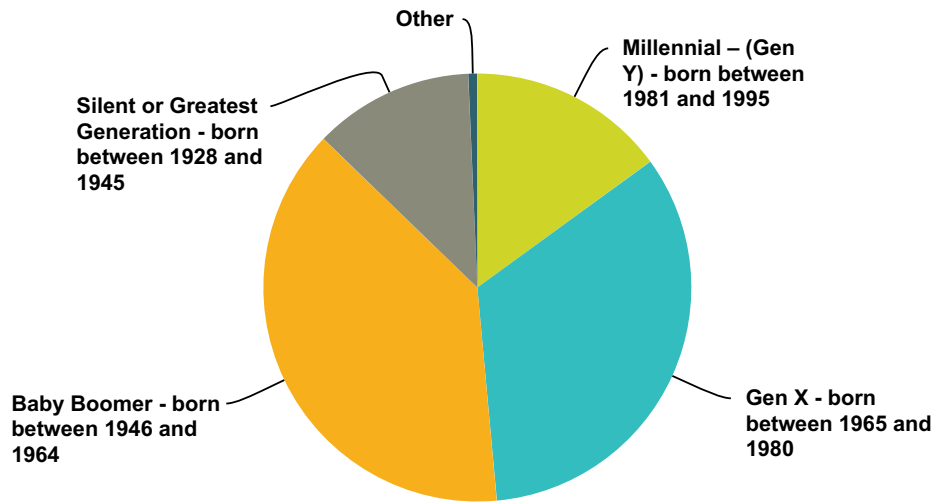


Q1 I am a:

Answered: 587 Skipped: 86

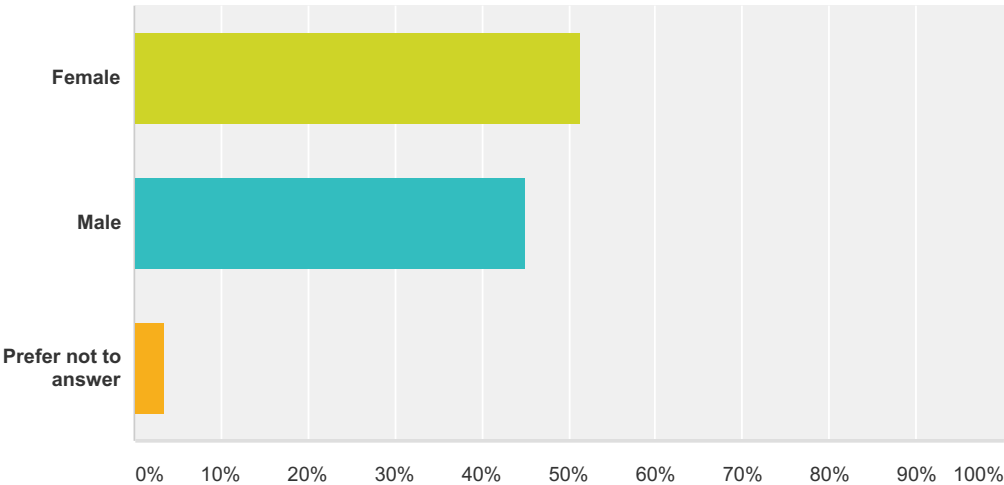


Answer Choices	Responses	
Millennial – (Gen Y) - born between 1981 and 1995	14.99%	88
Gen X - born between 1965 and 1980	33.56%	197
Baby Boomer - born between 1946 and 1964	38.67%	227
Silent or Greatest Generation - born between 1928 and 1945	12.10%	71
Other	0.68%	4
Total		587

#	Other (please specify)	Date
1	Born 1940	12/22/2014 9:36 AM
2	81 years of age	12/20/2014 5:19 PM
3	but I think more like a millennial, it seems.	12/19/2014 5:45 PM
4	born 1925	12/19/2014 4:57 PM
5	Late boomer.	12/19/2014 11:14 AM
6	81 years of age	12/18/2014 8:31 PM
7	Tax payer	12/18/2014 12:32 PM
8	Please don't call me a boomer. Thanks	12/10/2014 11:08 PM
9	Baby Boomer Clean-upper	12/10/2014 10:54 PM
10	born in 1963	12/9/2014 10:26 AM
11	do not put me in any arbitrary category	12/9/2014 9:55 AM

Q2 Please indicate your gender:

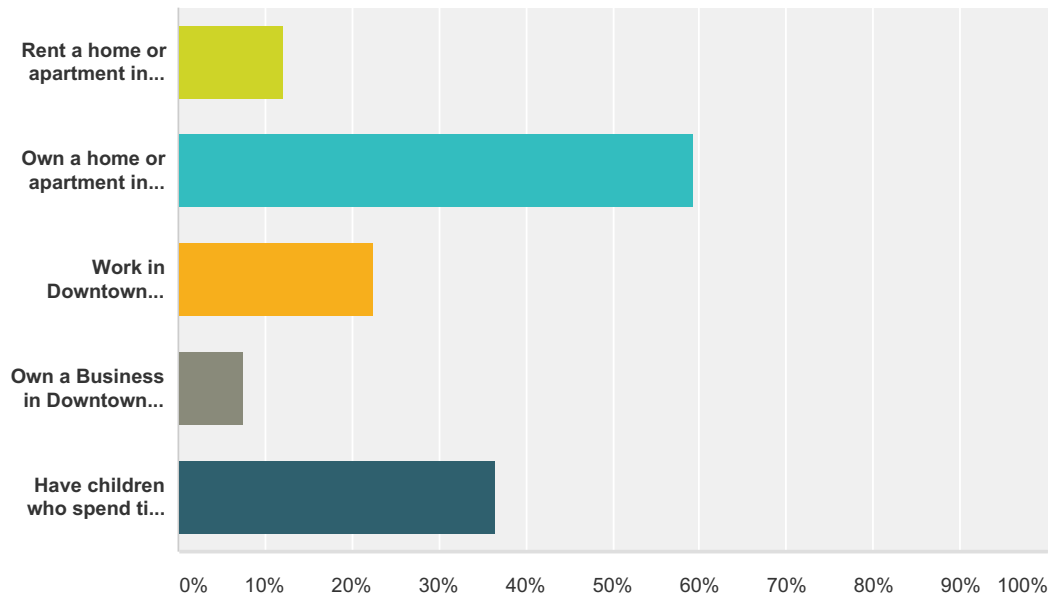
Answered: 587 Skipped: 86



Answer Choices	Responses	
Female	51.28%	301
Male	45.14%	265
Prefer not to answer	3.58%	21
Total		587

Q3 Do you:

Answered: 457 Skipped: 216



Answer Choices	Responses
Rent a home or apartment in Downtown Bethesda?	12.04% 55
Own a home or apartment in Downtown Bethesda?	59.30% 271
Work in Downtown Bethesda?	22.54% 103
Own a Business in Downtown Bethesda?	7.44% 34
Have children who spend time in Downtown Bethesda?	36.54% 167
Total Respondents: 457	

#	Other (please specify)	Date
1	shop, eat, etc. in downtown Bethesda	12/24/2014 9:40 PM
2	Spend time in Downtown Bethesda	12/24/2014 8:33 PM
3	Own in Maplewood just north of NIH	12/24/2014 4:55 PM
4	Live near downtown Bethesda	12/24/2014 10:34 AM
5	Patronize businesses in downtown bethesda	12/23/2014 5:33 PM
6	Travel through bethesda nearly every day by bike	12/23/2014 11:56 AM
7	Own a home on the border of Chevy Chase and Bethesda	12/23/2014 11:42 AM
8	Used to rent in downtown, now own in outer Bethesda	12/23/2014 11:36 AM
9	Own a home just outside the CBD and am a member of the Bethesda Chamber of Commerce	12/23/2014 11:00 AM
10	Our family lives nearby and spends time in downtown Bethesda	12/23/2014 10:59 AM
11	Avoid Downtown	12/22/2014 10:54 PM

Bethesda Feedback Loop - December 2014

12	Retired in West Bethesda (Bannockburn)	12/22/2014 9:49 PM
13	Live 1 mile from downtown and visit frequently	12/22/2014 6:48 PM
14	Own a home on the border of Chevy Chase and Bethesda	12/22/2014 6:21 PM
15	live w family	12/22/2014 6:15 PM
16	rent single family home near nih	12/22/2014 6:06 PM
17	Spend a great deal of time in downtown Bethesda, assisting a relative with disabilities who has an apartment in Downtown Bethesda	12/22/2014 6:02 PM
18	Chevy chase resident	12/22/2014 5:49 PM
19	Own a home just outside of downtown Bethesda	12/22/2014 5:22 PM
20	Travel in and through Bethesda weekly	12/22/2014 3:35 PM
21	Own home near downtown Bethesda	12/22/2014 10:43 AM
22	Own a single famiy home	12/22/2014 9:36 AM
23	regularly visit offices, restaurants, and amenities; have clients with property	12/22/2014 9:08 AM
24	Live in nearby Bethesda and spend leisure time in Downtown Bethesda	12/22/2014 8:21 AM
25	Live in friendship heights, md. Am in downtown bethesda approx. 5 x weekly for shopping, dining, meetings, exercise etc.	12/21/2014 11:19 PM
26	shop in downtown Bethesda	12/21/2014 8:54 PM
27	live with family	12/21/2014 5:47 PM
28	Own a home not far from downtown Bethesda	12/21/2014 3:32 PM
29	own home nearby	12/21/2014 1:09 PM
30	own home in Chevy Chase adjacent to Bethesda	12/21/2014 1:00 PM
31	walk to bethesda	12/21/2014 11:06 AM
32	Live in bethesda, go to downtown bethesda often	12/20/2014 11:22 PM
33	live in friendship heights - formerly bethesda	12/20/2014 10:22 PM
34	Live close bu	12/20/2014 10:19 PM
35	Live near Downtown Bethesda	12/20/2014 5:47 PM
36	FREQUENT SHOPPER AND DINER IN BETHESDA	12/20/2014 5:19 PM
37	Own a home about 0.5 miles from center of Bethesda	12/20/2014 3:09 PM
38	Own a home .5 miles from downtown bethesda.	12/20/2014 12:34 PM
39	Own a home at the outskirts of Downtown Bethesda (Cornish Road)	12/20/2014 12:21 PM
40	eat and shop in bethesda	12/20/2014 9:32 AM
41	Belong to St. Johns Norwood in Bethesda	12/19/2014 10:11 PM
42	Own a home nearby Bethesda	12/19/2014 9:06 PM
43	live in Bethesda, but not downtown	12/19/2014 8:33 PM
44	like in nearly neighborhood and and church is in D B	12/19/2014 8:10 PM
45	frequently bike through and around Bethesda and use a few stores there	12/19/2014 7:01 PM
46	Montgomery County	12/19/2014 6:53 PM
47	Volunteer, go to physical therapy, dine, go to Hair Cuttery, post office, shop, etc,etc.	12/19/2014 5:51 PM
48	own a home just barely outside of the Beth. urban district	12/19/2014 5:45 PM

Bethesda Feedback Loop - December 2014

49	Also live in Town of Chevy Chase	12/19/2014 5:28 PM
50	Own a home in Town of Chevy Chase (Oakridge Ave)	12/19/2014 5:14 PM
51	own a home in Chevy Chase	12/19/2014 4:57 PM
52	own home in nearby Chevy Chase	12/19/2014 4:27 PM
53	Own home next to the CBD.	12/19/2014 4:04 PM
54	shop in the area	12/19/2014 3:07 PM
55	I live on Sleaford--a proposed "Greenway" street	12/19/2014 3:03 PM
56	Own a home adjacent to the CBD	12/19/2014 3:02 PM
57	Own a home in Town of Chevy Chase (Oakridge Ave)	12/19/2014 2:34 PM
58	Own a house in Bethesda near Walt Whitman HS	12/19/2014 2:31 PM
59	Live next to Downtown Bethesda	12/19/2014 2:18 PM
60	Live with parents	12/19/2014 2:00 PM
61	Past president of B-CC Chamber	12/19/2014 1:56 PM
62	Own a home in Chevy Chase	12/19/2014 12:58 PM
63	Frequent Bethesda stores & entertainment	12/19/2014 12:56 PM
64	Frequent stores & entertainment in Bethesda	12/19/2014 12:33 PM
65	Frequent downtown as I live nearby.	12/19/2014 11:20 AM
66	Own a home in the Town of Chevy Chase	12/19/2014 11:16 AM
67	Live close to Bethesda	12/19/2014 11:16 AM
68	live near downtown bethesda	12/19/2014 10:15 AM
69	Border community	12/19/2014 10:12 AM
70	Visit	12/19/2014 9:58 AM
71	I spend leisure time in Downtown Bethesda.	12/19/2014 9:52 AM
72	Own a home in neighborhood abutting downtown Bethesda	12/19/2014 9:49 AM
73	Own home in Bethesda	12/19/2014 9:32 AM
74	Board member of St. John's Episcopal Church	12/19/2014 9:22 AM
75	Live nearby	12/19/2014 8:54 AM
76	Live in Bethesda	12/19/2014 8:39 AM
77	Own a home in Somerset (Chevy Chase)	12/19/2014 8:30 AM
78	Own home near border with Chevy Chase	12/19/2014 8:22 AM
79	Rent near and hang out a lot in downtown Bethesda.	12/19/2014 8:19 AM
80	Own home in Town of Chevy Chase	12/19/2014 8:09 AM
81	have a home in Bethesda	12/19/2014 7:21 AM
82	Shop in Downtown Bethesda during break (currently in college).	12/19/2014 3:42 AM
83	Live 3 blocks from Downtown Bethesda	12/18/2014 11:13 PM
84	shop, dine and drive through Bethesda	12/18/2014 9:51 PM
85	Live off Norwood Park	12/18/2014 9:21 PM
86	Own home in Town of Chevy Chase	12/18/2014 9:00 PM

Bethesda Feedback Loop - December 2014

87	own a home in Town of Chevy Chase	12/18/2014 8:56 PM
88	Live within walking distance of downtown Bethesda	12/18/2014 8:51 PM
89	Shop in downtown	12/18/2014 8:47 PM
90	Town Resident	12/18/2014 8:41 PM
91	live near downtown bethesda	12/18/2014 8:36 PM
92	frequent customers of shops, theaters and restaurants	12/18/2014 8:31 PM
93	raised in downtown Bethesda	12/18/2014 8:29 PM
94	own a house in TOCC	12/18/2014 6:20 PM
95	Own home inside the beltway in Bethesda	12/18/2014 5:16 PM
96	homeowner in adjacent community	12/18/2014 5:14 PM
97	own a house in the Town of Chevy Chase	12/18/2014 5:10 PM
98	home in Battery area	12/18/2014 3:55 PM
99	Shop, use businesses, attend church, community, and cultural events, use parks in Downtown Bethesda	12/18/2014 3:53 PM
100	I live near Downtown Bethesda, but don't like going there anymore.	12/18/2014 3:22 PM
101	live near downtown Bethesda and shop, eat, workout, and worship in downtown	12/18/2014 3:06 PM
102	rent in friendship heights village church in bethesda	12/18/2014 2:14 PM
103	Live in Bethesda, near, but not downtown	12/18/2014 1:41 PM
104	Montgomery Taxpayer within waling distance of Bethesda	12/18/2014 12:32 PM
105	Our family shos, recreates, dines and worships in Bethesda	12/18/2014 11:36 AM
106	attend church in Bethesda	12/18/2014 11:25 AM
107	Grow substantial quantity of vegetables & fruits in my home garden in Downtown Bethesda	12/18/2014 10:27 AM
108	home in Battery area	12/18/2014 8:41 AM
109	home in Battery area	12/18/2014 8:40 AM
110	Own a home in Chevy Chase	12/17/2014 9:49 PM
111	Live just outside downtown bethesda	12/17/2014 8:29 PM
112	Own a home in Town of Chevy Chase	12/17/2014 4:33 PM
113	Own home in Town of Chevy Chase	12/17/2014 4:29 PM
114	own home within walking distance to downtown Bethesda	12/17/2014 4:05 PM
115	Own a home in the Town of Chevy Chase	12/17/2014 2:54 PM
116	Live in Bethesda	12/17/2014 2:48 PM
117	Spend a lot of time in Bethesda doing volunteer work	12/17/2014 2:00 PM
118	Own home in Chevy Chase MD	12/17/2014 1:18 PM
119	Own a home in the Town of Chevy Chase	12/17/2014 12:37 PM
120	Own property in downtown Bethesda and grew up there	12/17/2014 12:28 PM
121	Rent a family owned home	12/17/2014 11:57 AM
122	Own home (Chevy Chase) adjacent to downtown Bethesda	12/17/2014 11:22 AM
123	own home in Town of Chevy Chase	12/17/2014 10:25 AM
124	live near NIH	12/17/2014 8:14 AM

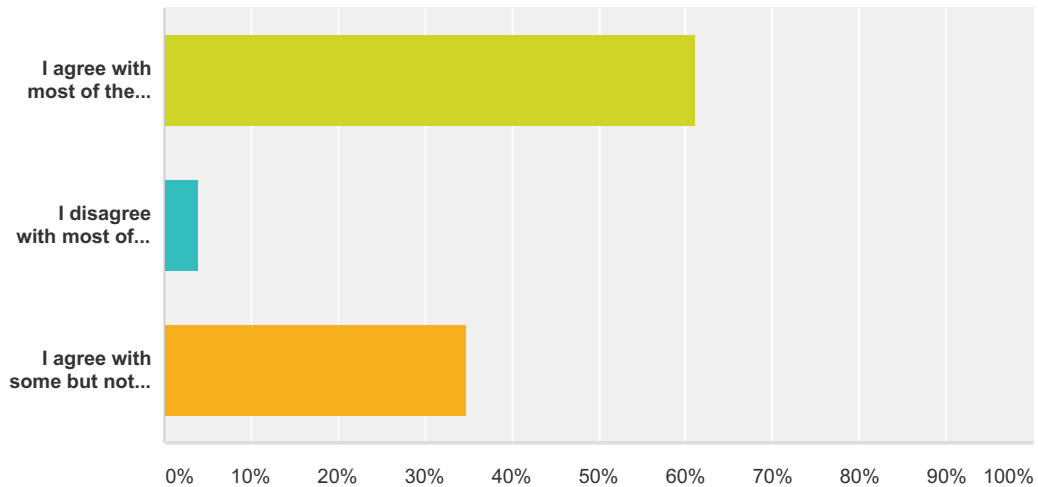
Bethesda Feedback Loop - December 2014

125	Spend time in Downtown Bethesda	12/16/2014 9:40 AM
126	Live in 20817	12/16/2014 9:29 AM
127	Live in the Town of Chevy Chase	12/14/2014 9:00 AM
128	frequent businesses in downtown bethesda	12/13/2014 7:41 AM
129	own a house in TOCC	12/12/2014 10:36 PM
130	USES SHOPS, RESTAURANTS AND OFFICES	12/12/2014 5:08 PM
131	Live in Town of Chevy Chase	12/12/2014 12:16 PM
132	Live in the Town of Chevy Chase	12/12/2014 11:03 AM
133	FREQUENT CUSTOMER OF RESTAURANTS, SHOPS AND +	12/11/2014 5:58 PM
134	Own a home nearby -- 10-year resident	12/11/2014 3:50 PM
135	Live close to Bethesda (in Town of Chevy Chase), shop and eat out frequently	12/11/2014 12:54 PM
136	Visit Bethesda often	12/10/2014 11:11 PM
137	Live nearby -- 10-year resident	12/10/2014 5:11 PM
138	own in outer Bethesda	12/10/2014 4:33 PM
139	property owner	12/10/2014 1:11 PM
140	own a home NEAR downtown bethesda	12/10/2014 10:57 AM
141	Own in Bethesda. Not downtown	12/9/2014 11:18 PM
142	Own home in Bethesda but not downtown	12/9/2014 5:58 PM
143	Plan to live and work in Bethesda	12/9/2014 2:08 PM
144	Own home in nearby Chevy Chase	12/9/2014 12:37 PM
145	Building owner	12/9/2014 10:45 AM
146	am seriously affected by what happens in Bethesda. Also no category for people who spend time in Bethesda, only seem interested in whether their children do	12/9/2014 9:55 AM
147	just interested	12/9/2014 9:54 AM
148	Visit retail and offices in downtown Bethesda	12/9/2014 9:53 AM
149	own home in Bethesda (not downtown)	12/9/2014 9:50 AM
150	Best friend lives in downtown Bethesda	12/9/2014 9:50 AM
151	own commercial property in bethesda	12/9/2014 8:43 AM
152	Shop regularly in Downtown Bethesda (walk in from TOCC)	12/9/2014 7:46 AM
153	Own home in suburban Bethesda	12/9/2014 6:28 AM
154	Community Development Professional	12/9/2014 4:38 AM
155	Germantown resident looking to move downcounty	12/9/2014 1:08 AM
156	Own a home in East Bethesda	12/8/2014 8:28 PM
157	Live in Bethesda, work in Downtown Bethesda	12/8/2014 7:55 PM
158	visit offices, amenities, & retail/restaurants	12/8/2014 7:30 PM
159	Own a home in Bethesda	12/8/2014 7:18 PM
160	Staff member	12/8/2014 5:39 PM

Bethesda Feedback Loop - December 2014

Q5

Answered: 299 Skipped: 374



Answer Choices	Responses	
I agree with most of the content of these slides	61.20%	183
I disagree with most of the content of these slides	4.01%	12
I agree with some but not all of the content	34.78%	104
Total		299

#	Other (please specify)	Date
1	My only question is regarding the more affordable housing options. I do have concerns regarding the rising cost of ownership and rents but this town of 10,000 seems to be able to support that. The metro and transit allows accessibility from other communities where more affordable housing can be better provided.	12/24/2014 10:08 AM
2	The cyclists are riding on a facility with a "sharrow." If cycling is to be encouraged in Bethesda then there need to be an interconnected network of separated "cycletracks" throughout Bethesda. While I may ride with "sharrows" most parents will not let their adolescent children ride on roads with this designation. If a 14 year old cannot use the designated bicycle routes in Bethesda then they are in effect useless. Thank you.	12/23/2014 3:22 PM
3	I was born in the Bethesda suburbs. Being right intown (condo) is a great place for someone over 60, still working, biking and looking for a greener, affordable world. It is NOT very walker friendly-cars near Barnes and Noble area and walkers don't have any concern for each other. When Woodmont opens, we all foresee a problem. as these plus cyclists literally clash.	12/23/2014 2:15 PM
4	The downtown area typically shuts down by 11pm except a few select establishments. Vibrant nightlife is an oversell.	12/23/2014 2:00 PM

Bethesda Feedback Loop - December 2014

5	Access to transit? Yes, there are Metro stations, but it is overpopulated. Have you tried to get on Wisconsin Ave from any of the side streets that do not have stoplights? Every time, it is literally an accident waiting to happen. There is very poor traffic control in Bethesda, especially along Wisconsin Avenue. Who says there is a "need" for affordable housing in Bethesda? Many areas of the DMV have affordable housing. Have there been any studies done on the crime rate in locations with affordable housing versus areas where there is not subsidized-for-some affordable housing? From firsthand experience, affordable housing creates certain problems and brings different issues to an area. Let me ask each person on the planning board - do you want to live next to an affordable housing complex or pay full price for a condo right next to one that is "affordable" because you put yourself through years of school? Or does it sound like a good idea, just "not in my back yard"? Many people pay a premium to purchase condos or homes in Chevy Chase or Bethesda so that they can be away from certain issues which often are present near affordable housing. People can choose to live in Chinatown, Columbia Heights, or numerous other places if they wish to be in the DMV area near affordable housing.	12/23/2014 11:55 AM
6	A lot of the charm of Bethesda is the cleanliness and overall elegant feeling of the housing, shops, and restaurants. Bringing in affordable housing is fine but needs to be done with the overall theme of Bethesda in mind and with the realization that even if people can live in Bethesda because housing is more affordable, they probably can't shop or go out to eat in Bethesda.	12/23/2014 11:15 AM
7	Access to transit? Have you tried to drive on Wisconsin Ave - or get onto Wisconsin Ave from any of the side streets that do not have stoplights? Yes, there's public transportation, but if you need to drive somewhere that is not metro accessible - especially during rush hour - good luck! Also, I do not believe there is a "need" for affordable housing. From my own experience, affordable housing is NOT at all a "win-win" situation. Affordable housing may bring with it certain issues. Have there been any studies done regarding the crime in areas where there is affordable housing versus where there is not affordable housing? My thoughts are the crime rate where there is affordable housing is much greater. There is plenty of affordable housing in other areas of the DMV; at least some people have chosen this area of the DMV - and pay significant amounts in property taxes - because they would rather pay a premium for housing to live in a certain type of neighborhood. You will lose that if you decide to bring in affordable housing.	12/22/2014 6:42 PM
8	Not representative of how things are now.	12/22/2014 6:18 PM
9	I am afraid that more affordable housing brings more crime.	12/22/2014 4:43 PM
10	Developers, seeking to maximize their profits and with the county government's acquiescence, are jamming too many high-rise residences and offices onto a limited amount of real estate. The result is over-crowding of roads and other public facilities, not to mention severely reducing the quality of life in what was once one of America's premier counties.	12/22/2014 10:56 AM
11	Disagree with more affordable housing if it lowers the value of existing property or degrades the neighborhood	12/22/2014 10:11 AM
12	I would need more information regarding what is involved with making more affordable housing. We should now decrease the value of existing homes or neighborhoods.	12/22/2014 10:08 AM
13	Don't need more green space. There is large Norwood Park, and smaller parks in the area. Need to preserve Sachs neighborhood.	12/22/2014 9:42 AM
14	Yes, please make Bethesda bike and pedestrian friendly with green spaces.	12/22/2014 9:39 AM
15	need to support small business and not just chain retail - without small privately owned business diversity, uniqueness is crushed	12/21/2014 11:03 PM
16	One slide talks about "unique history, community character" but most of the other slides show generic development -- large high rises and big residential blocks. That is not the way to do. The slide showing "arts, entertainment" actually shows a successful case of integrating reasonable sized residential areas with the kinds of shops and restaurants that makes Bethesda so much fun. Making Bethesda look like mid-town Manhattan is not a successful concept. The best, most liveable places in New York are not skyscrapers. Besides, Bethesda is not an Island. Don't turn it into one.	12/21/2014 4:17 PM
17	Once again, a mélange of images that make no sense.	12/21/2014 9:21 AM
18	The goal of providing affordable housing everywhere is not realistic and may not make good policy sense. Low income households should be helped through other mechanisms, not trying to artificially make a high demand area have low rents.	12/20/2014 10:23 PM
19	Planners say that Bethesda is pedestrian friendly, the actions and policies in effect DO NOT demonstrate that Bethesda is pedestrian friendly. Key sidewalks and accessible curbs are readily surrendered to development without any consideration to pedestrians and wheel chairs for YEARS. No accommodations even as simple as allocating part of a traffic lane is provided.	12/20/2014 6:59 PM

Bethesda Feedback Loop - December 2014

20	I don't see affordable housing as a priority.	12/20/2014 2:25 PM
21	It's not that nice. For Montgomery maybe but there a lots of area tht seem like they're right from 1950, dirty and ugly.	12/19/2014 9:39 PM
22	I like the emphasis on a liveable pedestrian friendly Bethesda	12/19/2014 9:27 PM
23	Would like to see more Metro accessibility - its too far of a walk. Add a station somewhere between Bethesda and Woodmont.	12/19/2014 9:08 PM
24	Abolish high rents districts, high property values not just bethesda, but all over the DC area, as also the White Flint Mall redevelopment plan needs to be scrapped.	12/19/2014 6:56 PM
25	I love the eclectic feel, the mix, but the sidewalks need much improvement. Also, more pedestrian bridges across Wisconsin Avenue and Old Georgetown Road where they can be accessed at street level, not hidden.	12/19/2014 5:56 PM
26	Rich with history.....I disagree. Most of the history has been torn down, including of 20814. As someone who has belatedly realized that a MIX of buildings, both old and new, are important to her, I regret that more of the old has not been saved. With creative design, repurposing of older buildings adds incredible character to cities and towns. Bethesda is not that. I recall "The Hot Club" in Providence.....if any of you have ever been there. An old boiler/furnace building next to a factory made into a bar/restaurant with enormous charm. This could have been done with the old Maloney concrete factory at the corner of Bethesda Row and Arlington. How cool would that have been? Gone. Replaced by a boring Chicken Out, which was replaced in just a couple of years by a boring Mexican chain restaurant.	12/19/2014 5:55 PM
27	I regret any growth in Bethesda. It's a traffic and visual nightmare.	12/19/2014 4:59 PM
28	Slide 2 "established residential neighborhoods" -misleading, many abutting neighborhoods are poorly connected to CBD-pedestrian and vehicular. -Glenbrook Knolls is a gateway that is degraded by poor pedestrian access and auto-dependent design. The Old Georgetown Road edge of Battery Park, too. -The Single Family Dwelling type should not exist within the CBD-inappropriate in style, pedestrian appeal and urban conflicts and equity. (Rugy Ave, Glenbrook Rd and Sachs) Slide 3 10,000 residents. -shockingly low. works against equity, economic, environmental, cultural and transportation goals Slide 4. Culture Hostile to music and cultural venues on the model of a "Twist and Shout." Roundhouse Theater is auto-centric underground parking not needed and reduces activity seen at street level. Building not at gateway location. Slide 5 Transportation Pedestrian oriented only in isolated pockets with poor pedestrian connectivity within , particularly nearest the Metro Station and poor connectivity to surrounding neighborhoods. Also, gateways like Old G Rd, Wisconsin Ave and E-W Hwy are pedestrian hostile. Slide 6 Tree Canopy -improperly conflated issues, tree canopy and public green spaces. -tree canopy should be subordinated to other goals as this is an urban area -a need exists for small scale public gathering spaces that actually work-both green and hard scaled variety. -large green public gathering spaces degrade the urban whether in the center or on the edges. Slide 7 Watershed -increased development is needed to make repairs to water quality -tree planting and green road edges can contribute to better streets and water quality Slide 12 -Bethesda can achieve the most "greenness" by urbanizing and getting denser. Green goals should be far greater number of residents, more walkable streets and more connections with surrounding neighborhoods.	12/19/2014 4:40 PM
29	I don't think we need more housing options, affordable or otherwise.	12/19/2014 4:17 PM
30	But feel there needs to be much more emphasis on pedestrian and bicycle safety.	12/19/2014 3:05 PM
31	Somewhat vapid and superfluous. *Why offer an "other" option if I have to choose one of the above choices...?	12/19/2014 1:57 PM
32	Add an interest in innovation.	12/19/2014 12:38 PM
33	I don't think that Bethesda should change its character to mirror that of other communities such as Silver Spring. This area should continue to offer amenities but not necessarily should turn into a community of 1-bedroom condos and apartments. High rents are here for a reason. I'm all for keeping Bethesda a more exclusive community.	12/19/2014 11:19 AM
34	I am very concerned about traffic associated with new buildings (commercial and residential). I'm also concerned about the need to ensure high levels of funding for school support and construction.	12/19/2014 9:34 AM
35	More green space, affordable housing options, and connectivity would be great for St. John's Episcopal Church, we need to increase the economic diversity of our local population.	12/19/2014 9:25 AM
36	Would like to see concepts given in order of importance F.I. some concepts deserve greater emphasis than others. Most important first: preservation of green pace because there is a finite supply. Second: diminish the amount of impervious surfaces. Big problems are caused by this. Third make Bethesda more pedestrian friendly. ETC human factors should take precedence over commercial.	12/19/2014 9:02 AM

Bethesda Feedback Loop - December 2014

37	The real problem is what's missing. There's no discussion of traffic here, just transit, which I take to mean public transit. Traffic in the entire lower Montgomery County has become unbearable, and Bethesda's development is part of the problem. The single most important issue in development in the area is expanding traffic arteries. If this isn't done, Montgomery County will start to bleed population into the District as the District's schools improve.	12/19/2014 8:59 AM
38	Don't see green coming.	12/19/2014 8:10 AM
39	A green space is needed in Downtown Bethesda; the bigger, the better. There are too many buildings in that area.	12/19/2014 7:23 AM
40	Please be mindful of the fact that traffic signals up and down the Wisconsin corridor appear to be very poorly timed, making congestion even worse. This is true in several places throughout Bethesda, but especially on its Northern side, where frustrated drivers resource to blocking intersections after lights turn. The intersections at the Naval Hospital, Jones Bridge, and Battery are perfect examples of this, but many others exist as well. The influx of new apartments and residences means that this will only get worse. Please, do something about this. One wonders what hit to economic activity Bethesda takes due to this sad state of affairs, to say nothing about the headaches it creates for commuters, business owners, and local residents.	12/19/2014 7:15 AM
41	Bethesda needs MUCH MORE green space and pedestrian/bicycle friendly transportation. The heights are getting out of hand too quickly. Resident feedback ought to be part of ALL development. The process currently is not conducive to public participation - most people work when important meetings take place for example. This feedback process is a good step in the right direction.	12/18/2014 10:44 PM
42	I find the 'tomorrow' section to be too fluffy to be useful for making decisions.	12/18/2014 9:43 PM
43	The current appeal of downtown Bethesda (especially the Bethesda row and Woodmont Triangle areas) is its HUMAN-SCALE. The parts of Bethesda with the really tall buildings (along Wisconsin mostly, but now somewhat in Woodmont Triangle area) make these areas to avoid. They are unappealing because of the overshadowing, overwhelming height of the buildings, lack of light and air, narrowness of the sidewalks and nearness of busy heavily trafficked streets. If you are at work, perhaps the tall buildings appeal to you, but when you are at home and moving around your neighborhood you want low-scape, trees, light, and air and sky. Agree that we need MORE green space in downtown Bethesda. Disagree that we need more tall buildings.	12/18/2014 9:05 PM
44	I do not think we need more housing in Bethesda. We are over-run with condominiums and apartments which are getting higher and making our wonderful suburb feel too urban. We don't need more people and more cars - plant more trees and leave it be!	12/18/2014 8:54 PM
45	I disagree that the plan incorporates the goals in the "Future" section. Particularly the "Sustainable" slide. I think the plan will drive out small local businesses and favor national chains. If we (current residents) want to get our shoes repaired, auto repaired, go out for a decent meal that won't empty our wallet, buy good Italian cold cuts, buy a decent bottle of wine, get our jewelry repaired, where will we go? For current residents, the plan makes Bethesda less sustainable. We will have to drive elsewhere for basic services. Also - this plan makes it less walkable for current residents, especially those of us who are approaching our sixties. Wisconsin Avenue will be a mess and even more dangerous to cross. Not friendly to seniors - I suspect you are trying to drive us out.	12/18/2014 8:28 PM
46	I'm not sure housing affordability is attainable without massive public subsidies which I would not support.	12/18/2014 8:22 PM
47	Bethesda is not pedestrian friendly	12/18/2014 3:56 PM
48	The development of Bethesda has eliminated almost anything (other than library and one park) that is recreational and FREE. Bethesda has become a place that is solely for those who can afford it. It looks like and feels like an exclusive enclave where there is a price of admission. Thus this discourages an electorate that is willing and able to support general services for "those" people who can not afford the entry price. The build up has almost erased affordable housing for singles, couples and families with children. The small pricy units encourage a transient group of renters and not those who would be invested for the long haul in the community.	12/18/2014 12:37 PM
49	Certain areas not really pedestrian or commuter friendly, esp Bethesda Row. Need better traffic flow designation so drivers can have a clear path and traffic flow while pedestrians stay safe. Bethesda Avenue, which is a vibrant shopping and dining draw, has a lot of traffic obstructions, for example.	12/18/2014 9:32 AM
50	I want to see more specificswhere is the green space going to be ? where are the new housing complex to be located ?....How high will the building be?	12/17/2014 9:20 PM
51	Not enough green space. I would think of Central Park, Grant Park or the mall.	12/17/2014 8:45 PM

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52	It's like motherhood and apple pie, hard to disagree with broadly defined grand concepts. However, the reality is always different and often does not fulfill the imagined. The track record of planning for Bethesda has yielded what is now described by the planning staff in ungling terms. The "beauty contests" of the past have given us the ugly white elephant of the Bethesda Metro Center, for example. So one can only hope for better from the current crew of the planning staff. However, why not propose to demolish such sore thumbs as the Ford building and the Bethesda Metro Center in the process of fantasizing new and wondrous structures and environments? This certainly would increase the credibility of the planning staff and faith in the planning process.	12/17/2014 5:09 PM
53	Not sure I understand the need for more affordable housing. But would support a plan that enables different sorts of businesses to establish locations in Bethesda, not just the high-end ones that can afford the rents and taxes there now.	12/17/2014 4:09 PM
54	I'm especially concerned with saving green space directly next to Landmark Theater at the corner of Woodmont and Bethesda Ave. This little plot of green space MUST BE SAVED to make Bethesda truly livable.	12/17/2014 3:58 PM
55	I strongly oppose the Purple Line as it will create more congestion with too many people in an otherwise sleepy downtown Bethesda which we have had until now and which we all cherish. Crime would likely rise as well.	12/17/2014 3:21 PM
56	I think that it is important to have a mix of housing options, including apartment housing for families. I am concerned that there aren't enough large apartments being built. I am also concerned that the height of some buildings throws so much shade that it will be hard to have nearby greenspace.	12/17/2014 2:56 PM
57	Downtown Bethesda is so crowed now, It will be impossible to shop, park or go to a restaurant and park. Surely you realize that you are overcrowding, and changing the once charming community friendly area to an overcrowded, overpopulated, composit of New York city, complete with noise, polution, crime, and inaccessibility. We do not event think about going into downtown Bethesda, 5 minutes drive on weekends. It is impossible to park.	12/17/2014 2:53 PM
58	The picture in the "more connected downtown" looks like a swamp. That is not the type of green space we seek, especially considering the mosquito problem in some Downtown Bethesda neighborhoods. I understand the need for affordable housing, but, between that and developers that have already gotten started, we will have wall to wall buildings and overcrowding. I can't afford to live in Potomac, but I just accept that and live where I can. I don't expect housing to be build for me. So some, yes. But with a controlled (which currently does not seem to be) building plan to limit the number of people who can live here--affects schools, streets, sidewalks, general wellbeing. There is a reason people move to bethesda and not DC. And innovation cannot erase the rich history and feel of Bethesda.	12/17/2014 2:08 PM
59	Bethesda is lacking in affordable housing and shopping. Along Wisconsin Avenue it is not very pedestrian friendly.	12/17/2014 2:05 PM
60	I agree with most of the slides, but I do not believe that Bethesda is pedestrian oriented. I believe that pedestrian infrastructure and mass transit infrastructure exists within, and is subordinate to, a car-centric environment. Bethesda has accommodated or prioritized pedestrians in certain places, but not to an extent that I would describe Bethesda as pedestrian-oriented.	12/17/2014 1:02 PM
61	I disagree with everything proposed. This is excessive, expensive, and nothing that was written is backed up by facts, surveys etc. of residents.	12/17/2014 11:28 AM
62	I am very concerned about the impact of increased population density in Bethesda, and I believe that we need to be considering a moratorium on development of condos and apartment buildings. Currently BCC High School is slated for the last addition possible on its campus. It will be at maximum capacity at that point - holding 2,450 students. All the feeder schools feeding into BCC are over capacity and despite planned additions are expected to be over capacity 5 years from now. There is simply no place to send kids to school. This doesn't seem to be factored into our planning.	12/17/2014 10:47 AM
63	I also would like to see more of a diverse set of businesses (in addition to more housing diversity), such as mom-and-pop inexpensive ethnic eateries over fancy chains.	12/17/2014 9:02 AM
64	Not necessary to have more affordable options.	12/16/2014 9:30 AM
65	I'm not entirely sure that Bethesda is moving towards more green space and more affordable housing options, but at the moment those are two things that Bethesda is lacking.	12/15/2014 7:22 PM
66	Slides are so vague and jargon-filled to be useless.	12/15/2014 5:27 PM
67	Bethesda isn't very pedestrian and bike friendly at all. It needs major improvements now in both of these areas before it will be able to get area residents out of there cars.	12/15/2014 4:34 PM

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68	Like the idea of a green canopy. Do not like Purple Line plans. Would like to maintain trail as is. Idea of East-West transportation is good, but not as it is being designed.	12/14/2014 8:10 PM
69	This has a lot of developer buzz words and not truly meaningful. There is already more development than current schools and infrastructure can handle.	12/12/2014 10:14 PM
70	Confused by the water quality slide - would like elaboration.	12/12/2014 8:32 PM
71	Traffic is a serious problem; it is almost impossible for some people to come to work on time reliably here. And driving in the area is a bad experience. I believe that before pursuing growth, we must solve much of the transportation problem.	12/12/2014 4:25 PM
72	This is really glossy but doesn't tell me much. You are preciously close to losing the historic part of Bethesda. I see Pepco in my neighborhood almost every day destroying the canopy. I see silly rules about replanting where the county requires homeowners' signature to plant in its own right of way. I see homeowners and developers being allowed to tear down and rebuild mansions on small lots. No wonder we have problems. How about making these two federal employers not being allowed to build any more parking but shift people into public transportation? Both are an example where the state/county allows expansion but does nothing to improve traffic in a TIMELY manner. The BRT should somehow link to both the NIH and Walter Reed and from there go east and west - negotiate with Metro and Virginia to have the system link with Metro, for example, at Tyson's so people don't need to stream into the Bethesda station and downtown to go home.	12/12/2014 11:32 AM
73	As a long-term city planner, (Berkeley 1967 MCP), Planning for a future that could have open spaces and walking areas requires cessation of development. Witness the building and vehicular congestion around Veteran Plaza.	12/11/2014 6:37 PM
74	would like to see new construction be green -- roof gardens, recycled materials.	12/11/2014 4:27 PM
75	I agree with "innovation" and "green" but something is missing and that is "beauty." There needs to be more emphasis on visually appealing and beautiful structures and spaces in Bethesda. The current spaces and structures are bland and mediocre. We cannot have innovation without visual innovation as well.	12/10/2014 11:29 PM
76	As older office buildings are torn down and new ones built, by all means, plan for a better experience to include trees, benches, etc... DO NOT cross over into the residential area, as we have enough trees and green space.	12/10/2014 10:29 PM
77	How do you intend to create a mix of housing costs? There is inadequate mass transit to urbanize Bethesda. The environmental stress on a critical tributary of Rock Creek are not being considered. We need to protect the way of life and not destroy it with over-development. Lastly, having suffered through the construction of just one 8-story building, I don't think the planners are considering the on-going burden on people for what will be continuous large-scale construction.	12/10/2014 5:14 PM
78	Green space is essential. Habitat plus health. Otherwise you will lose the identity of downtown Bethesda that draws people to it. Dont be foolish and turn Bethesda into every other urban center with the same-old chain stores and impossible parking. Be innovative. Make it different. The public in the DC metro area is intelligent enough to flock there if you make it different (more green space), appealing (people-gathering places around park areas), and distinctive (support small business--have not only diversity in rents/housing but also diversity in rents for business so you don't have the same-old chain stores that people can find in any Mall)	12/10/2014 3:29 PM
79	It sounds good but "Innovation" is just a buzz word. My teens and I avoid Bethesda now because of the lack of diversity of shopping....too many restaurants and chain-type places with so-so food and higher prices--due to rents. Lack of real ethnic food. AND the lack of parking. We find the place sterile. Why are all the cheaper restaurants only selling burgers or pizza!! Please find ways to cut the commercial rents and get smaller LOCAL and original businesses. My kids hit Georgetown now (which is also becoming very chain-oriented but still has a reasonable mix of places) and I go to Silver Spring or Rockville for restaurants.	12/10/2014 11:03 AM
80	"Affordable housing" sounds like welfare recipients	12/10/2014 9:17 AM
81	I disagree with the plan to provide more affordable housing options. Bethesda should let the market dictate what prices apartments, condos, and houses are worth instead of creating artificial caps, which ultimately increases the price of the non regulated housing already in place.	12/10/2014 8:49 AM
82	I hope we are not over developing the downtown area.	12/9/2014 9:22 PM
83	It's very hard to tell what you expect the plan might achieve beyond the burbling bromide level and impossible to tell how you believe it will be accomplished. I therefore find the slides uninformative.	12/9/2014 7:14 PM
84	The inclusion or omission of concepts is already a substantial filter. For instance, "Lacking central green spaces or tree canopy" suggests that this "lack is a problem". Now, I happen to agree in this case, but the word choice is biased.	12/9/2014 7:02 PM

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85	This area already has a mix of housing options, including numerous so-called "affordable housing" locations. The data documenting this mix should be included here. It is not reasonable to expect, in the most expensive urban area in the county, to have a higher percentage of "affordable housing" units.	12/9/2014 4:59 PM
86	More affordable housing isn't realistic given Bethesda's close in location and the prices of DC real estate everywhere in the region.	12/9/2014 4:59 PM
87	Bethesda is NOT pedestrian friendly. Bethesda has chosen to move cars over people. And you can see this in the way lights and crosswalks are timed. The condition of the sidewalks and crosswalks. Very few bike lanes in a town that just brought the capital bike share to town. Please add more parks to the area. So many wonderful places to go but so limited spaces to take it all in.	12/9/2014 3:40 PM
88	There are so many other employers in and around the plan boundary. I think it would be more fitting to show how many Fortune 500 companies, federal gov't. I think it is important to split live, work, and play (arts, culture, shopping, nightlife) and make a connection between them. And then move into pedestrian and environmental (which are key issues to think about in current state). What I would consider play topics (arts, culture, shopping, dining, nightlife) are not included in the Bethesda tomorrow slides. Would be nice to see a vision for that as well. Maybe something along the lines of a vibrant Downtown with a variety of arts, dining, shopping, and cultural options.	12/9/2014 3:28 PM
89	Not pedestrian friendly. Little public transport, except Metro. Don't see the innovation you note -- hate the graphic on that slide.	12/9/2014 12:41 PM
90	More, please, about safe walking and biking alternatives downtown--fatter sidewalks, calmer (slower) streets. And how about a dog park where dogs can run free? Right now they all poop at the local elementary school. GROSS.	12/9/2014 12:22 PM
91	Bethesda is not pedestrian or bike friendly in contrast to DC. The sidewalk on Woodmont near the Bethesda metro was on a website of 10 stupidest sidewalks in the US (so narrow a wheelchair can't get by the lamp posts and parking meters).	12/9/2014 11:04 AM
92	I am particularly interested in a greener and more connected downtown. Water quality is a big issue for me as is natural space. I'd like to see a lot more about addressing green roofs and impervious surfaces and adding wildlife friendly vegetation. I am glad to see affordable housing is a priority too.	12/9/2014 10:31 AM
93	Not a single picture public transportation or a moving automobile	12/9/2014 9:58 AM
94	I do not agree that we need to plan affordable housing opportunities. Let the developers build what they can justify as being cost-effective. There are many areas in the County with affordable housing options and we do not need to plan affordable housing in every neighborhood.	12/9/2014 9:56 AM
95	Bethesda is an evening, but not a nightlife destination. One of the goals of the Sector Plan should be to accommodate a more robust night scene. I am also curious about the goal of a more sustainable downtown. It sounds good in theory, but the details matter.	12/9/2014 8:28 AM
96	Anything that brings more residential use to the neighborhood seems like a bad idea. It is nearly impossible to park and run errands as it is. A metro will attract MORE traffic and not alleviate the problems at all. Also, construction re-routes the already nearly unbearable traffic and will go on for years. Not interested!	12/9/2014 6:31 AM
97	The aireal photograph is a very old picture and does not represent today's situation example: the parking lot in front of the previous Giant Supermarket location.	12/8/2014 11:26 PM
98	I like the focus on environmental sustainability and more diverse housing. One of the aspects of Bethesda that I like the least is the lack of socioeconomic diversity.	12/8/2014 10:30 PM
99	Downtown Bethesda is not actually very pedestrian friendly. The sidewalks are narrow and often have obstacles like sign posts or parking meters interrupting them. The drivers are impatient and often don't let you cross in crosswalks. Same for biking. It's difficult and dangerous! I definitely agree that we need more green space!	12/8/2014 9:55 PM
100	I do not agree that Bethesda is currently pedestrian friendly.It is currently vehicle friendly.	12/8/2014 9:34 PM
101	We do have a beautiful continuous green space -- it's called the Capital Crescent Trail. But it will be lost to the Purple Line for no good reason.	12/8/2014 9:13 PM
102	If all this development continues, where are you going to put the kids? MCPS schools are already too big and too overcrowded. People move to MC and Bethesda for the schools. They are in the process of going downhill due to overcrowding, and the fever for "more development" isn't helping.	12/8/2014 8:27 PM

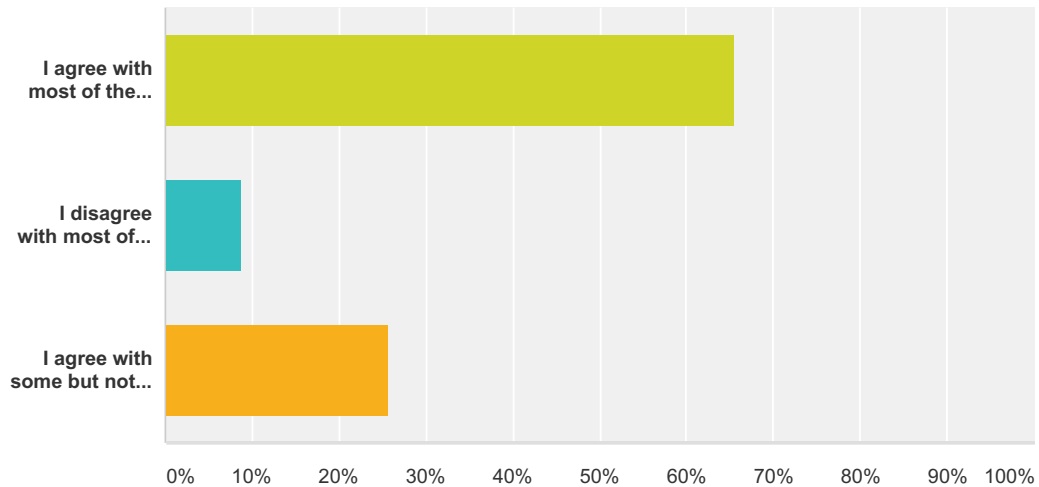
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103	I think green spaces should be at the edge of the downtown, not in the middle (except for a few key meeting places).	12/8/2014 7:20 PM
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Bethesda Feedback Loop - December 2014

Q7

Answered: 206 Skipped: 467



Answer Choices	Responses
I agree with most of the content of these slides	65.53% 135
I disagree with most of the content of these slides	8.74% 18
I agree with some but not all of the content	25.73% 53
Total	206

#	Other (please specify)	Date
1	Trying to work with developers and city council on issues of one new project was disturbing. It felt like David v. Goliath.	12/23/2014 2:17 PM
2	I and my plentiful peers think you've missed the boat by focusing on Millenials and planning as if everyone's lives are static. My husband and I have moved four times in the past 39 years within a 5 mile radius within Bethesda; from an Aldon rental on Battery Lane, to a starter townhouse near Montgomery Mall, to a singe family house down the street from there, and now back to a townhouse. Those Millenials are also going to have kids, get cars, and want yards near community schools. regardless of what fancy marketing statistics say. The people who have made Bethesda economically sustainable are an ever changing cast who live in single family residential neighborhoods within and beyond the immediate CBD, who come downtown for daily and weekend needs and entertainment. It's an ever transient continuum. Unless you recalibrate to this, Bethesda cannot serve a totally diversity of life cycle stages to be self-sustaining, diverse, interesting, or truly vital. Though the following may be more relevant later in the loop, my demographic wants to downsize within Bethesda, but there's no condos that aren't tiny or affordable for well off, upper middle class people. Bethesda real estate seems to be gentrifying to super-duper wealth, not it's historic demographic at all. If you have lots of extreme luxury units that are empty half the time while owners are different homes, it will actually deaden, not enliven the area. It will force out long time residents or keep them prisoners in too large homes that are too much of a physical burden--and prevent young families from moving into those homes and from attending those schools--and set the whole school population out of balance. I think this is all because, regardless of how altruistic planners are, developers greed overrides everything.	12/23/2014 11:36 AM
3	Need to ensure that with the purple line, we have enough money to provide more police force as more people will be traveling in and through Bethesda.	12/23/2014 11:16 AM
4	These pages are confusing are lacking information and the map is unreadable.	12/22/2014 10:57 PM
5	it is good that we can give feedback	12/22/2014 6:19 PM

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6	Please make it easy for parents to contribute by offering easy options to stay up to date and give comments online without attending meetings.	12/22/2014 9:41 AM
7	I don't see anything to agree or disagree to	12/22/2014 8:23 AM
8	This section makes absolutely no sense to me!!!!	12/21/2014 9:00 PM
9	Do not know if my 2 cents will count, ill wait and see	12/21/2014 5:50 PM
10	There is really nothing to agree or disagree with	12/21/2014 8:32 AM
11	If pedestrian friendly and green spaces are a priority, the distruction of the Capital Creascent Trail to the Purple Line would never be considered.	12/20/2014 7:02 PM
12	I have no opinion on these slides.	12/20/2014 2:26 PM
13	Purple Line is a complete waste of taxpayer money. A better idea would be to reallocate those funds to the extremely overcrowded schools. In addition fixing the existing infrastructure (massive potholes-mostly caused by poor construction repair using cheap asphalt mix, etc)	12/20/2014 12:42 PM
14	I live next to the CBD and the only time I had any knowledge of this going on was once when I was approached at the farmers market at BE.	12/20/2014 4:37 AM
15	I hope staff will LISTEN to us and incorporate our wishes and suggestions	12/19/2014 9:30 PM
16	Abolishe nursing homes and assisted living as outdated concepts as they are money traps...as Senior Villages are commendable for people ages 50+	12/19/2014 6:57 PM
17	Not completely sure how to respond to Powerpoints without listening to someone guiding me. Looks okay.	12/19/2014 5:59 PM
18	The outreach has been a sham. A moderated group of stakeholders and evolving document of record created through group efforts should be a part of outreach. The community has been kept in separate silos through the current process. The boundary for planning should include the Glenbrook Knolls subdivision. (Upper left of map) This area serves poorly as an important gateway and would offer enormous benefits to Bethesda in a pedestrian oriented multifamily class. This subdivision is next to but poorly connected to the CBD thus getting the downsides rather than the benefits of the proximity.	12/19/2014 4:49 PM
19	The outreach has been abysmal and skewed toward reaching millennials, very few of whom are property owners and therefore are not representative of those with actual stake in this 'plan.'	12/19/2014 4:22 PM
20	I don't find these slides particularly clear.	12/19/2014 3:54 PM
21	The last three slides are a jumbled mess.	12/19/2014 1:58 PM
22	I feel that there has been NO EFFORT at outreach to the East Bethesda community regarding these plans. NONE.	12/19/2014 12:54 PM
23	Millenials will also age. And, when that happens, they will not necessarily want to remain in their 1-bedroom condos. We need to keep Bethesda the way it is not change for a temporary demographic change.	12/19/2014 11:21 AM
24	The happy hrs that were held were the most effective outreach to people my age. I would suggest in the future doing more meetings that way then how they are normally done with people over powering the events with their own agendas	12/19/2014 11:03 AM
25	concepts should be rearranged in order of importance: Liveability, environmental preservation of green space, Limits on commercial encroachment etc	12/19/2014 10:39 AM
26	Southern boundary of downtown Bethesda should be Bradley Boulevard	12/19/2014 9:50 AM
27	I believe planning board staff needs to listen carefully to, and incorporate the concerns of, local residents. The concept is planning not constant development	12/19/2014 9:36 AM
28	This is a work in progress and I will wait and see.	12/19/2014 9:05 AM
29	I'm not sure commenting on how I like your slides is really commenting at all.	12/19/2014 8:57 AM
30	There are too many buildings in downtown Bethesda. We need more green space there.	12/19/2014 7:24 AM
31	These slides are extremely convoluted.	12/19/2014 3:45 AM
32	The feedback loop is great. The comments here need to be taken as seriously as any others. For the most part, commenters here are the ones most committed to the area and most invested - we live here!!!	12/18/2014 10:47 PM

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33	Bethesda is important to far more people than just those that live there. The 60% age group that live there is not that important to the overall planning. The Purple Line will ruin the city and will not be an economically sound project....in fact a huge folly. Needs to be left out of the planning.	12/18/2014 10:03 PM
34	You've asked for feedback at some community meetings but it doesn't seem to be getting into your plans very much. Don't see that much analysis has been done. A lot of showy words that mean little tossed around in the coming soon portions but they aren't translated into "on the ground" liveability for current residents.	12/18/2014 9:08 PM
35	These slides are awful! Made to look slick as if someone is playing "corporate".	12/18/2014 8:56 PM
36	I think the downtown Bethesda of the future should be aimed at a wider range of age groups than currently planned: millennials will not be able to afford the hefty property taxes of the Bethesda of tomorrow, and you will need to cater to a wider range of ages than currently planned.	12/18/2014 8:53 PM
37	Older people live in the apartments	12/18/2014 8:50 PM
38	Sorry, but I don't trust your planning process anymore. The plan keeps shifting, not seeing where comments are actually incorporated. I've seen it change from one meeting to the next, particularly parking. In one meeting your planners said that the lots east of Wisconsin wouldn't change, the next meeting it's all being considered for development. Changes to the plan are obviously occurring behind the scenes disregarding community input.	12/18/2014 8:34 PM
39	The demographics of 60% of residents are between 22 and 49 can bias planning. Most younger people may live with their parents or only part time during the year. The older ones have families and are less likely to live in apts, and the oldest ones can more likely afford high rents. As more development occurs, there will be shift to older ages.	12/18/2014 3:35 PM
40	The outreach has been insufficient. I only heard about details, and the feedback area, last week! And I pay attention to local issues.	12/18/2014 10:12 AM
41	Believe that the Purple line has flaws and therefore, needs to be rethought before its included in any plan.	12/17/2014 4:13 PM
42	This content looks like a lot of smoke and mirrors. What about saving green space and making sure that the Barnes and Noble site still has a cafe if the space is rented to another business (Hopefully not, but the Barnes and Noble chain is in trouble).. Having the book store in the heart of Bethesda helps make it a community. If we lose Barnes and Noble we lose the heart unless the space is rented with contingencies about a gathering space for the community as part of the property.	12/17/2014 4:03 PM
43	Outreach shouldn't just be to current residents of downtown Bethesda but also to people that utilize downtown Bethesda and live nearby.	12/17/2014 2:58 PM
44	People's opinions cannot be weighed only considering the proportion of the population they comprise. GenX won't be young forever. When I was that age, I could not have imagined what I would want for my family in the future. Now that I have a family, I am much more in tune with the community. Economy and business cannot have priority over communities and schools.	12/17/2014 2:14 PM
45	There was no place in your survey for residents of Chevy Chase -- which is adjacent to "downtown Bethesda" to weigh in.	12/17/2014 11:26 AM
46	Alleged "outreach" has been practically minimal and appears to have been treated as nothing more than a box for the developers to check to say they had done outreach.	12/15/2014 5:28 PM
47	Again content free. The planning board has pretty slides but I don't think it really cares about residents wants or needs. I am against this huge development. If I had wanted to live in crystal city I would have moved there.	12/12/2014 10:17 PM
48	Don't understand slide 20	12/12/2014 8:33 PM
49	I'd say the department is doing a fine job of involving the public.	12/12/2014 4:26 PM
50	Unfortunately, displaying a Purple Line station along with the Capital Crescent Trail creates confusion..Either one or the other. A concrete slab running along a two track transit line isn't the Trail.	12/11/2014 6:41 PM
51	Utterly unclear. We tend not to trust your outreach - you plan and then disregard feedback. The Millennials to whom you cater will soon settle down and need more space but have to a large extent been priced out of the market. Too many luxury condos and small apartments are being built. As parents of both a Gen X'er and a Millennial, we are not sure that we would even recommend that they settle here in Bethesda. You build and make changes long before you think about schools and roads, for ex, and the result are overcrowded schools and horrible traffic.	12/11/2014 6:36 PM
52	what is to be agreed to, a timeline?	12/11/2014 1:36 PM

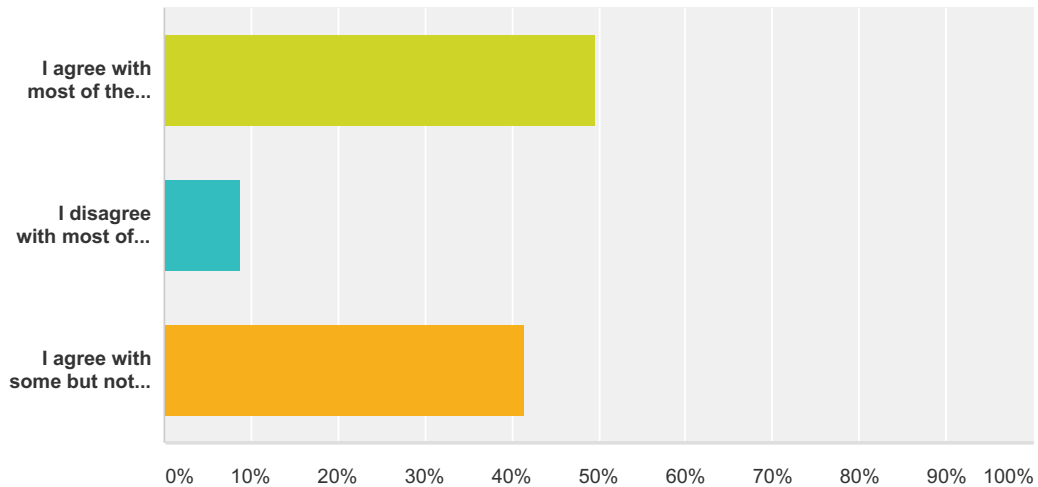
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53	I am a homeowner on the 4600 block of Sleaford Road. I am one of the stakeholders MOST affected by this proposal, which I never knew of until tonight, 12/10, on the eve of public testimony to the planning board. To date, I have not received a SINGLE touch -- i.e. attempt at outreach, mailing, emailing, flyer, door hanger, etc. I returned home this evening to find a letter from a neighbor under my door mat. I see from your site all the icons of social media -- twitter, youtube, FB, smiley faces, ...SMILEY FACES MCPB?!! Hardly a winning way to begin a campaign of persuasion to take 20 to 35 feet of my front yard space, and presumably, my onstreet parking. Please add me to any email list you have compiled and try to make a stab at informing me and my neighbors: ann.gerhart@washpost.com home phone: 301-657-8486	12/10/2014 7:39 PM
54	Glad you are soliciting community input. I hope such input is actually used...?	12/10/2014 6:04 PM
55	Developers seem to enjoy separate communications channels. Is that true? I ask because any time I speak with executive-level developer officials about county proceedings they either coyly indicate it is true or begin bragging about it.	12/9/2014 7:16 PM
56	I do not think that the CBD boundary should be extended to the south of Bradley Boulevard. This is a different, almost completely residential, area.	12/9/2014 5:02 PM
57	I like the content in most of these slides. The timeline slide is a little confusing with all of the pictures and dots with no key. For the population, it might be helpful to have the order of magnitude or estimated size. In general, with the maps of the sector plan, I think it would be important to show buildings/areas that are currently approved for redevelopment/rezoning, or those currently in the process, what is already in the pipeline does change some of the neighborhoods (I live in Woodmont Triangle where there is A LOT of new development under review or already approved).	12/9/2014 3:35 PM
58	Throat clearing! Nothing really said here.	12/9/2014 12:42 PM
59	This is the first time I've seen the process laid out clearly--thank you. I wonder how long each step takes, approximately?	12/9/2014 12:24 PM
60	degrading language to describe various ages of people. Highly offensive and in some cases patronizing	12/9/2014 9:59 AM
61	not aware of many of these different outreach efforts although i live in Bethesda	12/9/2014 9:52 AM
62	It's great to conduct outreach but you have to LISTEN TO and INCORPORATE the comments. I have not spoken to a single person who advocates for long-term construction and more housing units other than people involved in making money off the project. This is NOT an improvement for residents.	12/9/2014 6:33 AM
63	I don't understand what there is to agree with or not	12/8/2014 11:00 PM
64	This doesn't say enough about how people are being engaged with a call to action. There should be a Bethesda mobile app too that also contains the interactive map mentioned and provides ways for people to provide feedback and interact throughout this process. Also, it's dangerous to focus on just one age group, since a lot of different age groups live here besides Millennial and young Gen X'ers (I'm in the latter group FWIW).	12/8/2014 8:47 PM
65	I don't understand these slides (what is the purpose?) I disagree w/ making Bethesda MORE of a destination (has plenty already - already have trouble parking, waiting on long lines for restaurants) or increasing night life. We need more open/community/green space, and less crowded schools!	12/8/2014 8:28 PM

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Q9

Answered: 195 Skipped: 478



Answer Choices	Responses	
I agree with most of the content of these slides	49.74%	97
I disagree with most of the content of these slides	8.72%	17
I agree with some but not all of the content	41.54%	81
Total		195

#	Other (please specify)	Date
1	The plan needs more park space/open space. On the overall map the green space seems like just a few postage stamps. There is as much green on the map key as on the map itself.	12/24/2014 9:18 PM
2	Not sure what is meant by "civic green". Some sort of linear park?	12/24/2014 10:41 AM
3	I support a very green, sustainable and people (v car) friendly community.	12/23/2014 2:18 PM
4	More green spaces - yes!! But why not promote Bethesda as a nice, higher end place to go? There is no need to create affordable housing. Higher prices = more taxes, more money for Bethesda, more being spent in the area, better for all. NO MORE HOUSING, period! The area is getting too big, and too congested. NO to any new high-rise apartment or condo buildings. They are character-less and usually ugly. Keep some charm in Bethesda. We DON'T WANT TO BE DOWNTOWN DC!	12/23/2014 12:01 PM
5	If the Veteran's Park is where the BGR is, near Tastee Dinner, you don't need grass there. It's nice paved, like a European town square. Not every public space need be green. We don't want to feel like we're living in Disney Land. It's actually more truly urban, fun and funky if it's not actually green. Having lived half my life in New York City, and being of my generation, I have seen that if a public space is not supported well by its surrounding streets, it can actually become dangerous.	12/23/2014 11:49 AM
6	Current gathering space at the Women's Co-op Farmers Market is not inviting and actually turns visitors away. It is dreary from the outside and feels more like a flea market than a nice farmers market. The building needs a way to be more open to outsiders and feel less claustrophobic while inside (again merging the in and out).	12/23/2014 11:19 AM
7	Car emission are not the only problem, the metro station has a the worse airquality and nothing is done about exposing thousands to that every day. Still the maps are unreadable	12/22/2014 11:00 PM

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8	I believe that the plaza on top of the metro station needs to be a civic gathering space for all of Bethesda to celebrate big events, like it was for BUP's Welcome our Olympians event a couple years ago. Its the heart and center of Bethesda and needs to be kept that way in the master plan with improvements to the public space, but not with a new building as shown in the plan above. The plaza needs to be redesigned, but keep its access and street connectivity.	12/22/2014 10:11 PM
9	Not for Bill 37-06 Don't like some of the proposed "open Spaces" locations	12/22/2014 9:37 PM
10	Good plans but not enough green space	12/22/2014 6:21 PM
11	The extension of Avondale as a bike priority route across Wisconsin Ave. through downtown to the west side might be a good concept, but many details need resolving once out of the conceptual stage. Also, what does "bike priority route" mean? Again the "bike priority route" question: Regarding Norfolk Ave extension to connect Battery Lane with downtown Bethesda. What is the character of the connection? Does it mean vehicular traffic is also planned? If so, I question the validity of taking park land to widen the present bike path. Battery Lane is, with the exception of BCC Rescue Squad on the west end and the new Harris Teeter building on the east end, residential. Encouraging walkability into Downtown by NOT making this connection for cars would be beneficial. The density of Woodmont Triangle is going to rise intensely in the next few decades, more greenspace/openspace is needed to mitigate the lack of public amenities. Norfolk Ave. is an opportunity to encourage pedestrians and bicyclists by making it an intense linear "park" connecting Battery Park and Veterans Park with minimal vehicular movement and parking: Maintain the low-rise commercial character of the street, enhance the pedestrian experience with more circulation devoted to walking, more use of the public right-of-ways for outdoor seating, kiosks, non-vehicular public space, enhance the plantings: in other words make it a "pedestrian" street. It should be an experiential link between residential and downtown for walkers and bikers. It should offer relief to the intense high-rise development happening in the Woodmont Triangle.	12/22/2014 6:01 PM
12	Please consider including Nottingham Drive as a pedestrian access way to Norwood Park. Also, consider buying back the adjacent empty green lot given to the Bethesda Fire Dept. Inc. on Nottingham Dr. This would provide a green, open space transition to the neighborhood.	12/22/2014 4:54 PM
13	I agree with Clark Enterprises Inc's vision for the metro plaza park as also the importance of a significant civic gathering space at the corner of Old Georgetown Rd and Wisconsin Ave. It is much needed for hosting events that is sorely lacking at the moment. It would be much appreciated.	12/22/2014 4:08 PM
14	Not sure I can accurately read these to say I agree with all of it.	12/22/2014 9:48 AM
15	Leave the Sachs neighborhood alone.	12/22/2014 9:47 AM
16	I think having two "main streets" is odd unless they are more separated or differentiated - only one shows the proposed main street activity areas, so you may already be thinking in those terms. Perhaps Woodmont becomes the "U Street", while Wisconsin becomes the "K Street". Agree that there is no real open space/gathering space at the metro - it's a landmark & meeting space, but is not working. Maybe edge areas should occur mid-block rather than at streets, the transition happening from one street to the next rather than across the right-of-way.	12/22/2014 9:24 AM
17	I have seen some press in regards to modifying the metro plaza. I agree with Clark Enterprise's idea of making this a green space for the community.	12/22/2014 9:23 AM
18	I'm not convinced we lack gathering spaces in downtown Bethesda--I think the greater issue is that many of them (like the green space at the Metropolitan apartments or the landscaped plaza at the group of red brick buildings at Old Georgetown and Arlington) are poorly programmed and kind of hidden. They all have the potential to be quite charming and vibrant. How would the proposed new streets affect the Our Lady of Lourdes property? An extension of Newdale Rd would sever the school building from its playground.	12/22/2014 2:20 AM
19	incomprehensible!!!	12/21/2014 9:02 PM
20	Do not see those green spaces your map shows and I bike and walk.	12/21/2014 5:51 PM
21	I just don't understand all this planning jargon. What you are proposing could be terrific or terrible. I am not sure what a "public connection" is. Is that a fancy way of saying the Purple Line? Also, it's great to say you will "reimagine" the Women's Market, but reimagining must not mean losing its essential character. Making that a high-end retail shopping center would be a shame.	12/21/2014 4:28 PM
22	This plan does not provide as much additional green space as could be achieved. This is a major problem with downtown Bethesda. The area in front of Bethesda Row through to Bethesda Ave should be dedicated to a park like green space, including tearing down the few remaining single story buildings that abut the crescent trail and are currently unoccupied (and have been so for some time).	12/20/2014 11:30 PM

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23	The Women's Coop is historic and doesn't need to be re-invented. Re-invented sounds like a development plan that results in the demise of an institution.	12/20/2014 8:18 PM
24	I think for the number of people who may be moving into Bethesda, especially school age children, there are too few green/play spaces.	12/20/2014 5:54 PM
25	It is almost impossible to get an accurate idea of the plans since the MAPS are so SMALL & there is NO WAY to enlarge the maps while viewing via my PC!	12/20/2014 3:14 PM
26	There are too many utopian goals, which sound great but are unlikely to be achieved given the level of building in place. Why not show what's actually achievable, backed up by mechanisms to achieve it. Otherwise it's meaningless.	12/19/2014 11:17 PM
27	these are very sound concepts if they will be implemented, hope they are not pie-in-the sky- phrases	12/19/2014 9:33 PM
28	As high rises age, they too can be torn down as if next to the CC Trail/ Purple Line	12/19/2014 6:59 PM
29	1-The isolated public green spaces from the 94 plan need to be repurposed 2 The Bethesda Metro plaza should be rebuilt to open and connect to the subway/bus bay below as a primary theme. 3-The Women's Farm market should be integrated as a public space on three corners-Bethesda Ave should be turned into 355 at a perpendicular angle and the intersection simplified. 4 public spaces should be grouped with economic sub centers. 5 Norfolk Avenue should become a shared street through reverse angled parking and landscaping. 6-the public space for Bethesda Avenue should be the triangle of the lot that is now Oursman Honda. This is a natural space for gathering. The lot near the other corner in your recommendation should be developed as the intersection needs further definition to reduce the vacuous nature of the alignment .	12/19/2014 6:21 PM
30	I'm havng trouble visualizing this - it sounds good but I need to see what it will look like.	12/19/2014 5:26 PM
31	The Bethesda-wide initiatives chart is confusing because of the lack of definitions for the entries and a failure to show relationships among them Difficult to read the maps because there are no street names to pin down locations.	12/19/2014 5:18 PM
32	The lack of street names makes it very difficult to identify much of what the public space proposals would mean to a particular neighborhood, specifically the Town of Chevy Chase, which abuts Downtown Bethesda. Larger maps with street and park space identification would be much appreciated. The Bethesda-wide initiatives graph is very detailed, yet has not explanation of the individual listings.	12/19/2014 2:44 PM
33	I think the plan should follow the LEED criteria when carrying out there designs	12/19/2014 2:05 PM
34	I agree with Clark Enterprises vision for the Metro Plaza Park over the Brookfield proposal. At the moment, Bethesda doesn't need any additional office space nor overly priced luxury apartments. If and when the city does grow, there will be much better locations that can be chosen for those types of structures. Brookfield's proposal would create additional barriers versus creating openings for public gatherings. I also think the Brookfield proposal is not representing a true sense of the scale of the spaces they are trying to create. Using NYC public spaces makes their ideas sound exciting but trying to compare the corner of Wisconsin & Old Georgetown Rd to Times Square, a small hidden plaza (i.e. Bethesda Central Park) to Battery Park, and the "passage ways" to Rockefeller Center just don't work.	12/19/2014 1:54 PM
35	Please do not promote huge and tall buildings near the borders of the plan. There is not Bethesda Trolley or Trail. What the heck is that?	12/19/2014 11:23 AM
36	laudable goals but will you truly listen to our input?	12/19/2014 10:48 AM
37	With all of the recent construction in the downtown Bethesda area there is a great need for green open gathering space. The location is ideal and would be a beautiful addition to the downtown area. Conveniently located above the metro it would be a very welcoming addition for the entire community.	12/19/2014 10:25 AM
38	Proposed gathering spaces seem quite small. Norwood Park cannot sustain more intense use. These plans do not take into account how to adapt existing infrastructure to deal with greater density.	12/19/2014 9:52 AM
39	The slides are difficult to read with regard to understanding public space and development. The amount of development and land coverage should be carefully considered with significant amount of space set aside for public space - as green space.	12/19/2014 9:44 AM
40	What would benefit the sense of community I get from downtown Bethesda is providing a communal green space that is first thing residents and workers see when coming out of Metro. What Bethesda lacks is a place where I can leave my office to go out to lunch and simply sit and enjoy a nice scenery that isn't concrete. The Bethesda Metro plaza is a large space that is (currently) very poorly utilized. If made into a green space park-style environment, I believe it would significantly enhance my enjoyment of working in Bethesda.	12/19/2014 9:11 AM

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41	Again I think priority should be give to human scale and environmental factors. Livability and safety should be considered first	12/19/2014 9:09 AM
42	All of these are rather small public spaces. I realize that the County is working with land that is already publicly owned, but none of these spaces are large enough to really transform Bethesda's character.	12/19/2014 9:02 AM
43	A green way connection is a good idea. I would emphasize pedestrian and bicycle accessibility.	12/19/2014 8:58 AM
44	I believe that Clark Enterprises has proposed a plan for a green gathering place at Old G'town and Wisconsin (the deemed center of Bethesda). This would be a tremendous asset for the city, the citizens and visitors of this area. As someone who has spent significant time in Bethesda over the past decade, I find it difficult to find a good open green space in a sea of buildings and concrete. The city is growing rapidly and a vision of yet another large scale building right in the heart of Bethesda does nothing to differentiate this very unique central plot of land. With a growing population in Bethesda, civic gathering places will become more and more crucial to maintaining some cohesive sense of community.	12/19/2014 8:29 AM
45	It sounds very nice, but I hesitate to say that I agree with most of the content, because they are primarily bullet points and I am not sure what it takes in the background to obtain the objectives.	12/19/2014 1:33 AM
46	The concepts are great. As with most things, the issues arise in the details - how are the concepts put into real world development. Bethesda currently has TOO FEW parks, bike paths, and GREEN SPACE. Bethesda currently has TOO MUCH cement and asphalt. The result is that Bethesda lacks a strong visual and experiential sense of community. Any future concept plan should address this. Not every building should be 20 stories tall. Architecture matters. Diversity is good - including in development. Our environment matters. The concepts are good on these slides. I suspect that we could do much better. Big developments should all include underground parking, including some public parking. Green space contributions near the development or elsewhere in Bethesda should be required of developers.	12/18/2014 10:53 PM
47	I understand that Clark Enterprises, the owner and tenant of a building next to the proposed public space supports an open park and gathering place for the public. The ability to have that as an option to connect old and new Bethesda and not just add another building would be great for everyone in Bethesda. I support their vision.	12/18/2014 9:51 PM
48	You should not be using acronyms without defining them. The list of county bills is unintelligible. What is 'GHG'? What is 'platinum'? LEEDS? something else?	12/18/2014 9:50 PM
49	Need more space for dogs and more dog friendly businesses.	12/18/2014 9:47 PM
50	Sustainability is a great goal. We are all in favor of more environmentally sound buildings, better storm water management, etc. But we need to do this in a way that maintains and promotes LIVEABILITY! That is not a term that seems to have gotten into these plans. We're all in favor of more green space, more gathering spaces and connctions between these when possible. Sounds good, but the plans you have shown don't really come close to accomplishing this. Indeed, with the infill development planned, there will be much less open space, much less sky (which is a very important part of open space). A great natural gathering space which the County is currently getting rid of is the space by the Bethesda Row Theater. That whole area should be made into a green gathering space. With the new apartment/condo buildings on Lot 31 and all the folks in nearby apartment buildings, and all those who come to shop..needed!!'	12/18/2014 9:14 PM
51	I believe that the green buffer zones must be made more substantial in light of the highly increased density proposed near the edges.	12/18/2014 9:08 PM
52	GHG (Greenhouse Gas) should be defined. Do you expect people to understand your slides or not? Very little is explained to determine whether or not I agree. What sort of "gathering space" is planned? Anything that urbanizes Norwood Park will ruin the open-space and wonderful feel of this public space. How is a public space being planned at the current fire station at Bradley and Wisconsin? If that is in conjunction with turning the fire station into yet another apartment complex, than it is ruining a residential neighborhood with building codes that limit height.	12/18/2014 9:02 PM
53	So what's happening with the parking lots in this plan? It appears that you are eliminating many of them. You are simply punishing the current residents and trying to drive us out. This plan is different than that one I saw 2 years ago. I think there needs to be a separate independate body that retains custody of the plan, so that others don't keep making changes to it behind the scenes. Again this is why the planning process has little credibility Also - some of the slides are pure fluff. For example the "Sustainable Planning" slide: what does this all really mean? It's a bunch of buzz words in a cute chart.	12/18/2014 8:41 PM
54	The illustrations don't help me see the scope of the proposed new green spaces. I agree we need more, but this seems like more "pocket parks" rather than large central gathering places.	12/18/2014 8:27 PM

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55	The heart of Bethesda, the Metro Plaza needs to be a civic gathering space. The planning concepts is missing this, this is the heart of Bethesda and needs a great gathering place right on the intersection of Old Georgetown Road and Wisconsin Avenue. We need a great urban park in the heart of Bethesda near metro, the park at the Women's farmer's market wouldn't work as well as big park in the center of Bethesda.	12/18/2014 6:54 PM
56	I agree with Clark's plan for the Bethesda Metro Park. There is no other opportunity for a park of significant size that is located on the street level. We've seen parks fail before because they are elevated and hidden. See the Pancake House Plaza. See the park above Chipotle. Allowing Brookfield to do this again will be a huge missed opportunity.	12/18/2014 6:38 PM
57	The largest public space with the most green space would be my preference.	12/18/2014 5:03 PM
58	These slides are unclear because there are no explanations to go with them. Everything seems to be for the benefit of downtown Bethesda, but outsiders will help to pay for them. Also, reducing parking is a bad idea, because I don't like going there already because of the congestion, rates, and ticketing.	12/18/2014 3:40 PM
59	I would very much like to see a large open central park at the Metro Center site. We do not need another building there. Bethesda should be a leader in providing a large open green space like other major cities. I fear the plans I see here only give lip service to green space. The words present a pleasant picture, but the fact is there is no Central gathering space and that's what an urban area like Bethesda deserves. Thank you.	12/18/2014 1:25 PM
60	Re-imagined Farm Women's Market sounds like throw out the current vendors and polish it up like Union Market in NE DC. It sounds like make it homogenized and glitzy with extensions of "brands" like Politics and Prose (which I love but.. there is something comparable at the Writer's Center) and BusBoys and Poets. Takoma Park is taking pride at NOT being Bethesda. Come up with a Bethesda plan that preserves something of the middle class and allows for a racially integrated Bethesda so that people can learn to live and work together cause they know each other.	12/18/2014 12:45 PM
61	Your definition of "green space" is rather lacking in "green".	12/18/2014 10:14 AM
62	I strongly support for designating the corner of Wisconsin Avenue and Old Georgetown Road a civic gathering space and urban park. I own a home in Bethesda that is walking distance from downtown Bethesda. My children all attended Bethesda Elementary and walk into Bethesda often, My husband and I commute to work on the metro. The plaza above the metro is underutilized. I understand that one option under consideration for that space is to create an isolated park space behind a new building. I am opposed to such an option. Such an isolated park space would not be well used and would forever close off an option to create a central green space that can be utilized for community events, concerts etc.. I support the option that would create an open park space visible to the roadways. I am opposed to placing any new building in that space. Thank you for your consideration of my comments. .	12/18/2014 7:44 AM
63	The buffers proposed are insufficient (too narrow, especially) in view of the proposed increase in the height of buildings adjacent to residential areas, and far too little has been proposed in the way of new open space.	12/17/2014 9:57 PM
64	I am not sure where you are going with these slides. Are you going to give me a 75% tax cut? I think you need to turn the big parking lots into parks and avoid the mistake of that we made of building across from Barnes and Nobles.	12/17/2014 8:51 PM
65	why did you exclude east bethesda from the plan?	12/17/2014 8:40 PM
66	I am concerned and unclear about what is envisioned for the transition areas that border the town of Chevy Chase, including the current parking lots. I like many of the small businesses currently located along the east side of Wisconsin Avenue and am concerned about the impact of increasing building heights there. I do like the idea of creating more green space there as part of the transition area but wonder what will happen about parking if the lots are gone.	12/17/2014 8:36 PM
67	The eastern greenway along the western border of the Town of Chevy Chase must be an effective and inviting park environment of at least 100 feet and continuously stretching from Elm Street Park to Bradley Lane. The proposed strip park on Montgomery Avenue is a good example of the type of park for the eastern greenway.	12/17/2014 4:56 PM
68	PUBLIC OPEN SPACES ARE NOT DESIGNATED. I THINK WE'RE BEING DECEIVED. PUBLIC OPEN SPACE HAS BE SET ASIDE SPECIFICALLY. WE NEED TO SAVE OPEN SPACE IN THE CENTER OF BETHESDA NOT ON THE OUT SKIRTS OF THE RETAIL DISTRICT. WE NEED TO SAVE THE TRIANGLE WHERE WOODMONT AND BETHESDA AVE. COME TOGETHER. ALL YOUR GRAPHS ARE SMALL AND DIFFICULT TO READ. YOU CAN'T CLICK ON ANY GRAPH TO MAKE IT LARGER AND CLEARER. IT FEEL LIKE THAT'S ON PURPOSE. THIS MAKES ME SO UPSET. PRETENDING TO SOLICIT PUBLIC DISCOURSE IS WORSE THAN NOT EVEN TRYING.	12/17/2014 4:21 PM

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69	There must be a green space separating Bethesda from the Town of Chevy Chase which is all residential. Property taxes for seniors in Bethesda and the adjacent Chevy Chase must be reduced so that they can continue to live there. The high level of current property taxes (\$10,000 a year for a run-down house "market valued" at \$1 million, going up to \$20,000 to \$30,000 a year for a livable space in the Town of Chevy Chase is too high for anyone in a fixed income such as seniors. This probably explains the current demographic composition toward younger professionals. This will be worse if there is no tax reduction for seniors on their primary home. Already, seniors have had to move out of the area.	12/17/2014 3:32 PM
70	It is important that we don't lose the trail that goes under buildings in downtown Bethesda.	12/17/2014 2:59 PM
71	A. Table 2 (Public Benefits) fails to mention "Pedestrians" under the "Connectivity" category. Seems as if ease and safety of pedestrian-ways is an essential component of "connectivity." B. Table 2 (Public Benefits) shows "Minimal Parking" as a component. While I do no favor over building parking capacity, there should be a reasonable balance between the supply of parking and the goal of encouraging non-auto forms of transportation. Auto travel remains, and will remain, central to Bethesda's transportation system and thus parking should not be relegated a completely subordinate role. C. I could potentially support the "New Streets" shown on the maps, but I would want more details. Assuredly added such street capacity in the Pearl District would aid in creating a finer network of roads and ease the flow of traffic in a congested area. D. I strongly support the addition of "Open Space" shown along Montgomery Ave., adjacent to the CCT.	12/17/2014 1:41 PM
72	I	12/17/2014 11:27 AM
73	I'm not sure I understand all of what is proposed here. Love the idea of greening Bethesda. Love the Platinum 75% tax deduction incentive. One green space issue not addressed is the lack of green space at BCC HS. The school has only 16 acres, the smallest footprint of any high school in Montgomery or Prince George's County. I'd like to see the easements from the new development in downtown Bethesda go toward buying adjacent property to the school to allow for expanded sports fields or parking or classroom or staff office space. We have to do better than this! Kids playing tennis get hit by baseballs off of the baseball field! This is wrong.	12/17/2014 10:53 AM
74	The plan should dissuade development that results in rather dead canyons, such as the block of Woodmont Ave. just south of Old Georgetown Road. Developers should be encouraged (or required) to have retail or other community accessible uses on their ground floors. Also, the notion that some streets should be pedestrian friendly is fine, but the goal should be that all streets in the sector should be pedestrian friendly.	12/17/2014 10:41 AM
75	Adequate parking must be maintained. Open spaces must be available and functional, not hidden pocket parks.	12/16/2014 6:00 PM
76	I like the proposed additional green spaces!	12/16/2014 2:19 PM
77	More green space needed.	12/15/2014 8:22 PM
78	Nowhere near enough green space in downtown. Mid block connections reduce livelihood of streets.	12/15/2014 5:29 PM
79	All sounds fine in concept, but the absence of any tools to implement these concepts is troubling. The GHG laws on the books are pretty thin and the public benefits approach leaves decisions to developers.	12/15/2014 4:36 PM
80	What is meant by reimagined Farm Women's Market? I like the market as it is. Please do not break that which is not broken!	12/14/2014 8:29 PM
81	I see very little increase in green space and large encroachments onto residential areas. The surrounding towns need more buffer.	12/12/2014 10:20 PM
82	I don't understand the content of these slides. They are not well made to convey the changes in visual form. I agree with 1) We need more green space, and 2) We need walk/bike paths connected to each other and everywhere, and 3) new Bethesda and old Bethesda need to be more accessible to each other by inviting foot trails.	12/12/2014 8:09 PM
83	There is a huge disconnect between what is envisioned and what is actually on the ground. There is no Civic Green along Norfolk Avenue and the recent heinous rezoning of the Woodmont Triangle ensures that no green could survive amongst all the high rises being built.	12/12/2014 8:02 PM
84	Utmost importance to focus on connections - bike and walking. Bike paths n-s are essential - I almost die every time I bike to work in White Flint - and I'm only on the road from Barnes and Noble to Bethesda Trolley.	12/12/2014 12:21 PM
85	Just do not destroy the Farm Women's Market with something glitzy! Do something innovative and nice with the lovely old post office. Make sure you keep all the green space at the Metro Center to allow for a meaningful size of this planned park. Maybe the old post office could become a nice restaurant tying in with this park. It is not clear to me whether the plan allows for keeping the old low buildings on the eastern side of Wisconsin Ave south of the Farm Women's market, but this scale should be kept there	12/12/2014 10:51 AM

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86	Well done!!	12/11/2014 6:46 PM
87	Is the concept public spaces only?	12/11/2014 1:37 PM
88	Keep out of the residential area. I have no desire to see Tilbury, Maple, Rosedale and Chestnut changed at all. We have enough trees, enough open space and get along fine with our neighbors. DO NOT disrupt our current environment.	12/10/2014 10:34 PM
89	I think the pockets of green space are too small, too few and the "connections" between them seem tenuous. There's no space to plant large trees, which are needed every bit as much as large buildings.	12/10/2014 8:33 PM
90	Don't you care about taking land from the farm market,because you are developing the public parking lot they will need all their parking spaces.	12/10/2014 6:15 PM
91	Concerned that the Greenways could cause even worse traffic by narrowing/closing off roads	12/10/2014 9:21 AM
92	Slides are not informative. Perhaps you should have included the narrative. How for instance is the Norfolk Civic Green to be created and what is to be like? Several hundred other questions arise from just this segment of slides.	12/9/2014 7:19 PM
93	I disagree that the CBD boundary should be extended to the south of Bradley Boulevard, for the reason stated above. I do not think much if any improvement is needed for pedestrian access within the CBD.	12/9/2014 5:05 PM
94	The maps can be tough to read (can landmarks be placed on them, like the Metro, Bethesda Elementary School, etc.?) But the content is exciting.	12/9/2014 12:46 PM
95	Nothing major here.	12/9/2014 12:44 PM
96	The current traffic configuration at Wisconsin and Bethesda Ave's is a tragedy waiting to happen. Placing parents on bikes with toddlers in tow crossing that intersection is going to get a child killed. Every effort should be made to encourage cyclists to cross Wisconsin at Leland & Woodmont and proceed down Woodmont and cross at Miller to the back of Lot 31.	12/9/2014 11:44 AM
97	The building 7770 Norfolk is semi-ruining Veteran's Park by building that highrise next too it. That was THE nicest, open, sunny public gathering space on that side of Bethesda. Now it feels overshadowed by that building - which blocks the sun from about 1 pm on - making it a darker and much less attractive place to go.	12/9/2014 11:25 AM
98	This section fails to emphasize the importance and potential of Bethesda Metro Center Plaza. At the start of the process the lack of green space within the CBD was a theme - now you're assuming building a tower on top of some of the little green space Bethesda has.	12/9/2014 10:56 AM
99	I do not think that affordable housing needs to be part of the vision. There are many affordable housing options in the County and we don't need to plan for development that constrains a developer's economic assumptions.	12/9/2014 10:01 AM
100	call John Westbrook to explain the failure of the "Discovery Trail"	12/9/2014 10:00 AM
101	It is difficult to see the bike paths on the maps. However, it is important to have two way bike paths that connect the Woodmont Triangle, Metro, and Bethesda Row areas.	12/8/2014 10:46 PM
102	There is still hardly any green space!	12/8/2014 9:58 PM
103	It was difficult to get a real sense of the spaces.	12/8/2014 9:45 PM
104	The addition of public green space seems rather modest.	12/8/2014 9:41 PM
105	Nice pictures but too jargon-y to be useful to anyone except the creators.	12/8/2014 9:17 PM
106	Once again, WHAT ABOUT THE SCHOOLS?!?! How can you work on all this increased development without focusing on the schools?!?	12/8/2014 8:29 PM
107	I like the content but I already see how some is not a priority. For instance, small business. Everything I see coming in is a chain, how will we entice small business with large rent? Also, minimal parking and better public transportation. It is a great idea but most people who currently live here are suburban so it's about changing the mindset.	12/8/2014 7:36 PM
108	need more middle-income and affordable housing options. My partner and I just moved to Bethesda this summer and love it, but frankly it seems too expensive for us to raise children here. Rents must come down! Stop building so many luxury apartments, they are an eyesore and a waste of resources- most people can't afford them.	12/8/2014 7:26 PM

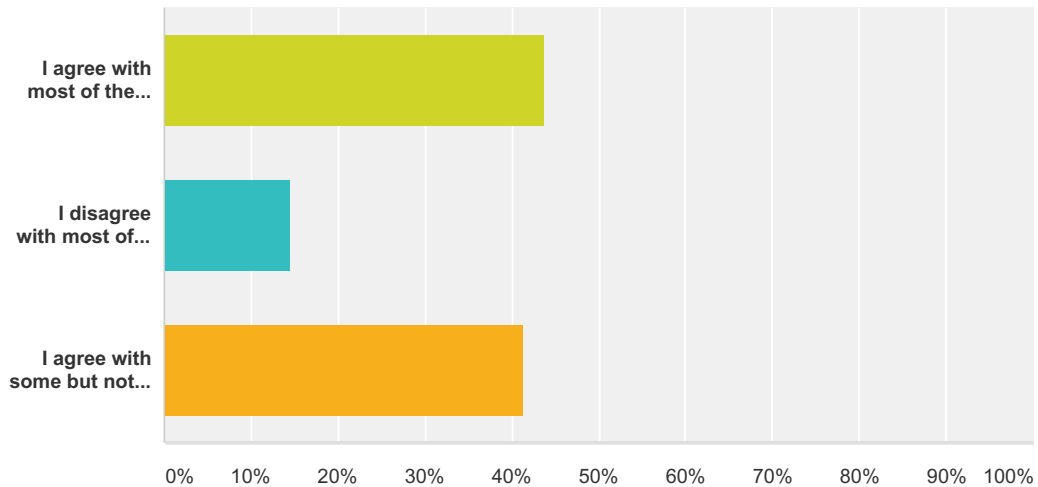
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109	Woodmont Avenue is a main street activity area that is more successful than Wisconsin Ave. The activity on Woodmont should be strengthened (especially by making it entirely two-way), while Wisconsin should be transformed from a through highway into a local street similar to Woodmont.	12/8/2014 7:23 PM
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Q11

Answered: 198 Skipped: 475



Answer Choices	Responses	
I agree with most of the content of these slides	43.94%	87
I disagree with most of the content of these slides	14.65%	29
I agree with some but not all of the content	41.41%	82
Total		198

#	Other (please specify)	Date
1	Virtually all of the smaller CBD streets should be labeled as shared roadway bikeways if they aren't getting other bike facilities. Every grid street in Bethesda should be considered a bikeway - Elm, Hampden, Del Rey, Cordell, etc. - since each one has destinations used by bicyclists. The problem is that whenever streets are modified to add/remove parking, widen sidewalks, calm traffic, add bus stop pads, or create new intersections, modifications often ignore bicyclists unless the streets are identified as bikeways in a master plan. Some of these streets may even merit bike lanes. Woodmont Ave cycle tracks are a good idea north of Hampden Lane, but emphasize that parking has to be removed to make this work. The same might be said about Norfolk Ave bike lanes (if they're to be wide enough). Accelerate the proposed long term plan for Norfolk Ave to be a "shared street". It's a great idea. Then Norfolk Ave probably wouldn't need bike lanes. The plan should make a general statement that substitution of cycle tracks for conventional bike lanes or vice versa is permitted where it makes sense to do so. The two facility types are similar. On some roads the facility type may change after a few blocks, based on the amount of space available or intersection layout. Such details may have to be decided at implementation time. Also, a precise definition of the terms "cycle track" and "protected bike lane" is needed. Wisconsin Ave is a non-existent street from the cyclist's perspective. Cyclists forget it's there because it's so inhospitable. If you're to provide a cycle track anywhere, do it there. The Bethesda Trolley Trail is too narrow as soon as you stop outside the CBD. The plan should acknowledge that the BTT needs to be widened on NIH property (the south side of campus), even if it can't officially recommended it. This could ultimately help goad NIH into improving it.	12/24/2014 10:04 PM
2	Some of the slides are too small to see and do not expand when you click them. I am not sure what some bullets mean - e.g. what does it mean to expand the parking lot district. We are just out of walking distance of downtown Bethesda, but sometimes don't go there because of parking problems.	12/24/2014 5:00 PM
3	Not sure of the value of street expansion with Norfolk and Auburn ave. ?	12/24/2014 10:17 AM
4	Would be nice to see more emphasis on transportation into the downtown area (not just within downtown). This would include focus on stroller/ bike/ wheel-chair friendly buses with increased frequency on the weekends. And larger sidewalks to accommodate strollers.	12/24/2014 9:41 AM

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5	As I indicated before, there needs to be more emphasis on separated "cycletracks" rather than "shared roadways."	12/23/2014 3:26 PM
6	The cars and delivery trucks are out of control in both quantity and safety. Some people just stop where ever they want to...to bank, drop off a kid, wait for someone meeting them. Others are rushing because that's how they are doing their lives. I do support the purple line. Miller avenue has become a mini-illegal parking lot for all types of vehicles, making it tough for residents nearby.	12/23/2014 2:21 PM
7	This plan goes to great efforts to include bicycle infrastructure in and around Bethesda's downtown and I applaud you for including protected bike lanes (cycletracks) on Bradley and Woodmont). I urge you, however, to provide a more direct connection between the CCT and BTT trail connections and the core of Bethesda. Woodmont is a great start, but Arlington road, which has far greater challenges for auto and bike safety, needs adequate protection for cyclists as well. Bike lanes that simply end at old georgetown road do not address the severe bikeability issues on Arlington, and they do nothing to address the impossible intersection of Old Georgetown and Arlington Road. Thank you for your hard work on this plan, and thank your for reading my comments.	12/23/2014 12:04 PM
8	More overall tree canopy would be great. We need to find out if BRT is cost effective, truly connective, and whether it would solve rather than create traffic problems. Something HAS to be done about parking. THERE NEEDS TO BE MORE OF IT. Lately I have come downtown only to leave because of parking lack. Hate to tell you, but a lot of Bethesdians drive out to Rio AMC now for movies and dinner because of free and plentiful parking. And there's a Barnes&Nobles there too. And biking is not possible for everyone.	12/23/2014 11:57 AM
9	It should be "distributor" not "distributer">	12/22/2014 9:58 PM
10	NOT in favor of the construction of the Purple line! Don't want the Strathmore extension to be built	12/22/2014 9:40 PM
11	underground garages would be best. Expand the trolley to Bradley and Battery	12/22/2014 6:24 PM
12	Avondale is shown here as a full-fledged shared street with unqualified auto use in addition to bicyclers. I really questions whether this is reasonable with its close proximity of Our Lady of Lourdes school and the residential character of the existing portion of Avondale. The East-West Highway connection to get onto Avondale appears to go through BCC High School's major access point, creating potential, unwanted traffic for BCC and probably elimination of already limited parking in front of the school. The Avondale - Wisconsin Avenue intersection will no doubt have a lot of cross-traffic, possibly necessitating another street light on Wisconsin Avenue. Putting through traffic onto Avondale pushes the traffic density envelope of the Bethesda CBD into to the East Bethesda residential area. The proposed shared roadway on the east side of Bethesda, running north-south adjacent to the East Bethesda residential area needs to be considered in detail so that the integrity of the residential area adjacent the Bethesda commercial strip along Wisconsin Avenue is not jeopardized. The "Shared Roadway" plan in the south end of the East Bethesda residential area may reduce the traffic on East-West Highway, but will adversely affect the quality of community throughout residential areas. Making East-West Highway two-way may be a more viable solution.	12/22/2014 6:23 PM
13	I'm totally against extending Strathmore. The new street would dump into a quiet neighborhood and would overload a dead end street (Nottigham Dr.) that has a lot of foot traffic and children.	12/22/2014 5:02 PM
14	Driving AND WALKING become more difficult as we accommodate more bicycles. Parking should be a more important goal. People currently avoid downtown Bethesda simply because of the parking situation. We should allow no more building unless they provide MORE parking than would be needed for their residents and business clients/customers. We should focus less on bringing more people into Bethesda, which profits only the businesses. For the people living in Bethesda, fewer people would be better. There should be more bus service, NOT discontinued on weekends, to go from downtown Bethesda to other parts of Montgomery County.	12/22/2014 10:17 AM
15	Do not build the Purple Line. Need to preserve the Trail.	12/22/2014 9:51 AM
16	Please make bike lanes along pearl street all the way to the bike cut through into North and South Chelsea. That bike path now that ends onto pearl should have lines on the road.	12/22/2014 9:47 AM
17	Map for the parking facilities doesn't seem right. Maybe the cycle track should run down Arlington, which has less of a pedestrian focus and is a straight shot for commuters who are more likely to use a cycle track. I know there has been talk about keeping Arlington for cars, but....	12/22/2014 9:29 AM
18	How would the extension of Avondale St. affect the Our Lady of Lourdes property? It would sever the school building from its playground. How would we maximize the safety of the children? I think a system of bike lanes that takes cyclists off busy corridors like Wisconsin is great.	12/22/2014 2:24 AM
19	Create more affordable parking (no ore than \$1.00 per hour) or better bus transportation (especially on weekends) so that those of us who live in Bethesda but beyond walking distance can get to downtown Bethesda	12/21/2014 9:06 PM

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20	I definitely agree with expanding the road network and the tree canopy. While the expansion of the bike network is a nice start, it should have more extensive system of cycle tracks and bike lanes. Bethesda is one of the few places in the county where bicycles can be effectively used due to its density and pedestrian-friendly nature. Without bike lanes, most people won't bike because they won't feel safe enough. Montgomery County has already spent money on a Capital Bikeshare expansion that isn't realizing its full potential because there aren't enough bike lanes. If Montgomery County really wants to leverage Bethesda's density and the investment in Bikeshare, there need to be more lanes and cycletracks. Upgrading the "shared-use" parts of the bike plan to bike lanes would be a cheap and easy way to accomplish these goals.	12/21/2014 8:05 PM
21	Not possible. Do not like Purple line. Bus or just pedestrians and bikes are fine.	12/21/2014 5:54 PM
22	I like the idea of more trees. I like the concept of more bikes, but I think if you crowd more people into this area you are encouraging people to drive even worse than they do now. And then mixing more frustrated drivers with bikes -- particularly along Bradley BLVD area could be a disaster. Cars already almost clip people on a daily basis there. Face facts. You can't keep putting cars into Bethesda. And unless you expand Metro, you are near capacity.	12/21/2014 4:34 PM
23	Importantly, with the recent trend to increase bicycle- and pedestrian-friendly planning, we should not lose sight of the fact that many of the residents of Bethesda and surrounding neighborhoods still will choose to drive to downtown Bethesda. If they cannot easily find parking close to their destination, they will opt for easier-to-access retailers and restaurants further out in the suburbs. So, convenient parking options need to remain part of any plan.	12/21/2014 3:40 PM
24	Very confusing slides. How can anyone understand what you are trying to say? This is death by PowerPoint. I am beginning to think that the Planning Department gets whatever it wants by overloading the conversation in order to keep the public and our elected officials in the dark about what you are really planning to do.	12/21/2014 9:20 AM
25	The purple line is a huge wast of money and resources and will cause horrible problems on connecticut avenue. Shared use bike lines will cause deaths. No one can drive around here as it is. Bikers dont follow traffic laws and there are bound to be a lot of accidents and resulting deaths. Parking in Bethesda is a nightmare now and I frequently choose to shop in other locations where it is easier.	12/21/2014 8:36 AM
26	I disagree with the purple line. I do not think that it will be used enough as currently designed. It needs to go underground as an expansion of the Metro. Accommodating bikes can only be done with education of drivers. There is currently nothing in the driver education or drivers license test about how bike lanes work. Also, bikers want to be treated like cars, until it is convenient for them to be treated differently. They have to be forced to follow the traffic laws, not ride on the sidewalks, etc.	12/20/2014 7:44 PM
27	THIS segment assumes that the PURPLE Line wil be built BUT the new Gov. is opposed. Perhaps these plans need to be reworked! Also - Bikes are laudable BUT without completely separating them from autos on roads, it becomes DANGEROUS. I've already had this problems with bike while driving on Bradley Blvd. As I said previously - can't really view, clearly - the maps since there is not way to enlarge them while viewing on my PC!	12/20/2014 3:20 PM
28	I oppose the Purple Line.	12/20/2014 2:28 PM
29	I might not fully understand the impact of the suggested changes. One worry for me is the volume of vehicle traffic that passes through and around Bethesda that creates traffic jams during much of the day and weekends. Will the increased cycle/bike paths aggravate this situation?	12/20/2014 10:27 AM
30	I have testified that I want more green space and a downtown civic area for events. I want events there so there will be less closing of streets for art, food, and other events. I vote for Clarks's plan rather than Brookfield's.	12/20/2014 8:39 AM
31	The idea of connectivity and a bicycle network is worthy, but not realistic given the current level of traffic, not to mention increase expected. Bethesda is not very big and without continuous bike lanes, people are reluctant to get on bikes, especially with all the construction. And how will redeveloping parking lots for greater density, as in Lot 31, help with getting around Bethesda?	12/19/2014 11:37 PM
32	there is no possible way you can accommodate pedestrians , bikes and cars, cars always win and pedestrians always lose. The only way is to build UNDERGROUND garages on a periphery with a PEDESTRIAN only core with bike lanes. Like the European model. That takes a truly audacious initiative. Are you up to it?	12/19/2014 9:41 PM
33	This is supposed to be a 20-year vision... why aren't you talking about adding a Metro stop between Bethesda and NIH?	12/19/2014 9:10 PM
34	plan does not go far enough the address traffic and pedestrian needs. Nearly impossible to cross Wisconsin now at for example Bradley Lane.	12/19/2014 8:14 PM
35	Discourage the use of luxury high rises	12/19/2014 7:00 PM

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36	1-Reduce motor vehicle speeds throughout. 2-Post speeds no higher than 25 mph. 3-Post speeds on side streets at 15 mph. 4-include all proposed new streets. 5-align streets into intersections at right angles. 6-redesign the five-way Arlington/Wilson/187/St. Elmo intersection into a 4 way intersection. 7-eliminate all one-way streets.	12/19/2014 6:29 PM
37	Lumping bike and pedestrian together can be a mistake. Also, if I read this correctly, it would encourage more use of cars by increasing parking. That would be a big mistake!	12/19/2014 6:25 PM
38	Lack of street names make pinpointing locations very difficult. Small confusing maps make it impossible to figure out extent of canopy corridor. It's meaningless without specifics as to numbers of trees, shrubs, etc. The public lots behind the Wisconsin Ave bldgs between Willow and Walsh should remain a street-grade parking lot. They are accessible, easy to navigate and have good sight lines. The plantings both within the lots and at the boundaries provide an attractive screening for the Town of Chevy Chase homes that are across 46th St. An underground lot with green space above would be much less inviting to use, especially for women, and the green space would not be used much because of the lack of mature canopy trees and other plantings.	12/19/2014 5:37 PM
39	I'm not a fan of one-way streets--they encourage cars to speed. I'm looking for traffic-calming measures.	12/19/2014 3:55 PM
40	I do not agree with BRT along the red line metro. Dedicated bus lanes and put the money to update current infrastructure.	12/19/2014 3:09 PM
41	Maps are too small. Impossible to figure out proposals for improved "Canopy Corridor" Open parking lots behind Farm Women's Market and between Leland and Walsh Streets should be LEFT ALONE. They are easy to access and have good visibility for drivers, and their landscaping provides green space and excellent screening from adjacent homes in Town of Chevy Chase. Installing underground lots with green space on top would be less safe for women, especially, and I doubt that the green space would be much utilized because of lack for many years of mature canopy trees.	12/19/2014 3:02 PM
42	Would really like to see the 1 way streets converted to 2 way. Currently the one way streets make Bethesda difficult to navigate and increase traffic speed. Please explore the idea of making the streets 1 way only during rush hours similar to streets in the district such as Clara Barton and Connecticut (increase in lanes).	12/19/2014 3:01 PM
43	I support extending Strathmore Dr. to Norwood Park and making Strathmore between Woodmont and Bradley two-way. I support making Woodmont Avenue between Old Georgetown Road and Hampden Lane two-way. I support the Purple Line.	12/19/2014 2:52 PM
44	Typical of planning is that there is no real estimate of how many folks will be served by the purple line. Contractors are refusing to give estimates. they are anti-transparency and the future will destroy natural surroundings	12/19/2014 2:42 PM
45	Purple Line & Increasing the tree canopy should be the priority	12/19/2014 2:05 PM
46	I strongly object to the plans for the Pearl District. Most notably, the County is now planning to build a new street though the BCC High School parking lot to make a connection to the newly extended Avondale Street. Simultaneously, the County is planning to build onto the "back" of BCC High School (the high school with the smallest footprint in the county) and disrupt the residents on Sleaford, Pearl and Chelton. This street connection is going to substantially shrink the feel of the school property with through traffic. Instead, you should be building the school west (toward the newly proposed B-1 street). This makes it clear that you care more about commercial development than you do about the physical plant of the high school. No amount of green-speak can hide that. DO NOT ALLOW THIS TO HAPPEN. Build the school in that direction instead of a new street.	12/19/2014 1:03 PM
47	Adding to my recommendation to access resource booklet, "Transportation 2030" by Ronald Smith, available from Amazon Books, my contact information is: Ron Smith 825 Ivy League Lane Rockville, MD 20850 240/330-5602 farwith@verizon.net Thank you for the excellent planning work completed so far.	12/19/2014 1:01 PM
48	Transportation slides offer common sense incremental changes and commendable interest in environment and bicycle ways. For a more visionary and far more effective transformation of Bethesda, please read "Transportation 2030" by Ronald Smith, available from Amazon Books. Also see US patent 8,783,192. By 2034, materials and technology will be available to make placement of transportation infrastructure above ground feasible and effective. Bethesda pioneered Air Rights, putting commercial buildings above transportation lines. In 2034, Bethesda can be an early adapter in planning for fast transit, dense parking, automated coordination of vehicle access & egress above ground, leaving vastly expanded ground surface available for green spaces and parks.	12/19/2014 12:53 PM
49	Purple line is not necessarily going to happen. It is not needed and you should plan around it. I hope it doesn't happen!	12/19/2014 11:24 AM
50	too much emphasis on development	12/19/2014 10:49 AM

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51	Modeling slide is unclear as to relevance and meaning.	12/19/2014 10:03 AM
52	This transportation plan all but misses the point. It is focused on the development of Bethesda as a liveable downtown area, but ignores the fact that Bethesda sits astride one of the major commuter routes in the area: Wisconsin Avenue. Some of the Wisconsin traffic are people coming in to work/shop in Bethesda, and some is thru-traffic between the District (or Chevy Chase) and the County above Bethesda. Bethesda has become a major traffic chokepoint, and unless it is addressed, it will continue to affect quality of life and business in Bethesda (and for those passing through). Please do something to enhance the speed of through traffic on Wisconsin Avenue. Eliminating street parking on both sides of Wisconsin at all hours would be a major first step, as would be a light on Wisconsin at Stanford to accomodate the Trader Joe's traffic. (Alternatively, Stanford could be made two ways past Trader Joe's so that traffic could go into Bradley, but Bradley's already a mess.) Also, the parking map is missing the public garage underneath Bethesda Row.	12/19/2014 10:01 AM
53	Consider eliminating car traffic on bethesda avenue or creating a one way street on bethesda avenue with a (reverse) one way street on elm street. This would encourage walking. Do not continue to support the Purple Line should be	12/19/2014 9:52 AM
54	improving the bottleneck on Wisconsin Avenue should be a primary goal, traffic is horrendous around downtown Bethesda. Parking needs to be improved.	12/19/2014 9:31 AM
55	pedestrian access is foremost and parking should be peripheral and UNDERGROUND. Purple line as planned will benefit mostly developers and will severely diminish tree canopy, BUS option is far more preferable.	12/19/2014 9:15 AM
56	Bike lanes are key. You show very little tree canopy.	12/19/2014 8:59 AM
57	I think the entire plan boundary area should become a parking lot district and i'd love to see thought of how the County could work with private developers to share existing parking (let an office building build a garage, and arrange so they can lease spaces over night to neighboring residential or commercial uses - sort of a private PLD).	12/19/2014 8:28 AM
58	What is NADMS? This could be made clearer.	12/19/2014 3:48 AM
59	It sounds very nice, but I hesitate to say that I agree with most of the content, because they are primarily bullet points and I am not sure what it takes in the background to obtain the objectives. Specifically, I am not sure what it means to expand Strathmore - I would not like to see it expanded. Also I would not like to see anymore sharing of the roadway with bikes. It is far to dangerous for the biker and frustrating for the drivers because it impleads already congested traffic. If you can keep up with the cars (and not cause them to slow down), then stay on the road otherwise go to the sidewalks (and go the speed of pedestrians, if they are present). Frequently there are no pedestrians on the sidewalks and the bikers are slowing down the drivers. But any improvements to public transportation are desired including the Purple Line.	12/19/2014 1:44 AM
60	How about affordable parking meters? What is it now, 6 or 7 minutes for a quarter?	12/18/2014 11:26 PM
61	Given the expected population growth, I strongly believe that a more aggressive plan to avoid traffic congestion will be required. If we are to avoid excessive traffic with all the development that is already underway, there needs to be strong requirements for builders and strong signaling to potential residents around a community that is centered around transportation options other than cars. Please consider more restrictions around cars, a big focus on car sharing, bike sharing etc. Even if the plan is for Downtown Bethesda, it needs to account for the huge traffic impact from NIH and Walter Reed, which is likely to increase. I also want to highlight that the importance of adding bike-friendly options on Arlington Road cannot be overstated. Since Woodmont is one-way and Wisconsin is not bike-friendly, Arlington Road plays a critical role for any northbound bike traffic, especially coming from the CCT.	12/18/2014 11:25 PM
62	YES - more bikeways. YES - more trees. NO - extended streets. We would advocate more pedestrian corridors and less "through" traffic." We also advocate underground public parking as part of ALL new development.	12/18/2014 10:56 PM
63	The goals and objectives should state improved parking options, surface and garages, underground, above ground, ground level. All the emphasis on "green" is NOT what Bethesda needs. It is very attractive now with lots of amenities, but no one wants to come because of the dreadful lack of parking. You are being led by the "siren song" and popular buzzwords.....not reality. Would all of you working on this plan please try to park in Bethesda on the weekends?	12/18/2014 10:14 PM
64	I can't agree to slides that don't explain themselves. What is NADMS? What are the implications of extending Parking Lot District? Not enough information to make an informed statement..	12/18/2014 9:58 PM
65	I cannot read the street names on the map; I am hoping some plans are being made for better pedestrians', runners' and cyclists' access from Bradley Boulevard.	12/18/2014 9:52 PM

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66	Must have county ordinances that do not allow bicycles to be ridden on sidewalk and ensure that pedestrians have right of way. Instead of more parking spaces, expand free shuttles - more frequent, more coverage.	12/18/2014 9:51 PM
67	This section is woefully weak. You are not offering any real transportation alternatives or modes. There is no room in Bethesda to create new roadways (not that we want them). The one we have are often very crowded yet the plan here seems to be to increase density in the very areas where traffic is already at a crawl. Your plan offers very little in the way of new bikeways, especially dedicated bikeways. D.C. is doing a good job of putting them in, why aren't we? Our sidewalks are too narrow for pedestrians much less bikes. Part of your transportation goals should be to increase sidewalk widths so they are actually walkable for pedestrians, create more and better bikeways all over the area that connect, etc. You focus on the Purple Line -- that hardly helps anything even if it is ever built.	12/18/2014 9:20 PM
68	I especially support and favor the creation of the greenways along bicycle corridors.	12/18/2014 9:11 PM
69	DEFINE NADMS! These slides are awful with use of acronyms. Opposed to BRT In favor of bike lanes and increased tree cover. Consider planting native trees rather than non-natives on MoCo approved tree list.	12/18/2014 9:05 PM
70	1) What about pedestrians? Bethesda is becoming more and more anti pedestrian. It's dangerous to walk around here. And now you are making parking more difficult for current residents who want to run errands. There's nothing here that suggests a current resident will be able to run errands. How will the seniors get around. Again - there is an unspoken goal of driving the seniors out. 2) Looks to me that you are trying to create a Tysons Corner here. Get millennials in, get a lot of shoppers and diners coming in. Big Rents - National Chains. The current residents? I don't think you care about us. Small Local Businesses? They'll just have to move else where. 3) In summary - this is not sustainable - this is Tysons Corner.	12/18/2014 8:47 PM
71	I am a strong supporter of better and safer cycling paths. A cycletrack along Woodmont like the ones in DC now would be great, and it would encourage my family to spend more time on the other side of Old Georgetown Road at those businesses. It is critically important to ensure safe crossings for bicycles and pedestrians along Wisconsin Avenue, especially if the tunnel stops being accessible due to purple line construction.	12/18/2014 8:39 PM
72	I like the extensions of Norfolk and Auburn and the new bikeways, as well as considering redevelopment of PLD lots and garages. I strongly object to the treatments proposed for the Pearl District (extending Avondale, Waverly and new B-1 Street). B-CC HS is already too constrained; it would be great to see MCPS purchase the adjacent privately-held properties for further expansion. Putting streets through this campus area would make that highly unlikely. I can't image that the Lourdes Church and School would be willing to separate their buildings from the new small playing field.	12/18/2014 8:33 PM
73	The Purple Line project is being forced upon residents of Bethesda when it will NOT improve the quality of life here. The rationale that workers cannot reach Bethesda does not support complete disruption of communities and environment required to build this line. Folks clearly reach Bethesda by metro, bus and car. Most residents do not want this line. If you did a questionnaire mailed to residents, I believe you will gather a more accurate viewpoint. Many folks cannot attend public meetings. The cost/benefit of the Purple Line is just not there given the fiscal climate and pressing needs of this community such as expansion and renovation of schools for a growing Bethesda.	12/18/2014 5:32 PM
74	How many bags of groceries can one transport by bicycle? As I see it, some big problems exist at the badly designed Giant. The sidewalk is too narrow and does not allow widening of Arlington Rd. The parking lot is too tight. The 2 exits divert traffic to the busy streets, even if one lives in the residential areas west of downtown. These faults makes me lose confidence in the people who are planning further development.	12/18/2014 4:02 PM
75	I think we NEED public parking and we need that fore St John's to thrive	12/18/2014 3:59 PM
76	Not sure what a cycle track is (if it is something other than what it sounds) but would love to see bike lanes separated from auto traffic lanes by median, car parking lane, etc. Would especially love to see better bike access on Arlington; it is the most convenient access to the library & shopping but hazardous to ride on b/c narrowness and traffic speed.	12/18/2014 3:10 PM
77	I mostly agree with the idea of creating a more pedestrian friendly area, but am very concerned about how we deal with the great volume of traffic that goes through the area on it way to and from DC. I am also concerned the the emphasis on alternate transportation modes does not deal with the fact that we cannot get funding to provide reliable mass transit and that mass transit comes to a halt away from rush hour.	12/18/2014 2:19 PM
78	1. With Bethesda expecting an increase of about 14,000 jobs over the next many years, and Naval Med expecting an increase of 40,000 jobs in a short span, WHY is the Purple Line still planned for Bethesda rather than NIH? Naval Med is a huge generator of traffic. The Purple Line needs to go there, either solely there or in a loop that also catches the Bethesda metro station. There need to be protected bike lanes from Friendship Heights all the way to NIH, and a safe connection to the Capital Crescent Trail.	12/18/2014 10:17 AM

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79	Wisconsin Avenue is the main traffic corridor in Bethesda. One can go nowhere in Bethesda without travelling on or across it. Wisconsin Avenue is already a virtual parking lot for much of the day and night. Developers (and planners who wish to accommodate developers) can talk all they want to about "bike lanes" and public transportation, but the fact remains that we cannot keep increasing the number of people who live and work in Bethesda without making Wisconsin Avenue increasingly impassable at even more hours of the day. Bradley Avenue is often backed up for many blocks and drivers often have to wait through several light changes to cross Wisconsin Avenue going west as it is. If developers are permitted to do what they propose, this area will become unlivable.	12/17/2014 10:06 PM
80	I agree with the canopy corrido....r but I oppose the purple line	12/17/2014 9:31 PM
81	Don't build those stupid high speed busyways from Rockville that I have heard about.	12/17/2014 8:54 PM
82	need more facilities such bike parking stations, parking facilities ext at the northern edge of the plan --why did you exclude east bethesda from the plan? could you at least plan for related services in its proximity? no robust plan to address traffic in wisconsin avenue and other big avenues which is already bad--will only be worse with so many new condos/apts.	12/17/2014 8:46 PM
83	Some of the slides are confusing for a non expert to follow. I support the idea of more bicycle paths, and a cycle track along woodmont like those in dow town dc would be great. It would encourage my family to patronize more businesses on the other side of old georgetown road. Attention should be paid to ensuring safe crossings across wisconsin ave for cyclists and pedestrians.	12/17/2014 8:40 PM
84	PARKING IS GOING TO BE A NIGHTMARE WHEN ALL THE NEW APARTMENT BUILDINGS ARE COMPLETED . THIS SHOULD HAVE BEEN PLANNED FOR LONG AGO.	12/17/2014 4:22 PM
85	I oppose the purple line, too expensive, with no benefit to alleviate congestion. I oppose reducing parking, the increase in traffic will necessitate additional parking.	12/17/2014 3:32 PM
86	With the purple line coming in we must not lose the trail that goes under buildings in downtown Bethesda and should not accept at grade crossings since they are magnet for suicides and accidents.	12/17/2014 3:00 PM
87	Greatly in favor of adding green to improve the feel and quality of out environment. Opposed to the Purple Line	12/17/2014 2:17 PM
88	A. While I generally support the concept underlying the Purple Line, I find the project's planning process, and the people administering the process, greatly disturbing. The EIS is the worst such document I have even seen. It completely fails to show any real mitigation actions for the line's impact on adjacent uses. This is totally unacceptable, and suggests the implementation process will adopt a "neighbors be damned" attitude. B. While I would like to see more details, I am initially in support of the proposed new streets shown in the Pearl District. C. I would support expanded the PLD. D. I am strongly in favor of any and all actions to enhance pedestrian and bicycle usage.	12/17/2014 1:52 PM
89	The 2% increase of NADMS seems rather paltry over 20 years, and the 40% total is a stark reminder that we have a long way to go towards a durable, livable city. Thus far, Wisconsin Avenue has not been treated in the slides and stands out as the elephant in the room. What is the plan to reduce car traffic on Wisconsin?	12/17/2014 1:47 PM
90	I disagree with everything suggested. Where will cars park? Not everyone can travel by bicycle, especially during inclement weather. Are we supposed to go to work by bicycle -- in suits and ties or stilettos? This is SO unrealistic!	12/17/2014 11:30 AM
91	The plan must not be tentative about bicycling solutions. The current "sharrows" are dangerous -- parked car doors open, cars drive in the sharrows, delivery vans park in the sharrows -- forcing cyclists into the travel lanes, which then aggravates and confuses drivers. There should be at least one dedicated cycle track connecting the CCT Barnes & Noble terminus with the north end of the sector, whether along Woodmont Ave, Arlington Rd. or a combination of these. There could also be branches off this cycle track leading to other centers of activity. Making more sharrows will be a mistake, a half-solution. Also, the Purple Line train should not force the CCT out of the Wisconsin Ave. tunnel. I know this is a big design issue, but it should not be abandoned. Any CCT that has to make an at-grade crossing of Wisconsin Avenue will be a diminished CCT. Also regarding the CCT, it requires an occasional repaving. Lights and widening it slightly would also be nice. This is a much loved community asset, but it is neglected from a maintenance standpoint and a future use/needs standpoint.	12/17/2014 10:43 AM
92	I would like more sideways and more places where children can safely bike.	12/17/2014 9:06 AM
93	Substantial parking must be maintained. Bikes should not hinder good auto mobility or parking.	12/16/2014 6:02 PM
94	Plans are unintelligible.	12/15/2014 5:30 PM

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95	the bikeways map is little more than a fantasy. There are more dots on it than bicyclists in downtown (other than the CCT) on a sunny day. In walking around I typically see only a few bike riders and many of them are forced to ride on the sidewalks for safety.	12/15/2014 4:38 PM
96	Keep the parking lots on willow lane and behind the farm women coop. I am against transferring more of our public space to private developers. More bike lanes would be good.	12/12/2014 10:23 PM
97	I don't like the location of the proposed Purple line. I STRONGLY agree with increased canopy and increased bike access and connectivity. I don't know what NADMS is. These slides do not adequately convey the visuals of proposed changes.	12/12/2014 8:12 PM
98	Most of the road extensions are never going to happen, all the lots need to go ASAP. Obviously, we need more trees and green space.	12/12/2014 8:09 PM
99	I say we're not nearly ready for more large development such as Lot 31, because current transportation is not even up to the amount of business we have now. Significant improvement in transportation should come first.	12/12/2014 5:11 PM
100	Proposed bike paths terminate to north on dangerous Wisconsin Ave. This is insular and only solves inter-Bethesda travel. Need to solve Wisconsin Ave or focus on connecting to Bethesda Trolley to north.	12/12/2014 12:24 PM
101	The Purple Line should be part of the Bus Rapid System and the Capital Crescent Trail should be for pedestrians and bikers only. There should be separate areas for each. It is dangerous to mix the two. It is essential to keep pedestrians and bikers separate in your plans. Bethesda is crowded and destined to be more so. The Trail is the only area in your plan that really allows for a meaningful park for meditation and workout. Considering the obesity epidemic and the proven benefits of green and quiet - the light rail is very noisy and not conducive to wanting to exercise next to them) - it is absolutely essential to keep this green pearl. You need more schools - how about taking some of the public parking lots for urban schools? You can't just continue to add classrooms and annex parks in Kensington or other places to build. Look at NYC and what is done there with schools in mixed use projects - and also old rails (the High Line) - have a vision! And stand up to developers! The current circulator route is not conducive to use by people east of Wisconsin Ave. The Capital Crescent Trail is a good short cut (but one I will not use if there is light rail next to me).	12/12/2014 10:55 AM
102	The new construction "Darby" contains 900 public and 300 private parking spaces at a singularly congested walking and vehicular use area. This adds to the already difficult to navigate area.	12/11/2014 6:51 PM
103	Bethesda is not the transportation hub the planners seem to think it is. It has one metro stop and buses (or BRT) that come down Wisconsin Ave. The Purple Line may never be built and plans should assume that possibility. Most local residents who come to Bethesda for the movies and restaurants come by car. There are no good mass transit options for most people within a 5-mile radius, including those that live near Beech Drive, River Road, or west of Bethesda. By reducing parking, you make it impossible for these people to enjoy Bethesda. This is really a dumb idea.	12/11/2014 4:05 PM
104	The extension of Norfolk Avenue to Battery Lane doesn't make sense. It would create a negative impact on Battery Lane Park. This should remain pedestrian and bike path only. The development of the existing surface lots should be emphasized. They are underutilized and provide a great opportunity to develop affordable housing.	12/11/2014 1:46 PM
105	what does tree canopy have to do with transportation?	12/11/2014 1:38 PM
106	Absolutely, positively do not change Tilbury and Rosedale to accommodate any more vehicle or bike traffic. It is bad enough with cars going to the school and community center at the back of the community. Also, when Wisconsin Avenue is backed up, overflow goes onto our streets. The last thing we want is for the county to come in and make our streets more heavily used.	12/10/2014 10:38 PM
107	I'm all for biking, but not at the expense of safety for pedestrians. Safe crossings need to be created at intersections and we need to have more intersections where all traffic stops so people can cross in all directions at once. Also, the green corridor idea is nice, but it's really hard for plants to survive in a sea of concrete or little breaks in sidewalks.	12/10/2014 8:38 PM
108	I vehemently disagree with this part of the plan. "Transportation" does not seem to even include "by feet," although the consistent development for density around mass transit necessitates attention to pedestrian traffic. It's not even mentioned. Do you know how many seconds the traffic light gives to pedestrians attempting to cross Wisconsin Avenue at Cheltenham? 15. What point is a greensward or greenway or green anything if its terminus is at a six-lane highway with a 15-second pedestrian light? further, the county permits developers to close off the sidewalk for years at a time (see: former McDonalds at East West and Pearl; Bethesda Row) with no attention to pedestrian needs.	12/10/2014 7:47 PM

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109	Great to work on bike paths....and to keep them off Wisconsin. I support Purple line. Thinking some way to improve the traffic flow on Wisconsin corridor. It is wretched and will become worse with increased density. Wish there was a way to change # of lanes and directions like Connecticut does in rush hours.... Problem I have found is that too many neighborhoods in the Chevy Chase, MD sections are locked in...feed traffic to the major arteries...Wisconsin Ave and Western. (I am in one of these sections....Chevy Chase West.... I HAVE to use Wisconsin Avenue to get out or in my neighborhood. The same in the Village when I lived there...I was forced to drive to Western then Wisconsin to get to Bethesda.... Or to Connecticut then to either Bradley or EastWest Highway. Just to get groceries or pick up something local.) This pushes local traffic into commuter traffic. I like the new walking pathway on Wisconsin behind the country club. The many bus stops though are ridiculous with only 1? cross light! The bus rider will not walk several blocks to the signal but walk across Wisconsin as it is closer to their destination.	12/10/2014 11:17 AM
110	Of two minds about road extensions: will hurt neighborhood, especially Avondale.	12/10/2014 9:26 AM
111	You don't define "NADMS" - what is that?	12/9/2014 7:10 PM
112	The proposed extension of Strathmore Street to the south of Bradley Boulevard is a BAD idea. It is NOT necessary for pedestrian or bicycle access to Norwood Park, which is accessible on existing roads and sidewalks. It would put more traffic on a two-lane residential street that is already heavily used as a cut-through from Bradley to Wisconsin Avenue. This situation would become even worse if southbound access to Strathmore Street from Woodmont Avenue were allowed. It was prevented upon the specific request of residents of this area.	12/9/2014 5:11 PM
113	Tree Canopy is awesome!! Bethesda needs more green. Bike's need to have their own lanes. Pedestrians and bicycles are a hard mix. Bike's need to have their own lanes. Only children should be allowed to bike on sidewalks.	12/9/2014 3:48 PM
114	The added road connecting Battery Lane to the grid seems to go against the development already approved in the area.	12/9/2014 3:43 PM
115	Need protected bicycle corridor along Bradley, especially between Conn and Wisc. Use right of way and land along Chevy Chase Country club, which is an absolute eye sore now.	12/9/2014 12:49 PM
116	It's not enough to have a bike line--too dangerous when cars are turning, and people drive aggressively in Bethesda. We need a separate bike line with some kind of barrier between the lane and motorists, if possible.	12/9/2014 12:48 PM
117	The tree canopy corridor is CRITICAL to making Bethesda a pleasant place to be. Tree should be given space. The recently did a decent job of this with the street trees that are newly planted around the new building on Pearl and East-West Hwy. They gave the trees a little more room - not just "tree coffins." Unfortunately in other places (such as around that 7770 Norfolk building - they have not left sufficient space for trees (trees need light and space to thrive - planners and builders sometimes forget this!).	12/9/2014 11:30 AM
118	Why isn't there a north-south bike path shown east of Wisconsin Ave & south of the CC Trail? E.g., 46th St, then West Ave to the green mile?	12/9/2014 11:02 AM
119	The Bus Rapid Transit in reality is more of a distraction and problem creator than a real solution. The Canopy Corridor is not consistent with Bethesda. Can't be all things to all people. Everything else looks good.	12/9/2014 10:14 AM
120	too many bikes, too little attention to pedestrians, and major oversight not to deal with loss of tree cover with Purple Line.	12/9/2014 10:02 AM
121	need to focus on more pedestrian and bicycle connections OUTSIDE of the downtown area to the surrounding neighborhoods. Also, need to consider many of these routes in downtown SEPARATE from vehicular traffic. Bikers and pedestrians will not go down busy Arlington Road or Old Georgetown due to safety issues!	12/9/2014 9:58 AM
122	The proposed extension of the Norfolk avenue through battery park seems completely counter intuitive to one of the major objectives of this plan. I agree there needs to be an improved connection from Battery Lane to Norfolk Avenue but cutting through the only true park on that side of downtown Bethesda seems ridiculous. The extension of Auburn to connect with Battery is much more reasonable and preserves Battery Park. If this were to happen cars would cut from Old Georgetown, through Battery park to Wisconsin and vice versa constantly during rush hour. The park becomes less like a park and more like a congested parking lot if this happens. I think it's a terrible idea. Connecting the Battery Lane communities to Woodmont Triangle is critical and would reduce traffic significantly but use Auburn ave. for that.	12/9/2014 9:19 AM
123	The parking situation is barely addressed above. Parking lots on the weekend are already a nightmare, and with all the proposed development ? If MC wants people to use and enjoy the developed areas, more parking MUST be addressed !	12/9/2014 8:25 AM

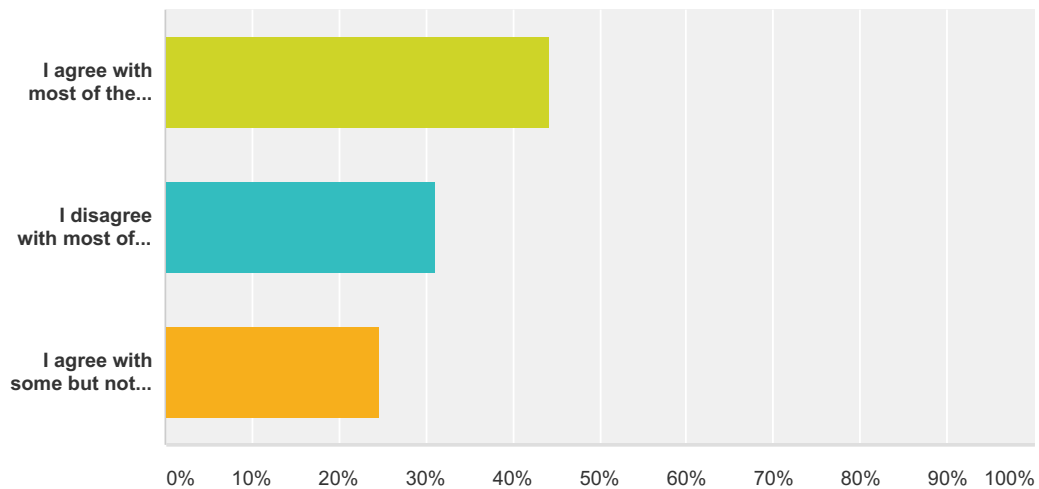
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124	Placing a metro within a few block of a current metro does not seem that wise. Bike path is fine. Don't want more traffic in general, so increasing accessibility with a second metro line in downtown area is not appealing.	12/9/2014 6:35 AM
125	What is a parking lot district?	12/8/2014 10:51 PM
126	As a regular cyclist, I like the focus on improving bicycling in Bethesda, but having a conglomeration of different types of cycling facilities along the roads, including lots of regular streets where bikes are forced to share with cars, is not going to do it. It's slightly - but not that much - better than what is there now, which is terrible.	12/8/2014 10:02 PM
127	I don't know. Frustrating that NADMS acronym is not spelled out at least once. Since I don't know what it is, I can't comment on this section. Wow, the street grid improvements are interesting. Hadn't heard about that before. Good luck with the NIMBY opposition! I like private developers redeveloping the lots but they should have to follow municipal pricing!	12/8/2014 9:46 PM
128	Thoughts and ideas: 1) Parking should be undergrounded as much as possible so it doesn't eat up valuable street-level space that can be used for parks or development. 2) Tree canopy can be much improved in the Woodmont Triangle area near where I live. This should look more like Takoma Park. 3) A road connection from Auburn/Rugby or Norfolk through to Battery Lane is a terrible idea. It's not only unnecessary, but one of the potential connections would destroy Battery Park, one of the nicest parks in Bethesda.	12/8/2014 9:03 PM
129	I don't think increasing parking opportunities helps achieve the goal of reducing green house gases and promoting walkability and public transit. Developments like Lot 31, where underground parking is incorporated into a larger development is ok, but adding more lots is really just encouraging people to drive downtown.	12/8/2014 8:39 PM
130	What about the safety of the bicycle riders? And what is NADMS? Whatever it is, it went from 20% in the 70s to almost 40% now, but I have no idea what it is!	12/8/2014 8:32 PM
131	I worry about the increase of traffic with all the business and NIH. As it is, I now have to allocate an extra 10 minutes wherever I go and the NIH corridor is often at a standstill.	12/8/2014 7:38 PM
132	I strongly agree with elimination of one-way streets and addition of new streets to break up superblocks. In addition to the new streets proposed here, there should be streets through the Sacks neighborhood and crossing the CC trail. I would recommend extending Bethesda Lane south of Bethesda Ave and across the trail to connect to Woodmont Ave. Also there should be a new street south of the development on the former Post Office parcel that connects across the trail. The 5-way intersection at Arlington Rd & Old Georgetown should be eliminated by angling Wilson Lane thru the Bethesda Elementary property and putting teacher parking across the street.	12/8/2014 7:31 PM

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Q13

Answered: 174 Skipped: 499



Answer Choices	Responses	
I agree with most of the content of these slides	44.25%	77
I disagree with most of the content of these slides	31.03%	54
I agree with some but not all of the content	24.71%	43
Total		174

#	Other (please specify)	Date
1	Oppose transferring density to allow taller buildings - don't make Bethesda into Crystal City.	12/24/2014 5:01 PM
2	I live in and want to keep the Sacks subdivision R-60, single family. The new density proposed in general looks like it will create even more traffic gridlock than exists now in Bethesda.	12/23/2014 8:30 PM
3	Keep the zoning as-is on border areas!!!! Maintain the residential character near the border of Chevy Chase West and do not allow another eyesore like the Adiogo. You cannot look at that and say, "What an awesome addition to our city." DO NOT CHANGE the ZONING OF THE FIRE STATION on the corner of Wisconsin and Bradley. Persons purchased homes there understanding that it was zoned to be a fire station with a maximum height of 30 feet (I believe), and it has a beautiful green space. If a high rise goes in, that is AGAINST what most people want (more green spaces), and it is essentially bait-and-switch. That will horribly impact CCW and homes along Nottingham Drive, and just cause more commercialism and less character. We don't need that.	12/23/2014 12:15 PM
4	Just outside the CBD there's much higher density being proposed for Pooks Hill Road, essentially a dead end street with no alternate outlet. There are other high density projects going up everywhere in the Bethesda Chevy Chase surrounds. Proposed projects already taking shape transcend higher density into overcrowding and overwhelm schools and infrastructure. All the redeveloping hubs will also at some point start to undermine each other and create housing as well as commercial space bubbles. Building height is a different issue. The most interesting and successful cities, however, like London, are not necessarily the tallest. Why else do you think people hate Bethesda Metro Center and love Bethesda Row or the Norfolk area? Whatever happens, please make the architecture be better!	12/23/2014 12:11 PM

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5	Allowing buildings to get taller will reduce the quaint charm of Bethesda. There needs to be a reasonable height limit (Woodmont Triangle development is already pushing it too high to feel comfortable while walking around on ground level). Bethesda will soon become a part of the main city of DC if height is not restricted. Also need to put limits of rate of growth, with all the new buildings going up right now and in the next five years, people will be less inclined to purchase property due to the overflow of units that will soon be available. Less owners means more turnover of the community which reduces the community as people won't know their neighbors as much with renters.	12/23/2014 11:23 AM
6	Should be "effect," not "affect."	12/22/2014 10:00 PM
7	Leave zoning as is for Sacks Neighborhood Not in favor of Density transfer for Sacks neighborhood	12/22/2014 9:43 PM
8	Way too much high rises and concrete	12/22/2014 6:26 PM
9	I don't like the idea of transferring unused development rights or establishing 5300 new households in 30 years. Too much.	12/22/2014 9:55 AM
10	Do not change zoning.	12/22/2014 9:52 AM
11	Not sure what is being proposed, so it's hard to tell. If it is status quo, then I disagree - the odd spaces between C/R zones and the edges needs more careful consideration.	12/22/2014 9:32 AM
12	Need to address overcrowding and limitations of public schools. Bethesda elementary currently undergoing yet another expansion. B-CC high school, slated for renovation in 2017. There will be NO additional space to add capacity at the high school level after that addition.	12/21/2014 11:28 PM
13	incomprehensible!!!	12/21/2014 9:07 PM
14	Way too many high rises, they ruin Bethesda	12/21/2014 5:56 PM
15	You are increasing the number of dwelling units by almost 50% now. That is an unsustainable level of growth for any community. You are also increasing office space by 20%. This is beginning to feel like a bubble to me. Instead of forecasting out in a straight line you might want to start asking yourself if you want to draw off development to other areas of the county that are able to absorb it. New York City is 305 square miles. Montgomery County is 507 square miles. Spread the growth around.	12/21/2014 4:41 PM
16	I do not agree with the transfer of unused development rights. I am concerned about building heights being too tall and blocking out sunlight at the street level. That would make the streets less enjoyable and my family less likely to spend time in downtown Bethesda.	12/21/2014 3:44 PM
17	already too many tall buildings blocking light and we certainly don't need more people moving here/	12/21/2014 8:37 AM
18	I don't understand most of this. I am concerned about the level of development in Bethesda. REcently, the level of construction has led to something close to gridlock on the streets in the middle of the day. Wherever there is construction there are lane shutdowns and disruption to traffic. Also, as new buildings are added, more cars are put on the road, further congesting traffic. Unfortunately, people do not decrease their automobile use in response.	12/20/2014 7:47 PM
19	Same problem with maps that can't be seen clearly since no way to ENLARGE while viewing on my PC!	12/20/2014 3:21 PM
20	I would like to see less development.	12/20/2014 2:29 PM
21	I support density transfers that prioritize and encourage support of community resources like St. John's and other types of community center. I agree with updating zoning classifications and requirements where necessary to support community facilities like St. John's and other types of community center or public space.	12/20/2014 9:35 AM
22	As someone both concerned for and excited about the possible impacts on St. John's, it appears the encouragement of mixed use, as well as flexibility and the transfer of density credits would work very well for us at St. John's, enhancing the opportunity for us to work with the next door developer to emerge with a project that will enable us expand our community building and involvement efforts.	12/19/2014 10:24 PM
23	Your estimates are overly optimistic and not well thought out given the economic reality. There is already a glut of rental and office space do not add to them.	12/19/2014 9:44 PM

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24	Be cautious about adding residential space which could overburden schools and dilute the quality of Bethesda public education. Increasing population density comes with significant costs. Bethesda's desirability for many families is connected with the quality of its public education. Dilute the quality of schools, and there is a risk that families attracted to Bethesda will seek other places, leaving Bethesda with a more diminished tax base and lower home values than it might otherwise have. Finding the right balance between encouraging growth while preserving a family-oriented community is a challenge, but getting a good balance is essential to preserving what has made Bethesda desirable to many of its current residents.	12/19/2014 8:49 PM
25	Remove all single family and low density multifamily categories. Replace the above with greater residential density. Provide townhouse level density for transition areas to adjoining neighborhoods. Allow for mixed use along Battery Lane and Bradley lane areas. -this serves residents and also serves to encourage walking from nearby neighborhoods.	12/19/2014 6:35 PM
26	Don't really understand zoning	12/19/2014 5:37 PM
27	I support the idea of idea of TDR/density transfer to direct development to priority sites and provide value to important community and cultural sites such as St. John's that allow them further their missions by relaxing value from their real estate AND too stay in Bethesda. Just as the historic churches are an important part of downtown DC, both aesthetically and because of the services they provide, resources such as St. Johns will be an important part of the future of downtown Bethesda. Also, future zoning should have a parking requirement that acknowledges the location of St Johns relative to Metro and the needs of families who utilize the church's services. Walking from Old Georgetown to Bradley with three young kids takes longer than the metro ride to Bethesda.	12/19/2014 5:36 PM
28	Can't figure out much of this section: - What do colors on the existing zoning map represent? Definitions needed for those of us who don't know what you're talking about; little numbers are meaningless. - What on earth is "density transfer"?	12/19/2014 5:24 PM
29	If the growth forecast from 2010 to 2040 is 5300 households and there are 3190 dwelling units in the pipeline, why the need for this extensive density transfer for 1100 households? Bethesda is losing it's light by the day, and I do not at all support transferring unused air rights to developers.	12/19/2014 4:34 PM
30	I think building heights should be lower, such as 60 to 70 feet max next to single family neighborhoods.	12/19/2014 3:10 PM
31	Can't understnad the information because there is no glossary of terms. Hence the "Existing Zoning" map is meaningless. Since this is such an important sectont, how on earth could you not have provided data that a layperson could understand and comment upon?	12/19/2014 3:06 PM
32	I want building heights lowered	12/19/2014 2:58 PM
33	I do not agree with leaving Sacks Neighborhood zoned R-60. I believe it should receive more dense residential zoning. It is an island surrounded by commercial and higher density. I do believe it should remain residential since it is within a short distance to Metro, buses and the Capital Crescent Trail.	12/19/2014 2:29 PM
34	We do not need all of these 1-bedroom apartments and condos. It will increase traffic and problems for Bethesda businesses. We do not need tall buildings. The current layout of Bethesda is attractive because it is not Tyson's Corner. Retain the character of Bethesda and don't turn it into one big apartment complex with retail.	12/19/2014 11:26 AM
35	too much development	12/19/2014 10:49 AM
36	I don't exactly know which section to write a comment, but I am opposed to building large apartment or office stuctures that will create significant congestion in the area and, as proposed, would be too close to existing residences, possibly altering the value of residential property. I would like to know how many of the planners actually live in downtown Bethesda. It's already gridlocked most afternoons and is always unsafe for pedestrians. Changing the zoning now to allow for new 10 story structures is not appropriate, until, at least, we see the effect of the traffic from the current construction	12/19/2014 10:43 AM
37	The area can't handle more development without a better road network.	12/19/2014 10:03 AM
38	Forecasts for commercial and residential space made earlier have not been borne out. Why should these be any different? These forecasts seem based on wishful thinking. There is currently a glut of empty commercial space in Bethesda, and new residential building is all high-end. Those stores and restaurants that have come in recently are generally chains or geared toward people with lots of disposable income. Increasingly Bethesda is not a community for the people who now live here.	12/19/2014 9:55 AM
39	I strongly disagree with the ability to transfer "density" rights. I believe no additional development should occur on the parking lots that border the town of chevy chase.	12/19/2014 9:53 AM
40	Why does the R-60 zone extend beyond Tilbury in the northeast sector of the map? That is residential.	12/19/2014 9:49 AM

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41	I think it is very important that zoning classifications and requirements are updated as needed and density transfers prioritized to support important community resources like St. John's. We need our redevelopment plans to support institutions that support community!	12/19/2014 9:37 AM
42	Agree with updating zoning classifications and requirements where necessary to support community facilities like St. John's.	12/19/2014 9:32 AM
43	Not enough emphasis on livability. Estimates of growth are unrealistic in view of economic factors.	12/19/2014 9:18 AM
44	Again, I don't think the ideas in this slide lend themselves to your questions above as a proxy for commenting.	12/19/2014 9:00 AM
45	I think if the plan wants to ensure there is a continued mix of residential and office uses without and over-concentration of one use or another, there could be a staging plan considered to make sure a certain jobs/housing ratio is maintained.	12/19/2014 8:31 AM
46	"Transferring development rights" strikes me as a sleight of hand -- an attempt to go around purpose of zoning and height limitations. Dishonest.	12/19/2014 8:19 AM
47	I would like to understand the terms better before I say that I agree with most of the content, because they are primarily bullet points and I am not sure what it takes in the background to obtain the objectives.	12/19/2014 1:42 AM
48	We have a glut of apartment buildings and condo.	12/18/2014 11:28 PM
49	Need to show where this will be applied	12/18/2014 11:05 PM
50	Architecture matters for old and new buildings. AGREE that we should not have a bunch of skyscrapers. MORE GREEN SPACE. MORE PARKS. MORE WALKING.	12/18/2014 10:59 PM
51	CR zone?	12/18/2014 10:00 PM
52	Where are SCHOOLS in this discussion? Are they not part of this community? What impact will this development have on schools that are already beyond bursting at the seams. Why are we not having a discussion not just about capacity but about how large do we want our schools to become?	12/18/2014 9:53 PM
53	Do not increase density. Makes it less livable.	12/18/2014 9:52 PM
54	The plan does not specify where the additional 2,000+ housing units should be located in the Bethesda area and where the additional office space should be located. It does suggest that most new development should be along Wisconsin and Old Georgetown. More specifics are needed. But there are other buildings going up, so not all the growth has to be shoved onto Wisconsin and Old Georgetown Rd. Build-up along Wisconsin in particular should be moderate so that established neighborhoods are protected and remain viable and desirable. The large number of additional workers you are planning for seems unrealistic given all the unrented office space currently in downtown Bethesda and the growth of job areas at White Flint and other places in the County. You should be doing some careful recalculations and projections about the expected growth The heights of the properties zoned as CRT should not be increased.	12/18/2014 9:30 PM
55	No more development! No higher buildings! People moved to and love Bethesda because it is a wonderful SUBurb. Not a high-rise community. Not everyone has to live here in order to visit and spend their money here. And the people who are currently paying taxes and spending their money and living here do not want more crowds. Consider the people you have rather than always trying to bring in more.	12/18/2014 9:07 PM
56	These slides are useless. They don't mean anything, and don't set forth anything concrete. Too much wiggle room for explosive development. One thing that is certain. All the remaining good small local businesses will be driven out. Also - the previous Transportation Slide doesn't address how these folks are going to get in and out. Please don't tell me it's via Metro and Purple Line. I know a lot of millennials - they have cars and they like them.	12/18/2014 8:52 PM
57	I am concerned about the transfer of unused development rights to allow for taller buildings, because part of what gives downtown Bethesda (or parts of it) such an appealing character is the low to medium rise nature of the buildings. Tall buildings are less welcoming and limit sunlight/natural light in ways that also make the open spaces designed for gathering less appealing (such as many of the plazas currently around the metro station). Part of what makes the fountain by Barnes & Noble so inviting as a civic gathering center is that it feels bright and not overshadowed (yet) by tall buildings. Attention should also be paid to ensuring that the transition areas from nearby residential communities like the town of Chevy Chase do not end up with such tall building heights that "transition" loses its meaning.	12/18/2014 8:43 PM

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58	The development of downtown Bethesda has become completely overwhelming. It appears that no graduated planning has been considered when projects are approved. The entire downtown has become a congested mess. Traffic is horrid. On-going projects are simultaneously underway in almost every block such that parking, pedestrian right of way and travel are restricted. Anyone trying to do business here is frustrated. Why have so many projects been approved at the same time? And now we will face the development of the Westbard sector which will result in hundreds of children being admitted to local schools. The school system was planned based upon projected enrollment from feeder neighborhoods and while there is unfettered growth in Bethesda, there has been little planning for the integration of these kids into our schools. We are then reactive versus proactive. I have lived here for more than 25 years and development was sporadic. Suddenly, there is a rush to create Bethesda as an extension of Washington DC. The quality of life and schools that attracted many of us to Bethesda will be partially impacted and threatened should there be continued development without consideration of the balance of urban and suburban aspects. That this urbanization is due to the metro is curious since the metro has been in Bethesda many years prior to this push. I also believe that there has been no concern shown to existing mom and pop businesses who are forced through rents or demolition to go out of business. The downtown Bethesda I knew had a nice balance of chain and locally owned businesses. How can we preserve the small town feel with the desire to offer current and modern business (I.e. Mixed use) models with each other?	12/18/2014 5:49 PM
59	Two issues are paramount in my mind: 1. The quality of life - Congestion makes it worse. 2. The cost of a better quality of life - High cost makes it less feasible. Of course, higher cost might reduce congestion, which seems to be where we are headed.	12/18/2014 4:05 PM
60	The idea of density transfer is very good. It gives community resources, such as St. John's Church, a way to encourage developers to support their activities, which are a benefit to the entire downtown area.	12/18/2014 4:01 PM
61	much of this is good for St. John's	12/18/2014 3:59 PM
62	I endorse any emphasis on zoning, density transfers, etc. that prioritize community facilities and resources like St. John's church at the southern end; and public open spaces that encourage community gathering.	12/18/2014 3:14 PM
63	I particularly am in favor of the transferability of rights. The idea of a couple of large buildings and then a large green space is very appealing.	12/18/2014 2:22 PM
64	Like to see density transfers prioritizing/supporting community resources, such as community centers and/or houses of worship.	12/18/2014 2:08 PM
65	Need more public open spaces in downtown!	12/18/2014 1:47 PM
66	I strongly support Bethesda's efforts to create zoning and density transfers that foster community building of the kind being done so well by St. John's church. It's critical to the future of a healthy, vibrant Bethesda.	12/18/2014 11:59 AM
67	We can only live together in cities if we have mixed uses that meet all of the citizen's needs. This requires creativity and cooperation. Keep up the good work. Our church community, St. John's, at Wisc, and Bradley, very much wants to help and participate in this mixed use effort for Bethesda and community, and it is clear this will mean some density transfer. Let's make this work for the benefit of a stronger and vibrant and more diverse Bethesda in years to come.	12/18/2014 11:41 AM
68	We could double the residential density in the area by allowing homeowners to either subdivide their lots through all of the local residential areas, or to build 2-family dwellings on existing lots. This would allow density to increase more organically, and would spread the profit among many individual homeowners rather than concentrating it among just a few developers. This would also have the advantage of creating more multi-bedroom dwellings, which are needed by families. (The large apartment buildings seem to focus on studio and 1-bedroom units, with the occasional 2-bedroom, but families need 2-bedroom minimums, not maximums.) I am very disturbed that the current plans to increase density will encourage developer profits at the expense of nearby homeowners. My proposal will work better and also be more fair.	12/18/2014 10:22 AM
69	We don't need more office buildings in Bethesda. They empty out at night, and leave the place an empty concrete canyon after dark, much as downtown DC used to be until mixed use was required to a greater extent. There also needs to be a tremendous increase in the availability of retail (such as grocery stores) that allow convenient access by residents in adjacent areas. By "convenient," I mean access that does not involve getting on or crossing Wisconsin Avenue.	12/17/2014 10:13 PM
70	I am wary of transfers of unused development rights that would create very tall buildings out of character with the rest of Bethesda. I am opposed to zoning or plan changes that will permit significantly increased building heights. Given the amount of unused space at the moment, I think it is important that future development proceed carefully to avoid overbuilding and overtaxing resources in downtown Bethesda. Otherwise the area runs the risk of losing the charm and appeal that currently make it popular. Developments like Bethesda Lane and Bethesda Row have been very successful from our point of view and represent the kind of development that would benefit Bethesda and the surrounding communities.	12/17/2014 8:46 PM

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71	Excessive heights would be allowed for developments along the northern and western borders of the Town of Chevy Chase which will exacerbate existing conditions of looming buildings blocking daylight and creating canyon environments for the residential neighborhoods.	12/17/2014 4:53 PM
72	SAVE SPECIFIC OPEN SPACE IMMEDIATELY.	12/17/2014 4:23 PM
73	The green/low rise border between the Bethesda CBD and the Town of Chevy Chase needs to be protected. Additional FAR should be conditioned on street level retail and dining. Additional Density and FAR should not be granted to banking and other "empty" spaces, like the unused plazas at Wisconsin and Old Georgetown.	12/17/2014 3:36 PM
74	I think that it is important to have a mix of housing options, including apartment housing for families. I am concerned that there aren't enough large apartments being built.	12/17/2014 3:00 PM
75	I especially agree with being able to transfer density thereby allowing more flexibility in building needed development of housing, and public use spaces to allow for activity centers thereby promoting a sense of community and neighborhood.	12/17/2014 2:24 PM
76	A. I am in favor of the continued intensification of development in downtown Bethesda. This should, however, not be done in a manner disadvantaging the public - i.e., developers must contribute to the overall viability and quality of life when they are granted the "right" to build to levels of greater density.	12/17/2014 1:58 PM
77	Density transfer should be used to allow a site extraordinary density, but should not be necessary on most sites to achieve a significant, by-right base zoning to ensure development of a more dense and vibrant urban center.	12/17/2014 11:26 AM
78	I do not support taller and taller buildings in downtown Bethesda. I noticed that there is a 120 foot limit along the Battery Lane side of the area, but only a 70 foot limit along the other end of Bethesda. I would like to see a consistent 70 foot limit along the whole area, particularly the Battery Lane area. I don't want to feel crowded in by tall buildings in my neighborhood! And I also noted previously big concern with where kids living in these apartments/condos will go to school. Bruce Krispell's student population estimation tools are underestimating the number of kids living in these apartments! We don't have space for new schools to house new kids.	12/17/2014 11:11 AM
79	Zoning and transfer of density should be used to the advantage of the overall good of Bethesda and benefit community resources. Community resources should also benefit from zoning, giving them both use opportunities and economic strength. Community resources, such as churches, opportunity shops, open kitchens, cannot compete economically with the real estate market.	12/16/2014 6:06 PM
80	No more nondescript, 17-story monstrosities should be allowed to be built.	12/15/2014 5:31 PM
81	Unclear what is meant by updating guidelines and what rules will apply to density transfers.	12/15/2014 4:39 PM
82	Would like ALL area east of Tilbury to be residential.	12/14/2014 8:42 PM
83	I am against transfer of air rights to make buildings taller.	12/12/2014 10:24 PM
84	These slides are incomprehensible to normal, non-government person	12/12/2014 8:14 PM
85	The density transfer concept needs to be explained and shown, in very fine detail, what the actual results will be. Will we end up with more density than if the transfer were not allowed? Will we have NYC high rises as some lots buy others lots' rights?	12/12/2014 8:13 PM
86	Encouraging growth when growth is already inevitable seems to me to be a mistake, as the area is already congested. Instead of competing for economic activity, it seems to me more community-minded on a large scale to allow growth where it is more needed (in less prosperous neighborhoods) rather than compete for it in downtown Bethesda.	12/12/2014 5:11 PM
87	Currently, new buildings are all big glass/steel boxes to sidewalk. Setbacks need to be established in zoning. Also zoning should encourage a variety of architectural styles	12/12/2014 1:18 PM

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88	Development should step down from center as you move away. Huge buildings on Wisconsin Ave won't help anything - it serves as a major boundary to walkable communities - and isolates these properties. Have developers explored raised or recessed walkways to ease this? Would also love to see a pedestrian only space in downtown Bethesda.	12/12/2014 12:26 PM
89	The new buildings that have been built on Wisconsin Avenue are too tall - it gets boring. An interesting cityscape depends on also keeping low building. Overall there is not sufficient park land and recreation areas in Bethesda. We need to keep but improve Metro Center which never took off - but also did not turn out how it was planned with greenery (builder never lived up to promises) and water fountain which is out of order more often than not. We also need to have a linear park for walking and biking, namely the Trail without a Purple Line. The Purple Line should be a bus system that is part of the BRT planned. Cost to use public transportation must be kept low so that people actually leave their cars at home.	12/11/2014 6:29 PM
90	Density transfer are just an excuse to build taller buildings; the premise that we need more density in Bethesda is misplaced. Sure, if we increase the supply, more people will come. Keeping the supply will limit the number of new residents. Costs will be high whether there is more people moving here because of increased supply or maintaining lower density and lower supply. Cost is driven by proximity to DC.	12/11/2014 4:02 PM
91	Density transfer makes a lot of sense. It has worked well in the Woodmont Triangle. Any transfers should be limited to within the same District within Bethesda	12/11/2014 1:50 PM
92	Yes- I'd like to see much more density! Density is the key to a vibrant community both ecologically, economically, culturally and socially!	12/10/2014 11:15 PM
93	The residential zoning is currently R60. DO NOT change this.	12/10/2014 10:40 PM
94	There's no school space for the increase in households! The stats you have about Bethesda's current population show that there's a huge part of our community that is in the family-building stage of life already. And then adding how many households?? Those newcomers will have families too and need to send kids to school. Schools in the BCC Cluster that serves downtown Bethesda can't take in more students and the answer isn't building bigger schools -- it's already awful that our elementary school has been expanded to make it into a huge complex and the high school will be even bigger still.	12/10/2014 8:41 PM
95	Do not want density	12/9/2014 9:28 PM
96	Trend is not destiny! Because this area has become increasingly urban and commercial does not mean that the County should continue to allow zoning that would overwhelm the streets, parks, and public areas that are all now heavily used. Bethesda does not have the infrastructure to become Crystal City, downtown DC, or Manhattan. The existing homeowners and renters in Bethesda live here because they (we) like it the way it is! I see no need for greatly increased building height limits, especially on streets that now have single-family detached homes and apartments and condominiums that have a maximum of three stories. The existing height limits should be retained.	12/9/2014 8:22 PM
97	Transferring overhead space is a gimmick. There's something valuable in avoiding concrete canyons. San Francisco (historically) had to do it for seismic reasons, but it gave the city its character. Similarly, the Downtown DC height restriction (and that of Paris as well) give the cities a distinctive liveable feel that you don't find in Manhattan or Shanghai	12/9/2014 7:13 PM
98	What are the yellow dots and purple lines on the Development slides?	12/9/2014 3:44 PM
99	I also have a home in Palo Alto California. Allowing developers to trade development rights has been a disaster, to the extent that it dominated the city council elections this year. It becomes a convoluted COMPLETELY NON-TRANSPARENT PROCESS where the end result is not low income housing, historic preservation or public amenities, but overbuilt, ugly, max density office space, with almost no additional parking or public transportation. IT INVITES BACKROOM DEALS, CORRUPTS THE PLANNING DEPARTMENT (WITH OFFER TO BECOME THE DEVELOPERS INTERFACE TO THE PLANNING COMMISSIONS AFTER RETIRING AT 50) AND OUTSIZED POLITICAL CONTRIBUTIONS TO ELECTED CITY OFFICIALS BY DEVELOPERS. NO! NO! NO!	12/9/2014 3:07 PM
100	It is hard to understand some of the terms you are using here. And the acronyms mean nothing to general consumer.	12/9/2014 11:58 AM
101	The planners and developers should be required to put their kids in the school affected by the density. Bethesda Elementary is going to be bursting (even with the new addition) if all of this density is allowed!	12/9/2014 11:32 AM
102	A lot more explanation of the density transfer is needed in order to evaluate this proposal.	12/9/2014 11:05 AM
103	Need to increase FAR in the CORE near metro as much as is possible.	12/9/2014 10:21 AM

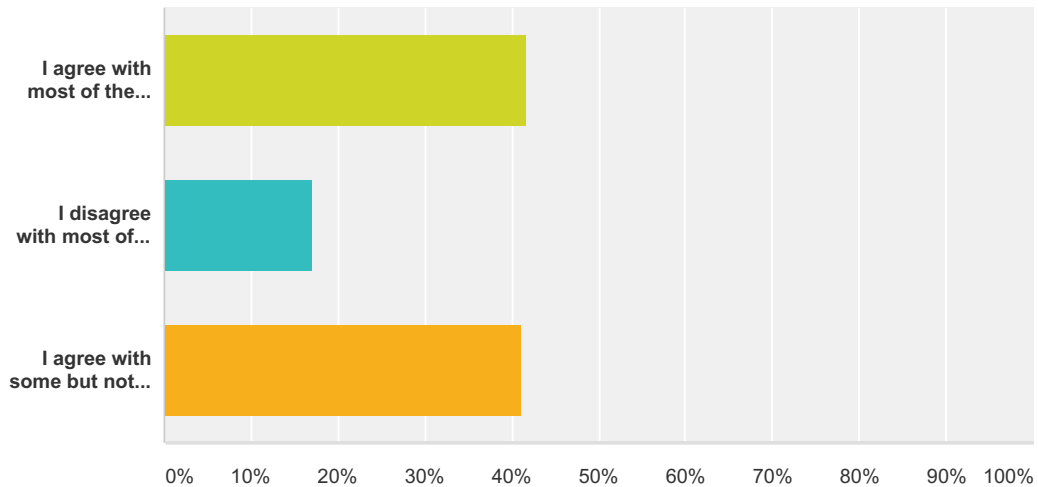
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104	New CR zones make it hard (impossible) to predict whether a development will be R or C which makes APF criteria impossible to predict	12/9/2014 10:04 AM
105	Too much focus is on new development (especially multifamily in Woodmont). Not enough focus on mix of new development and old building rehab. Needs to be mix of both to foster neighborhood feel. Risk of removing neighborhood identity by only adding new high-rise office and multifamily.	12/9/2014 10:01 AM
106	No existing resident wants additional housing and the traffic that it brings. What we need is more parking for the existing residents, and additional lanes on the roads. In the absence of that, no new residents should be added.	12/9/2014 6:39 AM
107	Why is Woodmont Ave interrupted between Bethesda Ave and Leland St?	12/8/2014 11:38 PM
108	I would like to see the height restrictions before deciding whether I agree or not.	12/8/2014 11:02 PM
109	This is crazy. Bethesda is already too crowded. It does not need more people and more cars clogging the streets. People already sit in traffic and can't drive at certain times of the day. Where do you think all these people are going to go? Metro is crowded as well!	12/8/2014 10:03 PM
110	Would like to know more about how affordable housing is incorporated in the zoning plan before I could say I agree. Already see the transfer of density signs up all over the Woodmont Triangle area so it doesn't seem to matter what our opinion is!	12/8/2014 9:49 PM
111	The first slide doesn't indicate the density or height of the developments. Density transfer needs to be used carefully. It can result in height setbacks that are illogical and out of place and character.	12/8/2014 9:06 PM
112	I disagree with density transfers. Zoning helps areas develop their flavor and character. Allowing density transfer creates potential for eyesore buildings that are unreasonably tall for the area. In general, I am not in favor of Bethesda promoting a significant increase of high-rise development (15+ stories).	12/8/2014 8:58 PM
113	I HATE the new trend of "mixed use development" which usually means retail and restaurants on the bottom and apartments/condos on the top. Bethesda is the SUBURBS and you're making it into an Urban area! And again, over 5,000 more households, and not one mention of the schools!!	12/8/2014 8:34 PM
114	I think we need to think more ambitiously about development in Bethesda.	12/8/2014 7:33 PM

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Q15

Answered: 180 Skipped: 493



Answer Choices	Responses	
I agree with most of the content of these slides	41.67%	75
I disagree with most of the content of these slides	17.22%	31
I agree with some but not all of the content	41.11%	74
Total		180

#	Other (please specify)	Date
1	Oppose allowing taller buildings. Also not clear that the transportation infrastructure will bear such high density. Metro is already at capacity and the purple line cannot easily fit onto Wisconsin Avenue.	12/24/2014 5:03 PM
2	I do have concerns regarding building heights	12/24/2014 10:23 AM
3	Dedicated space for dogs, so that they do not foul places where children and adults play and relax, is a must.	12/24/2014 9:46 AM
4	I think the heights proposed for Wisconsin are too high and will destroy the Character of Bethesda that we currently enjoy. Why should all the parks be on the Eastern side? Why not more along Arlington Road or Woodmont? The development on lot 31 was not as those of us living here thought it would be. It is too high and does not step down as we were promised.	12/23/2014 8:36 PM
5	I valued the initial red and brick look of most of the buildings. Now, some are going all glass and metal. they look out of place but that's a developer call and speaks to their \$, poor taste or both.	12/23/2014 2:23 PM
6	Dog park/run is very much needed. I like the idea of the skateboard facility too since currently the boarders use the streets on Chestnut and Rosedale and damage the driveways.	12/23/2014 1:49 PM
7	The Eastern Greenway sounds crazy if it creates a void that makes walking alone or at night more dangerous, especially if it's set back and removed from activities. You'd see a big uptick in muggings! Isn't this also lessening density and making it more suburban? Are you suggesting taking away homes? That would be insane. This part is too ambiguous or else you've gone a bit overboard on the green thing. Also, I think there is something about a park next to the high school. That might be a welcome sign for drug dealers.	12/23/2014 12:19 PM
8	250' tall is too tall for the width of the streets. It will soon start feeling closed in which reduces the desire to walk and people will start driving instead.	12/23/2014 11:24 AM

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9	The 250' high-rise allowance near Veterans Park is an anomaly and should be reduced. The quality of light has already been jeopardized by the high-rise to the west on Fairmont Avenue. Building Heights should be mitigated to allow natural light in the park.	12/22/2014 6:33 PM
10	NO MORE high, rises we need more Parks so we can WALK	12/22/2014 6:28 PM
11	I am totally against the 75' zoning change to the property that is currently the Bethesda Fire Dept. Inc. fire station at Wisconsin and Bradley. This would immediately erase the peace and quiet that the neighborhood is known for.	12/22/2014 5:09 PM
12	No skate board parks. No dog parks. No change in zoning.	12/22/2014 9:55 AM
13	Has the circulation concept been overlaid with these nodal "bubbles"? Seems a little disjointed and the locations seem very specific - shouldn't there be a "fuzzier" edge/some overlap between the various areas. Honestly, I'm not sure how much this talks about form - it's really only height.	12/22/2014 9:53 AM
14	I find the proposed 290 foot building height near Metro to be excessive-could we see some shade/shadow studies for these proposed heights to better understand how these buildings would affect their surroundings? If 290 Ft were to pass, you are only going to get a landmark through good design--hence perhaps those areas should be overlaid with a form based code or subject to architectural review. A mediocre "landmark" doesn't help anyone.	12/22/2014 2:41 AM
15	The Eastern Greenway is a great idea! The density seems appropriate, as long as it actually is built, and not watered down through community opposition.	12/21/2014 8:10 PM
16	My son is at BCC and it's a great school, but it's at capacity. I just don't see how building 10 story apartment buildings along Bradley BLVD is going to allow us to keep our schools at the current level of quality. Are you going to fit 5000 kids into BCC? Are you proposing a \$50 million renovation? Will you build another High School somewhere to accommodate the new kids moving into those apartments? The more I read this plan the more convinced I am that this is all about development with a few bike paths and trees thrown on top of a massive growth plan that is really not well thought out.	12/21/2014 4:49 PM
17	I am concerned about building height blocking sunlight at the street below. Maximum building heights should be determined, in part, based on the impact to the experience at street level. A cold, shaded, windy street is not as inviting and will be avoided in favor of an open street that receives more sunlight. The recreational/green space information looks good.	12/21/2014 3:49 PM
18	250 ft. and 290 ft. are too high of structures for center of Bethesda.	12/21/2014 3:45 PM
19	These things all exist in Bethesda now.	12/21/2014 12:50 PM
20	sorry: i found some of it hard to read.	12/20/2014 10:31 PM
21	I think building heights can increase along Wisconsin Avenue, but otherwise should not. Bethesda should not be turned into a city!	12/20/2014 7:51 PM
22	PREVIOUSLY, I MENTIONED THE NEED FOR SHADOW ANALYSIS TO DETERMINE THE AFFECT ON SIDEWALKS. AFTER SEVERAL WALKS AND COFFEE AT TOUT DE SWEET ON WOODMONT, N-S WINDS ARE CHanneled ALONG NORFOLK, WOODMONT AND WISCONSIN, MORE LARGE UNBROKEN FACADE BUILDINGS IN THE AREA WILL EXASPERATE THE SEVERITY OF WINDS.	12/20/2014 5:26 PM
23	Same problem with maps that can't be enlarged!	12/20/2014 3:24 PM
24	I do not view affordable housing a priority.	12/20/2014 2:31 PM
25	Placing 250-foot buildings along the southern part of Bethesda is a strange planning concept. It's seems completely lacking in planning. What about stepping up buildings toward E-W Hwy., or clustering the tallest buildings around the existing Metro station, since there's no assurance whatsoever any other transit besides buses will come to Bethesda.	12/19/2014 11:45 PM
26	Seems like this vision will lead to a much more livable, space offering a richer Quality of life. Community spaces that will draw in the public and offer them places to enjoy and meditate an enrich quality of life, these match our goals for St. John's.	12/19/2014 10:33 PM
27	People overwhelmingly want more green space and reduced Heights, will you LISTEN ? Small human scale retail and pedestrian access should come first and foremost. Green buffers are greatly desirable and pedestrian access should be provided to green spaces.	12/19/2014 9:56 PM
28	Scale back heights and density	12/19/2014 7:01 PM

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29	Allow 120 feet height along all of Battery Lane and provide for mixed uses Eliminate Eastern Greenway concept for townhouse style transition to neighborhoods. The greenway concept acts as a pedestrian barrier and does not create a natural or appealing transition to the CBD. Merge the Parking Lot District with the entire planning area. make the southern end higher throughout. Create more density and height along Arlington Road to enable a Boulevard feel and function.	12/19/2014 6:44 PM
30	I'm worried about the suggested heights of buildings close to neighborhoods on the east side. On the west the heights decrease as they approach the neighborhoods on the western edge. I think the same should hold true for the eastern edge. Not sure I understand what green spaces are being proposed - and I'm all in favor of increasing those spaces in Bethesda	12/19/2014 5:45 PM
31	I support increased height in exchange for community amenities and the provision of community serving resources on adjacent properties. The additional height should be discretionary and only provided if the Board is satisfied that the project putting a portion of the value from the FAR gained into community resources. For example, community meeting space adjacent to St. John's church in exchange for added height on an adjacent parcel.	12/19/2014 5:40 PM
32	About the Greenway: the idea is a good one. But why are 250' buildings allows north of Willow Lane? And what about the area south of Willow Lane? Is the 35-70' height range for the buildings on the street, or would they be located on the space above the existing parking lot? The map doesn't make it clear; it is so confusing that most residents of the Town of Chevy Chase could end up fighting you to the death over a misperception. In other words, are the existing buildings between the Farm Women's Mkt and Walsh St going to be replaced by slightly higher buildings or giant 250' ones?	12/19/2014 5:30 PM
33	The height limit of 290'feet is way too low and there should be more land zoned for the tallest buildings. There really shouldn't be a height limit in the center of Bethesda for approximately at least 2500 ft from the metro station. When Tysons Corner, va, a suburban office park is building a 470'foot office tower and Rosslyn, va is allowed to go as high as the FAA allows at 387'feet, why is Montgomery County so uncompetitive? There is no airport nearby so can you explain the methodology behind the height limit. How did you come up with 290'feet? The zoning should be like TS-M in Bethesda, no height limit and at the discretion of the planning board. Maryland is really being uncompetitive at 290'feet.	12/19/2014 3:49 PM
34	The words are nice, but the proposed permissible heights are not, in the Eastern Greenway area. The maps show the Greenway extending from just south of the Purple Line to Walsh St (?). But the permissible height of buildings abutting the Greenway to the west is 250' feet until the greenway crosses Willow Ln. That building height would cast a huge shadow across the Greenway and greatly reduce its use. Also, you do not define any building heights for the area adjacent to the Greenway south of Willow Lane. What are the permissible heights? Many residents of the Town of Chevy Chase are opposed to your plans because they think 250' tall buildings will be allowed there. I don't read the map that way, but even if I'm right and they're wrong, your PR on this point is about zero. Your map needs to be enlarged and clearly explained, and quickly! For example, am I right in assuming that the 35-70' notation on the Greenway behind the Farm Women's Market is the permissible height of buildings on the east side of Wisconsin Ave next to the Ford Building?	12/19/2014 3:26 PM
35	Do not agree to 120 foot buildings next to single family homes and neighborhoods.	12/19/2014 3:12 PM
36	I think 250' should be maximum height at centers. Maximum height along Eastern Greenway should be 35' no matter width of designated green space.	12/19/2014 3:01 PM
37	Lower allowable heights	12/19/2014 2:59 PM
38	There are two main issues that need to be addressed in Bethesda, height and retail density. Height does not matter. The walker only can feel up to 30 feet in height. Taller is good, and should be embraced. There are no real negative effects from height. It can only be perceived from a distance, and Bethesda is one of the few areas where height and density should be unlimited , can be accommodated, and . the infrastructure is in place, and the amount of parking limits the amount of traffic. The County should embrace height, even up to 400 feet, or slightly higher. That is the height of buildings in other suburban areas (Rosslyn, R-B Corridor) In addition, retail should be encouraged throughout the area. If sufficient density is allowed, there will be a demand for retail, or all types. Let the market determine what it wants, and keep the flexibility, so that retail can change with the demand of the community.	12/19/2014 2:05 PM
39	Need to control development east of Wisconsin and north of east west highway to just improve school capacity, not mixed use. Dog park a must!	12/19/2014 11:56 AM
40	Do not allow taller buildings. Do not allow more affordable housing which is code for 1-bedroom condos/apts.	12/19/2014 11:28 AM
41	The verdict is in : we want more green space and preservation of pervious areas. Run off is a huge problem and impervious areas need to be reduced.	12/19/2014 10:49 AM

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42	This is very misleading. The overall plan leaves very little green space in Bethesda. Increasing access to Norwood park is not a solution. The park already is overused. The fields are muddy and bare. You have not truly thought about where children should play. Where are there more public pools? Bethesda pool again is overcrowded. You are creating an urban heat zone. I don't have a good answer to where you will find open space for another park and another public pool. You have shoehorned this community into high-end condos. I find it very, very troubling.	12/19/2014 10:32 AM
43	I am very concerned about the concept behind the "eastern greenway." The prospect of very tall buildings on Wisconsin Avenue with tiering down toward the communities is problematic. The tall buildings will oversell and dominate the "greenway."	12/19/2014 10:14 AM
44	Proposed allowable growth not justified by reasons. 250 ft height extending south of Elm Street not supported by reason and given impact along single family residential edge, consider rethinking.	12/19/2014 10:12 AM
45	This is all too much development without the necessary development of supporting resources like roads and schools.	12/19/2014 10:05 AM
46	Zoning on the edges should have lower building heights, or at least the entire circumference should have the same setbacks as proposed for the area bordering the Town of Chevy Chase. If a 70' tall building on the east side of Wisconsin facing single family homes to the east must have at least 100' of setback, so should any building at Bradley and Wisconsin which confronts single family homes across a narrow street, as well as any along the west side of Arlington Road.	12/19/2014 9:58 AM
47	I do not think that there needs to be another hub of supertall buildings at the corner of Wisconsin and Cheltenham/Norfolk -- leave the tall buildings clustered at the Metro. Current zoning allows buildings that are tall enough (see the new condos/apartments going up in Woodmont Triangle). Doubling that height to 250' seems ridiculous. Also, there are residential houses in the area where a proposed greenway is drawn along Tilbury in the eastern greenway. As there is no buffer between these houses and the proposed greenway, is the plan to make this a non-drivable street, or to have the county purchase these houses to destroy, because eminent domain is not applicable here.	12/19/2014 9:56 AM
48	Urban form goals should definitely be geared to prioritize and promote the kind of redevelopment that will enhance and support community facilities, including churches like St. John's!	12/19/2014 9:40 AM
49	Agree with urban form goals to encourage redevelopment that will support and enhance community facilities like St. John's.	12/19/2014 9:34 AM
50	again : we CLEARLY want more green spaces and less height. Will you LISTEN?	12/19/2014 9:20 AM
51	I think there needs to be substantially more height allowed in the metro core and along Wisconsin Avenue. The 250' (or more) height should be allowed the entire area from The Metro, up Wisconsin/Woodmont up to Cordell Ave, and I think the 70' (or more) height should connect the Metro core to the small shown area of 70' heights where the old post office was (overlying Bethesda Row). I think the plan could recommend keeping the existing retail presence low density, but let a couple of taller buildings poke up where the car dealerships are located should they redevelop.	12/19/2014 8:58 AM
52	So, where are parks? How can you justify a "greenway" that isn't green and is so narrow?	12/19/2014 8:29 AM
53	Please give careful consideration to the impact of very high buildings on neighboring residential areas. The long shadows, lights, and traffic congestion they will bring could adversely affect the quality of life and health, as stalled vehicles, and especially diesel engines, emit exhaust longer due to longer delays.	12/19/2014 7:17 AM
54	The term "affordable housing" seems to be a euphuism for some sort of government subsidy. When I moved to the neighborhood, my house was affordable. Since we have been here, the property taxes have gone up so much that when I pay off my mortgage, my tax payments will be what my mortgage was when we moved here. I want my own house to be affordable to me. We are definitely a middle income family and are finding it increasingly too expensive to live here. I think that is a shame. We are a self-employed family who provide some jobs. Also, I volunteer extensively at the public school, board of elections, and neighborhood association and am feeling like am not the citizen that matters. I don't want tax dollars to pay for dog facilities, I would rather spend it on people spaces.	12/19/2014 1:54 AM
55	I especially like the idea of a dog park. And a focus on gathering spots. Let's cut down on car traffic and synchronize traffic lights.	12/18/2014 11:34 PM

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56	If 'signature buildings' will be built in the center, I believe there should be a focus on promoting interesting architecture. Downtown Bethesda has a lot of dull and unappealing architecture, both old and new, and the projected growth presents an opportunity to add a much more interesting downtown architecturally. This will add tremendously to the appeal of the area. While I am very positive about creating more affordable housing options, I have a serious concern around increasing the building height restrictions around Battery Lane, since this area is already partially congested, a large supermarket is being built there, it is not so close to the metro, plus it is very close to the NIH and Walter Reed and their traffic issues.	12/18/2014 11:32 PM
57	While we think it is important, we view affordable housing as the least important among these very important priorities. Bethesda has many neighboring communities. For the immediate space, we believe that green space, sustainability, and livability must come first. This kind of development is expensive. Requiring "affordable housing" could impede exactly the kind of investment intensive, sustainable development that Bethesda desperately needs.	12/18/2014 11:04 PM
58	Dog parks, skate parks, large concert open space, etc. are nice and should be nearby, but not part of the central downtown area. Strathmore is very close and other parks should be as well.	12/18/2014 10:22 PM
59	Will the parking that is now in the 'Eastern Greenway' going to be replaced or is that lost parking?	12/18/2014 10:06 PM
60	Do not increase building height - will put green spaces in shade and more environmental footprint. Do not increase density without increasing green space and dog runs.	12/18/2014 9:56 PM
61	Bethesda's urban form certainly is set in many locations where large buildings have been built. Thus, clearly growth will be infill in most cases. What those of us who live here do not want to see is really tall infill, especially on streets that are near established neighborhoods and near areas where we like to go to shop and dine. There is a reason why we chose not to live in NYC, Crystal city, Rosalyn. We don't want to look and feel that urban. It's oppressive and unpleasant. More parks, more tree canopy, wider sidewalks with buffers between the sidewalk and the curb -- YES! BUT again, most of Bethesda's urban form is already set. The sidewalks are not wide and the buildings come right u the edge on one side and the street on the other. You can't shrink the streets in most cases - they can't handle the traffic now. When ther eis infill develoment you COULD and SHOULD require more building setback so that there is more space -- but that shouldn't result in extra height. We need to be able to see the sky, to have light, and air. The drawings/photos you have of the really tall buildings, one after the other jammed together make me want to pick up an dmove while I still can! Do you really want to drive people away? You want to add housing units. Fine. But no't you think those people will want a liveable community to walk and recreate in?	12/18/2014 9:39 PM
62	Significant additions of greenspace must be made; the heights of buildings on the eastern side of Wisconsin are worrisome as the buffers appear to be insignificant with residential areas so close.	12/18/2014 9:18 PM
63	NO higher buildings. These plans suggest 70' and 120' buildings that will be within eyesight of many homes, lowering their real estate value and ruining the feel of the neighborhood that drew us in. Do NOT put a skate park in Norwood Park. And though I love dogs and own them, they do not need their own run within the park either - dog parks ruin the landscape and grass. We have places to run and play. We have places for concerts - there are currently many summer concerts in Bethesda. Leave it alone!	12/18/2014 9:11 PM
64	Oppose increased height next to Norwood. Opposed to Norwood Park connection to trolley	12/18/2014 9:00 PM
65	Don't like increase in heights at Lutheran Church at Glenbrook and Old Georgetown.	12/18/2014 8:58 PM
66	See other comments about building heights. I disagree with the premise that signature tall buildings would be a benefit for Bethesda. I think they are more likely instead to detract from the appeal of the park/recreation/green space in Bethesda. The Bethesda Row area, particularly Woodmont/Bethesda Ave/Bethesda Lane is very attractive and busy right now because of its smaller town feel, with low rise buildings that do not block too much light. Signature tall buildings are not likely to increase the appeal of the area to people coming to gather, shop, dine, etc-- they will more likely detract by making Bethesda feel more like a big city, cold and impersonal. There is also not clearly a need for tall buildings like that to increase commercial space in Bethesda, since so much current stock is unused right now.	12/18/2014 8:46 PM
67	the heights are a bit patchwork. i think places appropriate for bigger buildings are left out	12/18/2014 8:40 PM
68	I can't envision the Eastern Greenway which is currently an established residential neighborhood. Are you proposing to demolish the houses? Limit teardowns along Tilbury? More specificity would help.	12/18/2014 8:37 PM
69	Green areas are essential to quality of life. Priority should be given to open areas with seating. Less so to skateboard parks etc. a With land at a premium in Bethesda, green space should be accessible to all. Don't understand the affordable housing issues. My understanding is we have policies already in place. There are units in every apartment building and some are exclusively affordable housing. Seems to be plenty.	12/18/2014 5:54 PM

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70	I agree with this urban form concept, especially as it affects the south end of downtown and St. John's Church, which is a community facility that will act as a focal point in the green space to the south and west. St. John's needs the support of the planning board to be able to serve the Bethesda community.	12/18/2014 4:40 PM
71	I would like to add: Expand free WiFi to all residents and surrounding areas. This would help to defray the cost of living in Bethesda.	12/18/2014 4:08 PM
72	St. John's can be central to these plans for a connected community	12/18/2014 4:00 PM
73	I agree with all of these Urban Form goals encouraging redevelopment that will lead to the support and enhancement of community facilities like St. John's. Bethesda needs more community facilities throughout the downtown area, and it is important to build community through existing community anchors like St. John's.	12/18/2014 3:20 PM
74	I like how the goals encourage support community facilities such as churches and other gathering places.	12/18/2014 2:26 PM
75	Would like to see goals that encourage and support community facilities such as St. John's church. Would like to see a dog park!	12/18/2014 2:12 PM
76	NO need for taller buildings!	12/18/2014 1:49 PM
77	Enhancing and supporting community facilities through the urban form goals above are critical to Bethesda's future.	12/18/2014 12:02 PM
78	Parking is a major challenge, of course, and it is hard to bring many people together in ways envisioned above without addressing those needs. Please take full advantage of any redevelopment efforts to address parking challenges not only for the development but for the surrounding businesses and institutions (like our church, St. John's) so we all can support Bethesda's goals while meeting our own unique needs. Creativity and innovation is needed to meet these goals. I support and encourage the use of changing and updating zoning classifications and requirements where that makes sense to meet the plans goals. This includes doing so in contexts that can help community facilities like St. John's and its neighbors collectively take part in making redevelopment as successful as possible for everyone.	12/18/2014 11:47 AM
79	The parks vision is remarkably narrow in its concept of green space. People want access to SUN as well as grass, and the tall buildings planned so close to residences will preclude that. Tall buildings are fine on the west side of Wisconsin (although not 250 feet, please!) but not on the east side. There should be no buildings so tall and so close that they will block afternoon sun from existing residences. It's just not necessary.	12/18/2014 10:26 AM
80	Not enough green has been proposed to offset the increased density, and the building heights increase too precipitously in close proximity to residential areas. 35 feet of "buffer" is no buffer at all.	12/17/2014 10:44 PM
81	You need more greenspace.	12/17/2014 8:56 PM
82	I like the park plans, but I disagree with the premise that signature tall buildings in major civic spaces is advisable. I think the signature of downtown Bethesda should be low to mid rise mixed use development with lots of the features in the later slides. Tall buildings will overpower the benefits of the green space being considered/promoted, blocking natural sunlight and making spaces feel much less welcoming. The plazas currently found among taller buildings near the metro station/center area are unwelcoming and do not serve as effective invitations to have gathering spaces for people. Tall signature buildings will most likely generate more of that type of cold urban feel, not what Bethesda should be. See other comments on building heights in previous sections.	12/17/2014 8:54 PM
83	why increase so much the height close to east Bethesda (battery lane) and concentrate there affordable housing when in that area you are proposing for very few enhancements of services... the benefits and liabilities of your plan do not seem to be proportionate....	12/17/2014 8:52 PM
84	I disagree with the 120 height for the Pearl district and for the Bethesda South entry that confront the western border of the Town of Chevy Chase. I also disagree with the 35-70 foot heights along the eastern greenway on the western border of the Town of Chevy Chase. The eastern greenway should be a substantial continuous green park with a physical linkage from the Elm Street Park to Bradley Lane along the western border of the Town of Chevy Chase.	12/17/2014 4:51 PM
85	HOW COULD YOU NOT AGREE WITH THIS. BUT YOU ARE NOT SPECIFIC ABOUT WHAT OPEN SPACES!	12/17/2014 4:25 PM
86	I oppose building 70 foot buildings on the parking lots that are adjacent to the Town of Chevy Chase. I oppose increasing the height of the buildings along Montgomery Avenue along the Capital Crescent Trail. If the building height is increased at the Metro station then pedestrian access needs to be improved and curb retail and dining required.	12/17/2014 3:41 PM
87	We need to create a relaxing and calm destination that attracts people.	12/17/2014 3:01 PM

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88	"Plan vision and public benefits" can't forget that 1 and 2 story buildings let sun onto our streets. I love the idea of designated green spaces, but not if all the space in between will be filled with highrises	12/17/2014 2:28 PM
89	While height is always a controversial issue, we are being faced with limited ground area and increasing population. The only way to go is up - let's take advantage of the air rights as long as the additional heights are used to promote community facilities such as St. John's Church	12/17/2014 2:27 PM
90	Significant height along Wisconsin Avenue is important to define downtown as a significant urban area	12/17/2014 11:28 AM
91	STRONGLY disagree with the idea of having 200 ft or larger buildings in the plan district. As it is the two new 145 foot buildings (by the Starbucks on Norfolk) are making a very cold, shadowy canyon on the street. Very little sunlight penetrates down between them. If I wanted to live among canyons I'd have moved to New York City.	12/17/2014 9:38 AM
92	I particularly like the Eastern Greenway idea - great for residents of East Bethesda who walk to town often.	12/17/2014 9:08 AM
93	Development that will support public resources is very important. Allowing space, support from private real estate, and zoning to public benefiting resources will allow vitality to be added to Bethesda. It appears you have treated St. John's Episcopal Church very well in this light.	12/16/2014 6:10 PM
94	I don't see any specific proposals, just lots of platitudes and "goals".	12/15/2014 5:32 PM
95	Buildings are way too tall near residential areas and at the ends of the district	12/15/2014 4:40 PM
96	250' seems too high	12/14/2014 8:48 PM
97	The idea that planting a few trees in front of an office building constitutes a "greenway" is ridiculous. There is not enough open space down county and these plans destroy what little there is. And what about schools. Where will they go??	12/12/2014 10:27 PM
98	No, no, no to increased density. The sun is already getting blotted out. How do we get more green space with increased development. It is not possible. As hard as it is for you to comprehend, increased density means less retail and restaurants as well.	12/12/2014 8:19 PM
99	I agree with "what we've heard" needs for green space. I disagree with the building heights for symbolic center and "major civic spaces". The spot atop the metro next to Hyatt SHOULD NOT HAVE A TALL BUILDING on it. It should be developed as a major green space gathering center for PEOPLE not buildings. That concept should mark the so-called civic center heart of Bethesda. If you create a gathering place for people that is accessible, draws all ages with varying activities, and is uniquely designed with loose interchangeable part you will vitalize what is turning into dead granite space.	12/12/2014 8:18 PM
100	NIH ANNOUNCED THAT IT IS BRINGING 3,000 EMPLOYEES NOW LOCATED IN REMOTE LOCATIONS INTO THE CAMPUS AND WILL ADD 1,500 PARKING SPACES AS WELL. TRAFFIC CONGESTION SEVERELY RESTRICTS MOBILITY AND WITH THE ADDED PRESSURE OF MORE EMPLOYEES, A WALKABLE AND GREEN ENVIRONMENT IS PROBLEMATIC.	12/12/2014 5:15 PM
101	Again, encouraging growth when growth is already inevitable seems to me to be a mistake, as the area is already congested. Instead of competing for economic activity, it seems to me more community-minded on a large scale to allow growth where it is more needed (in less prosperous neighborhoods) rather than compete for it in downtown Bethesda.	12/12/2014 5:11 PM
102	Make Capital Crescent Trail East upgrade a priority. Perhaps build out Elm St. park - there are enough playspaces, can focus on upgrading existing ones.	12/12/2014 12:28 PM
103	I disagree that you have done enough to keep height down and question that you should allow higher buildings in some areas. For example, I don't care much for what is happening at the northern end of Wisconsin Avenue at the outskirts of the East Bethesda neighborhood. Across the street on the West side, it would look better if you allowed some low heights. Combined with insufficient setback, you are creating heat traps and insufficient greenery so far. In terms of affordable housing, I don't think Mo Co is doing enough for teachers, policemen, etc. They are not well paid but often fall just above the limit for affordable housing.	12/12/2014 11:02 AM
104	Years ago, all commercial buildings had to be set back to provide public spaces..See the south-east and south west corners of Bethesda and Wisconsin. No more..Why not reinstate?	12/11/2014 6:57 PM
105	Object replacement of low-rise buildings along Wisconsin with 7-12 story buildings. Nowhere did the slides say people are asking for this -- they are asking for green space, not high rises. Putting a narrow strip of lawn behind a 12 story building is not thinking green.	12/11/2014 4:33 PM
106	Greater building height should be allowed throughout the Wisconsin Avenue corridor	12/11/2014 1:52 PM
107	isn't height part of zoning?	12/11/2014 1:40 PM

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108	I strongly oppose any new building between Wisconsin Avenue and the border between Bethesda and the Town of Chevy Chase, and I oppose any addition to building height along Wisconsin Avenue close to the border of the Town. I am concerned that such "redevelopment" will price out long-standing small businesses of value to our Town residents (such as Stromboli's). These small businesses will be driven out of business if this redevelopment is allowed to occur, and rents for these retailers go up. I am also concerned that any additional building close to the border of our Town, and any additions to building height along Wisconsin Avenue will seriously impact our Town character and environment in a very negative way. People who live on or near 46th Street in our Town will no longer be able to see sunsets from their homes. Traffic will increase. I am concerned about storm water issues. I would keep the parking lots just as they are, or possibly add just a little greenery. They serve a valuable purpose (parking) and also provide a needed buffer between Bethesda development and the Town. I would also keep the low building facing Wisconsin (Stromboli's, etc.) just as they are. The Tudor look, which has been part of this area since my childhood, is both visually pleasing and a link to our past history.	12/11/2014 1:11 PM
109	The 250' Building Height zone at Hampden Ave and Wisconsin Ave. extends to around Hampden and East St. Your boundary divides the One Bethesda Center office building into two height zones--250' and 145'. This needs to be corrected. The parking lot for One Bethesda Center also extends underground into the 250' zone. Zoning One Bethesda Center into two height zones does not seem workable. It would be best to extend the 250' zone to the entire One Bethesda Center Office Building and not just a part of the building. Please note that the One Bethesda Office Building includes the plaza and office building and retail next to 7316 Wisconsin Avenue (zoned 250'). This plaza area and office/retail area is in the 250' height zone. One Bethesda Center will be across the street from the Elm Street Metro entrance and the Purple. Line. One Bethesda Center is one block from the Bethesda Bus Bay and Metro Entrance.	12/11/2014 11:54 AM
110	I believe density is crucial to building a vibrant Bethesda - so I would like to see a strong bias toward allowing taller buildings.	12/10/2014 11:16 PM
111	Expand/enhance the Crescent trail, but leave the residential areas alone. The only way to achieve these goals is to forcibly steal our front yards for more concrete pavement. We like our yards the way they are. ABSOLUTELY do not put a greenway along Tilbury and Rosedale.	12/10/2014 10:44 PM
112	The building heights along Bradley Boulevard, both at the site of the Bethesda Fire Department and the Bradley Shopping Center, are too tall as they are adjacent to residential low-rise or single family housing. There needs to be a mid-height transition if there's to be any change at all. I'm not sure that increasing development on Bradley Boulevard won't just turn it into the same congestion that exists at Old Georgetown and all along Wisconsin Avenue.	12/10/2014 8:44 PM
113	Exactly where is eastern greenway going? The map depicts a dense residential neighborhood.	12/10/2014 9:29 AM
114	Do not increase building height	12/9/2014 9:30 PM
115	The proposed increases in building heights in some areas to 120 feet are excessive, unnecessary, and an unwarranted attempt to convert the Bethesda downtown area from a mix of commercial and residential uses, including areas of single-family detached homes and townhouses, into a massive commercial urban center that will drive away current residents who want no part of further high-density development commercial buildings looming next to their homes.	12/9/2014 8:54 PM
116	more space!	12/9/2014 7:16 PM
117	Higher buildings require much greater setbacks, public space (NOT OUTDOOR RESTAURANT OR OTHER OTHERWISE COMMERCIAL SPACE) and green space. Do these first, not last, or they will never get done.	12/9/2014 3:10 PM
118	Please make sure the county council can't arbitrarily vote to ignore height restrictions, as they did on Montgomery Lane. It was disgusting. The laws matter--these restrictions matter. I'm very discouraged at how much access the developers/builder of ugly buildings have to the decision-makers, as opposed to people who want parks and dog runs.	12/9/2014 12:51 PM
119	I strongly oppose the idea of allowing some very tall buildings. The whole charm of Bethesda is that you get sunlight on the streets and nothing seems to concrete. Please don't allow tall buildings. They hinder sunlight and block views.	12/9/2014 12:00 PM
120	We need a dog park somewhere in Bethesda! A little confused about the "Eastern Greenway" - is it for green space or for allowing higher development?!?! That slide is confusing! The green space part is certainly welcome!	12/9/2014 11:35 AM
121	Heights leave a huge amount unchanged. I bet a lot of people are going to hate the idea of any change coming to the Arlington Rd strip center - it's a well-loved set of tenants for residents (Strosniders, Bradley Deli, etc.).	12/9/2014 11:08 AM

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122	Afordable housing is not needed as much as stated. Bethesda is not cheap with or without affordable housing. Gas is \$1.00 more than Rockville. It is a place that has more expensive restaurants and few fast food shops. That is what makes Bethesda special and desirable as a place to live when you "have arived". Trying to be all things to all people makes Bethesda lest specialized and distinct. It's expensive and that is the attraction.	12/9/2014 10:20 AM
123	Edge greenway is essential, however there needs to be far more green park space within the Business District. Slides are highly misleading	12/9/2014 10:05 AM
124	need to focus on greenways and urban parks not just at the fringe of downtown (as one slides shows on the east side). Needs to be integrating withing the urban uses.	12/9/2014 10:03 AM
125	I live in the South Bethesda area at Strathmore and Woodmont. I strongly oppose the proposal to increase heights to 120' along Wellington and Strathmore. Our residential area, along with the Sacks neighborhood will end up in a dark cavern surrounded by sun-blocking, imposing, crowded, traffic-generating, clusters. It will destroy the currently pleasant and appealing nature of our living space. Please, this is just wrong.	12/9/2014 9:45 AM
126	Pepple want more open space, not more buildings and residences. That should be clear. The message is to open things up, not to build more.	12/9/2014 6:40 AM
127	I more or less agree with all of of the proposed height limits (especially the 250'-290' along Wisconsin Ave), except the 120' height limit at the corner of of Battery Ln and Wisconsin Ave (specifically the block with the Doubletree and Aldon apartment high-rise) and the 120' limit in the Pearl District. Concerning the block surrounded by Woodmont, Battery Ln, and Wisconsin. This block should get at least 200' for the following reasons: - It serves as the "gateway" to Bethesda from the north and should be given as much density as possible to allow for a well-designed, highly visible "landmark" building. - It's designated as a "center of activity" yet there's very little activity there and 120' heights will do little to change that. Additional density would do a lot to increase foot traffic in the area, and ensure the viability of retail (including the new Harris Teeter) - The existing Doubletree hotel and 8200 apt building are already very close to 200' and would complement a new high-rise. Reducing height makes zero sense - The Battery Ln corridor (along with Bradley Blvd) is one of the only affordable housing districts in downtown Bethesda. Putting as much density on this block as practical helps preserve that, and shows that the Planning Commission actually cares about those who can't afford \$2200/month for a 650 sq ft apt. 120' at this site is a joke. - The developer that owns the Sunoco recently released a rendering showing a 20 story high-rise well suited for the site. I have a similar problem with the 120' height limit for the Pearl District, which badly needs redevelopment. Again, the Pearl District is another gateway to Bethesda and existing buildings already seem to be taller than 120'. It's ridiculous that the heights for new buildings would be lower, especially with the demand and current rents for residential/retail/commercial space in Bethesda, not to mention the future Purple Line. Building heights should be at least 150'+. Besides the two areas discussed above, I fully agree with the rest of the *proposed* height limits, which make sense when considering the context of their surroundings and access to transit, retail, amenities, etc. However, I do have a concern that many areas didn't get height limit increases (particularly along Wisconsin Ave). For instance, the new "symbolic center" at Norfolk and Wisconsin got it's height limit raised to 250' while the lots immediately north and south have height limits still fixed at 145' (a full 100'/10 stories shorter). Further down Wisconsin, near the Purple Line station, heights are sensibly raised to 250', but immediately south across the Wisconsin/Woodmont intersection 75' height limits are preserved. At full buildout the downtown skyline would look really ridiculous with low-rise buildings adjacent to buildings two or three times their height. I fully agree with the idea that there should be greater density around activity centers, but heights shouldn't immediately plunge 100' to the next block. There should be a gradual step-down. I would propose 200' along Wisconsin Ave from Battery Ln south to Woodmont Ave (except of course for the activity centers that have heights designated 250'-290'), and 150' from Woodmont Ave to Bradley Blvd. Hopefully the height map is simply incomplete, and other height limits will be raised by the time of the staff draft.	12/9/2014 1:58 AM
128	The proposed heights are not shown for all the areas on the map, so I cannot decide if I agree or not. I do like the focus on parks - especially those that promote the gathering of people and cultural events.	12/8/2014 11:07 PM
129	I disagree with building higher to increase density. As I said before, downtown is already too crowded, making it very frustrating to get around by any means of transportation. We do not need more people! If you want to keep rents low, institute rent stabilization!	12/8/2014 10:06 PM
130	Hard to see on here the lots marked with the T Really would like to see a hard look at developer amenity space. Most of it subtly discourages public use. Good examples downtown include the space in front of Weichert Realtors on Wisc and the space in front of Panera Bread...no one uses these. No one knows about the space near Bethesda Metro Center buildings by Quiznos. It's hidden. These spaces need to be inviting rather than appearing like they belong only to the building tenants.	12/8/2014 9:55 PM

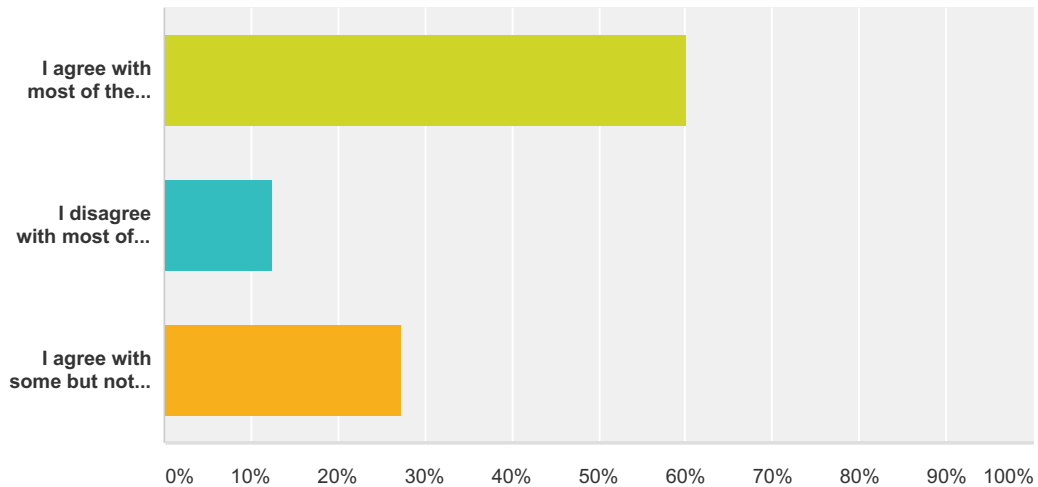
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131	On the Symbolic Center and Civic Gathering Spaces slide, change tall to meaningful: Allow signature "meaningful" buildings at these major civic spaces. Buildings don't need to be tall to be special. Also, the Affordable Housing slide implies that the BCC Rescue Squad site will be demolished and built upon with housing. The BCCRS is a valuable community resource and should not be eliminated from this strategic location on the opposite side of Bethesda from the County Fire Dept.	12/8/2014 9:22 PM
132	I prefer not to lose any more sun and to high rises	12/8/2014 9:21 PM
133	I agree with developing green spaces and public open areas. I especially enjoy the pedestrian zone at Bethesda Lane and the plaza in front of Barnes and Nobles and would like to see more of that kind of development. I disagree with promoting the construction 20+ story buildings. People probably don't move to Bethesda because they want to live in a urban setting. While it may attract a younger, hipper crowd (not necessarily a good thing), it will alienate the people who already live here. Perhaps simply expanding/promoting the construction of more common building heights (12-15 stories) in the area would be less obtrusive.	12/8/2014 9:08 PM
134	You say "infill" I say filling every possible open space with more tall buildings - BLECH.	12/8/2014 8:35 PM
135	The parking lots behind buildings on the east side of Wisconsin Ave adjacent to the Town of Chevy Chase would be an ideal place to build affordable housing. The county is able to provide land. There is no need to replace the existing parking, given the gross overbuilding of the Lot 31 garage. I would recommend a higher height limit on this property and specific designation for affordable non-profit housing.	12/8/2014 7:35 PM

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Q17

Answered: 183 Skipped: 490



Answer Choices	Responses
I agree with most of the content of these slides	60.11% 110
I disagree with most of the content of these slides	12.57% 23
I agree with some but not all of the content	27.32% 50
Total	183

#	Other (please specify)	Date
1	Wisconsin Ave needs to be much more bike-friendly. It's a major part of the CBD. Accommodations could either be at sidewalk level (like a cycle track on the sidewalk side of the curb) or at street level (like bike lanes or one-way cycle tracks). Why is so much parallel parking needed?	12/24/2014 10:09 PM
2	Wisconsin Ave. -- much too difficult for pedestrians to cross, there's a psychological barrier between east and west sides Women's Co-op Market -- that should be an outdoor green space; get rid of the outdoor vendors selling schlock-y merchandise	12/24/2014 10:50 AM
3	Ample sidewalk space for strollers, dogs, bikes, etc is critical	12/24/2014 9:50 AM
4	The restaurants on Woodmont take too much space and leave little space for pedestrians. I hope this will not be the case along Wisconsin Ave.	12/23/2014 8:40 PM
5	Fund and construct separated "Bus Rapid Transit" lanes along the full length of Wisconsin Avenue. Use other "Transportation Demand Management" strategies to discourage the growth of single occupant vehicle travel to and from Bethesda.	12/23/2014 3:39 PM
6	Breaking up long blocks is great, as long as there's interesting stores to walk to on them. Actually, there's not enough or diverse stores in Bethesda. In that way, it's still far from being a real city. As far as the Farm Market goes, think Eastern Market! It is truly the most in every way diverse, vital meeting place in the city. But urban open market interaction doesn't have to be green or pretty. Portobello Road in London is a fabulous, funky flea that goes down a public road and ends in an open air food market with a music/bar venue under a highway/train trestle!	12/23/2014 12:39 PM
7	Construction needs to have end dates in the Wisconsin Avenue corridors. Work has been ongoing for years at the Trader Joes and it looks depressing in black and is a hassle for Bethesda residents who try to shop here or drive around here when construction seems to be an ongoing project. Green roofs should be implemented on flat building roofs rather than pools and terraces for residents as they will improve the runoff situation and the quality of stormwater.	12/23/2014 11:26 AM

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8	The plans sound promising but in the meantime many spaces have been sacrificed to build user-unfriendly structures and a downtown which has become known for it's lack of parking, traffic congestion, lack of public greenspace, and pollution.	12/22/2014 11:04 PM
9	I think that the focal point of the Wisconsin Avenue district needs to be a great civic destination on top of the metro station. Maybe the current plaza doesn't work as well as it should, but the master plan is now a great opportunity to reenvision the plaza as what it can be and serve as the symbolic and real heart of Bethesda. The Bethesda Metro Plaza needs to be a key part of this master plan exercise, and I don't understand why it is being ignored in all of these slides.	12/22/2014 10:16 PM
10	We definitely need walkeable sidewalks, Less cars, more trees	12/22/2014 6:31 PM
11	The Veteran's Park expansion with a "civic green" seems odd - not a great space for a "green" because of the high volume of traffic (ped/bike/veh); seems more appropriate for a promenade-type open space (but I may be biased on this account).	12/22/2014 9:57 AM
12	Both the Women's Farmer's Market and the Metro Plaza desperately need revamping. I don't really think Veteran's park needs to be expanded: it works well as an urban place as is.	12/21/2014 8:14 PM
13	Way too rosy picture, all i see is concrete and asphalt	12/21/2014 5:58 PM
14	One of the reasons the retail "failed" in the current Wisconsin corridor is that the spaces have the feel of a bone thrown to the community by developers who sought to build large buildings. BTW, I am pretty pro-growth, but I am turning into a slow-growth advocate as I see what is playing out in this community.	12/21/2014 4:52 PM
15	The emphasis on higher buildings is concerning, as is the emphasis on increased public transit and walk ability, which seem to come at the expense of drivers (more traffic, insufficient parking options). Bethesda is not DC or New York. It is, at its core, a suburb. So, to expect that families will abandon their cars and bike, walk, or take mass transit to eat and shop on the weekends is misguided. Bethesda is not going to successfully compete with DC to attract young single residents who will use the space this way. Do not, in your planning, abandon all of the families who own homes in Bethesda and pay property taxes here. This is not how we are going to use the space. (Bethesda Row is a perfect example. Try going there on a holiday weekend, like Mother's Day. There is not enough parking.)	12/21/2014 3:57 PM
16	Women's Coop doesn't need redevelopment and Capital Crescent Trail is unique greenway that needs to be preserved.	12/20/2014 8:29 PM
17	I think spending money on accommodating bikes is wasteful. Not enough people bike for transportation to and from work, shops, etc. Even if they did, they certainly won;t in bad weather - which means we need full timetraffic relief instead of taking up space that could be used for cars.	12/20/2014 7:56 PM
18	I think that the buildings on the east side of WI Avenue are too tall for the adjacent single family residential community. I wonder if the setbacks will be large enough to not have a canyon-like effect on WI Avenue.	12/20/2014 5:57 PM
19	Again, the maps that can't be enlarged!	12/20/2014 3:26 PM
20	Green space needed on the WEST side of WISCONSIN	12/20/2014 9:33 AM
21	Except for the Women's Farm Market, these photos only prove that Bethesda lacks much neighborhood or even urban character. This looks like any megalopolis anywhere.	12/19/2014 11:48 PM
22	I specifically disagree with the plan to put a high-rise on the corner of Wisconsin Ave. and Cheltenham. The two high-rise buildings that have gone up in the last two years have brought enough construction and inconvenience to nearby residents. In addition, I feel there is a better use for the funds required to complete this project. Thank you.	12/19/2014 11:36 PM
23	Clearly we prefer the Bethesda Ave model with wide sidewalks small retail and parking in garages only.	12/19/2014 9:59 PM
24	Why should his b so hard redevelop most of these building they're terrible! where is the good design is this the place that's responsible or this?	12/19/2014 9:38 PM
25	The north end of Wisc. Ave. is trashy - need Metro stop to serve Woodmont Triangle area	12/19/2014 9:12 PM
26	Tall buildings are insufficient for character,,, in NYC before WW@ that city had created spectacular skyscrapers but were stepped back...not the in your face development that has been prevalent since the 60s, even more telling in recent decades with ugly boxes with frilly gentrification names which I detest	12/19/2014 7:04 PM
27	Simplify intersection at Farm Market.	12/19/2014 6:47 PM

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28	PLEASE add street names to your maps! What parking will be provided for "enhanced" Farm Women's Mkt? The easy access from its own parking lot plus the street-level public parking lot behind it is a large part of its continued success. Generally speaking, your ideas are wonderful for the Wisconsin Ave. corridor. And I say this as a resident of the Town of Chevy Chase. Please do respect the open space and the lower building height from the Farm Women's Mkt on down to Bradley. !	12/19/2014 6:02 PM
29	You have identified the Corner of Wisconsin Ave and Cheltenham as the site to allow a 250-ft tall building. This height is unacceptable for this location. There are established single-family homes in the East Bethesda neighborhood about 200-300 yards to the east of this site. A building that tall would block the afternoon sun and dominate the view from our homes, porches and backyards. This building would loom over and overwhelm our corner of East Bethesda, day and night, as well as dominate Veterans Park in Woodmont Triangle. The plan for Woodmont Triangle spoke about keeping things on a "human scale"--250 feet is "monster scale". We propose a more reasonable limit in the 100-150-ft range, similar to the other buildings now happening in Woodmont Triangle.	12/19/2014 3:19 PM
30	Building heights should be higher in the center of the district and scale down towards the neighborhoods.	12/19/2014 3:14 PM
31	I agree with increasing green space but am upset at the tall buildings that make me feel like the buildings are closing in on me. And my wife and most of us who live in single family houses around here feel this same way- the county planners are not paying attention to us. It is like the negative features of NYC. Further, the traffic has become overwhelming. It takes forever to go just a few blocks.	12/19/2014 2:37 PM
32	Firmly believe that a public park needs to be created at the intersection of Wisconsin and Old Georgetown Rd; rather than to allow additional building on the site.	12/19/2014 1:15 PM
33	Why the tall buildings at all?	12/19/2014 11:30 AM
34	Good concepts but insufficient concrete proposals	12/19/2014 10:50 AM
35	The Montgomery County Farm Women's Market needs to be protected and preserved in a way that enables it to continue operating. Its viability cannot be sacrificed to development or to an aboveground rerouted Capitol Crescent Trail. All of this "activation" of spaces sounds great but sidewalks need to be wide enough and intersections well-designed. The Bethesda Avenue-Woodmont intersection is absolutely the worst, with poor signage for turning motorists - far worse than Old Georgetown and Arlington Road, which merely requires that pedestrians wait for the relevant lights to change.	12/19/2014 10:01 AM
36	AGAIN : the goals are laudable but implementation far too tentative.	12/19/2014 9:22 AM
37	Where are the numbers/measurements? Will you widen sidewalks?	12/19/2014 8:32 AM
38	Please save some of the "look" of Bethesda.	12/19/2014 1:57 AM
39	The area at Bethesda Metro needs to be improved and be greener and more engaging however it will never be a destination area as there are no activities such as eating places and shops nearby and the wide, major intersection is uninviting.	12/18/2014 11:13 PM
40	Are you just designing the whole city for those few that live there?? I think not, so once again, parking should be at the center of every improvement in every section, that you are designing.	12/18/2014 10:27 PM
41	No bicycles in pedestrian walkways Dog parks	12/18/2014 9:58 PM
42	The tall building standards sound good -- but most will be unattainable. There is no room to make really wide sidewalks with a green area along the curb because the existing buildings that will not be torn down weren't built like that. Using step-backs and articulation is good, it will help keep tall buildings from looming over the poor pedestrian quite as much. But, let's face it, a really tall building is a really tall building and having a solid row of them does not lead to a human-scaled environment. Currently we actually do have a lot of variation in building height because some of the original low buildings are still there. They break up the height and are a welcome relief. I much prefer the sections of Wisconsin not right around the metro. Building heights should be kept much lower on the east side of Wisconsin as there are residential neighborhoods all along that side. Residents of these long established neighborhoods do not want to be in the shadow of the tall buildings and to have only a view of a building out their windows == much rather see some sky and sun and light. Additionally, the number of additional housing units and office spaces should be attainable (particularly if scaled down to a more reasonable level for office spaces) without massive heights. Growth is OK, but it needs to be reasonable and smart.	12/18/2014 9:49 PM
43	Especially desirable is the attempt to human-scale the portions of the buildings closest to streets and neighborhoods and the attempts to make the area more walkable and pedestrian friendly.	12/18/2014 9:22 PM

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44	Do not like BRT - putting a wide median in the middle of Wisconsin Ave will ruin the road (which was just repaved) and traffic for years to come. Run regular buses and see if people use them before you commit money to an enormous project. Otherwise, the plan in these slides is good.	12/18/2014 9:16 PM
45	The increased sidewalk space is good. I don't see what the Tall Buildings slide has to do with anything. This doesn't help anything. And these tall buildings are going to probably throttle the number of parking spaces to the East of Wisconsin Ave. They will simply cause more unbearable congestion There's not a lot of content in these slides. Dissapointing.	12/18/2014 8:58 PM
46	I like most of these ideas-- while I do not think tall buildings will improve the character of downtown Bethesda, i think that they would be better with the kinds of setback and other characteristics described in these slides.	12/18/2014 8:48 PM
47	I think returning the one-way streets (Woodmont, East-West Highway and Montgomery Lane) to two-way traffic would also greatly help to animate the area and be more welcoming to visitors. Towers that step back from the sidewalk frontage are also appealing, but wide concrete plazas are unwelcoming.	12/18/2014 8:41 PM
48	We need to activate and enhance the space not by hiding it behind a new building at Bethesda Metro Plaza. We already have way too many dead interior plazas in Bethesda with the Pancake house plaza and the Edgemoor Plaza. We need a great civic gathering space that has access to the street.	12/18/2014 6:56 PM
49	St. John's can contribute to Open Space and Community Space & sensibility	12/18/2014 4:02 PM
50	Tall buildings need to be less tall than envisioned. The plan right now will create dark shadows onto nearby residences and wind tunnels along Wisconsin Ave. and feeder streets. The Farm Women's Market NEEDS outdoor vendor space, small-truck access and parking right next to the building for vendors, and plentiful easy-access parking for customers. Also, the market should NEVER need to close down for construction; people's livelihoods depend on that space. As for on-street eating areas adjacent to buildings ... be sure to leave PLENTY of space for pedestrians. (Downtown Bethesda as it is now doesn't leave enough sidewalk width for the quantity of pedestrians there right now.)	12/18/2014 11:51 AM
51	Putting human-scaled buildings closest to the sidewalk, and pushing taller buildings back away from the streets are good ideas.	12/17/2014 10:49 PM
52	It sounds like the county is going to over regulate	12/17/2014 9:43 PM
53	I do not agree with the 250 building heights on Wisconsin from Elm street to Walsh, especially for the eastern side of Wisconsin avenue. This height is excessive at the narrowest part of the corridor and would create an escarpment effect of tall buildings facing the Town of Chevy Chase, blocking sunlight and sky to the residential properties along 46 street.	12/17/2014 4:43 PM
54	None of the plaza spaces are successful. Curb side retail and dining is a better strategy.	12/17/2014 3:43 PM
55	For buildings near the greenway, we need to make sure they don't throw so much shade that it will be hard to have nearby greenspace.	12/17/2014 3:02 PM
56	Yes, try to maintain some historical buildings/area such as the Farm Women's Market and St. John's Church, we don't want to lose sight of our history as we look to the future.	12/17/2014 2:20 PM
57	Cycle track for Woodmont Avenue great idea.	12/17/2014 2:08 PM
58	A. Mid-block pedestrian connections along large blocks is essential. B. Farm Women's Market must be preserved, and enhanced. It is a Bethesda treasure. C. Despite the recent analysis by Streetsense, I remain unconvinced that retail activities are not a viable use along Wisconsin Ave. Needs for innovative thought....	12/17/2014 2:08 PM
59	As a resident of 46th Street I will be acutely impacted by further construction of tall buildings adjacent to the farm women's market as well as any development of the county owned parking lot. I see the development of a green way as very necessary feature in response to the further urbanization of Bethesda. However, the slides do not depict a sufficient sized green way to balance the negative impacts of adding additional people and traffic to our already strained town. The county has a unique opportunity in already having possession of the parking lots to provide current and future residents with much needed natural space for recreation. This is particularly needed with the plan to build the purple line which will take away the much loved capital crescent trail and is likely to turn our Elm street park into a commuter pass through or much worse a full fledged transit station. I would like to see that as buildings are erected, the parking needs of the area be shifted underground. That transition would make possible the conversion of the county owned parking lots to be converted in their entirety to recreation space that can be enjoyed by all county residents. I think it would be a much regretted missed opportunity to not save and protect the limited property already in the public domain for the enjoyment of future generations. We would not be able to get it back in the Bethesda 2055 plan.	12/17/2014 12:22 PM

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60	Tall buildings with smaller footprints should be encouraged to create urbanity while allowing light, etc. Grounds of Women's Farm Market should be landscaped public space, not parking lot flea market.	12/17/2014 11:31 AM
61	To claim that "Tall (sic) building(s) to have a human scale presence is an oxymoron.	12/17/2014 11:25 AM
62	The point about building separation is key! The two new 145 foot buildings in the Woodmont Triangle area are very close and almost no sunlight penetrates the canyon.	12/17/2014 9:41 AM
63	Would also like to see increased street performances.	12/17/2014 9:09 AM
64	Again, no specific plans are presented.	12/15/2014 5:34 PM
65	Pictures don't come close to reflecting the height of buildings allowed for by the plan	12/15/2014 4:42 PM
66	I am shocked that buildings along Wisconsin, from Waverly Place to almost Leland could be 250 feet high!!! The zoning for buildings here should not be higher than the buildings currently in the area. If more space is needed, the height for buildings should be increased along Bethesda, between Woodmont and Arlington.	12/14/2014 9:56 AM
67	Again trees and curbside dining does not make up for lack of parks. This is too much. Retain the buffers around the neighborhoods.	12/12/2014 10:30 PM
68	Plaza by the metro would really be an area for growth and opportunity. Wisconsin at present seems to have too many storefronts that are retail banks. Would love to see more restaurants like Food Wine and Co and other shops that would encourage pedestrians to come inside	12/12/2014 8:43 PM
69	These look good. Wisconsin avenue is totally UNinviting as it stands now. Uniform granite buildings; no plantings; flush against sidewalk; heavy traffic. No one wants to walk or shop there. Your slides above suggest alternatives.	12/12/2014 8:22 PM
70	If Planning believes in this, why not do it now in the Woodmont Triangle? Buildings are going up that are a few feet from the street. Again, these high level concepts seem to be based in fantasy, not to what is actually being built right now!	12/12/2014 8:22 PM
71	UNFORTUNATELY, 6 TRAFFIC LANES BETWEEN 06:00-09:00 AND 15:00 THROUGH 19:00 ON WISCONSIN PRETTY WELL ELIMINATE SIDEWALK AMENITIES. COMMUTE TRAFFIC IS STOP AND GO WITH CONSTANT NOISE AND CONGESTION.	12/12/2014 5:22 PM
72	Improving mobility, pedestrian safety, and aesthetics makes sense.	12/12/2014 5:12 PM
73	Like the ideas for the Women's market.	12/12/2014 12:30 PM
74	It is not very clear what you propose to do. When I look at the monstrosities that have been allowed, I am not sure I trust that these suggestions will lead to improvement. Bethesda is growing to high in the northern end and the buildings are ugly.	12/11/2014 6:22 PM
75	Restoring the Womens Farm Coop is terrific. One of the last authentic Bethesda spots. Otherwise we are being over-run with chains.	12/11/2014 4:35 PM
76	I couldn't disagree more with this plan on these points. 25-story buildings have no place in Bethesda! There is no place in DC or nearby that has these kinds of heights along a major thoroughfare. The greenway east of Wisconsin is a joke -- 60 feet or 20 yards is ridiculously small and would be in the shadow of these enormous buildings. The green spaces are too small and not meaningful. The disruption of building these types of building would be enormous. We've lost Woodmont for 2 years just to build a 7-story building. The noise, pollution and disruption of this type of continuous construction would make Bethesda unlivable for decades.	12/11/2014 3:58 PM
77	I strongly oppose any new building between Wisconsin Avenue and the border between Bethesda and the Town of Chevy Chase, and I oppose any addition to building height along Wisconsin Avenue close to the border of the Town. I am concerned that such "redevelopment" will price out long-standing small businesses of value to our Town residents (such as Stromboli's). These small businesses will be driven out of business if this redevelopment is allowed to occur, and rents for these retailers go up. I am also concerned that any additional building close to the border of our Town, and any additions to building height along Wisconsin Avenue will seriously impact our Town character and environment in a very negative way. People who live on or near 46th Street in our Town will no longer be able to see sunsets from their homes. Traffic will increase. I am concerned about storm water issues. I would keep the parking lots just as they are, or possibly add just a little greenery. They serve a valuable purpose (parking) and also provide a needed buffer between Bethesda development and the Town. I would also keep the low building facing Wisconsin (Stromboli's, etc.) just as they are. The Tudor look, which has been part of this area since my childhood, is both visually pleasing and a link to our past history.	12/11/2014 1:14 PM

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78	If you want to beautify the downtown commercial district, please do so. As older buildings make way for new development, by all means increase the setback to allow for the additional plantings, walkways, seating, etc... BUT STAY THE HELL OUT OF THE RESIDENTIAL AREAS!!!	12/10/2014 10:47 PM
79	Historic buildings include setting.	12/10/2014 6:23 PM
80	I think that the Bethesda Metro Plaza should be considered civic space. It would be great to have an open and visible park. I do not support building another building on the plaza and having another insular green space in Bethesda that no one can see or get to easily.	12/10/2014 3:21 PM
81	All good, but effect on traffic?	12/10/2014 9:32 AM
82	It's too late to propose "setbacks" for buildings along Wisconsin Avenue. The Planning Board has repeatedly allowed developers to eliminate existing setbacks and permit them to build right up to the property lines, with maximum heights (or greater) being routinely permitted. The expressed concern for public open space is ironic and hypocritical, given the fact that the Planning Board and the County have repeatedly allowed existing green space within the CBD to be greatly reduced or eliminated. This proposal seems to be little more than wishful thinking in this regard.	12/9/2014 9:00 PM
83	street buffers, human-sizing the building fronts and reduced uniformity of buildings -- all great ideas	12/9/2014 7:17 PM
84	Public space is not commercial space (like outdoor restaurant seating) by another name. If it cannot be used by the public without purchasing anything, it is NOT public space. We also most to walk on the street in certain places today because of how much restaurants have moved outdoors.	12/9/2014 3:13 PM
85	Wisconsin Avenue is not only unsafe, but it's hideous. Anything that would make it more attractive would be welcome. Can we have decorated and/or illuminated crosswalks?	12/9/2014 12:58 PM
86	no tall buildings!	12/9/2014 12:02 PM
87	Yes - PLEASE create larger setbacks and make sure the architecture is not so imposing!	12/9/2014 11:38 AM
88	Rather than just hand the Women's Co-op a bunch of density, County should buy it. If you want that as usable green space, you should better connect it with the nearby park by closing the part of that County lot behind it and making that green space too.	12/9/2014 11:11 AM
89	There is no safe street in downtown Bethesda to cycle north-south. Current Woodmont cycle lanes are dangerous and unconnected. Eliminate parking on one side and put in a complete, protected, 2-way bike lane for the full length of Woodmont. See 1st Ave. NE bike lanes near Union Station in DC for a good example of this type of bike lanes.	12/9/2014 11:04 AM
90	Larger set backs creating more pockets in an attempt to activate walking on Wisconsin just creates more pockets. As we know though downtown Bethesda, too many buildings in place to reactivate this as a walking area. This setback distraction should be removed and the concentration should go towards the Norfolk and Woodmont walking areas as a curb-less walking area.	12/9/2014 10:24 AM
91	I agree with most of the ideas on here, although you really shouldn't try to do too much. Instead of focusing on every single little concept or tool to make the "perfect urban utopia," which will like hamper and delay any real improvement, there should be more focus on the most proven, most practical, least costly, and easiest-to-implement measure. As I mentioned earlier, the height limits on the Wisconsin Ave Corridor should be raised to at least 200' south of Battery Ln and north of Woodmont Ave. The 250' and 290' limits around the activity centers are spot on, so it's kind of mind-boggling that the rest of the corridor was ignored. The Farm Women's Market Civic Green is an "excellent" idea. As historical and important as the market is to downtown's vitality, the site itself really is an eyesore and could be much improved. Replacing the asphalt with green public space will be a huuuuge improvement.	12/9/2014 2:16 AM
92	I like these ideas! The cycle track along Woodmont would be amazing, as would the streetscape idea. Would be so much more pleasant to walk in Bethesda if there was a buffer between people and cars!	12/8/2014 10:10 PM
93	The veterans park idea seems like a mistake in location. Norfolk ave is a very useful street in Bethesda, while Fairmont Ave. is not. It would vastly increase the size of veterans park if the proposed green space could also combine with existing Fairmont Ave. I don't see why the residents at Fairmont Plaza would take issue with this considering their garage and loading entrances are off Woodmont.	12/8/2014 10:02 PM
94	Is it too boring to say I think downtown is fine the way it is?	12/8/2014 9:22 PM
95	Definitely in favor of giving Wisconsin Ave a face lift. Especially the farmer's market which really isn't living up to its potential.	12/8/2014 9:10 PM

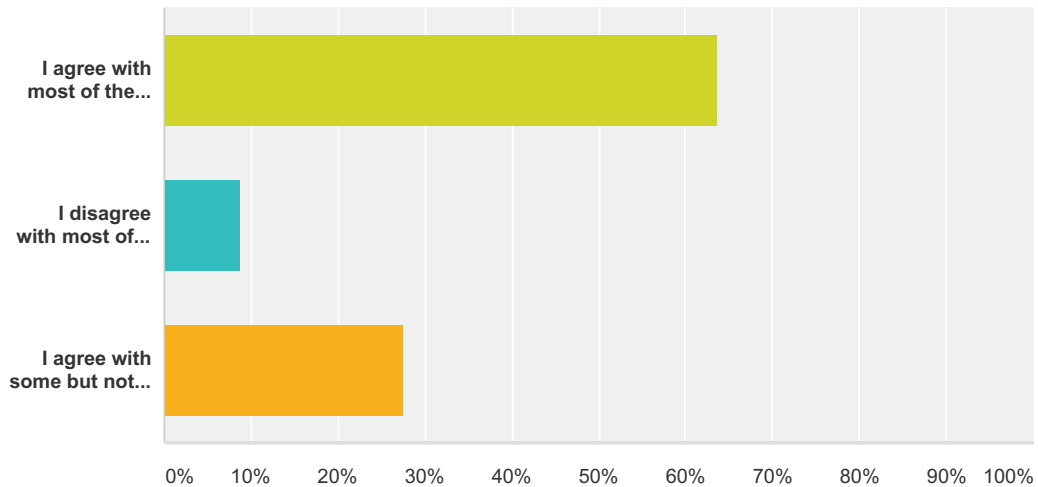
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96	Why set up all these gathering spaces in this area when a) there's no where to park and b) it'll take you 30 minutes to travel from one end of the area to the other because of all the traffic?	12/8/2014 8:36 PM
97	Strongly support adding a cycle track to Wisconsin.	12/8/2014 8:33 PM
98	The useless plazas would be best replaced with buildings to create a uniform line of building fronts on the sidewalk.	12/8/2014 7:37 PM

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Q19

Answered: 149 Skipped: 524



Answer Choices	Responses
I agree with most of the content of these slides	63.76% 95
I disagree with most of the content of these slides	8.72% 13
I agree with some but not all of the content	27.52% 41
Total	149

#	Other (please specify)	Date
1	Cycle tracks on Woodmont Ave should be one-way on each side of the street, not two-way on one side of the street, if possible. That means removing all on-street parking north of Old Georgetown Rd. South of Hampden, conventional bike lanes are a better solution than cycle tracks. Make Norfolk Ave a shared street ASAP!	12/24/2014 10:13 PM
2	Norfolk Ave. - even though mostly low-rise it's overrun with cars, you need wider sidewalks and more street life Woodmont - we need a better pedestrian and visual connection between Woodmont Triangle and Bethesda South. Right now it's like walking from one city to another Taste of Bethesda -- it's great to have festivals, but we need more street life on an everyday basis, not just when it's packed with people for a special event	12/24/2014 10:54 AM
3	Will need to ensure designs for Vet's park do not encourage skateboarding and that there are provisions for dogs.	12/24/2014 9:53 AM
4	I wonder if that Potential Open Space by Old Georgetown could be a location for a dog park since it's not next to residences, so noise shouldn't be an issue.	12/23/2014 2:00 PM
5	Don't over-do Veterans Park. As I said previously, it doesn't have to be grassy. Shared streets sounds nice and very European. Don't mess with the triangle. You need to do something about some of the dead streets leading to it, though, like around the corner of Steamers where the part of the building adjoining the that street is a parking garage. (Is Steamers still there?)	12/23/2014 12:45 PM
6	Don't think we need a Norfolk Ave. Main Street.	12/22/2014 9:49 PM
7	not enough gathering spaces	12/22/2014 6:33 PM
8	Please consider the quality of surfaces used on sidewalks for folks with physical impairments requiring walkers or rollators. Streets with bricks, which sometimes come loose, or other rough pavement, are difficult to negotiate with a walker or rollator. As baby boomers age in place, or come to Bethesda for its livability, this may become increasingly important.	12/22/2014 6:16 PM

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9	Again, I don't see the area between Woodmont and Wisconsin as a gathering space -that will happen in the through-block connections and along the streets. Also, consider special treatment across streets where mid-block crossings occur.	12/22/2014 10:01 AM
10	Personally, I believe many of the older buildings in this area are kind of junky and lacking in architectural value-- redevelopment is welcomed. My main concern is that we manage to retain the numerous small businesses. Bethesda Row is already chain restaurant/store heavy, and we really don't need more of that. What can the county do to help Woodmont Triangle's small businesses survive years of redevelopment? Bridge loans? Will they be pushed out by soaring rents in the new luxury office and residential buildings? And please, let's make sure the new sidewalks are generous. I love the outdoor eating spaces along Woodmont Ave in Bethesda Row, but the actual walking path is too small and gets clogged by slowly ambling crowds.	12/22/2014 2:53 AM
11	Love the shared street idea. The paint store at the end of Norfolk really needs to be redeveloped to make this corridor perfect.	12/21/2014 8:16 PM
12	Nothing like the REAL situation	12/21/2014 5:59 PM
13	I suspect the step back idea is just a way to build bigger buildings. You can step back all you want. A 15 story building does not make downtown Bethesda feel like Paris.	12/21/2014 4:54 PM
14	Shared streets sound ridiculous and dangerous, especially given the large number of families with young children walking around downtown Bethesda.	12/21/2014 3:59 PM
15	A shared street is a terrible idea. do not mix cars pedestrians and bikes.	12/21/2014 8:42 AM
16	Public Realm slide has a note which points to the current Shell station as a future park or plaza. This is incorrect as its under going approval to be a bank.	12/20/2014 8:33 PM
17	Green space with no sun due to tall buildings. Poor planning. Check any European City. Bad design~	12/20/2014 9:35 AM
18	I feel this is going to require a lot of construction and inconvenience for nearby residents. In addition, I feel there is a better use for the funds required to complete such a project. Thank you.	12/19/2014 11:40 PM
19	These are good goals , are they attainable? Only with underground garage construction and less accommodation for on street parking, maybe circulators only.	12/19/2014 10:04 PM
20	Woodmont Triangle should not try to be like Bethesda Ave (an outdoor Mall) but instead be the artsy/eclectic portion of Bethesda.	12/19/2014 9:13 PM
21	That is what Bethesda, and others areas need is a Main Street.	12/19/2014 7:05 PM
22	Adopt reverse angle parking on Norfolk and landscaping. Turn Norfolk into Woodmont at right angle. Make public space out of land gained that "Bookends" the Avenue with Battery park. This also means eliminating the free right turn that cuts through the Park. Make all streets 15 mph and realign the intersections to right angles.	12/19/2014 6:51 PM
23	It's important to preserve the many local businesses that are slowly being pushed out, particularly locally-run restaurant which are the lifeblood of this area. Every time a low-scle group of buildings is torn down, it's being replaced by a high-raise upscale residential bldg. We need more (lots more) moderate priced housing for families and local shops.	12/19/2014 6:04 PM
24	Why the LACK of adequate sidewalk space? Why the tables blocking sidewalk - pedestrian pathways? Do restaurants really need that public space for their operations? Safety hazard ? Rethink that feature in the Triangle and the rest of downtown Bethesda.	12/19/2014 4:13 PM
25	You have identified the Corner of Wisconsin Ave and Cheltenham as the site to allow a 250-ft tall building. This height is unacceptable for this location. This building would loom over and overwhelm Veterans Park , as well as East Bethesda, day and night. The plan for Woodmont Triangle spoke about keeping things on a "human scale"-- 250 feet is "monster scale". There are also established single-family homes in the East Bethesda neighborhood about 200-300 yards to the east of this site. A building that tall would block the afternoon sun and dominate the view from our homes, porches and backyards. We propose a more reasonable limit in the 100-150-ft range, similar to the other buildings now happening in Woodmont Triangle.	12/19/2014 3:21 PM
26	Believe Norfolk Av needs to be a pedestrian only street, while maintaining traffic on all of the cross streets. This would be similar to what I have seen in Winchester, VA and Burlington, VT. Also feel that it will be important to encourage mom & pop businesses to enhance the shopping/eating environment there.	12/19/2014 1:12 PM
27	Consider closing part of streets to traffic	12/19/2014 10:20 AM
28	Laudable but UNREALISTIC , you cannot accommeodate AND Pedestrians AND bikes AND cars, CARS will always win out. Underground parking is the solution.	12/19/2014 9:27 AM

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29	I think there is a lot of positive in these plans. A couple of ideas would be: - an even more ambitious green space would be very important for this area, which is sorely lacking it - I hope there can be a focus on preserving the small and independent businesses in this area. In contrast to much of Bethesda, Woodmont has not yet been taken over by chains and the majority of businesses are local and small. This adds tremendously to the character of the neighborhood, and sets it apart from many areas around DC.	12/18/2014 11:36 PM
30	Concepts good - WE CAN DO BETTER. NO CARS on Norfolk. MORE TREES. Bikeway and pedestrians. Priority should not be on low income housing. Priority should be on sustainable development and creating a community character. Lower income housing should go in other areas of city.	12/18/2014 11:10 PM
31	You are taking away the existing parking, but no plans to expand parking. Very short sighted planning, with no basis for the reality of Bethesda. Bethesda is not a park! It is a commercial and transportation hub. This plan is a nightmare for anyone who might want to come and enjoy the city. Ask all the restaurant and retail owners on Norfolk where their customers might park?	12/18/2014 10:34 PM
32	The long term vision of Norfolk Avenue is beautiful artistically, however it does not realistically deal with the huge and frequent truck deliveries on the road. Gosh if the restaurants didn't need to be stocked daily, this would just be picture perfect. I am worried about encouraging cyclists on this street as I see through my store window, it would make it difficult for all involved. That being said, if you can figure out how to deal with this, I would absolutely love to see Norfolk Avenue as an inviting, bricked, streetscape.	12/18/2014 10:00 PM
33	No bicycles in high pedestrian traffic areas.	12/18/2014 10:00 PM
34	Please do preserve the character and scale of Woodmont Triangle. I do not want another Bethesda Row! Also, with regards to development, please have a discussion that involves schools - our schools are beyond bursting at the seams. How large do we want our schools to be? How much is too much? We should have this discussion before development.	12/18/2014 9:48 PM
35	You need to fix the parking problem here. Again - local residents like to run errands, usually several at a time and we tend to use our car because we have limited time and can't always walk a three mile circuit, and we have to carry things. Please fix the parking. Make it easier for us to do quick trips so we can support the local businesses. Otherwise - we'll just drive up rockville pike or friendship heights.	12/18/2014 9:02 PM
36	it looks like there is a lot of green in the areas closest to metro, i am not sure that is the best use of space right around transit	12/18/2014 8:43 PM
37	Increase height limits in this area, just not immediately adjacent to Veteran's Park. This area should be able to absorb some of the density that's foolishly being planned for Wisconsin Ave.	12/18/2014 11:53 AM
38	A. The area sorely needs a unified development plan as it is currently a hodgepodge of activities with no common focus.	12/17/2014 2:11 PM
39	What is the purpose of the two proposed streets to the east of Battery Lane Park? Shouldn't any previous expansion or repurposing there be to reduce car traffic/car space and increase green space and pedestrian and bicycle options?	12/17/2014 2:08 PM
40	Would like yet additional green space here, especially given the smaller scale of the buildings. Need a north-south bicycle corridor.	12/17/2014 10:46 AM
41	It's way too late to accommodate additional traffic generated by new developments along with pedestrians. Veterans' Park is not nearly large enough to serve as a "civic green".	12/15/2014 5:36 PM
42	Question: Will Woodmont Ave be closed indefinitely? It seems ridiculous to me that the city is planning additional road construction projects when they can't even finish the existing ones. The city advertised that Woodmont Ave would be open on August 18th, it is now December 15th. I understand that construction delays happen, but to advertise that the road would be opening and then here we are 3 months later and it doesn't appear that we're going to be any closer to having Woodmont open.	12/15/2014 3:41 PM
43	Would love to see more things like Veterans Park - love the idea of a children's park or some playground, like the Caroline Freeland park on Arlington. Important to keep the eclectic feel of Bethesda - please don't drive out the small, locally owned businesses!	12/12/2014 8:48 PM
44	MAINTAIN HUMAN SCALE. This is essential to making Bethesda a vital, go-to place	12/12/2014 8:23 PM
45	AS BUILDINGS CONTINUE TO INCREASE IN HEIGHT AND SURROUND VETERAN'S PARK, NO SPACE FOR LAWN OR SUNSHINE. YOU MUST USE SHADOW/SHADE ANALYSES TO DETERMINE LIFE QUALITY AT STREET LEVELS.	12/12/2014 5:28 PM
46	As someone who's deeply interested in the performing arts, I'm indeed in favor of them here.	12/12/2014 4:42 PM

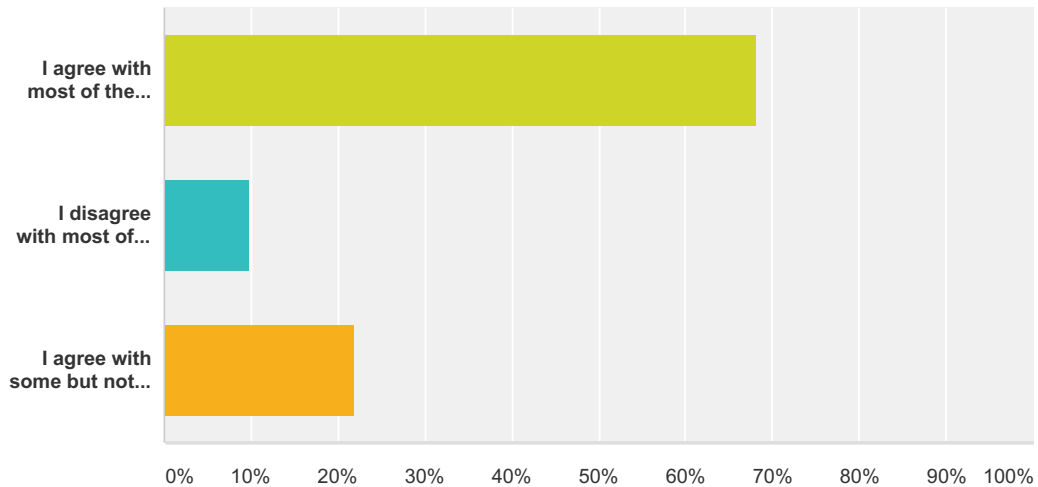
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47	Rather see Norfolk as a space analogous to Charlottesville outdoor pedestrian/community space. Maintains independent businesses and provides shared space. Few drive down the street anyway.	12/12/2014 12:32 PM
48	You promise to keep the scale but I think you already have broken that promise. We have lost a lot of the small town feel for too many large buildings.	12/12/2014 10:10 AM
49	Veteran's Park is a very small amount of green space. Compared to the great urban places such as the major cities -- NYC, Paris, London, and even DC, the ratio of open space to development is severely off. Much more open space is needed than what is being envisioned by this plan.	12/11/2014 4:07 PM
50	how is this different from the existing plan?	12/11/2014 1:42 PM
51	Get rid of on-street parking, which will open up lots of space for bike lanes, greenery, events, etc... Park in parking garages, or walk to downtown Bethesda. BUT STAY AWAY FROM THE RESIDENTIAL AREAS.	12/10/2014 10:49 PM
52	All for expanding Veterans Park and for mid-block cross-throughs. Again, worried about effect on traffic, though. People will still drive through, especially with more high-rise housing under construction.	12/10/2014 9:36 AM
53	You appear to be planning to eliminate the last gas station in Bethesda. Genius. Pure genius.	12/9/2014 7:27 PM
54	Please improve pedestrian crossing at Old Georgetown and Cordell - there are no traffic lights there, but pedestrians still need to cross safely, and cars usually do not stop!	12/9/2014 12:47 PM
55	Is the "Potential open space" where the gas station is now?	12/9/2014 11:40 AM
56	Investing in Norfolk Ave can't come quick enough. Get it in the next CIP!	12/9/2014 11:13 AM
57	Need to include a mix of retail in area that promotes small businesses. As there are currently plans for affordable housing, needs to be "affordable retail". merchants can no longer afford Bethesda retail rents. What can be done to ensure diversity of retail stores and types?	12/9/2014 10:08 AM
58	Again the street through battery park seems ill-advised. I love the idea of using Norfolk for parklets and more of a pedestrian friendly street.	12/9/2014 9:27 AM
59	Out of all of the district concepts I definitely like this one the best. I especially like the Veteran's Park expansion and Norfolk shared main street concept. Woodmont Triangle is set to see more growth than any other district in downtown Bethesda, so it's critical that we get it right. I would say that keeping the existing 174' height limits (plus the 250' at Veterans Park) would be appropriate.	12/9/2014 2:16 AM
60	The proposed new parks and bike lanes are excellent.	12/8/2014 11:13 PM
61	Again, a road connection from Norfolk/Rugby through to Battery is a bad idea. A lawn gathering space at or near the current Veteran's Park triangle would be great, but extending it to Wisconsin may be concerning since that's a very busy road.	12/8/2014 10:36 PM
62	Nice!	12/8/2014 10:12 PM
63	Love the idea of shared street and hope there will be more	12/8/2014 10:07 PM
64	This all seems so unnecessary	12/8/2014 9:23 PM
65	I agree with the ideas here, but seriously wondering how the board intends to "preserve the scale and character on Norfolk Avenue" when they've already knocked half of it down to put up modern high-rise apartment buildings. By the time this plan really gets put into action, it may be too late to save the neighborhood's character. While the intent and ideas are good, the current development is leading this area in the totally wrong direction.	12/8/2014 9:15 PM
66	I am concerned that the interesting and inexpensive restaurants (too few already) will all be priced out and we'll end up with a desert of Chipotles and Starbucks and high-end places. I'd like to see good, cheap ethnic Vietnamese and Korean places, etc.	12/8/2014 8:38 PM
67	Finally, something I can agree with! Keep the green space, stop building up, and keep the character! What happened to making this area the children's area of Bethesda, anchored by Imagination Stage?	12/8/2014 8:37 PM
68	Get rid of the "public use space" requirements that are so destructive of the urban environment. Require 100% of sidewalks to be directly adjacent to new buildings.	12/8/2014 7:38 PM

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Q21

Answered: 142 Skipped: 531



Answer Choices	Responses	
I agree with most of the content of these slides	68.31%	97
I disagree with most of the content of these slides	9.86%	14
I agree with some but not all of the content	21.83%	31
Total		142

#	Other (please specify)	Date
1	Any central green near Barnes and Noble would be an immediate success. There's no place like that and it's desperately needed in downtown Bethesda, especially with all the new development. The new Bethesda Row space between Elm and Bethesda streets is a failure! It's just an extended outdoor seating space for the restaurants there. There's no greenery, it's broiling hot in the summer and cold and windy in the winter.	12/24/2014 10:57 AM
2	The area outside B&N is too crowded already. Need to keep pedestrian flow fluid, not create a gathering place.	12/24/2014 9:55 AM
3	I would really like to see a green area across from Barnes and Noble but I am afraid the purple line would take over the space. I think the restaurants need to take up less space on the sidewalks so pedestrians can walk by and not bum into tables and chairs or waiters.	12/23/2014 8:44 PM
4	Add "Provide Full Bicycle Access" to the Goals for Bethesda Row.	12/23/2014 3:42 PM
5	Bikes and dogs and strollers around the fountain, added to car traffic, is crazy. It is not an easy intersection no matter what.	12/23/2014 2:24 PM
6	Capital Crescent Civic Green is a great idea. That space is large and completely wasted right now. Street vendors, farm stands, and food trucks could be good there too.	12/23/2014 2:02 PM
7	Interesting in gauging the impact of those two new fancy condos across from B&N. Please don't let this part of town get ruined. It's already become a tad plastic.	12/23/2014 12:48 PM
8	Since I am not in favor of the Purple Line, keep the cct under Wisc. ave.	12/22/2014 9:51 PM
9	Bethesda Row is OK, we DO NOT need the Purple Line just leave it as is for people and bikes, it will cost too much.	12/22/2014 6:36 PM
10	That weird plot of land across from Barnes and Noble really needs an identity!	12/22/2014 2:56 AM
11	This area really needs bike lanes.	12/21/2014 8:17 PM

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12	Bethesda Row is OK	12/21/2014 6:00 PM
13	With the new development near Barnes and Noble, you are cramming more people into a crowded space. If the purple line opens, you will have even more people. I think you are being unrealistic about the congestion.	12/21/2014 4:56 PM
14	Again, do not forget parking. Our family owns a home just south of Norwood park. We drive to this part of Bethesda on a regular basis, park, and then walk around. If we cannot find parking, we leave. We are not going to take public transportation here. We know many other families who are similar, as well as families from NW DC that will also do the same. So parking needs to be a consideration.	12/21/2014 4:03 PM
15	Not much to agree or disagree with.	12/21/2014 8:42 AM
16	The civic green area should be bigger, achieved by tearing down the unoccupied single story buildings currently abutting the proposed civic space. The civic space should be as park like as possible.	12/20/2014 11:32 PM
17	Purple line would destroy the western gateway to the CC Trail.	12/20/2014 8:35 PM
18	This area of Bethesda needs more parking and better traffic flow. All the new apartments and businesses are only going to make the traffic flow worse. Also, the Purple Line is a misguided choice.	12/20/2014 7:58 PM
19	If there isn't a VERY GOOD separation between bike rides & cars - there is a disaster in waiting. It already is getting bad in places where bikers don't respect traffic!	12/20/2014 3:29 PM
20	The purple Line is environmentally and fiscally a disaster. The destruction of acres of trees and the expenditure of millions of taxdollars will mostly benefit developers, A Bus transit way is the better option and will accommodate pedestrians and bikers as well.	12/19/2014 10:11 PM
21	Bethesda Row is like an outdoor Mall with National Retailers I can find in any Mall.	12/19/2014 9:14 PM
22	As high rises age...they should be torn down and replaced with green space especially if near the CC Trail...despite market aversion.	12/19/2014 7:07 PM
23	The Capital Crescent Trail Civic Green concept clashes with the urban success and the needs made by the poorly designed intersection. Relocate the Civic Green to occupy the patch of ground on front of Oursman Honda. This is a far better location. Encourage a building to occupy the space of the proposed Civic Green to help pedestrianize the intersection by enclosing it in the manner the lot 31 project has contributed.	12/19/2014 6:56 PM
24	Do you mean your VISION is for large gatherings like concerts? Where?	12/19/2014 6:29 PM
25	Leave the low-rise buildings, try to control rents so local businesses are not continually being pushed out. I'd love to see Bethesda Ave turned into a pedestrian mall. Is it possible?	12/19/2014 6:06 PM
26	Bethesda Ave is not walkable on the northside due to tables; likewise west side of Woodmont tables obstruct pathways/sidewalks	12/19/2014 4:14 PM
27	Please don't lose Barnes and Noble. It is an attraction. Nike is not.	12/19/2014 11:31 AM
28	pedestrian access first parking should be pripheral and UNDERGROUND	12/19/2014 10:52 AM
29	I really strongly suggest that you consider a dog park, since this will attract millenials as well as baby boomers. There is a wonderful dog park in Arlington VA; our 28 y/o son lives in one of the apartment building nearby and we take our dog to that park. We see so many millenials socializing in the dog park, and we (baby boomers moving into the Darcy next summer) would so very much love to have a similar place within walking distance	12/19/2014 10:36 AM
30	Why are the pictures from New York City? Discontinue support of the purple line. Consider closing parts of street to auto traffic.	12/19/2014 10:21 AM
31	Perhaps consider transforming parts of Bethesda Ave. or Woodmont Ave. into a pedestrian mall.	12/19/2014 10:09 AM
32	There is less and less in the Bethesda Row area for someone who actually lives in the Bethesda area. It is unpleasant in the summer when sidewalks are jammed, doors are opened without regard for people on the sidewalk, wait staff are crisscrossing the sidewalks with full trays. If the streets are going to be activated - a good thing - make sure there is room for the activity to be safe and pleasant.	12/19/2014 10:04 AM
33	Lets hope, But not for the purple line in its proposed format.	12/19/2014 9:29 AM
34	Again - what are measurements? First slide clearly shows sidewalks too narrow.	12/19/2014 8:33 AM
35	Bethesda Row is great just like it is, once that new parking facility will be built and we can actually go there.	12/18/2014 10:36 PM
36	Dog park in green areas No bicycles on sidewalk or pedestrian paths	12/18/2014 10:02 PM

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37	This area doesn't need a lot more buildings. It needs better sidewalks -- wider and with a clear unobstructed pathway for pedestrians. Also bikeways. Some streets such as Hampden Lane do not even have a sidewalk on the part between Woodmont and Arlington. Crazy. Elm St. and Bethesda Ave are so cluttered with structures, folding signs, restaurant debris pedestrians must dodge from side to side and around and over obstacles. I now hate walking there. Arlington Road sidewalks are cluttered with poles, wires, etc. Again, those could be cleaned up. More green space is needed -- a good gathering space could be the spot outside Bethesda Row theaters. The corner by B&N already draws people but is too small to be a true gathering space and it also is supposed to function as a sidewalk -- now it is almost impassable at times. The Woodmont-Bethesda Ave. intersection is too wide to be friendly to anyone. The new apartment building on Lot 31 is too close to the sidewalk. Your plan calls for more connected green space, but where are you going to get it from?	12/18/2014 9:56 PM
38	Love the plan to save the greenspace near the theater.	12/18/2014 9:13 PM
39	Sidewalk encroachment needs to be addressed. Restaurant seating outside has restricted pedestrian walkways to single file and sometimes not even two way walking is possible. These existing sidewalks were not measured to accommodate a significant increase in outdoor dining. This is also a trend that is making it impossible to shop, access restaurant entries, forcing people to walk in the street. Consider making Bethesda avenue a pedestrian only avenue. It is so congested that parking, crossing the street is nearly impossible at certain times such as a Saturday night during the summer. There is plenty of parking without using Bethesda avenue.	12/18/2014 6:03 PM
40	See my prior comment about the Giant on Arlington Rd. which is within the dotted line. How are you going to deal with the ugly facade and lack of setback?	12/18/2014 4:13 PM
41	I hate Bethesda Row. It smells of exclusive money. The old Second Hand book store is gone. There will be pressure to get rid of Stroschniders... and then I will have to drive miles to get something functional and necessary. How many Yoga clothes stores can we have. There is no green space to enjoy and explore without spending money. But if the County is counting on Bethesda being the "Cash Cow" then there are those among us who will shop and roam the leafy streets of nearby DC and contemplate moving somewhere less smelling like "snob."	12/18/2014 12:49 PM
42	This looks good, except the Purple Line should be going to NIH/Naval Med, which is where the traffic is and will increasingly be.	12/18/2014 11:54 AM
43	Making the green space of a substantial size is key. If it is just a small triangle of land, it won't have the intended effect. I don't see how the proposed location will permit a "large gathering" unless the county purchases the one-story buildings directly across the street from Barnes & Noble, razes them, and adds the land created (including the parking lot) to the green space described.	12/17/2014 10:52 PM
44	Where you lose credibility is with potential open space to be determined. Why don't you designate the triangle of land next to Landmark Theater as a open green space, small park. etc? This would make Bethesda Row work. If you allow another high rise building in that space, we'll look like Crystal City! If you allow a building to be built in that space, it will be very sad for our community!	12/17/2014 4:31 PM
45	Push for Purple Line to co-exist with hike and bike in tunnel under Wisconsin. Any plan to push pedestrians and bicyclists to a grade crossing at Wisconsin would be inconsistent with plan. Consider plan mile north to build pedestrian passage under Rockville Pike at NIH metro in order to facilitate pedestrian-crossing.	12/17/2014 1:42 PM
46	The two new buildings in the Bethesda row district are good examples of proper height. They don't crowd out the sky when standing in front of Barnes and Noble, and sunlight makes it down onto the row. This model should be followed for the Woodmont Triangle area as well.	12/17/2014 9:44 AM
47	I like the idea of the Civic Green space; but I think that the allowed height of buildings along Bethesda Ave, from Woodmont to Arlington, should be substantially increased - to at least the height of the buildings around the Bethesda Arcade, and perhaps higher. (This would compensate for reducing the proposed height of buildings along the east side of Wisconsin, near the Farmer's Market	12/14/2014 9:37 AM
48	There is no room for green space here. Who are you kidding?	12/12/2014 10:31 PM
49	Agree with the picture of Shake Shack! That would be a great business to have in Bethesda Row. central "town square" type of space would be nice so love the civic green idea.	12/12/2014 8:50 PM
50	No to purple line. Yes to most of the other content. If Barnes and Noble moves out you need a store there that promotes lingering and gathering, NOT a Nike store that is pure commercialism. You must have mixed rent costs to promote small businesses that are not chains. Chains bore people--they can go to malls for that. Make Bethesda unique by encouraging artistic products. You can only accomplish that by breaking the hi-end rent monopoly.	12/12/2014 8:26 PM

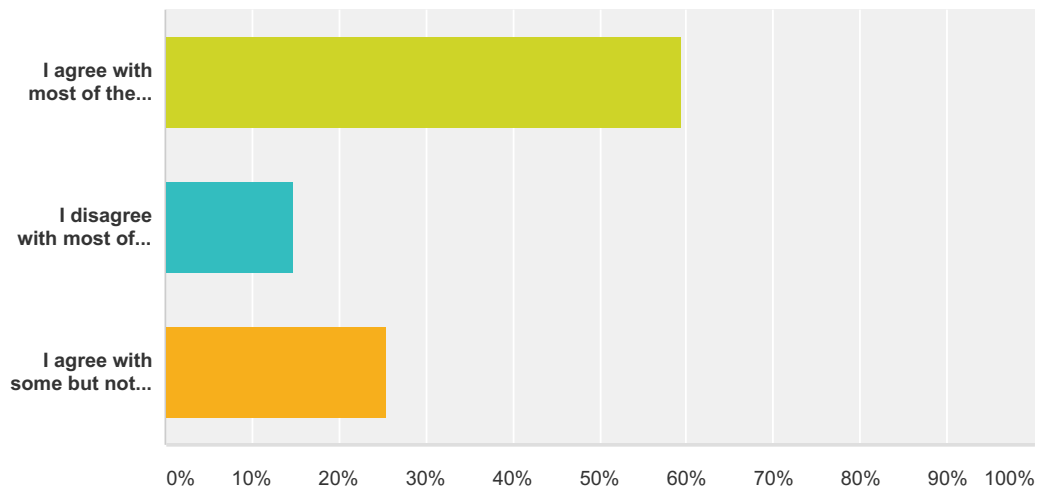
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51	THE ADVENT OF 1,200 PARKING SPACES IN THE "DARCY" ADD CONSIDERABLY TO TRAFFIC CONGESTION AND RISKY INTERACTION BETWEEN MOVING AND PARKING CARS AND WALKERS.	12/12/2014 5:32 PM
52	Bethesda Row is an especially congested spot. I am against encouraging further growth there. You probably know that aside from quality of life issues, too much economic activity can actually be bad for business in the long run.	12/12/2014 4:50 PM
53	This is not a very large area for a park but little is better than nothing. Why is it you have kept a better scale in this part of the neighborhood and gone absolutely nuts in terms of size in the Triangle? Many prefer a slightly lower scale and you would still have increased density.	12/12/2014 11:18 AM
54	By all means, improve Bethesda row. Add more greenery. Get rid of parking on Elm Street on Friday and Saturday nights so pedestrians can make better use of that area. You could even have street events to amuse pedestrians.	12/10/2014 10:51 PM
55	additional green space is good for this area	12/10/2014 3:22 PM
56	What about connecting the Crescent Trail so users don't have to cross Bethesda and Woodmont Avenues?	12/10/2014 9:37 AM
57	How is Bethesda Row considered walkable? Look at your pictures. Its a nightmare with so much commercial activity and barriers put on the sidewalks!	12/9/2014 3:15 PM
58	It would be great to have a park / open space / civic green across from Barnes and Noble - but isnt that where the purple line is ending and the station being built? It would be great to incorporate a park too!!!	12/9/2014 11:42 AM
59	xx	12/9/2014 10:07 AM
60	The Bethesda Row and Lot 31 developers did a great job. Not much to really improve here, except for the plaza at the Purple Line station (which I believe will be redeveloped).	12/9/2014 2:17 AM
61	Some green spaces right near downtown would be very welcome!	12/8/2014 10:13 PM
62	Love this. I'm a huge fan of the plaza at Barnes & Noble. Expanding it and getting rid of or repurposing those abandoned buildings across the street would be perfect for this area. Maybe the low-rise portion could be redesigned as an indoor marketplace?	12/8/2014 9:17 PM
63	There's not enough parking as is, and you're adding more dwellings w/ people and cars. An area I avoid at all costs, and looks like I will continue to need to avoid the area.	12/8/2014 8:38 PM
64	Like the idea of activating the space by the movie theater.	12/8/2014 7:56 PM
65	The plaza in front of Barnes & Noble is less effective since it was enlarged. Creating more empty space on the other side of Woodmont, separated by traffic, would make it worse. New buildings on Bethesda and Woodmont Aves should have 100% sidewalk frontage, with any plazas etc. behind the buildings.	12/8/2014 7:40 PM

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Q23

Answered: 141 Skipped: 532



Answer Choices	Responses
I agree with most of the content of these slides	59.57% 84
I disagree with most of the content of these slides	14.89% 21
I agree with some but not all of the content	25.53% 36
Total	141

#	Other (please specify)	Date
1	The gateway park along Montgomery Ave. is a great idea. That stretch of converted houses (to offices) is an eyesore and should be bulldozed.	12/24/2014 11:00 AM
2	Given that Pearl St is so close to the high school, care should be taken to ensure food/restaurant options are healthy. The idea of having food trucks there even on a temporary basis is a potential worry.	12/24/2014 9:57 AM
3	As a member of Our Lady or Lourdes parish, I would NOT like to see our parking lot taken away to make a park.	12/23/2014 8:45 PM
4	I really like all of this, especially the new rec park areas, new gateways to the trail, and food trucks and retail along pearl. Wonder why left turn onto Montgomery is not possible southbound from Chelton? If intent is to make that a greenway, then I guess it would still be blocked from cars. I can live with that though.	12/23/2014 2:08 PM
5	Remember please that in actuality green space can create negative voids. But bringing along the Pearl Street area sounds good.	12/23/2014 12:50 PM
6	Don't want a recreational park on what appears to be the Our Lady of Lourdes parking lot.	12/22/2014 9:53 PM
7	This is a really ugly street, nothing but concrete. it needs LOTS of trees and plantings	12/22/2014 6:39 PM
8	If the south side of the Pearl District is going to be a park, there will need to be ample opportunities to move the density (and associated need for height) to the rest of the area - and special incentives to maintain small service businesses.	12/22/2014 10:58 AM
9	I can go either way on the proposed park. Leland Park isn't too far away, but then again a new park provides a buffer for the residential area on the Chevy Chase side of the trail. For any of this to be successful and for people to feel safe, the high speed of the traffic on Montgomery Ave needs to be addressed, as well as its awkward juncture with East West Highway.	12/22/2014 3:03 AM

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10	BCC HS is an important component of this neighborhood. Students and staff driving and parking. Inadequent parking at high school for sporting events and performances. Students and staff frequent nearby restaurants at lunchtime.	12/21/2014 11:37 PM
11	a horrible uninviting patch of concrete	12/21/2014 6:01 PM
12	Why are you planning to build the Purple line and yet you list the Capital Crescent trail on your plans? You are planning to eliminate the trail here. It is disingenuous to put something in your plans that you plan to eliminate and yet claim credit for not eliminating it.	12/21/2014 4:58 PM
13	Again, the shared street idea sounds really dangerous.	12/21/2014 4:05 PM
14	Not very realistic given the dreary and uninviting aspect of the present state of affairs. The slides bear very little correlation with reality. Drastic measures are needed to reduce the expanse of impervious surfaces abs lack of green space.	12/19/2014 10:16 PM
15	Sorry to be rude but most of Bethesda sort of sucks. It's old buildings there's like one or two really nice blocks go to dc to see how it's block after block of really nice buildings and spaces. The downtown Bethesda metro smells like pee and there's no reason to go there unless you're going to metro.	12/19/2014 9:34 PM
16	Pearl District abuts single family residential homes.... heights concern me.	12/19/2014 9:15 PM
17	Interesting those same old houses still line Montgomery Avenue	12/19/2014 7:08 PM
18	Include all proposed connecting streets and pathways. Poor location for a park. Mixed use is better. Make all streets two way.	12/19/2014 6:59 PM
19	Improve bicycle and pedestrian access from streets and trail to B-CC Highschool.	12/19/2014 3:08 PM
20	Makes a lot of sense to enhance this area. It has a lot of people (residents and offices) but it feels like the "other side of the tracks" in relation to the rest of Bethesda and its really not far from the metro. I think some more retail and some ground floor activation would do wonders. Love the idea of a park on the big parking lot next to BCC. Not sure how a park works logistically on the land with the little houses along Montgomery Ave but if you can make it happen that would be great.	12/19/2014 3:05 PM
21	I strongly oppose this plan for the "Pearl District." It is clearly conceived without regard to the fact that a neighborhood exists here, including homes, a school, a church, all of which would suffer a loss of space as well as a huge influx of car traffic as a result of this plan. Building another way for cars, which are already facing beyond frustrating traffic on the major thoroughfares, to bail out of that traffic and cut through a neighborhood is a terrible idea. This part of the neighborhood, in particular, is always teeming with young people, either from the church, its school, from BCC High School, and from the homes themselves. While a park, theoretically, would be welcome, taking away precious space near the high school (already over capacity and planning a renovation) is not the way to do it. Seems like the park is a way to sugar coat the plan to create a new thoroughfare bisecting our neighborhood. We do need more parks -- and particularly dedicated dog parks -- somewhere in East Bethesda. That's an aside, though. We DO NOT need more major streets that will just become clogged with traffic, with impatient drivers moving too fast through our neighborhood, putting at risk the students and others who use these streets as pedestrian access, not more automobile access. Bethesda has to remain livable. It won't be if you just keep creating more ways for cars to barrel through residential areas, destroying the quality of life to make way for more traffic.	12/19/2014 2:07 PM
22	Where are you going to build a new road there? Knock out a chunk of the buildings currently there? These intersections are dangerous enough for pedestrians without gateway elements further preventing cars from seeing us. Need traffic calming here. Perhaps the road can gain a bike lane or boxed parking lanes and something to make cars stop for those in the intersection.	12/19/2014 2:02 PM
23	My wife and I live on Middleton Lane and have so for over 30 years. We have serious concerns about extending Avondale and Waverly. Not only would this bring traffic into our neighborhood, but extending Avondale through the playground of Our Lady of Lourdes will expose the children to traffic between the building and the playground. This is not safe at all and should not be done. It also appears to go through the BCC parking lot which doesn't make sense either. It is also confusing to see a Regional Park where parking spaces for either OLOL or BCC now is located (very difficult to tell where the park would be located). We like the idea of more green along Pearl, but it doesn't make sense to try to make this a "main street."	12/19/2014 1:43 PM

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24	I strongly object to the plans for the Pearl District. Most notably, the County is now planning to build a new street though the BCC High School parking lot to make a connection to the newly extended Avondale Street. Simultaneously, the County is planning to build onto the "back" of BCC High School (the high school with the smallest footprint in the county) and disrupt the residents on Sleaford, Pearl and Chelton. This street connection is going to substantially shrink the feel of the school property with through traffic. Instead, you should be building the school west (toward the newly proposed B-1 street). This makes it clear that you care more about commercial development than you do about the physical plant of the high school. No amount of green-speak can hide that. DO NOT ALLOW THIS TO HAPPEN. Build the school in that direction instead of a new street.	12/19/2014 1:04 PM
25	Badly-planned construction in this area over the past decades has resulted in greatly increased and polluted runoff into Coquelin Run. The increase in impervious areas (and loss of pervious land) has led to dangerous levels of water in Coquelin Run that threaten to flood adjoining properties. This can only be made worse with further construction unless stringent steps are taken during construction (to initiate critical water management and avoid further pollution) and afterwards (to make this water management self-maintaining).	12/19/2014 12:03 PM
26	Do not allow tall buildings near the greenway! No skateboard park!	12/19/2014 11:33 AM
27	Bethesda Ave should be prototype	12/19/2014 10:53 AM
28	I am excited to see a picture of a dog park, since this will attract millenials as well as baby boomers. There is a wonderful dog park in Arlington VA; our 28 y/o son lives in one of the apartment building nearby and we take our dog to that park. We see so many millenials socializing in the dog park, and we (baby boomers moving into the Darcy next summer) would so very much love to have a similar place within walking distance	12/19/2014 10:36 AM
29	Far too optimistic, a dose of reality is sorely needed: impervious surfaces abound and need to be reduced before any of the concepts can be realized	12/19/2014 9:32 AM
30	We are strenuously against any thought of constructing a new road through Lady of Lourdes school through Bethesda Chevy Chase High School. We don't need any more through traffic.	12/18/2014 11:57 PM
31	what will happen with the parking for Our Lady of Lourdes?	12/18/2014 11:16 PM
32	If East West Hwy. remains one way and Montgomery runs the other way, this should not have any pedestrian access. It is a major transportation link, and needs to stay that way with the current highway routing.	12/18/2014 10:41 PM
33	Always in favor of green space. But I do wonder how successful the "park" proposed along Montgomery ave. will be. Montgomery Ave is VERY busy. Those lots are not all that deep and slope down to the Trail. There will be a power substation and a train right there if the Purple Line is built, both of which will be very noisy. How pleasant and relaxing will that park be? .Do not support additional building on the south side of Montgomery Ave. It looks like you are proposing for additional building on the lot where the Bethesda Sport and Health Club is. That would not be good as it is very close to the residences on the other side of the Trail. This whole area along this side of M. Ave. is supposed to be a transition/buffer zone. Please keep it that way. Otherwise you will make those residences uninhabitable and people will rezone them as CR using floating zones. That would be a pity.	12/18/2014 10:29 PM
34	Dog parks. Pedestrians have right of way on trails	12/18/2014 10:03 PM
35	Excited about the plan for new parkland.	12/18/2014 9:30 PM
36	Again, the proposed new streets and TBD "recreational park" through what should be an expanded high school campus is my very least favorite part of everything you've proposed in these plans. The only part of this I agree with is a better "gateway" at East-West Highway and Montgomery Lane which is now a very difficult intersection with poor sight lines.	12/18/2014 8:48 PM
37	The High School does not have sufficient space on which to expand to meet current let alone future need. The many parking lots adjacent to the High School should be taken over by the County to be used to expand the High School campus. Any green space to come from this as well as additional classroom space is needed.	12/18/2014 5:07 PM
38	Just looks to me like not a place for an ethnic drumming circle at twilight but another back yard for Millenials - AKA college grads mostly white young professionals.	12/18/2014 12:52 PM
39	The park along the CCT looks great, but it should extend all the way to Pearl St. Building height on the south side of Montgomery Ave. should be limited considerably, and windows in any buildings there should be constructed so as to prevent light spill onto residences to the south. The proposed new street should NOT be built unless a building, wall, or small urban "forest" be created to block headlights/taillights and even more traffic noise from impacting residences to the south.	12/18/2014 11:59 AM
40	You are going to put me out of business	12/17/2014 9:51 PM

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41	I agree wholeheartedly with the creation of the strip park but have reservations about the 120 foot height of buildings in this district.	12/17/2014 4:46 PM
42	We need to make sure that we don't cut off access from local communities to BCC - it needs to be easy for people to walk through this area.	12/17/2014 3:04 PM
43	prominent connection to CCT--would that ruin the trail/trees? people access it just fine now :) perhaps this would be the first item to remove when budgeting time comes. Not everything needs to be "grand" it is nice to have the natural or historic feel we have in Bethesda. SO much has changed already, and not all of us like it all. It would be sad to see Bethesda disappear completely.	12/17/2014 2:38 PM
44	A. I strongly support the proposed recreational park along Montgomery Ave. This is an essential component to the area's long term livability and sustainability. B. The intersection of East-West Highway and Montgomery is currently a nightmare - bad for drivers and pedestrians. Needs to be addressed in the near term. (Why was the south lane of East-West Hwy. given over to the developer of the office towers across from BCC High School? The elimination of this travel lane impinges travel along EWH and constricts the flow of traffic turning off of Montgomery Ave. onto EWH. The present design should be reviewed and changes made to improve traffic flow and pedestrian safety.) C. Pedestrian safety along Montgomery Ave. is non-existent. The roadway is an elevated speed thoroughway with a curbside sidewalk along one side. The street's entire length is replete with curb cuts with no pedestrian sanctuaries. At no point along its length can a pedestrian feel safe from the flow of traffic.	12/17/2014 2:32 PM
45	Should pedestrian and bicycle priority be more aggressive to complement proposed recreational park and shared Pearl Street?	12/17/2014 1:47 PM
46	Good ideas all. Would also like to see encouragement of human scale amenities on ground floor of large office buildings.	12/17/2014 10:47 AM
47	Love the idea of food trucks and open spaces here.	12/17/2014 9:12 AM
48	The idea of the "Pearl District" is a joke -- will never happen.	12/15/2014 5:37 PM
49	pearly Street will never be active enough to make a shared street meaningful except when BCC students are there returning from lunch	12/15/2014 4:44 PM
50	Pedestrian safety around bcc high school is of utmost importance.	12/12/2014 10:33 PM
51	Would like to see more retail and food (especially food that is also available on weekends). A speciality supermarket (Balduccis or Whole Foods) or some other "destination store" would also animate the area, especially given the BCC proximity, Vamoose ridership, and nearby hotels.	12/12/2014 8:38 PM
52	IF THE PURPLE LINE OCCURS AS PLANNED, THERE IS NO CAPITAL CRESCENT TRAIL. ALL TREES ARE DESTROYED AND A CONCRETE SLAB SIDEWALK ALONG THE 2 TRACK TRANSIT ISN'T A TRAIL!! NOR WILL THERE BE CONVENIENT ACCESS BETWEEN EAST BETHESDA AND CHEVY CHASE AND B-CC HIGH SCHOOL. YOU SHOULD INCLUDE 2 OVERPASSES OVER EAST WEST HWY TO REACH PROPOSED GATEWAY PARK.	12/12/2014 5:38 PM
53	More locally serving retail in the Pearl District may reduce required travel and therefore help ease traffic and reduce emissions.	12/12/2014 4:52 PM
54	Too much park space. We need more restaurants and night life	12/12/2014 2:36 PM
55	Good luck. This is a natural island, isolated from just about everything.	12/12/2014 12:37 PM
56	So far the new building on Pearl does not have much charm. Bethesda is becoming way too uniform. The restaurants that come in tend to be uniform too and not very exciting - sometimes really bad value. Good places are often forced out due to high rents such as Marvelous Market and many ethnic eateries. We tend to go to places away from Bethesda to eat and shop - the shops are mostly for little luxury items and gifts and not so much for daily needs. If anything we ought to have a larger store such as Lord and Taylor, Macy's or Bloomingdales here. Although I am happy about the trees and greenery you plan, i don't know that I trust this will really happen. I see trees too easily being cut down, setbacks for buildings that make it difficult to do anything substantial, sidewalks that are closed for months (years?) to allow the buildings to build on every square inch. Remember that some greenery on streets and small park can never replace large parks for a proper workout for good mental and physical health. You seem to have forgotten that.	12/12/2014 10:07 AM
57	The Eastern Capital Crescent Park seems to be a poor use of real estate. It would make more sense to have low to mid density residential in this area	12/11/2014 2:02 PM

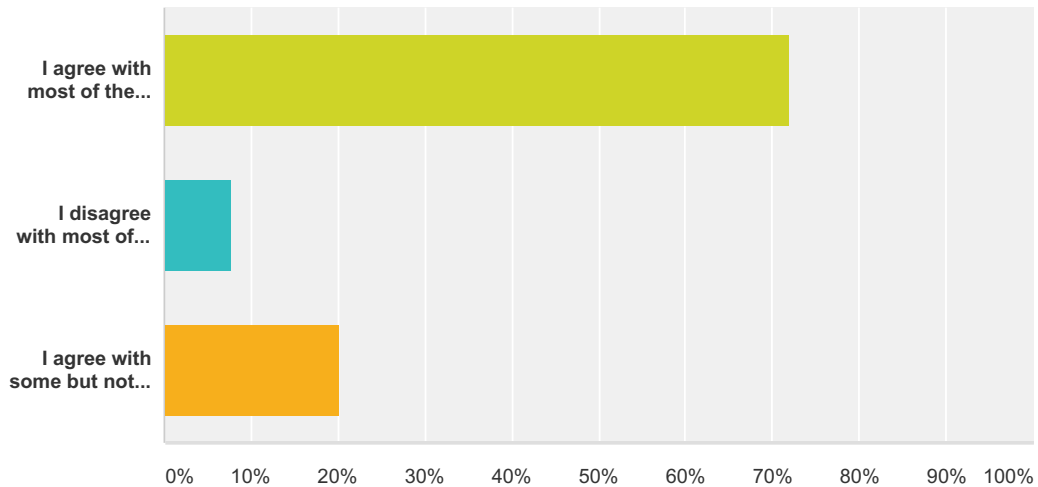
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58	Another proposal to bring more traffic into the one residential neighborhood that abuts downtown Bethesda. Instead of coming up with schemes to "improve connectivity" you should be focusing on ways to preserve the residential character of the area east of Wisconsin. Food trucks? Really?	12/11/2014 9:07 AM
59	Please enhance CCT and connect it to East West Highway and Wisconsin Avenue.	12/10/2014 10:52 PM
60	How does this plan dovetail with the MCPS plan to expand BCC high school? Do you people talk to each other? You're proposing to cut thru the existing athletic fields, while the school district is trying to solve its tight quarters.	12/10/2014 7:51 PM
61	I like the connection to the trail, but how will you reroute traffic to the HS if Pearl is a shared street? It has heavy traffic at 7 am and 2 pm.	12/10/2014 9:40 AM
62	I believe there is an opportunity to improve the series of dilapidated single family homes on East-West Highway at the intersection of Montgomery Lane. The zoning should be changed to allow for three story town houses on this stretch.	12/9/2014 7:55 PM
63	Pearl is very commercial with limited weekend/leisure appeal. While necessary in a downtown, it would be nice to connect Pearl to the rest of the Downtown. Pearl is a great place for new restaurants	12/9/2014 3:47 PM
64	Yes, connect to Crescent Trail, and improve Crescent Trail through Bethesda area. Provide much bigger space for farmer's market. It needs more and better vendors, especially those who are actual farmers (not resale from wholesale), artisanal products and organic produce. The current plan for the women's farm market seems lame.	12/9/2014 3:18 PM
65	Great ideas!	12/9/2014 12:04 PM
66	YES! YES! YES! All of this is great!!! Please turn that GIANT asphalt heat-producing parking lot into a green space! Or at least part of it! That area is so ugly, barren of trees, and terrible for water run-off! A park between East West Hwy and the trip/purple line would also be great to buffer the effects of the cars and future trains in that area!	12/9/2014 11:47 AM
67	Glenbrook Villagers go to Lynbrook Park, so I suspect that the proposed new park space north of East-West will go unused. I'd rather the plan stick to the concept of creating more a new neighborhood feel by creating restaurants and stores, which are more walk-able for Glenbrook Village residents.	12/9/2014 11:07 AM
68	The proposed park adjacent to Pearl will be unused. I'd rather see more housing or retail to make a true neighborhood	12/9/2014 11:03 AM
69	A park along Pearl street will be a breeding group for bad behavior from the high school kids	12/9/2014 11:01 AM
70	We don't need more parks adjacent to BCC	12/9/2014 10:58 AM
71	need to ensure bicycle connection to neighborhood, especially with BCC school. How will this happen to connect western side of Bethesda, especially with Purple Line taking tunnel away?	12/9/2014 10:11 AM
72	This is probably the hardest district in downtown Bethesda to plan, since it needs a massive overhaul. That stretch along Montgomery Ave is one of the most neglected and depressing street segments in Bethesda. As I pointed out earlier, height limits for the blocks between E-W Hwy and Montgomery Ave should be raised to at least 150' to attract development, complement existing development on the same block, and create/preserve affordable housing.	12/9/2014 2:21 AM
73	Really like the second slide. This area now is a towering hodge podge that is dead at night. The features imagined would help. The addition of the 2 parks will help a lot. Could the park across from Our Lady of Lourdes be the ball playing space?? B-CCHS desperately needs more field space. It could be open to the public at off hours. A really great feature I've seen in many new parks is the spray park (Georgetown waterfront, many fabulous ones in Cincinnati). This attracts residents to the area even when offices are closed and that segment of Pearl is not residential. Great eve/weekend attraction.	12/8/2014 10:14 PM
74	This is a nice concept, but I don't think enough attention is being paid to the EW Highway corridor. That area is rundown and in serious need of a face lift. Perhaps promoting the green space and attractiveness of the nearby area will promote new development on EW Highway itself, but maybe something should be considered for this road as well.	12/8/2014 9:21 PM
75	Again, because of current traffic, I avoid this area. Will occasionally go to Round House Theatre, but the continued congestion is a huge concern.	12/8/2014 8:40 PM

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Q25

Answered: 104 Skipped: 569



Answer Choices	Responses	
I agree with most of the content of these slides	72.12%	75
I disagree with most of the content of these slides	7.69%	8
I agree with some but not all of the content	20.19%	21
Total		104

#	Other (please specify)	Date
1	Add to Goals, "Improve Walking and Bicycle Access" to all areas of Arlington South.	12/23/2014 3:44 PM
2	Need more and diverse retail in order to serve all market segments. There's nothing now for clothing for women my age in Bethesda--not even a Chicos--which is bottom of the barrel. Too many real life service stores have also disappeared, but that's not unique to Bethesda. Unfortunate gentrification. And now that White Flint is gone, hate to tell you but lately I've been going to Tysons.	12/23/2014 12:57 PM
3	When enhancing Arlington South district, need to remember the residential area between Wisconsin and Arlington, along Bradley. Bradley is a very dangerous area to walk as you get closer to Arlington and the roads throughout the subdivisions will be getting more traffic and parking so need to be maintained and monitored.	12/23/2014 11:29 AM
4	It should be more like Bethesda Ave	12/22/2014 6:41 PM
5	Bradley needs to be narrowed and the shopping center needs to be redeveloped.	12/21/2014 8:46 PM
6	should be mre lide Bethesda Ave but without cars	12/21/2014 6:03 PM
7	Arlington Blvd is already over crowded. You're going to build ten story buildings and make it a bike priority street. You're insane.	12/21/2014 5:01 PM
8	I like this area of town as-is.	12/21/2014 4:06 PM
9	This area is fine as is.	12/20/2014 8:02 PM
10	definte possibility for small retail and ``enhanced sidewalks with green areas	12/19/2014 10:22 PM
11	Build new streets, mid block connectors and CCT connectors.	12/19/2014 7:01 PM
12	In addition to CCT, I think a more visible and accessible connection should be added to the Little Falls Park between Arlington and Fairfax Roads. It currently looks like a private park for the Kenwood Forest condos.	12/19/2014 2:45 PM

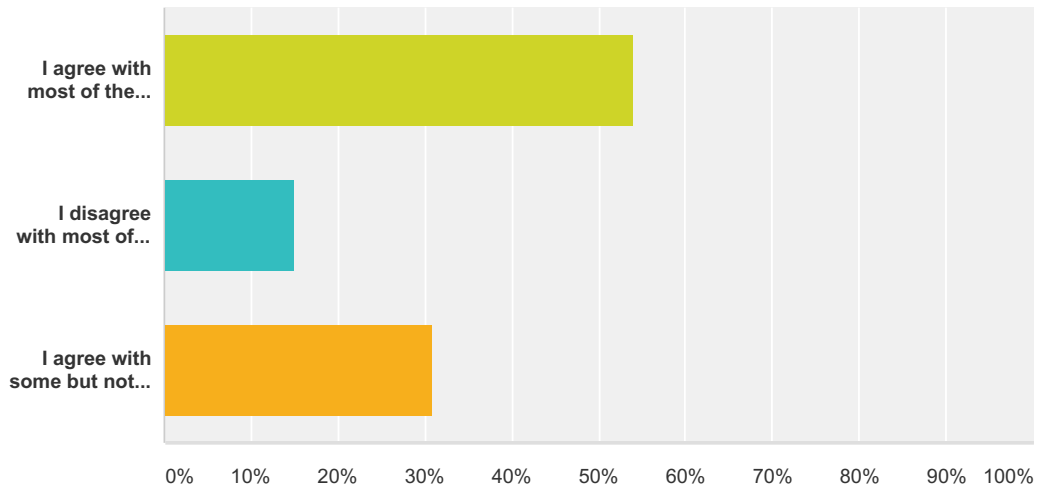
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13	some small retail possible	12/19/2014 10:54 AM
14	I agree that retail of low height is preferable to present situation, and that bethesda avenue should be proto type.	12/19/2014 9:36 AM
15	This is an area where we can prioritize lower income housing within Bethesda's CBD. Such development should be aesthetically awesome and architecturally inspiring. Lower income housing should not look or feel "2nd class" - it should mesh with the Bethesda community and be part of that community.	12/18/2014 11:14 PM
16	When did you take that photo of the Arlington Shopping Center, with almost no cars in the parking lot??? Only three cars on Arlington Road??? Maybe in 1950. Please come out of your planning cubicles and actually drive, park, and visit the places you are redesigning.	12/18/2014 10:46 PM
17	Very little information given. I love the old feel of Strosniders area (don't build bigger!), but increasing walkability and connectivity for pedestrians would be appreciated.	12/18/2014 9:17 PM
18	you should include heights and some of the earlier information in these later sections it is hard to read without those layers	12/18/2014 8:49 PM
19	Please return a post office with parking to the downtown Bethesda area. It is absolutely incredible that there is no full service post office (the temporary on on Wisconsin avenue is not an accessible location!) after demolishing the location on Arlington road and closing the old location at the corner of East-West highway. And there are two located in Glen Echo!! This must be corrected.	12/18/2014 6:09 PM
20	traffic control would be a good priority here	12/18/2014 4:04 PM
21	Need more retail/pedestrian access	12/18/2014 1:54 PM
22	The value of the shopping strip is due to the specific shops within it, and that they are close to residences (so many of us can walk there) and there is very easy parking. Strosniders is the only hardware store in the area; Breads Unlimited is one of the best area bakeries; many people rely on the pharmacy, despite CVS's proximity. Any development that endangers these highly valued businesses, which have been around for decades, will be detrimental to the community as a whole.	12/18/2014 12:03 PM
23	Making Arlington South more pedestrian-friendly is a much-needed goal. As that spot is already badly congested, I would not encourage more growth there.	12/12/2014 4:54 PM
24	May I ask why you are keeping only this area in a scale that's conducive to continuing to live in Bethesda? Do we need all this retail? I am concerned about overbuilding - office space as well as retail. This area is currently impossible to navigate as a pedestrian. Why do you allow builders to close sidewalks for so long? To me that indicates that the setback is not sufficiently large. There needs to be more crosswalks for pedestrians from Bradley to the parkway, for example, to be able to cross over to the Capital Crescent Trail.	12/12/2014 11:07 AM
25	This is a congested area with the level of development currently there. The new "post office" site apartment building and additional traffic light will only add to the difficulty of walking or driving along this stretch. I think the existence of the space at the Bradley Shopping Center as a strip mall doesn't justify assuming it needs to grow commercially to the "junior anchor scale."	12/10/2014 8:52 PM
26	Please calm the traffic along Arlington Road and Woodmont Ave. It's scary to walk or bike around now.	12/9/2014 12:54 PM
27	Giving any density to the Bradley Shopping Center is going to ruin a stretch of neighborhood-serving retail that people treasure. Sure, it's not what we'd design today, but every one of those shops has partisans in favor of it. And saying they will relocate usually proves not to be the case, despite everyone's assurances.	12/9/2014 11:16 AM
28	how to ensure affordable rents for retailers in this area so that not all smaller businesses are driven out of area?	12/9/2014 10:12 AM
29	Improve the streetscape too. This segment seems less fully realized than the others.	12/8/2014 10:17 PM
30	Arlington Road needs to be narrowed to a 2-lane road with a central turn lane.	12/8/2014 7:41 PM

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Q27

Answered: 133 Skipped: 540



Answer Choices	Responses	
I agree with most of the content of these slides	54.14%	72
I disagree with most of the content of these slides	15.04%	20
I agree with some but not all of the content	30.83%	41
Total		133

#	Other (please specify)	Date
1	The northern edge of this planning district runs along the fence of my backyard behind the Middlebrook Apartments. I would like to see walking safety and pleasantness (trees and plantings) improved along Old Georgetown Road and sufficient space in the buffer zones between the street curb and sidewalk for snow to be piled while maintaining a clearable pedestrian walkway in winter. Anything that will improve walkability in and around Bethesda will be most welcome! I wish there was a public swimming facility closer to Bethesda, too.	12/25/2014 2:11 PM
2	Battery Park should be made larger and connect to the NIH campus. It's under-utilized and one of the rare green spaces near downtown Bethesda.	12/24/2014 11:04 AM
3	The Battery Ln area is so close to NIH. The utility of this area is very dependent on drawing people in from neighborhoods around NIH (actually, this is true for all of the downtown renovations plans). The Wisconsin side of NIH is walkable but the Old Georgetown side is not--it's noisy and dirty. Fixing that problem would go a long way to reducing traffic into downtown.	12/24/2014 10:02 AM
4	Add to Goals, "Extend Walking and Bicycle Access" to all areas of the Battery Land and Eastern Greenway districts.	12/23/2014 3:46 PM
5	Love all of this!	12/23/2014 2:15 PM
6	As I said previously, I think the Eastern Greenway is totally insane. You'll be creating voids instead of buffers to invite in trouble. Urban street pedestrian safety requires a contiguous well lit, well-traversed sidewalks right next to activities. Nobody will want to walk through a dead zone, night or day. My townhouse community is right on Wisconsin Avenue just outside the CBD, and our front green space has already had more than its fair share of passed-out drunks--(or awake ones accosting residents) and middle of the night, trespassing parties. They're left us with beer and liquor bottles and ladies underwear! The Greenway would essentially be hidden, making it all the more problematic.	12/23/2014 1:08 PM
7	See previous comments about the East Bethesda residential boundaries.	12/22/2014 6:47 PM

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8	But it would take major improvements to make this plan a reality	12/22/2014 6:44 PM
9	Are alternatives being developed if it is found these ideas are not financially feasible? What implementation strategies are being developed? For example, are these areas upzoned in density but limited in height to incentivize density transfers? How is the neighborhood going to change with the major ped/bike corridor through it?	12/22/2014 11:02 AM
10	Definitely try to daylight the stream and enhance the bike paths	12/21/2014 8:48 PM
11	no more highrises please	12/21/2014 6:04 PM
12	A mix of everything is a lack of planning.	12/21/2014 5:03 PM
13	I'm not sure what the point of the green "buffer" is.	12/21/2014 4:07 PM
14	please no bike lanes in traffic.	12/21/2014 8:46 AM
15	I wonder if there will be much of a greenway.	12/20/2014 5:59 PM
16	My front lawn of the home I own on Tilbury St is not "impervious surface! Space between things like ones home and a developing commercial area are important. Take from the commercial side! Do not take from the residential side where we have been putting into the system with our taxes for decades!!!!!!	12/20/2014 9:44 AM
17	Very laudable concepts will you implement them?	12/19/2014 10:24 PM
18	Allow greater density and building height in Battery Lane to rebuild with fewer driveway ramps and entrances to Battery Lane less auto centric and more pedestrian. Replace cul de sac of North Brook Lane with park space. Increase building heights allowed and density of Camelot Mews. Build all connectors and roads. "Bethesda Trolley Trail Gateway Park" slide has pedestrian route from Battery Lane past Rescue squad. The actual route in daily use goes from Battery Lane through the Rescue Squad down Rigby Avenue to Norfolk. This route should be acknowledged and supported.	12/19/2014 7:11 PM
19	Affordable housing for a 3 bedroom should not exceed 40.0 a month as high rents should be market rate only for those with a six figure income	12/19/2014 7:10 PM
20	Creating a buffer of some sort only makes sense and putting a bike lane in as part of that buffer is brilliant. Some very good ideas here.	12/19/2014 3:08 PM
21	I strongly disagree with the Eastern Greenway Plan as proposed. We are missing an opportunity to have a usable green space and a buffer to protect single family housing in the Town of Chevy Chase if the current surface parking lots are converted to narrow green lanes backed up to higher density development. Some surface parking is still needed for the Farm Women's Market. The County should pursue creative was of converting the other surface lots to green space with some parking underneath. I don't understand how private schools in the area have managed to build athletic fields with parking or athletic facilities underneath and the County says it is too expensive.	12/19/2014 2:22 PM
22	ARE YOU SERIOUS????????????? THEY ARE PLANNING ON OBLIERATING THE FRONT YARDS OF THE HOUSES ON TILBURY STREET AND CREATE A "GREENWAY"????? YOU MUST BE KIDDING. THIS IS AN OUTRAGE WITH NO CONSULTATION OF RESIDENTS. THIS IS ABSOLUTELY UNACCEPTABLE AND QUITE FRANKLY, COMPLETELY UNNECESSARY GIVEN THAT THIS IS A RESIDENTIAL AREA. THIS IS PURELY DEVELOPER-DRIVEN AND WE WILL FIGHT IT TOOTH AND NAIL. AND A "GREENWAY" WHERE THERE ALSO HAPPENS TO BE MUCH TALLER BUILDINGS???? THAT'S RIDICULOUS.	12/19/2014 1:07 PM
23	Height limits should be reduced	12/19/2014 10:55 AM
24	I am extremely concerned with the potential development associated with the greenway and the transition to "green" space. The development will overwhelm the green space. Better to turn the current parking lots into true green space. Limit height on buildings on wisconsin avenue and prevent height transfers	12/19/2014 10:28 AM
25	While it would be nice to have more green spaces, the area being proposed for greenway alongside Tilbury is already residential and has houses along it. Please explain whether Tilbury would be dug up and made into a nondriveable street, or if you plan on encroaching on the houses that abut Tilbury...	12/19/2014 10:02 AM
26	Again Bethesda Ave should be prototype	12/19/2014 9:38 AM
27	We strongly object to plans to turn part of Pearl Street into a combo green space and road. Pearl Street has already become a speedway to and from East-West Highway. It has sidewalks on both sides of Pearl across from BCC and Lady of Lourdes. That's enough. The old saying is true: If it's not broken, don't fix it.	12/19/2014 12:16 AM
28	No new streets for cars UNLESS downtown streets are converted to be bike and pedestrian throughways.	12/18/2014 11:16 PM

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29	Why is the Sacks subdivision not addressed here? The Sacks subdivision should be rezoned to higher density but is shown as R-60 with no buffer zone.	12/18/2014 11:15 PM
30	Agree....."green" belongs on the edges of the central urban district. Building "stepback" gives the illusion of less density.	12/18/2014 10:50 PM
31	Eastern Greenway A greenway/green space on the parking lots currentLY zoned R-60 -- yes! bUT NOT AS YOU ARE PROPOSING. your proposed greenway is woefully inadequate. You cram building in between the excessively tall proposed buildings along Wisconsin Ave (250 feet tall-- you really think that is reasonable) and this narrow strip of grass and think that is a really substantial green space? If you are really serious about green space, then make the entirety of both parking lots park. That would give a continuous stretch from Elm Street Park southwards. That park would have enough space for people to run, have playgrounds, picnic spaces, spaces to sit and meditate as you mentioned in your power point. You want to increase the number of persons living in the area - you ust give them a place to recreate that they can WALK to. Proving parks they have to drive to does not work. You want sustainability, then being able to walk to a REAL park is a MUST. The proposed bikeway is a bit of a joke too. Why would anyone want to bike along there. Most are trying to get to the Bethesda Row area or over tot he other part of the Capital Crescent Trail to commute downtown to D.C. They don't have any need to bike along 46th Street and West. And then be tossed out onto Bradley Lane a narrow heavily trafficked road. This is nuts. This idea needs to go back to the drawing board and be given some real attention. Remember, we LIVE in this area. What we plan for Bethesda has to create a LIVEABLE HUMAN-SCALED community. The focus of this whole plan is off.	12/18/2014 10:48 PM
32	Dog parks especially needed around residential areas	12/18/2014 10:06 PM
33	In the Eastern Greenway, please consider more Traffic Calming measures. I live in East Bethesda and we are a wonderful residential neighborhood but, due to traffic, are used by many as a cut through. I support work to keep the residential feel, prevent commercial encroachment, and create more green spaces. It's hard for me to visualize the "Green Connector" but would say I'd prefer fewer larger public spaces/parks than many small ones that would not be well utilized. Please also look more closely at the buffer "Chase" and "Cheltenham" Parks. I do not want to lose them but think they could stand to be improved.	12/18/2014 9:41 PM
34	I am concerned about the narrowness of the proposed greenway abutting the Town of Chevy Chase and residential areas farther north along Wisconsin. The scale of development being considered along Wisconsin Ave. requires a more significant buffer between it and the residential neighborhoods.	12/18/2014 9:36 PM
35	I still don't understand the greenway. Would you force the demolition of houses that aren't setback 20-35 feet from the curb? Pay for the planting of trees. Of course, your proposed treatments along and connecting to Battery Lane assume that the private landholder would want to re-develop the properties in this way. I'm assuming the tradeoff would be higher building heights?	12/18/2014 8:56 PM
36	need to explore the connection to NIH metro more, how will it work? would like more balance on both sides of wisconsin, lopsided now and it looks. you should feel like you are driving through Bethesda when on Wisconsin Avenue, not on the edge of it.	12/18/2014 8:56 PM
37	I like the idea of the green space with low heights and setback along the eastern greenway area, and the park/recreation space south of Elm St. Park would be nice as long as development between it and Wisconsin Avenue is kept to relatively low building heights so they don't tower over the green space and block sunlight. It is also important to keep some public surface lot parking available, because many people patronize the small businesses on the eastern side of Wisconsin because it is easy to park and run in, then come out. Parking garages or no parking at all will be a disincentive for many people who just want to pick up some carry out or some tennis balls at Modell's.	12/18/2014 8:56 PM
38	Please preserve residential character of these neighborhoods. The low rise apartment buildings along Battery offer an alternative to huge apartment complexes. Not everyone wants to live in a high rise. Do not increase height limits.	12/18/2014 6:12 PM
39	There need to be improvement to walker/biker paths, including improving the surfaces, lighting, and beautification. Sidewalks need to be added to streets where there are none. Streets need to be resurfaced, and storm water drainage needs to be addressed, as well as, converting some pavement and hard surfaces to allow for better drainage. Building heights abutting this district must be lower than those further away.	12/18/2014 5:13 PM
40	There is a really nasty water / stream bordering the east side of NIH at Battery	12/18/2014 4:05 PM

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41	The killer to diversity of residents is that the property taxes have two components- the dwelling and the land. Our property has changed little since it was built in 1953 and little since we bought it is 1993...but the values of the land has skyrocketed. This in effect is going to price us out of the area because of the valuations. And then no one wants to spend 1 M for a house with 1953 bathrooms so OOPs another tear down and another loss of a modest dwelling unit that housed small families for generations. But we are told that the land is more valuable because of the access and enhancements in Bethesda... So we pay in our taxes for something that makes our taxes go up and become unaffordable in the long haul. So be careful what amenities you install because you may price those folks and businesses out of the area. Defacto.	12/18/2014 1:02 PM
42	Too parsimonious with green space! The greenway needs to be wider, at least 100' at a minimum. Building heights adjacent to the greenway should never be more than three stories high.	12/18/2014 12:06 PM
43	Oppose allowing building heights of 3 stories or more along the northern part of the Eastern green area. This will substantially increase traffic pressures and alter nature of quiet neighborhoods where single family homes predominate. Recent commercial development on West Virginia Ave between Wisconsin Ave & Tilbury has already resulted in the removal of a line of 6-8 mature trees apparently to expand a privately owned parking lot.	12/18/2014 10:49 AM
44	The eastern greenway must have substantial setback of at least 100 feet and building heights of no more than 35 feet. Use should be residential with building entrances facing the Town of Chevy Chase and minimal traffic flow.	12/17/2014 5:00 PM
45	These slides don't convey what is really meant by the Eastern Greenway? Does that mean a park on the current parking lot? If so, we need to put the parking below ground because there are a lot of people who still drive (even Millenials). We don't need them parking illegally or avoiding the fantastic downtown Bethesda that you are creating with all these plans. If a park will be built on the current parking lot, I hope that you will survey local residents about what would be included in the park. Also, we want to make sure those parks are safe as there have been safety problems at Elm Street park which seems similar to what you are planning. The problem with Elm Street park - and what I fear is the problem with this plan - is that it caters to the Bethesda weekday lunch time crowd and not to people who live in the area.	12/17/2014 3:10 PM
46	A. The Eastern Greenway would be a wonderful addition to downtown Bethesda if it can be accomplished.	12/17/2014 2:35 PM
47	Not sure why you would propose new roads to connect Battery Lane and Rugby.	12/17/2014 1:50 PM
48	I love the prioritization of green space! I'd love to see this include a plan for the easement between South Chelsea Lane and Maple Avenue (DOT owned land, a "paper street"). The EBCA is working to develop a plan to beautify this space right now and it would be a great addition to the green space planning you are doing. Many residents walk and bike this path to Metro. Also can we please take the fence down around the stormwater retention pond on the NIH land? It would be so much prettier that way and all the plants are established now.	12/17/2014 11:06 AM

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49	<p>As 36-year residents of 7203 46th St. in the Town of Chevy Chase, our comments on Bethesda Master Plan proposals focus on the area east of Wisconsin Ave. from Willow Lane to Bradley Blvd. We recognize that change will continue in Bethesda and do not oppose development that is appropriate and respects the residential quality of our well-established neighborhood of single-family homes. Essentially, we support the lowest height and density possible of commercial development along Wisc. Ave. in the area in question, with some transition development behind it that could be residential in nature and facing existing town homes, with some reasonable buffer between the two. While there is obvious appeal to moving existing surface parking of 300 spaces below ground and creation of a broad greenway or park on top of these lots, we do not believe the price of increased building heights is a worthwhile tradeoff. A greenway towered over by commercial development would not be a true public amenity and would put unfair burdens on adjacent homeowners. In addition, there still are many questions about design of this possible greenway, as well as who controls what is encouraged or permitted within the greenway. Many county officials favor increased animation in Bethesda, and animation in any proposed greenway that would include amplified musical performances or other noisy "civic" gatherings, would not have our support. Whatever buffer is preserved between Wisc. Ave. and the Town must respect adjacent residential character and should not be animated in such a way as to degrade that quality. It should be passive green space focused on pedestrians, joggers, bikers, and benches for reading or lunching. There are examples of development in Bethesda that we believe are illustrative on what can be done to enhance Bethesda, yet step down from the heights of central Bethesda to create a true and sustainable buffer area. The 35-foot mixed use (condominium and law office space) on the western corner of 47th St. at Elm St., is one good specific example. Arlington Road from Bradley Blvd. to Old Georgetown Rd. also is an example of how success can be achieved in a scaled-down transition area. The eastern side of Arlington Road, though expanding, is appropriately scaled back from the established residential area to the east. And the east side of Arlington Road seems a model transition zone to the Edgemoor residential community. There can be a fair balance between further development in Bethesda and protection of the adjacent residential neighborhoods, and that balance should be a priority in any long-term planning. Proposals for 80- to 150-foot, or even higher development along Wisc. Ave. in this area would have a profound adverse impact on the adjacent neighborhood, and should not be permitted. Degrading residential quality of well-established neighborhoods also would not be in the long-term best interests of commercial Bethesda. Finally, preserving the Farm Women's Market is broadly accepted. However, in order for the integrity of this historic site to be preserved, any new construction south or east of the site should be scaled back, or terraced away from the market so that it is not overwhelmed by an adjacent structure that is incompatible in scale. We have many questions and concerns, including ones about design, traffic patterns, retail character (particularly the number of liquor licenses permitted), and what mitigating measures can minimize impact on nearby single-family residents during any construction. Nevertheless, we were grateful for your informative presentation at the Town office earlier this month, as well as the meeting that followed with the Town's Long-Range Planning Committee. Thank you for considering these comments. Jim and Annette Fitzpatrick</p>	12/17/2014 10:48 AM
50	Need to include a dog park. Especially in Rosedale division.	12/17/2014 9:59 AM
51	I agree with the Eastern Greenway slides, but disagree with the Battery park slides. Norfolk should NOT be connected through to Battery.	12/17/2014 9:48 AM
52	A green street, greenway and green alley don't really add up to any meaningful green space.	12/15/2014 4:45 PM
53	There is no nih public green space. It is not open for use. This is misleading.	12/12/2014 10:36 PM
54	Think mixed fountains, that kids can run through. Water features enhance appeal and relief from urban noise.	12/12/2014 8:29 PM
55	The Eastern Greenway idea indeed seems pleasant.	12/12/2014 4:56 PM
56	<p>You have a lot of planting to do after all the trees that have been cut down! Will you actually follow your own advice about setback and height??? If you want to reduce impervious surface, why not mandate permeable paving when people replace their driveways? Why not include this in the building/replacement of sidewalks? I am afraid I have a hard time imagining how you are going to manage to have a green Eastern Greenway - you already have some very ugly brick buildings on Wisconsin Avenue - nothing seems to grow there. Heattrap - you bet! I am concerned about increased cut through traffic through the neighborhood unless something is done (Rosedale, Cheltenham, etc).</p>	12/12/2014 10:39 AM
57	I like the idea of a greenway buffer between the Town of CC and Bethesda district. However, current plans for developing the existing surface lots into tall buildings with a narrow strip of trees behind them seems only to be lip service. turning the lots into underground parking with public greenspace on top would be much better.	12/11/2014 4:42 PM
58	Is the greenway something that will be built up? Or rather a transformation of the roads and sidewalks to pervious surfaces?	12/11/2014 3:17 PM

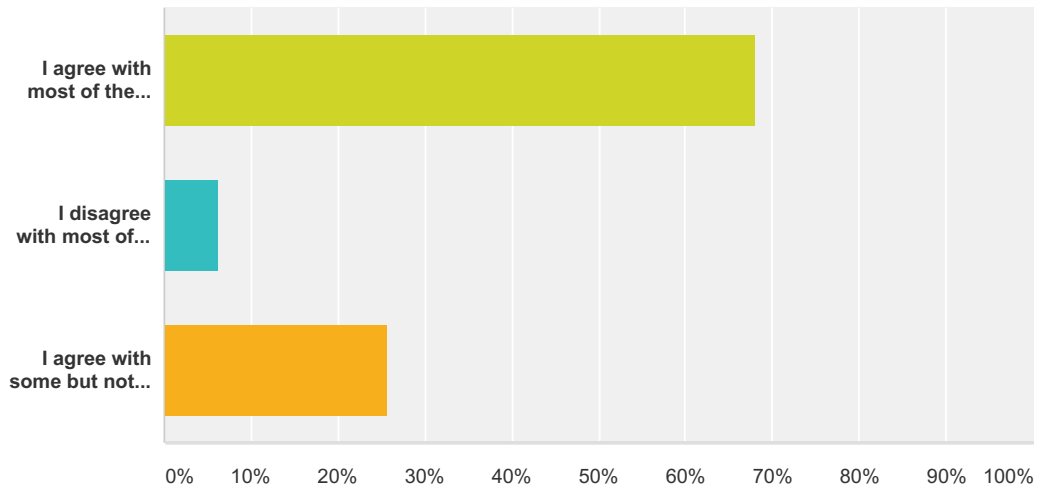
Bethesda Feedback Loop - December 2014

59	The only way to add more sidewalks and bike paths is to steal land from current homeowners. That is NOT acceptable. The current situation is just fine. I DO NOT agree with the proposed expansion of streets to Battery Lane, as that will only channel more traffic onto Rosedale and Tilbury. The residents of these areas need less traffic and bikes.	12/10/2014 11:04 PM
60	Here's another problem, on the Eastern Greenway North: The line of houses along Sleaford Road and Tilbury Road are the only single family homes included in the far boundary of the CBD. I'm fine with that as a transitional boundary, from light retail and commercial into a thriving, connected and unified neighborhood of some 1100 homes known as East Bethesda. But don't make it a hard boundary -- and disconnect us from our own neighborhood.	12/10/2014 8:03 PM
61	Lots of shared streets. Traffic is bad already.	12/10/2014 9:43 AM
62	Yes, Green and Bicycle connectors end to end are critical. Setbacks should be purely public green space, no commercial uses.	12/9/2014 3:21 PM
63	I like the green features presented - though it sound like it may just be a way to allow for greater density and heights. There are enough apartment buildings!!!! Townhomes would be a better alternative in this area!	12/9/2014 11:51 AM
64	Again, preserving Battery park is critical. The plans look fantastic however the the intersection at the beginning of battery park and extension of Norfolk avenue is troubling	12/9/2014 9:32 AM
65	I really like the Eastern Greenway concept. The huge setbacks and really low 20-35' height limits might be a bit draconian though.	12/9/2014 2:27 AM
66	Improving the two small parks/playgrounds in the North section - on Cheltenham and Chase Avenues - would be a very welcome improvement!	12/8/2014 10:19 PM
67	I am in favor of the eastern greenway ideas. I think the Battery Lane section is ok. One of the major goals was "enhance neighborhood green", but then there's a new road drawn right through the only green the area has. However, if traffic flow is a top priority, this is really the best spot for the new road. The current character is listed as "pedestrian scale" and "residential", but the zoning plan intends to allow for 10 story buildings in the area. Perhaps town home/garden apartment style would be more appropriate for the area. Town homes are especially attractive to first-time home buyers and groups of young people looking for affordable rent. This kind of development could also help the board maintain a variety of affordable housing types instead of just high rise apartments.	12/8/2014 9:35 PM
68	For Battery Lane you say in goals "create a mix of housing options." I'm AGAINST more housing! Schools are overcrowded, traffic is way to congested, etc. I'm for the rest of that area though - More Green space and improve water quality. For Eastern Greenway, please don't mess with the Green Mile by building more housing!	12/8/2014 8:43 PM
69	I don't fully understand the greenway concept and the potential negative impact for the neighborhoods it involves.	12/8/2014 7:46 PM
70	I strongly disagree with the idea that there should be a "buffer" between downtown Bethesda and the Town of Chevy Chase. These areas need to be connected, not separated. Moreover, there is a desperate need for more economic diversity in this area. The existing parking lots should be replaced by 6 to 8 story apartment buildings operated as 100% affordable housing. There is no need to replace the existing public parking, or provide parking for residents, since the Lot 31 garage was overbuilt and affordable apartments without parking in this area will be easily rented.	12/8/2014 7:44 PM

Bethesda Feedback Loop - December 2014

Q29

Answered: 97 Skipped: 576



Answer Choices	Responses
I agree with most of the content of these slides	68.04% 66
I disagree with most of the content of these slides	6.19% 6
I agree with some but not all of the content	25.77% 25
Total	97

#	Other (please specify)	Date
1	Will you please think about space for community gardening. We need more of this space available.	12/25/2014 2:12 PM
2	Need better public transportation/ pedestrian/ bike paths around (or through?) NIH. This would go a long way to reducing car traffic into downtown Bethesda.	12/24/2014 10:04 AM
3	See above comment.	12/23/2014 3:47 PM
4	As I said, I used to live on Battery Lane when we were first starting out. As I also said before, there's no condo housing stock price point that's between Battery Lane or the other Aldon zone on Bradley and The Lauren or Darcy. The County or municipality needs to provide incentives to developers to fill this void. There needs to be affordable two-three bedroom units for downsizers. People need space to work at home plus accommodate guests, visiting children/grandchildren, and pets, and for "stuff.". But it shouldn't have to cost more than twice than the house you're selling to downsize from! It's very sad if lack of appropriate housing stock makes Bethesda Boomers move to Silver Spring or even (UGH) Leisure World. Again, be careful about green space voids around there too--did you know its nickname is "Assault&Battery Lane"?	12/23/2014 1:22 PM
5	See previous comments.	12/22/2014 6:49 PM
6	these are good plans	12/22/2014 6:45 PM
7	See comments on 9.	12/22/2014 11:04 AM
8	trolley is excellent should be going all the way on Bradley to Wisconsin and Battery Ln!	12/21/2014 6:06 PM
9	A mix of everything is a lack of planning.	12/21/2014 5:03 PM
10	not sure	12/20/2014 10:36 PM
11	Again a great reduction of impervious surfaces would be enacted first before any of these plans can be realized	12/19/2014 10:26 PM

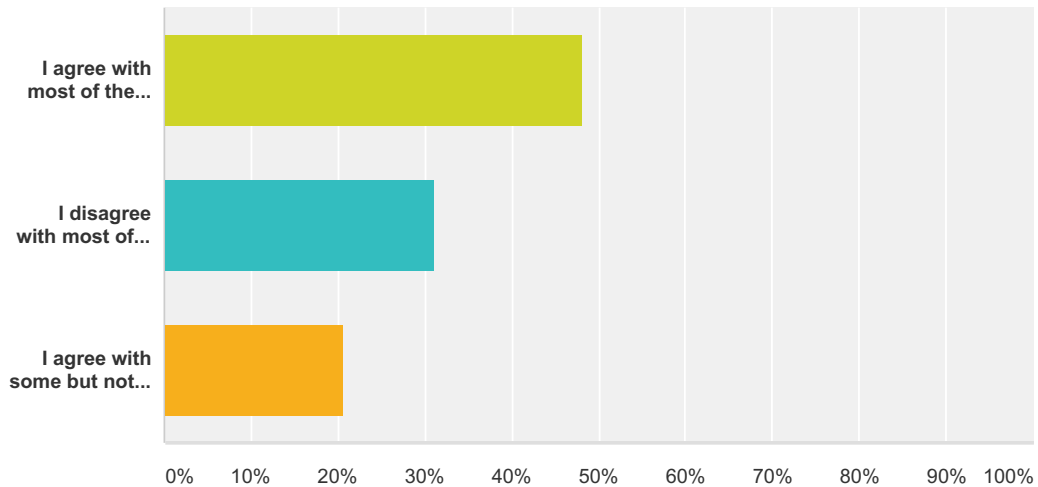
Bethesda Feedback Loop - December 2014

12	The park is a joke. Add a street here or something this road seems disconnected from everything.	12/19/2014 9:31 PM
13	I do not want a new street to battery lane from Norfolk. There is enough traffic on Battery Lane.	12/19/2014 8:29 PM
14	The extension of the park seems like a way of getting buy in for the extension of the road. Without the road great. With the road seems pointless and ruins the purpose of creating green space here.	12/19/2014 2:03 PM
15	Recommend new street connecting Battery La with Rugby to be along the Auburn Av alignment vice Glenbrook.	12/19/2014 1:19 PM
16	Human scale should be observed	12/19/2014 10:56 AM
17	Rugby used to be classified as Woodmont Triangle and now it's being classified as Battery Park. Why? Don't like the idea of a street through the park. Concerned about the pedestrian cut through from Battery to Glenbrook. My house is on Rugby and would want some buffer rather than a path right next to my house. Where McCormick Paints triangle could be put to interesting use.	12/18/2014 8:50 PM
18	Ask NIH and Bethesda Naval/Walter Reed to take down the fences they put up post-9/11. Single greatest reduction in public green space to occur in last 15 years.	12/17/2014 1:59 PM
19	Battery Park is not interesting for older kids. I like the idea of a skate park or something different there.	12/17/2014 9:14 AM
20	The bikeway, if it succeeds in reducing motor vehicle traffic, should help reduce emissions and congestion.	12/12/2014 4:59 PM
21	Please, please, please focus on maintaining housing area for moderate income residents.	12/12/2014 12:41 PM
22	I suspect you are losing affordable housing by redevelopment and we don't need that!	12/12/2014 11:16 AM
23	DO NOT create new streets to channel more traffic onto Battery Lane, as that will overflow onto Rosedale and Tilbury. Residents of those two streets already have enough traffic buzzing through at 40 miles an hour on our 25 mile an hour streets. Some days I cannot cross the street due to speeding traffic on Rosedale. NO TO THESE SO CALLED IMPROVEMENTS.	12/10/2014 11:06 PM
24	I agree that battery lane park should be expanded and improved upon to make into more of a community green space. I do not agree with the idea of creating a roadway through the park or above it (on Auburn ave). I believe this will just lead to more traffic and congestion on Battery lane. Walkways or enlarged bikepaths connecting Norfolk, Battery lane, and NIH pathway would be the ideal. Don't make cars the priority. Walkways and green commuting should be the priority.	12/10/2014 11:45 AM
25	We should not attempt to create a mix of housing options. Instead, the area should let the housing options bloom naturally and based on the desires of the residents on battery lane.	12/10/2014 8:52 AM
26	Bicycle lanes should be very clear like London's Blue Lane.	12/9/2014 3:22 PM
27	Love this!	12/9/2014 11:18 AM
28	Again extension of Norfolk is troubling. If the extension really separated from Battery park it might be more appetizing. However with the Auburn extension it might be all that is required. The shift in Battery Ln streetscape is fantastic.	12/9/2014 9:34 AM
29	Why the huge setbacks? To create a vibrant urban neighborhood, buildings should be as close to the street as possible, allowing for wide sidewalks and landscaping. Large setbacks are just as bad as all of those failed "pocket parks" in downtown Silver Spring and elsewhere.	12/9/2014 2:27 AM
30	Again, street connection from Battery to Auburn/Norfolk/Rugby is a bad idea and unnecessary. Expand the park/walkways/bike paths rather than adding a road. Another good idea for this area is to encourage new developments to make more attractive looking buildings. Some of the existing apartments look like Soviet-style low income projects. Incentives to encourage renovations to make the facades more attractive and improve the streetscape (e.g., tree plantings for increased canopy) would be great.	12/8/2014 10:40 PM
31	Made my comments about this on the previous slide.	12/8/2014 9:35 PM
32	The proposed connection from battery to glenbrook on the southwest side is a critically important feature for us residents in city commons of Bethesda especially given the new development planned for the rescue squad and church. Thank you for including.	12/8/2014 8:50 PM
33	NO MORE HOUSING!!! Schools are already overcrowded and there is already too much traffic congestion!	12/8/2014 8:44 PM
34	Strongly support added bike lane.	12/8/2014 8:35 PM
35	Street connections that break up superblocks are preferable to walking paths.	12/8/2014 7:46 PM

Bethesda Feedback Loop - December 2014

Q31

Answered: 116 Skipped: 557



Answer Choices	Responses
I agree with most of the content of these slides	48.28% 56
I disagree with most of the content of these slides	31.03% 36
I agree with some but not all of the content	20.69% 24
Total	116

#	Other (please specify)	Date
1	I thought we talked about this already. Anything that causes gaps between residential and activity zones where it becomes a dead zone sounds not good. Open space is not always good space. At this point this is kind of sounding very patronizing to me, like open space around a housing project as in "The Projects." Space that people might actually fear and avoid.	12/23/2014 1:29 PM
2	More green is good	12/22/2014 6:46 PM
3	The jog in the southern end of the northern piece seems problematic given the cross sections. Is the character in this area meant to change significantly? See comments on 9.	12/22/2014 11:07 AM
4	I Dont see any of these green spaces	12/21/2014 6:07 PM
5	You seem to be buying off the town of Chevy Chase by offering up green spaces to them.	12/21/2014 5:05 PM
6	dog parks? about 50% of adjacent houses are known to have companion animals; any reference to historical sites--Madonna of the Trail, now poorly situated/honored; popular gathering place in front of B&N--no sunshine before noon in winter; privacy limited--quiet, meditative spots--eg met a woman who had just lost a baby, met 5 teen age boys in close conference, the seniors who want to sit and watch; hotel visitors who want to exhale their jet lag, office groups that want to chat. Norwood Park is overcrowded with teams, little space to sit for friendly chats. General lack of charm and attraction and the feeling of nature.	12/21/2014 3:18 PM
7	I strongly object to having part of my driveway taken away. As it is there is not enough parking space for our guests, particularly during the week (and also on weekends) and I do not like this idea. I would rather the County spend the money on doing something to ease the awful congestion every afternoon around Jones Bridge Rd. and 355.	12/21/2014 12:46 PM

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8	As a homeowner on Tilbury St. This is shocking that someone would consider placing a sidewalk and "greenway" in front of my family home. What is needed is green space on the WEST side of Wisconsin Ave. Using our residential neighborhood to serve as green space is short sighted. WE need separation from the developments, not the other way around. KEEP ALL WALKWAYS ON THE WEST SIDE OF TILBURY. Tax paying homeowners do not need more people walking in our lawns, dumping their garbage on my front lawns, not cleaning up after pet, and walking down the street at all hours of the night waking up children with loud voices that carry.	12/20/2014 9:32 AM
9	This stepping down concept has some potential, but where is the 25-story building shown? The amount of greenway for a 25-foot-tall building is not specified.	12/19/2014 11:53 PM
10	Very good concepts and doable too.	12/19/2014 10:28 PM
11	Again...more enhancement of green space	12/19/2014 7:11 PM
12	I agree with my neighbor Holly: 1) It'd be wonderful if you could add the easement on Maryland Avenue between South Chelsea and Maple into the green corridor plan, in the hopes that this could get us some help in beautifying this land, 2) please consider reducing the proposed building height limits from 120 feet to 70 feet, as being proposed on the southern end of Bethesda, and 3) please consider using the easements offered by developers to communities they build in to be used to acquire property adjacent to BCC High School to allow expansion of the school footprint - which is the smallest in all of Montgomery County and Prince George's County combined.	12/19/2014 5:43 PM
13	I am a 20-year homeowner on Sleaford Road--one of the streets proposed for a Greenway. I would like to point out that East Bethesda is already one of the "greenest" neighborhoods in Bethesda with a multitude of large and small trees and shrubs, and our streets are very accessible to bikes and pedestrians. The plan needs to be more clear about what you intend to do regarding existing homes--pave bike paths through our front yards? If you are talking about requiring "green features" and setbacks on new development on the west side of Tilbury, that sounds OK. But not tearing up our nice street and erecting larger multi-family buildings to make it more "green." Our street and homes should not be sacrificed to create a buffer for Wisconsin Ave development.	12/19/2014 3:10 PM
14	There is merit in the proposed buffer greenway, but the building heights allowed there and elsewhere along Wisconsin Avenue are excessive, and will act to turn Wisconsin Avenue into a canyon. In addition they will still overshadow established residential regions.	12/19/2014 12:01 PM
15	I applaud the goal of reducing impervious surface but can't see that the obscenely tall buildings being proposed where the parking lots are now would achieve that goal. And the so-called "Green connector buffer" along the eastern edge of the sector plan area is not wide enough to be any kind of buffer, especially with multi-story apartment buildings looming over it. Please, please go back to the drawing board and lower the buildings and beef up the green space.	12/19/2014 11:24 AM
16	I am extremely concerned with the setback & height elements of the plan. Developing ever taller buildings on Wisconsin Avenue with tiering toward the "greenway" is a major mistake. The current open space (parking lots) should be preserved or transferred to true open (green) space not turned into transitional areas with development.	12/19/2014 10:24 AM
17	The impact on established residential communities is severe and unnecessarily penalizes homeowners living on streets bordering large apartment buildings: homeowners will lose afternoon sun light and be subject to nighttime lighting and loss of privacy from these commercial buildings. I would be comfortable with setbacks of 100 feet and building heights limited to 50 so that border residents would get more sun time, privacy, and less stray light and noise from the commercial section. 100 foot setbacks would allow more park facilities, large trees and hedges to ameliorate the affects of the commercial part of Bethesda.	12/19/2014 10:22 AM
18	If this was a concept, why was the Whitney allowed to build within 10 feet of the street along Tilbury? The only green space on that street that abuts a very tall building is a strip of dirt (formerly grass) on the street side of the sidewalk. It seems that your only option there is to turn the street into a green street, thereby removing the ability of any resident whose driveway opens onto that street from parking at their house, or carving from the houses along tilbury a green space. However, this could only be called eminent domain, but this would not apply here as this would not be a federal project.	12/19/2014 10:10 AM
19	cautiously optimistic	12/19/2014 9:40 AM
20	Don't think greenways will be very green.	12/19/2014 8:36 AM
21	The buffer areas are not wide enough. Do not like the feel of very tall buildings adjacent to public gathering site of Farm woman's Market. why are such buffers and height step-downs not being shown in South Bethesda?	12/18/2014 11:09 PM

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22	<p>Eastern Greenway A greenway/green space on the parking lots currentLY zoned R-60 -- yes! bUT NOT AS YOU ARE PROPOSING. your proposed greenway is woefully inadequate. You cram building in between the excessively tall proposed buildings along Wisconsin Ave (250 feet tall-- you really think that is reasonable) and this narrow strip of grass and think that is a really substantial green space? If you are really serious about green space, then make the entirety of both parking lots park. That would give a continuous stretch from Elm Street Park southwards. That park would have enough space for people to run, have playgrounds, picnic spaces, spaces to sit and meditate as you mentioned in your power point. You want to increase the number of persons living in the area - you ust give them a place to recreate that they can WALK to. Proving parks they have to drive to does not work. You want sustainability, then being able to walk to a REAL park is a MUST. The proposed bikeway is a bit of a joke too. Why would anyone want to bike along there. Most are trying to get to the Bethesda Row area or over tot he other part of the Capital Crescent Trail to commute downtown to D.C. They don't have any need to bike along 46th Street and West. And then be tossed out onto Bradley Lane a narrow heavily trafficked road. This is nuts. This idea needs to go back to the drawing board and be given some real attention. Remember, we LIVE in this area. What we plan for Bethesda has to create a LIVEABLE HUMAN-SCALED community. The focus of this whole plan is off.</p>	12/18/2014 10:50 PM
23	Building height must not cast shadow on greenway	12/18/2014 10:08 PM
24	I am concerned about the narrowness of the proposed greenway abutting the Town of Chevy Chase and residential areas farther north along Wisconsin. The scale of development being considered along Wisconsin Ave. requires a more significant buffer between it and the residential neighborhoods.	12/18/2014 9:38 PM
25	<p>1st - I don't really understand them. What's with the different setback - height slides. 2nd - It seems like you are going to develop the heck out of Wisconsin Ave (east side), eliminate the parking spots and throw in a little "green space". - all this development is going to create more congestion. - Again - where are people going to park? For many of us in the town. We park in those lots so we can go run our chores. So what do we do now? (I know - drive up Rockville Pike to run errands. - This is going to look ugly. The back of a bunch of big buildings. 3rd - looks like you are proposing more traffic on 46th st to access development on Wisconsin Ave. No - don't do this. Way Way too much development for Wisconsin Ave. This is going to be a god awful construction mess for the next 15 years. You are torturing the current residents.</p>	12/18/2014 9:12 PM
26	<p>If you are 60' or 101' feet back from the east with green setbacks, why only 10 feet of resulting height difference? It is outside the plan boundary but would affect commuting, more connections should be made into the neighborhood to the north that abuts Jones Bridge Road</p>	12/18/2014 9:01 PM
27	See other comments about making sure some easily accessible (and reasonably priced) parking is available to ensure continued patronage of small businesses on Wisconsin. I like the ratios of setback to building height with the exception of the 100 ft setback/70 ft height-- I think that is still too tall for the transition areas to residential neighborhoods, though limiting buildings in transition area to no more than 70 ft tall is better than over 100 ft.	12/18/2014 9:00 PM
28	The impact on established residential communities is severe and unnecessarily penalizes homeowners living on streets bordering large apartment buildings: homeowners will lose afternoon sun light and be subject to nighttime lighting and loss of privacy from these commercial buildings. Further setback distance, like 100 feet with a building height limit of 50 feet is needed to protect the Town of Chevy Chase. That distance and height will provide room for a park with trees and hedges, reduce the stray light from the commercial buildings, and to help reduce the downtown noise.	12/18/2014 5:34 PM
29	The greenway should be 100' wide all the way. Building heights should not exceed three stories. All buildings should include their own parking, and it should be accessed by an alley between the buildings and Wisconsin Ave. This is an ideal space for townhouses or 2-family units. Or both!	12/18/2014 12:09 PM
30	The greenways and setbacks proposed are insufficient to have the desired effect. The transition to large buildings will be too abrupt, and there will not be enough green to have a calming and pleasant effect.	12/17/2014 10:55 PM
31	Can you tell me exactly what plan you have for 4703 chestnut st? I can't tell if it becomes all grass or is not affected directly.	12/17/2014 9:35 PM
32	<p>Hello, My family and I live on Sleaford Road and have for over four years. I don't fully understand the terms by which the city plans to build this "greenway" down our street, but if it involves cutting into our front yard, then I'm afraid we would strongly disagree with that decision. Our street is already very narrow so I'm assuming that the only way to build it would be through our yards. While I appreciate the city's desire to keep Bethesda a nice place to live, I don't believe we can support this particular endeavor. Thank you. -Grace Boatright</p>	12/17/2014 4:49 PM

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33	The greenway is nothing more than an exulted sidewalk with grass and shrubs. It would be better to refer to the plan proposal as a green walk. However, a true green park, albeit a strip park, should be at least 100 feet wide all the way from the Elm street park to the Writers' Center and with residential structures of no more than 70 feet in height along the Wisconsin side of the green strip park. The jog around the Writers' Center on Walsh Street and along West Avenue should likewise be substantial on the order of 70 feet with residential structures of no more than 35 feet in this case slog the Wisconsin Avenue side of the green strip park.	12/17/2014 4:42 PM
34	These slides don't convey what is really meant by the Eastern Greenway? Does that mean a park on the current parking lot? If so, we need to put the parking below ground because there are a lot of people who still drive (even Millennials). We don't need them parking illegally or avoiding the fantastic downtown Bethesda that you are creating with all these plans. If a park will be built on the current parking lot, I hope that you will survey local residents about what would be included in the park. Also, we want to make sure those parks are safe as there have been safety problems at Elm Street park which seems similar to what you are planning. The problem with Elm Street park - and what I fear is the problem with this plan - is that it caters to the Bethesda weekday lunch time crowd and not to people who live in the area.	12/17/2014 3:11 PM
35	I recommend an outdoor fountain or water play space.	12/17/2014 9:15 AM
36	Heights are too tall and setbacks don't add up to any meaningful green space just a significantly reduced buffer.	12/15/2014 4:46 PM
37	Trading population density for a wider green strip is a devil's bargain. A 100' setback is the smallest possible size of strip that would actually contribute meaningfully to the dire need for more green space, given the significant demands on Elm Street Park discussed below, but adding 70' of density will result in extreme overcongestion and a significant loss of quality of life for the single family home owners on 46th St, many of whom are families that contribute significantly toward the economic health of downtown Bethesda. Elm St Park is already subject to a number of imminent pressures (Western border cycle track, Purple Line easements, etc.), and is highly overtaxed in its existing state. Three different daycares use this as their outdoor space, which results in up to 60 small children taking over the playgrounds and paths. The children are not closely supervised, and therefore the Park, and particularly the playground, is basically closed for business to the community while they are there. At lunchtime on a nice day, you'll generally see more office workers trying to have lunch in the Park than the benches and tables will permit, and on weekends the gazebos and spaces are almost always fully committed to special events - again, sometimes making it difficult to use the Park as an individual or family. It is undeniable that there isn't enough Park to go around -- and if even some of the possible pressures on it come to pass, there will be less yet. I know that the goals for the Bethesda Downtown Plan include green space that will be a resource to the community, and as an around-the-clock observer of the site in question, this area needs more than just a 50' strip to make those goals a practical success if more residential is to be added on top of it.	12/13/2014 2:06 PM
38	The concept indeed seems pleasant.	12/12/2014 5:00 PM
39	You need to work really hard on a proper transition between the business district and neighborhoods. My neighborhood (from Jones Bridge to East West Hwy) has a very ugly transition area and you have allowed too tall buildings along Wisconsin Ave. This would have been a very nice avenue with lower buildings and more thoughtful ideas about scale, retail and restaurants. How can you allow such light pollution as from the two buildings in the northeastern corner of Wisconsin Ave and East West Hwy? It must take a lot of energy, is really annoying for neighbors, and can be seen from god knows how far north when you go south on RV Pike. Could you do something retroactively about this?	12/12/2014 11:12 AM
40	I am most concerned about the setback distances and where that land will come from. If you come 35' in from the street you will be in my house. I am all for having more green canopy in any neighborhood, but there are plenty of tall and old trees in this neighborhood. I have seen more trees cut down because they are interfering with the power lines than anything else. Consider placing power lines underground which will allow trees to grow unrestricted along the roads. PEPCO cut down 3 trees this year along this proposed greenway because of the power lines.	12/11/2014 11:54 PM
41	None of the parks you show in this section could ever be built in the postage-stamp size areas that has been set aside for green space. The greenway at 60 feet is tiny and would live in the shadow of behemoth size 25-story buildings that would create a canyon-like effect. It makes no sense. The Women's farm market space is not large enough for a park. You should take the County-parking lots on the east side of Wisconsin, put parking underneath them and make them into parks above.	12/11/2014 4:01 PM

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42	I work in Bethesda and live in this neighborhood on sleaford rd and absolutely love the neighborhood(as is). I am an avid walker and use the Georgetown branch entrance at the end of my street... which you seemed to have overlooked there is an ENTRANCE to the Georgetown branch trail(it lead to the capital crescent trail) on the eastern end of the street. Our neighborhood is much more than a street next to Wisconsin as these diagrams elude... We have MULTIPLE parks, actually 2 on the northern section of this proposed route, also Lynbrook Elementary is in the neighborhood which has a play ground, fields, and tennis courts, then there is BCC which has a public fields and tennis courts as well!! ...in my opinion the perfect amount there is a sense of privacy and community you would not expect in a neighborhood so close to a busy street like Wisconsin avenue.	12/11/2014 3:45 PM
43	If I understand this proposal (and the proposal and its goals are hard to understand) you would make Bethesda "greener" by turning many people's front yards (possibly mine) into public amenities. You would take a neighborhood which is already extremely green and propose designs that would increase the amount of bike, foot and maybe car traffic at the expense of a the people who moved into the neighborhood because is offered a pocket of "green-ness" in a Bethesda that is increasingly urbanized. For example, Sleaford Road (where I live) does not suffer from any of the "edge condition" characteristics that the plan seems to view as problematic. (To the extent that it once did, that problem was addressed by the Whitney.) Yet they suggest that I would lose most of my front yard to some kind of walkway and enhance bike path. I fail to see any environmental benefits from that. If I misunderstand what the plan is, then you need to do a better job in providing a coherent explanation.	12/11/2014 9:01 AM
44	Implementation of plans would result in total loss of privacy, take away most of our front yard (where our children always play) and cause a drastic reduction of property value. Besides, once the pavements, curbs and sidewalks will be rehabilitated in line with the West Chevy Chase Rehabilitation Project, there will be no need for an additional greenway. Also, the streets are mainly used by residents who do not need additional recreational amenities since they live here and have their front- and backyards. Accordingly, plans are absolutely not acceptable.	12/11/2014 8:50 AM
45	I take my property rights seriously. I would hope that the County Planning Board does too. I saved for many years to buy a house here on little more than a postage stamp lot 18 years ago, and I have invested in my property over the years. I have a small toddler who plays on MY property right where YOUR future "Greenway" lies. Are you kidding?	12/10/2014 11:20 PM
46	All of these setbacks can only result in the county stealing homeowner land for these so called improvements. We already have enough trees, shrubs and green space. We DO NOT need you to steal our front yards to create even more sidewalks and bike paths. Preserve the current scale and character along Tilbury Street and Rosedale Avenue.	12/10/2014 11:09 PM
47	Really! I could be onboard if this plan is closing Tilbury Street, and putting the greenway inlance of the road. I must be missing something here. The whole thing would already be green in there was no sidewalks. Lets talk about how you have wasted money by install new sidewalks twice in the last 14 years.	12/10/2014 10:47 PM
48	We agree with enhancing existing green spaces and maintaining the neighborhood beginning 1 block east of wisconsin (where we live) as low-rise residential. However, as property owners along Tillbury St (proposed green street/greenway), with an existing house that is set back less than 25' from the street, we are very strongly opposed to creating any greenway/street by exercise of eminent domain --- which, while not stated, is the only way that such greenway could be created. Beyond our personal interest, we simply do not see that the benefits-- in a well-bounded neighborhood with substantial tree cover--will be adequate to the public costs and losses to abutters. A better-considered approach to create a "green boundary," if this is seen as necessary, would be to make Tillbury street one-way and narrow the street somewhat, converting the reclaimed street width to green space. In any case, the scheduling of the 11 Dec hearing, however preliminary, WITHOUT ANY EFFORT TO CONTACT PROPERTY OWNERS WHO WOULD BE SUBJECT TO EMINENT DOMAIN UNDER THE PLAN IS CONTRARY TO PRINCIPLES OF TRANSPARENCY AND MEANINGFUL CONSULTATION.	12/10/2014 10:09 PM
49	This proposal makes no sense. There's no reason the county should be putting public parks or recreational areas right on top of people's houses. Tillbury Street is a quiet neighborhood - not a downtown area. The county should be using Wisconsin Ave or the Crescent Trail - not a quiet neighborhood. I'm not sure who this greenway is for, but me, and all of my neighbors, think this is a pointless use of taxpayer dollars.	12/10/2014 8:15 PM
50	These entire proposal seems to be a solution to a problem that does not exist. The "Eastern Greenway" is running through a residential neighborhood - not some downtown space for public use. It is entirely mind-boggling to imagine why people would need to congregate on a residential street - 2 feet away from peoples' yards. This is absolutely not a place for "open space" - it is a residential neighborhood. Clearly this is a give away to some construction/development company that is not in the best interest of the affected population. I would like to see the cost benefit analysis, as well as projected usage of the proposed greenway, to understand how the county could be credibly entertaining such a project. In the meantime, I have contacted the real estate lawyers that my firm has on retainer, and will be directing them to use all legal recourse to immediately seek injunctive relief as it relates to this project.	12/10/2014 6:58 PM

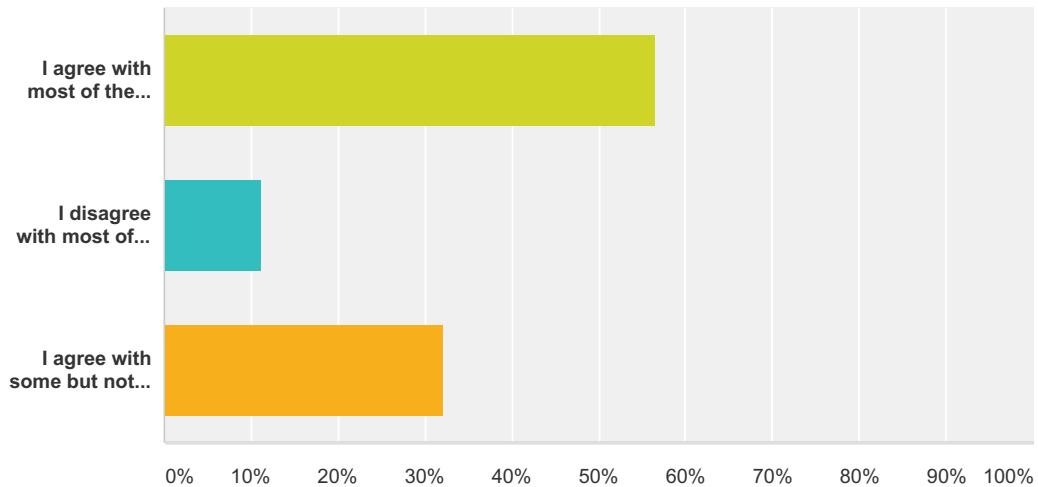
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51	I cannot attend the meeting. My husband and i are very concerned that this is enough to cause a heart attack!!! What are you thinking...this lovely green setback sounds like a folly. Have any of you driven down Tilbury or Sleaford? Pretty narrow street with cars parked along whole block most of the time. I absolutely can't fathom how you can be thinking sidewalks on both sides of Sleaford. That would only add more "non green" concrete. Abhor the idea of the county taking any of my front yard...it is already green. Please work with the people along the streets that you are toying with in this plan. Do not vote on going forward as it stands now. Feels like the major downside could well be a decline in home value. Very upsetting! The Scioli's at 4604 Sleaford Road	12/10/2014 2:49 PM
52	I live on the Greenway. I think this is a horrible idea. How will I be compensated for the property you take from me. How will I be compensated for the lost value of my home. Just because I am on the edge of a community, it doesn't mean that I'm not a part of it. I will fight this proposal tooth and nail to the end and I will happily coordinate the resources of others in my position to do the same. Not necessary! Not accomplishing anything worthy of taking so much from so many! Not Fair! Not gonna happen without a BIG fight!	12/10/2014 2:03 PM
53	I strongly support the creation of a greenway buffer between the residential neighborhoods east of the Bethesda CBD. This will provide a park like separation from the larger scale development in the CBD from the single family developments. I recommend further that the Bethesda Urban Partnership be tasked with maintaining these greenways, as they do for many of the green spaces in Downtown Bethesda.	12/9/2014 8:01 PM
54	Garages should never be the prominent architectural feature facing the street as is shown several slides above.	12/9/2014 3:23 PM
55	There are enough high apartment buildings! Townhomes would be a better alternative in this area. The more green space ideas are good.	12/9/2014 11:56 AM
56	Add a park behind the Women's Co-op Market	12/9/2014 11:19 AM
57	I really like the Eastern Greenway concept. The huge setbacks and really low 20-35' height limits might be a bit draconian though.	12/9/2014 2:28 AM
58	Unsure if I am in favor or not because it's not clear by the slides where 35' development will be permitted vs 70' development. Or is it saying that the area can be developed anywhere between 35' and 70' as long as the green setback is maintained? Seems ok, but a bit confusing.	12/8/2014 9:39 PM
59	Keep the green mile, no more big tall buildings!	12/8/2014 8:45 PM
60	Buildings should be immediately adjacent to thru bikeway. Setbacks in an urban area are a destructive vestige of outdated thinking. Also, it is essential to connect this bikeway with a direct bicycle connection to Connecticut Ave. via Leland Street. The obstacle to bicycle travel erected by the Town of Chevy Chase should be removed.	12/8/2014 7:50 PM

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Q33

Answered: 115 Skipped: 558



Answer Choices	Responses
I agree with most of the content of these slides	56.52% 65
I disagree with most of the content of these slides	11.30% 13
I agree with some but not all of the content	32.17% 37
Total	115

#	Other (please specify)	Date
1	Need more parks for kids. The Park on Elm, near the library, is one of the busiest I have ever seen.	12/24/2014 10:05 AM
2	Please save the Sacks subdivision as single family R60. We are being squeezed all around by Lot 31 and the site of the former Eastham's Exxon. We need to have reprieve from too many high buildings. More green spaces would be great.	12/23/2014 8:52 PM
3	Add to the Goals, "Improve Walking and Bicycle Access" to all areas of the South Bethesda district.	12/23/2014 3:49 PM
4	The Strathmore St off Bradley (near Pet Mart) is being used as an access road for more than routine traffic. People are driving east on Bradley and then going left at the Strathmore and going against traffic into the Pet Mart CVS parking lot. It's scary crazy!	12/23/2014 2:28 PM
5	Why don't you focus more green space activities in Norwood Park? You wouldn't have to condemn property or homes or create creepy-sounding greenways.	12/23/2014 1:33 PM
6	Definitely need to improve park visibility and access as I did not know this existed for many months after I lived in Bethesda. Also need to improve aesthetics of the buildings as they look like "affordable apartments"	12/23/2014 11:30 AM
7	As mentioned earlier, I'm not in favor of the Strathmore extension.	12/22/2014 9:58 PM
8	Should be more like Bethesda Ave. Norwood park is overused and hard to get to when walking, it should be made bigger.	12/22/2014 6:49 PM
9	I don't want Strathmore to be extended. This will great increase automobile traffic into our quiet neighborhood which currently has a lot of children playing and plenty of foot traffic feeding Norwood park.	12/22/2014 5:25 PM
10	Relate form to current property boundaries for more realistic assessment.	12/22/2014 11:08 AM
11	Do not change character of Sachs neighborhood	12/22/2014 10:06 AM

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12	Can Fire Station 6 be re-located on Arlington south of Bradley?	12/21/2014 6:44 PM
13	The slides omit any reference to the Southwest Corner of Wisconsin and Bradley, now owned by the Bethesda Fire Department (BFD). Is this a change in the Planning Commission's thinking? Last I heard the BFD plans to make MAJOR changes to the corner lot and the one to its west, adding a 6-8 story commercial building on the corner, moving the fire station west to the vacant lot (requiring a new traffic configuration to cross Bradley) and building a block of town houses (or low rise apartment buildings) facing Nottingham Drive's single dwelling units on the south side. And the earlier version of map colored the BFD property calling for a zoning change. Is this now off the table? Or is it still under consideration and not up for public comment??	12/21/2014 6:37 PM
14	These streets should be like Bethesda Ave with Mom and Pop stores and M&P should live above them. Norwood Park is the only real green space I know but very hard to walk to .	12/21/2014 6:12 PM
15	Please add Nottingham Drive as a pedestrian access route to Norwood Park. Pedestrians now use Nottingham Drive in significant numbers as the access route. To facilitate pedestrian access, urge Montgomery County to purchase (or acquire) the vacant lot west of the Bethesda Fire Department, now owned by the Bethesda Fire Dept., a private non-profit Corp. The County GAVE that lot to the BFD years ago, shortly after BFD purchased the corner lot (which had supported a house).	12/21/2014 5:22 PM
16	You are talking about doubling or more the size of all the buildings in this community. So potentially adding thousands more people and you are doing do that and add three "potential" open spaces to compensate. Again, the more I learn about what you are planning, the most opposed I become. This is not smart growth. This is just growth. You don't have the schools, the infrastructure, to do this. You are living in a bubble. Once the traffic gets bad enough, businesses and people will choose to live elsewhere and then this bubble will pop.	12/21/2014 5:08 PM
17	I worry that the increased density in Bethesda will overwhelm our recreational facilities. I like the new green spaces - but they are not adequate to fulfill the recreational functions that a park like Norwood fulfills. Where will the kids play soccer, baseball, tennis, run, etc. Those things don't happen in pocket parks, enjoyable as they are.	12/20/2014 10:05 PM
18	Although better connecting Norwood Park to the neighborhoods north of the park, the park already is well used and the connection will put more pressure on the green space. I also wonder whether low heights will be maintained next to the Chevy Chase West neighborhood, specifically not increasing height at the fire station.	12/20/2014 6:02 PM
19	Additional PEDESTRIAN ONLY access to Norwood Park is essential and Nottingham Dr should be the designated access road for this because it already receives a constant influx of cars that try to access the park and then park illegally or take parking space away from residents. It has green space on the north side of the street as well hat can serve as a green buffer between South Bethesda and the residential community of Chevy Chase West and has a sidewalk that could be expanded to give pedestrian access to Norwood Park.	12/19/2014 10:49 PM
20	This area is old-school, UGLYand obsolete housing.! Trust me I know you can't fix this its like literally like sweeping a dirt floor it never gets clean and the space sucks (low ceilings, terrible amenities - i have no Dishwasher!). Doesn't more housing lower rental rates in the area because of competition? Redevelop this area more like woodmont/downtown but add parking people park all over. Connecting to the park is a great idea!	12/19/2014 9:28 PM
21	I'm concerned about density and height at the fire station site which abuts single family residential.	12/19/2014 9:17 PM
22	Redevelope this are a to higher density, mixed uses and better connectivity. This is the honest way to increase affordable housing options.	12/19/2014 7:13 PM
23	Rents should be income based like 20% of income as only a six figure income earner can afford market rates which need dissected anyways	12/19/2014 7:13 PM
24	I am a resident of Chevy Chase and business owner on Wisconsin. I find the approach the planners have used to recognize that Bethesda is changing and is becoming a walkable destination and community. I support how the planners have addressed the needs of the South Bethesda community. I think their approaches are innovative and constructive.	12/19/2014 5:17 PM

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25	I am disappointed that a residential density increase has not been included for the Sacks Neighborhood on Leland and Wellington. With the new higher proposed density surrounding us, we will live in a canyon. I find it hard to believe that there will not be a zoning variance proposed before the next Master Plan in 20 years. Action now would open the door for some sort of multi-family housing construction before 2035. If single family housing is considered untouchable, I would urge planners to protect the neighborhood by diverting traffic from using Leland and Wellington as cut thru streets. Is your proposal to make Strathmore a two-way street between Woodmont and Bradley? It would make sense to make Strathmore the exit from Woodmont to get to Bradley, since it has multi-family housing on both sides and the new proposed heights up to 120'. With the soon to open lot 31 residences and other high rise housing under construction, our single family street will become overrun. We are used to some traffic, but it will become overwhelming. I support the added heights for HOC housing and giving the Fire Department an opportunity to develop. I hope adding HOC housing does not change the policy of MPU's in new buildings throughout downtown Bethesda. I don't think it is a good idea to have most of the HOC housing concentrated in one area. We need economic diversity throughout the downtown area. I support the new entrance to Norwood Park. I can't tell if the current entrance will be maintained. I hope it will remain as a secondary entrance/exit. I support adding bike priority along streets. Someday residents of Bethesda will realize how convenient and healthy running errands via bike can be as long as the roads are designed for their safe passage.	12/19/2014 2:10 PM
26	Although other maps note the Wisconsin and Bradley intersection as a gateway, this section of the document does not. It most definitely is a gateway to Bethesda and should be treated as such. A 70' tall building on the southeast corner is not a fitting gateway - green space and perhaps a sculpture (along with a standalone fire station of 2 stories maximum) is much more appropriate.	12/19/2014 10:09 AM
27	There should be a clear designated PEDESTRIAN entrance to Norwood Park and the logical solution is to designate Nottingham Dr, because it is the street that bears the brunt of a continuous stream of cars that park there illegally and take parking away from residents.	12/19/2014 9:48 AM
28	I'm personally in favor of doing further study to possibly substantially zoning and redeveloping the single family homes along Leland St and Wellington Dr. They seem out of place with the apartments to the south and the back of the lot 31 development to the north. I think it would be a great area to allow 70-90' heights and to enhance connectivity.	12/19/2014 9:01 AM
29	I would like to see the access to Norwood Park through Bradley Blvd. I think changing Strathmore much would infringe on the Wellington Drive homes and should be left as a buffer.	12/19/2014 2:01 AM
30	I do agree that Norwood Park needs greater accessibility from downtown Bethesda. I am not sure how extending the road from Strathmore achieves this unless it continues into a parking area for the park. A walkable ADA compliant entrance from Chevy Chase Dr. through to the pathways in the park is needed. I disagree with keeping the R-60 zone for Sacks Subdivision as this area is so close to public transportation and can be better used for higher density. This is called smart growth. If MNCPPC does not intend to find a way to transition this area then it needs to be treated like any other single family area where adjacent building heights are scaled way down from 70 and 120 foot heights and proper buffer zones area provided. Otherwise it makes no sense to simply save single family structures. Doing so and keeping the R-60 zone will decrease the potential future availability of housing and in particular affordable housing in downtown Bethesda.	12/18/2014 11:04 PM
31	I agree that you need to try and keep the more affordable housing that exists here. But one of the reasons it is affordable is that it is old and not fancy. Those old brick buildings have their charms though -- they are surrounded with ample green space, there are good tree canopies in many spaces and it is quiet yet still relatively close to the downtown Bethesda shopping area and metro. If you start tearing down those old buildings and replacing them with 120 foot monstgers, you will lose affordable housing fast. And no doubt you'll allow the buildings to eat up most of the land area so you will lose green space, increase water run-off, etc. And this area abuts yet another old established neighborhood. Leave this area alone. It does not need infill development. Once again the plan is not focused on what it should be focused on -- keeping and sustaining a liveable environment for Montgomery county residents.	12/18/2014 10:55 PM
32	Norwood Park is highly under-utilized. Most don't even know it exists. Many improvements can be made with this wonderful open space.	12/18/2014 10:53 PM
33	Is the new entry to Norwood Park for cars? If so is additional parking and driveway being added to the park (taking away green space)? Or, if it is a walk in entrance how will people be prevented from parking in the neighborhood?	12/18/2014 10:24 PM
34	Must have large or multiple off leash dog park in Norwood	12/18/2014 10:09 PM
35	Excellent idea to enhance the connectivity between all of the greenspaces.	12/18/2014 9:39 PM

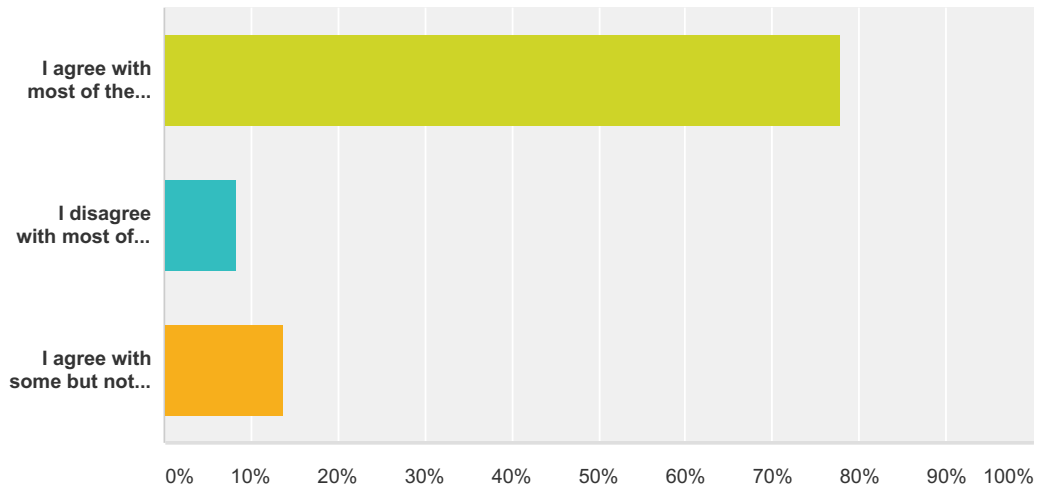
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36	I don't see a lot of other green space being proposed. Norwood Park already exists and i would like to see additional green space instead of shifting the focus to Norwood.	12/18/2014 9:38 PM
37	Norwood Park does not need a celebratory arch in a new entrance - it is a natural place that should remain that way. The new entrance is on a residential street - be respectful and leave it as it is.	12/18/2014 9:26 PM
38	Too dangerous for young kids in Norwood park	12/18/2014 9:04 PM
39	Making that park more evident / accessible wold be great St John's stands to contribute greatly to this gateway into Bethesda	12/18/2014 4:07 PM
40	I particularly agree with the idea of making Norwood Park more accessible by pedestrians in South Bethesda. Currently, you need to be a path finder to get there. Also, a bit of a magician, if you must cross Wisconsin. Not that Bradley is that much easier to cross.	12/18/2014 2:28 PM
41	Creating a new street for cars to access a green-space is ironic.	12/17/2014 2:04 PM
42	Tall buildings at Bradley. Makes little sense from any urban design perspective.	12/15/2014 4:47 PM
43	I'm all for preserving the character of South Bethesda. One advantage to this existing neighborhood is relatively affordable housing. In fact, I think almost no change would be about ideal.	12/12/2014 5:02 PM
44	To really activate Norwood Park from the North, make Bradley not a death trap for pedestrians. The Wis. Ave crossing light is about 12 seconds - no way a senior citizen could make it - when it actually works. The crosswalks that were just installed also need parking setbacks. As a driver, you simply can't see the people trying to cross the street.	12/12/2014 12:53 PM
45	Would the connection to Norwood Park be made upon the redevelopment of existing properties?	12/11/2014 2:24 PM
46	This area is more commercial, therefore, could support the setback and additional sidewalks and/or bike paths. However, there are homeowners in this area too, and I don't think they want their front yards stolen in order to provide more sidewalks and bike paths.	12/10/2014 11:10 PM
47	It's not right for Sacks to be surrounded with high rise development and not be given higher density zoning with transfer density rights. Sacks should also be given the chance to be developed like all the areas around it. This is what most residents want.	12/10/2014 8:35 PM
48	There is no demonstrated need for 'enhanced connectivity" to Norwood Park from the area north of Bradley Boulevard. Existing roads and pedestrian pathways are easily used for that purpose. The proposed new road would simply increase traffic on already-congested Strathmore Street on both directions. The existing barrier to entering Strathmore Street from the north is there because the area residents specifically requested it in order to limit the through traffic that uses the street to bypass Wisconsin Avenue. The alley to the east of Strathmore Street already allows for local southbound traffic. This entire part of the plan is nothing more than an intrusion into an existing residential neighborhood for the benefit of vehicular traffic; it is a BAD idea.	12/9/2014 10:28 PM
49	I think it is a difficult situation if you leave a small area for low-density single family surrounded by high rises. I know some people would like to keep that character but believe zoning should be flexible enough to allow multifamily if the neighborhood evolves. Possibly townhouses or some mid-rise authority.	12/9/2014 9:49 PM
50	There is a huge need to improve public transportation to Norwood park. It is a huge untapped asset. Cap Bikeshare, and Circulator plans should be considered in addition.	12/9/2014 9:36 AM
51	So would this additional entrance have additional parking? What happens when the cars arrive at the park? This would benefit from more detail. The park already is flooded with users who drive (for Blessed Sacrament football, to walk their dogs, for MSI, for parties at the building).	12/8/2014 10:25 PM
52	A connection between the CCT and Chevy Chase Dr at the intersection of Hillandale Road should be included to allow residents to travel to/from green amenities and the expanding South Arlington area.	12/8/2014 9:07 PM
53	First time you are for improving green*space without adding more housing - I'm all for this one!	12/8/2014 8:45 PM

Bethesda Feedback Loop - December 2014

Q35

Answered: 95 Skipped: 578



Answer Choices	Responses
I agree with most of the content of these slides	77.89% 74
I disagree with most of the content of these slides	8.42% 8
I agree with some but not all of the content	13.68% 13
Total	95

#	Other (please specify)	Date
1	Arlington St. should have more publicly-accessible green space. It's jarring to have multi-million dollar homes ensconced in leafy neighborhoods right next to some of the most barren and unattractive streetscapes in the county. When I'm in downtown and I want to be in a more natural environment, right now my only option is to take a walk in the rich folks' neighborhood. (Just can't loiter anywhere...)	12/24/2014 11:10 AM
2	The library seems to be an underused resource. Would recommend increasing all types of transportation, including more parking, to the library.	12/24/2014 10:06 AM
3	Add to Goals, "Improve Walking and Bicycle Access to all areas of the Arlington North district."	12/23/2014 3:50 PM
4	What if people don't want to sell their homes to create a new park? Bethesda is still basically still a suburb where people have back yards. I think you're absolutely gone overboard with green space. I don't think Bethesda is big enough to need all these parks. City "Squares," however, are a different matter and more intimate, safe, practical and versatile. There's also already great regional parks like Cabin John, Rock Creek Park, and Norwood, but people won't hang out in any kind of park unless there's enough other people there and its not isolated. And to have the optimal amount of people there requires equal focus on plentiful, diverse retail and commerce surrounding them that draws people and interaction.	12/23/2014 1:44 PM
5	Good plans	12/22/2014 6:51 PM
6	Improve pedestrian-friendliness	12/21/2014 9:20 PM
7	Arlington Road really really needs to be narrowed. At least add some traffic-calming and bike lanes/wider sidewalks	12/21/2014 8:51 PM
8	more empty green talk from you	12/21/2014 6:13 PM
9	This is another small bone thrown to the established residential neighborhoods that support Bethesda's success.	12/21/2014 5:10 PM
10	BIKES along Arlington Road MUST BE SEPARATED FROM AUTO TRAFFIC!!! Otherwise it's DANGEROUS!!!	12/20/2014 3:36 PM

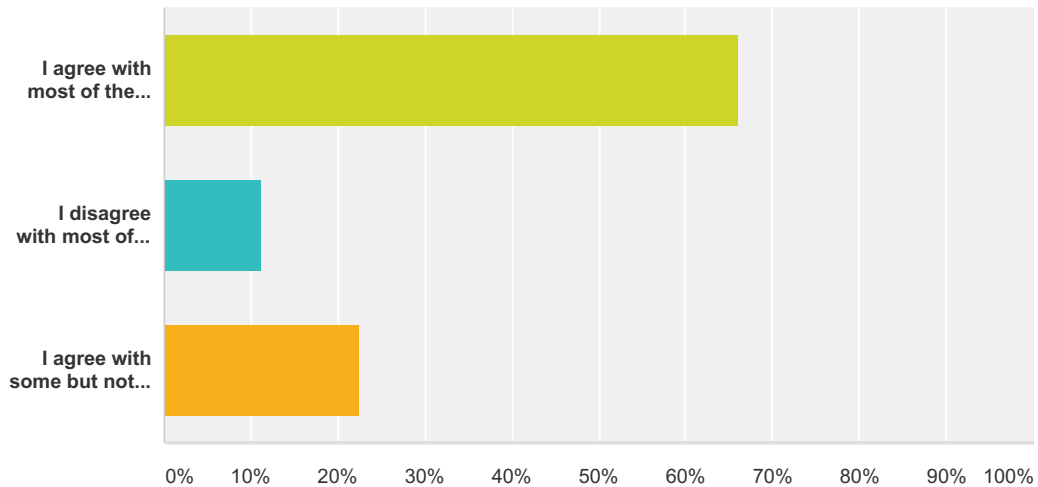
Bethesda Feedback Loop - December 2014

11	Edge of what? I think of Germantown or clarksburg as an edge. This is the best location in the county?	12/19/2014 9:29 PM
12	Make the Edgemoor side of Arlington higher height (4 to 6 stories) and mixed use residential. Arlington Road needs more enclosure to reduce the vacuous and anti pedestrian feel. Move the Governemnt services Center to a building on the parking lot of the Library and include retail (coffee shop, etc)	12/19/2014 7:16 PM
13	Not just bethesda but other areas of county as well...urban farms as well	12/19/2014 7:14 PM
14	i think the small retail is feasible and desirable as well.	12/19/2014 10:02 AM
15	BETHESDA ELEMENTARY SCHOOL NEEDS ITS GROUNDS - these are already public. They should remain part of the school, which very likely will need additional expansion. New public parks are always a good idea but "stealing" land from the elementary school is a laughable approach to a serious need. PROPOSAL: NEW library with underground parking, multi-level structure and existing parking lot converted to public park. Everyone I have spoken to in my neighborhood agrees that this would be an EXCELLENT plan.	12/18/2014 11:20 PM
16	i don't think this is the edge. this is central. It is right next to metro without immediate adjacency to single family homes. this should be a priority to redevelop and connect both sides of Bethesda. This is one of the biggest missed opportunities of the plan. It connects both retail districts, the main employment center, and the bulk of institutional assets (library, school, parks). Why would this not be a focus of development?	12/18/2014 9:07 PM
17	Is there really a need for a park next to the green area of the elementary school? Just keep the gates open outside of school hours; that's lots of green! There's also a great park next to the library. (It would be nice to have a library entrance at the park end of the building.) Any development in that area will require traffic management. It's pretty bad there.	12/18/2014 12:13 PM
18	Cycle track for Arlington Road. Better sidewalks for pedestrians.	12/17/2014 2:05 PM
19	Keep building heights low. Keep small homes intact on Arlington--adds to the charm.	12/12/2014 8:31 PM
20	Green buffers would, I think, improve the quality of life. Otherwise, I think the Arlington North area already works well, so I agree with little change.	12/12/2014 5:10 PM
21	Two parks in two blocks? There's already one at Bethesda Elementary anyway.	12/12/2014 12:54 PM
22	Arlington Road is mostly commercial, so please make the proposed enhancements, especially the park near the elementary school.	12/10/2014 11:12 PM
23	Do not develop with larger buildings!!!	12/9/2014 9:43 PM
24	Bike connectivity should be real -- like a Blue Lane -- not here and there.	12/9/2014 3:24 PM
25	The slide with the lovely houses on it on Montgomery Avenue doesn't reflect how many of those houses have been torn down. This area of Bethesda is one big ugly construction site.	12/9/2014 1:00 PM
26	Please improve pedestrian safety around the Bethesda Elementary School! There have been deadly accidents in the past involving pedestrians hit by vehicles, and as a first step, cars should not turn on red at intersections close to the school.	12/9/2014 12:51 PM
27	If Arlington Ave in Arlington North becomes a bike-friendly route, great, but consider making Woodmont a 2-way street! Ditto Montgomery, at least west of Wisconsin.	12/9/2014 11:22 AM
28	how to create better connectivity of pedestrians and bicyclists to Woodmont triangle across Old Georgetown?	12/9/2014 10:17 AM
29	I would like to see this area become more mixed use than residential. The intersection with Moorland Lane and Old Georgetown Rd could also use improvement. What are the height restrictions on the areas listed as potential development? The library is listed as potential development. Are you actually considering moving it or replacing it? It seems to function well in its current form.	12/8/2014 11:29 PM
30	Need wider sidewalks through this area.	12/8/2014 10:27 PM
31	And how will you improve traffic through down the main corridor (Arlington Blvd) where it gets all congested (school, library, Giant)	12/8/2014 8:46 PM
32	We need transitions, not buffers. Parking lots should be replaced with midrise apartments and townhouses.	12/8/2014 7:52 PM

Bethesda Feedback Loop - December 2014

Q37

Answered: 115 Skipped: 558



Answer Choices	Responses	
I agree with most of the content of these slides	66.09%	76
I disagree with most of the content of these slides	11.30%	13
I agree with some but not all of the content	22.61%	26
Total		115

#	Other (please specify)	Date
1	Please consider affordable space for artists' studios and shared writers' and performance space. I did not notice any specific mention of solar power in this presentation. Why?	12/25/2014 2:16 PM
2	Agree that energy efficiency and water use are top priorities. So, will this plan remove existing water fountains?	12/24/2014 10:08 AM
3	I just so prefer a red/beige brick to the Starship Enterprise look.	12/23/2014 2:29 PM
4	All good. And please promote more distinguished architecture.	12/23/2014 1:45 PM
5	Green roofs should be implemented on residential buildings and commercial buildings throughout all of Bethesda. Many cities are now requiring green roofs on these buildings otherwise developers will not spend the money	12/23/2014 11:32 AM
6	There is too much concrete and water run off.	12/22/2014 6:52 PM
7	This will take early buy-in from DOT, DPS, & SHA, so it worries me. It will also take a lot of early modeling from the private sector to see what return will be necessary to implement. Great idea, but let's start serious discussions soon.	12/22/2014 11:53 AM
8	If we are going to give away density and height increases to accelerate marquee green projects, we have to somehow ensure we get well-designed landmarks. Perhaps architectural review?	12/22/2014 3:12 AM
9	too much Concrete and high rises	12/21/2014 6:14 PM
10	This is besides the point. We should be doing this anyway. You don't get credit for doing what you should be doing anyway.	12/21/2014 5:11 PM
11	really nothing to agree or disagree with	12/21/2014 8:49 AM

Bethesda Feedback Loop - December 2014

12	Please consider planting edible species. Indigenous serviceberries trees that produce delicious fruit in June are already established in downtown Bethesda (at the intersections of Leland & Woodmont and at the intersection of Miller & Woodmont.) Planting additional trees of this same variety throughout all of Bethesda would lend credibility as a destination for urban foraging of native edibles.	12/20/2014 1:07 PM
13	Reduction of impervious surfaces is essential for storm water runoff before these plans can be implemented.	12/19/2014 10:52 PM
14	The fundamental requirement for achieving these goals is much greater residential and commercial density along with limits on parking. I want more people, places and things in Bethesda for me and to achieve community goals and values.	12/19/2014 7:19 PM
15	I hope all new HOC housing will be LEED certified buildings!	12/19/2014 3:10 PM
16	Obviously these are great goals but if the "ask" is too much and the businesses can't justify the cost then it could hamper the improvements that are needed in a number of areas of Bethesda. Can't argue with the intent, just don't want to see perfect become the enemy of the good.	12/19/2014 3:10 PM
17	Pedestrians should come first and safety second cars should be assigned underground garages	12/19/2014 10:58 AM
18	Consider increasing the number of recycling bins and compost services.	12/19/2014 10:29 AM
19	Much is achievable w/o density incentives. Market already supports high energy performance and state regs dictate and shape approaches to storm water management. Consider setting the baseline at a very high level before allowing for density incentives.	12/19/2014 10:19 AM
20	We should have no high intensity lights at all.and all lighting should be dimmable and pedestrian friendly..	12/19/2014 10:06 AM
21	pedestrians walking across light rail track? I don't think so. This isn't a plan, it's a sales pitch.	12/19/2014 8:39 AM
22	Central to improving Bethesda's streetscapes and livability in a manner that directly addresses its economic, social, and environmental sustainability is enhancing infrastructure for NON-motorized transportation, including biking. Studies are clear that using bikes for short distance errands and transportation is space efficient, healthful, and boosts both economic activity to shops and home prices for properties adjacent to effective biking infrastructure. At present, Bethesda is sorely lacking in such infrastructure, despite the welcome arrival of the Capitol Bikeshare program. As a 10-year resident who conducts all my area shopping by bicycle, I strongly endorse planners vision to build stronger infrastructure that encourages non-vehicular use and protects those electing to get around without it. This means protected lanes and spaces, increased signage and visibility, and other efforts to support alternative, healthful, safe means of getting around this already congested area. Thanks for your hard work. We're excited to see how Bethesda evolves. Andrew Forsyth Bethesda 20814	12/19/2014 7:11 AM
23	EXCELLENT. NEED TO PUSH FURTHER IN ALL THESE AREAS.	12/18/2014 11:23 PM
24	Stormwater requirements are already required by Montgomery County for new construction. Will existing impervious areas be retrofitted?	12/18/2014 11:20 PM
25	Sure, encourage sustainability, energy efficiency, etc., etc. All good. But don't do it at the expense of a human-scaled, liveable spaces for residents and workers to live, work, and recreate in. This does not mean we need enormous buildings -- roof top gardens may catch rain water but they do nothing for people on the ground and we are all out there walking on that ground!	12/18/2014 10:58 PM
26	Sorry, don't agree with the objectives	12/18/2014 10:55 PM
27	To minimize environmental impact, must keep density to minimum and building heights low	12/18/2014 10:11 PM
28	A city can be sustainable without increasing development. Building codes can require energy-efficiency without increasing height and adding more buildings. Claiming that this development is taking place in order to be sustainable is assuming that we're all idiots. I teach environmental biology, and I know that this is a plan to sell more condominiums and cram more people into Bethesda. Making those new condominiums LEED certified is commendable, but better would be not adding them at all.	12/18/2014 9:29 PM
29	These slides are really useless! Buzzwords with no concrete plans.	12/18/2014 9:14 PM
30	nice ideas but confused on how this works. Are there concrete examples? Locally? Elsewhere? will cost benefit be in balance? are we working with proven concepts? need more detail	12/18/2014 9:09 PM
31	I don't think I understand these slides as well.	12/18/2014 9:02 PM
32	Strongly feel that County can provide incentives for private owners to adopt some of these practices, but they should not be mandated.	12/18/2014 9:00 PM

Bethesda Feedback Loop - December 2014

33	We seem to have a cookie-cutter design for new apt blgs and I hope that some variety of design can be encouraged. Of course, height matters in designing a neighborhood	12/18/2014 4:09 PM
34	What do we do with the through traffic?	12/18/2014 2:30 PM
35	I don't think I want to live in a "National Model". I want to live somewhere where neighbors can know each other and help each other in times of need. I want to live some where where my investment of time over the long haul and increasing tax payments works toward my future of a community that cares.	12/18/2014 12:55 PM
36	I hope tall high rises are not placed throughout the downtown. Feeling walled in is not a good feeling. The slides throughout this presentation seem to good to be true--focusing mainly on green spaces, cyclists, pedestrians, children and animals. This would make a happy community. I only worry that that is only for the presentation and when the reality unfolds and budgets come into play, concrete will win out.	12/17/2014 2:50 PM
37	I don't like the visual of the very tall buildings. We need to keep our community human scale. I think the height limit needs to be reduced to 70 feet across the downtown area for new construction. Or at least for the areas closest to residential neighborhoods. And we need to limit the number of apartments and condos. There is no place for kids to go to school who would live in these buildings.	12/17/2014 11:16 AM
38	No opinion either way.	12/17/2014 9:50 AM
39	More people = more environmental consequences, regardless of "sustainability" goals.	12/15/2014 5:38 PM
40	These slides need a talk-through interactive to make sense. Some slides look worrisome--the ones with density of tall concrete/glass buildings.	12/12/2014 8:33 PM
41	While reductions in energy use are needed worldwide, we should be careful to also calculate the energy used in the process of construction. That energy use must be subtracted from expected reductions in energy demand. And so some possible projects may not be desirable after all.	12/12/2014 5:13 PM
42	Get the basics of the other areas handled first.	12/12/2014 12:55 PM
43	Frankly, the buildings you show are not attractive - and that is one of my big complaints about the building here in Bethesda. Density seems to translate into really ugly buildings and if you allow too many of them, any amount of greenery cannot make up for what we lose by not having more variety in scale. Everything done for the environment is great.	12/12/2014 11:18 AM
44	very strongly support this direction. Bethesda has the resources to be a leader in green building and urban sustainability.	12/11/2014 4:43 PM
45	We may have an endangered species residing in a Coquelin Run, a tributary to Rock Creek just to the east of Bethesda. Have the planners considered how this much development would impact this endangered species and whether the increase in discharges to Coquelin Run will adversely affect the environment? This is a major environmental concern that the planners seem to have completely ignored.	12/11/2014 4:10 PM
46	This talk is so high level and just a bunch of buzz words thrown together that mean nothing... this slide show was a waste of time. I have a masters in architecture and just because you throw a bunch of buzz words around and stamp AIA on it as a resource doesn't mean your staying anything. Just putting higher LEED regulations on the 1500 apartment units going into downtown Bethesda?? is that what you are trying to say??	12/11/2014 3:52 PM
47	All new commercial buildings should have grass and shrubs on the roof to provide more green cover.	12/10/2014 11:13 PM
48	quite vague...what exactly are you thinking again?	12/9/2014 7:26 PM
49	If public private partnerships mean developers get to do sweetheart deal with city officials, then I'm totally against this. Its great to have businesses contribute, but these plans mostly turn into non-transparent and ugly developer deals.	12/9/2014 3:26 PM
50	PLEASE PLEASE add Vision Zero! If it's not even listed, how can we reduce traffic accidents?	12/9/2014 1:01 PM
51	Very important in the long run.	12/9/2014 10:29 AM
52	Re: Canopy Corridors Try to design these corridors to maximize retail visibility. Street trees can sometimes obscure retail storefronts from the street, and even the sidewalk.	12/9/2014 2:31 AM
53	This section is a little hard to absorb without oral presentation. Areas one and two look a bit daunting in terms of building mass. Area three is nice.	12/8/2014 10:30 PM
54	The main determinant of sustainability is accessibility to electric-powered rail transportation. The requirements for building efficiency should increase, the farther one is from a Metro station, and be least in areas like Bethesda.	12/8/2014 7:53 PM

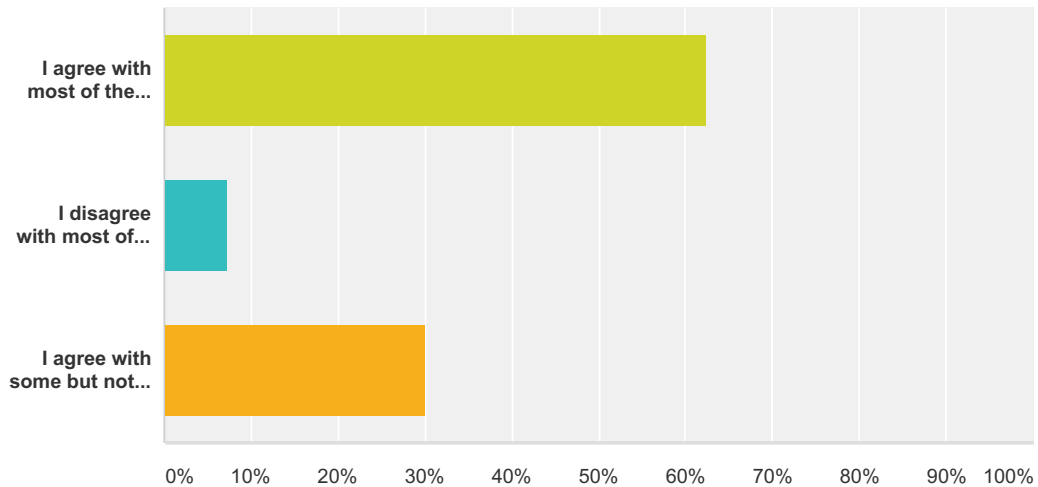
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55	I love the environmentally friendly concept of LEED buildings. Just hope the businesses that occupy them are also are asked to maintain certain level standards.	12/8/2014 7:48 PM
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Bethesda Feedback Loop - December 2014

Q39

Answered: 136 Skipped: 537



Answer Choices	Responses	
I agree with most of the content of these slides	62.50%	85
I disagree with most of the content of these slides	7.35%	10
I agree with some but not all of the content	30.15%	41
Total		136

#	Other (please specify)	Date
1	The process seems very rushed. The "plan concepts" review step, of which this questionnaire is part I guess, is too short. If you blinked you might've missed it. I only found out about this review opportunity at the last minute.	12/24/2014 10:18 PM
2	I agree in general with what is being imagined, but I think there needs to be an even heavier emphasis on increasing green space IN (not just near) downtown Bethesda. With the ever-increasing urbanization of Woodmont Triangle, you're going to end up with an urban downtown with a severe paucity of parks and green spaces, surrounded by incredibly affluent, unattainable suburbs. The other huge problem is housing: only two types are being built: super luxurious condos or high-end apartments. For someone who wants to buy a reasonably priced home in our near downtown, there is nothing remotely affordable. Thus downtown Bethesda is in real danger of becoming an affluent and soul-less ghetto, rather than a focal point for people from many walks of life.	12/24/2014 11:16 AM
3	I regret the planning board's decision on the apartments being built (now) at Wisconsin and Woodmont which is going to be right in the face of Crescent Plaza. We are probably going to be the most affordable place in the area (read drop in value) because of what that building will do. The drivers and temporary routing on Woodmont at Wisconsin is dangerous, at best.	12/23/2014 2:31 PM
4	Overall, you all did a great job, though the feedback you used to do this was probably demographically out of balance. The Millenials may only be transient passers-through here Those of us who have already invested our lives and finances into this community and it amenities (including but not limited to its schools) deserve to be given equal or possibly more value. We hope to stay here--though that's looking tougher and tougher.	12/23/2014 1:53 PM
5	Bethesda needs to remain the small-feeling, quaint, cute town that it is known for. Building larger and more buildings is only going to take away from this feeling if design and height restrictions are not required. With so many towns and small cities around the DC area, Bethesda needs to ensure the success of its future as a place people enjoy going to visit and live or people will start heading to one of the many other town areas instead of Bethesda.	12/23/2014 11:33 AM

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6	Will you really listen to us or are the developers have the final say?	12/22/2014 6:57 PM
7	DO YOU REALLY LISTEN TO INPUT? YOU MUST ADDRESS WHETHER YOU PLAN TO RAISE TAXES TO ACCOMPLISH THESE THINGS. DO YOU????? YOU SHOULD LOOK AT THESE ISSUES NOT FROM THE POINT OF VIEW OF PROFIT MAKING BUSINESSES, BUT FROM THE VIEWPOINT OF PEOPLE LIVING IN BETHESDA.	12/22/2014 10:20 AM
8	I a	12/21/2014 11:12 PM
9	AS is now : a sorry mess. Do something better.	12/21/2014 6:17 PM
10	Again, you are bring unrealistic. You have already approved a 50% increase in residential units and a 20% increase in commercial sf. You haven't talked about building more schools. You haven't talked about expanding metro service. Bike lanes are a fantasy. If you put more cars on the road AND more bikes you will end up killing people on bikes. Don't make Bethesda into mid-town Manhattan. No one wants to live in mid-town Manhattan. This plan makes me want to mobilize my community to slow down this growth.	12/21/2014 5:14 PM
11	Nothing to agree with or disagree with. This survey has really been nothing but a marketing campaign with no real content for discussion and no targeted questions to find out what people really think.	12/21/2014 8:50 AM
12	More green space, more park like settings needed everywhere in this bethesda area. Consider making bethesda ave pedestrian only between woodmont and at,ingrown on weekends.	12/20/2014 11:33 PM
13	What are the costs and sources of funding for this?	12/20/2014 5:30 PM
14	This process is very fast-paced regarding the amount of time allowed for citizen comment. The retail study recently completed has a lot more specifics. Where are the specifics here?	12/19/2014 11:56 PM
15	It is admirable that we have a chance to give feed back. Will you be receptive to us and will we be heard?	12/19/2014 10:58 PM
16	There's not much content in this little section, but I think you're headed in the right direction. Thank you for being so open to public comment.	12/19/2014 3:59 PM
17	Please do not turn Bethesda into Silver Spring, Tysons or Friendship Heights. It needs to retain its character. More green, less apartments. Lower building heights.	12/19/2014 11:37 AM
18	TRULY Listen to our input	12/19/2014 11:01 AM
19	The schedule is fine. The planning board must be accountable to the communities and not developers.	12/19/2014 10:29 AM
20	will you really LISTEN to our concerns.	12/19/2014 10:11 AM
21	/	12/19/2014 10:08 AM
22	This is a general comment about the planning process that is occurring throughout Bethesda. Has any consideration been given to creating a unique identity for Bethesda, an aesthetic that creates s sense of place? In other words, when someone visits Georgetown, they are left with an impression of a unique place. The current development throughout Montgomery County seems to lack this - one town center could be exchanged for another. Places like Crystal City and Rosslyn are good examples of places that have been developed without any real identity or charm. Is this what you intend for Bethesda? What is it about visiting or living in Bethesda besides access to the metro that will make it a desirable place to live, raise children, make it memorable?	12/19/2014 8:49 AM
23	This is a fantastic plan and I can see it putting Downtown Bethesda on a path to really improve as it grows. I only wish it were more aggressive in controlling future growth in traffic, and a little more ambitious in creating an vibrant urban space by promoting interesting architecture, preserving local businesses and expanding green spaces.	12/18/2014 11:41 PM
24	Resident feedback is key and most important. Building owner (commercial) feedback should be considered but is less valuable/useful.	12/18/2014 11:25 PM
25	We hope you will listen to us and modify some of these overblown plans. Less jargon, more specifics please!	12/18/2014 11:00 PM
26	As stated before, you are buying into the green concept as the most important aspect of your planning. Bethesda would not be such a popular destination if it were not already great....if only we could park there to enjoy it!! Please focus on our needs! And please don't ruin the city I have loved for 50 years/	12/18/2014 11:00 PM
27	Buildings are too high, density too high, not enough green and dog parks. Need bicycle traffic rules and enforcement to protect pedestrians. Need pedestrian only streets or sections.	12/18/2014 10:13 PM

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28	Yes - you need feedback. But will you listen? Because most of the people who LIVE in the area now are against further development. The county council and planning board need to show that they actually listen to the people who pay taxes rather than the developers.	12/18/2014 9:31 PM
29	Appreciate all of the work. There are some great ideas in the plan. However, I think of all of the places in the county, Bethesda is the place that should be most Urban, if we don't encourage that we are missing an opportunity and will have to wait another 20 years to correct it. Bethesda is MoCo's only real competitor with Washington D. C., Arlington, and Fairfax. It needs to be given every opportunity to thrive and mature as an urban center, or dare i say CITY.	12/18/2014 9:13 PM
30	We who live off Norwood park have been kept out of the loop!	12/18/2014 9:05 PM
31	I would like to see some emergency plans besides the green ones: 1. What are the emergency corridors for evacuation? 2. Where can people seek shelter in case of storms or power outages?	12/18/2014 4:22 PM
32	I'd love to see more tree canopy & bike-able roadways - but I'm skeptical that these will really come about. Meanwhile the new development will bring even more traffic pressure to an already significantly overburdened system - both clogged roads and heavily used Metro stops. The planned measures to mitigate don't appear to be enough. When we moved to Bethesda in 1993, we loved the many small family-owned shops that were central to Bethesda's wonderful ambiance. Many have disappeared as development has surged. I don't see anything in this plan that encourages retention of those that remain - on the contrary. My fear is that this plan will speed Bethesda toward becoming ever more soulless, losing its distinctive character - just one more Rosslynn.	12/18/2014 11:02 AM
33	PLEASE INCLUDE EAST BETHESDA IN YOUR PLAN!!! we will otherwise fall through the cracks between your plan and nib/walter reed. if it cannot be included please keep in mind the impact that your current proposal has in this area. also this cannot be viewed in isolation with other plans to redevelop walter reed or relocate 2000+ employees to nib... transport solutions need to factor all those issues comprehensively	12/17/2014 9:05 PM
34	The power of money can corrupt development. Saving green space means letting go of some possible buildings. We need green space in the heart of the retail section of Bethesda Row. In the long run having green park space will be a benefit to the real estate interest as the look of Bethesda and the quality of life for residents will be enhanced. Don't let greed get in the way of community vision. Think what would have happened to Greenwich Village New York City if Jane Jacobs had lost to Robert Moses. We are at the cusp of such a decision for Bethesda now.	12/17/2014 4:39 PM
35	Changing the parking areas that protect the town of Chevy Chase is detrimental to all of the town. We need the parking and we need the protection from commercial development. Bethesda needs the parking and is over developed at present. We do not need any more higher buildings.. All of the presentation of green spaces does not mention having to park and places to park are hard enough to find at present. More residences will mean more traffic. Traffic now is very difficult and we do not need more one bedroom apartments	12/17/2014 3:40 PM
36	I believe the planners are on the right track in trying to promote the overall appearance, accessibility, and social equality, while being mindful of future needs of those of us who live or work in Bethesda.	12/17/2014 2:32 PM
37	The current and planned development is entirely over scaled and ugly. .	12/15/2014 5:40 PM
38	I am pleased that you're seeking feedback from the residents. We are the people who will be most affected by changes.	12/12/2014 5:14 PM
39	So far, I think most of the development I have seen in Bethesda has not made it a more attractive place to live. There is shortsightedness about the Capital Crescent Trail and I'm not sure that what you tout as smart growth actually is. New York has its High Line, cherishes its trees, and actually has more trees today than it did 50-100 yrs ago. Alexandria has its linear park along the Potomac where you can move in peace and quiet. Why would you want to build a noisy light rail on it when the cost could probably cover an effective BRT system for much less and as one system? Many of the buildings built are depressingly ugly and the scale often way to big. It's becoming very uniform and boring, and I have a feeling I have lived in a construction site for a very long time. Also, Bethesda now has the distinction of having more potholes than DC. I hope you will improve the situation but I'm not sure I have faith. I am close to moving away if things do not improve.	12/12/2014 11:31 AM
40	Like the concepts of green building -- green roofs and using Bethesda as model for this type of development. Concern about further high rise development along Wisconsin where low-rise exist now. Like the eastern greenway concept but the suggesetions look like lots of building with narrow strips of grass and not really a green space or appropriate buffer to residences just east of Wisconsin.	12/11/2014 4:45 PM

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41	I do not feel the planners have considered all the impacts of the proposed Purple Line on the Bethesda area. There are going to be negative impacts from the loss of the Georgetown Branch Trail, which is a daily commuting route for hundreds if not thousands of bikers and hikers from Bethesda, Chevy Chase, Silver Spring and beyond. Building a rail line on the hiking trail will make the trail less attractive, less shady and less serene and most likely less popular with hikers and bikers. The county planning board has been short-sighted in not considering alternatives to the trail section of the Purple Line. It would be much better to build the rail line on an already existing street such as 410 or Jones Bridge rather than to ruin the trail. And NO, I do not live next to the trail, but I do frequently walk on the trail. Unfortunately, all the "green" that is planned in downtown Bethesda in no way makes up for the HUGE LOSS of a major trail that is already bringing so many environmental benefits. It would be so wonderful if the existing trail could be beautified even more, like the High Line in NYC, rather than severely impacted by an adjacent rail line.	12/10/2014 11:40 PM
42	The pictures are horrible. They cannot be enlarged without reducing the text. Some pictures do not accurately show what is going on in that area due to the small size of the picture and fonts. I understand that there is a meeting Thursday, December 11, starting at 9:00 AM. Great scheduling, people!!! Most homeowners are at work by 9:00 AM. Kindly schedule several evening sessions so homeowners can attend and tell you in person what a horrible concept the Eastern Greenway is.	12/10/2014 11:15 PM
43	We need to see traffic studies and school studies to see if any of the growth in this plan can actually work. There needs to be brakes put on any development that seems to get ahead of the infrastructure.	12/10/2014 9:03 PM
44	To what content does this refer? There is almost no useful detail above -- like dates and locations for public hearings, information about other ways to submit comments, etc. etc.	12/9/2014 10:32 PM
45	Bethesda is getting too developed. I agree with the parks, transit, bike routes etc. but not more buildings.	12/9/2014 9:46 PM
46	Pedestrian safety needs to be a priority, otherwise none of the proposed improvements will be accessible to the Downtown residents, most of whom walk around their neighborhood. Please consider not allowing cars to turn right at red lights. In European towns, which are generally much more walkable, pedestrian-friendly and human-sized than their US counterparts, turning on red is illegal.	12/9/2014 12:57 PM
47	Love the extra green spaces. Love the mixed housing. Do not like tall buildings.	12/9/2014 12:08 PM
48	Generally the right direction. Ought to push harder on density/height.	12/9/2014 11:23 AM
49	need to also consider architectural design and urban design (not much forward thinking design in Bethesda....lack of innovation)	12/9/2014 10:19 AM
50	Any plan that adds thousands of residents to an already over-crowded area will never get my support or the support of anyone I know. You cannot increase the width of the streets or the number of lanes of traffic, so it is completely undesirable. It is also unrealistic to believe that a sizable portion of new residents won't have cars. They will, and they will need to park and commute and run errands, etc. The roads are overloaded as it is, constantly back up, etc.	12/9/2014 6:37 AM
51	Comment related to Capital Crescent Trail connecting to Georgetown Branch Trail: There was/is much dispute over the right path. Here yet another proposal: from CCT turn right along South of the new Darcy Bldg towards Woodmont Ave. Cross Woodmont Ave to Miller Ave. (this is safer and less disruptive than at the intersection Woodmont Ave-Bethesda Ave) at Miller Ave either go a) above ground (bridging) or b) underground (tunnel) to cross the Wisconsin Ave area and the South-side of Farm Women's Market to return to groundlevel at the parking lot behind. then turn left (North) to reach 47th Street and Elm Street Park to connect to GBT. The cost may be justified considering that the planners even wanted to tear down the Apex Bldg to accommodate Purple Line and the Trail. Further input available from Gerd Lange, Bethesda, 301-229-2057; gerd.lange@hotmail.com	12/9/2014 12:37 AM
52	Looks beautiful, so let's not ruin it by having purple line trains come in above ground. Can you imagine how ugly Bethesda would be today if the Red line ran above ground right down Wisconsin Avenue. I wish the purple line planners were as forward thinking as the people developing this plan. If you need to divert some of the money from this plan to get the purple line below ground, then money well spent!	12/8/2014 9:24 PM
53	Way too much development/building/housing, NO attention to the overcrowded schools and no attention to relieving traffic congestion.	12/8/2014 8:48 PM

On the finish page respondents were asked if they had additional comments. Those are shown below:

#	Other (please specify)	Date
1	I will wait and see.	12/22/2014 6:57 PM

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2	I am very concerned about the very clear influence of developers in this process along with the very clear lack of participation of homeowners. The matter of eminent domain lurks over a great deal of what is proposed here, which is of grave concern. We have not been notified about all of this until very late (gosh, sorry we missed the 'happy hours' and tweets), but the residents are now aware, and will push back mightily.	12/21/2014 11:12 PM
3	Make the place liveable again	12/21/2014 6:17 PM
4	Thank you and remember small human scale for us and audacious planning from you.	12/19/2014 10:58 PM
5	A Sector Plan is supposed to be a long-range reach vision. Where's the suggestion for the added Metro Station between Bethesda and NIH?	12/19/2014 9:19 PM
6	Please reduce rents all over..as well as the Red Door Country Store in sandy Spring	12/19/2014 7:15 PM
7	I have filled out this form twice, in serious detail, and both times have had my data lost because I tried to back up one step. I have significant details I wish to send to you, and your survey has not allowed me to do so. Am I shut out of this process, or can you explain to me how I can go back to revise a comment without having my entire collection of thoughts wiped out? Please contact me about how to provide my comments. Thank you. Naomi Kaminsky gruffian@verizon.net 6903 Oakridge Ave. Chevy Chase, MD (Town of Chevy Chase) Sent (I hope) via e-mail Dec. 19, 2014	12/19/2014 6:15 PM
8	the purple line will eliminate the quiet and natural beauty of the trail going East, another example of having buildings and new plans ruining the peacefull feeling of bethesda	12/19/2014 2:40 PM
9	Pedestrian friendly Bethesda is our ardent wish, Less CARS more green space	12/19/2014 11:01 AM
10]	12/19/2014 10:08 AM
11	I think that most of the ideas are very good. I have two concerns. How can we reduce the through traffic and how do we make sure that we have enough parking for destination shoppers and diners who are coming to Bethesda away from normal business hours? As noted previously, our mass transit is very unreliable.	12/18/2014 2:34 PM
12	Bethesda does not need more development, Parking is necessary and should be left as in in the area of Chevy Chase town	12/17/2014 3:40 PM
13	A. The proposed plan seems to ignore Metro - in particular the improvements to the Bethesda Metro rail station promised over two years ago. Beside a new set of platform stairs, and a three year rebuild of the main escalators, whatever happened to the station rehabilitation project? Bethesda was to be the test model for the system's station long term improvement program. B. The County needs to be a better advocate for ensuring the Purple Line doesn't become a mere "people mover." The County MUST protect adjacent land uses - including the integrity of the Capital Crescent Trail - which are adversely impacted by the construction and operation of the Purple Line. C. Pedestrian enhancements throughout the downtown should be a priority for the Plan's implementation program. This includes better walkways/sidewalks, enhanced lighting, more pedestrian amendments (e.g., tree canopy, ped islands, benches), and (perhaps most important) additional and safer street crossings. D. Open space and park area deserves strong consideration in the final plan. The Montgomery Ave. open space would be a creative addition to the downtown that offers both recreational and environmental benefits.	12/17/2014 2:52 PM
14	Thank you for working so hard to determine what the needs are today and trying to project what we will need in the future. Please remember that parking is also critical, even in a pedestrian focused area. Places such as St. John's church can offer so many benefits to the community if the facility is easily accessible to pedestrians as well as those who need to drive.	12/17/2014 2:32 PM
15	How does this plan compare to the plans or early trajectories of other cities in the US and the world that consistently rank as livable or high quality of life cities? 40 years from now, when you look back on the plan and its implementation, will Bethesda have moved into that realm?	12/17/2014 2:11 PM
16	Some issues: 1. Excessive heights of buildings along Wisconsin Avenue 2. No analysis or study of impact on transportation. It's already a crowded nightmare to drive on Wisconsin Avenue -- more people make it worse. 3. Your consultants clearly never looked into the neighborhoods on the east side of Wisconsin Avenue before preparing this over-priced and inaccurate slide show.	12/17/2014 11:37 AM
17	Done	12/17/2014 11:17 AM
18	Completely inadequate time was allowed to review these materials. If the planners were sincerely interested in public review and comment, more than a week and a half immediately before the holidays would have been provided.	12/15/2014 5:40 PM
19	Seems more vanilla than innovative. Also, looks heavily developer driven.	12/9/2014 3:27 PM

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20	THANK YOU for your hard work!	12/9/2014 1:02 PM
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