

MCP-CTRACK

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JUN 07 2016

From: Evan Goldman <egoldman@eya.com>
Sent: Tuesday, June 07, 2016 1:32 PM
To: MCP-Chair
Cc: Kronenberg, Robert; Wright, Gwen; Williams, Melissa; Aakash Thakkar
Subject: Letter from EYA re: Lyttonsville Sector Plan
Attachments: Ltr to Casey Anderson from EYA 060616 PDF.pdf

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Casey,

Attached is a letter from EYA regarding the Lyttonsville Sector Plan. If it is possible, we were hoping that the Planning Board would consider a change to the recommended zoning for three properties in the sector plan area. These properties are very close to the new transit station and would not result in the displacement of local businesses. We look forward to working with you, MNCPC Staff and the community in the coming months on the plan.

Best regards,

Evan Goldman



June 7, 2016

By Electronic Mail

Casey Anderson, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Re: Lyttonsville Sector Plan

Dear Chair Anderson:

We have been following the Lyttonsville Sector Plan with great interest and are excited about the general direction of the Sector Plan and many of the specific recommendations that the Planning Board has discussed. The Plan provides the County with a unique opportunity to guide development that will capitalize on the significant infrastructure investment being made in connection with the Purple Line, while at the same time, respecting the unique characteristics of the neighborhood.

We are encouraged and supportive of the Planning Board's decision to retain the industrial zoning along Brookeville Road. The continuation of this zoning is critical to the wide array of existing light industrial uses that occupy this area of Lyttonsville. Assuring that there is an adequate amount of industrial zoned land in the down County to serve these uses is vital to their success. Moreover, these uses contribute to the rich fabric of Lyttonsville.

In regard to the residential zoning, the Planning Board's discussions to date have correctly focused on determining the appropriate amount of residential development, including the right balance of affordable and market rate housing. As the population of Montgomery County continues to grow, with projections estimating an increase in population of 25 percent by 2045, it is important for the County to identify where this growth should occur and adopt policies and plans to encourage development in these areas. The existing metro station areas and the __ future Purple Line stations, including the Lyttonsville station, are the most obvious areas to accommodate future growth in Montgomery County. While the ultimate level of future development at each of these Purple Line station areas will differ depending on a number of different factors, the economic realities support increasing the amount of allowable development at each station in order to increase ridership and justify the infrastructure costs. We are encouraged that the Planning Board has recognized this during its deliberations on the Lyttonsville Sector Plan.

To this end, we respectfully suggest additional changes to three Sector Plan parcels. These changes are made in part recognizing that the likely life of this Sector Plan is at least

twenty years. First, we ask the Planning Board to consider the CRT 1.5 Zone instead of the R-20 Zone for the WSSC site, designated as zone 7 in the Sector Plan draft, at the intersection of Lyttonsville Road and Lyttonsville Place (Map - HN63 Parcels - P088 and P145). If the WSSC were to be developed in the future for primarily residential use, we believe that the CRT 1.5 Zone is more in line with the County's overall objectives for the area and allows for increased flexibility in the development standards to achieve the desirable design objectives. Second and third, we ask you to consider the CRT 2.0 zone for the two County owned parcels located in zone 11 of the Sector Plan Draft on the southwest side of Lyttonsville Place fronting on Brookville Road. These two parcels are currently designated to remain industrial and have been slated for MTA improvements. While we believe it is very important to preserve the industrial area to the north and east of these parcels, redevelopment of these specific parcels in concert with the County and MTA would not displace any existing industrial tenants nor encroach on the industrial area. In addition, the CRT zoning could enable these properties to be used to help achieve the overall residential goals for the Sector Plan area. While there is no definitive plan at present to redevelop any of the three parcels described above, they may be of interest, as a means to distribute new affordable and market rate housing more equitably throughout the planning area and as close to transit as possible.

The Lyttonsville Sector Plan provides the County with the opportunity to provide a strategically located area at a future Purple Line station with thoughtful, measured, zoning recommendations. These recommendations will allow for the appropriate balance of affordable and mixed income housing; retain the desirable IM zoning for needed industrial uses; and provide for a sufficient amount of ground floor retail uses to ensure the vibrancy of the area and provide desired community amenities.

We look forward to your consideration.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "Evan Goldman", followed by a horizontal line.

Evan Goldman

Vice President

EYA, LLC

June 7, 2016

By Electronic Mail

Casey Anderson, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Re: Lyttonsville Sector Plan

Dear Chair Anderson:

We have been following the Lyttonsville Sector Plan with great interest and are excited about the general direction of the Sector Plan and many of the specific recommendations that the Planning Board has discussed. The Plan provides the County with a unique opportunity to guide development that will capitalize on the significant infrastructure investment being made in connection with the Purple Line, while at the same time, respecting the unique characteristics of the neighborhood.

We are encouraged and supportive of the Planning Board's decision to retain the industrial zoning along Brookeville Road. The continuation of this zoning is critical to the wide array of existing light industrial uses that occupy this area of Lyttonsville. Assuring that there is an adequate amount of industrial zoned land in the down County to serve these uses is vital to their success. Moreover, these uses contribute to the rich fabric of Lyttonsville.

In regard to the residential zoning, the Planning Board's discussions to date have correctly focused on determining the appropriate amount of residential development, including the right balance of affordable and market rate housing. As the population of Montgomery County continues to grow, with projections estimating an increase in population of 25 percent by 2045, it is important for the County to identify where this growth should occur and adopt policies and plans to encourage development in these areas. The existing metro station areas and the __ future Purple Line stations, including the Lyttonsville station, are the most obvious areas to accommodate future growth in Montgomery County. While the ultimate level of future development at each of these Purple Line station areas will differ depending on a number of different factors, the economic realities support increasing the amount of allowable development at each station in order to increase ridership and justify the infrastructure costs. We are encouraged that the Planning Board has recognized this during its deliberations on the Lyttonsville Sector Plan.

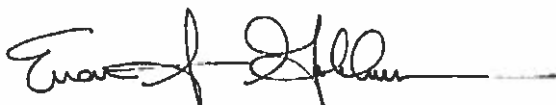
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twenty years. First, we ask the Planning Board to consider the CRT 1.5 Zone instead of the R-20 Zone for the WSSC site, designated as zone 7 in the Sector Plan draft, at the intersection of Lyttonsville Road and Lyttonsville Place (Map - HN63 Parcels - P088 and P145). If the WSSC were to be developed in the future for primarily residential use, we believe that the CRT 1.5 Zone is more in line with the County's overall objectives for the area and allows for increased flexibility in the development standards to achieve the desirable design objectives. Second and third, we ask you to consider the CRT 2.0 zone for the two County owned parcels located in zone 11 of the Sector Plan Draft on the southwest side of Lyttonsville Place fronting on Brookville Road. These two parcels are currently designated to remain industrial and have been slated for MTA improvements. While we believe it is very important to preserve the industrial area to the north and east of these parcels, redevelopment of these specific parcels in concert with the County and MTA would not displace any existing industrial tenants nor encroach on the industrial area. In addition, the CRT zoning could enable these properties to be used to help achieve the overall residential goals for the Sector Plan area. While there is no definitive plan at present to redevelop any of the three parcels described above, they may be of interest, as a means to distribute new affordable and market rate housing more equitably throughout the planning area and as close to transit as possible.

The Lyttonsville Sector Plan provides the County with the opportunity to provide a strategically located area at a future Purple Line station with thoughtful, measured, zoning recommendations. These recommendations will allow for the appropriate balance of affordable and mixed income housing; retain the desirable IM zoning for needed industrial uses; and provide for a sufficient amount of ground floor retail uses to ensure the vibrancy of the area and provide desired community amenities.

We look forward to your consideration.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "Evan Goldman", with a horizontal line extending to the right.

Evan Goldman

Vice President

EYA, LLC

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JUL 03 2016

MCP-CTRACK

From: Dlhopsky, Heather - HXD <HDLhopsky@linowes-law.com>
Sent: Friday, June 03, 2016 9:46 AM
To: MCP-Chair
Cc: Williams, Melissa
Subject: Request to speak briefly on behalf of Summit Hills Apartments at 6/9/16 Planning Board worksession on Greater Lyttonsville Sector Plan

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Chairman Anderson and Members of the Planning Board,

I understand that the Planning Board tabled its discussion regarding Summit Hills Apartments at its previous (5/26) worksession on the Greater Lyttonsville Sector Plan, and will be taking up this property again at its upcoming worksession on June 9th. My client, David Hillman, Chairman and CEO of Southern Management Corporation, and I will be in attendance at the June 9th worksession. I request that Mr. Hillman have an opportunity to speak briefly regarding the Summit Hills Apartments during the relevant portion of the worksession discussion on June 9th.

Thank you very much.

Heather

Heather Dlhopsky
Partner

Linowes and Blocher LLP
7200 Wisconsin Avenue, Suite 800
Bethesda, Maryland 20814

Direct: 301.961.5270
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LinkedIn: www.linkedin.com/in/heatherdlhopsky
Website: www.linowes-law.com



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Watsessville Sector Plan – WSSC

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**urrent operations at the WSSC
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Sector Plan may guide future**

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OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Sullivan, Cindy <Cindy.Sullivan@wsscwater.com>
Sent: Wednesday, June 08, 2016 4:19 PM
To: MCP-Chair
Cc: Street, Thomas J
Subject: Lyttonsville Sector Plan - WSSC Parcels P088 and P145
Attachments: 2205_001.pdf

Mr. Anderson,

Please see the attached letter from WSSC. Thanks



14501 Sweltzer Lane • Laurel, Maryland 20707-5901

COMMISSIONERS

Chris Lawson, Vice Chair
Fausto Bayonet
Omar M. Boulware
Howard A. Denis
Mary Hopkins-Navies

GENERAL MANAGER
Carla A. Reid

June 8, 2016

Transmitted via E-mail

Casey Anderson, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Re: Lyttonsville Sector Plan – WSSC Parcels P088 and P145

Dear Chair Anderson:

It has come to the attention of WSSC that the Planning Board is in the process of completing its review of the Lyttonsville Sector Plan. While we acknowledge that we are very late to the table, we wanted to take this opportunity to briefly comment about the Planning Board's prior discussion regarding the 12 acre WSSC site located at the intersection of Lyttonsville Road and Lyttonsville Place (Parcels P088 and P145) (the "Property").

As you are likely aware, current operations at the WSSC Lyttonsville depot include maintenance, construction inspection, permitting, storage of materials, and gas pumps. Importantly, WSSC has no immediate plans to vacate the Property. Nonetheless, given that the recommendations set forth in the Sector Plan may guide future development in the Lyttonsville area for decades, we believe it is important for the Plan to recommend a zone which reflects the highest and best use of the Property. Accordingly, we request that the Planning Board consider the CRT 1.5 Zone for the Property, instead of the previously identified R-20 Zone. The CRT Zone is most consistent with the zoning recommendations for the surrounding properties and would allow for a wider array of uses to be considered in connection with any future development.

We appreciate your consideration of this matter.

Sincerely,

Carla A. Reid
General Manager/CEO

Washington Suburban Sanitary Commission

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JUN 08 2016

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Zachary Marks <zachary.marks@hocmc.org>
Sent: Tuesday, June 07, 2016 8:48 PM
To: MCP-Chair
Cc: Wright, Gwen; Kronenberg, Robert; Williams, Melissa; Stacy Spann; Kayrine Brown; Shauna Sorrells; Jennifer Hines Arrington
Subject: Greater Lyttonsville Master Plan - EYA Proposal
Attachments: Paddington--LetterToAnderson(060716) v3 (Executed).pdf

Dear Chair Anderson:

Please see the attached letter from HOC in support of EYA's requests of 6/7/16 regarding the Lyttonsville Sector Plan.

Thanks,

Z.



Zachary Marks
Assistant Director of New Development
Real Estate
Housing Opportunities Commission
10400 Detrick Avenue
Kensington, MD 20895

Tel: 240.627.9613
Fax:
Email: zachary.marks@hocmc.org

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10400 Detrick Avenue
Kensington, MD 20895-2484
(240) 627-9400



June 7, 2016

Via Electronic Mail

Casey Anderson, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Re: Lyttonsville Sector Plan

Dear Chair Anderson:

As you know, the Housing Opportunities Commission of Montgomery County ("HOC") has been an active participant in the review of the Lyttonsville Sector Plan ("Sector Plan") as owner of Paddington Square, a 165-unit mixed-income multifamily rental property located at 8800 Lanier Drive. It is HOC's expressed goal to secure development rights through the revision of the Sector Plan that would allow for Paddington Square's eventual redevelopment as a mixed-income property that continues to serve Montgomery County residents of different incomes.

It has come to our attention that EYA, LLC is preparing to suggest three changes to the draft Sector Plan: first, that the site owned by WSSC, Site 7 in the draft Sector Plan, be zoned CRT 1.5 instead of the currently recommended R-20 zoning; second, that the southernmost County-owned parcel to the east of Brookville Road that is to be subject to MTA improvements, one of three properties labeled as Site 11 in the Sector Plan, be zoned CRT 2.0; and, third, that the northernmost County-owned parcel to the east of Brookville Road that is to be subject to MTA improvements, another of the three properties labeled as Site 11 in the Sector Plan, also be zoned CRT 2.0.

While there is no plan in place to develop any of these three parcels, HOC supports transit-oriented mixed-income multifamily development in these locations given the proximity to the future Purple Line station and the thriving industrial sector west of Brookville Road. The arrival

Casey Anderson, Chair
Montgomery County Planning Board

June 7, 2016
Page Two

of the Purple Line in Lyttonsville represents a once-in-a-generation opportunity to provide and expand access to new, well-constructed, energy efficient housing for Montgomery County residents, housing that is affordable across a wide range of incomes.

As in the testimony it has given during the revisions of other County sector and master plans, HOC continues to advocate for preservation and expansion of the number of affordable housing units – replacing units that are unintentionally affordable because of age and often operating without true resident income limits with properly located, new, and legally restricted affordable housing units.

Having spoken at length with EYA, LLC about the nature and intent of its suggested changes, HOC offers its support to those suggested changes and believes that they will lead to a better outcome for the Lyttonsville Sector Plan, one that prioritizes transit oriented development for new density, provides more opportunities through redevelopment to improve access to employment centers via improved pedestrian access to the station, embraces the industrial sector to the west of Brookville Road, and creates significantly greater potential for new mixed-income housing adjacent to transit.

Best regards,

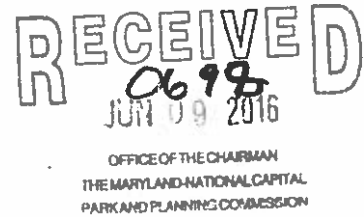


Kayrine V. Brown

Chief Investment and Real Estate Officer,
as authorized designee for Stacy L. Spann, Executive Director

MCP-CTRACK

From: Colin Dobbins <45dobbins@cua.edu>
Sent: Thursday, June 09, 2016 12:16 PM
To: MCP-Chair
Subject: Resident of Greater Lyttonsville



Dear Board Members,

My home is on Milford Ave, in Rosemary Hills, which is on the East side of the neighborhood near Summit Hills. I have attended the last two Greater Lyttonsville Sector Plan meetings and I have found the Planning Board to be very receptive to the public's concerns and conscience of the impact these plans could have on a neighborhood. With that said, I'm writing you, as a resident of greater Lyttonsville, to provide my support for the county's efforts to incentivize the redevelopment of Summit Hills.

Summit Hills currently is large barrier, as its boundaries are completely fenced, between the residents of Rosemary Hills and 16th street / downtown Silver Spring – it is also parking lot eyesore. This barrier will become a larger issue when the Purple Line is built. Further, the daylighting of the stream and addition of parks/open space would greatly enhance the area, and would just be wonderful. Your staff did a great job envisioning what Summit Hills could become.

My one concern, however, is allowing a height limit of 140 feet across the property. 140 feet buildings on the west side of the property, which is more than double what is there now, would drastically change the current feel of the neighborhood. Most residents of Rosemary Hills currently cannot see Summit Hills from their homes because there is a large hill blocking their view of it, but at 140 feet, everyone would have large buildings looming over their homes. Again, I want Summit Hills to redevelop, and I do think the height limit for Summit Hills can be raised, but I would request that it be tiered. Buildings closer to 16th street, particular near the intersection of 16th and East West, should be 140 feet or higher, as it is practically downtown Silver Spring. Whereas buildings on the West side of the property near Rosemary Hills should be closer to 70 feet, which is still higher than what is currently there. A tiered approach, which is what I believe your staff recommended, would help the transition from downtown Silver Spring to Rosemary Hills.

Thank you,

Colin Dobbins

Resident of Rosemary Hills

Lyttonsville Sector Plan—Public Schools Section
June 9, 2016 update

The Lyttonsville Sector Plan is within the service areas of schools in the Bethesda-Chevy Chase (B-CC) and Albert Einstein clusters. In the B-CC Cluster, the plan is within the service areas of Rock Creek Forest Elementary School and the paired elementary schools of Rosemary Hills, Chevy Chase, and North Chevy Chase. At the secondary school level, the plan is within the service areas of Westland Middle School and Bethesda-Chevy Chase High School. In the Albert Einstein Cluster, the plan is within the service areas of Woodlin Elementary School, Sligo Middle School, and the base area for Albert Einstein High School in the Downcounty High Schools Consortium. Enrollment increases have been occurring at all these schools, and a variety of strategies would be considered to accommodate additional students resulting from the plan.

The plan provides for a net total of up to 3,749 new multifamily high-rise housing units and 132 townhouse units. The portion of the plan in the Bethesda-Chevy Chase cluster includes 2,164 multi-family high rise housing units and 132 townhouse units. Based on student generation rates for this area of the county, Montgomery County Public Schools (MCPS) estimates at full build-out the new housing in the Bethesda-Chevy Chase cluster portion of the plan would result in approximately 125 elementary school students, 50 middle school students, and 65 high school students.

The portion of the plan in the Albert Einstein cluster includes 1,585 multi-family high rise housing units. Based on student generation rates for this area of the county, Montgomery County Public Schools (MCPS) estimates at full build-out the new housing in the Albert Einstein cluster portion of the plan would result in approximately 125 elementary school students, 50 middle school students, and 65 high school students.

Build-out of the plan is estimated to take 20 to 30 years. In addition, some of the development requires construction of the Purple Line. Some properties identified for more housing units may not redevelop during the life of the plan. The number of students resulting from the plan would be lower if not all the housing units provided for in the plan are built. Based on past experience, it is unlikely that full build-out will be reached during the life of the plan.

Because the full impact of the plan on school enrollment will not be felt for many years, it is not possible to precisely gauge the impact of the plan on public schools. School enrollment in the area will change over the 20- to 30-year time frame of the plan. In addition, MCPS enrollment forecasts and associated facility plans and capital projects focus on a six-year time frame—not a 20- to 30-year period; therefore, the following options to accommodate additional students from the plan describe current enrollment projections and capital projects. Following these comments, approaches that MCPS may employ to address enrollment increases are provided. All approaches require Board of Education approval.

Elementary Schools

At the elementary school level a considerable amount of capacity has recently been added to schools, or will be in the next few years. Rock Creek Forest Elementary School was revitalized

and expanded in January 2015 and additions at Bethesda, North Chevy Chase and Rosemary Hills elementary schools were completed in August 2015. In addition to these projects, Chevy Chase and North Chevy Chase elementary schools will reorganize in August 2017 from serving Grades 3–6 to serve Grades 3–5. At Woodlin Elementary School an addition is scheduled for completion in August 2022.

Even with the capital projects described above, current projections indicate that for the next six years there will be little space available at the elementary schools serving the plan area. If there is insufficient surplus capacity at these schools by the time new housing occupancies occur in the plan area, then MCPS would explore the following range of options to serve additional elementary school students:

- Determine if there is surplus capacity, or the ability to increase the capacity, of elementary schools in the B-CC and Albert Einstein clusters and reassign students to a school(s) with space available. However, at this time it does not appear that there will be enough capacity to serve all students that may result from the plan build-out in either the B-CC Cluster or Albert Einstein Cluster elementary schools. In addition, site constraints at B-CC and Albert Einstein Cluster elementary schools will limit the ability to increase capacity.
- Determine if there is surplus capacity, or the ability to increase the capacity, of elementary schools adjacent to the B-CC and Albert Einstein clusters and reassign students to a school with sufficient capacity. Elementary schools adjacent to the B-CC Cluster service area include, in clockwise order, Wood Acres, Bradley Hills, Wyngate, Kensington-Parkwood, Flora M. Singer, and Woodlin elementary schools. Elementary schools adjacent to the Albert Einstein Cluster include, in clockwise order, Rosemary Hills, Rock Creek Forest, North Chevy Chase, Kensington-Parkwood, Veirs Mill, Sargent Shriver, Weller Road, and Glenallan elementary schools.
- If reassignments and increasing the capacity of existing elementary schools is not sufficient to address increased enrollment, then the opening of a new elementary school would be considered. A new elementary school could be provided in one of two ways:
 - Reopen a former elementary school in the B-CC or Albert Einstein clusters. There are currently two formerly operating elementary schools in the B-CC Cluster that could be considered, including Rollingwood and Lynnbrook elementary schools. (Lynnbrook is designated as a future operating school in the Bethesda Downtown Plan.) There currently are three former operating elementary schools in the Albert Einstein Cluster that could be considered, including the former Forest Grove, Pleasant View, and Woodside elementary schools.
 - Construct a new elementary school. There currently are no future elementary school sites identified in the B-CC and Albert Einstein clusters. A site selection process would be conducted for a new elementary school and collocation and/or purchase may be required.

Middle Schools

At the middle school level, Westland and Sligo middle schools serve the plan area. Westland Middle School is projected to be over capacity by more than 600 students in the coming years. A second middle school, referred to as Bethesda-Chevy Chase Middle School #2 is scheduled to open in August 2017. The boundaries for the new middle school, and changes to the Westland Middle School service area, will be acted on in November 2016. It is anticipated that there will be space available at both middle schools after the new middle school opens. Enrollment at Sligo Middle School is projected to reach the school's capacity in the next six years.

If there is insufficient surplus capacity at the middle schools by the time new housing occupancies occur in the plan area, then MCPS would explore the following range of options to serve additional middle school students:

- Build an addition at Bethesda-Chevy Chase Middle School #2, Sligo, or Westland middle schools. All three middle schools are capable of supporting additions.
- Determine if there is surplus capacity, or the ability to increase the capacity, of middle schools adjacent to the B-CC and Albert Einstein clusters and reassign students to a school with available space. Middle schools adjacent to the B-CC Cluster include, in clockwise order, Newport Mill, Sligo, North Bethesda, and Thomas W. Pyle middle schools. Middle Schools adjacent to the Albert Einstein Cluster include, in clockwise order, Bethesda-Chevy Chase Middle School #2, North Bethesda Middle School, the Middle Schools Magnet Consortium—Argyle, A. Mario Loiederman, and Parkland middle schools—E. Brooke Lee, Silver Spring International, and Takoma Park middle schools.
- Construct a new middle school. There currently are no future middle school sites identified in the B-CC and Albert Einstein clusters, or adjacent clusters. A site selection process would be conducted for a new middle school in the region and collocation and/or purchase may be required.

High Schools

At the high school level, Bethesda-Chevy Chase and Albert Einstein high schools serve the plan area. Bethesda-Chevy Chase High School is projected to be over capacity by more than 700 students and to enroll up to 2,500 students in the coming years. An addition to the school that will increase the capacity to 2,400 students is scheduled for completion in August 2018. The school will then be at the high end of the desired size for high schools. In addition, site constraints will not enable further expansion of the school. Albert Einstein High School is projected be over capacity by more than 400 students and to enroll up to 2,200 students in the coming years. A feasibility study for an addition is scheduled.

If there is insufficient surplus capacity at Bethesda-Chevy Chase and Albert Einstein high schools by the time new housing occupancies occur in the plan area, then MCPS would explore the following range of options to serve additional high school students:

- Build an addition at Albert Einstein High School.

- Determine if there is surplus capacity, or the ability to increase the capacity, of high schools adjacent to the B-CC and Albert Einstein clusters and reassign students to a school with sufficient capacity. High schools adjacent to the B-CC Cluster include, in clockwise order, Walt Whitman Walter Johnson, and Albert Einstein high schools. Albert Einstein High School is part of the Downcounty Consortium (DCC) and capacity levels and the feasibility for additions would be considered at the four other DCC high schools, including Montgomery Blair, Northwood, John F. Kennedy, and Wheaton high schools.
- Reopen a former high school in the vicinity. A former high school, Woodward High School, is located on Old Georgetown Road, Bethesda, Maryland. This is the only former high school in the MCPS inventory. The facility currently houses Tilden Middle School; however, Tilden Middle School will be relocated to its original Tilden Lane location when its revitalization/expansion project is completed in August 2020. The Woodward facility will then become a holding center for middle schools undergoing revitalization/expansion projects. Long term, another holding center for middle schools undergoing revitalization/expansion is planned at the former Broome Jr. High School in Rockville.
- Construct a new high school. There currently are no future high school sites identified in this area of the county. A site selection process would be conducted for a new high school in the region and collocation and/or purchase may be required.

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MAY 27 2016

From: Leonor Chaves <lmchaves19@gmail.com>
Sent: Friday, May 27, 2016 2:06 PM
To: MCP-Chair
Cc: Councilmember.Hucker@montgomerycountymd.gov; Wright, Gwen; Banks, Erin
Subject: For the record - GL Sector Plan Work Session 3: Correcting the Brookville Rd Sidewalk Canard

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PLANNING COMMISSION

Dear Planning Board:

During the May 26th work session discussions, Chair Anderson once again raised the issue of rezoning on Brookville Rd, saying that it would be the only way to get sidewalks and slow down speeding trucks. Unfortunately Mr. Anderson would not allow a resident at the work session to address and correct this erroneous statement so I am writing for the record and to clarify the old Brookville road sidewalk canard.

Brookville Road has sidewalks on both sides. Continuous walking is possible. The sidewalks are in very good condition. The only area that does not have sidewalks is in front of the army base, where Erin Banks pointed out, there are utility poles and a security fence.

Brookville Road is not a dangerous road filled with speeding trucks. Trucks on Brookville Road tend to slow down traffic because they are either returning to their place of business or making pick ups and deliveries. I travel on Brookville Road several times a day since it is the primary artery for me to enter and exit my community.

The insistence by the Chair that Brookville Road is in need of "amenities" that can only be brought about by the redevelopment (destruction) of the current buildings and their tenants was summed up perfectly by Stacey Brown, owner of Signarama when she said in response to this flawed proposal; "if I have to decide between better lighting and sidewalks or my livelihood and family, I choose the latter". For the businesses and workers on Brookville Road this issue is not hypothetical, it is personal.

The importance of small local businesses to our economy cannot be overstated. The economic success and stability of this particular business community is in stark contrast with the current instability of the office and retail market, which proves that if you build it, they won't necessarily come and if some do come, they may not stay long. Bolan Smart Market Study was clear that there was minimal market based support for CRT redevelopment on Brookville Rd., even after the Purple Line.

The majority of the Planning Board wisely voted to maintain economic stability, jobs and services by retaining IM zoning on Brookville Road. This was the right thing to do.

Respectfully,

Leonor Chaves
GL Business Liaison
Visit the New Brookville Rd Business District Directory [HERE](#)
Jobs & Services Where We Need Them

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MAY 26 2016

From: Joel Teitelbaum <joelanthro2@gmail.com>
Sent: Thursday, May 26, 2016 3:09 PM
To: MCP-CTRACK
Subject: Greater Lyttonsville Sector Plan: Request for Updated Road Plans.

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Chair, M-NCPPC Planning Board May 26, 2016

Please provide updated Greater Lyttonsville Sector Plan improvements in roads on the Western side of Sector Plan boundary, with specific transportation planning as follows:

1) Changes are needed to substantially reduce over-extended "Urban Road Code" overlay in District #2, the Residential Area.

This inappropriate 'urbanizing' transportation Code should be removed entirely single family home Lyttonsville neighborhood which is entirely suburban in nature and will remain so. Use of the "Urban Road Code" overlay should not cover any part of Lyttonsville-Rosemary Hills Local Park or any street adjacent to this suburban park, including all of Lanier Drive, Ross Road, and Lyttonsville Road. Please remove all misapplied of "Urban Road Code" areas from all our suburban residential streets.

2) At a January 21, 2015, the Planning Department Director publicly committed herself and the Greater Lyttonsville Sector Plan to eliminate newly proposed ROADS and STREETS from residential areas (single family and multi-family residences) around and through the Lyttonsville-Rosemary Hills Local Park. Sector Planners had proposed several new roadways in each neighborhood and two new roads right through the Local Park. 'Cut-through' road proposals were shown on sketch maps and text for first (and last) time at a well-attended Community-wide Sector Plan Meeting at the Coffield Center. At least one such new street has remained in successive Sector Plan drafts including Public Hearing Draft (December 2016) despite ongoing residential community objections/removal requests.

Please remove this 'new' street shown coming off Lyttonsville Road and extending more than one block northward, through the private driveway of Friendly Garden apartment complex.

3) Please design clear-cut plans for wider new, much improved sidewalks on both sides of Brookville Road facing the future Purple Line Lyttonsville Station - for 'transit-oriented access' by pedestrian/biker commuters. Include in this planning a well-signed 'drop-off/pick-up' location on south side of Brookville Road with an extra-wide sidewalk as a safe location for Light Rail passengers alighting from/boarding motorized vehicles, and for a public bus stop facing the Light Rail Station. Also, please show firm plans for a Red Light and cross-walk(s) for commuters to traverse very busy Brookville Road and access the future Lyttonsville Purple Line Station safely and easily.

Thank You,

Joel Teitelbaum,

Resident, and retired worker on the Army Forest Glen Annex across Brookville Road from the future Lyttonsville Station.

Sent from my iPad

RECEIVED
0636

MAY 25 2016

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

From: Valarie Barr <valarie_barr@hotmail.com>
Sent: Wednesday, May 25, 2016 9:30 AM
To: MCP-Chair
Subject: Greater Lyttonsville Sector Plan, working session May 26 2016

Dear Chairman Anderson and Planning Board Members,

We understand that in the next two working sessions, you will begin to consider the impact of the sector plan on the area infrastructure and amenities. The most important issues to the community are schools, roads and traffic, potential overcrowding of the Gwendolyn Coffield Community Center, green space and potential overuse of the Rosemary Hills-Lyttonsville Park. We believe that the current draft plan fails to adequately address the negative effects of the proposed greatly increased population (more than 3500 new units currently proposed) as outlined below.

Schools

The overcrowding of local schools is one of the greatest concerns to community members according both to statements made by residents and a survey taken at a community meeting in fall 2015. According to a letter from MCPS, the increased density planned in the Greater Lyttonsville Sector plan will produce 145 elementary students, 60 middle school students, and 80 high school students, while at the same time, the expansion planned in downtown Bethesda will produce 405 elementary students, 170 middle school students, and 220 high school students. Despite the fact that both planning areas fall within the Bethesda-Chevy Chase cluster and that, therefore, these students will be attending the same schools, there has been no mention in our sector plan of the combined effects of these increases.

According to the MCPS letter, this influx will require a new elementary school and expansion of the new, as yet unbuilt middle school. It is not clear where the money for these projects will come from. The letter claimed that projected impact fees do not account for inflation of construction costs, site acquisition costs, or the effects of multiple master plans. In addition, it is not clear if development in our sector plan area will produce any impact fees or if the fees in our area will be waived. As the county will be required to provide the funds to build these schools, it appears that the development planned in our sector plan will generate little or no net income for the county.

Finally, by 2021 Bethesda-Chevy Chase High School will exceed capacity. There is no current plan to build a new high school in the area. It is irresponsible to plan for more population without providing a plan for adequate schools.

Roads

Another great concern is the effect of the proposed addition of nearly 4000 new apartment units on the traffic and roads both in the sector plan area and beyond. According to county surveys, most of our roads (85%) are in poor, very poor, or serious condition. Moreover, almost all of our roads have deteriorated in the last two years. Nevertheless, the county has no plans to repair these roads.

The sector plan envisions a great increase in the population of the planning area. Not all these new residents will use the Purple Line to commute, nor is it possible to shop or run daily errands in our neighborhood without a car. Therefore, the plan will put new cars on roads which are not maintained for current usage.

The planning staff has argued that the intersections within the sector plan area will continue to pass their traffic tests. However, several of the roads with which our neighborhood streets connect are already overcrowded. In fact, leaving our neighborhoods in virtually any direction quickly puts drivers through intersections that are already severely overcrowded. Exiting to the north leads to the intersections of Georgia Ave and 16th Street and Georgia Ave and Seminary Rd/Columbia Blvd, both of which were failing as of 2014. Heading west, the intersections at East-West Highway at Jones Mill Drive/Beach Drive, Connecticut Avenue at East-West Highway, and Connecticut Avenue at Jones Bridge Rd are also failing. A proper traffic analysis must consider not only our streets but the streets cars must use as they leave the neighborhood and it must consider the joint impact of traffic generated by multiple sector plans. Given this wider view, the density for which the plan calls is simply too great.

Green space

Another significant community concern is the pressure that increased population will put on green space and recreational resources, particularly the Rosemary Hills Lyttonsville Park and the Gwendolyn Coffield Community Center. The only significant additional resource proposed by the plan is the rehabilitation of Fenwick Branch, a proposal that now seems very unlikely to be realized. We continue to suggest that sites 8a(i) and 8a(ii) are more suited for public park space than for development. These sites are topologically difficult; 8a(i) will require the building of a new road for access and there is a dump site in this area that will require expensive and difficult remediation before building is possible. Rather than try to promote additional density to overcome the expense of developing these properties, it seems reasonable to try to find state and county funds that could be used to acquire these lots for public use. We also encourage you to recommend that increased resources be given to the Coffield Community Center.

Valarie Barr

Charlotte Coffield

MCP-CTRACK

RECEIVED
0637
MAY 25 2016

From: Joel Teitelbaum <joelanthro2@gmail.com>
Sent: Wednesday, May 25, 2016 12:35 PM
To: MCP-CTRACK
Subject: Greater Lyttonsville Sector Planned ACCESS to Lyttonsville Purple Line Rail Station: I.e, TRANSIT-ORIENTED Station Accessibility.

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

TO: CHAIR, M-NCPPC PLANNING BOARD May 25, 2016

This is a request for all available public information on planned modes of direct ACCESS to the future Lyttonsville Purple Line STATION PLATFORM - where trains going in both directions are entered and exited, and access to Station is clearly facilitated.

This request covers Station Accessibility information on North, West, East, and South sides of this future Light Rail Station:

All entrances using walkways compliant with ADA Accessibility Standards; Bicycle access/parking; safe motorized vehicle 'drop-off/pick-up' points of entry (vehicle parking if available); and safe public (Ride-On) and Shuttle Bus passenger stops.

The main question is: as the Greater Lyttonsville Sector Plan is premised on a "TRANSIT ORIENTED" concept, WHAT PLANS are contained in Sector Plan's December 2015 'Public Hearing' publication and Attachments based on transportation planning research results to show safe, efficient, and commuter-friendly 'Transit-Access' from immediate environs of future Lyttonsville Light Rail Station to the central Train-Boarding Platform, and similar access facilities when exiting Trains and Station area?

Please cite portions of the updated Greater Lyttonsville Sector Plan [and the Purple Line Project plan] intended to achieve these objectives. Include any changes or additions since the December 2016 Sector Plan Public Hearing Draft publication facilitating Access to this Light Rail Station and Train Platform. Please display ACCESS information in all directions (N-W-S-E) for commuters to enter and exist trains, and sides of Station from which trains are boarded or exited during rush hours and off-rush hours. Cite existing/expected workforce numbers from Brookville Road area Worksites, and housing and facilities from which dwellers/visitors commute from Residential Area.

Also, note current deficiencies in Plan elements and missed opportunities for Light Rail commuter Accessibility affecting most pedestrians, bikers, and passengers using motorized drop-off/pick-up and/or Private vehicle/bus transportation.

If available, show current estimates of Light Rail "Ridership" expected to utilize Lyttonsville Station as a 'Destination' Stop, and expected boarding a at this station when leaving home or returning from work at different times during weekdays and weekends. If this detailed data is not yet available, describe actions proposed to study boarding and exiting numbers.

I look forward to receiving above-requested publicly available information in a timely fashion, well in advance of next Greater Lyttonsville Sector Plan 'Working Session' on Transportation and Infrastructure around the future Lyttonsville Station.

Sincerely,

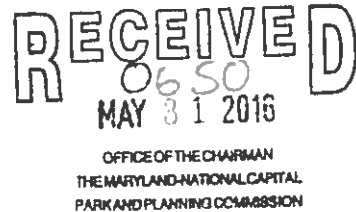
JOEL TEITELBAUM, Long-Term Resident and former small business owner in vicinity of Lyttonsville Purple Line Station.
Tel. 301-589-2340

MCP-CTRACK

From: Natali Fani-Gonzalez <natalifanigonzalez@gmail.com>
Sent: Monday, May 30, 2016 9:55 AM
To: MCP-Chair
Subject: Fwd: Business floating zone

----- Forwarded message -----

From: Natali Fani-Gonzalez <natalifanigonzalez@gmail.com>
Date: Mon, May 30, 2016 at 9:54 AM
Subject: Re: Business floating zone
To: jean2poodles <jean2poodles@gmail.com>
Cc: Norman Dreyfuss <n.dreyfuss@hotmail.com>, "maryehhr@verizon.net" <maryehhr@verizon.net>, Commissioner Amy <amyPresley@verizon.net>



Ms. Redmond -

Let me reiterate that I'm committed to keep the industrial zone in place. I find it essential to preserve highly successful industrial zones such as the one in Brookville Road, which works for many types of uses.

With that said, I can surely understand why you are worried.

Natali

On Mon, May 30, 2016 at 9:51 AM, jean2poodles <jean2poodles@gmail.com> wrote:
Thank you very much. It can be difficult not to worry. The business community and employees have a lot at stake.

Jean R
Cleverdog

Sent from my iPhone

> On May 29, 2016, at 9:13 PM, Norman Dreyfuss <n.dreyfuss@hotmail.com> wrote:

>

> I'm not in favor of changing the decision we previously made re keeping the industrial uses in place. I can't speak for the other commissioners and was not aware of any additional info, at least, that's been brought to my attention. I suggest you talk to the other board members re their position.

> It takes 3 votes to change what we've recommended and I'm comfortable w where I am.

> Norman

>

> Sent from my iPhone

>

>> On May 29, 2016, at 3:48 PM, jean2poodles <jean2poodles@gmail.com> wrote:

>>

>>

>> Dear Commissioners,

>>

>> Alarmingly, it has come to my attention that Commissioner Anderson has plans to meet with and attempt to coerce the property owners to sell their holdings in his much desired "floating zone" to a Bethesda developer.

>>

>> I don't think these sales will happen, as my landlord has said he doesn't want any part of it, that it is simply not economic good sense, but it is alarming none the less. I'm sure the sales pitch will be flashy and optimistic, and probably beyond the number of units now proposed.

>>

>> Also alarming is that he has not allowed the business community to comment the last two work sessions. Mark Mendez was not allowed to comment last time (on the sidewalks) and at the previous work session he said he had already heard enough from the business sector and strongly recommended we not speak.

>>

>> I have to admit I'm somewhat exhausted with all this. Small business owners work a lot, long and hard hours, and it is enough to campaign on a level playing field, but difficult to fight what happens behind closed doors.

>>

>> Quite simply, the floating zone, completely unnecessary given the large and growing number of apartments nearby, is a threat. Already, businesses talk about moving because they don't believe in the process, often those businesses are physically far removed from the proposed floating zone. The ones nearby assume they'll be dead in the water.

>>

>> Please try to maintain the stability of the industrial park. Dozens and dozens of businesses and thousands of jobs depend on it.

>>

>> Jean Redmond

>>

>>

>> Sent from my iPhone

--

Natali Fani-Gonzalez

Phone: 301.442.8459

@NataliFani

--

Natali Fani-Gonzalez

Phone: 301.442.8459

@NataliFani

MCP-CTRACK

From: Mark Mendez <mdmendez311@gmail.com>
Sent: Tuesday, May 31, 2016 7:23 AM
To: MCP-Chair
Cc: Councilmember.Hucker@montgomerycountymd.gov;
county.council@montgomerycountymd.gov
Subject: Economy-Jobs-Lyttonsville Sector Plan

Planning Chair Anderson,

I wasn't planning to comment at Thursday's GLP work session #3, but did request to speak when you again voiced your desire for residential development on Brookville Road – this time for streetscape improvements. Returning to a topic that the board had already discussed at length and rejected 4-1 at the previous work session was a sucker punch that ignored both public sentiment and your colleagues on the board. As I was not allowed to speak, I want to follow up here for the public record.

Sector Plan Project Manager Erin Banks stated on Thursday that Brookville Road could not be reconfigured with a center median strip and still meet the business activity that the district requires. Your planning team also confirmed there are sidewalks on both sides of Brookville with the exception of one portion in front of the Forest Glen Annex with fencing and electrical poles very close to the curb. This point reduced Planning Director Wright's streetscape promotion to enhanced or widened walkways, and your explanation that development was the currency that would pay for boulevard-style sidewalks.

The price you envision for an extra foot of concrete and are asking others to pay is too high. You are willing to risk the stability of a successful and unique employment center for wider sidewalks and additional housing in an area saturated with multi-family units. That deal is bad business and bad for business.

I recognize that planners have no skin in the game- neither for filling empty storefronts nor for meeting payroll and other expenses to run a business. But planning has a responsibility to weigh the realities of 'what is' along with the theories of 'what could be' to arrive at an honest cost- risk analysis. There should be a respect for local companies that have grown beyond start-up status into mature employers, an appreciation for the niche their services provide and the recognition that once lost, these IM businesses will not come back. Montgomery County needs planning that supports real businesses here today to make sure they have an affordable home to do what they do: employ, serve and pay taxes. In our economic climate, these are not small things. Brookville Road should remain as IM zoning.

I encourage planners, commissioners and council members view the *Bolan Smart 2015 Market Analysis of Brookville Road* here:

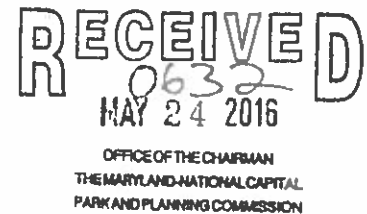
<http://www.montgomeryplanning.org/community/lyttonsville/documents/M-NCPPCBrookvilleRdMktStudyFINALDraftReport4-7-15.pdf>

Sincerely,

Mark Mendez
Rosemary Hills Neighbors' Association
Silver Spring Citizens' Advisory Board

MCP-Chair

From: Roger Paden <Rpaden@gmu.edu>
Sent: Monday, May 23, 2016 8:34 PM
To: MCP-Chair
Subject: Progress in Greater Lyttonsville



Dear Members of the Board,

I write again as both Valarie and I must miss the Greater Lyttonsville Sector Plan meeting scheduled for this Thursday as family obligations take us to New Mexico. I have a number of independent comments that may be relevant to the next meeting or the final meeting.

(1) Changes made at the last meeting: I believe that a number of changes made during the last meeting will meet with widespread approval in the neighborhoods. I think that the idea of using the Purple Line tracks to separate industrial and residential areas is a good one. Moreover, the changes made to Site 9 – lowering FAR to 0.75 to encourage townhouse development – helps to address local concerns over density. Moreover, dividing site 8a into four separate sites will allow for a more nuanced approach to that area, while allowing for lower density development, which is the central concern in the neighborhood. As to those four areas:

Site 8a(iii), Friendly Gardens: I note that the chart that the staff included in the briefing memo for the upcoming meeting states that the owner of this property has not made any request for increased density and I know that the owner is about to complete a major renovation of the existing structures. Given the communities' resistance to increased density, I would think that the proper thing to do with this property is simply to translate existing zoning restrictions into the new zoning codes, leaving the density largely unchanged.

Site 8a(iv), Claridge House: for similar reasons I would argue that again, the proper thing to do with this property is simply to translate existing zoning restrictions into the new zoning codes leaving the density largely unchanged.

Site 8a(ii): I believe that the chart here contains an error in the last column to the right, but as I am not sure of the ownership pattern there I could be wrong. I believe that 8a(iii) refers to the vacant area between the existing Friendly Gardens Apartments and the Purple Line tracks (although there may be another piece of property (owned by Brookville Road Ventures?) there as well). I will treat them as a single property. I believe that the following line in the right hand column applies to these properties: "CRT 2.5 for vacant site with increased buffers to single family homes above and beyond zoning code compatibility requirements." Here the community interests are two-fold, minimizing density and buffering the single family houses on Albert Stewart Lane. Perhaps both these concerns could be addressed by limiting the height zoned for this property. The community voted for density in this area to be no greater than 1.5 FAR

It is important to note that this property slopes down from the south (Friendly Gardens) and east (single family housing) toward the north (Purple Line tracks) and west (industrial property on Site 8a(i)).

Moreover, as this site is a former dump site, it will likely need substantial excavation prior to any new development. This means that it might be possible to develop 'downward' rather than up. As with the Rollingwood property, restrictions could be set on this property so that the maximum height of buildings throughout this property (which I would suggest should be 65') would be measured from the low point of the Purple Line Tracks. This, together with the suggested enhanced zoning height limits and set backs on the east side of the property, would prevent the buildings of this site from overwhelming the residences on Albert Stewart Lane, while at the same time reducing the overall density without changing the FAR. The resulting building would have a number of stories looking to the north and west, while presenting a smaller garden apartment/townhouse appearance to the east. These design constraints might make for a very attractive senior living facility. I hope that this might seem a reasonable compromise.

Site 8a(i), the industrial area between Claridge House and the Purple Line Station: I believe that this site presents a number of problems with access that need to be resolved before we proceed. I believe a detailed consideration of this site would reveal problems with the Sector Plans maps and discussion.

Currently this site is accessible only by a short private drive to Brookville Road. When the Purple Line is built this drive will disappear.

I believe that the MTA has agreed to build a temporary road to provide access to this site. This road parallels the Purple Line tracks and the Capital Crescent Trail from the site to Stewart Avenue. No mention of this road is made in the plan. It should be explicitly discussed in the Plan and shown on plan maps.

Construction and landscape vehicles will travel up this new road, turn left at Stewart Avenue and proceed to Brookville Road crossing the Purple Line tracks on Stewart Avenue. When Site 9 redevelops, however, Stewart Avenue will be closed at the Purple Line tracks and traffic on this MTA road will have to turn right to go to Kansas Avenue and then through the narrow streets of Lyttonsville.

This will be bad enough when the only vehicles using the road are landscape supply vehicles. But if Site 8a(i) is developed and if that road remains the only way out of the site, it will be used by the residents of 360 new apartment units. Of course, some of those residents may not own cars, but even if a third of the residents use the Purple Line exclusively this would mean that up to 240 additional cars will be put onto the narrow streets of Lyttonsville. This is clearly too many cars given that a few years back the Planning Board rejected a proposal to place 19 townhouse on site 8a(ii) partly because of the fact that it would overcrowd Lyttonsville's streets.

It seems to me, therefore, that language should be inserted into the plan that forbids development of Site 8a(i) until another way to access this site is found: To be clear, the plan should state that the MTA road must be closed before development of this site is allowed.

If that road is closed, however, then another way must be found to access that site. The plan shows no such road. An earlier version did show a road running down the western edge of the Friendly Garden properties, but the staff removed this road due to protests by both the community and Friendly Gardens.

Clearly, then the plan will have to be modified if this site is to be developed, two roads will have to be added to the plan, one of which will be slated for closure when Site 9 develops. I think that more thought must be given to this site. It is a mistake to propose this new zone without making explicit plans for the infrastructure it will require. One possible solution might be to allow Friendly Gardens to purchase part of this site and use its road to access it, while leaving the rest for a park. Again, a senior living facility would greatly benefit by an adjacent park.

(2) Paddington Square: We are still working with HOC to come up with language to replace the split zone concept in the Working Draft. Staff has provided some very helpful language and we are very close to a mutually acceptable solution. I ask your indulgence until the next meeting to complete this process.

(3) The Spring Center: Buildings on this site will be demolished for Purple Line construction and a station will be put roughly in the center (north-south) of the site. I understand that there is some question as to whether the southern half of the site can be developed as it is so narrow. I suggest, therefore, that the Board look into the possibility that the station could be moved a bit to the south. This would expand the buildable area to the north, while shrinking the unbuildable area to the south, making the northern part of this property more valuable and the southern part less valuable. Although the southern part may be too small to support a profitable building, it might now be possible to put a park into it. Since it would now be smaller, it would be cheaper to install. Of course, MTA and the Concessionaire would have to sign off on this plan.

(4) Parks and Community Center: The most important public benefits that might be provided by the plan are increased green space and an expansion of the Coffield Community Center. The increased density brought about by the plan will

stress our existing recreational facilities and the plan as currently written will not produce commensurate improvements in these facilities. This is especially true in that it seems unlikely that the new park to the west of Summit Hills will be built. It may be possible to put new parks along the Capital Crescent Trail and at the two Purple Line Stations. The plan should state that these would be important public benefits. The community center is also too small given projected increases and needs a general refurbishing.

Sincerely,
-Roger Paden

MCP-Chair

From: Valarie Barr <valarie_barr@hotmail.com>
Sent: Monday, May 23, 2016 8:45 PM
To: MCP-Chair
Subject: Comments on last working session

Dear Commissioners,

I didn't see this letter in the last handout so I thought I'd better resend it. I apologize if this duplicates material you already have.

Dear Planning Commission,

Thank you for a very productive working session last month.

We were very pleased with the decision to reduce the density in map region 9 to moderate townhouse; 12.2 units/acre and with the board vote to remove the floating zone on site 10. These decisions reduce the overall density for Greater Lyttonsville and maintain the stability of an affordable and successful area for local employers. Retaining IM zoning on one side of the Purple Line also addresses residential complaints caused by the incompatibility of placing housing and industrial uses side-by-side. We were also pleased with the general discussion on other density reductions but aren't sure if anything was finalized about other areas.

In particular, it was not clear what changes were made to the four properties that make up map site 8a. We agree that splitting up these properties makes it easier to evaluate them and we were again pleased that the Board seemed to understand that the Claridge House property and the front part of Friendly Gardens should remain near their current densities. However, it did not seem that any changes were made to the proposed zoning for those properties. It would be quite helpful to set reasonable densities on these properties to remove units that are unlikely to be built from the sector plan, but nonetheless cause great concern in the community. Here are our detailed suggestions.

1) We were very happy with the suggestion that a buffer zone be incorporated on the Friendly Gardens property on the north side facing the single family homes.

2) The front, developed part of Friendly Gardens (8a northeast corner) is currently zoned with an FAR 0.62. The Board suggested that this property might be "modestly" increased since no development is

planned. We suggest that a modest increase to an FAR of 1.0 is more reasonable than the proposed FAR 2.5.

3) The proposed FAR of 2.5 for the back, undeveloped portion of Friendly Gardens (8a northwest corner) is too high for land adjacent to single family homes. Normally, property adjacent to single family would be zoned CRN with a maximum FAR of 1.5. The rationale given by the planning staff for zoning this property CRT was to provide more community input, not to allow increased density. Our input is that zoning should not be increased. Once again, we ask that the FAR be reduced to 1.5, which is the maximum density allowed in a CRN zone.

4) Southern Management has no plans to redevelop Claridge House at this time, so there is no need to increase the density on this site (8a southeast corner). Also, Commissioner Fani-Gonzales noted that she was opposed redeveloping our market rate apartments as this would cause a decrease in the available affordable housing particularly for non-citizens who are not eligible for county sponsored housing. Claridge House is currently zoned RH so it must be rezoned. The current zone is equivalent to FAR <1, so a CRT zone with FAR 1.0 would be roughly equivalent to the current zoning.

5) The 4 acre Campanero lot (8a northwest corner) will be difficult to develop. Once the Purple Line is completed, the current access to the property will be removed and a new road exiting onto Stewart Avenue will be the only access point. At first, this road will lead across the Purple Line tracks to Brookville Road. Eventually, that crossing will be closed and traffic will be redirected south through Lyttonsville. This will put all traffic from any development at that site onto the roads of Lyttonsville. A similar proposal to put traffic from 19 townhomes onto Albert Stewart Lane was rejected by the Planning Board a few years ago. Instead of zoning this property for densities that are unlikely and harmful to the Lyttonsville community, we suggest that the county acquire this land for use as a station-side park. As Maryland's Open Space program has just been guaranteed full funding, we think a proposal for transit-oriented green space should be seriously considered. This would provide some green space accessible to Purple Line Riders and to users of the Capital Crescent Trail and we hope it would take some pressure from the well-used Lyttonsville-Rosemary Hills Park. Therefore, we ask for a much lower FAR on this site and a recommendation in the Sector Plan to acquire the site for a park.

6) Finally on the Rollingwood Apartment (map site 5a) we ask that the Planning Board take a second look at the plans for this area. We are pleased that much of the market rate housing will remain in place. However, the proposed 445 new units would more than double the number of units in these apartments (currently 283 units). In addition, at a meeting with the community in September 2015, Don Briggs of Federal Realty said that after development there would be a net decrease of about 100 families compared to the number of families currently residing at Rollingwood. We ask that you consider scaling back the proposed development to spare more of the current market rate affordable family housing.

Charlotte Coffield, President Lyttonsville Community Civic Association

Mark Mendez, President Rosemary Hills Neighbors' Association

Valarie Barr, Vice-President Rosemary Hills Neighbors' Association

MCP-Chair

From: Dlhopsky, Heather - HXD <HDLhopsky@linowes-law.com>
Sent: Tuesday, May 24, 2016 9:49 AM
To: MCP-Chair
Cc: Kronenberg, Robert; Banks, Erin
Subject: Summit Hills Apartments, Silver Spring - Feedback on Greater Lyttonville Sector Plan
Attachments: 201605240938.pdf

Chairman Anderson and Members of the Planning Board,

On behalf of Summit Hills LLC, owner of the Summit Hills Apartments, attached please find our letter with feedback on the Greater Lyttonville Sector Plan. I also request a few minutes to speak regarding this property at the upcoming worksession on the Plan this Thursday, the 26th.

Thank you.

Heather

Heather Dlhopsky
Partner

Linowes and Blocher LLP
7200 Wisconsin Avenue, Suite 800
Bethesda, Maryland 20814

Direct: 301.961.5270
Main: 301.654.0504
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Website: www.linowes-law.com

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LINOWES
AND | BLOCHER LLP
ATTORNEYS AT LAW

May 24, 2016

C. Robert Dalrymple
301.961.5208
bdalrymple@linowes-law.com
Heather Dlhopsky
301.961.5270
hdlhopsky@linowes-law.com

VIA EMAIL AND HAND DELIVERY

Mr. Casey Anderson, Chair,
and Members of the Planning Board
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Summit Hills Property (the "Property") – Additional Feedback on the Public Hearing
Draft of the Greater Lyttonsville Sector Plan (the "Sector Plan")

Dear Mr. Anderson and Members of the Planning Board:

On behalf of Summit Hills LLC ("Summit Hills"), owner of Summit Hills Apartments (the "Apartments") located in the northwest quadrant of the intersection of 16th Street and East-West Highway immediately adjacent to and west of the Silver Spring Central Business District ("CBD"), we are submitting this letter into the record for the Montgomery County Planning Board's (the "Planning Board") ongoing worksessions on the December 2015 Public Hearing Draft of the Sector Plan. The Planning Board began discussing the Property at its most recent worksession on April 14th, but continued the discussion until its next worksession on May 26th. This letter is being submitted in advance of the May 26th discussion, and we request a few minutes to speak at the May 26th worksession as well.

Among the key points we noted either in our testimony at the February 11th Planning Board public hearing on the Sector Plan, written testimony dated the same, or remarks at the April 14th worksession were the following: (1) the Public Hearing Draft currently does not recommend sufficient density or height under the proposed CR zoning of the Property in order to incentivize full or even partial redevelopment of the Property, let alone accomplish the numerous parks, open space, and affordable housing goals that the Sector Plan proposes for the Property; and (2) the current R-10 zoning of the Property will allow only a very modest expansion to the existing community center, with absolutely no infill development. Neither retention of the current R-10 zoning nor the limited CR zoning at the proposed density and height recommended by the Public Hearing Draft would further the Sector Plan's

**L&B 5715252v2/05288 0009

Mr. Casey Anderson, Chair,
and Members of the Planning Board
May 24, 2016
Page 2

vision to strategically encourage mixed-use development near transit and to leverage the two new Purple Line stations to be constructed in the Plan area, one of which is directly across 16th Street from the Property.

In advance of the May 26th worksession discussion and in an effort to stimulate Planning Board discussion favoring meaningful new development at this strategically important location, we provide the following additional information and analysis of these issues.

- (1) *The Public Hearing Draft currently does not recommend sufficient density or height under the proposed CR zoning of the Property in order to incentivize full or even partial redevelopment of the Property, let alone accomplish the numerous parks, open space, and affordable housing goals that the Sector Plan proposes for the Property.*

As we have previously noted, while Summit Hills is not seeking redevelopment today, that time will eventually come and the Property should be rezoned so that it is poised for the transit-oriented redevelopment the Sector Plan seeks.¹ This Sector Plan is a unique opportunity to take advantage and plan for the coming Purple Line (the main impetus of the Sector Plan), and not to rezone properties that are significant players in this area and directly adjacent to a future Purple Line station is completely shortsighted. The current density and height recommended by the Public Hearing Draft is far too low for the Property owner to take thriving units off-line and proceed through a lengthy, expensive, and highly exacting development process, and this current recommendation will ensure that the Sector Plan objectives for the Property are not met.

The Public Hearing Draft recommends (page 25) that the southeast corner of the Property (identified as Site 2b), adjacent to the intersection of East-West Highway and 16th Street, be rezoned from the current R-10 Zone to the CR-3.0, C-0.75, R-3.0, H-145 Zone, and further recommends that the rest of the Property (identified as Site 2a), even that portion adjacent to the future Purple Line station along 16th Street, be rezoned from R-10 to CRT-2.5, C-0.25, R-2.5, H-70. Along with these relatively low densities and heights, the Public Hearing Draft simultaneously recommends:

- The extension of Spring Street to East-West Highway through the Property (page 70) in order to divide the Property into smaller blocks;

¹ Incidentally, while Summit Hills awaits the appropriate time for redevelopment, the Property will continue to fill the de facto affordable housing niche that it currently serves today, which is a concern that has been raised by some of the members of the Planning Board at previous worksessions.

Mr. Casey Anderson, Chair,
and Members of the Planning Board
May 24, 2016
Page 3

- Provision of a minimum 0.5-acre central civic green urban park (page 70), including a large lawn area on the Property should it redevelop;
- Establishment of an “Urban Greenway Park” along the Property’s western edge, to include daylighting of Fenwick Branch (a tributary stream of Rock Creek), and an adjacent new community use recreational park (pages 70-71); and
- Prior to a sketch plan approval for redevelopment of the Property, an agreement be reached with the County Department of Housing and Community Affairs (“DHCA”) in order to preserve affordable housing as deemed necessary by DHCA.

Given the County’s regulatory processes, a significant portion (if not all) of the cost of the construction of the proposed road and parks would be borne by Summit Hills in conjunction with the redevelopment of all or sizable portions of the Property. Aside from the cost of construction of these improvements, the amount of the Property that would be consumed is enormous, as can be viewed on page 72 of the Public Hearing Draft. In addition, while the Public Hearing Draft already recommends that prior to a sketch plan approval for redevelopment of the Property, an agreement be reached with DHCA in order to preserve affordable housing as deemed necessary by DHCA, at its worksessions the Planning Board has expressed that they in fact would generally like no net loss of de facto affordable housing. Thus, the density and height that is recommended for the Property must ultimately be sufficient in order to incentivize new market-rate redevelopment, accommodate the road and parks recommended for the site, and replace de facto affordable housing units on a 1 to 1 basis. The current recommendations for the Property in the Public Hearing Draft do not come remotely close to allowing any of this to occur.

Summit Hills and its consultants had previously undertaken their own studies relating to the feasible development and redevelopment of the Property. In our public hearing testimony (written and oral) we explained that Summit Hills envisions greater density and height on the northern and eastern sides of the Property, closest to the future Purple Line station and downtown Silver Spring. The building height in the west and south portions of the Property could step down, with the incorporation of some additional vehicular and pedestrian connections and reasonably sized green and open spaces on the western edge of the Property. In order to provide proper incentive for the redevelopment of the Property and the provision of appropriate public amenities and public improvements such as those recommended by the Public Hearing Draft (parks, environmental enhancement, roads, and other public infrastructure), building height of up to 200 feet must be allowed in the eastern portion of the Property near the intersection of 16th Street and East-West Highway. Building height could step down to 140 feet on the northern side of the Property nearest the future Purple Line station (compatible with the height of the existing high-rise apartment building at 8600 16th Street adjacent to the Property to the north), while further transitioning down to 110 feet in the

Mr. Casey Anderson, Chair,
and Members of the Planning Board
May 24, 2016
Page 4

southern and western portions of the Property. We had indicated that an aggregate of at least a 4 FAR of residential density, along with a density allowance for adequate market-driven commercial uses for part of the Property, would be necessary in order to spark any change for meaningful redevelopment of the Property.

However, since the Planning Board's public hearing and in light of significant discussion amongst the Board regarding the desire to retain de facto affordable housing in the Plan area and, specifically, on the Property, Summit Hills and its consultants have conducted further analysis to determine what density would be required on the Property in order to permit a 1 to 1 replacement of de facto affordable housing on the Property should redevelopment occur (while also factoring in the costs of providing for the other public benefits on the Property – the extension of Spring Street, parks, and the daylighting of Fenwick Branch). We believe that a residential density of 5 FAR would be needed in order to implement all of the various goals for this Property that are emerging from Planning Board discussion and thus, Summit Hills requests that the Property be rezoned to CR-5.0, C-1.0, R-5.0, H-200 (stepping down to 110 as set forth above). Absent this allowance for density and height, activity on the Property during the life of the Sector Plan will be limited to maintenance of the existing Apartments and perhaps some very limited infill development (with little to no public amenities or improvements as envisioned by the Sector Plan).

- (2) *The current R-10 zoning of the Property will not allow for any meaningful infill development to take place.*

There has been some mention by several members of the Planning Board at previous worksessions that they would like to see Summit Hills retain its current R-10 zoning, primarily as a means of ensuring that the Apartments remain as de facto affordable housing. However, retention of the existing zoning runs counter to the Sector Plan vision to leverage the two new Purple Line stations to be located within the Plan area, one of which is less than 500 feet from the Property, and expand housing opportunities for moderate income households in transit-convenient locations. Further, if the R-10 zoning is retained, it is highly unlikely that the Apartments would be significantly upgraded beyond regular maintenance, and thus the amenities and features that several Planning Board members have expressed are an important part of affordable housing communities would be unlikely to be provided. In sum, if the R-10 zoning is retained, the Public Hearing Draft is completely unnecessary relative to the Property as it will only promote the status quo (a wasted opportunity to encourage "smart growth" at a strategic transit location).

The current R-10 zoning of the Property is so inflexible as to essentially preclude any infill development from occurring. Whereas the premise of the CR family of zones is that specific

Mr. Casey Anderson, Chair,
and Members of the Planning Board

May 24, 2016

Page 5

development standards are set at the time of site plan responsive to the market and dictated by virtues of good site design and compatibility, the R-10 Zone is the antithesis of flexibility. The R-10 Zone specifies open space minimums, site coverage maximums, and setback requirements, and in addition requires much higher parking requirements than does the CR family of zones. In that sense, the R-10 Zone is an antiquated zone, particularly for transit-proximate locations such as this in which the desire is generally to pull buildings up to the street, reduce parking requirements, and encourage flexible development standards in furtherance of good and creative site design. Because the Property is currently developed above the site coverage maximum of the R-10 Zone, any feasible infill development is essentially precluded if the current zoning is retained.

In addition, if the current R-10 zoning remains, the existing, aging community center could not be expanded beyond a very token amount. The community center is actually located on a small CRT-zoned portion of the Property. If the community center were expanded beyond that small area, it would spill into the R-10 portion of the Property, which would not be permissible given that maximum site coverage is already being exceeded. Retention of the R-10 zoning on this Property essentially ensures that the Property will remain exactly as is for the foreseeable future, denying residents of the Property adequate amenities and precluding in its entirety even a modest way to respond to the changing nature of the area and coming Purple Line. For these reasons, if nothing else it is vital for future flexibility on the Property to rezone the Property to the CR family of zones rather than retain the outdated R-10 zoning.

Lastly, and more as a cleanup matter rather than a substantive issue, the existing buildings on the Property were constructed in the mid-1900s, and as such are not in conformance with either the current R-10 zoning or the proposed CR zoning. We request that the Sector Plan note that any legal structure or site design existing on the date of adoption of the Sectional Map Amendment is legally conforming and may be continued, renovated, repaired, or reconstructed if the floor area, height, and footprint of the structure are not increased.

In conclusion, the Public Hearing Draft is completely deficient in its recommended density and height for the Property to support the public policy goals of the Sector Plan for this area, precluding any chance of achievement of any of these goals (e.g., parks and open space, retention of some de facto affordable housing or provision of MPDUs, which are not currently provided in the project given its age, etc.). If insufficient density and height is recommended, the Property will remain exactly as is, which is antithetical to the primary goals of the plan – responding to the coming Purple Line station and leveraging these transit facilities.

Thank you for your consideration of these comments, and we look forward to continuing to work with the Planning Board and its Staff throughout the upcoming worksessions on the

Mr. Casey Anderson, Chair,
and Members of the Planning Board
May 24, 2016
Page 6

Public Hearing Draft. If you have any questions or require any additional information at this time, please do not hesitate to contact us.

Very truly yours,

LINOWES AND BLOCHER LLP

C. Robert Dalrymple, HD

C. Robert Dalrymple

H. Dhopolsky

Heather Dhopolsky

cc: Mr. Robert Kronenberg, M-NCPPC
Ms. Erin Banks, M-NCPPC
Mr. David Hillman
Mr. Richard Hillman
Mr. Faik Tugberk



erdhopolsky

Street, Silver Spring – Feedback
tor Plan (the “Sector Plan”)

Members of the Planning Board:

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in advance of the May 26th dis

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Sector Plan vision to leverage t
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Station will be located directly
Property is ripe for the potenti

capped out on site coverage, and that the Property will remain exact and in even a modest way to the reasons, while we support the Property, including its specific FAF, because it is vital for future flexibility rather than retain the outdated

in light of these comments, and look forward throughout the remaining weeks or require any additional

truly yours,

MCP-CTRACK

From: Dlhopsky, Heather - HXD <HDLhopolsky@linowes-law.com>
Sent: Monday, May 23, 2016 10:58 AM
To: MCP-Chair
Cc: Banks, Erin; Kronenberg, Robert
Subject: 8600 Apartments, 8600 16th Street, Silver Spring - Feedback on Greater Lyttonsville Sector Plan
Attachments: 201605231052.pdf

Chairman Anderson and Members of the Planning Board,

On behalf of Bradford Place LLC, owner of the 8600 Apartments, attached please find our letter with feedback on the Greater Lyttonsville Sector Plan. I also request a few minutes to speak regarding this property at the upcoming worksession on the Plan this Thursday, the 26th.

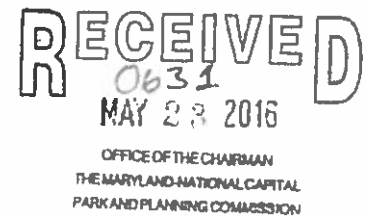
Thank you.

Heather

Heather Dlhopsky
Partner

Linowes and Blocher LLP
7200 Wisconsin Avenue, Suite 800
Bethesda, Maryland 20814

Direct: 301.961.5270
Main: 301.654.0504
E-mail: hdlhopolsky@linowes-law.com
LinkedIn: www.linkedin.com/in/heatherdlhopolsky
Website: www.linowes-law.com



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LINOWES
AND BLOCHER LLP
ATTORNEYS AT LAW

May 23, 2016

Heather Dishopolsky
301.961.5270
hdlhopolsky@linowes-law.com

VIA EMAIL AND FIRST CLASS MAIL

Mr. Casey Anderson, Chair,
and Members of the Planning Board
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: 8600 Apartments, 8600 16th Street, Silver Spring – Feedback on Public Hearing Draft of the Greater Lyttonsville Sector Plan (the “Sector Plan”)

Dear Chairman Anderson and Members of the Planning Board:

On behalf of Bradford Place LLC (“Owner”), owner of the 8600 Apartments (the “Property”) located on the west side of 16th Street directly south of its intersection with the current CSX/MARC and Metro railroad tracks and soon to be route of the Purple Line, we are submitting this letter into the record for the Montgomery County Planning Board’s (the “Planning Board”) ongoing worksessions on the Public Hearing Draft (dated December 2015) of the Sector Plan. We are aware that the Planning Board began discussing the Property at its most recent worksession on April 14th, but continued the discussion until its next worksession on May 26th. This letter is being submitted in advance of the May 26th discussion, and we request a few minutes to speak at the May 26th worksession as well.

The Owner supports the Public Hearing Draft’s proposed density recommendations for the Property (identified as Site 3 in the Woodside/16th Street Station Area of the Sector Plan), from its current zoning of R-10 to the proposed zoning of CRT-2.5, C-0.25, R-2.5. However, the Public Hearing Draft recommends a height of only 70 feet on the Property, notwithstanding that the current R-10 zoning allows height of up to 100 feet, the existing building on the Property is developed at approximately 100 feet, and the Property is not adjacent to any single-family residential uses but rather is adjacent to the CSX/MARC and Metro tracks, six-lane 16th Street, and other multi-family residential. Therefore, the Owner requests that the rezoning recommendation be revised to CRT-2.5, C-0.25, R-2.5, H-100 (from the CRT-2.5, C-0.25, R-2.5, H-70 currently recommended) to reflect this revision in the height recommendation¹.

¹ If the Sector Plan ultimately recommends that the Property be rezoned to less than the 100 feet in height currently permitted and constructed on the Property, we request that the Sector Plan note that any legal

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Mr. Casey Anderson, Chair,
and Members of the Planning Board
May 23, 2016
Page 2

No matter what the eventual rezoning of the Property may be, it is highly unlikely that the Owner would choose to tear down the existing residential building on the Property in the near future given that it is a thriving community with high occupancy rates. For that reason, infill development around the existing building is the most likely future redevelopment scenario. The proposed zoning would allow for some limited infill development and moderate increase in density, and enable site redesign (for example, potential conversion of some of the existing surface parking to underground or structured parking) that is far more suitable and appropriate to the Property's proximity to existing and new transit options in the vicinity than is the current suburban nature of the site. As explained in further detail below, the existing R-10 zoning of the Property would essentially restrict any infill development or even very modest changes in site design, due to the highly inflexible development standards of that zone. Further, retention of the existing zoning runs counter to the Sector Plan vision to leverage the two new Purple Line stations to be located within the Plan area, one of which is less than 500 feet from the Property, and expand housing opportunities for moderate income households in transit-convenient locations.

The Property is just under 4 acres in size, and is comprised of one high-rise multi-family residential building (11 floors, plus a basement), surface parking, and an outdoor swimming pool. Its current density is approximately a 1.2 FAR. However, given its current proximity to both the Silver Spring Transit Center and the growing Silver Spring CBD, and impending proximity to the Purple Line (on which construction is scheduled to begin shortly) and the fact that the future Woodside/16th Street Station will be located directly across 16th Street and less than 500 feet from the Property, the Property is ripe for the potential for some infill development and additional density. The Owners' consultants have conducted preliminary site analysis and planning, and believe if surface parking is converted to underground or structured parking in the future, the maximum density of 2.5 FAR recommended by the Public Hearing Draft is achievable on the site. In addition, because the apartments on the Property were constructed prior to the adoption of the County's moderately priced dwelling unit ("MPDU") program, there are no designated MPDUs on-site currently. However, any infill development on the Property would be subject to the MPDU requirement, and thus rezoning to the CRT Zone would allow not only additional density more suitable for such a transit-proximate property but would expand housing opportunities for moderate income households in transit-convenient locations, furthering two of the goals of the Sector Plan.

structure or site design existing on the date of adoption of the Sectional Map Amendment implementing the recommendations of the Sector Plan, is legally conforming and may be continued, renovated, repaired, or reconstructed if the floor area, height, and footprint of the structure are not increased.

Mr. Casey Anderson, Chair,
and Members of the Planning Board
May 23, 2016
Page 3

The current R-10 zoning of the Property is so inflexible as to essentially preclude any infill development from occurring. Whereas the premise of the CR family of zones is that development standards such as setbacks are set at the time of site plan and dictated by virtues of good site design and compatibility, the R-10 Zone is the antithesis of flexibility. The R-10 Zone specifies setback requirements in addition to open space minimums and site coverage maximums, and requires much higher parking requirements than does the CR family of zones. In that sense, the R-10 Zone is an antiquated zone, particularly for transit-proximate locations such as this in which the desire is generally to pull buildings up to the street, reduce parking requirements, and encourage flexible development standards in furtherance of good and creative site design. Because the Property is capped out on site coverage, retention of the R-10 zoning on this Property essentially ensures that the Property will remain exactly as is for the foreseeable future, and will not be able to respond in even a modest way to the changing nature of the area and coming Purple Line. For these reasons, while we support the Public Hearing Draft's recommended rezoning of the Property, including its specific FAR recommendation of a maximum of 2.5 FAR, if nothing else it is vital for future flexibility on the site to rezone the Property to the CR family of zones rather than retain the outdated R-10 zoning.

We thank you for your consideration of these comments, and look forward to continuing to work with the Planning Board and its Staff throughout the remaining worksessions on the Public Hearing Draft. If you have any questions or require any additional information at this time, please do not hesitate to contact us.

Very truly yours,

LINOWES AND BLOCHER LLP



Heather Dlhopsky

cc: Mr. Robert Kronenberg, M-NCPPC
Ms. Erin Banks, M-NCPPC
Mr. Mark Pacious
Mr. J.R. Schuble
Mr. Frank Bossong
Mr. Matt Leakan
Robert C. Park, Esq.

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MCP-CTRACK

From: norm kahn <normaka17@gmail.com>
Sent: Wednesday, June 22, 2016 2:26 PM
To: MCP-Chair
Subject: In Support of the EYA Proposal for the Lyttonsville Master Plan

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Mr, Anderson and Planning Board members,

I am writing to strongly support the EYA proposal for the Lyttonsville Master Plan. I accept the reality that development - including an increased density - will occur in the Lyttonsville area over the coming years. Prior to the EYA proposal, I was greatly concerned that this development would negatively impact the quality of life of the Lyttonsville community and surrounding environs.

I feel that the EYA proposal, by viewing the sector in aggregate rather than as a number of discrete entities, minimizes these adverse impacts while still allowing for an overall density that would be acceptable to those of us who currently reside in the community.

I strongly support the EYA proposal, and ask that the Planning Board endorse it.

Sincerely,

Norman Kahn
Sundale Drive

MCP-CTRACK

From: Stone, Erin <estone@msi-inc.com>
Sent: Wednesday, June 22, 2016 2:58 PM
To: MCP-Chair
Subject: I support the EYA proposal for Lyttonsville Master Plan

To whom it may concern:

I am very impressed with EYA's proposed plan for Lyttonsville and the Purple Line stop. I would very much be in support of their plan. I am a homeowner in the Rock Creek Forest area near the development. We love our neighborhood, and I think EYA's proposal would make it even better for homeowners, renters, and businesses in the area.

Thank you!

Erin Stone
Operating Unit Controller
Management Systems International
A Tetra Tech Company
Arlington, VA USA

(Work) +1 703 979 7170 x109

estone@msi-inc.com

www.msiworldwide.com

MCP-CTRACK

From: Joanne London <mattjoanne@comcast.net>
Sent: Wednesday, June 22, 2016 3:22 PM
To: MCP-Chair
Subject: I Support the EYA Proposal for Lyttonsville Master Plan

Just watched EYA presentation posted on YouTube.

Very exciting.

Really seems like the EYA rep listened to the community and responded appropriately.

Please choose the EYA proposal.

Thank you,
Joanne London
8710 Milford Ave
Silver Spring, MD 20910

Sent from my iPhone

MCP-CTRACK

From: C Romaine <cnromaine@gmail.com>
Sent: Wednesday, June 22, 2016 4:15 PM
To: MCP-Chair
Subject: I Support the EYA Proposal for Lyttonsville Master Plan

Hi.

I Support the EYA Proposal for Lyttonsville Master Plan.

I attended EYA proposal presentation last night at Temple Shalom and it sounds great, if WSSC is willing to work with them. It would help keep our community from be urbanized too fast.

Please support them.

Thanks.

Charles Romaine
8603 Milford Ave

MCP-Chair

From: Rachel Braun <rachelbraun@verizon.net>
Sent: Wednesday, June 22, 2016 5:00 PM
To: MCP-Chair
Subject: Please support changes to the Rosemary Hills plan to allow the EYA Proposal

I live in the Rosemary Hills neighborhood of Silver Spring. We are excited about EYA's proposal and believe it mitigates some of the ill effects of development that the proposed changes for Rosemary Hills will bring. Please support changes that allow implementation of the EYA proposal. The neighborhood association newsletters are emailing furiously about this and there is great support among Lyttonsville and Rosemary residents for these changes! Please act!

Rachel Braun
2107 Spencer Road
Silver Spring, MD 20910

MCP-CTRACK

From: Anderson, Casey
Sent: Wednesday, June 22, 2016 12:27 AM
To: MCP-CTRACK
Subject: FW: Support for EYA Project & Rezoning in Lyttonsville PL Station Area

For Lyttonsville record

From: Tina Slater [mailto:slater.tina@gmail.com]
Sent: June 21, 2016 9:56 PM
To: Anderson, Casey <Casey.Anderson@mncppc-mc.org>
Cc: DTS <slater402@verizon.net>
Subject: Support for EYA Project & Rezoning in Lyttonsville PL Station Area

Dear Chairman Anderson:

This evening, my husband and I attended an information session led by Evan Goldman of EYA. Mr. Goldman went over plans for the Lyttonsville Purple Line station area --- townhomes, apartments, potential retail, and walkable spaces. He fielded many questions from the floor and, in my opinion, answered them very well.

We wanted to let you know that we do support the proposed General Master Plan for the area, as well as proposals to rezone the WSSC parcel and the parcel currently owned by the county. The diagrams and photo of potential townhomes and walkable areas look very inviting and would support the kind of community amenities and walk-ability that people seem to desire.

Thank you for your leadership,
Tina & Don Slater
402 Mansfield Rd
Silver Spring, MD 20910-5515
301-585-5038

MCP-CTRACK

From: Mark Mendez <mdmendez311@gmail.com>
Sent: Wednesday, June 22, 2016 7:47 AM
To: MCP-Chair
Cc: Williams, Melissa
Subject: GLP -EYA proposal

Dear Planning Board,

After attending EYA's presentation and discussion with the community last night, I believe their proposal for the Greater Lyttonsville Sector Plan deserves continued consideration. I appreciate the key elements of the plan as described by Evan Goldman- townhomes on the interior of the neighborhood, modest height, affordable multi-unit buildings closer to the PL station, and a realization that jobs and services are important to the county. Our suburban area of west silver spring area has long enjoyed a balance of housing types and land-uses with a successful employment center on Brookville Road. The EYA plan respects the residential and the industrial, and looks for meaningful ways to integrate both to create a truly unique neighborhood. I have been impressed with the quality and maintenance of EYA projects in the county. I also have confidence that EYA will be a genuine partner and good neighbor, working with the community to define details in the plan. If development is coming, I believe the residents and local businesses here will benefit from a coordinated development plan with a committed partner. To me, EYA's plan feels like an investment in our neighborhood rather than investment in properties. I'd like to see this plan move forward to allow for greater community discussion and consideration by the county council .

Mark Mendez
Rosemary Hills resident (26 years)
Silver Spring Citizens' Advisory Board

MCP-CTRACK

From: Dave Bard <bluefishbard@yahoo.com>
Sent: Wednesday, June 22, 2016 9:41 AM
To: MCP-Chair
Subject: I strongly support the EYA proposal for the Lyttonsville Master Plan

Chairman Anderson,

As a Rosemary Hills community member, I wanted to submit this note for the public record and to voice my strong support for EYA's proposal for the Lyttonsville Master Plan.

EYA's proposal epitomizes smart growth around our Purple Line stop. It is, hands down, the most holistic, intelligent look at how to develop the area around our station, and is the only proposal that addresses many of our community's concerns. Everything else we've seen represents disjointed, piece-meal redevelopment by individual apartment building landlords. By nature of that style of development, our community will not get nearly the amenities or benefits that we deserve.

I urge you to please consider this missive before tomorrow's vote.

Thanks in advance!

best,
Dave Bard
8805 Sundale Drive
Silver Spring

MCP-CTRACK

From: Katie McGervey <kmcgervey@hotmail.com>
Sent: Wednesday, June 22, 2016 9:53 AM
To: MCP-Chair
Subject: I support the EYA proposal for the Lyttonsville Sector Plan

Please vote in support of this change to the Lyttonsville sector plan at your meeting tomorrow. Their plan is livable - it's a place I live and would like to see added to my neighborhood. Balance is needed to protect long standing businesses from being priced out; to offer market rate and affordable housing; and to offer selective retail to a transit station area. Their plan is in scale with the neighborhood.

Thanks, Katie

MCP-CTRACK

From: Kate Elliott <kopikodog@gmail.com>
Sent: Wednesday, June 22, 2016 10:04 AM
To: MCP-Chair
Subject: I Support the EYA Proposal for Lyttonsville Master Plan

Dear Casey Anderson,

I wanted you to know that I am in favor of smart growth and development in the Lyttonsville Sector Plan.

Thank you,

Kate Elliott
8806 Maywood Ave
Silver Spring, MD 20910

MCP-CTRACK

From: Bryan McCann <bm85@georgetown.edu>
Sent: Wednesday, June 22, 2016 10:27 AM
To: MCP-Chair
Subject: Lyttonsville: EYA yes, but WITH schools and pools

Dear Mr. Anderson,

As a resident of Rosemary Hills, I cautiously support the EYA proposal for development in Lyttonsville. It is the best proposed intervention we have seen for the sector. BUT, as with any planned development, this should only move forward with planning for a school and a pool--specifically, a new middle school or elementary school, and a Downcounty Indoor Swim Center. Substantially increasing the residential population of the sector requires an investment in public education and recreation.

Thanks,

Bryan McCann
Rosemary Hills

MCP-CTRACK

From: Nicole Hine-Cappa <hinecappa@hotmail.com>
Sent: Wednesday, June 22, 2016 11:15 AM
To: MCP-Chair
Subject: I Support the EYA Proposal for Lyttonsville Master Plan

Dear Casey,

As a homeowner in Rosemary Hills, I support the EYA proposal for Lyttonsville Master Plan. This is the type of positive growth we would like to see in our neighborhood. Please vote to include this in our development plan.

Thank you,
Nicole
8720 Leonard dr

Sent from my iPhone

MCP-CTRACK

From: Mary Hunter <marybhunter@gmail.com>
Sent: Wednesday, June 22, 2016 11:30 AM
To: MCP-Chair
Subject: I Support the EYA Proposal for Lyttonsville Master Plan

Greetings,

I have owned a home in Rosemary Hills neighborhood since 2002, and am very supportive of EYA's new development plan. We are strong supporters of the purple line, and love the vision of the EYA development plan. I support their proposed mix of affordable housing, town houses, and light retail. I also am very pleased that they are focused on a creating a pedestrian friendly street-scape in the light industrial zone area.

I hope that this proposal is integrated into the master plan.

Thank you,
Mary Hunter
8705 Leonard Drive, Silver Spring
301-547-9340

MCP-TRACK

From: Ruth <ruthpolan@gmail.com>
Sent: Wednesday, June 22, 2016 11:50 AM
To: MCP-Chair
Subject: Lyttonsville master plan, support for EYA

As a 30+ year homeowner in Rosemary Hills, I think that the EYA plan for town homes and retail along the Lyttonsville-Purple Line area is by far the best proposal that had been put forward and I wholeheartedly support it over any other proposals.

Thank you for your consideration.

Ruth Polan
Rosemary Hills/Silver Spring

Sent from my iPhone

MCP-CTRACK

From: Kathy Newman <knewman2@verizon.net>
Sent: Wednesday, June 22, 2016 11:52 AM
To: MCP-Chair
Subject: Support for EYA proposal around Lyttonsville Purple Line stop

Mr. Anderson,

I am writing to express support for the EYA proposal to build townhomes near the proposed Lyttonsville Purple Line stop. I understand that EYA is interested in building some of these houses on the parcel of land where WSSC is now located. As a member of the community, I think this would be a much better use of the land and would support the County's efforts to concentrate housing and light retail near transit lines. We are an active community and are interested in keeping the industrial park area on Brookville road, but the area where WSSC currently resides could be better used as space for additional homes for new residents who want access to the Purple Line. The high quality and attractiveness of EYAs projects would make them an asset to this development. I hope the County will support the project.

Kathleen Newman
Leonard Dr.

MCP-CTRACK

From: cfcross@crossmarketing.us
Sent: Wednesday, June 22, 2016 12:06 PM
To: MCP-Chair
Subject: I Support the EYA Proposal for Lyttonsville Master Plan

Good Afternoon, I support the EYA proposal for the Lyttonsville Master Plan. Christiane Rosenborg

MCP-CTRACK

From: Christy Edwards <christyt.edwards@gmail.com>
Sent: Wednesday, June 22, 2016 12:11 PM
To: MCP-Chair
Subject: I Support the EYA Proposal for Lyttonsville Master Plan

Dear Mr. Anderson,

I am a resident of Rosemary Hills and have been following the development of the Lyttonsville Master Plan with great interest. As a resident for the last 7 years, I greatly value the vibrant community that live in the Rosemary Hills and Lyttonsville areas. As a parent of two young children, I am keenly aware of the importance of a supportive neighborhood, excellent schools, green spaces, and a network of services and industries to support these things.

I believe that the next 20 years, including the addition of the Purple Line, will bring development to this area and that is to be expected and welcomed. The method in which that is done, however, can be supportive or detrimental to the important values I noted above. I believe that the proposals put forward by EYA for development of the area are fully in line with my values of a supportive neighborhood community, excellent schools, green spaces, and appropriate expansion of services and industries.

I fully support the EYA proposal for the Lyttonsville Master Plan and urge you and the Planning Committee to do the same.

Sincerely,
Christy Edwards
Sundale Dr., Silver Spring MD.

MCP-CTRACK

From: Dayle Cristinzio <daylelc@gmail.com>
Sent: Wednesday, June 22, 2016 12:19 PM
To: MCP-Chair
Subject: I support the EYA proposal for Lyttonsville Master Plan

Dear Casey:

I'm writing as a homeowner in the Rosemary Hills Neighborhood in support of EYA's proposal for the Lyttonsville Master Plan.

I had the opportunity to talk personally with EYA and hear about their proposal and I enthusiastically support it. I think it is very important to have a holistic plan in place for growth that balances the needs of our diverse neighborhood population, rather than a piece-meal approach that is likely to occur if EYA is not chosen.

Sincerely,
Dayle Cristinzio
2201 Mark Ct

MCP-CTRACK

From: Carlotta Amaduzzi <c_amaduzzi@yahoo.com>
Sent: Wednesday, June 22, 2016 12:20 PM
To: MCP-Chair
Subject: "I Support the EYA Proposal for Lyttonsville Master Plan"

"I Support the EYA Proposal for Lyttonsville Master Plan"

Carlotta Amaduzzi
Sundale Drive

MCP-CTRACK

From: Tomas Rosenberg <trosenberg@me.com>
Sent: Wednesday, June 22, 2016 12:51 PM
To: MCP-Chair
Subject: EYA Plan

I support the EYA plan

Tomas Rosenberg
Rosemary Hills resident

MCP-CTRACK

From: Elizabeth King <bking2213@gmail.com>
Sent: Wednesday, June 22, 2016 12:56 PM
To: MCP-Chair
Subject: I Support the EYA Proposal for Lyttonsville Master Plan

Having attended many of the neighborhood meeting concerning the Sector Plan and its impact on the Rosemary Hills, I feel that the EYA proposal for sensible redevelopment is excellent. Even though they were late coming to the table with this proposal, it seems well thought out and appropriate to the the areas around the new Purple Line stop on Lyttonsville Rd. and, most importantly, addresses many of our neighbor concerns for a holistic approach to redevelopment of the area..

Elizabeth King

--

Elizabeth N. King
2213 Richland St.
Silver Spring, Md. 20910
301-588-4408
240-988-4038
bking2213@gmail.com

MCP-CTRACK

From: Pnina <pnina_laric@yahoo.com>
Sent: Wednesday, June 22, 2016 1:43 PM
To: MCP-Chair
Subject: I Support the EYA Proposal for the Lyttonsville Master Plan

Dear Chairman Anderson,

My name is Pnina Laric and I am a homeowner in Rosemary Hills (since 2008) with two young children, and my husband and I very strongly support the EYA proposal for the Lyttonsville Sector Plan.

EYA has really "done their homework" with regard to the unique issues our community faces, and the special traits of the community that are so essential to preserve.

Development around the Lyttonsville Purple Line Station is going to happen whether people like it or not.

EYA's proposal is by far the most holistic, intelligent look at how to develop the area around our station, and is the only proposal to address many of our community's concerns.

Everything else we've seen to date represents disjointed, piece-meal redevelopment by individual apartment building landlords. By nature of that style of development, our community will not get nearly the amenities/benefits we deserve.

As such, we strongly support the sector plan changes proposed by EYA, and ask that you vote to include them in our sector plan.

With much respect for all that you and the Planning Members do on our behalf,

Pnina Laric
Mark Court
Rosemary Hills

MCP-CTRACK

From: Colin Dobbins <45dobbins@cua.edu>
Sent: Wednesday, June 22, 2016 1:44 PM
To: MCP-Chair
Subject: I Support the EYA Proposal for Lyttonsville Master Plan

Hi,

I believe that the EYA proposal is a great plan and I truly hope it comes into fruition.

Thank you,
Colin Dobbins

Resident
Milford Ave

MCP-CTRACK

From: Kate Cardamone Shouse <katecardamone@gmail.com>
Sent: Wednesday, June 22, 2016 2:03 PM
To: MCP-Chair
Cc: Ben Shouse
Subject: I Support the EYA Proposal for Lyttonsville Master Plan

Good afternoon: My husband (bnshouse@hotmail.com) and I support the EYA Proposal for Lyttonsville Master Plan. We believe that EYA's proposal is the most holistic, intelligent look at how to develop the area around the future Lyttonsville purple line station, and it is the only proposal to address many of our community's concerns.

Thank you for your consideration,
Kate and Ben Shouse
8713 Sundale Drive
Silver Spring, MD

MCP-CTRACK

From: eks1958@rcn.com
Sent: Wednesday, June 22, 2016 2:08 PM
To: MCP-Chair
Subject: I Support the EYA Proposal for Lyttonsville Master Plan

Dear Mr. Anderson,

Last night's meeting with an EYA spokesperson was productive, and he answered the many questions that arose out of the presentation. Previous efforts have seemed piecemeal and disjointed, and I am more inclined to trust this developer more than others.

Keeping it brief for now...Vote today!

So...to recap...Please be aware of the Rosemary Hills SUPPORT of the EYA proposal of the Greater Lyttonsville Master Plan.

Thank you so much for your many efforts to listen to our concerns,

Eva Santorini
8714 Sundale Drive
Silver Spring, MD 20910

MCP-Chair

From: Susan and Yassine Agoud <agoudfamily@gmail.com>
Sent: Wednesday, June 22, 2016 5:26 PM
To: MCP-Chair
Subject: We Support the EYA Proposal for Lyttonsville Master Plan

RECEIVED

JUN 23 2016

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Planning Board,

The EYA plan is perfect for our community. It offers the right balance of everyone's needs and is the exact plan we've been waiting to emerge.

Please approve the EYA proposal.

Regards,

Susan and Yassine Agoud
Lyttonsville Homeowners
Linden Walk Townhouses
8906 Maine Avenue
Silver Spring, MD 20910

MCP-Chair

From: Russell, Elinor <erussell@cooley.com>
Sent: Wednesday, June 22, 2016 6:00 PM
To: MCP-Chair
Subject: I Support the EYA Proposal for Lyttonsville Master Plan

Elinor Russell
9516 Crosby Road
Silver Spring, MD 20910

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MCP-Chair

From: Lisa Giannini <giannini6@gmail.com>
Sent: Wednesday, June 22, 2016 6:16 PM
To: MCP-Chair
Subject: EYA Proposal for Lyttonsville Master Plan - Support

I am an 18-year resident of Rosemary Hills and I support the EYA Proposal for Lyttonsville Master Plan. While I am not thrilled with the redevelopment plans in general, I feel the EYA proposal is the best alternative for the future of my lovely neighborhood.

Lisa

~~~~~  
Lisa Giannini  
8607 Lanier Drive  
Silver Spring, MD 20910-2303  
301-455-7896  
[Giannini6@gmail.com](mailto:Giannini6@gmail.com)

**MCP-Chair**

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**From:** Sara Gebhardt <sarageb@gmail.com>  
**Sent:** Wednesday, June 22, 2016 6:28 PM  
**To:** MCP-Chair  
**Subject:** I Support the EYA Proposal for the Lyttonsville Master Plan

Dear Planning Board,

The EYA plan is perfect for our community. It offers the right balance of everyone's needs and is the exact plan we've been waiting to emerge.

Please approve the EYA proposal.

Thank you,

**Sara Gebhardt**  
Lyttonsville Homeowner  
Linden Walk Townhouses  
8912 Maine Ave.  
Silver Spring, MD 20910  
202-486-4397

**MCP-Chair**

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**From:** Michele Parsonnet <parsonnetj@aol.com>  
**Sent:** Wednesday, June 22, 2016 6:50 PM  
**To:** MCP-Chair  
**Subject:** I Support the EYA Proposal for Lyttonsville Master Plan

Dear Casey,  
I Support the EYA Proposal for Lyttonsville Master Plan.

Michele Parsonnet  
Milford Ave  
Rosemary Hills Community

**MCP-Chair**

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**From:** Valarie Barr <valarie\_barr@hotmail.com>  
**Sent:** Wednesday, June 22, 2016 8:50 PM  
**To:** MCP-Chair  
**Subject:** Request for delay in Greater Lyttosville Secotr Plan

Please accept my apologies for this late communication, but I didn't want to write until after the community meeting with EYA.

Dear Chairman Casey and Commissioners,

Last night we had our first community meeting with Evan Goldman of EYA at which he presented some ideas about the possible development of several properties near the Lyttosville Purple Line Station. There was a good turnout and many people seemed very interested in these ideas.

However, it is impossible for us to evaluate the EYA plan because there is no solid proposal to evaluate. The plan calls for development on multiple sites but EYA has no firm commitment from any of the current owners, so they do not know what parcels they will be able to use. Evan went through a long list of potential amenities that could be part of the plan, but EYA cannot commit to providing any of them without knowing what they will be able to build. Instead, they are asking to be given all the density they think they might need and be given free rein to develop without any commitment to provide anything in return.

As you know, the main community concern has been the increased density projected for the western edge of the sector plan, particularly along Lyttosville Road. EYA is asking us to accept even more density in this area, but cannot provide any information that would enable us to evaluate the effects.

We think the sector plan should provide a detailed description of development plans, the amenities that the community will receive and how the development will affect traffic and our schools. None of this can be known about the EYA development.

Therefore, we ask that the Planning Board refrain from sending this incomplete plan to the county council, but instead delay the Greater Lyttosville Sector Plan so the EYA has a chance to negotiate with land owners and develop a more detailed proposal. We think the planning staff should then have an opportunity to examine the proposal and lend their expertise to improving it.

Sincerely,

Valarie Barr

Charlotte Coffield

**MCP-Chair**

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**From:** Linda Greenwald <linda@mrktgtech.com>  
**Sent:** Wednesday, June 22, 2016 9:12 PM  
**To:** MCP-Chair  
**Subject:** I Support EYA Proposal for Greater Lyttonsville Sector Plan

June 22, 2016

Mr, Anderson and Planning Board members,

RE: Draft Greater Lyttonsville Sector Plan

I support the development plan proposed by EYA and presented to our community on June 21, 2016.

Per EYA's letter dated June 7, 2016 to Casey Anderson, Chair and their presentation to our community – they request zoning changes which I support.

These include:

- Zoning - WSSC property: CRT 1.5 zone
- Zoning - two County owned parcels located in zone 11 of the Sector Plan Draft on the southwest side of Lyttonsville Place fronting on Brookville Road: CRT 2.0 zone

EYA's proposal recognizes the demand for and importance of adding additional home ownership opportunities in the community which they propose doing by adding more town houses to the sector plan. The additional town houses will help to maintain the balance between the number of rental units and owned homes.

I ask that the Planning Board endorse the EYA proposal,

Sincerely,

Linda Greenwald  
Sundale Drive



**MCP-Chair**

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**From:** Joel Teitelbaum <joelanthro2@gmail.com>  
**Sent:** Wednesday, June 22, 2016 9:21 PM  
**To:** MCP-Chair  
**Cc:** Williams, Melissa  
**Subject:** Greater Lyttonsville Sector Plan: Support for In-depth Analysis/Review of EYA Proposal

TO: Chair, M-NCPPC Planning Board and all Commissioners. June 22, 2016

After hearing the EYA 'land-use' and Re-zoning Proposal for the Western portion of the Greater Lyttonsville Sector Plan at Planning Board Session on June 9th, and EYA public presentation on it to community residents and others at a public Community Meeting supported by Planning Department Staff on June 21st, I view EYA's self-described 'comprehensive' redesign to be innovative in concept with improvements over existing Planning Department 'Working Draft', but INCOMPLETE and sketchy as to detailed redevelopment in terms of densification and integration of specific Sites.

Mr. Evan Goldman acknowledges publicly that EYA's Real Estate Development team has put together a limited information redesign initiated during the past week or so, which needs to be fleshed out with measurable Site-specific plans effort for 'land-use' and zoning including an expert environmental impact component for very high levels of concentrated housing and 'mixed-use' densification EYA is proposing. In response to audience queries, Mr. Goldman also said the entire EYA Proposal may not be feasible if the WSSC Site is not made available and/or private property owners do not agree with EYA to redevelop their existing properties at specific Sector Plan Sites. More thorough work on 'partnering' is essential to allow EYA's proposal to succeed.

Given what we have learned to-date, the EYA proposal merits in-depth consideration by Greater Lyttonsville Sector Plan staff led by Project Manager, Melissa Williams -before it is ready for realistic responses by affected residents, property owners, and small businesses as well as by M-NCPPC Planning Department and Planning Board.

I recommend that Planning Board vote to DELAY a final decision on this segment of the Greater Lyttonsville Sector Plan to permit essential analyses and assessment of likely outcomes and impacts over the Plan's anticipated 20 year course. In light of a much-delayed, lengthy time-line for G.L. Sector Planning Process over the past three years or more for the convenience of the Planning Department and Planning Board, I now request a temporary delay by the Planning Board for TWO MORE MONTHS so the EYA proposal can be adequately analyzed/understood compared to Sector Plan draft.

Alternatively, the Western segment of this Sector Plan near the future Lyttonsville Purple Line Station area could be separated from the Eastern segment near the 16th Street Ext./Woodside Purple Line Station. Then, only Eastern segment be transmitted to the County Council at this time - as County Council is not slated to hold hearings on Greater Lyttonsville Sector for up to six months from now toward the end of 2016.

If the Planning Board instead votes to forward the Greater Lyttonsville Sector Plan to County Council this month or by early July, I request P.B. decision include a strong recommendation that the County Council consider the EYA Proposal as an emerging ALTERNATIVE redevelopment design to the (flawed) draft Sector Plan. Also, County Council staff be encouraged to include the EYA Proposal in its Sector Plan analyses, and seek ways to extract and recombine the "best available" portions from both EYA design and and Sector Plan Team design into a final integrated product far more likely to garner wide-spread community support and independent expert researcher approval than either the flawed Sector Plan draft or the incomplete EYA Proposal.

JOEL TEITELBAUM  
Tel. 301-589-2340

**MCP-Chair**

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**From:** Loughran Family <loughranhome@gmail.com>  
**Sent:** Wednesday, June 22, 2016 10:53 PM  
**To:** MCP-Chair  
**Cc:** Williams, Melissa  
**Subject:** I Support the EYA Proposal for Lyttonsville Master Plan

Dear Casey,

I wanted to reach out and let you know that I support the EYA Proposal for the Lyttonsville Master Plan I strongly urge you to support this as well.

I have been a Rosemary Hills resident for over 15 years. Our neighborhood's history of being marginalized needs to end. EYA's proposal helps to keep the homeowner-to-renter ratio higher due to the townhouse component of the development (no one else has proposed townhomes), and even calls for townhomes to buffer the single-family homes before leading to the apartments (apartments logically being closest to the purple line stop).

EYA also maintains the number of affordable housing units in our community, which so many of our neighbors rely on.

Re: schools. It is in EYA's best interest to KEEP us in the BCC cluster (they can sell their units at a higher price point if we're in a strong school cluster), which aligns well with our community's desire to remain in the cluster, even in the face of increased development in Lyttonsville-Chevy Chase Lake-Bethesda. Therefore, EYA would fight on our behalf if this issue were to come up.

I also love EYA's idea of having a permanent Lyttonsville museum near the purple line stop.

Thank you,  
Katie Loughran  
2109 Spencer Road, Silver Spring, Md 20910

**MCP-Chair**

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**From:** Colleen Mahar-Piersma <dedolenka@yahoo.com>  
**Sent:** Thursday, June 23, 2016 8:30 AM  
**To:** MCP-Chair  
**Cc:** Williams, Melissa  
**Subject:** I Support the EYA Proposal for Lyttonsville Master Plan

Good morning. I am writing to support EYA's proposal for development in Lyttonsville. This represents an unparalleled opportunity to develop the area around our station in a holistic fashion that addresses many of our community's concerns.

EYA's proposal also helps to keep the homeowner-to-renter ratio higher due to the townhouse component of the development (no one else has proposed townhomes), and even calls for townhomes to buffer the single-family homes before leading to the apartments (apartments logically being closest to the purple line stop).

EYA also maintains the number of affordable housing units in our community, which so many of our neighbors rely on.

Re: schools. It is in EYA's best interest to KEEP us in the BCC cluster (they can sell their units at a higher price point if we're in a strong school cluster), which aligns well with our community's desire to remain in the cluster, even in the face of increased development in Lyttonsville-Chevy Chase Lake-Bethesda. Therefore, EYA would fight on our behalf if this issue were to come up.

I also love EYA's idea of having a permanent Lyttonsville museum near the purple line stop.

**MCP-Chair**

---

**From:** Colleen Mahar-Piersma <dedolenka@yahoo.com>  
**Sent:** Thursday, June 23, 2016 8:41 AM  
**To:** MCP-Chair  
**Cc:** Williams, Melissa  
**Subject:** Re: I Support the EYA Proposal for Lyttonsville Master Plan

My apologies: I inadvertently sent my message before making a few adjustments and signing it. Here is my second try (please discard the first):

Good morning. I am writing to support EYA's proposal for development in Lyttonsville. This represents an unparalleled opportunity to develop the area around our station in a holistic fashion that addresses many of our community's concerns.

I appreciate the townhouse component of the development, including the way they will buffer the single-family homes before leading to the apartments closest to the purple line stop. EYA also maintains the number of affordable housing units in our community, which so many of our neighbors rely on.

I am optimistic that EYA's extensive involvement in the community would lead to it being a good neighbor, concerned with its upkeep and quality of life, including access to the Montgomery County schools our children already associate with as well as the maintenance of Lyttonsville as a community with a history worth preserving.

Thank you for the opportunity to comment and indicate my support for the EYA proposal before the vote on the Lyttonsville sector master plan takes place today.

Best regards,  
Colleen Mahar-Piersma  
8803 Sundale Drive in Rosemary Hills

**MCP-Chair**

---

**From:** Dave Butler <oem987@hotmail.com>  
**Sent:** Thursday, June 23, 2016 9:01 AM  
**To:** MCP-Chair  
**Subject:** I support the EYA Proposal

We support the EYA proposal for the Lyttonsville Master Plan.

--

Dave Butler & Jennifer Nassen

MCP-Chair

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**From:** Eli Glaser <eglaser@gpudb.com>  
**Sent:** Thursday, June 23, 2016 9:45 AM  
**To:** MCP-Chair  
**Subject:** I support the EYA proposal for the Lyttonsville Master Plan

Dear Sir,

I live in Rosemary Hills and I support EYA's proposal for the Lyttonsville Master Plan. I urge you to accept their changes into the plan as I think it will greatly benefit the greater Lyttonsville area.

Thank you for your time,

Eli Glaser  
2205 Mark Court  
Silver Spring, MD 20910

**MCP-Chair**

---

**From:** laura@glockners.net  
**Sent:** Thursday, June 23, 2016 9:48 AM  
**To:** MCP-Chair  
**Subject:** I Support the EYA Proposal for Lyttonsville Master Plan

Dear Casey,

I support the EYA proposal for the Lyttonsville Master Plan. I urge you and the planning board to vote in favor of of EYA's proposal.

Thank you,

Laura Glockner  
2218 Richland Street  
Silver Spring, MD 20910

**MCP-Chair**

---

**From:** Joe Aronstamn <jaronstamn@verizon.net>  
**Sent:** Thursday, June 23, 2016 10:08 AM  
**To:** MCP-Chair  
**Cc:** Williams, Melissa; Banks, Erin  
**Subject:** I Support the EYA Proposal for Lyttonsville Master Plan

Dear Ms. Anderson,

I live in Rosemary Hills and my family, as well as community, have been following the development of the Lyttonsville sector plan. I just want to let you know that I and many in my community involved with this issue think that the EYA vision for Lyttonsville is exactly what we want for our community, and, is the exact balance we've all hoped for. EYA's proposal is for smart growth around our purple line stop.

EYA's proposal is by far the most holistic, intelligent look at how to develop the area around our station, and is the only proposal to address many of our community's concerns. Everything else we've seen represents disjointed, piece-meal redevelopment by individual apartment building landlords. By nature of that style of development, our community will not get nearly the amenities/benefits we deserve.

My/My family/Communities key points are;

- **Keeping the homeowner-to-renter ratio high** - EYA understands our neighborhood's history of being marginalized. EYA's proposal also helps to keep the homeowner-to-renter ratio higher due to the townhouse component of the development (no one else has proposed townhomes), and even calls for townhomes to buffer the single-family homes before leading to the apartments (apartments logically being closest to the purple line stop).
- **Keeping us in the B-CC School Cluster** – I believe that EYA would help to ensure that we STAY in this school cluster because it is in EYA's best interest to KEEP us in the BCC cluster (they can sell their units at a higher price point if we're in a strong school cluster), which aligns well with our community's desire to remain in the cluster, even in the face of increased development in Lyttonsville-Chevy Chase Lake-Bethesda. Therefore, EYA would probably be allies with us and fight on our behalf if this issue were to come up.

We believe EYA, "GETS IT" like no other developer has. Although work precludes me from attending the meeting today, I, as well as family and community residents, are monitoring this closely. Thank you in advance for any support you may give to us.

Warm regards,

Joe & Amy Aronstamn  
8802 Leonard Drive



**MCP-Chair**

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**From:** Phil Avner <pavner@dc.net>  
**Sent:** Thursday, June 23, 2016 10:09 AM  
**To:** MCP-Chair; MCP-Chair  
**Subject:** In favor of EYA Proposal for Lyttonsville Master Plan

To the Maryland-National Capital Park and Planning Commission:

I am in favor of EYA Proposal for Lyttonsville Master Plan

I attended the EYA presentation of their proposal for adding development in the Lyttonsville area earlier this week.

Their proposal seems to be a positive way to bring additional housing density to the area, while being mindful of preserving (and building upon) the character and feeling of the neighborhood.

It does appear to be the roadmap to "smart growth."

Phil Avner  
8525 Milford Ave  
Silver Spring, MD 20910  
pavner@dc.net

**MCP-Chair**

---

**From:** Ellen McCloskey <elanmarie@msn.com>  
**Sent:** Thursday, June 23, 2016 10:36 AM  
**To:** MCP-Chair  
**Subject:** EYA proposal for Lyttonsville PL

I enthusiastically support the EYA proposal for development around the Lyttonsville stop on the Purple Line! It's elegant, sensible, comprehensive, and would achieve the amount of commuter activity that would make the stop successful for the county and for immediate community.

Thank you for your assistance in making this happen!

Sincerely,  
Ellen McCloskey  
8711 Milford Avenue  
Silver Spring, MD

Sent from my iPhone

## **MCP-CTRACK**

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**From:** abraham saffer <abesaffer@gmail.com>  
**Sent:** Thursday, June 23, 2016 12:28 PM  
**To:** MCP-Chair  
**Subject:** Proposed Planning Board Vote on Lyttonsville sector Plan

Good afternoon members of the Montgomery County Planning Board,

Though I am very excited over the proposal that EYA presented to our community on Tuesday the 21st, I hope that any final vote on the sector plan can be delayed until the community has appropriate time to evaluate the plan, receive specifics, and have a chance to weigh in. I do believe that EYA's late entry into this process was a calculated move to prevent opposition. While this was a smart political move, and their ultimate actions could be of great benefit to the Lyttonsville Community, I believe we must either be provided with additional time to study it, or seek the sector plan changes in front of the County Council, and not the planning board.

I hope the board decides to either delay or deny EYA's proposal.

Thank you.

Sincerely,

--  
-Abraham Saffer  
Member, Silver Spring Citizen's Advisory Board  
9000 Pennsylvania Ave  
Silver Spring MD, 20910

## MCP-CTRACK

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**From:** Erwin Rose <erwinrose@gmail.com>  
**Sent:** Thursday, June 23, 2016 3:29 PM  
**To:** MCP-Chair  
**Subject:** Greater Lyttonsville Sector Plan

Dear Chair Anderson and members of the Board,

I am writing to reaffirm my opposition to the Greater Lyttonsville Sector Plan and urge you to retain the current zoning.

The Plan would completely change the character of our community by roughly doubling the number of residents. I urge you to add new development, as appropriate, to existing mixed-use semiUrban hubs with Metro stations such as downtown Silver Spring. Allow the Purple Line station at Brookville Road to benefit current residents and actually reduce traffic. Using the Purple Line to subsidize new private real estate development in our neighborhood seems likely to result in a net increase in vehicular traffic since most new residents in Lyttonsville will still use cars for much of their local transportation, even if they commute to work on the Purple Line. The radical increase in population size will also exacerbate overcrowding in the Bethesda-Chevy Chase school district and overwhelm the local community center and park.

I understand that the Board is considering significant change to the Plan in response to one real estate firm's proposal (EYA), which would result in even more housing than what the Planning Department had proposed and fly in the face of almost all of the fundamental concerns that I, and other community members, expressed at the April public hearing. The EYA proposal, which was just presented to the community at large for the first time this past Tuesday, seems to have merit if the Board and Council approve massive upzoning despite local residents' objections, but developing the WSSC property and the elimination of the Paddington Square apartments are dramatic changes that were not considered in the draft Plan. The EYA proposal would have all the negative impacts that we have highlighted as the reasons for our opposition to the Sector Plan: increasing vehicular traffic, exacerbating overcrowding in the local public schools, overwhelming the community center and park, and essentially transforming the area into one with a semi-urban character.

The inclusion of affordable housing seems appealing but that depends upon the unacceptably high density level. While supposedly maintaining or increasing the number of moderately priced dwelling units, it seems to me that many of the existing tenants would lose their homes and be displaced from the community. While advocates of new development sometimes make the simplistic point that increased supply should cushion the pressure on prices, the public deserves to see a serious study of what effect the new development will have on property values and rents in the area so everyone can consider to what extent this development is likely to stimulate the gentrification that is already underway. Overall, like the current Sector Plan proposal that was presented for public review, I believe it would exacerbate the gentrification that is already underway and reduce the ethnic and socio-economic diversity that many of us value.

If the Planning Board is considering substantial changes in response to one developer, the vote should be delayed to provide for meaningful public consideration. I also urge the Board to convene a formal citizens advisory committee with membership that represents the diversity of this community before voting on the Plan. Additionally, since the upzoning is based upon the Purple Line stations at Brookville Road and 16th Streets, I also urge that zoning changes should not go into effect until the Purple Line is in operation.

Thank you for your consideration of my views and that of the community members that were presented at the public hearing.

Sincerely,

Erwin Rose

8714 Maywood Avenue  
Silver Spring, MD 20910

## MCP-CTRACK

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**From:** Victoria Antoinette Rose <victoriaarose@verizon.net>  
**Sent:** Thursday, June 23, 2016 3:35 PM  
**To:** MCP-Chair  
**Cc:** rosemaryhills@yahoogroups.com  
**Subject:** Support for EYA Proposal Around Lyttonsville Purple Line

**Importance:** High

To the Planning Board Chairman and Board members:

I support the EYA proposal to build townhouses in the Greater Lyttonsville area. Years ago, I was a member of the County Executive's Steering Committee to Revitalize downtown Silver Spring and, at that time, I became familiar with EYA's projects. Since that time, as a licensed real estate agent, I have had an opportunity to see the beautiful communities EYA builds. Their proposal would improve our neighborhood.

Frankly, I am disappointed with the Planning Board's previous efforts in my Rosemary Hills neighborhood. The numerous problems emerging from the enormous apartment building complexes here are permanent. The police and county agencies can do nothing about these problems. Thus, I was afraid that, once again, the Planning Board would flood the area with apartment buildings, which would be disastrous.

If further development is desired in this community, it should be with the goal to create more homeowners.

Victoria A. Rose, 1919 Spencer Road, Silver Spring  
20910

Phone 301-367-6781.

## MCP-CTRACK

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**From:** Anne Himmelfarb <annehimmelfarb@gmail.com>  
**Sent:** Thursday, June 23, 2016 4:01 PM  
**To:** MCP-Chair  
**Cc:** Williams, Melissa  
**Subject:** my continued opposition to vastly increased density in Lyttonsville sector plan and EYA proposal

Dear Chair Anderson and members of the Board,

I continue to oppose the Greater Lyttonsville Sector Plan and urge you to retain the current zoning. Your plan urbanizes our area, and now with the proposal from EYA, seeks to gentrify it. In my view both these changes are for the worse.

I don't believe the EYA proposal is what our community needs. This plan would vastly increase density, increase traffic, worsen crowding in the local schools, and turn our suburban community into an urban one. You and the other board members may seek that change from suburban to urban, but it is NOT what this community wants. Why should our voices not matter? Why should there be a top-down process in which technocrats impose their values on taxpayers?

Finally, where are the residents of low-income housing (Paddington Square and Friendly Gardens) going to live while development is taking place? Displacing them so EYA can build its expensive townhomes seems deeply unfair.

Yours sincerely,

Anne Himmelfarb  
Resident of Rosemary Hills since 1992

**MCP-CTRACK**

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**From:** Josh Wilkenfeld <joshuaiw@gmail.com>  
**Sent:** Thursday, June 23, 2016 4:21 PM  
**To:** MCP-Chair  
**Subject:** Lyttonsville Sector Plan

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To whom it may concern,

My family and I live in Rosemary Hills, on Ross Road. I understand that the planning committee is considering enacting a sector plan for Lyttonsville that could alter the density and property-mix of the Rosemary Hills and Lyttonsville areas.

I write to oppose any increase in affordable housing in this area. Our sector already houses a significant amount of affordable housing. Such housing should be more equitably spread amongst the county at large.

At the same time, I have no opposition to modest increases in high-end townhouses in the sector plan, even if that results in a marginal increase in the population of the area. And, moreover, I fully support the various plans to increase retail usage of the area.

Joshu



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**MCP-CTRACK**

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**From:** Betsy Thorn <bthorn23@gmail.com>  
**Sent:** Thursday, June 23, 2016 4:25 PM  
**To:** MCP-Chair  
**Subject:** I Support the EYA Proposal for Lyttonsville Master Plan

Just wanted to add my two cents. I like what I've heard about EYA's plan!

-Betsy Thorn  
2101 Ross Rd.  
Silver Spring, MD 20910  
202-907-5595

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## MCP-CTRACK

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**From:** Roger Paden <Rpaden@gmu.edu>  
**Sent:** Thursday, June 16, 2016 2:23 PM  
**To:** MCP-Chair; Wright, Gwen; Anspacher, David  
**Subject:** Accessing the Campanaro Property in Lyttonsville

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Casey,

I sent the email copied below to Mike Madden. It concerns a problem that has troubled me concerning access to the Campanaro properties near the Lyttonsville Station and proposes a solution to these problems that I think might benefit all stakeholders.

--Roger

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Dear Mike,

I found your all-too-brief briefing to the M-NCPPC on some possible proposed changes to the Purple Line plan in Lyttonsville to be very stimulating. In particular, it allowed some rather inchoate ideas of mine to take form. I spoke to you briefly about them after your presentation, now let me propose them more formally, along with an argument supporting the ideas.

Currently, MTA has proposed building a road immediately south of the Purple Line tracks and the Capital Crescent Trail that would extend from Stewart Avenue to the properties between the Lyttonsville Station and the Claridge House Apartments. This road is necessary to give the owners and tenants of these properties access to public streets. In addition, the sector plan calls for putting mid-rise multi-family apartments, consisting of up to 320 units, on these properties, and these residents will also need access to their property. At that point, traffic on that road will increase substantially. In any case, however, access to this property will have to be provided whether or not those properties are redeveloped.

When the properties are redeveloped, I understand that MCDOT would probably require that a second access route would have to be provided.

One possibility that I have seen sketched in a preliminary proposal made by Evan Goldman of EVA, which may be interested in developing both Friendly Gardens and the land between Claridge House and the station, would provide access to Lyttonsville Road via a road running down the west side of the Friendly Gardens property.

Here is my proposal, if such a road is built from Lyttonsville Road to these properties, I believe that it should continue across the tracks at-grade and on to Brookville Road on land on which I believe the county already owns.

I believe that this proposal would have several advantages:

- (1) It would not increase the number of vehicles using at-grade crossings. The proposal only effects where the crossing would occur, at Stewart Avenue or closer to the station.
- (2) The new crossing would make the proposed road running down the tracks to Stewart Avenue unnecessary. MTA and the Concessionaire could save money by not building that road.
- (3) The area on which that road would be built could be given to the County for a linear park establishing a green way from the station to Stewart Avenue. I believe that Montgomery County Parks has already cited a need for such a park.
- (4) This park could incorporate an improved Storm water management that is to be sited at Albert Stewart Avenue.

(5) In exchange for the parkland, the County would acquire any additional land needed for the access to Brookville Road.

(6) The proposed new crossing could be left relatively undeveloped until the area between Claridge House and the Station is redeveloped. At that point, the developer, who would already be building an access road from Lyttonsville Road could be encouraged to extend it to Brookville Road.

(7) This would provide more direct access to the apartments which would benefit the developer.

(8) When the area between the tracks and Kansas Avenue is redeveloped the at-grade crossing at Stewart Avenue could be permanently closed. (I think that, without the road I am proposing, the crossing at Stewart Avenue will never be closed as the idea of directing traffic produced by the new apartments between the station and Claridge House through the narrow streets of Lyttonsville is simply unacceptable.) As a result, there would be only one permanent at-grade crossing.

(9) Since the concessionaire is already proposing changes to the plan in this area, these changes could be made as part of the larger changes and no 'change fee' would be due.

I hope that you find this idea of interest and the arguments convincing.

-Roger

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JUN 14 2016

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**From:** Leonor Chaves <lmchaves19@gmail.com>  
**Sent:** Tuesday, June 14, 2016 10:30 AM  
**To:** MCP-Chair  
**Cc:** Williams, Melissa; councilmember.hucker@montgomerycountymd.gov;  
councilmember.elrich@montgomerycounty.gov  
**Subject:** EYA proposal for the GL Sector Plan C-TRACK

Dear Planning Board:

I am writing in support of the EYA proposal for a comprehensive development plan for the western portion of the Greater Lyttonsville sector plan area. While I realize that the plan is its very early stage, there is much to be excited about with many of the proposals put forth.

The plan would achieve many of the goals set forth by the planners while still respecting and celebrating individual communities. Proposing town homes instead or larger apartments near single family homes will fit in much better with the established community while still adding new housing and promoting home ownership. Homeownership promotes community involvement. Placing the denser affordable multifamily housing closer to the PL station also promotes access to transportation for workforce housing. We would love to even see Senior Housing as part of this affordable housing proposal right by the PL station for folks to age within the community even after they must give up their cars as they age out of their driving days. Also placing small scale convenience retail adjacent to the PL station is something the community has repeatedly expressed an interest in having.

Lyttonsville has long asked for residential reclamation on the industrial properties adjacent to their neighborhood. This plan honors that wish by building town homes and multifamily housing next to the existing residential community in a way that respects the scale of the existing homes.

We are also very gratified to have the Brookville Road Business community as an important component of EYA's new plan. Best of all, the IM commercial zone tenants would be able to have additional walk in traffic and business from all the new tenants adding to the economic stability of this vibrant business community.

We see this as a win win for both the business community and the residential community as well.

We look forward to working jointly with EYA as the plan progresses.

Leonor Chaves  
GL Business Liaison  
Visit the New Brookville Rd Business District Directory [HERE](#)  
*Jobs & Services Where We Need Them*

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On the draft proposal of Greater Lyttonsville Sector Plan

**I believe that our neighborhoods are uniquely diverse, balanced and affordable; models that Montgomery County should seek to replicate in other areas inside the Beltway. Therefore:**

I object to the large increase in housing proposed for the properties near Lyttonsville Road and Grubb Road in the western part of our sector plan area and ask that the total number of new residences be limited to 400 new units.

I oppose the re-zoning of these properties to the densities proposed in the draft plan and ask that they be given an FAR no higher than 1.5, the highest density usually allowed next to residential neighborhoods.

I request that the effects of increased population on the Lyttonsville-Rosemary Hills Park and Gwendolyn Coffield Community Center be carefully considered and that resources be made available to enhance these valuable community assets.

Signed,

*four. Cristina Torres*

## MCP-CTRACK

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**From:** Anderson, Casey  
**Sent:** Monday, July 04, 2016 1:10 PM  
**To:** MCP-CTRACK  
**Subject:** FW: Lyttonsville Area Plan

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For lyttonsville record

**From:** Chad Mangum [mailto:chad@bellflowers.com]  
**Sent:** June 23, 2016 1:11 PM  
**To:** Anderson, Casey <Casey.Anderson@mncppc-mc.org>  
**Subject:** Lyttonsville Area Plan

Chairman Anderson,

I know your time is valuable, so I will keep this brief. I am writing you this afternoon to reiterate the importance of maintaining the IM zone along Brookville Road and to express support for the redevelopment plan being proposed by EYA for the greater Lyttonsville area. While this plan would re-zone the lots currently owned by WSSC and Montgomery County (northwest of the proposed purple line track), it would leave the rest of Brookville Road in the IM zone. I've attended many meetings over the past few weeks and each time their plan sounds more and more beneficial for the businesses and surrounding community. I appreciate the fact that EYA plans to locate the higher density housing closer to the Purple Line and lower density housing closer to the single family homes already established in the community. But most important to those of us who own businesses along Brookville Road, EYA said that its plan is large enough to include improvements to the traffic flow, streetscape, public spaces, artwork and overall revitalization of the Lyttonsville area, without changing the current zoning here.

A little bit about us. Just a few years ago we relocated our 69 year old, 4th generation, family business from the corner of Georgia Ave & Silver Spring Ave to 8947 Brookville Rd.

Over the years our industry and our business has changed. We closed our walk in store-front service, and were in need of a larger warehouse space. Luckily enough we were able to find the perfect location still inside the beltway. Our core customers are and have always been in the 20910 zip code, so we were ecstatic to find that there was affordable warehouse space available just two and a half miles from our old location. With this locations proximity to I-495, Washington DC, and East-West highway, we are in a amazing position to be able to reach each corner of our delivery area within 30-45 minutes. This allows us to continue to provide the top-notch delivery service that our customers have come to expect when ordering from Bell Flowers. To say the least, we would hate to have to relocate to another light industrial area in Montgomery County further from our core customers, or worse move outside the county we've been a part of for almost 70 years.

Thank you for your time, and again, please strongly consider the plan being proposed by EYA and keep the IM zone along Brookville Road

Chad Mangum  
Bell Flowers  
Office: 301-588-1300  
Mobile: 301-370-1747