectivity to Viva White Oak and vicinity	Transportation		July 6 Workshop	3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
Crossing (US 29) should be safer	Transportation		July 6 Workshop	Noted.
East Randolph Road – a lot of collisions and deaths at the bend. People go very fast along this road. Don't feel comfortable taking a stroller along this road.	Transportation	Public Safety	July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop;
Extend BRT - Blue FLASH past 7:30 p.m., up to 9:00 p.m.	Transportation		July 6 Workshop	Noted.
Great transit BRT + local bus	Transportation		July 6 Workshop	3.C.4 - Transit Network Recommendations
Industrial Road intersection – depending on the time of day, its just gets more and more ugly	Transportation	Public Safety	July 6 Workshop	4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines
Integrate BRT lines (between US 29 and White Oak)	Transportation		July 6 Workshop	3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
Interchanges at Tech Road and Fairland - get them out of Master Plan	Transportation		July 6 Workshop	3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
like the Flash bus; need a bus circulator	Transportation		July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
Make it safe to get to the park	Transportation	Public Safety	July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop;
More Flash stops	Transportation		July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
More parking at Briggs Chaney Marketplace	Transportation		July 6 Workshop	4.B.3.3b - Redevelopment of Briggs Chaney Marketplace;
More transit options	Transportation		July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop;
Need connectivity to the southern part of the Paint Branch	Transportation	Parks & Recreation	July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop;
Need more sidewalks that aren't along such dangerous roads	Transportation	Public Safety	July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop
Need more vehicle connections between Castle Boulevard community and Greencastle Lakes community	Transportation		July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
Need Ride on to bring people to BRT	Transportation		July 6 Workshop	3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
No traffic light at Greencastle Road and US 29	Transportation		July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
Not enough parking	Transportation		July 6 Workshop	Noted: 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
Now that there is the BRT/Flash, all the riders have to cross 29 to get back to their neighborhoods, but the BRT stops on either side help to slow traffic down around these areas.	Transportation		July 6 Workshop	Noted: 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
Off-street parking etc. and there is sufficient parking	Transportation		July 6 Workshop	Noted: 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
Paint Branch Trails were mentioned, but only used for leisure or recreational use. The crossing at Randolph Road is unsafe for small children.	Transportation	Parks & Recreation	July 6 Workshop	Noted: 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety
Parking spaces are too narrow	Transportation		July 6 Workshop	Noted.
Pedestrian safety and access	Transportation	Public Safety	July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
Residents are not walking to see their neighbors because they do not know their neighbors.	Transportation	Community Health & Culture	July 6 Workshop	Noted.
Ride On increased reach into neighborhood to link to BRT	Transportation		July 6 Workshop	3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
Roadway infrastructure projects are expensive. In order to resolve these type of challenges, we will need to determine how these projects will be funded.	Transportation	Local Economy	July 6 Workshop	Noted.
Safety access of intersections/interchanges along US 29	Transportation	Public Safety	July 6 Workshop	3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
Tech Road intersection	Transportation	Public Safety	July 6 Workshop	3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations



Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
The existing road network and design / shade along the roads make the community feel unconnected.	Transportation	Public Safety & Environment	July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
The FLASH bus at Tech Road is a good thing, but the intersection could be much improved and less intimidating.	Transportation	Public Safety	July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
The traffic along Randolph Road is fast because of the existing topography. There are not a lot of people that walk along the road, due to these roads feeling very unsafe. These road to feel more safe in order to increase connectedness.	Transportation	Public Safety	July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; Map 19 - Existing and Planned Roadways, Map 21 - Existing and Planned Bikeways
There is a need for safer and less intimidating crossings, otherwise people will default to driving their alone.	Transportation	Public Safety	July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
there is enough parking There needs to be safer ways for walkers and bikers to cross Columbia Pike so as to reach shops and eateries. The existing pedestrian crossings are too far out of the way.	Transportation	Public Safety	July 6 Workshop	Noted. 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
This area (Rolling Acres) is hilly so it can divide community	Transportation		July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities.
Walkable communities	Transportation		July 6 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
Want sidewalks with locals and strollers using them. Want to see people out casually walking.	Transportation		July 6 Workshop	3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
Greencastle Elementary: Road needs repair (Robey Rd) and resurfaced. Crosswalks need repainting. Motorists are driving too fast; install speed cameras?	Transportation	Public Safety	June 19 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
Has anyone looked at local transportation connecting to the east? (not everything needs to be US-29 centric). Consider some transit alternatives connecting Briggs Chaney/Greencastle to Old Gunpowder Road (at Fairland Regional Park), and on to Laurel	Transportation		June 19 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
Overpass at 29 and Randolph, and Briggs Chaney - work well. Difficulties is where there are no overpasses.	Transportation		June 19 Workshop	Noted.
Please install speed cameras near Greencastle Elementary School to help traffic slow down also please repaint the white stripes on the crosswalks near Greencastle Elementary to make them more visible	Transportation	Public Safety	June 19 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
Please resurface Robey Road from end to end, especially around Greencastle Elementary. It is full of potholes and very rough.	Transportation		June 19 Workshop	Noted.
Transportation needs to examine the entire community holistically	Transportation		June 19 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
Yes! Love the overpasses	Transportation		June 19 Workshop	Noted.
Consider adding more vehicle street grid within the community to improve accessibility	Transportation		June 22 Internal Charette	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
Consider center median station on Briggs Chaney Road at the Marketplace	Transportation		June 22 Internal Charette	Noted. 4.B.3.2 Briggs Chaney Marketplace
Consider recommending MCDOT study repurposing travel lane(s) for BRT, adding HOT lanes, adding dedicated bus lanes on US 29	Transportation		June 22 Internal Charette	3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways
Establish a major, regional transit station at Briggs Chaney Park & Ride with linkages to Laurel MARC, Metro Red Line, and future BRT routes	Transportation		June 22 Internal Charette	3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
Expand bridge deck at Briggs Chaney Road and US 29 to widen pedestrian facility as a linear park that extends beyond bridge	Transportation	Parks & Recreation	June 22 Internal Charette	3.C.3.1 and 3.C.3.3 Briggs Chaney Road Bridge Expansion; 3.C.3.2 - Bridge Chaney Road Bridge Expansion.
Increase connections between and through contiguous residential communities; less fences	Transportation	Community Health & Culture	June 22 Internal Charette	3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
Pursue pedestrian connections from Rolling Acres, into Paint Branch SVP and trail, through to MLK Jr. Recreation Park	Transportation	Parks & Recreation	June 22 Internal Charette	3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
Return to *1986 Corridor plan's Scenic easement proposal - greenery along highway and main road	Transportation		June 22 Internal Charette	Noted. Map 19 Existing and Planned Roadways; 3.C.2.1 - Town Center; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.2.8 - Road Diets on Main Arterials
Target certain corridors for streetscape improvements (pedestrian safety and comfort, landscaping and shade, building faces, street furniture, public art, etc.) and road diets	Transportation		June 22 Internal Charette	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
Target certain corridors for streetscape improvements (pedestrian safety and comfort, landscaping and shade, building faces, street furniture, public art, etc.) and road diets	Transportation		June 22 Internal Charette	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
Colored trails (wayfinding); music on trails	Transportation		June 24 Workshop	3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety
friendly pedestrian crossings of US 29	Transportation		June 24 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
A challenging physical terrain is a reality in this area. Biking can be difficult, and you need to be very fit in order to use the trails. It is a reality of the physical terrain. It would be helpful if some of these physical limitations could be mitigated as part of the plan.	Transportation	Environment	June 27 Workshop	Noted.
Access to jobs is a major plus	Transportation	Local Economy	June 27 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
Accessible	Transportation		June 27 Workshop	3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
always drive because there doesn't seem to be any good walking paths	Transportation		June 27 Workshop	3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
Better accessible public transit and increased safety measures for pedestrians and bicyclists (mapped at Tech Road/US 29)	Transportation	Public Safety	June 27 Workshop	Noted. 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
Better integrate BRT with future Viva White Oak development	Transportation		June 27 Workshop	Noted.
Better lighting needed	Transportation	Public Safety	June 27 Workshop	Noted. 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
BRT service should be expanded to more areas	Transportation		June 27 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
BRT: There is not availability of the blue bus to downtown silver spring over the weekend. Look into extending the service to weeklong and later hours, as well as Bus	Transportation		June 27 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
Carpool connections with other commuters	Transportation		June 27 Workshop	Noted.
Commuter-friendly	Transportation		June 27 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers;
Connectivity across travel modes	Transportation		June 27 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers;
Connectivity between neighborhoods; interchanges makes this even more challenging	Transportation		June 27 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
Connectivity/common ground across US 29 (mapped at Briggs Chaney Road)	Transportation		June 27 Workshop	Noted; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center
Creating a bus route from Briggs Chaney to Greenbelt	Transportation		June 27 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
Creating more sidewalks and bike paths, increasing connectivity across BRT in county and to Prince George	Transportation		June 27 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
Desire for safe community, better for walking	Transportation	Public Safety	June 27 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
Electric cars and charging stations are needed in the community.	Transportation	Environment	June 27 Workshop	3.C.2.11 - Established a network of electric car charging stations; 3.C.4.3 - Enhance Existing BRT Stations and Park & Ride facilities

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
Enjoying bike trail in rock creek park	Transportation		June 27 Workshop	Noted.
Extension of 26 availability	Transportation		June 27 Workshop	Noted.
ICC is a community benefit, accesses jobs	Transportation		June 27 Workshop	Noted.
Improve ingress/egress of Briggs Chaney Marketplace to be 'seamless'	Transportation		June 27 Workshop	4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; Map 14 - Concept Framework Plan; 4.B Main Street; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways
Improve transit south to Silver Spring instead of Tech/Industrial interchange; Accessibility is important, should be at grade, but the current investment for transit is taking place too far north.	Transportation		June 27 Workshop	3.C.4 - Transit Network Recommendations
Issue of vehicles parking in bike lanes	Transportation		June 27 Workshop	Noted.
Issues walking on Tech road	Transportation	Public Safety	June 27 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines
Making trips to Baltimore more accessible	Transportation		June 27 Workshop	Noted.
More places to park to walk home. Park and Ride should be more explicit about when parking is allowed	Transportation		June 27 Workshop	Map 19 Existing and Planned Roadways; 3.C.2.1 - Town Center; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.2.8 - Road Diets on Main Arterials; 4.C.2.5 and 4.C.2.6 - Greencastle Park and Ride;
Most residents drive to their destinations. Suburbs are made for driving their cars. This mindset is tied to generational norms, but curious to know if younger generation also moved to suburbs for similar accommodations. Mostly likely because the cost of living is cheaper and the tradeoff is that they have to drive to work.	Transportation	Local Economy	June 27 Workshop	Noted. Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center; 4.C.2.5 and 4.C.2.6 - Greencastle Park and Ride; 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.H.2.1, Historic Preservation; 4.A.2.1. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.B.3.5 and 4.B.3.6 - Redevelopment Near the Briggs Chaney Park & Ride
Need for bike highway; look into the recommendation from the bike master plan	Transportation		June 27 Workshop	Map 19 Existing and Planned Roadways; 3.C.2.1 - Town Center; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.2.8 - Road Diets on Main Arterials; 3.C.3.8 - BIPPA
Need more transportation options for food access	Transportation		June 27 Workshop	3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations; 3.D.2.1 Food Systems and Connected Communities; 3.D.2.2 - Local Food System Established
no easy way to get to rec centers, parks, etc. from West side of Rte 29	Transportation	Parks and Recreation	June 27 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety;
Open better lanes for pedestrians and cyclists. It needs to be safer to travel in ways that do not involve a car.	Transportation	Public Safety	June 27 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
Opportunities to expand BRT	Transportation		June 27 Workshop	3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
Pedestrian/bike friendly	Transportation	Public Safety	June 27 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety;
Provide circulator bus, like DC Circulator, to provide access to shopping center for residents (location unknown)	Transportation		June 27 Workshop	Noted. 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
Proximity to FDA White Oak should be capitalized - maybe provide a shuttle	Transportation		June 27 Workshop	Noted.
Regular maintenance appears lacking in relation to other parts of county, especially ped infrastructure	Transportation		June 27 Workshop	Noted.
Roads need improvement	Transportation		June 27 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
Short commute	Transportation		June 27 Workshop	Noted.

Comment / Feedback	Policy Theme	Sub category (if any)	Feedback Source	Planning Board Recommendations
Stations should hug closer to US29/ Commercial activity	Transportation		June 27 Workshop	Noted.
The massive interchange has disconnected the community. This needs to be brought down to a human scale rather than taking up so much space and so completely dividing the community.	Transportation	Community Health & Culture	June 27 Workshop	Noted: 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
There should be a walkway over us 29	Transportation		June 27 Workshop	Noted: 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
this area is unfortunately an auto-oriented area. not easy to ride a bike because of the terrain	Transportation	Environment	June 27 Workshop	Noted: 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
Traffic is very bad	Transportation		June 27 Workshop	3.C.2.4 - Master Plan of Highways and Transitways; 3.C.2.8 - Road Diets on Main Arterials
Transportation features are a barrier	Transportation		June 27 Workshop	Noted: 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
Walking across Briggs Chaney Rd. is dangerous	Transportation	Public Safety	June 27 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers
Walking across Fairland rd. is dangerous	Transportation		June 27 Workshop	Noted.
Accessibility to shopping center	Transportation		June 27 Workshop	Noted: 4.B.3.2 Briggs Chaney Marketplace; Map 14 - Concept Framework Plan; 4.B Main Street, Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center
Bus routes / transit system is not working, nor as convenient for quick access to retail / shopping.	Transportation		June 27 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
EV station for electric vehicles	Transportation	Environment	June 27 Workshop	3.C.2.11 - Established a network of electric car charging stations; 3.C.4.3 - Enhance Existing BRT Stations and Park & Ride Facilities
Improve the BRT and improve access	Transportation		June 27 Workshop	3.C.4 - Transit Network Recommendations
Improve the pedestrian crosswalks	Transportation	Public Safety	June 27 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers;
More EV station for electric vehicles	Transportation	Environment	June 27 Workshop	3.G.2.1 - Resilience Hub & Environmental Learning Center; 3.E.2.10 Climate Action Plan; and 3.F.2.6 On-site Energy; 3.C.2.11 - Established a network of electric car charging stations;
Most residents currently travel outside the Plan Boundary for food, jobs, entertainment.	Transportation	Food Access	June 27 Workshop	Noted.
No bus lanes	Transportation		June 27 Workshop	3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations
Residents should have better places to shop that are easily accessible by car and mass transit.	Transportation		June 27 Workshop	Map 14 - Concept Framework Plan; 4.B Main Street, Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center; 4.C.2.5 and 4.C.2.6
Seniors have a tough time using the BRT due to accessibility, comfort, and Transportation convenience.	Transportation		June 27 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.F.1-Environmental Goals
Some residents ride the BRT-FLASH, but majority of residents do not.	Transportation		June 27 Workshop	Noted.
Walkable access in area	Transportation		June 27 Workshop	3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers



# CLIMATE ASSESSMENT FOR THE FAIRLAND AND BRIGGS CHANEY MASTER PLAN



## Fairland and Briggs Chaney MASTER PLAN

### PURPOSE OF THE CLIMATE ASSESSMENT

The purpose of this climate assessment is to evaluate the anticipated impacts of the Fairland and Briggs Chaney Master Plan Planning Board Draft (“Master Plan”) on the County’s contribution to addressing climate change. The assessment will provide the County Council with a better understanding of the potential climate impacts and implications of the Master Plan compared to the projected climate impacts and implications if the Master Plan were not adopted.

The scope of this climate assessment is focused primarily on the effects of the land use, transportation, and environmental recommendations in the proposed Master Plan on greenhouse gas (GHG) emissions and carbon sequestration, and how actions proposed by the Master Plan could improve the County’s adaptive capacity to climate change and increase community resilience. While co-benefits and ancillary impacts on topics such as public health, smart growth, and cost savings may be discussed, the focus is on how the proposed Master Plan may directly impact GHG emissions and community resilience.

This climate assessment was conducted in accordance with the *Climate Assessment Recommendations for Master Plans and Zoning Text Amendments in Montgomery County, December 1, 2022*, prepared by ICF, which offers a recommended approach for conducting a climate assessment of the potential impacts to GHG emissions, sequestration, community resilience, and adaptive capacity for proposed zoning text amendments and master plan updates through both a qualitative and quantitative approach.

### SUMMARY

Montgomery Planning anticipates that the Master Plan will have a **slightly negative** (increased) impact on GHG emissions, a **slightly positive** (increased) impact on carbon sequestration, and a **moderately positive** impact on ensuring resilience and adaptive capacity in the Fairland and Briggs Chaney community than if the Master Plan were not adopted.

Based on analysis by the GHG Quantification Tool (“GHG Quant Tool”), if the Master Plan is adopted as approved by the Planning Board (“Master Plan scenario”), there is a projected increase in GHG emissions by

the year 2045 of approximately 30 percent compared to if the Master Plan were not adopted (“Existing Policy scenario”). This moderately anticipated increase is due in large part to a forecasted increase in apartments in buildings with five or more units and their significantly higher association emissions from building occupant waste.

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## BACKGROUND OF THE FAIRLAND AND BRIGGS CHANEY MASTER PLAN

The Montgomery County Planning Department (“Montgomery Planning”) initiated a multi-year planning process to update a portion of the 1997 *Fairland Master Plan* starting in the spring of 2021. The Fairland and Briggs Chaney Master Plan is a corridor-focused master plan that seeks to establish a renewed vision for a portion of the Columbia Pike (U.S. 29) corridor over the next 10 to 20 years. The Plan serves as the updated guide for future growth and development, transportation investments, community facilities, parks, and recreation amenities, historic preservation, and environmental features specific to this community, while simultaneously advancing the goals and objectives initiated by other related county plans.

Introduction of the Colesville Road/Columbia Pike (U.S. 29) Flash Bus Rapid Transit (BRT) service in 2020 is one of several recent indicators that this community is shifting from an auto-dependent, suburban community into an evolving suburb that encourages the development of compact, mixed-use Activity Centers and shared public spaces near transit. Compact development is defined in this Plan as a pattern of land development focused on centers of activity where site elements including buildings, circulation, parking, environmental features, and gathering spaces are configured efficiently on a site and located close to nearby sites to allow safe and comfortable access by a range of travel modes (driving, walking, biking, rolling, and transit). This Plan seeks to build upon the early successes of the U.S. 29 Flash BRT service by embracing a future for a more complete, equitable, transit-oriented, and compact community.

The Plan also seeks to build upon the vision of the 2014 *White Oak Science Gateway Master Plan* and 2012 *Burtonsville Crossroads Neighborhood Plan*, whose plan areas book-end this master plan area and are intrinsically linked along the U.S. 29 corridor. The updated vision for this community keeps pace with market demands, while prioritizing linkages to other related strategic plans.

Anticipating potential significant impacts from future development and a growing population in the eastern region of the county, this Plan also seeks to address inequities pertaining to housing opportunities, impacts from and resiliency to climate change, enhancements to underutilized properties through infill development and redevelopment, and improvements to existing systems (e.g., parks, circulation, and food) to meet the needs of residents, workers, and visitors. This Plan also incorporates the goals and policies of Thrive Montgomery Plan 2050, the General Plan for Montgomery County.

The main objectives of this Master Plan are to realize:

- 1. Equitable Communities:** The Plan considers racial equity and social justice as essential themes of its purpose and implementation. Attention to past injustices in planning policy and public investment, particularly in the East county, as well as present inequities in the public and personal realm,

informed the development of the Plan to support a stronger social network that embraces the advantages of a multi-racial and multi-cultural community.

- 2. Economic Health:** The Plan seeks to ensure a vibrant, strong, and competitive economy by attracting and maintaining major employers, continuing to enhance nearby federal and institutional campuses, supporting local small businesses and innovation, and attracting and retaining a high-quality, diverse workforce.
- 3. Environmental Resilience:** The Plan seeks to apply the best available strategies to fight climate change and mitigate the impacts of both planned changes and unexpected events in the community while continuing to preserve and enhance our natural resources.

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## VARIABLES THAT COULD AFFECT THE ASSESSMENT

The following climate-related variables were considered in this assessment as impacted by the Master Plan. Climate related variables include the various GHG reduction, sequestration, resilience, and adaptive capacity activities in the climate assessment qualitative checklists (Tables 1 and 8) contained in the *Climate Assessment Recommendations for Master Plans and Zoning Text Amendments in Montgomery County*.

### Greenhouse Gas Emissions and Sequestration

- Transportation – Vehicle Miles Traveled, Number of Trips, Non-Vehicle Modes of Transportation, Public Transportation Use, Electric Vehicle Infrastructure Access
- Building Embodied Emissions – Building Square Footage, Pavement Infrastructure, Material Waste Produced, Use of Green Building Materials
- Energy – Electricity Usage
- Land Cover Change & Management – Area of Forest, Area of Non-Forest Tree Canopy, Area of Green Cover, Implementation of Nature-Based Solutions

### Community Resilience and Adaptive Capacity

- Exposure-Related Factors – Activity in Flood Risk Areas, Activity in Urban Heat Island
- Sensitivity-Related Factors – Change to Forest Cover, Change to Non-Forest Tree Canopy, Change to Impacts of Heat, Change in Perviousness, Change in Stormwater Management System Treatments, Change to Water Quality and Quantity, Change to Air Quality, Infrastructure Design Decisions
- Adaptive Capacity Factors – Change to Accessibility or Prevalence of Community and Public Spaces, Change to Emergency Response and Recovery Capabilities, Change in Access to Transportation, Change to Accessibility or Prevalence of Local Food Sources and Other Goods, Change to Community Connectivity, Change in Distribution of Resources and Support



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## ANTICIPATED IMPACTS

This section details the anticipated impacts of the Fairland and Briggs Chaney Master Plan on GHG emissions, sequestration, community resilience, and adaptive capacity. Impacts are projected based on a quantitative analysis of an Existing Policy scenario and a Master Plan scenario, projected out to the year 2045, using the

GHG Quant Tool, prepared for Montgomery Planning by the consultant, ICF. The GHG Quant Tool calculates estimates of embodied, energy, waste, transportation, and land cover and management emissions for master plans. For detail on the methodology and assumptions used for the GHG Quant Tool, see Sources of Information, Assumptions, and Methodologies Used, below.



Qualitative analysis was also considered to anticipate GHG emissions, sequestration, community resilience, and adaptive capacity impacts of the Master Plan scenario, derived from the checklists prepared by the consultant, ICF, and provided as Tables 1 and 8 in the *Climate Assessment Recommendations for Master Plans and Zoning Text Amendments in Montgomery County, December 1, 2022*.






The following sections detail impacts that are anticipated to have a positive impact as  , while impacts that are anticipated to have a negative impact are represented as .







GREENHOUSE GAS EMISSIONS AND CARBON SEQUESTRATION

Overall, the Fairland and Briggs Chaney Master Plan is anticipated to have a **slightly negative** (increased) impact on GHG emissions and a **slightly positive** (increased) impact on carbon sequestration. For further explanation of the anticipated impacts of the Master Plan on GHG emissions and carbon sequestration by individual activity, see Table 1 below.



Table 1: Anticipated Impacts on Greenhouse Gas Emissions and Sequestration

Impact Activity	Type of Impact	Explanation
Transportation		
Vehicle Miles Traveled (VMT)		<p>Despite a small projected increase in total annual VMT by the year 2045 (about 1.8%) from the Existing Policy scenario to the Master Plan scenario prepared as GHG Quant Tool inputs, total lifetime transportation GHG emissions by the year 2045 are expected to be lower under the Master Plan scenario. A major factor for this reduction is an estimated electric vehicle market penetration rate in the GHG Quant Tool of 90% by the year 2035. This estimate is based on the Montgomery County goal for 100% of electric vehicle trips by 2035, adjusted down 10% to allow for a possible slower market uptake. However, assuming just a 29% electric vehicle market share by 2035 results in no change to total lifetime transportation GHG emissions between the Existing Policy and Master Plan scenarios.</p> <p>Not captured by the quantitative analysis of the GHG Quant Tool is the anticipated increase in land use diversity, multi-modal transportation access, and convenience expected because of Master Plan recommendations that are expected to increase accessibility for residents, resulting in a reduction in future GHGs (see Plan Sections 3.A.2, 3.B.2, 3.C.3, 3.C.4, 4.A, 4.B).</p>
Number of Trips		<p>Master Plan recommendations seek to increase accessibility for residents and decrease the overall number of trips made solely by automobile (see Plan Sections 3.A.2, 3.C.3, 3.C.4, 4.A, 4.B). Therefore, the number of trips is expected to decrease and result in a slightly positive impact on GHG emissions.</p>

Impact Activity	Type of Impact	Explanation
<b>Non-Vehicle Modes of Transportation</b>		<p>The Master Plan recommends establishment of more complete streets, greater neighborhood connectivity for non-vehicular travel, enhanced public transit service, and increased bicycle and pedestrian comfort and safety, the plan's impact on non-vehicular modes of travel is expected to be moderately positive, with more community residents, workers, and visitors traveling throughout the plan area by modes other than a single-occupancy vehicle (see Plan Sections 3.C.2, 3.C.3, 3.C.4, 4.A, 4.B).</p> <p>Furthermore, calculation of low-stress bicycle accessibility for the transportation policy area in which the plan area is located (Fairland/Colesville) based on Master Plan recommendations projected an increase by 3% over that of existing bicycle infrastructure policy under the adopted Montgomery County Bicycle Master Plan (92% to 95%).</p>
<b>Public Transportation Use</b>		<p>The Master Plan's recommendations for establishing dedicated Bus Rapid Transit (BRT) lanes on U.S. 29 and East Randolph Road, establishing additional BRT stations on transit corridors as land use development occurs, and enhancing existing BRT stations and park-and-ride facilities as "mobility hubs for multi-modal, last-mile connectivity options is expected to increase use of public transportation within and through the plan area and result in a positive impact on GHG emissions (see Plan Section 3.C.4).</p>
<b>Electric Vehicle Infrastructure Access</b>		<p>The Master Plan recommends adding electric vehicle charging stations at BRT park-and-ride lots and establishing a network of electric vehicle charging stations that are evenly distributed throughout the plan area. An increase in electric vehicle infrastructure access would result in a significantly positive impact to GHG emissions (see Plan Sections 3.C.2, 3.C.4, 3.E.2, 4.B.3.5).</p>
<b>Building Embodied Emissions</b>		
<b>Building Square Footage</b>		<p>Because of the projected increase in development density and redevelopment over time through the realization of the Master Plan's recommendations, particularly with a higher proportion of residential buildings of 5 units or more, total building square footage is expected to increase under the GHG Quant Tool's Master Plan scenario (see Plan Section 3.A.2). This increased residential square footage is expected to result in a higher amount of GHG emissions from both total lifetime embodied building emissions (approximately 6%) and total lifetime building energy emissions (approximately 47%), resulting in a moderately negative impact on GHG emissions.</p>
<b>Pavement Infrastructure</b>		<p>While the plan area is approximately 40% public parkland or private open space, and therefore largely covered by natural, pervious surfaces in these areas, certain properties in the plan area have high levels of impervious surface from paved parking lots and buildings. U.S. 29 (Columbia Pike) and other area roadways also represent a significant amount of impervious pavement within the plan area. Data inputs prepared for the GHG Quant Tool estimated a reduction in impervious surface within the plan area by approximately 45%.</p> <p>The Master Plan recommends that properties with high levels of impervious surface, especially within designated Activity Centers, be converted to landscaped areas, stormwater management areas, and other pervious surfaces that reduce urban heat effect, reduce localized flooding, improve community safety, comfort, and experience, increase stormwater infiltration, and improve water quality (see Plan Sections 3.F.2, 4.B.4). The</p>

Impact Activity	Type of Impact	Explanation
		plan also recommends that road rights-of-way be retrofitted to incorporate more pervious surfaces. Reduction of paved surfaces has the added benefit of reducing embodied GHG emissions from the reduced production and application of asphalt and concrete materials (see Plan Section 4.B.2.8).
<b>Material Waste Produced</b>		<p>For apartment buildings with 5 or more units, there is a projected increase of about 9,800 new residential units by 2045, as compared to the Existing Policy scenario. This increase anticipates that the total lifetime building waste emissions may also increase by as much as 150%.</p> <p><u>Note:</u> The GHG Quant Tool assigns a much higher rate of building waste emissions to apartments in buildings with 5 or more units compared to other building types, with about 13,100 total annual metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>e) emissions, compared to about 4,800 MTCO<sub>2</sub>e for single-family attached homes, about 420 for single-family detached homes, and about 4 MTCO<sub>2</sub>e for both office and retail commercial uses.</p>
<b>Use of Green Building Materials</b>		The Master Plan is expected to result in a slightly positive impact on GHG emissions from the use of green building materials due to recommendations to incorporate green building standards and sustainable construction materials for certain priority properties (see Plan Sections 3.F.2, 4.B.3). These recommendations would be above and beyond the green building standards and practices already in place in the county's building construction codes.
<b>Energy</b>		
<b>Electricity Usage</b>		The Master Plan recommends that new and redeveloping buildings and sites within the plan area reduce the use of energy and install on-site energy generation systems, such as wind, solar, and geothermal technologies, resulting in a potentially major positive impact on GHG emissions in so far as these recommendations are implemented (see Plan Section 3.F.2.6).
<b>Land Cover Change &amp; Management</b>		
<b>Area of Forest</b>	 	<p>A forest is considered a biological community dominated by trees and understory plantings, including but not limited to a plant community with woody plantings all resting on a forest floor of 10,000 square feet or greater and at least 50 feet wide. A loss of even a small area of forest within the plan area, likely due redevelopment, would result in a negative impact on GHG emissions due to the loss of carbon sequestration potential.</p> <p>Projected development on properties with areas of existing forest may account for an approximate loss of 1.63 hectares of forest stand. However, the plan encourages design efforts to retain small forests and large individual trees as development takes place (section 3.F.2.2), as well as increasing tree canopy coverage through planting trees and forest stands on private property (section 3.F.2.1). Retention of this existing forest cover within the plan area will provide significant GHG reduction benefits by sequestering carbon higher quality forest..</p>
<b>Area of Non-Forest Tree Canopy</b>		The Master Plan recommends a significant increase in the percentage of tree canopy coverage within the plan area, with priority given to areas with excessive impervious surface (e.g., a minimum 50% on surface parking lots) and within the public realm (e.g., a minimum 60% in all public gathering spaces on private property and pedestrian corridors in the public right-of-way) (see Plan Sections 3.F.2, 4.B.2, 4.B.3, 4.B.4). These recommendations help explain the estimated increase of approximately 12 hectares of non-









Impact Activity	Type of Impact	Explanation
		<p>forest tree canopy in the Master Plan scenario based on GHG Quant Tool analysis.</p> <p>Master Plan recommendations also seek to support the health and vitality of planted trees by further recommending adequate soil volume levels, appropriate tree selections, and water access within planted areas, as well as encouraging shade trees to be planted within stormwater treatment areas or other areas not otherwise required by code to count toward the Master Plan's non-forest tree canopy coverage targets (see Plan Section 3.F.2).</p>
<b>Area of Green Cover</b>		The Master Plan is expected to result in a positive impact on carbon sequestration potential stemming from areas of green cover due to recommendations for significant public open space on properties proposed for major development (e.g., a minimum 3-acre contiguous area on select large properties) (see Plan Sections 3.E.2, 4.A.5, 4.B.3, 4.B.4).
<b>Implementation of Nature-Based Solutions</b>		In addition to a recommended increase in tree canopy and 'cool', reflective surfaces to reduce urban heat effects, the Master Plan recommends requiring modern green infrastructure practices using nature-based solutions on all newly developing and redeveloping properties, particularly for properties in the Auto Sales Park where urban heat effects and impervious surfaces are among the highest in the plan area (see Plan Sections 3.F.2, 4.B.4).





## COMMUNITY RESILIENCE AND ADAPTIVE CAPACITY








Overall, the Fairland and Briggs Chaney Master Plan is anticipated to have a **moderately positive** impact on community resilience and adaptive capacity. For an explanation of the anticipated impacts of the Master Plan on community resilience and adaptive capacity by individual activity, see Table 2.



**Table 2: Anticipated Impacts on Community Resilience and Adaptive Capacity**

Impact Activity	Type of Impact	Explanation
<b>Exposure-Related Factors</b>		
<b>Activity in Flood Risk Areas</b>		<p>Except for a portion of a residential property on Castle Boulevard mapped in a 500-year (5% chance) flood hazard area (FEMA, DFIRM 2011), 100- and 500-year flood hazard areas mapped elsewhere in the plan area are limited to undeveloped public parkland and private common area open space that is not expected to accommodate development. The Castle Boulevard property is also located within one of the county's Equity Focus Areas, as is much of the plan area itself, indicating a particular interest in protecting existing and future residents from potential flood risk.</p> <p>The Master Plan's recommendations to reduce impervious surfaces and treat the quantity and quality of stormwater is anticipated to have a positive impact on activity in flood risk areas, as well as areas outside of mapped flood risk areas that experience localized flooding (see Plan Sections 3.F.2, 4.B.4). This impact is not easily quantified due to the variability of storm events and the complexity of determining hydrologic conditions in relation to incremental reductions in impervious surface, yet better managing on-</p>

Impact Activity	Type of Impact	Explanation
		site stormwater will lead to greater protection for downstream waterways, habitats, and structures.
<b>Activity in Urban Heat Island</b>		Several areas within the plan area experience a high degree of urban heat effects during the summer season. Urban heat effects present a myriad of harmful effects to human health, environmental quality, structural integrity, and property values. While the Master Plan recommends infill development and redevelopment of properties with existing surface parking lots and low-rise buildings, this development is recommended to include heat-reducing techniques, such as shade trees and reflective shade structures, 'cool' pavement surfaces and roof tops, and additional and expanded areas of parks and green spaces (see Plan Sections 3.F.2, 4.B.4).
<b>Sensitivity-Related Factors</b>		
<b>Change to Forest Cover</b>	 	<p>A forest is considered a biological community dominated by trees and understory plantings, including but not limited to a plant community with woody plantings all resting on a forest floor of 10,000 square feet or greater and at least 50 feet wide. A loss of even a small area of forest within the plan area, likely due to redevelopment, results in a negative impact on the community's sensitivity to climate change.</p> <p>Projected development on properties with areas of existing forest may account for an approximate loss of 1.63 hectares of forest stand. However, the plan encourages design efforts to retain small forests and large individual trees as development takes place (section 3.F.2.2), as well as increasing tree canopy coverage through planting trees and forest stands on private property (section 3.F.2.1). Retention of this existing forest cover within the plan area improves the community's resilience by reducing impacts related to extreme heat (e.g., by reducing local temperatures and improving air quality).</p>
<b>Change to Non-Forest Tree Canopy</b>		<p>The Master Plan recommends a significant increase in the percentage of tree canopy coverage within the plan area, with priority given to areas with excessive impervious surface (e.g., a minimum 50% on surface parking lots) and within the public realm (e.g., a minimum 60% in all public gathering spaces on private property and pedestrian corridors in the public right-of-way) (see Plan Sections 3.F.2, 4.B.2, 4.B.3, 4.B.4). These recommendations help explain the estimated increase of approximately 12 hectares of non-forest tree canopy in the Master Plan scenario based on GHG Quant Tool analysis.</p> <p>Master Plan recommendations also seek to support the health and vitality of planted trees by further recommending adequate soil volume levels, appropriate tree selections, and water access within planted areas, as well as encouraging shade trees to be planted within stormwater treatment areas or other areas not otherwise required by code to count toward the Master Plan's non-forest tree canopy coverage targets. Increases in non-forest tree canopy can increase community resilience by reducing impacts related to extreme heat and the urban heat effect (see Plan Section 3.F.2).</p>
<b>Change to Impacts of Heat</b>		The Master Plan recommends that areas with high incidents of urban heat effects be mitigated, particularly within designated Activity Centers, by retaining stormwater within landscaped areas, increasing tree canopy and shade structures, converting impervious surfaces and hardscapes to micro-infiltration areas, and requiring 'cool', (i.e., light-colored or reflective) rooftops, pavements, cool streets, cool facades, and other heat-reducing

Impact Activity	Type of Impact	Explanation
		<p>construction techniques in the public realm (see Plan Sections 3.F.2, 4.B.4).</p> <p>The plan recommends the establishment of a Resiliency Hub and Environmental Learning Center in East County, which would further support community resiliency, especially during high heat emergency events (see Plan Section 3.G.2.1). The Resiliency Hub serves as a community destination for reliable electricity, water, temporary shelter, food, indoor heating and cooling, social services, and fellowship during public emergencies. This Resiliency Hub is a net zero public facility that has its own power source without heavy reliance on public utilities in case of emergencies.</p>
<b>Change in Perviousness</b>	 	<p>While the plan area is approximately 40% public parkland or private open space, and therefore largely covered by pervious surfaces in these areas, certain properties in the plan area have high levels of impervious surface from paved parking lots and buildings. U.S. 29 (Columbia Pike) and other area roadways also represent a significant amount of impervious pavement within the plan area. Data inputs prepared for the GHG Quant Tool estimated a reduction in impervious surface within the plan area by approximately 45%.</p> <p>The Master Plan recommends that properties with high levels of impervious surface, especially within designated Activity Centers, be converted to landscaped areas, stormwater management areas, and other pervious surfaces that reduce urban heat effect, reduce localized flooding, improve community safety, comfort, and experience, and increase stormwater infiltration (see Plan Sections 3.F.2, 4.B.4). The plan also recommends that road rights-of-way be retrofitted to incorporate more pervious surfaces. Increases in pervious surfaces within the plan area will contribute to greater community resilience by increasing capacity to absorb water underground and, as a result, reduce local area flooding (see Plan Section 4.B.2.8).</p> <p>Plan recommendations for increased neighborhood connections and active transportation loop connections will increase impervious surfaces to some degree (see Plan Sections 3.C.3, 3.E.2). While these surfaces were not captured in quantitative analysis, they are expected to be minor compared to anticipated decreases in impervious surfaces on properties in the plan area through redevelopment.</p>
<b>Change in Stormwater Management System Treatments</b>		<p>The Master Plan recommends requiring modern green infrastructure practices using nature-based solutions on all newly developing and redeveloping properties, particularly for properties in the Auto Sales Park where urban heat effects and impervious surfaces are among the highest in the plan area (see Plan Sections 3.F.2, 4.B.4). Improvements in stormwater management systems treatments can increase community resilience by reducing impacts related to extreme precipitation and flooding.</p>
<b>Change to Water Quality and Quantity</b>		<p>The Master Plan recommends requiring modern green infrastructure practices using nature-based solutions on all newly developing and redeveloping properties, particularly for properties in the Auto Sales Park where urban heat effects and impervious surfaces are among the highest in the plan area (see Plan Sections 3.F.2, 4.B.4). More green infrastructure practices would have the effect of retaining, filtering, and slowing stormwater flows and improving water quality within the plan area. Improvements in water quality can increase community resilience by reducing a variety of climate change impacts, including extreme heat, drought, and heavy precipitation.</p>

Impact Activity	Type of Impact	Explanation
<b>Change to Air Quality</b>	 	<p>The Master Plan's recommendations to increase tree canopy and landscape plantings, especially in existing commercial areas with limited coverage today, is expected to improve air quality in the plan area and increase community resilience (see Plan Sections 3.F.2, 4.B.2, 4.B.3, 4.B.4). Plan recommendations to expand and enhance public transit in the plan area are also expected to improve air quality by encouraging more trips by transit rather than gas-powered personal vehicles (see Plan Section 3.C.4).</p> <p>The Master Plan's vision and support for increased residential housing in and around Activity Centers along U.S. 29 has the potential to introduce residents to negative impacts of harmful air quality due to their closer proximity to highway traffic. However, greater penetration of electric vehicles as a share of regional vehicle trips could ameliorate this impact as trips by gas-powered, internal-combustion engine cars decrease.</p>
<b>Infrastructure Design Decisions</b>		Master Plan recommendations to promote the use of nature-based solutions or green infrastructure to reduce heat and flood risk and promote the use of cooling materials and other solutions to reduce urban heat effects have the potential to increase community resilience to the effects of climate change (see Plan Sections 3.F.2, 4.B.4).
<b>Adaptive Capacity Factors</b>		
<b>Change to Accessibility or Prevalence of Community and Public Spaces</b>		Master Plan recommendations for new or expanded public open spaces on properties that redevelop within designated Activity Centers would bring more natural, shaded, and restful places that are closer to community residents, workers, and visitors (see Plan Sections 3.E.2, 4.A.5, 4.B.3, 4.B.4). New and enhanced pedestrian pathways recommended by the Master Plan through neighborhoods and connecting to natural and hard surface trails and parklands would also positively impact the adaptive capacity of the Fairland and Briggs Chaney community (see Plan Sections 3.C.3, 3.E.4, 4.A, 4.B).
<b>Change to Emergency Response and Recovery Capabilities</b>		The Master Plan's recommendation for a Resiliency Hub in East County would improve emergency response and recovery capabilities in the face of extreme weather events by serving as a destination for reliable electricity, water, temporary shelter, food, indoor heating and cooling, social services, medical care, and fellowship (see Plan Section 3.G.2.1).
<b>Change in Access to Transportation</b>		The Master Plan's vision and recommendations for U.S. 29 (Columbia Pike) as a 'transit first' corridor prioritizes transit movement over single-occupancy vehicles (see Plan Section 3.C.4). This approach would greatly improve access to public transportation for communities within the plan area and beyond. Recommendations for achieving this goal include building high-quality, dedicated Bus Rapid Transit (BRT) lanes on U.S. 29, Briggs Chaney Road, and (for the future BRT route) East Randolph Road; extending the U.S. 29 Flash BRT service north to Howard County; adding new BRT stations at key U.S. 29 intersections; and enhancing existing BRT stations and park-and-ride facilities as 'mobility hubs' for greater multi-modal, last-mile connectivity options. Expanding affordability and access to public transit stops will further enhance community resilience and help the County reduce community GHG emissions.
<b>Change to Accessibility or Prevalence of Local</b>		The Master Plan recommends developing a more sustainable and supportive healthy food system in the plan area by providing space for local food production, manufacturing, distributing, community-scale composting, public training facilities, drinking fountains, wayfinding,

Impact Activity	Type of Impact	Explanation
<b>Food Sources and Other Goods</b>		signage, solar panels, and greenhouses. The Plan also seeks to support a healthy community by encouraging the establishment of healthy grocery and dining destinations, farmers' markets, and community gardens (see Plan Sections 3.D.2, 3.E.2, 3.G.2).
<b>Change to Community Connectivity</b>		The Master Plan seeks to increase community connectivity by establishing new bicycle and pedestrian pathways through and between neighborhoods, activity centers, public gathering spaces, and public parks (see Plan Sections 3.C.3, 3.E.2). Plan recommendations to increase public art installations, unique architectural elements, community gathering spaces, and historical and cultural exhibits will also increase community understanding, appreciation, and cohesion (see Plan Sections 3.A.2, 4.A.2, 4.B.2, 4.B.3).
<b>Change in Distribution of Resources and Support</b>		<p>By recommending greater development diversity and density through zoning changes, greater investment in public transit in BRT and local bus service, and establishment of Complete Street design, the Master Plan seeks to bring attention to the economic and social needs of the Fairland and Briggs Chaney community in East County (see Plan Sections 3.A.2, 3.B.2, 3.C.3, 3.C.4, 4.A, 4.B). These investments are anticipated to 'lift up' the residents and property owners in the plan area and increase their capacity to adapt and thrive in the face of climate change.</p> <p>The Master Plan also supports the establishment of a Community Advisory Committee to help realize community building, learning, and cooperation and the establishment of a pilot program for community education and engagement in the planning process (see Plan Section 3.D.2.4, 5.D).</p>

## RELATIONSHIP TO THE MONTGOMERY COUNTY CLIMATE ACTION PLAN (CAP)

The following greenhouse gas emission or sequestration actions of the Montgomery County Climate Action Plan (CAP) are applicable to the GHG activities considered for the Fairland and Briggs Chaney Master Plan.

Climate Action Plan (CAP) action	CAP-assessed GHG reduction potential	Relevant master plan checklist GHG activities
E-3: Promote Private Solar Photovoltaic Systems	Medium	Electricity usage
E-4: Public Facility Solar Photovoltaic Installations and Groundwork	Low	Electricity usage
S-1: Retain and Increase Forests	Not assessed (NA)	Area of forest
S-2: Retain and Increase Tree Canopy	NA	Area of non-forest tree canopy
S-3: Restore and Enhance Meadows and Wetlands	NA	Area of green cover, Nature-based solutions
S-4: Regenerative Agriculture	NA	Not assessed for ZTAs and master plans
S-5: Restore Soil Fertility, Microbial Activity, and Moisture Holding Capacity	NA	Not assessed for ZTAs and master plans
T-1: Expand Public Transit	Medium	Vehicle miles traveled, number of trips, Public transportation use
T-2: Expand Active Transportation and Micro-mobility Network	Medium	Vehicle miles traveled, number of trips, Non-vehicle modes of transportation
T-3: Private Vehicle Electrification Incentives and Disincentives	Medium	Electric vehicle infrastructure access, Electricity usage



T-4: Constrain Cars in Urban Areas, Limit Major New Road Construction	Medium	Vehicle miles traveled, number of trips
T-7: Expand the Electric Vehicle Charging Network	Medium	Electric vehicle infrastructure access, Electricity usage

The following resiliency and adaptation actions of the Montgomery County Climate Action Plan (CAP) are applicable to the GHG activities assessed for the Fairland and Briggs Chaney Master Plan.

Climate Action Plan (CAP) action	CAP-assessed primary benefit to climate risk reduction potential	Relevant master plan checklist Resilience and Adaptation activities
A-2: Repair and Enhancement of Stormwater Conveyance Systems	Extreme Precipitation	Stormwater Management System Treatments, Infrastructure Design Decisions, Perviousness, Water Quality or Quantity
A-7: Green Public Spaces	Extreme Precipitation	Urban Heat Island, Accessibility of Community & Public Spaces, Community Connectivity
A-8: Harden Emergency Shelters and Install Resilience Hubs	Extreme Heat	Accessibility of Community & Public Spaces, Emergency Response and Recovery Capabilities
A-10: Green Infrastructure	Extreme Precipitation	Flood Risk Areas, Stormwater Management System Treatments, Water Quality or Quantity
A-18: Expanded Community Gardens	Drought	Accessibility of Local Food Sources and Other Goods, Community Connectivity

## RECOMMENDED AMENDMENTS

The Climate Assessment Act requires the climate assessment to offer appropriate recommendations such as amendments to the proposed Fairland and Briggs Chaney Master Plan (approved by the Montgomery County Planning Board in June 2023) or other mitigating measures that could help counter any identified negative impacts anticipated by the Master Plan. Some of the following recommendations were considered during the plan's preparation, but were deemed either overly burdensome to residents, tenants, or property owners or beyond the scope of the plan area (i.e., worthy of consideration as countywide policy and not specific to the Fairland and Briggs Chaney community). The County Council may wish to consider whether the potential benefits to GHG emissions reduction measures outweigh any trade-offs impacting affordability or economic feasibility in the Fairland and Briggs Chaney community.

### Recommended Master Plan Amendments

- Create a Community Choice Energy Program pilot program in East County to benefit plan area residents.
- Adopt electrification requirements and/or incentives for existing commercial, public, and residential buildings within the plan area.
- Include a goal and recommendation to retain and/or expand existing forest areas.
- Increase minimum requirements for non-forest tree canopy coverage for existing properties and/or properties proposed for development above what the Master Plan already recommends.
- Strengthen the recommendation to encourage on-site energy generation systems, such as wind, solar, and geothermal technologies to new and redeveloping buildings and sites.

- Recommend public facility solar photovoltaic installations and groundwork on all public properties within the plan area.
- Expand recommendations for construction of ‘green’ building standards and sustainable construction materials beyond the properties identified by the Master Plan.

### Other Recommended Countywide Actions

- Reduce household waste and increase recycling and composting rates, especially for apartments with 5 or more units, to mitigate the anticipated increases in GHG emissions from the growth of these building types in the master plan area.
- Accelerate the countywide transition to electric vehicles by county residents, businesses, and government fleets and support expansion of electric vehicle charging stations through a mix of incentives and requirements to reduce the impacts of GHG emissions from internal-combustion vehicles.

## SOURCES OF INFORMATION, ASSUMPTIONS, AND METHODOLOGIES USED

This climate assessment for the Fairland and Briggs Chaney Master Plan uses the methodology for master plans from the *Climate Assessment Recommendations for Master Plans and Zoning Text Amendments in Montgomery County, December 1, 2022*. The approach for projecting GHG emissions from future land use and transportation growth calculates total lifetime emissions for an Existing Policy scenario and Master Plan scenario by the year 2045 using the GHG Quant Tool, prepared by consultants ICF. The GHG Quant Tool analysis references and assumes the following information.

### Sources of Information

- *Climate Assessment Recommendations for Master Plans and Zoning Text Amendments in Montgomery County, December 2022*
- *Montgomery County Climate Action Plan, June 2021*
- GHG Quant Tool inputs:
  - **Land Use** – Master Plan Parcel GIS, 2023 (land use attributes from original county parcel layer re-assigned to match GHG Quant Tool inputs; residential units and commercial floor area values adjusted for the Existing Policy and Master Plan scenarios based on theoretical maximum possible build-out for each scenario’s zoning allowances)
  - **Renewable Energy** – Verizon Maryland, LLC Annual Solar Photovoltaic Generation Capacity, 2023 (the sole large-scale solar PV installation in the plan area)
  - **Pavement** – Montgomery County Planimetric GIS, 2020 (coverage values adjusted for projected Master Plan build-out)
  - **Transportation (VMT)** – Calculated from Travel4 analysis of forecasted growth under the Existing Policy and Master Plan scenarios, 2022.
  - **Land Cover** – Forest area (Montgomery County GIS, 2015), Non-forest tree canopy (Montgomery County Planimetric GIS, 2020), Turf (Montgomery County Planimetric GIS, 2020)

## **GHG Quant Tool Assumptions**

- The Existing Policy scenario calculates GHG emissions for a theoretical maximum possible build-out by 2045 of land use development (i.e., residential units and commercial building area) and resulting vehicle miles traveled consistent with the existing allowable development potential for current zoning districts.
- The Existing Policy scenario assumes that existing pavement and land cover areas (e.g., forest, non-forest tree canopy, turf, etc.) remain constant with existing conditions by the year 2045.
- The Master Plan scenario calculates GHG emissions for a theoretical maximum possible build-out by 2045 of land use development (i.e., residential units and commercial building area) and resulting vehicle miles traveled consistent with the theoretical maximum build-out for zoning districts as recommended by the Master Plan.
- The Master Plan scenario assumes an electric vehicle market penetration rate in the GHG Quant Tool of 90% by the year 2035. This estimate is consistent with the Montgomery County goal for 100% of electric vehicle trips by 2035, adjusts down 10% to allow for a possible slower market uptake.
- The Master Plan scenario assumes a pavement area with a maximum of 30 percent for properties with a higher percentage of existing pavement area and likely will experience development by the year 2045. Pavement area is held constant for all other properties in the plan area.
- The Master Plan scenario assumes non-forest tree cover area as an average of 30 percent for properties that are likely to experience development by the year 2045. Non-forest tree cover area is held constant for all other properties in the plan area.