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MAY 27 2016

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PLANNING COMMISSION

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

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

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MAY 25 2016

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

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.

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

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MAY 25 2016

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

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

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

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MAY 24 2016

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

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 Lyttonsville 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 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
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LINOWES
AND BLOCHER LLP
ATTORNEYS AT LAW

May 24, 2016

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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

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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
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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

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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

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AND **BLOCHER LLP**
ATTORNEYS AT LAW

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

Heather Dlhopsky

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

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.

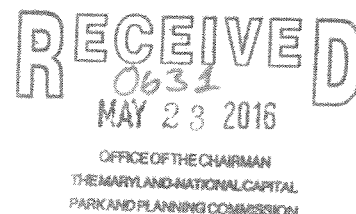
Thank you.

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
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ATTORNEYS AT LAW

May 23, 2016

Heather Dlhopsky
301.961.5270
hdlhopsky@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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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,
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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.

MCP-CTRACK

From: Valarie Barr <valarie_barr@hotmail.com>
Sent: Saturday, May 14, 2016 2:30 PM
To: MCP-Chair
Subject: Greater Lyttonsville Sector Plan

RECEIVED
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MAY 16 2016

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

Dear Chairman Anderson,

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 only 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-CTRACK

From: Roger Paden <Rpaden@gmu.edu>
Sent: Saturday, May 14, 2016 2:59 PM
To: MCP-Chair
Subject: Lyttonsville History Project Update

Dear Chairman Anderson,

I wanted to provide you with an update in advance of the next Greater Lyttonsville working session on the work we have been doing on the Lyttonsville History Exhibit.

We have contacted Professor Laura Schiavo from the GWU Museum Studies Department. Laura has arranged to do a summer class project on Lyttonsville which will involve having her students scan all the materials in the exhibit to create electronic files of the individual materials. The students will then place the originals in acid free boxes to preserve them. They will use these scanned files to create larger files containing both text and images from the individual scanned materials that can be printed as larger "panels" suitable for public display. The original files and the panel files, along with the preserved originals, will be returned to us for use as we see fit.

We can then print the panels and/or the individual larger panel files on our own.

It is our hope that the materials can be displayed in the Coffield Community Center, and have had some preliminary discussions with Yolanda Blackwell, the Center's director, about this.

We have also been talking with Stephanie Foell, a historian on the Purple Line team, about using some of the scans to produce a display that could be mounted at the Lyttonsville Purple Line Station. Ms. Foell has indicated that the Purple Line may create a website containing historical materials from communities along the line and we might be able to place our images and panels on this site.

We are still working through the details of this project, so all of these ideas are still subject to modification.

Throughout this process, Sandra Youla from your staff has played an invaluable role. She has uncovered a great deal of information about the early history of Lyttonsville and has helped us make contacts with county agencies. She also knows of a variety of materials held by the planning department.

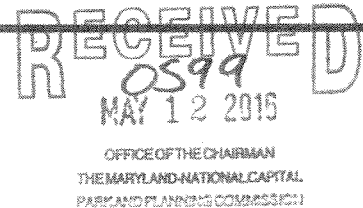
Eventually, we will begin a search for the funds needed to produce the display materials and are optimistic that this search will be successful.

Sincerely,

-Roger Paden

MCP-Chair

From: Barbara Sanders <sandersh@verizon.net>
Sent: Thursday, May 12, 2016 8:27 AM
To: MCP-Chair
Subject: Lyttonsville plan - Woodside/16th St station



I have two questions/issues that I request additional guidance before what seems to be a May 26 work session (Morning/Afternoon/Night?).

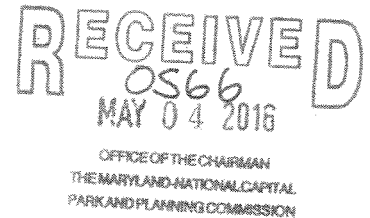
First, this 16th St station is sometimes referred to in the documentation as the Harry Sanders station, but the family asked the County Council when the proposal was made following my husband's death in 2010, to retain the official GEOGRAPHIC name as Woodside/16th St Station name, and just have some kind of recognition of his efforts at our local station. That does not seem to be the way it is worded in the draft plan on pg. 47. Do we need to make this a more emphatic request during the work sessions?

Secondly, I spoke with one of the planners following the last work session about an elevation of the proposed height allowed for the redevelopment and how it would affect the considerably lower elevation homes in Woodside, especially on North and South Springwood. I know the rail right-of-way is fairly wide, but the proposed height of the redevelopment seemed a little high for the visually, if not literally, adjoining homes.

Thank you,
Barbara Sanders
1710 Noyes Ln, 20910
301-587-1323
BSanders@TerpAlum.umd.edu

MCP-CTRACK

From: Mark Mendez <mdmendez311@gmail.com>
Sent: Wednesday, May 04, 2016 7:35 AM
To: MCP-Chair
Cc: Councilmember.Hucker@montgomerycountymd.gov;
county.council@montgomerycountymd.gov
Subject: GLP WorkSession #2 - planning process



Dear members of the Planning Board,

I am writing to support the Planning Board's 4-1 vote to remove the floating zone and retain IM zoning on Site 10 of the Greater Lyttonsville Sector Plan (GLP). Rather than 'short-sighted', I see this decision as one that respects both the longtime work of business owners (residents) of this county and the economic realities that exist. This decision represents a vote to support affordable business in an area that has been successful for decades. The four commissioners saw the most realistic residential growth happening on one side of the Purple Line and the value of retaining commerce on the other. This simple configuration also addresses long-time residential complaints caused by the incompatibility of placing these uses side-by-side.

This was not one man's plan to lose, but rather a chance for community input and process to win. I believe the commissioners carefully considered what Brookville Road provides and voted in a way similar to the medical principle of 'First, Do No Harm'. They weighed the possible harm that any intervention might do against theorizing or hoping for a less certain chance of benefit. I applaud their foresight.

At the April 14 work session, I watched two points of discussion that would seem to call for a return of 'Community Advisory Committees', rather than the marketing and envisioning process now used to sell plans to the public. The Planning Board clearly welcomed the community negotiating with HOC to arrive at a mutually agreeable proposal for Paddington Square. The board seemed relieved to see two residents of Rosemary Hills sitting respectfully with Jay Shepherd (HOC) and Perry Berman (Scheer Partners) asking for time to continue working toward a shared goal. I'm also sure that Federal Realty had informed the planners how a series of meetings with the community in the summer of 2015 shaped their current plan for developing Rollingwood. So when Gwen Wright called Federal Realty's idea to preserve larger, 'family units' while retaining the ability to build new smaller units a 'possible model for the county', I feel she was talking about the process as much as the result. We should all be pleased to see potential opponents grow from active participants to collaborative partners.

From these two examples on this one afternoon, I can see where the planning process works best. The current marketing approach may be useful to provide context or describe options at an initial public presentation. But this approach fails when identifying specific solutions and drafting a plan that meet the community's expectations and actual needs. Residents are surprised how their comments have been interpreted and see a series of remarkably similar sector plans that seem predetermined. A former planning director has bragged that sector plans can now be done 'fast' as the essence of each plan is the same. This method makes communities feel marginalized and creates mistrust in all parts of the process. County residents call for real input into the future of their neighborhoods.

I would like to encourage a 'strength-based' concept like that in behavioral health, when planning the county's growth. This would require personalized, neighborhood-specific evaluation that recognizes the strengths of an area, and leverages those rather than ordering a make-over. With a true seat at the table provided by an advisory committee, residents will accept ownership of sector plans. They will consider what makes their neighborhood unique and take

responsibility for plans to modify or change it, while maintaining their individual character. For Greater Lyttonsville, an obvious strength or competitive advantage is the strong employment center on Brookville Road. Montgomery County would benefit most by supporting and promoting this area rather than diluting or undermining it with elements that exist in abundance elsewhere. For the shared health of our neighborhoods and county, residents and employers will embrace an inclusive and collaborative public process over the current practice where 'professional' decisions are seen as packaged, pitched and imposed on communities.

Sincerely,

Mark Mendez

Rosemary Hills Neighbors Association

Silver Spring Citizens' Advisory Board

MCP-Chair

From: Roger Paden <Rpaden@verizon.net>
Sent: Wednesday, May 04, 2016 3:21 PM
To: MCP-Chair
Subject: Summitt Hills v. Lyttonsville

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MAY 04 2016

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

Dear Ms. Fani-Gonzalez,

At the last working session you objected to the proposal to rezone Summit Hills for greater density. It seemed that your main argument was that Summit Hills is a successful apartment complex that currently is housing many people and that its redevelopment would greatly inconvenience the existing residents and destroy the existing community.

I would suggest that the same argument could be made with respect to the Rollingwood Apartments, Claridge House, and Friendly Gardens. The plan proposes the rezoning of all three of these properties. Given your argument concerning Summit Hills, I would think that you might be committed to opposing the rezoning and redevelopment of these properties, too.

Indeed, I think that there is a stronger case for opposing the redevelopment of these properties than the redevelopment of Summit Hills. Both Rollingwood and Friendly Gardens contain very vibrant minority communities and given the size of their apartments these minority communities contain many families. Delegate Ana Sol Gutierrez was particular concerned with the redevelopment of Rollingwood due to the effect this would have on its largely Hispanic residents.

Moreover, Summit Hills is positioned close to a Purple Line station and a Red Line station, and to the retail in the Silver Spring Central Business District. The three apartment complexes in Lyttonsville are close to virtually no retail and with the Board's decision not to redevelop Brookville Road, there will be no substantial retail in Lyttonsville for the foreseeable future. Consequently, while a redeveloped Summit Hills could become a relatively car-free area – a true walking community as envisioned by partisans of smart growth – residents of Lyttonsville will need to own cars.

I urge you to focus growth along 16th Street on the eastern edge of the sector plan area. Your own argument would seem to commit you to this principle and it would make the most sense.

Sincerely,
–Roger Paden

MCP-CTRACK

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MAY 03 2016

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

From: Roger Paden <Rpaden@gmu.edu>
Sent: Monday, May 02, 2016 7:55 PM
To: MCP-Chair
Subject: Greater Lyttonsville Plan: Access to the Campanaro Property

Dear Mr. Anderson,

I write to call your attention to a mistake in the most recent version of the Greater Lyttonsville Sector Plan – and to a problem that it will cause.

The mistake is a missing road that I believe the MTA has agreed to build between the 'Campanaro Property' and Stewart Avenue. This road is not mentioned in the Plan nor is it shown in any of its maps. The purpose of this road is to insure that the 'Campanaro Property' is not landlocked by the Purple Line. This road will run parallel to the Purple Line tracks from the Campanaro property to the Avenue. Vehicles leaving the property will move down the road to Stewart Avenue at which point they will turn left, cross the Purple Line tracks, and proceed up to Brookville Road. This road should be added to the various maps showing the area and discussed in the text.

The road is needed, but it will create a problem if the Campanaro property is redeveloped. That road would provide the only access to the property as connections to Lyttonsville Place and Brookville Road are not possible for topological reasons. As long as the only vehicles using the road are landscape supply trucks, their number will be minimal and present only a small problem when they cross the Purple Line Tracks.

However, if the property is redeveloped according to the latest proposed zoning, it potentially will contain 360 new apartment units. The traffic they will generate will be too great to have them crossing the Purple Line tracks. Moreover, eventually, when the area between Kansas and the Purple Line is redeveloped with 49 new townhouses, the plan calls for that crossing to be closed and for the traffic generated by the development south of the tracks to be routed through the narrow streets of Lyttonsville. Many years ago when the Board rejected putting 19 townhouses on the property behind Friendly Gardens, one of the reasons given to justify this action was that adding traffic from the 19 townhouses would be too much for Lyttonsville's streets to handle. If traffic from 19 units is too much, then traffic from 409 units is inconceivable.

Therefore, if the Campanaro property is to be developed, it will be necessary for it to connect directly to Lyttonsville Road. For this to happen, however, a road will either have to traverse property owned by Claridge House or by Friendly Gardens. Effectively these two companies will be the only companies able to develop this property and the plan will present the with a great unearned gift.

Here are two alternative suggestions. Either propose that the County buy this property and turn it into a park, or – better – propose that the county buy the property (Project Open Space funds might be available for this purpose) and trade it for the property behind Friendly Gardens, with that land turned into a park. The Campanaro land is much more developable as it is flatter and closer to the Purple Line Station than the land behind Friendly Gardens and to our knowledge it does not contain a landfill.

The area desperately needs more park space the population is increased.

The land in question would provide for a nice park close to Lyttonsville and the Capital Crescent Trail. It would also well serve the residents of the Friendly Gardens extension.

I ask that you direct the Parks Department to investigate this option.

Sincerely,
–Roger Paden

MCP-CTRACK

RECEIVED
0525
APR 26 2016

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

From: Joel Teitelbaum <joelanthro2@gmail.com>
Sent: Tuesday, April 26, 2016 3:23 PM
To: MCP-Chair
Cc: Erwin Rose
Subject: Re: Confirming receipt of your email to Montgomery County Planning Board Chair: Thank You.

MCP-Chair: April 26, 2016

This is the first time I have received a 'Confirming Receipt' for an E-mail to Planning Board Chair. Thank you for confirming receipt of my April 24 message to all Planning Board Commissioners concerning some positive steps taken thus far to protect our entire community (Western part of the Greater Lyttonsville Sector Plan) from irrational over-redevelopment: in Brookville Road Light Industrial area; and along Lyttonsville Road in Residential area (all dwellings in original District #2, including two existing apartment houses belonging to Lyttonsville neighborhood - Friendly Garden and Claridge House). These two multi-family residences were improperly transferred to a last-minute Planner-added District #3: the so-called, 'Brookville Road/Lyttonsville Station Area', then given huge CRT-based FARs for huge 'mixed-use' redevelopment. When restored to District #2 also remove added over-densification by means of CRT Rezoning and excessive FARs -use CRN Rezoning and drastically reduce their FARs.

Please verify in writing that my April 24th E-mail and today's E-mail Ref. Confirmation receipt will be POSTED in-full on your Website [NOT arbitrarily 'taken down' from your Website, as was my prior E-mail to Planning Board on the 'Working Sessions' issues]. Indicate by Return (and to other residents/citizens whose E-mails were also removed from above POSTINGS) that all our E-mail letters to Planning Board over the period of Greater Lyttonsville Sector Plan review/decision-making by Planning Board as well as entire review/decision-making period by County Council, and beyond - will remain POSTED on the M-NCPPC Website for the Greater Lyttonsville Sector Plan - equally with all other similarly addressed communications on it to the Planning Board.

Joel Teitelbaum
Greater Lyttonsville resident

Sent from my iPad

> On Apr 25, 2016, at 10:30 AM, MCP-Chair <mcp-chair@mncppc-mc.org> wrote:
>
> Date: 4/25/2016
>
> Subject: Confirming receipt of your email to the Montgomery County Planning Board Chair
>
> This confirms receipt of your email to the Montgomery County Planning Board Chair.
>
> Thank you.
>
> Office of the Chair
> Montgomery County Planning Board
> 8787 Georgia Avenue
> Silver Spring, MD 20910
> (301)495-4605
>
> -----Original Message-----

> From: Joel Teitelbaum [mailto:joelanthro2@gmail.com]

> Sent: i, April 24, 2016 10:26 AM

> To: MCP-Chair <mcp-chair@mncppc-mc.org>

> Subject: Keep IM zoning for Light Industrial Zone- Brookville Road, etc.

>

> M-NCPPC Planning Board Commissioners: April 24, 2016

>

> Please reaffirm your April 14 'Straw Vote' decision for IM as the only type of Zoning along the Brookville Road Light Industrial area near the future Purple Line Lyttonsville Station in your Working Session on the Greater Lyttonsville Sector Plan.

>

> Your well-reasoned understanding of small businesses' need for a stable and predictable IM land-use Zone in this down-county location is appropriate, rather than subjecting specific segments to the investment uncertainties of a Floating Zone. Sector Plan's recommendation to insert hundreds of 'mixed use' apartment units in this decidedly light industrial area is an incompatible, destabilizing notion which should be rejected.

>

> The Greater Lyttonsville Sector Plan recommends 'mixed use' CRT rezoning of two light industrial properties (Companaro and Friends properties) jumbled together with two multi-family apartment properties into Site 8A - an incompatible mixture that shifts the two apartments into an untested 'Brookville Road/Lyttonsville Station Area' - District 3. Site 8A was NOT presented for discussion and collaborative interactions to the residential or business communities in Western part of this Sector Plan when it was inserted at last minute in late 2016. Please eliminate it once and for all in your final vote.

>

> Please follow through in your final vote to implement your April 14 approach to return the two residential properties (Clardige House and Friendly Garden) to the Sector Plan's 'Residential Area' - District 2, where they belong. Vote to drastically reduce the FARS on these two properties and taper all redevelopment heights adjacent to single family homes in the Lyttonsville neighborhood. Please vote to remove the Sector Plan's last minute OVER-REACH imposing CRT rezoning on these two apartment residences. As shown in prior drafts, moderate CRN rezoning could be more acceptable to our community for 'mixed-use' with some commercial on these two properties.

>

> Thanks for Your Attention To Community Member Concerns,

>

> Joel Teitelbaum

>

>

>

>

>

> Sent from my iPad

MCP-CTRACK

From: Rebecca Crumlish <rcrumlish@earthlink.net>
Sent: Thursday, April 28, 2016 1:16 PM
To: MCP-Chair
Cc: Leonor Chavs
Subject: Brookville Road IM Zoning

RECEIVED
OS41
APR 28 2015

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

Dear Chair

I am a resident of the area writing in strong support of the Industrial zone off of Brookville Road. That area has many businesses which I use and is very convenient. I would not like to have to travel to Beltsville or other far flung areas for these services if the businesses are driven out of this part of the county due to short sighted development schemes. Please consider the benefit to small businesses and residents offered by this convenient small business center and industrial zone in our Neighborhood.

Sincerely,

Rebecca Crumlish
3203 Brooklawn Terrace
Chevy Chase MD 20815

MCP-CTRACK

From: Michele Parsonnet <parsonnetj@aol.com>
Sent: Monday, April 25, 2016 9:38 PM
To: MCP-Chair
Subject: Support IM Zoning on Brookville Rd

RECEIVED
0527
APR 26 2016

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

To MCP-Chair
Please keep Brookville Road as is!
I support IM Zoning on Brookville Rd
Michele Parsonnet
Rosemary Hills Resident, Brookville area employee

MCP-CTRACK

From: Rachel Braun <rachelbraun@verizon.net>
Sent: Tuesday, April 26, 2016 7:11 AM
To: MCP-Chair
Subject: Lyttonsville neighborhood of Silver Spring

I support IM Zoning for the Brookville Road small industrial area of Lyttonsville.

We are a small neighborhood struggling for wise growth. Please reject Chairman Anderson's callous support of megagrowth that will destroy our communities.

We do not need CRT development – we need to support small businesses, nonprofits, and liveable neighborhoods in the vicinity of Brookville Road.

We need to preserve the historic character and black history significance of Lyttonsville.

Rachel Braun
2107 Spencer Road
Silver Spring, MD 20910

MCP-CTRACK

RECEIVED
OS 15
APR 25 2016

From: Elizabeth King <bking2213@gmail.com>
Sent: Saturday, April 23, 2016 3:06 PM
To: MCP-Chair
Subject: I support IM zoning on Brookville Rd.

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

As a 40 resident of Rosemary Hills, with all the changes in the Sector Plan, I hope the Planning Board will maintain IM zoning along the Brookville Rd. corridor,

Elizabeth King

--

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

MCP-CTRACK

From: Brooke Morrigan <spiritbear@rcn.com>
Sent: Saturday, April 23, 2016 7:06 PM
To: MCP-Chair
Cc: 'Leonor'
Subject: Brookville Road

Please retain IM zoning along Brookville Road and protect the businesses there from being driven out by unwanted and ill-advised (not to mention short-sighted!) "development." Every one of those businesses add tremendous value to our local community and beyond. They are all good neighbors and we want to keep them in business! I quote here a pertinent paragraph from a recent e-mail by Leonor Chavez, my neighbor and the Greater Lyttonsville Business Liaison:

It is indeed foresight to know that within the next twenty years, or the life of the sector plan, people will still need plumbers, and plumbers will still need parts suppliers. Tires will still go flat and need repair. Folks will need to have their dogs groomed and cared for. People will still celebrate milestones with special cakes, party supplies and event planners. There are many many more practical services and goods that will continue to be in demand over the 20 year life of this sector plan.

*It is specifically **IM Zoning** that has allowed two amazing non profit groups to grow and flourish and serve not only the surrounding community but the entire country. Both, **A Wider Circle** and **Leveling the Playing Field** thrive because of warehouse industrial zoning which has allowed them the affordable space to grow and to invest (not disinvest) in the community. I call that good land use.*

In addition, I want to point out that our long-time and ongoing patronage of these many useful and practical businesses lets us take care of many day-to-day tasks without having to drive many miles out on to Rockville Pike or into Bethesda/Chevy Chase or, indeed, into DC – all of which journeys eat up loads of time, add to road and highway congestion, contribute to air pollution (read "climate change"), etc. Not to speak of emotional wear-and-tear on us, your local constituents!

Be sensible. Let Brookville Road alone, for goodness' sake!

Respectfully yours,

Brooke Morrigan

MCP-CTRACK

From: Joel Teitelbaum <joelanthro2@gmail.com>
Sent: Sunday, April 24, 2016 10:26 AM
To: MCP-Chair
Subject: Keep IM zoning for Light Industrial Zone- Brookville Road, etc.

M-NCPPC Planning Board Commissioners: April 24, 2016

Please reaffirm your April 14 'Straw Vote' decision for IM as the only type of Zoning along the Brookville Road Light Industrial area near the future Purple Line Lyttonsville Station in your Working Session on the Greater Lyttonsville Sector Plan.

Your well-reasoned understanding of small businesses' need for a stable and predictable IM land-use Zone in this down-county location is appropriate, rather than subjecting specific segments to the investment uncertainties of a Floating Zone. Sector Plan's recommendation to insert hundreds of 'mixed use' apartment units in this decidedly light industrial area is an incompatible, destabilizing notion which should be rejected.

The Greater Lyttonsville Sector Plan recommends 'mixed use' CRT rezoning of two light industrial properties (Companaro and Friends properties) jumbled together with two multi-family apartment properties into Site 8A - an incompatible mixture that shifts the two apartments into an untested 'Brookville Road/Lyttonsville Station Area' - District 3. Site 8A was NOT presented for discussion and collaborative interactions to the residential or business communities in Western part of this Sector Plan when it was inserted at last minute in late 2016. Please eliminate it once and for all in your final vote.

Please follow through in your final vote to implement your April 14 approach to return the two residential properties (Clardige House and Friendly Garden) to the Sector Plan's 'Residential Area' - District 2, where they belong. Vote to drastically reduce the FARS on these two properties and taper all redevelopment heights adjacent to single family homes in the Lyttonsville neighborhood. Please vote to remove the Sector Plan's last minute OVER-REACH imposing CRT rezoning on these two apartment residences. As shown in prior drafts, moderate CRN rezoning could be more acceptable to our community for 'mixed-use' with some commercial on these two properties.

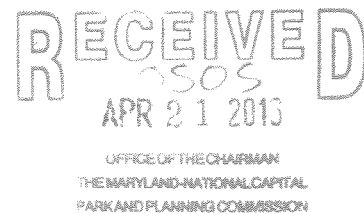
Thanks for Your Attention To Community Member Concerns,

Joel Teitelbaum

Sent from my iPad

MCP-Chair

From: Dreyfuss, Norman
Sent: Wednesday, April 20, 2016 8:16 PM
To: MCP-Chair
Subject: FW: The Spring Center



From: Roger Paden
Sent: Wednesday, April 20, 2016 8:15:41 PM (UTC-05:00) Eastern Time (US & Canada)
To: Dreyfuss, Norman
Subject: The Spring Center

Dear Mr. Dreyfuss,

At the last working session, you objected that Area 2, the Spring Center, was too narrow to be successfully developed once the Purple Line and its station is put on the property.

I wonder if your objection to the development of the site in question is overly general. It seems to me that, while the area to the south of the station (which is 90 feet wide) may not be developable, the area to the north of the station (which is 180 feet wide) may not suffer from this problem. Why not zone the area to the north for development as shown in the staff plan on the condition that the southern area be turned into a park. If this area is not developable, this would not be a sacrifice for the owner. Moreover, it may be possible to get some Program Open Space money to help fund such a park.

This would provide a park close to downtown Silver Spring that is accessible by the Purple Line and the Capital Crescent Trail and close to Summit Hills Apartments. Moreover, as Summit Hills is unlikely to redevelop during the period of the sector plan, this park could partially replace the proposed park on the western edge of that property.

I would think that areas on the eastern edge of the Greater Lyttonsville sector plan area are precisely the areas that should be developed as they are closer to downtown Silver Spring and therefore inherently walkable. This park idea may allow for such development in the relatively short-term.

I wonder if a similar argument might be made about the Campanaro property near the Lyttonsville Purple Line Station.

—Roger Paden

MCP-CTRACK**RECEIVED**
0499
APR 20 2015

From: Rachel Braun <rachelbraun@verizon.net>
Sent: Tuesday, April 19, 2016 6:19 PM
To: MCP-Chair
Subject: Rosemary Hills Lyttonsville

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

I am a resident of the Rosemary Hills neighborhood of Silver Spring. I along with my neighbors am profoundly concerned about the development proposed for our neighborhood. The proposed density would be unsupportable. Already, we have speeding cars, unbelievable trash, and draconian parking restrictions in our neighborhood. Density decision directly impact our likelihood of remaining in the BCC cluster of schools (the fact that school assignments is a School Board decision does not relieve you of the responsibility of making thoughtful density decisions.

We do NOT need MORE apartment blocks in our neighborhood, nor denser and taller structures. Not every neighborhood of Silver Spring needs to look like downtown Silver Spring; sometimes a neighborhood just needs to be a neighborhood. We have small neighborhood stores along Lyttonsville and do not need more and more and more development.

Please vote to preserve the neighborhood feel of Rosemary Hills/Lyttonsville and do not impose high density apartments, large business corridors, and unwieldy traffic on our streets.

Rachel Braun
2107 Spencer Road
Silver Spring, MD 20910

MCP-CTRACK

From: Charlotte Coffield <cacoffield@aol.com>
Sent: Wednesday, April 13, 2016 11:09 PM
To: MCP-Chair
Subject: Greater Lyttonsville Sector Plan

RECEIVED
0472
APR 14 2016

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

Dear Planning Board Members,

As we approach the April 14 of the Planning Board working session that will focus on zoning, I have become increasingly worried that we have not been clear enough in stressing the impact that the Greater Lyttonsville Sector Plan could have on the Lyttonsville community if not addressed at this point. While the Planning Staff has addressed favorably some of the issues we raised as we moved through the Sector Plan process, I am not comfortable that the hopes and desires for the future of our community are fully understood.

In order to address the racial injustices imposed on Lyttonsville in the past, many of us, particularly Lyttonsville residents, greatly desire the return of all of the industrial properties on the Lyttonsville side (south and east) of the tracts from IM to residential zones. However, we believe that the density of these properties needs to be lowered to avoid surrounding Lyttonsville with dense multifamily developments that would eventually overwhelm the existing community. It would be tragic if the changes intended to restore some of the area taken from the neighborhood instead led to the demise of the community.

In review, the three adjoining community representatives have come up with the following main goals:

1. To preserve Lyttonsville by not overwhelming it with its "maximum density" approach to planning. To achieve this, we continue to advocate for less density in the properties along Lyttonsville Road and Grubb Road.
2. To create a buffer between Lyttonsville and the commercial/industrial area.
The challenge is to reclaim these industrial properties for residential use without having to zone them for such high density that they threaten the very neighborhood that we are trying to buffer. One solution is to rezone to lower the density without the expectation of immediate redevelopment. The main community aim is that in the future, these properties should become residential and that no new industrial use be allowed.
3. To support a museum, preferably in the Coffield Center, where the rich community history can be preserved and made available to the public. However, there is no need for developer incentives to help provide resources for such a museum. The community is proceeding along other avenues to move the project forward.

We hope that you will find a way to modify the draft plan and implement these goals.

Sincerely,

Charlotte A. Coffield, President
Lyttonsville Community Civic Association

MCP-CTRACK**RECEIVED**
0468

APR 13 2016

From: Joel Teitelbaum <joelanthro2@gmail.com>
Sent: Tuesday, April 12, 2016 5:55 PM
To: MCP-Chair
Subject: Serious Problems and Community Concerns facing M-NCPPC Planning Board's Greater Lyttonsville Sector Plan during "SITE-PLANNING WORK SESSION #2" on April 14, 2016.

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

Board

April 12, 2016 Dear Mr. Chairman and All Commissioners M-NCPPC Planning

I request your close attention to very serious deficiencies and possible staff mishandling of a brand new District #3 in the Greater Lyttonsville Sector Plan as part of a very last minute (and unacceptable to our community) major change to prior drafts of this Sector Plan. Sudden new creation of District #3 in November 2015 just before M-NCPPC Planning Board's Public Hearing on this Sector Plan displays a Staff attempt to "force" extremely intensive densification/mixed-use [CRT] rezoning of key residential property sites in/surrounding the small historic African-American Lyttonsville residential neighborhood. The brand new District #3 now includes residential properties formerly part-and-parcel of 'Residential Area' -District #2. Greater Lyttonsville Sector Plan Staff have added on these new unwarranted recommendations without any sort of community collaboration for "zoning and building height" or other changes (see Dec. 18, 2015 Public Hearing Draft for Planning Board).

As shown in this Sector Plan draft, the brand new District #3 is entitled: "Brookville Road/Lyttonsville Station Area". This very unusual 'hybrid' district was never described in prior Greater Lyttonsville Sector Plan drafts or in public communications to our community members/leaders by Sector Plan Staff. It first came out in the November 2015 "Working Draft" as a complete surprise to all residents, businesses and property owners.

District #3's intrusive boundaries create a totally new and very troublesome 'innovation': it is a hasty add-on that undermines all previous and current attempted community input to Staff. In consequence, a very direct communication to Planning Board Chair by one concerned community resident resulted in a temporary one-month delay so Staff could accommodate all community members' concerns - some of which are shown in "Errata Sheet". Regardless of a short process delay, intensive numerical densification levels remain concentrated in specific residential locations of this odd, newly concocted District #3, unchanged in Staff draft for Planning Board of Dec. 18, 2015.

In the 'Working Draft' (published Nov. 1, 2015), District #3 was labelled a "Town Center" and "Transit Hub" for our suburban community. Our community was described by the Working Draft as an "urban or urbanizing area". Residential suburban Lyttonsville/Rosemary Hills Local Park was 'covered' by newly announced 'Urban Road Code', as if it is a future 'urban park' with possibility of future insertion of urban-sized new roads in and immediately around the Park. This harks back to a Staff-proposed 'Connectivity Concept' - a quadrangle of new roads in/around the Local Park and adjacent neighborhoods of both single family and multiple family residences. At a Planning Department Community Meeting on January 21, 2015 new road 'Connectivity' through the Local Park and neighborhoods was totally eliminated by Planning Department Director in her response to massive community rejection and disaffection. But, one rejected roadway has been re-inserted in the Sector Plan by Staff - a public street off Lyttonsville Road facing north toward Rail corridor. The Planning Board should now remove it.

Indeed, a series of adventitious 'urbanizing' planning devices were newly inserted in the 'Working Draft' despite reality that all residences near future Lyttonsville Purple Line Station are and will be legally "suburban". These insertions comprise a pattern of 'slippery slope' tactics/devices misused by Staff throughout the Greater Lyttonsville Sector Plan process.

After multiple community objections to very improper "urban tone and excessive new zoning densification numbers" in the November 2015 'Working Draft', the Planning Director removed a few offending words. Yet, the final 'Working Draft' has relabeled new District #3 as community's "Emerging Center" - another in a series of 'add-on misnomers' that must

be elided. Some falsified wordings were taken out before 'Working Draft' went to Planning Board, but all the adverse new high density zoning changes/numerical densities remain fixed in this draft - and need to be surgically excised at last by the Planning Board.

I ask (as Lyttonsville Civic Association President has asked repeatedly of Sector Plan Staff/Planning Department Leaders) that Planning Board Commissioners review all the components of the highly questionable new District #3 land-use re-zoning. Where Staff process and actions can be identified as too hasty or last minute, or where Staff did not adequately/transparently collaborate with communicate to concerned community residents and their representatives, I request you to consider taking clear-cut, fair, corrective Actions:

1) Temporarily Suspend a final decision on District #3 "Site by Site Zoning Analysis" recommended in this draft until after an objective and thorough review of prior Planning Staff outreach procedures/information is performed by independent planning experts. After examining Staff process and zoning techniques, a Report should be issued to the public on how major land-use zoning changes in this document dramatically raised local area Site densification at the last minute, possibly quite improperly. Without this step, public credibility of the Greater Lyttonsville Sector Plan will fall under a 'cloud of suspicion', and reputation of Planning Department and Planning Board may be 'tainted'.

2) Next, subject Sector Plan Site 8A to a detailed Board review and inspection. Please request formal inputs from residential community leaders and concerned citizens such as myself via an open, deliberative process to enable your decision-making. Pay special attention to following: two multi-family properties transferred into new District #3 that were summarily extracted at last minute from pre-existing District #2 (Residential Area) -as clearly shown in prior Sector Plan drafts. Please restore these two properties to District #2 and remove grossly over-densified re-zoning of these two properties shown in Site #8A.

The two residential properties on Lyttonsville Road to examine and restore to District #2 at much lower zoning densities are:

- 2401 Lyttonsville Road (Friends Non Profit Housing - Friendly Garden);
- 2445 Lyttonsville Road (C & C APTS ASSOC LTD- Claridge House).

Available in prior drafts, but not shown in current Sector Plan draft, these two rental apartment properties are integral parts of the Lyttonsville residential neighborhood and participants in the Lyttonville Civic Association. Both were built on Lyttonsville residential neighborhood land during a 1960's infrastructure and housing renewal for the entire Lyttonsville neighborhood (see relevant Planning, historical and County documents). The Staff's brand new Site 8A recommendation ignores this truth, (8A is the only Residential-Light Industrial 'recombined' Site) and inappropriately recombines the two Lyttonsville Road 'Residential-only' zoned properties with two nearby Light Industrial zoned properties on Brookville Road:

- 8909 Brookville Road (Companaro Properties);
- 0 Brookville Road (Brookville Ventures LLC).

Please separate the two residential properties from all Light Industrial properties for re-zoning purposes. Place each type of property in its relevant Site (Residential or Light Industry) Restore the two residential apartments residential District #2; Include the two Light Industrial properties in another category (perhaps a rationally re-boundaried District #3) after careful revisions to its untenable boundaries, using community inputs.

Take note that Sector Planning Staff may have tried to 'force' incompatible land-use changes onto prior residential zoning for these two Lyttonsville Road apartments. Lyttonsville Civic Association and other residents then took strong exception -(orally/in writing) to Staff and Planning Department Director, including very clearly communicated Community Concerns about it to be inserted in a Staff-prepared "ERRATA SHEET". But, our concerns about 'improperly mixing' residential with Light Industry properties after creation of a brand new type of District #3 that cuts into residential area - and then imposes unacceptably high density re-zoning - are NOT in the Sector Plan Staff-prepared "Site Summary of Community Concerns." This constitutes a case of 'after-the-fact' removal of clearly communicated community concerns from 'draft' document. Only after reinserting specific Concerns can the Planning Board consider all relevant community concerns in its current land-use/Density decision-making.

NOTE: For reasons never explained to our community, Sector Plan Staff received and orally reviewed each of our specific concerns both in writing and explained orally at a November 2015 early morning meeting with Staff at Planning Board. But, Staff then avoided/evaded - did not include certain concerns while putting others in December 18, 2015 Sector Plan draft for Planning Board, thus raising very serious community alarms.

3) Careful examination of the Sector Plan Recommended Zoning for these two residential apartment properties may help to explain clearly misleading Staff reaction to Concerns:

Staff proposed new, inflated densification with "mixed use" CRT-2.5 FAR zoning that would totally replace/upside current much more modest levels of multi-family residence zoning (R-20, and RT-15.0). Site 8A contains by far the highest CRT and FARs for any SITE in our community area of Sector Plan. Apparently, Staff had become overly attached to its hastily inserted over-densification numbers for redevelopment. I ask Planning Board to remove above Staff Recommendations, and replace them with moderate residential-area zoning such as Residential Only (R's) or CRN, rather than overwhelming CRT.

I request that Planning Board to limit FAR to 1.5 and restrict added apartment units to 400 maximum in Residential area. I suggest Staff over-emphasis favoring new small apartment units in place of existing larger family sized units is a poorly conceived misfit with our evolving community climate and demography that values family-oriented homes/apartments.

Staff's summary of Community Concerns about its SITE 8A accurately states: "Maximum Permitted FAR should be 1.5 with a unit cap of 400 in Lyttonsville/Rosemary Hills area" (area in which these apartments are located). I ask all Planning Board members to take our Community Concerns very seriously - dramatically reduce Staff's Maximum Permitted FAR to 1.5, and limit maximum number of added apartment units to 400.

As Staff elided our community concern to remove Site 8A and restore residential properties to Residential Area- District #2, I request it be re-inserted in Sector Plan 'draft' and considered by the Planning Board in its current decision-making process.

{I also sense that Staff has not adequately informed Property Owners that these two apartments are crucial community-wide assets, and the adverse implications of Site 8A in new District #3 with intensive rezoning inserted at very last minute. Please remediate this by requiring a community-wide Sector Plan meeting including all affected Property Owners/renters}.

4) Finally, I call for a Planning Board vote to convene totally transparent, factually-based meeting(s) with all District #2 residents [including single family and multi-family residences] and property owners to explain fully the Planning Department's rationale for having dropped a sudden major shift in land-use recommendations onto existing residential properties as shown above for the - infamous - new District #3 boundary.

I ask Planning Board to propose a new boundary for District #3 (while removing the Urban Road Code from our Local Park and residential neighborhoods) as follows: Constrain a revised District #3 within the confines of Brookville Road, Stewart Ave., Lyttonsville Place, and a few Light Industrial (only) properties abutting the future Lyttonsville Station. In a community-wide meeting, Planning Board should summarize key modifications to District #3, and very substantial down-zoning as requested by community concerns for District #2 Residential Area Sites.

5) Please distribute copies of a written report by independent planning evaluators of how and why a crucial set of land-use zoning changes involving a brand new Staff-recommended District #3 was NOT previously divulged to our community or any of the public, despite hugely ample time available to Staff over extended 3-years lengthy process for interactive design of Greater Lyttonsville Sector Plan long before November 2015. An objective report will help redeem a reputation for honesty.

In sum, I look forward to a written Planning Board (not merely from Planning Department or Greater Lyttonsville Sector Plan Staff) response to each request in this written input regarding problematic Greater Lyttonsville land-use/Density re-zoning and very questionable planning process by Sector Plan Staff.

Thank You,

Joel M. Teitelbaum

Resident of 'real' Greater Lyttonsville (Sector Plan District #2) Tel. 301-589-2340

Sent from my iPad

Lane, Brittany

From: Dlhopsky, Heather - HXD <HDLhopolsky@linowes-law.com>
Sent: Monday, April 11, 2016 4:24 PM
To: MCP-Chair
Cc: Banks, Erin
Subject: 4/14/16 Planning Board worksession on Greater Lyttonsville Sector Plan

Chairman Anderson and Members of the Planning Board,

I understand that at this Thursday's worksession on the Greater Lyttonsville Sector Plan, the Board will be going property by property regarding zoning recommendations. I would like to request a few minutes to speak on behalf of Summit Hills LLC when the Board reaches the Summit Hills Apartments portion of the worksession.

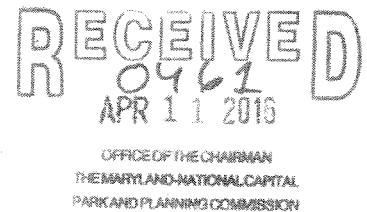
Thank you very much.

Heather

Heather Dlhopsky
Partner

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MCP-CTRACK

From: Roger Paden <Rpaden@verizon.net>
Sent: Sunday, April 10, 2016 6:43 PM
To: MCP-Chair
Subject: Walkable Lyttonsville

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

Dear Chairman Anderson,

In my testimony before the Planning Board last month, I mentioned Jeff Seck's warning to planning agencies against trying to create walkable districts in areas that cannot support them. In The Walkable City, he argued that these attempts are "counterproductive ... [in that] walkability is likely only in those places where all the rest of what a city has to offer is focused." He argued that efforts to create walkable districts in areas that cannot support them will only produce "mediocre" cities.

Self-contained walkable districts require a concentration of resources – transit, retail, recreational facilities, and employment opportunities – that make it possible for people to live without cars. Lyttonsville, even if fully developed according to the existing plan, will not become a self-contained walkable district as it will lack the required retail and, according to the Borland-Smart report, it is highly unlikely to develop the necessary retail over the period covered by the plan. The plan will fail to create a self-contained walkable district in Lyttonsville, and this failure will not only create numerous and foreseeable problems in Lyttonsville, but it will put some stress on other districts, threatening to prevent their development into self-contained walkable districts.

Allowing development away from potentially walkable districts makes it more difficult to achieve the necessary density in places that could become walkable. In part, this is because developers only have so much money, and money spent in Lyttonsville will be money not be spent where it might actually create such a district. Moreover, no walkable area is fully self-contained; they all need to attract customers living outside the area. Trying to make every district into a walkable district lessens each district's ability to attract people for afar. Attempting to make Lyttonsville a self-contained walkable district, therefore, will hurt these other areas.

In addition, it will hurt Lyttonsville; failed walkable development here will create rather than solve problems. It will create traffic problems as the new residents will need cars. The plan itself implicitly recognizes this fact as it recommends against requiring a specific non-auto mode share (NAMS) acknowledging that most residents of the area will require cars to conduct the normal business of life. It will create parking problems as the plan does not require the construction of sufficient parking places to service the required cars and, in fact, the plan states that "on-street parking should be encouraged for development." It will create problems in the schools as it will 'yield' too many students for an already overcrowded district. And it will exacerbate and make permanent the socio-economic imbalances in the down county area that lie at the heart of the achievement gap.

Moreover, these costs will not be accompanied by compensatory benefits.

Possible benefits of the plan to the community are listed on page 95 of the Public Hearing Plan. However, most of these benefits are either unwelcome (east-west pathways through the Rosemary Hills Lyttonsville Park), speculative (streetscape improvements on Brookville Road), distant from the residential community (access to Rock Creek Park from Garfield Avenue), or attainable outside the planning process. One benefit – the development of a Lyttonsville history exhibit – is fraught with irony. Community members have been working on this exhibit for many years (and recently the planning staff has made important contributions to its realization), but it would be a tragedy if the exhibit were realized only as an amenity made possible by development that would destroy the character of the community.

Overdeveloping Lyttonsville would greatly harm the community, while simultaneously harming the cause of smart growth. The Board would act wisely by rejecting the staff's recommendations.

Sincerely,
—Roger Paden

MCP-CTRACK

From: Mark Mendez <mdmendez311@gmail.com>
Sent: Monday, April 11, 2016 7:23 AM
To: MCP-Chair
Cc: Presley, Amy; Wells-Harley, Marye; Dreyfuss, Norman; Fani-Gonzalez, Natali; Anderson, Casey
Subject: Brookville Road- WaPo + Market Analysis
Attachments: BolanSmart_Brookville_march2015.pdf

Dear Commissioners,

This morning's Washington Post front page has a terrific feature on **Leveling The Playing Field**, a 501 c3 that brings athletic participation to underprivileged children across the United States by providing FREE sports equipment. LPF is the brainchild of 27-year old Max Levitt of Bethesda who runs the 5-year old company out of a 4000 square foot warehouse on Brookville Road. Think of it as 'A Wider Circle' for youth sports, and another example of the important and unique services the Brookville Road Business District supports.

As you consider the zoning for specific sections of the Greater Lyttonsville sector plan, please review **Bolan Smart's 2015 Market Analysis of Brookville Road**. It speaks to the flexibility of IM zoning and the creativity of entrepreneurs like Max Levitt. To watch some highlights of the report, the link below is to the May 7, 2014 GLP planning board session. **Eric Smart** offers suggestions to make the industrial area even stronger to capitalize on its strengths.

MNCPPC Brookville Road - Bolan Smart Report excerpt from 5/7/2014 (18 mins)

<https://youtu.be/TCvLZWKXJ-s>

Thank you.

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

Visit the **NEW Brookville Rd. Business District Directory** [Here](#)
Jobs and Services Where We Need Them

MARKET ANALYSIS

BROOKVILLE ROAD

Lyttonsville, Maryland

March 2015

**BOLAN SMART ASSOCIATES, INC.
1150 K Street NW, Suite 1211
Washington, D.C. 20005**

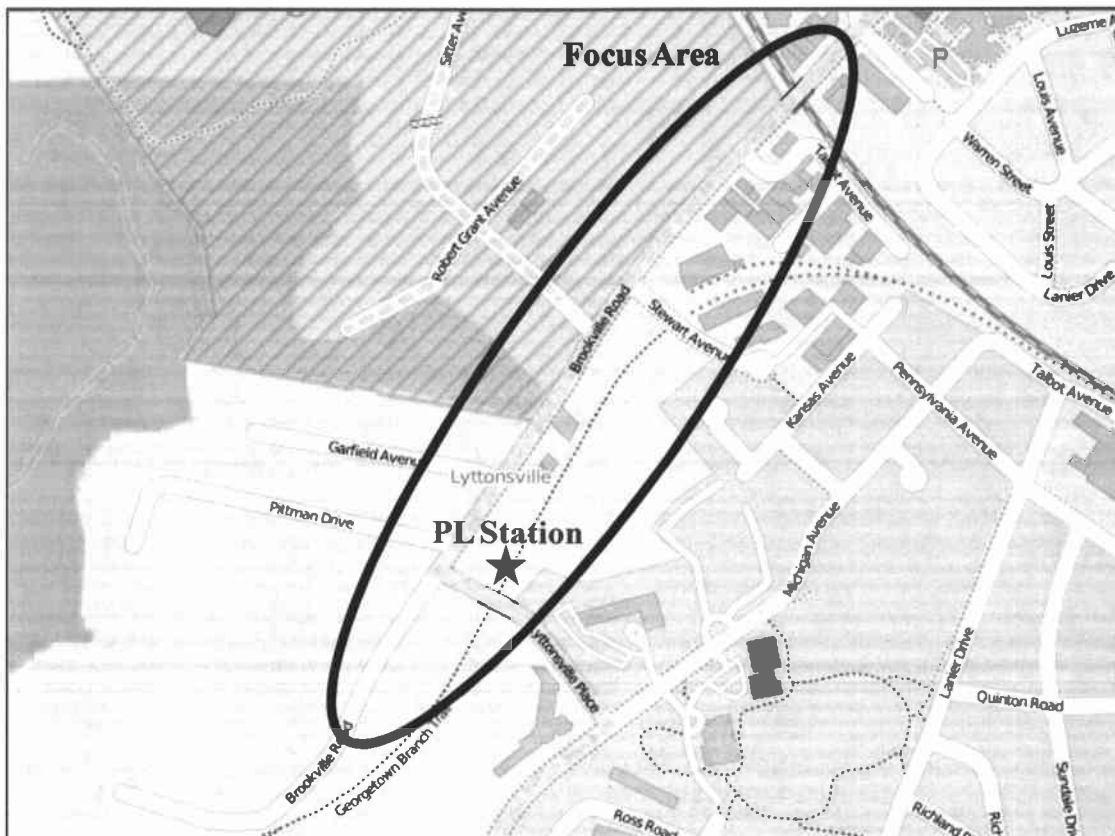
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I. BACKGROUND

As part of the Greater Lyttonsville Sector Plan process Bolan Smart Associates was asked to conduct a market analysis centered on Brookville Road proximate to the proposed Purple Line Station. The primary objective of the study was to assess possible market impacts and development scenarios that could be associated with the proposed Lyttonsville Station. The study addressed preservation of industrial uses, opportunities for additional retail uses, residential market factors and impact on affordability, role of governmental related institutional uses, zoning and planning policy parameters.

Exhibit 1
Brookville Road Focus Area



Source: ESRI and Bolan Smart

Tasks undertaken comprised an assessment of existing land uses, select inventory of competitive supply, stakeholder / property owner outreach, participating in community meetings, research on regional urban industrial areas, evaluation of zoning districts and creating possible redevelopment scenarios. Please note that the proposed redevelopment scenarios do not constitute plan recommendations.

II. SUMMARY

The Brookville Road area industrial location works for many types of users. The impact of the industrial focus, combined with isolated locational aspects and zoning provisions have constrained neighborhood oriented retail uses, and to a lesser extent, residential uses.

The location will continue to support a dynamic industrial and hybrid retail private market, plus major public institutional uses. There are relatively limited development pressures that may change this land use orientation, including the possible introduction of a Purple Line Station, with two primary caveats:

- The infill of key underdeveloped sites along or proximate to Brookville Road, with zoning provisions loosened to permit a wider range of retail uses and possible residential elements, will help enhance overall neighborhood balance of land uses and connectivity. This redevelopment of select core area properties will not of itself undermine the base industrial use of the overall zone.
- There needs to be a clear public policy commitment to preserve the viability of existing industrial and hybrid uses, focused on facilitating current use related reinvestment (not promoting a general transition to other uses), and in retaining / supporting industrial user operational needs in terms of street access, hours of operations, noise and other abatements, etc.

The arrival of the Purple Line is not going to dramatically change Lyttonsville, particularly given the relatively low projected ridership using the Lyttonsville Station. Though the proposed investment in infrastructure, including a reconstructed Lyttonsville Place Bridge and incremental infill development should provide for a better connected and more functional neighborhood, the Brookville Road area is likely to remain a cost competitive marketplace. In short, a conversion to significantly higher densities (and development costs) is not likely to be market supported.

A summary of the three possible development scenarios includes:

1. Minimal Planning Changes / Status Quo (5-10 years) – continued industrial uses with some infill, some added convenience retail and residential infill east of the Purple Line right-of-way;
2. Targeted Planning Changes (10+ years) – industrial conversion to medium density residential east of the tracks, pedestrian / bikeway / open space improvements and some Brookville Road enhancements; and
3. Major Infrastructure Changes (10-20+ years) – improved neighborhood connections, some by limited added retail and residential mixed-use west of the Purple Line right-of-way.

The indicated scenarios have the potential to occur regardless of transit improvements; especially given Lyttonsville's convenient inside-the-Beltway location, proximity to nearby neighborhoods, and access to transit in Silver Spring. There are a range of public policy modifications and interventions that can help guide this development balance, per those contemplated in the Greater Lyttonsville Sector Plan.

III. LAND USE INFLUENCES

The Brookville Road study area is a subset area of Greater Lyttonsville. It shares points of access with surrounding neighborhoods, but in most other ways is set apart. Its industrial origins are typical to locational practices that prevailed through the prior century. The presence and eventual expansion of US military uses was a major defining influence. Over time, land availability and locational attributes attracted larger local public utility uses, needed to support the growing suburban communities of lower Montgomery County.

The industrial and public institutional land uses proximate to Brookville Road continue to be as vital as ever to the wider community. The U. S. Army Forest Glen Annex, while shedding its more aged northern campus for private residential redevelopment, has in recent years dramatically expanded its investment in core facilities and operational reach. Other private and public light industrial oriented land uses have also seen continued expansion and reinvestment, with every reason to expect to be sustained well into the foreseeable future.

The earlier development drivers of a convenient location with available land and compatible use adjacencies continue to anchor the Brookville Road industrial sector. The critical mass of these uses is not going away, and is in many ways becoming more critical to the user base as other formerly competitive locations succumb to new development and growth pressures. The prospect of adding a Purple Line Station and Maintenance Yard adjacent to Brookville Road introduces a new chapter in this land use continuum.

Market Identity

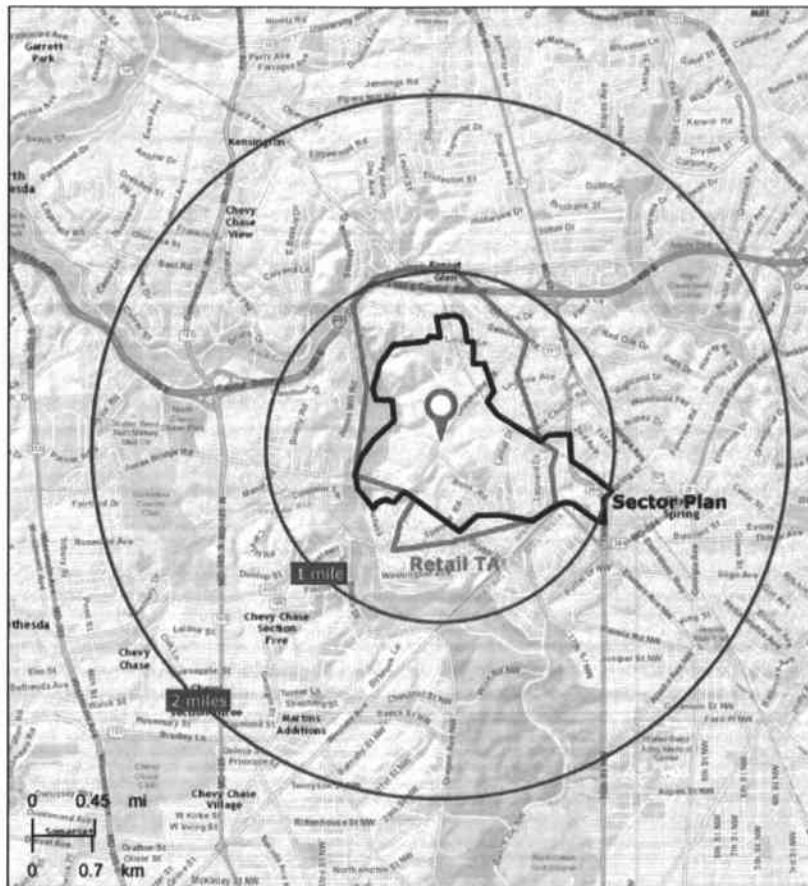
While Greater Lyttonsville represents an amalgam of clearly defined mixed income residential communities, large public institutional uses and private industrial areas, they co-exist quite independently. This relative segregation is manifested in a general lack of connectivity and cross-serving neighborhood amenities. The large public institutional uses cater to a wide geographic area, and the private industrial oriented and hybrid retail uses represent a mix of more local and sub regional predominantly smaller service businesses. The development pattern is mostly linear and accessed off Brookville Road. (For these reasons, the study area is commonly known as Brookville Road, and not some derivation of Lyttonsville.)

Demographic Highlights

For purposes of profiling retail demand potential focused on Brookville Road, demographic data was compiled and organized around a potential retail trade area. Demographic highlights are included in this section of the market analysis report to assist in describing neighborhood conditions and land use influences. The demographic implications specific to underpinning retail are referenced again in the Market Conditions section.

Primary Trade Area: A primary trade area (PTA) is a geographic area from which a user group generates the majority of its demand and is often analyzed to provide key population metrics. An illustrative retail PTA, indicated on Exhibit 2, was identified based on the combination of infrastructure, natural barriers, and most importantly, other locations of competitive retail space. The resulting polygon ranges between a half and one mile, encompassing a total of 1.36 square miles. A summary of some of the salient demographic characteristics defining the overall neighborhood is described below.

Exhibit 2 Study Area Demographic Geography



Source: ESRI and Bolan Smart

Resident Profile. The total estimated 2014 population located within the primary retail trade area is approximately 7,120 residents. The resident base has been relatively static, with less than 0.5 percent per annum growth since 2000. There are an estimated 2,565 households reported for 2014, which equates into an average household size of 2.7 residents. Family households comprise 65.3 percent family of households in the primary trade area. The median age is 35. Compared to Montgomery County, the resident profile is younger and more diverse.

Household Income. ESRI reported 2014 median household income of \$70,029 and average household income of \$93,676, approximately 41 percent and 33 percent lower respectively compared to Montgomery County.

Housing Characteristics. The majority of the homes (71 percent) in the primary trade area were built in 1969 or earlier, consistent with the general period of development for the greater neighborhood. The housing stock breakdown is 51 percent multifamily, 45 percent single family detached units, four percent single family attached units (townhomes). Note that this geographic area does not include Summit Hills Apartments. The homeownership rate is approximately 42 percent, compared with 66 percent for the County.

Business / Daytime Market Demand. The defined geographic area centered on Brookville Road has a total employment population of approximately 6,100, divided more or less 50/50 between reported public and private sector employers. While this represents a big number, a significant number of these employees work for all or the better part of the day in the field away from Lyttonsville every day, or in the case of the U.S. Army, basically sequestered on base.

**BSA Table 1
Demographic Data**

<i>Description</i>	<i>BSA Retail Trade Area</i>				<i>1/2 Mile</i>	<i>1 Mile</i>	<i>2 Mile</i>	<i>Montgomery County</i>
	<i>2000</i>	<i>2010</i>	<i>% Ch</i>	<i>2014</i>				
Population	6,586	6,789	3.1%	7,122	4,071	18,485	71,106	1,003,571
Race (%):								
White Alone				44.6%	42.2%	54.9%	59.7%	55.1%
Asian				7.1%	7.4%	6.8%	6.8%	14.7%
Black or African American				28.5%	29.4%	25.2%	23.4%	17.8%
Other				19.7%	21.1%	12.6%	10.0%	12.4%
Households (HH)	2,368	2,450	3.5%	2,566	1,421	7,304	30,540	367,499
% Family Households				65.3%	66.4%	58.3%	55.3%	68.0%
Average HH Size				2.7	2.8	2.5	2.3	2.7
Median Age				35	35	37	40	39
Median HH Income				\$70,029	\$67,200	\$81,322	\$91,622	\$98,530
Average HH Income				\$93,676	\$87,791	\$113,513	\$128,007	\$124,504
% Homes Owner Occupied				42.4%	37.9%	50.8%	52.8%	65.9%
# of Business Establishments				555	335	1,412	7,496	86,866
# of Daytime Employees				6,100	3,181	8,432	48,594	549,292
Public Sector				2,730				
Private Sector				3,370				

Source: US Census, ESRI and Bolan Smart

Property Characteristics

Zeroing in on the Lyttonsville non-residential used land area, there is a prominent data point that helps put into perspective the driving force of land uses. Not including the residential land area, approximately 40 percent of the employment related land area accommodates private users, and 60 percent public owned uses (three quarters Forest Glen Annex and 40+ acres of local oriented). The private and the local public industrial related uses are drawn to the location for the same reasons of location and land availability, both with an interest in long-term use sustainability. In short, the extensive public related employment use within the study area is dominant, very important to the greater public interest, and to varying degrees, not directly accountable to local planning efforts.

Private Properties: The typical privately owned industrial property proximate to Brookville Road is well maintained and features strong tenancy. While there are some open lot and storage related uses, the majority of the industrial properties are improved with buildings that are well suited to a variety of contemporary light industrial and hybrid retail uses. Excluding any prospective Purple Line Station related impacts, there is limited redevelopment pressure facing the more substantially improved properties, with infill development opportunities observed for vacant or lesser developed sites. Little in the way of obvious property speculation is currently being observed.

Appendix A features an exhibit detailing property characteristics specific to Brookville Road. With some noted exceptions, there are few grossly underused sites (i.e. vacant land areas, not income producing). There are multiple owners, some property configuration constraints (shallow road to Purple Line right-of-way property depths), plus terrain and access limitations, that represent typical challenges to major redevelopment. The primary observation is that the majority of the properties are well suited to continued as-is use.

Located east of Brookville Road are adjacent residential communities, comprising a mixture of mid 20th century built single family homes and multifamily complexes. As with the industrial base, these residential neighborhoods provide a cross section of more affordable multifamily housing options at a closer in location with strong demand characteristics. Case-by-case, there are market opportunities to consider expansion on select multifamily properties or adjacent vacant land, though relative to the existing base of overall households in the greater neighborhood, the addition of new units is likely to be fairly limited.

Existing Zoning

Zoning along Brookville Road proximate to the proposed Purple Line Lyttonsville Station is a mix of Moderate Industrial (IM) regulating the privately owned properties and residential zoning overlying most of the government and municipal use sites (e.g. U.S. Army Forest Glen Annex, Montgomery County Brookville Service Center, part of the Washington Suburban Sanitary Commission (WSSC) site and the proposed MTA Maintenance Yard site). There are no general commercial zones. The specific requirements of the IM zone include the following:

- a) permitted uses include, but are not limited to: light / artisan / medical and science manufacturing and production, day care facilities, landscape contractors, research and development offices, health clubs, indoor recreation and entertainment with less than a capacity of 1,000 people, dry cleaners, automobile repairs, sales and rentals, farm supplies and machinery sales, agricultural processing, etc.;

- b) the County's industrial zones do not allow residential uses;
- c) retail / service related establishments are limited to building and food service supply, home design and furnishings, wholesale or retail; computer programming and software sales and service, including data storage; wholesale trades limited to sale or rental of products intended for industrial or commercial users; and other retail/service establishment uses or a combination of office, retail/service establishment, or restaurant uses that occupy a maximum of 35 percent of the FAR (or 3,500 sf, whichever is greater, for restaurant use). Under these stipulations, a range of neighborhood serving retail uses, for example a convenience store, or a small shopping center of varied vendors, is not permitted. (See retail market conditions for discussion of retail land use issues.);
- d) up to 2.5 floor area ratio (FAR);
- e) maximum height of 50 feet (up to 120 feet for a conditional use per the Standard Method of development);
- f) setbacks (front and side yards) are 10 feet (increased 1.5 times when abutting any zone not industrial);
- g) required open space is five percent for sites under 10,000 sf and 10 percent for sites greater than 10,000 sf; and
- h) parking requirements in general per 1,000 square feet of gross floor area are 1.5 spaces for general industrial, 4.0 spaces for auto repair / storage / car wash, 5.0 spaces for retail / service and 2.8 spaces for R&D office.

Access Factors

Brookville Road serves the institutional and industrial core of Lyttonsville. Traffic counts on Brookville Road north of the Forest Glen Annex entrance were estimated at approximately 13,500 vehicles per day per MDOT in 2013. This includes Montgomery County Ride-On buses, both in service catering to Lyttonsville (multiple routes interconnecting with the WMATA regional network), and in much greater numbers, those vehicles returning to the bus parking depot at the Montgomery County site located at the southern end of Brookville Road. There is also substantial additional Montgomery County Department of Public Works truck traffic destined for the County site.

While technically connecting East / West Highway to the south with Georgia Avenue and the Capital Beltway to the north, Brookville Road is essentially a locational orphan, with heavier vehicle access primarily only from one direction to the north along a secondary road through residential neighborhoods. Though the truck traffic link to East / West Highway may be restored upon reconstruction of the Lyttonsville Place Bridge (currently subject to a 10,000 lbs. weight restriction), thereby relieving some of the traffic pressure concentrated on the northern end of Brookville Road, this improvement will not change the fundamental compromised access of the industrial setting. (As of 2013, traffic counts over Lyttonsville Place Bridge where it abuts with Brookville Road were estimated at 10,000 vehicles per day.)

Within the neighborhood, there is only one vehicular access directly to Brookville Road via the Lyttonsville Place bridge. Pedestrians can also access Brookville Road by cutting through from Kansas Avenue to Stewart Avenue north of the Lyttonsville Place bridge. In addition, the Capital Crescent Trail (CCT) runs parallel to Brookville Road along the proposed route of the Purple Line tracks. Improvements are planned for the CCT.

Purple Line Station

The Purple Line is a proposed 16-mile light rail line connecting Bethesda to New Carrollton. The Lyttonsville Station, located parallel to Brookville Road just north of the Lyttonsville Place bridge, is one of 21 planned stops. A primary reason a station is being planned for Lyttonsville is driven by being adjacent to the planned MTA maintenance yard facility.

According to the 2013 Purple Line Travel Forecast included in the Purple Line Environmental Impact Statement, Lyttonsville Station's daily boarding's are estimated to be 1,330 by 2030, one of the lowest (16th of 21) of the planned Purple Line stations. The net new trip demand is projected to be 41 percent of total daily boarding equating to 545 new users not otherwise presently using public transportation serving Lyttonsville. These are modest numbers by any standard, with equally modest implications for probable impact on land use in isolation from other demand factors.

Initial projections regarding station demand suggests that the majority, roughly 56 percent, will be pedestrian traffic while the remaining 44 percent will get to the station by bus. While no bus route changes have been planned yet, it is likely that route changes will be appropriate to improve access to the station. It has not yet been determined how much bike traffic from the CCT will be generated.

Access to the station platform is via a planned elevator running from the Lyttonsville Place Bridge down to the station. Plans are also being considered for a pedestrian connection directly from the station platform to Brookville Road.

In order to accommodate the new station and maintenance yard, it is necessary to realign the Lyttonsville Place bridge. This planned infrastructure improvement, which is needed regardless of the Purple Line due to deficient bridge structural conditions, has already been approved and is expected to be funded independent of the light rail planning horizon.

The actual location of the station requires the acquisition of property at 8827-8849 Brookville Road (United Therapeutics). It is likely that MTA will not ultimately need the entire 1.2 acre site. MTA has already acquired the entire site for the construction period. They likely will not require the northern portion of the site once completed, but eventual ownership and disposition has yet to be determined.

Purple Line Maintenance Yard Facility

MTA's maintenance facility will be located on the south side of the Lyttonsville Place Bridge. It will be used as the storage yard for the light rail vehicles. It will include daily light maintenance activities such as interior and exterior vehicle cleaning, daily inspections and light maintenance. (Heavy maintenance and repairs will take place at the Glenridge Maintenance Facility in Prince George's County.)

The Lyttonsville Facility will also include an Operations Center (an office building) and parking for Purple Line employees, plus 200 spaces for Montgomery County DOT employees. Parking for County employees is necessary since the maintenance facility is being built on two existing Montgomery County owned parcels (totaling 3.95 acres), one which is currently vacant, and the other which already provides for County parking.

- the maintenance facility will be active 24 hours a day, seven days a week
- it is not anticipated to generate much noise
- lighting will be directional
- the facility will be secured

Activity will probably be most noticeable at shift changes when Purple Line staff arrive or depart from work.

IV. MARKET CONDITIONS

Industrial

The light industrial related success of the Brookville Road study area can be attributed primarily to it being convenient and cost effective for users seeking an inside-the-Beltway location. The Brookville Road industrial market has the following characteristics:

- a) predominantly older facilities with a variety of space options and users (some parking constrained)
- b) critically located for regional building / maintenance industry
- c) sub regional serving auto service
- d) consumer oriented retail with production / warehouse space
- e) predominantly built out with a typical market FAR for industrial space of approximately 0.25
- f) some underdeveloped sites

The Brookville Road location serves as an important and sustaining land use for Montgomery County, foremost from a private market perspective, but also in the public interest. From a macro level, with diminishing industrial space elsewhere, there is priority market interest in the maintained viability of the Brookville Road location. Regarding sustainability, the combination of some limited Brookville Road area industrial property vacancies along with some underdeveloped sites suggests that there is sufficient physical capacity to accommodate the foreseeable industrial demand at this location. While this does not mean all possible newer tenants can be absorbed, especially those that may have a more prominent consumer retail orientation, it does suggest that the hybrid industrial market at the Brookville Road location is more or less in equilibrium.

BSA Table 2
Brookville Road Industrial Market Summary

Strengths	Weaknesses	Opportunities	Threats
<ul style="list-style-type: none">• Proven industrial market• Private sector employment base• Inside the Beltway location• Range of cost effective rents price points & space types• Tenant tenure• Sustainable industrial area (DED supported)	<ul style="list-style-type: none">• Inadequate parking• Poor Access – trucks & customers• Limited visibility• Some older / obsolete space• Zoning restrictions (i.e. retail uses)• Traffic during rush hour (Annex)• No business association / branding• No residential neighborhood buffers	<ul style="list-style-type: none">• Expanding employment base• Lot consolidation• Zoning modifications• Diminishing supply of industrial land elsewhere• Improved neighborhood infrastructure / circulation	<ul style="list-style-type: none">• Possible increase in land values and rents• Possible conversion of industrial zoning• More traffic / access issues• Residential encroachment

Retail

Unlike well established and viable industrial and residential markets proximate to Brookville Road, retail uses are not a prevalent existing use. From the perspective of market demand, this condition is somewhat surprising, given the scale of local employment and the predominance of Brookville Road as a focal point. Upon deeper consideration, existing zoning use restrictions, isolated access and ample peripheral retail nodes would seem to account for there being very limited retail uses along Brookville Road. The study area is surrounded by retail along the Georgia and Connecticut Avenue spines to the east and west and in downtown Silver Spring.

Some retail related observations for the study area include:

- a) very limited existing convenience retail uses
- b) secondary access / not off of major arteries
- c) presence of sub regional industry showrooms
- d) mix of household and worker market demand (mixed-market patronage / segmented market)
- e) demand for hybrid / production retail
- f) low vacancy rates at peripheral retail nodes

**BSA Table 3
Brookville Road Retail Market Summary**

Strengths	Weaknesses	Opportunities	Threats
<ul style="list-style-type: none"> • Inside the Beltway location • Large daytime employment base • Favorable population and household counts • Limited existing retail inside trade area 	<ul style="list-style-type: none"> • Inadequate parking (convenient and cost effective) • Poor Access – deliveries & customers • Not a destination (no critical mass) • Proximate viable retail nodes • Unknown institutional user impacts 	<ul style="list-style-type: none"> • Expand retail zoning • Purple Line decision will solidify market assumptions • Interim opportunities from displaced Spring Center tenants • Impetus for a stronger retail identity • Station traffic • Expanding employment base • Demand for more supply • Hybrid retail tenants 	<ul style="list-style-type: none"> • Uncertainty of Purple Line opening may impede investment decisions • Industrial market perception / lack of branding • Secondary submarket • Traffic challenged on Brookville Road

Supply Overview Within Lyttonsville Sector Plan Area (< 100,000 sf).

- limited neighborhood convenience uses – 8,000 sf (Party Warehouse, Zimmerman’s Hardware, Brookville Eatery, El Norteno’s, Auto Parts, etc)
- selected community service related – 12,000+ sf (Dog Day Care, Crossfits, Silver Star Gymnastics)
- sub regional building industry showrooms – 20,000 sf (Appliance Builders and Counter Intelligence)
- Summit Hills mixed retail – 10,000 sf (total of close to 30,000 sf but only partially occupied)
- Spring Center neighborhood shopping center – 43,000 sf (fast food, 7-11, Post Office, jewelry, etc.)
- Forest Glen Annex – commissary & gas station

Proximate Retail (approximately 2.0 million sf). The majority of nearby retail, approximately 95 percent, is within three miles of Brookville Road.

- Georgia Avenue / Seminary Road / Capital Beltway – 160,000+ sf (Snider’s, Staples, CVS, banks, cleaners, gas)
- Downtown Silver Spring – 1.75+ million sf (Whole Foods, restaurants, retail, banks)
- Connecticut Avenue – 95,000+ sf (grocery store, TW Perry, Starbucks, cleaners, gas)
- Rock Creek Center – 28,500+ sf (deli, paint, restaurant, sports club, cleaners)
- Forest Glen – < 3,500 sf (restaurant and gas)

Retail Demand Potential: Does neither an existing supply nor history of prior neighborhood oriented retail uses in the Brookville Road study area mean that there is in fact no demand? Consumers are taking care of their needs, albeit by either patronizing the peripheral shopping centers, or attending to their purchases further afield. In order to assess possible underserved retail potential some simple retail demand modeling assumptions were considered (see Table 1, Demographic Highlights for source data). The principal demand variables include:

- a) the amount of neighborhood retail space that is typically supported by the study area resident population (10 sf per person, 7,100 persons, or 70,000 sf).
- b) a capture factor (20 percent) estimating how much resident based consumer expenditure can stay within the trade area versus being spent elsewhere (14,000 sf).

- c) the amount of retail demand generated from study area employment (2 sf per job, 6,100 jobs, or 12,000 sf) and transient sources (1 sf per average daily vehicle count, 13,000 average daily vehicle counts on Brookville Road, or 13,000 sf).
- d) adjustments for the industrial hybrid retail role of the location attracting sub regional and regional consumers (2.0 percent of total private industrial space of 1.14 million sf in the overall Brookville Road study area, or 20,000 sf).

Taken together, the limited retail demand indicators outlined above suggest that the selected Brookville Road primary retail trade area could support upwards of another 30,000 to 40,000 square feet of new neighborhood oriented retail space, plus some amount of hybrid retail associated with industrial “maker” spaces. While the scale of the potential market demand is insufficient to support a modern full sized grocery store, a smaller format grocery operation might be feasible (though improbable given the proximity to nearby supermarkets). Clearly there is unmet demand for a full service convenience store and expanded restaurant choices. (Note: virtually no deduct is necessary to account for existing retail space, given its very limited supply and minimally competitive market presence.)

An important factor in considering how potential retail demand would in fact translate into successful store operations is to understand not just the gross population, employment and other data points, but to appreciate the nuances thereof. The more heterogeneous the sources of market demand, the more diffused becomes the potential retailing concept. The Brookville Road study area has a wide range of consumer sub groups. Daytime employment spans from a highly scientific research oriented base at the U.S. Army facility to a wide variety of light industrial and community field service laborers. The residential base also represents a fairly wide cross section of distinguishing ethnic and economic characteristics. These demand characteristics make for a challenging environment for some retail to succeed.

Then there is also the physical space and locational elements that influence retail demand propensities. For example, despite its large employment, the direct off-site retail demand that may emanate from the U.S. Army facility is constrained by a host of security related hurdles affecting staff travel times, as well as the simple practice of having a short lunch period (usually one half hour) for lunch. (Based on observations at other large federal installations in the Washington region and elsewhere, the phenomenon of limited off-site retail patronage compared to the size of the on-site employment is widely replicated.) At a lesser scale, security requirements, vehicular constraints and labor practices at other public oriented service facilities such as the WSSC and Montgomery County Service Center also tend to generate less off-site retail demand than might otherwise be expected.

Residential

The Greater Lyttonsville housing market has both an abundant supply of single family detached residential dwellings and multifamily units, including affordable options. Residential characteristics include:

- a) mix of unit types – 50/50 single family and multifamily split (excluding Summit Hills)
- b) also lack of some unit types, most notably in townhomes and newer multifamily concepts
- c) strong base of schools, parks and recreation
- d) convenient amenities encompass several nearby commercial nodes including downtown Silver Spring, access to public transportation and the Capital Crescent Trail
- e) ongoing renovations of older properties
- f) some vacant / underdeveloped sites (and development constraints), including land areas apart of or adjacent to Paddington Square, Friendly Gardens, and current industrial oriented sites proximate to the CCT / Purple Line alignment
- g) some marketplace evidence of willingness for residential colocation peripheral to industrial type settings
- h) some upward valuations, but not market transforming
- i) potential for new residential investment to directly and indirectly help underwrite the addition of retail / mixed-use oriented space

With the majority of the existing housing stock dating back over 40 years, coupled with an active inner beltway marketplace, plus the prevalence of a relatively lower density / underutilized land area, there are a number of marketplace prospects for residential redevelopment.

BSA Table 4
Brookville Road / Greater Lyttonsville Residential Market Summary

<i>Strengths</i>	<i>Weaknesses</i>	<i>Opportunities</i>	<i>Threats</i>
<ul style="list-style-type: none"> • Stable single and multifamily market • Resident tenure • Inside the Beltway location • Proximity to amenities / Silver Spring • Proximity to public transportation • Schools 	<ul style="list-style-type: none"> • Older housing stock • Limited housing stock diversity • Ample multifamily supply regionally • Poor internal neighborhood circulation • Zoning restrictions • Industrial use adjacencies and commercial traffic west of tracks • Poor traffic controls • No business association / branding • No benefit to institutional uses 	<ul style="list-style-type: none"> • Enhanced Capital Crescent trail • Improved neighborhood infrastructure and linkages • Redevelopment opportunities • Supply diversification 	<ul style="list-style-type: none"> • Possible increase in land values and rents • Market doesn't materialize • Funding shortfalls for public infrastructure improvements • MTA operation and maintenance yard impacts

Other Land Uses

For the foreseeable future the Brookville Road location is not projected to become a destination for major office use other than providing for office space ancillary to the light industrial users, some back office support for other nearby employers, and a limited number of community serving services. Hotel use is not considered likely.

V. DEVELOPMENT ISSUES AND CONSIDERATIONS

Listed below is a summary of issues and considerations influencing possible future development scenarios for the area focused on Brookville Road. These items address market feasibility factors as well as input from property owners, residents and employers, gathered during the course of the research for this study, including participation in a number of public planning forums and meetings.

Economic Costs

- a) Some soil conditions and topography hurdles
- b) Existing use value of land and improvements often exceeds the potential redevelopment value of the land alone *
- c) Long term reinvestment in existing facilities and uses may be deterred due to landlords and users anticipating the prospect of some alternative type of future redevelopment occurring nearer term, undercutting investment in present industrial oriented uses
- d) Future densification can add value, but market conditions along Brookville Road are not likely to justify high-rise construction costs
- e) Related to densification, the premium cost for providing 100 percent structured parking, especially below grade, is not likely to be justified (though partial structured parking may be feasible case-by-case)

Regulatory Environment

- a) Some existing zoning constraints limiting retail and residential uses
- b) Strict and possibly burdensome parking requirements per zoning (especially as may apply to industrial hybrid retail use)
- c) Development restrictions within the potential fall line of a tall radio antenna located directly south of the Brookville Industrial District (WASH FM property)
- d) Public land uses that are not generally subject to municipal land use regulations (especially at U.S. Federal installation)

* The concept of redevelopment thresholds applies to the value at which future development can support a land value that exceeds the overall current value of a particular property as already improved (and earning income). For example, if new residential development can support a land value premised on 40 units to an acre at a raw land price of \$35,000 per unit, the threshold value for site would be \$1.4 million. If the prevailing property value as currently used exceeds this amount, then there is no direct motivation to pursue redevelopment for alternate use. The Brookville Road Property Profiles Table in Appendix A illustrates how this principle may apply to various improved or vacant properties.

Industrial

- a) Property values as improved generally exceed raw land redevelopment value
- b) Most of current built inventory remains useable (not obsolete)
- c) Some underdeveloped sites / vacant land infill opportunities (sufficient to accommodate future demand)
- d) Numerous property owners (with exceptions, not consolidated)
- e) Continued viable market for variety of users
- f) Some user critical mass benefits and synergies (i.e. complementing auto service, building trades, etc.)
- g) Some limited parking

Retail

- a) Possible backfill demand shorter-term impacting Brookville Road if part of Spring Center at the proposed Woodside / 16th Street Purple Line Station is demolished
- b) Limited demand boost likely from Purple Line
- c) Number of locational and building type options (free standing, strip center, part of other mixed use)
- d) Needs to be viewed as auto-centric, including capacity to park smaller and medium sized trucks
- e) Limited potential impact on traffic patterns due to small scale (possible actual reduction if reduces trips to peripheral shopping venues)

Residential

- a) Ongoing renovations of older properties
- b) Limited demand boost likely from Purple Line (with CCT bike access being as important)
- c) Some vacant or underdeveloped sites (with case-by-case construction constraints)
- d) Potential for more housing type diversification (i.e. townhomes and multifamily – both rental and ownership)
- e) Concerns with compatible adjacent land uses and traffic along Brookville Road
- f) Some upward property valuations, but not market transforming (no wide scale knock downs or pop ups of existing single family homes)
- g) Extensive inventory of market affordable units east of Brookville Road, with probable continued affordable base (especially for multifamily)
- h) Market potential for more urban concepts, shifting some from classic suburban model
- i) Likely additional net number of units / households over time, but not enough to transform the existing character of the neighborhood
- j) Resident concerns about possible impacts from expanded demand on local schools, some related to rollover of household types in existing homes, and some from possible net new housing units

Institutional Uses

- a) Limited impact on off-site land uses
- b) Major off-site impact in form of various types of generated traffic
- c) Homeland Security access and land use restrictions (no air rights)
- d) Assumed nearer term use continuity; hypothetical longer term reuse / conversion to other uses

Brookville Road Study Public Policy Objectives

Some working assumptions based on discussions with M-NCPPC for purposes of formulating redevelopment opportunities include:

- a) Objective of industrial land use preservation (retaining as much of the existing supply net of any MTA takings)
- b) No change or additional incentive above the existing County requirements for affordable housing
- c) Other objectives related to land use compatibility and environmental stewardship

VI. DEVELOPMENT SCENARIOS

The redevelopment potential for Brookville Road proximate to the proposed Purple Line Station depends on property ownership interest as well as economic feasibility. Vacant sites are impacted by size, configuration and adjacencies, while improved properties may house tenants with viable existing businesses. Understanding these redevelopment dynamics, the three scenarios are structured to build off each other. However, it is also quite possible that certain elements of each scenario get implemented in some other combination. The scenarios represent progressively higher investment hurdles requiring more implementation time, not necessarily a unified sequential action plan. Implementation of scenario redevelopment opportunities could occur with or without a Purple Line station, with higher intensity mixed-use land uses more dependent on the actual arrival of the Purple Line.

The first scenario, Minimal Planning Changes / Status Quo should happen over the next 10 years regardless of any Purple Line Station impacts. The second scenario, Targeted Planning Changes, adds to the status quo by primarily introducing higher density developments and enhanced infrastructure that will likely occur beyond a 10 year time horizon. The third scenario, Major Infrastructure Changes, builds on the prior scenarios and ultimately provides maximum neighborhood connectivity and access between all land uses surrounding the Brookville Road area. These changes would result in more density as well as possible mixed-use residential development west of the tracks along Brookville Road. Given the higher investment hurdle, the third scenario is more likely to occur in the 10 to 20 year time frame.

Three Scenarios

There are a number of approaches for casting the future of the subject area:

1. Minimal Planning Changes / Status Quo
 - a) Some convenience retail development along Brookville Road (25,000 sf)
 - b) Infill of existing residential sites east of tracks (100 multifamily and townhouse units)
 - c) Select additional residential units at existing multifamily developed sites
 - d) <50 percent reliance on structured parking in new development
 - e) Continued industrial use and some infill of underused sites
 - f) General preservation of existing market affordable multifamily residential
 - g) Property-by-property value increase / reinvestment in existing single family residential
 - h) 5-10 year timeframe

Exhibit 3
Minimum Planning Changes Scenario



- ★ Purple Line Lyttonsville Station
- Some convenience retail
- Residential infill and redevelopment

2. Minimal Planning Changes / Status Quo + Targeted Planning Changes

- a) Some industrial use conversion to medium density residential east of tracks (300 multifamily and townhouse units including possibilities in the Stewart Ave vicinity)
- b) Pedestrian / bikeway / open space improvements
- c) Brookville Road enhancements
- d) Encouraging residential anchored redevelopment at select larger sites proximate to the Purple Line right-of-way
- e) 10+ year time frame

Exhibit 4
Targeted Planning Changes Scenario



- ★ Purple Line Lyttonsville Station
- Brookville Road enhancements
- Industrial conversion to medium density residential

3. Minimal Planning Changes / Status Quo + Targeted Planning Changes + Major Infrastructure Changes

- a) Added east/west neighborhood connections
- b) Other possible road network improvements
- c) Market supported residential mixed use west of tracks (250 units)
- d) Some additional neighborhood serving retail demand
- e) No major allowed density changes (existing FAR / heights sufficient) in the IM zone
- f) More extensive use of structured parking
- g) Preservation of majority of existing industrial /flex land uses
- h) 10 to 20 year time frame
- i) Possible longer term reevaluation of Montgomery County and WSSC sites

Exhibit 5
Major Infrastructure Changes



- ★ **Purple Line Lyttonsville Station**
- **Some additional retail and residential mixed-use**
- **Industrial conversion to medium density residential**
- ⬢ **Improved neighborhood connectivity**

Planning Policies and Practices

Urban Industrial Area Examples

Research was undertaken on six urban industrial areas in the Washington region regarding preservation of industrial uses and opportunities. Preserving viable industrial land uses face challenges such as conflicting land use adjacencies, municipal / institutional priorities, infrastructure and transit investments, desire for more community amenities, etc. Summarized below are observations for the six urban industrial area examples analyzed (see Appendix B for Urban Industrial Area Example descriptions).

- a) Industrial preservation may be needed in various degrees (but not a given) to protect existing industrial uses from being converted to other land uses;
- b) In order to be meaningful, preservation policies need to target maintaining a significant amount / critical mass of existing industrial uses;
- c) Despite any policy intent, next to no new industrial related construction is noted or expected;
- d) Where public policy encourages new industrial related construction, it advocates more vertical mixed-use concepts defined by flex space as compared with traditional single use industrial / warehouse configurations;
- e) Each urban industrial area example is accessed off a major artery;
- f) Each example also tends to be adjacent to or inclusive of multipurpose consumer retail offerings (and all have major self storage facilities); and
- g) Two important components of urban industrial areas are that they provide needed service uses and municipal serving sites.

Other Comments

To realize some of the redevelopment scenarios, there are a variety of planning policies and practices that may apply (See also M-NCPPC Industrial Land Use study recommendations, October 2013.).

Sustaining and Augmenting Existing Uses

- a) Restrict up zoning on a district-wide basis or introducing other regulatory measures that may undercut or discourage continued reinvestment in present land uses.
- b) Embracing flexible truck access and parking provisions, recognizing the imprecision and variable needs of different user groups.
- c) Recognizing that the historical existing industrial zones should not be subject to new nuisance buffers simply for the purpose of facilitating alternative use new construction.
- d) Dedicating public resources towards promoting the operational aspects of industrial districts: a) provide small business assistance; b) assist with the site selection process, especially for displaced tenants within the County; and c) enhance marketing and branding of industrial districts to improve consumer visibility and appeal.

- e) Preserving and expanding “maker’ related retail sub districts.
- f) Containing existing and new civic / municipal uses beyond MTA’s Purple Line planned facilities since the area already has significant acreage dedicated to public service related needs.

Implementations for Future Developments

- a) Creating an overlay zone(s) providing for more development flexibility in terms of uses. Current IM zoning along Brookville Road does not allow for convenience retail or residential uses. (Note that at a current 2.5 FAR, there is generally plenty of density already permitted to provide for cost effective new construction.)
- b) Not mandating a mix of uses, but also not restricting alternative uses.
- c) Allowing for the provision of parking in the most cost effective manner (facilitate convenient surface parking and street parking for transient demand).
- d) Encouraging better environmental stewardship.

APPENDIX A

Brookville Road Property Profile Exhibit

Brookville Road Property Profiles

#	BR Address	Owner	Tenants	Year Built	Acres	Bldg SF	FAR	2015 Proposed Tax Assessment			Property Value / Acre	Comments
								Land	Building	Total		
1	9153	The Jaffe Group	Chair Works, Art of Glass	1966	0.83	33,088	0.92	\$1,587,300	\$779,700	\$2,367,000	\$2,858,116	Land value 67%, for sale @ \$4.195M
2	9151	Quattro - Justin Hobbs	Quattro Auto Body, Enterprise	1964	2.01	9,554	0.11	\$1,835,700	\$719,100	\$2,554,800	\$1,273,089	Land value 72%, consolidate with #1?
3	9141	Mander's Associates	Manders Decorating	1989	0.40	8,000	0.46	\$471,900	\$771,900	\$1,243,800	\$3,099,893	Building value 62% and in good condition
4	9107	F&I Properties	surface parking lot		0.09			\$84,900	\$100	\$85,000	\$914,900	Common ownership, SEC Talbot
5	9105	F&I Properties	Allied Masonry	1954	0.17	5,400	0.74	\$153,000	\$350,300	\$503,300	\$3,007,372	
					0.26				\$588,300		\$2,260,417	
6	9101	Brookville Rd JV	Radial Tire	1957	0.17	5,792	0.77	\$202,500	\$415,200	\$617,700	\$3,587,602	Building value of 67%, small site
7	9015	Garfield Prop. / TW Perry	Counter Intelligence	1970	2.87	32,809	0.26	\$3,250,400	\$367,200	\$3,617,600	\$1,260,490	TW Perry moving in / to be owner occupied
8	8951	Yogesh Phiyoni	Appliance Builders Wholesale	1989	0.20	14,000	1.58	\$265,900	\$1,258,900	\$1,524,800	\$7,492,418	Bldg value 83%, SEC Stewart, limited parking
9	8943	Zanoff Family	Vacarro's Dessert (@ 8949)	1964	0.28	13,536	1.12	\$327,100	\$1,226,000	\$1,553,100	\$5,584,237	Common ownership, shallow sites, across from base
10	8921	Zanoff Family	BV Eatery, Frames, Tinting	1977	0.57	12,000	0.48	\$521,500	\$970,300	\$1,491,800	\$2,616,371	entrance
					0.85					\$3,044,900	\$3,589,409	
11	8917	Campanaro	El Nortena, Auto Supply (8915)	1986	0.10	2,800	0.64	\$130,600	\$355,600	\$486,200	\$4,862,000	Common ownership, larger site on east side of
12	8913	Campanaro	Brookville Landscape		0.10			\$89,700		\$89,700	\$871,006	tracks
					0.20					\$575,900	\$2,837,164	
13	8909	Campanaro	Perche Construction ??		1.87			\$1,547,600		\$1,547,600	\$827,596	
14	8913	Fang Siblings	Rickman Design / Furniture	1965	0.22	17,056	1.77	\$423,300	\$767,600	\$1,190,900	\$5,391,354	Common ownership, smaller sites
15	8907	Fang Siblings	Parking		0.08			\$69,100		\$69,100	\$913,504	
					0.30					\$1,260,000	\$4,249,098	
16	8905	Robert Gray	Ward & Gray	1980	0.25	5,400	0.50	\$477,000	\$179,600	\$656,600	\$2,638,028	Owner occupied?
17	8901	Rubin, Kim, Tolbert & Lee	Code 3 Towing (Cloney PM)		0.13			\$253,600		\$253,600	\$1,916,187	Vacant small site
18	8900	Craig Zimmerman	Abe Networks, Cycles	1983	0.66	3,240	0.11	\$603,400	\$1,401,800	\$2,005,200	\$3,039,408	NWC Garfield
19	8850	Craig Zimmerman	Brookville Auto, Zimmerman	1962	0.54	19,724	0.84	\$494,000	\$1,391,300	\$1,885,300	\$3,490,910	SWC Garfield
20	8810	Freemont One - WWDC	Party Warehouse, Medical	1966	2.82	66,018	0.54	\$2,208,400	\$2,638,800	\$4,847,200	\$1,720,956	Mixed-use redevelopment site fronting station
21	8827	United Therapeutics	Noland (8849 Brookville Rd)	1972	1.17	23,320	0.46	\$1,073,600	\$2,736,100	\$3,809,700	\$3,245,849	Planned Purple Line Lyttonsville Station
22	8800	Clear Channel Comm.	Chancellor Media Corp	1971	9.93	20,525	0.05	\$9,085,200	\$1,108,000	\$10,193,200	\$1,026,311	Between Ride on and WWDC

Sources: Montgomery County Tax Assessments, CoStar and Bolan Smart

APPENDIX B

Urban Industrial Area Examples

- a) downtown Silver Spring, Maryland
- b) downtown Kensington, Maryland
- c) Twinbrook Parkway and Parklawn Drive, Rockville, Maryland
- d) Westbard Planning Area, River Road, Bethesda, Maryland
- e) Four Mile Run Drive / I-395, Arlington, Virginia
- f) Eisenhower Avenue West, Eisenhower Ave. / South Van Dorn Street, Alexandria, Virginia

Examples of Urban Industrial Areas

A regional research effort was undertaken to identify urban oriented industrial areas that have experienced or are considered susceptible to redevelopment pressures, particularly related to mass transit. Selection criteria for these potentially comparable industrial districts comprised location, size, types of uses and buildings, access, adjacencies and proximity to transit. Six areas were identified as providing a basis for further evaluation including:

- a) downtown Silver Spring, Maryland
- b) downtown Kensington, Maryland
- c) Twinbrook Parkway and Parklawn Drive, Rockville, Maryland
- d) Westbard Planning Area, River Road, Bethesda, Maryland
- e) Four Mile Run Drive / I-395, Arlington, Virginia
- f) Eisenhower Avenue West, Eisenhower Ave. / South Van Dorn Street, Alexandria, Virginia

Selected Urban Industrial Area Comparability

Description	Brookville Rd / Subject	Downtown Silver Spring	Kensington	Twinbrook	Westbard	Four Mile Run	Eisenhower Avenue
Location							
Mass Transit	No	Yes	Yes	Yes	No	No	Yes
Accessed thru Residential	Yes	No	No	No	No	No	No
Proximity to Beltway	= 1 mile	2+ miles	< 2 miles	3+ miles	= 3 miles	1+ miles to I-395	< mile / multiple
District Type							
Dominant Land Use	Construction / Landscape	Public Storage / Auto	Furniture / Landscape	Furniture / Auto	Construction / Auto	Service Commercial	Fed Ex / UPS / Auto
Vacant/Underutilized Sites	Yes	No	No	No	Yes	Yes	Yes
Within 1/2 mile of retail	No	Yes	Yes	Yes	Yes	Limited	Limited
Transferable Considerations							
Market Transition Pressure	No	Yes	No	Yes	Yes	Yes	Limited
Adaptive Reuse	No	No	No	No	No	No	Yes
Preservation Policies	Pending	No	Yes	Some	Some	Pending	Pending

Source: Municipal reports, Bolan Smart

While every selected example is unique to the special circumstances defining their respective situations, the purpose is to identify salient factors that may be applicable to current planning efforts in Lyttonsville. Specific transferable considerations evaluated include:

- a) current development and uses
- b) conditions causing change (i.e. normal market factors or directly related to transit)
- c) policy and regulations
- d) land use transition process (timing and implications)
- e) adaptive reuse of buildings
- f) impact on existing industrial uses / buildings
- g) does it matter?

Downtown Silver Spring, Maryland

- a. *Current Development and Uses:* Commercial and municipal development activity is evidenced in the core areas of what is defined as downtown / Central Business District (CBD) in the 2000 Silver Spring Master Plan. The two industrial districts, located in the southern most areas of the downtown plan bisected by railroad tracks, have been impacted by Montgomery College developments. To the west of the railroad tracks, the entire designated I-1 industrial zone (now IM 2.5 with 50 foot height limit) was redeveloped in 2007 with the Morris & Gwendolyn Cafritz Foundation Arts Center and adjoining 350 space parking garage. To the east of the tracks, the industrial district is predominantly auto related and self storages uses but includes a Montgomery College East Campus parking garage. These areas (east of the tracks) were previously zoned both I-1 and I-4 and are now light industrial (IL) with a 1.0 FAR and moderate industrial (IM) with a 2.5 FAR respectively and 50 foot height limits.
- b. *Conditions Causing Change:* Both enhanced transit and improved market conditions over time have resulted in redevelopment in downtown Silver Spring. Specific to the industrial zones is the expansion of an institutional use.
- c. *Policy and Regulations:* The 2000 Silver Spring Master Plan primarily focused on higher densities near the core of the downtown, encouraged redevelopment consistent with the approved Urban Renewal Plan for Silver Spring, used zoning initiatives such as overlay zones to encourage redevelopment in revitalization areas outside the Core, and encouraged new housing development. The plan also emphasized providing a balanced transportation system and maximizing Silver Spring's role as a transit hub. At the time the plan was approved, the Silver Spring landscape had many more industrial type buildings and uses. The plan focuses on revitalizing the CBD and concentrating the most intense development in the core area. The industrial zone located in south Silver Spring east of the railroad tracks was preserved but the industrial zone west of the tracks was redeveloped for use by Montgomery College.
- d. *Land Use Transition Process:* The transition of land uses started in the early 2000s in the CBD with the delivery of the 500,000+ square foot Discovery Building in 2003 followed by the Peterson Companies 1.2 million square foot mixed-use Town Center project several years later.
- e. *Adaptive Reuse of Buildings:* Some buildings throughout the downtown Silver Spring plan were adaptively reused but not in the industrial districts.
- f. *Impact on Existing Industrial Businesses:* There has been displacement of existing industrial uses west of the railroad tracks (institutional use encroachment).
- g. *Does it Matter?* Yes but no. Downtown Silver Spring should be a higher density commercial center with limited industrial uses, especially since there are proximate industrial districts to downtown Silver Spring.

Kensington, Maryland

- a. *Current Development and Uses:* There has been some incremental transaction activity but nothing that has resulted in new development activity. The existing uses in the Kensington industrial district are known for its home furnishings and antique warehouse offerings but also includes some auto related services and municipal uses.

- b. *Conditions Causing Change:* Community's interest in creating a Town Center environment by enhancing TOD adjacent to existing MARC train station. Mostly policy driven, with some market support.
- c. *Policy and Regulations:* The approved and adopted May 2012 Kensington Sector Plan (updated the 1978 Sector Plan) establishes:
 - Retention of existing densities to be compatible with Kensington's historic character and building heights
 - Mixed-used zones (Commercial Residential/Town and Commercial Residential / Neighborhood) to allow residential development along with commercial uses adjacent to the MARC Station
 - Preservation of light industrial uses with possible enhancements by creating four District Areas (i.e. Craft / Service District)
- d. *Land Use Transition Process:* Light industrial auto and storage related uses have been replaced over time into concentrations of home furnishings, services and antique warehouses. This area is further away from the MARC Station (Howard Avenue west of Connecticut Avenue) and is the only remaining pure industrial area in Kensington. It also happens to be almost completely built out (i.e. no vacant or underdeveloped sites). Closer to the MARC station, the land use transition process is being facilitated by rezoning from a commercial district to a mixed-use Town Center district (to include residential).
- e. *Adaptive Reuse of Buildings:* There is a limited inventory of non-historic buildings with adaptive reuse potential. In addition, without added density incentives, adaptive reuse may not be financially feasible.
- f. *Impact on Existing Industrial Businesses:* None noted to date.
- g. *Does it Matter?* Industrial district preserved. With no added density incentives to provide redevelopment economic relief, no market changes have been evidenced elsewhere in Kensington.

Twinbrook Parkway and Parklawn Drive, Rockville, Maryland

- a. *Current Development and Uses:* Residential, residential mixed-use projects and office developments are either under construction or recently delivered. Existing industrial uses include auto related, furniture, upholstery, carpets, self storage, fitness, supplies and more. Not unlike the U.S. Army's Forest Glen Annex neighborhood anchor, Twinbrook has the security heavy Department of Health and Human Services headquarters.
- b. *Conditions Causing Change:* There are three primary contributing factors:
 - Zoning change allowing more uses and increased densities
 - TOD private sector market interest
 - Access off major road and proximity to transit
- c. *Policy and Regulations:* The approved and adopted January 2009 Twinbrook Sector Plan updated the 1992 plan and establishes:
 - A Transit Mixed Use (TMX-2) Zone to facilitate mixed-use development in the Metro Core Area (west of Twinbrook Parkway proximate to the Metrorail station) and the Technology

Employment Area (east of Twinbrook Parkway along Fishers Lane and Parklawn Drive). Portions of these areas were previously zoned light industrial (I-1) and were not preserved.

- Amends but preserves most of the I-4 Zone (Washington and Wilkins Avenues) in Transit Station Development Areas (TSDA) to facilitate an urban environment, with standards appropriate to a transit-accessible area of light industrial uses (same 1.0 FAR but lot size and dimension waivers allows parking waivers in the TSDA and accessory residential allowed with Planning Board approval).
- d. *Land Use Transition Process:* The 1992 sector plan changed the light industrial zones (I-1) to heavy industrial (I-4) to limit office encroachment in industrial zones. The updated 2009 sector plan change in zoning, including a reduction in industrial zoned land, has spurred redevelopment in the Metro Core Area and Technology Employment Area.
- e. *Adaptive Reuse of Buildings:* Given the 5.0+ FAR of the Parklawn Building that was grandfathered in (cap of 2.0 FAR in the TMX-2 zone), the building was a candidate for reuse. Other sites have been redeveloped in their entirety.
- f. *Impact on Existing Industrial Businesses:* Loss of industrial businesses previously in the Metro Core Area and the Technology Core Area.
- g. *Does it Matter?* An estimated 50 percent of the County's 110 industrially zoned acres were preserved. The Twinbrook Metrorail Station, opened over 30 years ago in 1984, did not lead to significant immediate neighborhood changes until the 2009 plan rezoning (though nearby land use evolved over this period due in part to the transit connection).

Westbard Planning Area, Bethesda, Maryland

- a. *Current Development and Uses:* New high-end residential construction is underway sandwiched between park space and industrial uses off Little Falls Parkway. Industrial uses comprise auto related, catering, fitness / ballroom, self-storage and more.
- b. *Conditions Causing Change:* Community interests and market pressures. In 2013 and 2014, a developer (Equity One), bought multiple properties in anticipation of redeveloping the Westbard Shopping Center area. Related community outreach was conducted last year. Although this is not a transit location, River Road with proximity to the Beltway is a market driver.
- c. *Policy and Regulations:* The Westbard Sector Plan as of August 2014 is undergoing an update. This sector plan has not been updated in over 30 years, dating back to 1982. The primary themes of the concept framework for the Westbard Sector plan focus on enhanced infrastructure, civic space, prospect for new schools, more residential and amenities and industrial preservation.
- d. *Land Use Transition Process:* Most of the commercial properties in Westbard were developed over 50 years ago and are in need of either reinvestment or redevelopment. The land use transition process will primarily be guided by the updated Westbard Sector Plan, which addresses zoning, uses, infrastructure, etc.
- e. *Adaptive Reuse of Buildings:* Not likely since the plan is contemplating creating a town center environment with new infrastructure.
- f. *Impact on Existing Industrial Businesses:* Some existing industrial businesses may be displaced in an effort to consolidate industrial uses to reduce compatibility issues and isolate other possible impacts.

- g. *Does it Matter?* Higher land values put additional pressure on redevelopment which, absent proactive policies, could result in conversion of industrial space as the Westbark submarket continues to attract investment.

Four Mile Run Drive / I-395, Arlington, Virginia

- a. *Current Development and Uses:* Gradual development activity is being observed in the area. Existing uses comprise concentrated service commercial uses along Four Mile Run Drive and some industrial at the end of Four Mile Run Drive abutting I-395 (e.g. concrete plant and self storage).
- b. *Conditions Causing Change:* There are four noted factors:
- Market pressures evidenced by investments in adjacent Shirlington Village and the Nauck revitalization area in addition to a proposed environmental study of the Jennie Dean Park.
 - Excellent access from I-395 is a market driver.
 - Some transit impact with the opening of the Bus Transfer Station in Shirlington Village and the bike trail connection under I-395.
 - Needed municipal uses (approximately 8.4 acres).
- c. *Policy and Regulations:* The Shirlington Crescent –Four Mile Run Area Plan is being initiated in 2015. Pre-planning concepts include:
- Infrastructure enhancements (Arlington’s “Complete Streets”).
 - Industrial uses (as opposed to current service commercial uses) do not need to be maintained from an economic development standpoint (may not apply to an existing concrete plant).
 - Heavy public service uses need to be retained.
 - Interest in a cultural or “maker” driven Creative Industries District.
 - Expanded park.
- d. *Land Use Transition Process:* Premature to discuss.
- e. *Adaptive Reuse of Buildings:* Plan is being updated in 2015.
- f. *Impact on Existing Industrial Businesses:* Pre-planning ideas suggest some industrial space displacement may be considered adjacent to Nauck Village Center. There is interest in preserving important area service commercial uses. Of the 95 acres within the study area, likely more than 75 percent of the industrial and service commercial space will be preserved.
- g. *Does it Matter?* Noted preservation of a specific type of industrial use designated as service commercial uses.

Eisenhower Avenue West, Alexandria, Virginia

- a. *Current Development and Uses:* There are two residential projects totaling 950 units (Landmark Gateway and Cameron Park) and one office project with 1.0+ million square feet that have approved site plans within the Eisenhower Avenue West Sector Plan. These plans are adjacent to nearby existing industrial uses that comprise auto-related services, self-storage, Fed Ex, UPS, fitness and more.

- b. *Conditions Causing Change:* Market pressures include nearby regional redevelopment activity. Multiple transit pressures include the Van Dorn Metrorail Station within a half mile and proximity to the Capital Beltway.
- c. *Policy and Regulations:* The Eisenhower West Small Area Plan was launched in mid-2014 and is in the final concept plan phase. Objectives of the proposed concept plan comprise:
 - High density within a quarter mile of Metrorail (15 to 20 story buildings); medium density between a quarter and a half mile (10 to 15 story buildings); and medium density beyond a half mile (5 to 10 story buildings).
 - Maintaining and promoting economic development and employment opportunities by capitalizing on proximate transit accessibility and large land holdings.
 - Creating a mixed-use environment in which uses co-exist with long-term industrial uses.
 - Mixed-use developments allowing for vertical integration of residential (mixed-income) above industrial (flex space with high-tech, design, innovation, culinary and/or cultural users).
- d. *Land Use Transition Process:* Entire area is undergoing redevelopment transitioning.
- e. *Adaptive Reuse of Buildings:* Within the Eisenhower West Sector Plan, the 600,000+ square foot Eisenhower office building underwent a \$60 million overhaul. Building was the former headquarters for the Army Material Command from 1973 to 2005 when they relocated to Ft. Belvoir. Building is currently vacant.
- f. *Impact on Existing Industrial Businesses:* The Sector Plan does not appear to preserve the majority of existing industrial space but promotes new mixed-use projects with flex space. Existing industrial uses are viable businesses and will continue to function as such until higher density redevelopment thresholds can be met (building off critical mass that may soon be encroaching).
- g. *Does it Matter?* Preservation is not likely needed for larger market entrenched users. Adjacent redevelopment projects at superior locations creating market competition. Uses co-exist including retention of municipal sites and utility plant operations.

Although an investigation of possibly comparable urban industrial areas in the District of Columbia was initiated as part of the subject study, a lack of parallel environments and focused policy practices rendered profiling these examples less informative relative to Brookville Road. Nonetheless, interesting initiatives in the District include policy recommendations such as dedicating a marketing / branding coordinator, providing technical assistance and neighborhood relations, improving the environmental performance of industrial areas; and creating implementing buffer strategies to enhance transition areas.

APPENDIX C

Demographic Data



Demographic and Income Profile

Brookville Rd Trade Area
Area: 1.36 square miles

Latitude: 39.00344220
Longitude: -77.0534970

Summary	Census 2010	2014	2019				
Population	6,789	7,122	7,602				
Households	2,450	2,566	2,737				
Families	1,611	1,676	1,779				
Average Household Size	2.73	2.74	2.74				
Owner Occupied Housing Units	1,107	1,088	1,147				
Renter Occupied Housing Units	1,343	1,477	1,591				
Median Age	34.8	34.9	34.7				
Trends: 2014 - 2019 Annual Rate	Area	State	National				
Population	1.31%	0.72%	0.73%				
Households	1.30%	0.71%	0.75%				
Families	1.20%	0.60%	0.66%				
Owner HHs	1.06%	0.75%	0.69%				
Median Household Income	2.95%	2.91%	2.74%				
Households by Income	2014		2019				
	Number	Percent	Number	Percent			
	<\$15,000	232	9.0%	216	7.9%		
	\$15,000 - \$24,999	112	4.4%	90	3.3%		
	\$25,000 - \$34,999	216	8.4%	157	5.7%		
	\$35,000 - \$49,999	309	12.0%	288	10.5%		
	\$50,000 - \$74,999	485	18.9%	489	17.9%		
	\$75,000 - \$99,999	341	13.3%	429	15.7%		
	\$100,000 - \$149,999	475	18.5%	551	20.1%		
	\$150,000 - \$199,999	185	7.2%	240	8.8%		
	\$200,000+	211	8.2%	278	10.2%		
	Median Household Income	\$70,029		\$80,985			
Average Household Income	\$93,676		\$107,486				
Per Capita Income	\$34,407		\$39,445				
Population by Age	Census 2010		2014		2019		
	Number	Percent	Number	Percent	Number	Percent	
	0 - 4	534	7.9%	514	7.2%	534	7.0%
	5 - 9	409	6.0%	491	6.9%	490	6.4%
	10 - 14	387	5.7%	410	5.8%	476	6.3%
	15 - 19	399	5.9%	397	5.6%	401	5.3%
	20 - 24	491	7.2%	532	7.5%	530	7.0%
	25 - 34	1,193	17.6%	1,227	17.2%	1,411	18.6%
	35 - 44	1,095	16.1%	1,071	15.0%	1,037	13.6%
	45 - 54	950	14.0%	977	13.7%	964	12.7%
	55 - 64	733	10.8%	803	11.3%	864	11.4%
	65 - 74	318	4.7%	404	5.7%	545	7.2%
75 - 84	183	2.7%	195	2.7%	234	3.1%	
85+	99	1.5%	102	1.4%	116	1.5%	
Race and Ethnicity	Census 2010		2014		2019		
	Number	Percent	Number	Percent	Number	Percent	
	White Alone	3,233	47.6%	3,179	44.6%	3,146	41.4%
	Black Alone	1,879	27.7%	2,033	28.5%	2,227	29.3%
	American Indian Alone	28	0.4%	31	0.4%	36	0.5%
	Asian Alone	474	7.0%	508	7.1%	551	7.2%
	Pacific Islander Alone	2	0.0%	2	0.0%	2	0.0%
	Some Other Race Alone	879	12.9%	1,040	14.6%	1,270	16.7%
	Two or More Races	295	4.3%	328	4.6%	370	4.9%
	Hispanic Origin (Any Race)	1,704	25.1%	2,005	28.2%	2,436	32.0%

Data Note: Income is expressed in current dollars.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2014 and 2019.

November 01, 2014



Demographic and Income Profile

Brookville Rings 2
8821 Brookville Rd, Silver Spring, Maryland, 20910
Ring: 0.5 mile radius

Latitude: 39.00075
Longitude: -77.05385

Summary	Census 2010	2014	2019
Population	3,866	4,071	4,360
Households	1,350	1,421	1,524
Families	903	944	1,007
Average Household Size	2.82	2.82	2.82
Owner Occupied Housing Units	555	539	569
Renter Occupied Housing Units	795	882	955
Median Age	35.1	35.2	34.7
Trends: 2014 - 2019 Annual Rate	Area	State	National
Population	1.38%	0.72%	0.73%
Households	1.41%	0.71%	0.75%
Families	1.30%	0.60%	0.66%
Owner HHs	1.09%	0.75%	0.69%
Median Household Income	3.10%	2.91%	2.74%

Households by Income	2014		2019	
	Number	Percent	Number	Percent
<\$15,000	135	9.5%	128	8.4%
\$15,000 - \$24,999	62	4.4%	50	3.3%
\$25,000 - \$34,999	130	9.1%	95	6.2%
\$35,000 - \$49,999	163	11.5%	153	10.0%
\$50,000 - \$74,999	289	20.3%	292	19.2%
\$75,000 - \$99,999	204	14.4%	255	16.7%
\$100,000 - \$149,999	263	18.5%	317	20.8%
\$150,000 - \$199,999	82	5.8%	113	7.4%
\$200,000+	94	6.6%	122	8.0%
Median Household Income	\$67,200		\$78,293	
Average Household Income	\$87,791		\$100,103	
Per Capita Income	\$32,201		\$36,820	

Population by Age	Census 2010		2014		2019	
	Number	Percent	Number	Percent	Number	Percent
0 - 4	304	7.9%	293	7.2%	304	7.0%
5 - 9	237	6.1%	280	6.9%	276	6.3%
10 - 14	231	6.0%	240	5.9%	268	6.1%
15 - 19	239	6.2%	239	5.9%	239	5.5%
20 - 24	267	6.9%	312	7.7%	308	7.1%
25 - 34	646	16.7%	661	16.2%	808	18.5%
35 - 44	631	16.3%	614	15.1%	584	13.4%
45 - 54	551	14.3%	579	14.2%	561	12.9%
55 - 64	404	10.5%	445	10.9%	499	11.4%
65 - 74	181	4.7%	229	5.6%	306	7.0%
75 - 84	110	2.8%	116	2.8%	137	3.1%
85+	64	1.7%	64	1.6%	71	1.6%

Race and Ethnicity	Census 2010		2014		2019	
	Number	Percent	Number	Percent	Number	Percent
White Alone	1,744	45.1%	1,717	42.2%	1,700	39.0%
Black Alone	1,104	28.6%	1,195	29.3%	1,308	30.0%
American Indian Alone	18	0.5%	20	0.5%	23	0.5%
Asian Alone	280	7.2%	300	7.4%	324	7.4%
Pacific Islander Alone	1	0.0%	1	0.0%	1	0.0%
Some Other Race Alone	549	14.2%	650	16.0%	792	18.2%
Two or More Races	170	4.4%	189	4.6%	212	4.9%
Hispanic Origin (Any Race)	1,046	27.1%	1,230	30.2%	1,490	34.2%

Data Note: Income is expressed in current dollars.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2014 and 2019.

March 12, 2015



Demographic and Income Profile

Brookville Rings 2
8821 Brookville Rd, Silver Spring, Maryland, 20910
Ring: 1 mile radius

Latitude: 39.00075
Longitude: -77.05385

Summary	Census 2010	2014	2019
Population	17,842	18,485	19,497
Households	7,072	7,309	7,698
Families	4,157	4,259	4,455
Average Household Size	2.49	2.49	2.50
Owner Occupied Housing Units	3,722	3,710	3,884
Renter Occupied Housing Units	3,350	3,599	3,814
Median Age	36.6	36.8	36.5

Trends: 2014 - 2019 Annual Rate	Area	State	National
Population	1.07%	0.72%	0.73%
Households	1.04%	0.71%	0.75%
Families	0.90%	0.60%	0.66%
Owner HHs	0.92%	0.75%	0.69%
Median Household Income	2.92%	2.91%	2.74%

Households by Income	2014		2019	
	Number	Percent	Number	Percent
<\$15,000	520	7.1%	475	6.2%
\$15,000 - \$24,999	321	4.4%	252	3.3%
\$25,000 - \$34,999	444	6.1%	314	4.1%
\$35,000 - \$49,999	911	12.5%	824	10.7%
\$50,000 - \$74,999	1,194	16.3%	1,174	15.3%
\$75,000 - \$99,999	862	11.8%	1,010	13.1%
\$100,000 - \$149,999	1,362	18.6%	1,417	18.4%
\$150,000 - \$199,999	661	9.0%	844	11.0%
\$200,000+	1,034	14.1%	1,387	18.0%
Median Household Income	\$81,322		\$93,896	
Average Household Income	\$113,513		\$133,627	
Per Capita Income	\$45,731		\$53,782	

Population by Age	Census 2010		2014		2019	
	Number	Percent	Number	Percent	Number	Percent
0 - 4	1,191	6.7%	1,141	6.2%	1,192	6.1%
5 - 9	1,017	5.7%	1,141	6.2%	1,158	5.9%
10 - 14	933	5.2%	1,034	5.6%	1,175	6.0%
15 - 19	906	5.1%	928	5.0%	966	5.0%
20 - 24	1,281	7.2%	1,249	6.8%	1,328	6.8%
25 - 34	3,163	17.7%	3,302	17.9%	3,512	18.0%
35 - 44	2,627	14.7%	2,555	13.8%	2,554	13.1%
45 - 54	2,478	13.9%	2,416	13.1%	2,366	12.1%
55 - 64	2,225	12.5%	2,328	12.6%	2,367	12.1%
65 - 74	1,001	5.6%	1,327	7.2%	1,707	8.8%
75 - 84	636	3.6%	658	3.6%	738	3.8%
85+	385	2.2%	406	2.2%	434	2.2%

Race and Ethnicity	Census 2010		2014		2019	
	Number	Percent	Number	Percent	Number	Percent
White Alone	10,291	57.7%	10,147	54.9%	10,072	51.7%
Black Alone	4,387	24.6%	4,755	25.7%	5,255	27.0%
American Indian Alone	58	0.3%	66	0.4%	76	0.4%
Asian Alone	1,156	6.5%	1,252	6.8%	1,387	7.1%
Pacific Islander Alone	5	0.0%	5	0.0%	5	0.0%
Some Other Race Alone	1,243	7.0%	1,470	8.0%	1,800	9.2%
Two or More Races	703	3.9%	790	4.3%	902	4.6%
Hispanic Origin (Any Race)	2,699	15.1%	3,192	17.3%	3,918	20.1%

Data Note: Income is expressed in current dollars.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2014 and 2019.

March 12, 2015



Demographic and Income Profile

Brookville Rings 2
8821 Brookville Rd, Silver Spring, Maryland, 20910
Ring: 2 mile radius

Latitude: 39.00075
Longitude: -77.05385

Summary	Census 2010	2014	2019
Population	68,085	71,106	75,378
Households	29,104	30,540	32,474
Families	16,433	16,887	17,686
Average Household Size	2.31	2.30	2.30
Owner Occupied Housing Units	16,104	16,136	16,925
Renter Occupied Housing Units	13,000	14,404	15,549
Median Age	39.1	39.6	39.5
Trends: 2014 - 2019 Annual Rate	Area	State	National
Population	1.17%	0.72%	0.73%
Households	1.24%	0.71%	0.75%
Families	0.93%	0.60%	0.66%
Owner HHs	0.96%	0.75%	0.69%
Median Household Income	2.66%	2.91%	2.74%

Households by Income	2014		2019	
	Number	Percent	Number	Percent
<\$15,000	2,032	6.7%	1,956	6.0%
\$15,000 - \$24,999	1,322	4.3%	1,057	3.3%
\$25,000 - \$34,999	2,159	7.1%	1,537	4.7%
\$35,000 - \$49,999	3,377	11.1%	3,075	9.5%
\$50,000 - \$74,999	3,869	12.7%	3,793	11.7%
\$75,000 - \$99,999	3,494	11.4%	4,088	12.6%
\$100,000 - \$149,999	5,411	17.7%	5,672	17.5%
\$150,000 - \$199,999	3,047	10.0%	3,813	11.7%
\$200,000+	5,829	19.1%	7,483	23.0%
Median Household Income	\$91,622		\$104,486	
Average Household Income	\$128,007		\$150,594	
Per Capita Income	\$55,056		\$64,952	

Population by Age	Census 2010		2014		2019	
	Number	Percent	Number	Percent	Number	Percent
0 - 4	4,248	6.2%	4,033	5.7%	4,195	5.6%
5 - 9	3,957	5.8%	4,267	6.0%	4,360	5.8%
10 - 14	3,550	5.2%	4,107	5.8%	4,631	6.1%
15 - 19	3,142	4.6%	3,373	4.7%	3,732	5.0%
20 - 24	3,959	5.8%	4,187	5.9%	4,422	5.9%
25 - 34	11,110	16.3%	11,310	15.9%	11,816	15.7%
35 - 44	9,887	14.5%	9,607	13.5%	9,748	12.9%
45 - 54	9,788	14.4%	9,692	13.6%	9,626	12.8%
55 - 64	9,108	13.4%	9,552	13.4%	9,820	13.0%
65 - 74	4,725	6.9%	6,049	8.5%	7,458	9.9%
75 - 84	2,837	4.2%	3,025	4.3%	3,561	4.7%
85+	1,774	2.6%	1,905	2.7%	2,009	2.7%

Race and Ethnicity	Census 2010		2014		2019	
	Number	Percent	Number	Percent	Number	Percent
White Alone	42,400	62.3%	42,477	59.7%	42,835	56.8%
Black Alone	15,226	22.4%	16,670	23.4%	18,524	24.6%
American Indian Alone	213	0.3%	246	0.3%	290	0.4%
Asian Alone	4,355	6.4%	4,834	6.8%	5,472	7.3%
Pacific Islander Alone	20	0.0%	21	0.0%	24	0.0%
Some Other Race Alone	3,232	4.7%	3,846	5.4%	4,740	6.3%
Two or More Races	2,638	3.9%	3,011	4.2%	3,493	4.6%
Hispanic Origin (Any Race)	8,031	11.8%	9,600	13.5%	11,946	15.8%

Data Note: Income is expressed in current dollars.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2014 and 2019.

March 12, 2015



Demographic and Income Profile

Montgomery County, MD
Montgomery County, MD (24031)
Geography: County

Summary	Census 2010	2014	2019
Population	971,777	1,003,571	1,059,534
Households	357,086	367,499	387,482
Families	244,898	250,012	261,867
Average Household Size	2.70	2.71	2.71
Owner Occupied Housing Units	241,465	242,085	255,416
Renter Occupied Housing Units	115,621	125,414	132,066
Median Age	38.4	39.2	39.6
Trends: 2014 - 2019 Annual Rate	Area	State	National
Population	1.09%	0.72%	0.73%
Households	1.06%	0.71%	0.75%
Families	0.93%	0.60%	0.66%
Owner HHs	1.08%	0.75%	0.69%
Median Household Income	2.18%	2.91%	2.74%

Households by Income	2014		2019	
	Number	Percent	Number	Percent
<\$15,000	19,491	5.3%	17,789	4.6%
\$15,000 - \$24,999	14,792	4.0%	11,415	2.9%
\$25,000 - \$34,999	23,161	6.3%	16,242	4.2%
\$35,000 - \$49,999	35,076	9.5%	31,073	8.0%
\$50,000 - \$74,999	51,319	14.0%	48,613	12.5%
\$75,000 - \$99,999	41,860	11.4%	47,575	12.3%
\$100,000 - \$149,999	76,125	20.7%	77,565	20.0%
\$150,000 - \$199,999	44,658	12.2%	56,693	14.6%
\$200,000+	61,017	16.6%	80,517	20.8%
Median Household Income	\$98,530		\$109,775	
Average Household Income	\$124,504		\$146,358	
Per Capita Income	\$45,753		\$53,715	

Population by Age	Census 2010		2014		2019	
	Number	Percent	Number	Percent	Number	Percent
0 - 4	63,732	6.6%	61,023	6.1%	64,221	6.1%
5 - 9	64,300	6.6%	67,467	6.7%	69,905	6.6%
10 - 14	64,663	6.7%	68,191	6.8%	74,909	7.1%
15 - 19	59,862	6.2%	60,000	6.0%	62,415	5.9%
20 - 24	54,031	5.6%	57,028	5.7%	53,836	5.1%
25 - 34	132,393	13.6%	132,478	13.2%	136,066	12.8%
35 - 44	140,565	14.5%	136,569	13.6%	145,617	13.7%
45 - 54	153,481	15.8%	148,260	14.8%	143,334	13.5%
55 - 64	118,981	12.2%	131,701	13.1%	140,677	13.3%
65 - 74	62,541	6.4%	78,646	7.8%	97,178	9.2%
75 - 84	37,797	3.9%	40,448	4.0%	47,825	4.5%
85+	19,431	2.0%	21,760	2.2%	23,551	2.2%

Race and Ethnicity	Census 2010		2014		2019	
	Number	Percent	Number	Percent	Number	Percent
White Alone	558,358	57.5%	552,985	55.1%	554,127	52.3%
Black Alone	167,315	17.2%	178,519	17.8%	194,984	18.4%
American Indian Alone	3,639	0.4%	4,049	0.4%	4,696	0.4%
Asian Alone	135,451	13.9%	147,167	14.7%	164,666	15.5%
Pacific Islander Alone	522	0.1%	545	0.1%	582	0.1%
Some Other Race Alone	67,847	7.0%	77,499	7.7%	91,977	8.7%
Two or More Races	38,645	4.0%	42,807	4.3%	48,502	4.6%
Hispanic Origin (Any Race)	165,398	17.0%	190,015	18.9%	227,752	21.5%

Data Note: Income is expressed in current dollars.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2014 and 2019.

November 01, 2014



Business Summary

Brookville Rings 2
8821 Brookville Rd, Silver Spring, Maryland, 20910
Rings: 0.5, 1, 2 mile radii

Latitude: 39.00075
Longitude: -77.05385

Data for all businesses in area		0.5 miles		1 mile		2 miles						
Total Businesses:		335		1,412		7,496						
Total Employees:		3,181		8,432		48,594						
Total Residential Population:		4,071		18,485		71,106						
Employee/Residential Population Ratio:		0.78:1		0.46:1		0.68:1						
by SIC Codes	Employees				Employees				Employees			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Agriculture & Mining	10	3.0%	93	2.9%	25	1.8%	150	1.8%	66	0.9%	284	0.6%
Construction	30	9.0%	403	12.7%	87	6.2%	839	10.0%	304	4.1%	2,009	4.1%
Manufacturing	12	3.6%	71	2.2%	36	2.5%	213	2.5%	121	1.6%	1,553	3.2%
Transportation	7	2.1%	29	0.9%	25	1.8%	69	0.8%	112	1.5%	655	1.3%
Communication	2	0.6%	1	0.0%	14	1.0%	35	0.4%	93	1.2%	1,321	2.7%
Utility	0	0.0%	0	0.0%	1	0.1%	1	0.0%	3	0.0%	8	0.0%
Wholesale Trade	22	6.6%	134	4.2%	50	3.5%	290	3.4%	163	2.2%	698	1.4%
Retail Trade Summary	33	9.9%	244	7.7%	121	8.6%	990	11.7%	583	7.8%	4,058	8.4%
Home Improvement	3	0.9%	13	0.4%	7	0.5%	40	0.5%	12	0.2%	63	0.1%
General Merchandise Stores	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	0.0%	38	0.1%
Food Stores	4	1.2%	70	2.2%	14	1.0%	214	2.5%	65	0.9%	819	1.7%
Auto Dealers, Gas Stations, Auto Aftermarket	2	0.6%	30	0.9%	8	0.6%	73	0.9%	31	0.4%	181	0.4%
Apparel & Accessory Stores	2	0.6%	10	0.3%	8	0.6%	27	0.3%	60	0.8%	268	0.6%
Furniture & Home Furnishings	2	0.6%	10	0.3%	10	0.7%	30	0.4%	45	0.6%	202	0.4%
Eating & Drinking Places	4	1.2%	24	0.8%	33	2.3%	380	4.5%	203	2.7%	1,652	3.4%
Miscellaneous Retail	15	4.5%	87	2.7%	41	2.9%	227	2.7%	166	2.2%	836	1.7%
Finance, Insurance, Real Estate Summary	11	3.3%	32	1.0%	59	4.2%	245	2.9%	506	6.8%	2,233	4.6%
Banks, Savings & Lending Institutions	1	0.3%	0	0.0%	4	0.3%	15	0.2%	55	0.7%	290	0.6%
Securities Brokers	0	0.0%	0	0.0%	1	0.1%	2	0.0%	22	0.3%	54	0.1%
Insurance Carriers & Agents	2	0.6%	2	0.1%	3	0.2%	5	0.1%	58	0.8%	321	0.7%
Real Estate, Holding, Other Investment Offices	8	2.4%	31	1.0%	51	3.6%	223	2.6%	371	4.9%	1,569	3.2%
Services Summary	165	49.3%	1,179	37.1%	773	54.7%	4,079	48.4%	4,458	59.5%	26,280	54.1%
Hotels & Lodging	1	0.3%	2	0.1%	2	0.1%	5	0.1%	14	0.2%	509	1.0%
Automotive Services	19	5.7%	116	3.6%	28	2.0%	195	2.3%	98	1.3%	548	1.1%
Motion Pictures & Amusements	6	1.8%	93	2.9%	34	2.4%	276	3.3%	168	2.2%	1,152	2.4%
Health Services	13	3.9%	88	2.8%	71	5.0%	790	9.4%	678	9.0%	4,406	9.1%
Legal Services	4	1.2%	8	0.3%	20	1.4%	45	0.5%	264	3.5%	851	1.8%
Education Institutions & Libraries	9	2.7%	65	2.0%	32	2.3%	358	4.2%	160	2.1%	2,263	4.7%
Other Services	114	34.0%	807	25.4%	584	41.4%	2,410	28.6%	3,076	41.0%	16,552	34.1%
Government	5	1.5%	994	31.2%	15	1.1%	1,512	17.9%	118	1.6%	9,469	19.5%
Unclassified Establishments	38	11.3%	0	0.0%	206	14.6%	8	0.1%	969	12.9%	25	0.1%
Totals	335	100.0%	3,181	100.0%	1,412	100.0%	8,432	100.0%	7,496	100.0%	48,594	100.0%

Source: Copyright 2014 Dun & Bradstreet, Inc. All rights reserved. Esri Total Residential Population forecasts for 2014.

March 12, 2015



Business Summary

Montgomery County, MD
Montgomery County, MD (24031)
Geography: County

Data for all businesses in area

Total Businesses:

Total Employees:

Total Residential Population:

Employee/Residential Population Ratio:

Montgomery Count...

86,866

549,292

1,003,571

0.55:1

by SIC Codes

	Number	Percent	Number	Percent
Agriculture & Mining	1,401	1.6%	6,568	1.2%
Construction	5,215	6.0%	25,363	4.6%
Manufacturing	1,692	1.9%	24,810	4.5%
Transportation	1,476	1.7%	9,362	1.7%
Communication	754	0.9%	6,276	1.1%
Utility	95	0.1%	962	0.2%
Wholesale Trade	2,092	2.4%	10,440	1.9%

Retail Trade Summary

Home Improvement	233	0.3%	1,759	0.3%
General Merchandise Stores	108	0.1%	6,074	1.1%
Food Stores	776	0.9%	11,125	2.0%
Auto Dealers, Gas Stations, Auto Aftermarket	498	0.6%	6,430	1.2%
Apparel & Accessory Stores	626	0.7%	3,797	0.7%
Furniture & Home Furnishings	743	0.9%	3,945	0.7%
Eating & Drinking Places	2,189	2.5%	20,478	3.7%
Miscellaneous Retail	2,083	2.4%	11,619	2.1%

Finance, Insurance, Real Estate Summary

Banks, Savings & Lending Institutions	802	0.9%	6,144	1.1%
Securities Brokers	412	0.5%	3,085	0.6%
Insurance Carriers & Agents	795	0.9%	8,278	1.5%
Real Estate, Holding, Other Investment Offices	4,829	5.6%	19,143	3.5%

Services Summary

Hotels & Lodging	279	0.3%	5,763	1.0%
Automotive Services	1,021	1.2%	5,083	0.9%
Motion Pictures & Amusements	1,803	2.1%	9,858	1.8%
Health Services	6,015	6.9%	49,462	9.0%
Legal Services	1,868	2.2%	6,210	1.1%
Education Institutions & Libraries	1,596	1.8%	31,348	5.7%
Other Services	33,572	38.6%	155,504	28.3%

Government

899 1.0% 100,107 18.2%

Unclassified Establishments

12,994 15.0% 299 0.1%

Totals

86,866 100.0% 549,292 100.0%

Source: Copyright 2014 Dun & Bradstreet, Inc. All rights reserved. Esri Total Residential Population forecasts for 2014.

November 01, 2014

MCP-Chair

From: Victoria Antoinette Rose <victoriaarose@verizon.net>
Sent: Thursday, April 07, 2016 2:12 PM
To: MCP-Chair
Cc: rosemaryhills@yahoogroups.com;
Councilmember.Floreen@montgomerycountymd.gov;
Councilmember.elrich@montgomerycountymd.gov;
Councilmember.Leventhal@montgomerycountymd.gov
Subject: Greater Lyttonsville Sector Plan
Importance: High

RECEIVED
0440
APR 07 2016

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

To the Planning Board and neighbors:

I continue to be appalled by the steamroller tactics the Planning Board is using in order to greatly increase the number of apartment units in my Rosemary Hills neighborhood. I am also disappointed by the proposal to greatly increase subsidized housing.

I should add that I have watched "development" in nearby Bethesda into what can only be described as the "Manhattanization" of Bethesda, where there are now place where one can hardly see the sun.

My Rosemary Hills neighborhood has three, huge apartment buildings within a 12 block radius. In fact, very soon the apartment dwellers will outnumber greatly the homeowners, whose taxes fund much of the County's budget. As a Rosemary Hills homeowner, I fight a daily battle to maintain my home's value. My home is right next to the Barrington Apartments. The

proximity creates severe problems with parking, street trash, and criminal activities.

Many months ago, after a significant snowfall, my son had to walk uphill in the snow because all street parking near my house was occupied by cars owned by residents at the Barrington apartments (address is East-West Highway but this multi-acre property extends all the way back to the CSX railroad tracks). At that time, our Rosemary Hills neighborhood streets had over 60 vehicles parking in the neighborhood from the Barrington apartments, despite the fact that every night, there are dozens of empty parking spaces in that apartment complex. I was fed up and finally circulated a Department of Transportation (County DOT) to establish residential parking permit zones on those streets adjacent to the Barrington apartments. Although I did not want parking permit zones because of the many inconveniences they present, there was no choice whatsoever. The County officials told me that residential parking permits were the only solution to our neighborhood parking problem. Since the establishment of the parking permit zones, parking on our residential streets by residents of the Barrington has decreased but still continues. All of this trouble is thanks to County planners who years ago plopped into

our midst three huge apartment buildings. And, it appears that once these buildings are established, they are there for perpetuity! They will never be replaced by homeowners in houses or townhouses.

And then there is the problem of trash. On a daily basis, I watch residents of the Barrington apartments throw all manner of trash onto our streets and into our yards. I collect the trash on my corner just about every day and in a week's time, this amounts to a 13 gallon trash bag full of trash:

- beer and coke bottles & cans
- liquor bottles
- half-eaten food
- candy and food wrappers
- used condoms
- baby diapers full of baby poop
- plastic bags and
- Styrofoam hamburger containers.

The Barrington apartments employ people to pick up all the trash thrown on their premises by some of their residents. I see these trash-collectors every week picking up after the residents of the Barrington.

By the way, the Barrington has great, cheap rental

rates. Some of my acquaintances there pay no rent or \$20 a month. One of my friends works at a fast food place and he paid \$200 a month for a 2 bedroom apartment until he received a little inheritance. Then his rent went up to so-called market rate; \$800 a month instead of the actual market rate of \$2000 a month. Thus, subsidized housing is a subsidy to big businesses who can continue to pay their employees a non-living wage!

Finally, there is the decades-long drug-dealing. Many of us living next to the Barrington see the constant influx of customers coming to buy drugs. I should add that there are a couple of houses in the neighborhood which are a part of this process. I have heard that there is a committee of neighbors dealing with the police on this issue. However, the police have finite resources and cannot employ a squad just to deal with one neighborhood.

The Planning Board has been deaf to these complaints. Like a steamroller, the Planning Board is going to impose thousands of new apartment dwellers in Rosemary Hills whether we homeowners agree to it or not. The process is brilliant. After a large meeting with neighbors last summer, the Planning Board has

rolled out several meetings for us to attend, probably in hopes of getting dwindling numbers of neighbors, i.e. wearing us down with the process. The initial meeting had well over one hundred neighbors. Several weeks ago, despite extremely cold weather, almost 60 neighbors turned out. It is very clear that the Planning Board will ram down our throats tons of renters and increase an already-overburdened neighborhood.

Finally, I should add that I am a substitute teacher and see classrooms jammed pack with 30 children. Shall we now anticipate 35 pupils per classroom? Is the education portion of our budget going to be increased beyond it's current \$2 billion budget? Will our taxes be raised?

I am furious!

Victoria A. Rose
1919 Spencer Road
301-367-6781

MCP-CTRACK**RECEIVED**
0429
APR 06 2016

From: David Murnan <david.murnan@gmail.com>
Sent: Tuesday, April 05, 2016 9:08 PM
To: MCP-Chair
Cc: Banks, Erin; Folden, Matthew
Subject: Lyttonsville Sector Plan - Comments with Regard to Summit Hills

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

Dear Chairperson Anderson:

I would like to thank the Montgomery County Planning Office for preparing the Lyttonsville Sector Plan Public Draft. I find that this plan is of vital importance as the sector plan area is home to two Purple Line stations. It is vital that the maximum potential of these station areas be implemented in a context-sensitive manner.

As a resident of Summit Hills, I am aware of the impact of the Sector Plan on the Summit Hills community. I think it is great that we are acknowledging that this community will some day be redeveloped. I especially appreciate the idea to extend Spring Street through the property to East West Highway. By extending this roadway, there likely will be much needed traffic relief at the intersection of East West Highway and 16th Street. This extension also could result in a more pedestrian and bicycle friendly area near Summit Hills. I encourage that this extension be retained and that the Planning Office pursue this extension as part of any redevelopment plan for Summit Hills.

That said, I find significant concern with the proposed rezoning of Summit Hills. I am encouraged by the 140' height limit proposed in the triangle bounded by 16th Street, East West Highway, and Spring Street extended. However, I am disappointed with the 70' height allowance for the remainder of the site for numerous reasons.

I recognize a need to have lower heights as we transition towards lower density neighborhoods. However, in the case of Summit Hills, the western limit of the site is the multifamily Barrington development, the south side is the secluded Chevy Chase Crest. With the exception of the western and southern boundaries, I do not feel as though 70' is appropriate given the context. I strongly feel that the majority of the site should maximize density and heights to guarantee optimal ridership on the Purple Line. Furthermore, the higher density may also further encourage Southern Management to redevelop the property into a walkable, mixed use space. Lastly, the higher density may make daylighting Fenwick Branch through the Summit Hills Property more palatable as part of an eventual redevelopment.

I strongly encourage the Board to maximize the density allowed at Summit Hills site and allow building heights up to 140' through the entire site. I also encourage the Planning Board to further state that a redeveloped Summit Hills should be subject to urban design principles, including the Silver Spring streetscape and Bill 33-13 standards. Lastly, I point to the Blairs redevelopment as a guide to how Summit Hills could transition towards the lower densities on the south and western sides of the property. The Blairs redevelopment plan is proof that a majority of the site can be high density even in close proximity to low density uses.

I thank the Montgomery Planning Office again for developing this sector plan, and I hope that they and the Planning Board will adopt my suggestions regarding the Summit Hills Property. Should you have any questions regarding my suggestions, please do not hesitate to contact me by email. I will be happy to assist further.

Sincerely,

David Murnan
8500 16th Street, 20910

MCP-CTRACK

From: KC LJB <kcljb@hotmail.com>
Sent: Monday, April 04, 2016 3:31 PM
To: MCP-Chair
Subject: Lyttonsville plan impact on community

RECEIVED
0416
APR 04 2016

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

Dear planning board,

As I have learned at community meetings, our Rock Creek Forest, Lyttonsville and Rosemary Hills dwellers are deeply concerned about the new plan. We don't understand why there is so much pressure from Summit Hills to develop the apartment complexes here to such high density. It seems the people who stand to gain financially have no interest in this community; they live elsewhere and are just trying to maximize profit without concern for these long standing neighborhoods, the environment, traffic, and overcrowding of schools as well as exacerbating economic disparities between different parts of the county. We are further concerned about noise levels and are already struggling with traffic noise exacerbated by changed flight paths that put high levels of plane traffic directly over our homes.

Why intensify the density in the plan to this extent? I have not heard any rational argument in favor of the plan and can only deduce that deals are being cut for and by the 1%.

Will the Board really taken into account what residents are saying or are the community consultations simply intended to calm us down while profit prevails? We want to see Montgomery County at the vanguard of sustainable and community oriented living, making sound decisions to enhance quality of life rather than rushing after density and money to the detriment of community, social cohesion, nature and schools.

Rock Creek Forest has long been a sweet place where kids played freely from yard to yard. It hasn't been a cityscape of transience and strangers. We are long time home owners in the area. We have installed solar panels, permeable pavement and use EVs. We plant our own herbs and vegetables and care about a life style that is low impact on the environment and not paved over. Both at the human and the environmental levels, the current plan is not heading in the right direction, but rather toward unsustainable growth that diminishes the quality of life.

I ask that the Board take a much closer look at the density proposals and treat our community with the same attention that other protesting communities are being treated, as this issue is percolating in other parts of the county as well where perhaps people are more accustomed to organizing and to pushing back.

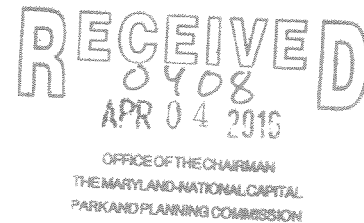
I regret having to write this note.

Lora Berg
2804 Terrace Drive

Sent from my iPhone

MCP-CTRACK

From: Cara Altimus <caltimus@gmail.com>
Sent: Sunday, April 03, 2016 9:03 PM
To: MCP-Chair
Subject: Greater Lyttonsville Sector Plan



Dear Planning Board,

As new residents in the Rock Creek Forest Neighborhood, we have arrived to find quite the battle over proposed development changes in the community. My husband and I have met with the staff about the draft plan at the community question/ answer sections in the summer and fall of 2015. We also have attended some of the community meetings and met staff from the apartment complexes in question.

On the whole, we do not oppose re-development, and we do not oppose the plan outright. Rather we think that as DC and Montgomery country grow we need to adapt our community as well. However, seeing that the planning board is discussing a dramatic increase in the number of 3-4 bedroom apartments, a doubling of subsidized housing, proposals to use the rock creek pool as a potential school site and a request from summit hills to increase their apartments from 1121 to 5314, causes me great alarm.

The previous study by the city planning staff suggested that with their proposal we would see fewer students at Rock Creek Elementary because they would be predominantly 1 and 2 bedroom apartments. This made sense to me, as we should not overcrowd the schools.

Additionally, the neighborhood made the statement that affordable housing was valued, however I think that doubling the subsidized housing is not what was supported. We should ensure that subsidized housing is equally distributed across the county and not concentrated in a single area. And the proposal to include the rock creek pool as a potential school site is really upsetting. This is undeniably a community resource and a green space that brings residents together. Pairing increased density WITH an loss of community space is unfair to the neighborhood of single family homes that will already be adjusting to the density increases.

Finally, my family agrees with the board that with the purple line coming the in the near future that the area can handle a bit more density. However, the recent discussions are that the area currently has 3875 units when counting single family homes and apartment units. And that the plan as being discussed lat week would increase that number up to 10,573 units (Single family and apartment). That is unreasonable, and I don't believe the small area can or should handle a nearly 300 percent increase in a single plan. Our understanding is that the nearby areas (Westward and Chevy Chase Lake) will see increases in apartments numbers between 1000 and 2000 units. In my opinion these types of increases in our area would be appropriate for the size, schools, streets, neighborhoods. I do not believe that you will see community support for a plan that proposes such dramatic changes.

In summary, while multi-family rental housing is a key need in Montgomery county, the Lyttonsville Sector is already heavily weighted towards multi-family rental properties and already has housing appropriate for a transit station, while a modest (50%, a total of 1700 units) increase is reasonable and expected, such a disproportionate increase in a single small area is neither healthy for the neighborhoods, nor montgomery county. These increases need to be distributed throughout the sectors of Montgomery County.

Thank you for your time, should you have additional questions please feel free to reach out.

Sincerely,

Cara Altimus
Rock Creek Forest Neighbor

MCP-Chair

From: Thierry deBremond <atdebremond@hotmail.com>
Sent: Tuesday, March 15, 2016 10:51 AM
To: MCP-Chair
Subject: Conserve, protect and enhance..

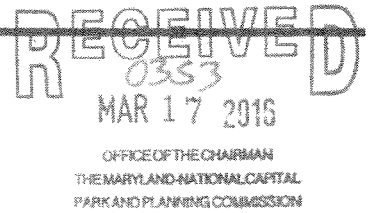
RECEIVED
0353
MAR 17 2016

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

Please maintain the current industrial zoning for our warehouse office park as is rather than the proposed commercial residential town (CRT). Conserve, protect and enhance the S.S Md Brookville Rd Bus. District (BBD). Thank you. Thierry H. deBremond

MCP-Chair

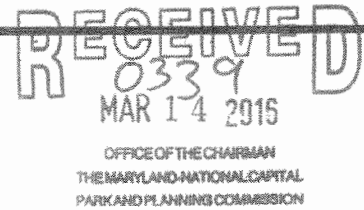
From: Thierry deBremond <atdebremond@hotmail.com>
Sent: Tuesday, March 15, 2016 10:51 AM
To: MCP-Chair
Subject: Conserve, protect and enhance..



Please maintain the current industrial zoning for our warehouse office park as is rather than the proposed commercial residential town (CRT). Conserve, protect and enhance the S.S Md Brookville Rd Bus. District (BBD). Thank you. Thierry H. deBremond

MCP-CTRACK

From: Lois Kietur <lkietur@gmail.com>
Sent: Monday, March 14, 2016 11:10 AM
To: MCP-Chair
Subject: Brookeville Road industrial zone



I am writing in support of maintaining the industrial zoning for the Brookeville/Laytonsville area. There are many businesses which would not be able to relocate if this, the only remaining industrial zone downcountry, were eliminated.

Lois Kietur

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,


Milford Ave

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, *Shirley Hawke*

RECEIVED
0243

MAR 03 2016

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

MCP-Chair

From: Victoria Antoinette Rose <victoriaarose@verizon.net>
Sent: Friday, February 12, 2016 4:39 PM
To: MCP-Chair
Subject: Re: RE: Great Lyttonsville Sector Plan Tesimony

RECEIVED
0207
FEB 16 2016

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

Importance: High

Dear Ms. Garcia, I wish to clear up a rumor. The Barrington apartments, next door to my house, are all rentals. One-third is project based Section 8 which is due to expire in a few months. The so-called market rate rentals are inexpensive and partially subsidized by taxpayers. Thus, a two bedroom apartment at the Barrington may rent at \$800 a month but, as a Realtor, I know that the actual market rate in down-county is closer to \$2000 a month. I know people at the Barrington who pay no rent or \$20 a month. There are NO condominiums at the Barrington. I just confirmed this by calling 866-798-5423.

Victoria A. Rose
Weichert Realtors
7200 Wisconsin Avenue
Bethesda, MD 20814
cell 301-367-6781
office 301-656-2500; fax 301-907-8572

https://www.facebook.com/profile.php?id=100000705071589&ref=tn_tnmn

MCP-Chair

From: Dorcas Robinson <dorcasrobinson@yahoo.com>
Sent: Saturday, February 13, 2016 7:47 AM
To: MCP-Chair
Subject: Greater Lyttonsville Sector Plan

Dear Board,

Thank you for this opportunity to submit my written testimony regarding the Lyttonsville Sector Plan. I am deeply concerned about the impact of this plan as-is on our community currently and the surrounding neighborhoods, as well.

1) My family and I deeply value the unique character of our wider community - the diversity of families, the access to green spaces that must be protected as a key amenity, the essential shared facilities from elementary schools to community centers to places of worship - which makes this a neighborhood, a place with a feel of community, sharing health, well-being and nurturing our families.

2) I believe that the increased density proposed in the plan will cause great harm to our unique and diverse community. The plan suggests converting the area near the Lyttonsville Purple Line station into a dense urbanized core, with up to 2000 new apartment units. This area is part of the residential neighborhood and should remain essentially suburban. I object to the way this plan will alter the character of our community.

3) The plan will greatly increase traffic in our neighborhood. Our roads are narrow suburban streets that cannot accommodate hundreds of additional cars. Inevitably, even apartment buildings near public transit will invite traffic, as some residents will have vehicles, the people who work there will, and the many guests and individuals who provide services to those residences will have vehicles, as well. Already the traffic flow at the intersection of East-West Highway and Grubb Road makes this a dangerous intersection for pedestrians, and prevents children from freely moving around the neighborhood. We should be exploring ways to make our neighborhoods more not less pedestrian and cycling friendly.

4) I am deeply concerned about the effect of this number of new residents on our already overcrowded schools. I believe that the plan could result in changes in school boundaries, and significantly negatively impact the diversity of our schools.

5) The RosemaryHills-Lyttonsville Park is already heavily used. This proposed population increase will certainly add to the use of the park, yet there is no plan to add resources or new open space. Additionally, the age of the children using the park is quite variable, and we could use an update of equipment to reflect some of the older children's needs (akin to the Wheaton Adventure Park). Over time it has become clear that more resources are critically needed, and additional users will only tax the already understaffed, under-resourced park.

6) Our Community Center is heavily used and needs many repairs and upgrades. Its Club Rec program is already oversubscribed and the county cannot provide the funds for needed staff. It is unfortunate that such a valued resource is not able to meet high community demand, and this is at the current level of local residents.

7) I object to the idea that Rock Creek Pool be destroyed to make room for a new school. This would be a horrible loss to our community. There already is a multi-year waiting list to become a member, as demand is so high. Shutting it down would be tremendous blow to this sector. The swim club is a meeting place for community members throughout the adjoining neighborhoods, and it makes a tremendous quality-of-life difference for our family and hundreds of others.

8) I believe that the businesses - which I use frequently - on Brookville should be protected and new businesses that directly serve the residents should be added. Additional walkable cafes, artists' lofts, and live-work space would be community assets.

I ask that the maximum FAR in this area be set at 1.5, the maximum generally allowed near single family homes. I ask that the total number of new units allowed on re-zoned properties be set to 400, allowing an increase of 1.5X the number of units currently in place.

Thank you.
Dorcas Robinson

8305 Meadowbrook Lane, MD 20815

MCP-Chair

From: Leonor Chaves <lmchaves19@gmail.com>
Sent: Monday, February 15, 2016 2:04 PM
To: MCP-Chair
Subject: Greater Lyttonsville Sector Plan TESTIMONY

Additional Testimony on the Greater Lyttonsville Sector Plan

Dear Chairman Anderson and Planning Board Commissioners:

Chair Anderson stated that if there was anything we heard at the hearing on February 11th at the Planning Board that resulted in needing to submit additional testimony, we would be able to do so.

At Thursday night's hearing for the Greater Lyttonsville Sector Plan, Stacey Brown was approached by Mike Madden from MTA. He wanted to contact her early in the process because he could foresee that there will be logistical problems for the Brookville Road businesses during the Purple Line construction, which he said would last for years. He certainly did not sugar coat it.

In light of what he said, I think the floating CRT zone will add additional undue burden to this business community which will have to struggle through the vicissitudes of PL construction, that they will survive at all will be miraculous. Certainly their access will be compromised during construction, and they will incur losses.

Consistently I have heard business owners say that the uncertainty of the floating zone impedes their ability to plan for growth. Stacey Brown of Signarama plainly stated that it has kept her from renting additional space to grow her business.

I am very concerned that between the burdens of PL construction and a floating zone hanging like the sword of Damocles over their heads, some businesses may chose an early bail out.

Unfortunately, some in the community have unrealistic expectations of what a sector plan will or won't accomplish. There is a disconnect with economic reality which was stated so well and so plainly by the gentleman who testified on behalf of Southern Management. In thinking that rezoning Brookville Road for CRT will magically result in open air cafes and fountains, they ignore the pertinent facts: multiple property owners who don't agree, don't want to sell or redevelop, the present profitability and stability of the land usage, and the lack of any market based drive for these "amenities". There is this idea that if they think it, it will come. Even when planners have repeatedly explained what a sector plan can and can't do.

Those expectations are unrealistic. But what is not unrealistic is the damage that will be done to this stable business community by the years of construction of the Purple Line and the floating CRT zone, which basically says, in our rosy view of the future, present businesses are not welcome.

I urge the planning board to please consider removing the CRT floating zone from Brookville Rd. Why not revisit this in 20 years, when hopefully a clearer picture will have emerged of what the Purple Line will or won't do? As Stacey Brown of Signarama said, so much damage for so little benefit is not justified. In the interim, maintaining the IM zone and allowing for Permitted uses could spur market driven economic development. Certainly this is a small thing to ask, with great potential for a business community that will almost assuredly take the brunt of the Purple Line construction.

Sincerely,

Leonor Chaves

GL Business Liaison

Visit the New **Brookville Rd Business District Directory** [HERE](#)

Jobs & Services Where We Need Them

MCP-Chair

From: J. Gary DiNunno <dinunno@starpower.net>
Sent: Monday, February 15, 2016 3:07 PM
To: MCP-Chair; Valarie Barr
Subject: Public Hearing Draft of the Greater Lyttonsville Sector Plan
Attachments: Development Statement.docx

Attached is my submission to the public comments on the Public Hearing Draft of the Greater Lyttonsville Sector Plan. Thank you for your consideration.

J. Gary DiNunno

My Name is J. Gary DiNunno. I am a Washington, DC native and have lived in Montgomery County since 1950. I attended school from K through 12 at Sherwood in Sandy Spring, MD, Montgomery College in Takoma Park and the University of MD at College Park. My wife was also born in Washington, DC and moved to Summit Hills in 1960. For the past 47 years, my wife and I have lived within the affected area the Planning Board is now considering for redevelopment. We currently live on Richland Place, in Silver Spring, MD, where we have owned a home for the last 25 years.

Our two sons, now grown, attended local public schools. While our older son was at Woodside Elementary School, he became aware that he was different from his classmates. He asked, "Why am I the only one in class who speaks just one language (English)?" His classmates spoke at least two languages and some several more. We researched local language programs and were able to enroll both sons in the Spanish Immersion program at Rock Creek Forest Elementary. By the time they went to Westland Middle School, both were fluent speakers of Spanish. Our sons went on to local High Schools—one to BCC and the other to the magnet program at Blair and then to college.

I offer this story to demonstrate my commitment and that of my family to the area currently under your consideration. Some of the important issues that I feel will be adversely impacted should you approve such high density redevelopment as suggested in your current sector plan will be the family culture and diversity these neighborhoods currently enjoy. We are an ethnic, age, race, religious, and economic mix of people who live and work together with respect for others' life styles, traditions, and backgrounds. We should be a model for your development planning in other parts of the County, not a target for urbanization.

We are now a suburban oasis between downtown Silver Spring and Bethesda that should not be turned into a cityscape just because we are scheduled for a Purple Line station should that transit opportunity ever see fruition. The planned Lyttonsville Station may become a useful means for people to get to Bethesda or downtown Silver Spring, and return home. Although improving nearby roads and access paths to the station may be necessary, Lyttonsville does not have to become a travel destination for the station to be considered a success. People from Bethesda, Woodside, or Silver Spring (and beyond) will not likely come to Lyttonsville to shop, eat, go to movies or theater, or transfer to other modes of mass transport—all of which are already available among the high-rise buildings and public parking garages in the existing local downtown areas.

Adding thousands of residential units to the Rock Creek Forest-Lyttonsville-Rosemary Hills area through dense residential rezoning and proposing commercial development that might draw even more people and traffic congestion is neither desirable to the existing community residents nor to local businesses that thrive on B-t-B industrial services. The addition of so many new (and perhaps smaller) residential units—being considered in the development plan—is neither appropriate for the family culture, nor in tune with the long-term residency that the people of this community currently value. I strongly urge the Planning Board to reduce the area residential density rezoning to numbers that community members suggested during meetings with the Planning Board staff—FAR 1.5 in the western area of the sector redevelopment plan.

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~~ 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~~ 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~~ 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,

BT

RYAN TIER
LEONARD DINE

On the draft proposal of Greater Lyttonsville Sector Plan

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Signed,

Gregory M. ...
2015 January 17
Gregory M. ...

On the draft proposal of Greater Lyttonsville Sector Plan

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Signed,

Colleen ...
8004 Leonard Dr

MCP-CTRACK

From: alfred.carr@gmail.com on behalf of Delegate Al Carr (office)
<alfred.carr@house.state.md.us>
Sent: Monday, February 29, 2016 12:03 PM
To: MCP-Chair
Cc: councilmember.hucker@montgomerycountymd.gov; CM Berliner; delegate@alcarr.org
Subject: Del. Carr's testimony on the Lyttonsville Sector Plan public hearing draft
Attachments: CarrtestimonyonLyttonsvillesectorplan.pdf

Please see attached.

Thank you.

Al

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FEB 29 2016

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

ALFRED C. CARR, JR.
18th Legislative District
Montgomery County

Environmental Matters
Committee

Subcommittee
Land Use and Ethics
Motor Vehicles and Transportation



The Maryland House of Delegates
ANNAPOLIS, MARYLAND 21401

Annapolis Office
The Maryland House of Delegates
6 Bladen Street, Room 122
Annapolis, Maryland 21401
410-841-3638 • 301-858-3638
800-492-7122 Ext. 3638
Fax 410-841-3053 • 301-858-3053
Alfred.Carr@house.state.md.us

To: Casey Anderson, Chair of the Montgomery County Planning Board
From: Delegate Al Carr
Date: February 29, 2016
Re: My Comments on the Lyttonsville Sector Plan

Dear Chairman Anderson and the Members of the Planning Board:

I want to express my sincerest thanks to the Planning staff for their hard work and extensive public outreach in developing the draft of the Lyttonsville Sector Plan for the public hearing on February 11, 2016.

After listening to the hearing testimony, I want to amplify the comments of my constituents who live and/or work near the Lyttonsville Sector Plan area and who have participated in the public hearing process. I wish to associate myself with the February 11th public hearing testimony of Erwin Rose, Leonor Chaves, Valarie Barr, Loretta Argrett, Roger Paden, Mark Mendez, Bernard Bloom, Abe Schuchman, Gretchen Ekstrom, John Foley, Abe Saffer, Jonathan Gruber, Susan Soorenko, Pat Tyson, Crystal Smith, Charlotte Coffield, Dave Bard, Emily Cohn, Kristen Clemens, Eva Santorini, Linda Greenwald, Phoebe Larson, Colleen Mahar-Piersma, and Lynn Amano.

I also want to share with you the attached petition signed by local citizens and property owners who are in favor of the restoration of commuter rail service near the former B&O Linden station site, which lies within the Lyttonsville Sector Plan boundary. The return of commuter rail service here is not meant to alter development patterns, but rather to enhance the mobility of the existing community and to remove cars from the road. The idea that improved transit should serve an existing community and not automatically spur excessively dense development is what I call **Development Oriented Transit**.

Lyttonsville is a very special suburban community with a proud history and an engaged citizenry. Its character can be described as unique, stable, and diverse. Lyttonsville deserves a high quality land use plan, which improves upon its assets, but does not fundamentally alter them with an excessive level of density. In other words, the emphasis for the plan should be on quality, not quantity.

Thank you for your consideration on this letter.

Sincerely,

A handwritten signature consisting of the letters 'AL' in a stylized, cursive-like font.

Delegate Al Carr
Maryland's 18th Legislative District

cc: Planning Board Members
Councilmember Tom Hucker
Councilmember Roger Berliner

Enclosure

Include an Infill MARC rail station in the Lyttonsville Sector Plan

Concerned Citizens of Linden and Forest Glen

A passenger rail station once existed near where Linden Lane passes over the CSX (former B&O) Metropolitan Branch tracks next to the National Museum of Health and Medicine. The station was closed decades ago, so many passenger trains roll through each day but do not stop.

In recent years, development has occurred nearby including the addition of residential housing units at the National Park Seminary and the relocation of the Museum.

A restored station here would serve workers at the adjacent Walter Reed Army Institute of Research and the Naval Medical Research Center as well as residents living in the Linden, National Park Seminary and Forest Glen Park neighborhoods.

A commuter rail station here would complement existing and planned rail and bus service in the neighborhood. It would provide one-seat ride access to/from Frederick, Rockville, Union Station, downtown Silver Spring. The future implementation of the MARC Growth and Investment Plan would further enhance potential service here and along the entire Brunswick Line with greater track capacity, off-peak service and additional one-seat ride destinations such as L'Enfant Plaza, Crystal City and Alexandria.

The former Linden station site falls within the Lyttonsville Sector Planning Area. It makes sense for planners to include the restoration of commuter rail service at the Linden station in the Lyttonsville sector plan document and in other relevant master plan documents.

Petition signatures

Name	City	State
Jeremy Kugel	Bethesda	Maryland
Steve Johnson	Kensington	Maryland
Jordan Love	Potomac	Maryland
Joyce Hamel	Silver Spring	Maryland
Adam Safir	Silver Spring	Maryland
Katrina Kugel	Silver Spring	Maryland
Partap Verma	Silver Spring	Maryland
Leslie Weiner-Leandro	Silver Spring	Maryland
Stephen Berer	Silver Spring	Maryland
Marc Moshman	Silver Spring	Maryland
Bryan Osborn	Silver Spring	Maryland
Rebecca Wasyk	Silver Spring	Maryland
Lale Dorr	Silver Spring	Maryland
Silvia Martinez Romero	Silver Spring	Maryland
javier gadea ezquerria	Silver Spring	Maryland
Aaron Kilinski	Silver Spring	Maryland
Brett Gellman	Silver Spring	Maryland
John Kilinski	Silver Spring	Maryland
Stella Meusch	Silver Spring	Maryland
Laura Districamp	Silver Spring	Maryland
Frances Carroll McKown	Silver Spring	Maryland
Joseph Davidson	Silver Spring	Maryland
Diane Goldenberg-Hart	Silver Spring	Maryland
Ann Foxen	Silver Spring	Maryland
Ian DeWaal	Silver Spring	Maryland

Edna Boyle-Lewicki	Silver Spring	Maryland
Peggy Gervasi	Silver Spring	Maryland
Cynthia Farrell Johnson	Silver Spring	Maryland
Bill Kaplan	Silver Spring	Maryland
Phyllis Banish	Silver Spring	Maryland
Dolores Cummings	silver spring	Maryland
Andrea Wu	Silver Spring	Maryland
Erica Brown	Silver Spring	Maryland
Sandra Amorim	Silver Spring	Maryland
Sharyn Rosenberg	Silver Spring	Maryland
E. Green	Silver Spring	Maryland
Robert Harr	Silver Spring	Maryland
Camille Parker	Silver Spring	Maryland
Stephen Murphy	Silver Spring	Maryland
Gerald Sachs	Silver Spring	Maryland
Donald Gordon	Silver Spring	Maryland
Melanie Travers	Silver Spring	Maryland
Kim Coletta	Silver Spring	Maryland
Janine FARHAT	Silver Spring	Maryland
Steven Rosen	Silver Spring	Maryland
Julia Frank	Silver Spring	Maryland
Jane Brown	Silver Spring	Maryland
Dan Rosenberg	Silver Spring	Maryland
barbara schubert	Silver Spring	Maryland
Bob Clasen	Silver Spring	Maryland
Ashley Bradley	Silver Spring	Maryland
Sharon Alexander	Silver Spring	Maryland

Margaret Sachs	Silver Spring	Maryland
Ann Morse	Silver Spring	Maryland
Pamela Pontius	Silver Spring	Maryland
Gregory Rankin	Silver Spring	Maryland
Nena Arroyo	Silver Spring	Maryland
Michelle Mazurek	Silver Spring	Maryland
Bruce Besmen	Silver Spring	Maryland
Michelle Phillips	Silver Spring	Maryland
Shy Shorer	Silver Spring	Maryland
Erin Mielke	Silver Spring	Maryland
Peggy Schnoor	Silver Spring	Maryland
Roger Paden	Silver Spring	Maryland
Brett Howard	Silver Spring	Maryland
Christine Wilson	Silver Spring	Maryland
Valarie Barr	Silver Spring	Maryland
John Fay	Wheaton	Maryland

Petition Comments

Name	City	State	Comment
Adam Safir	Silver Spring	MD	I'm signing because increasing access to rail-based public transportation options offers our community numerous environmental, safety, and other quality of life improvements.
Marc Moshman	Silver Spring	MD	Traffic in Montgomery County can be horrendous. I'd use a reliable rail service to go to Rockville and possibly Silver Spring too.
Bryan Osborn	Silver Spring	MD	I support improved connectivity to public transportation in my community.
Lale Dorr	Silver Spring	MD	I believe this will help support community needs...
Silvia Martinez Romero	Silver Spring	MD	It would make my commute much easier and it would be a great way to connect the nice Seminary Park with DC. It is a beautiful area.
javier gadea ezquerria	Silver Spring	MD	commuting with public transportation has always helped neighborhoods to develop. This area is quite dependent on self transportation.
Aaron Kilinski	Silver Spring	MD	I'm signing because I think that this new station would significantly enhance our community's access to convenient transportation.
Frances McKown	Silver Spring	MD	Any access to transportation must be an asset to the greater community. Too much has been taken away by reducing the Ride-On bus schedules and routes. esp. #4 and #33 which could have provided Silver Spring Metro to Medical Center Metro Stations without altering their current routes. Opens up opportunity for rentals to employees on this side of Wisconsin Ave. Military workers need access for all shifts, patients need access. A Train gives us convenient access to DC and to Baltimore. for ballgames etc. .
Edna Boyle-Lewicki	Silver Spring	MD	it would be more convenient to just get the train here in southern Montgomery County than it is to take Metro to DC, get on MARC, and then ride right back past Silver Spring on MARC
Margaret (Peggy) Gervasi	Silver Spring	MD	A MARC train station at WRAIR will reduce automobile trips (pollution, congestion) and increase quality of life for WRAIR employees.
Cynthia Farrell Johnson	Silver Spring	MD	I am signing because it would be great to be able to hop on the train at Linden Lane and go to Union Station. A wonderful alternative to the Red Line which is always breaking down!!!
Bill Kaplan	Silver Spring	MD	mass transit and rail is the future!

Phylis Banish	Silver Spring	MD	I think its a good idea. It would be great to be able to walk to the train & get to Union State
Robert Harr	Silver Spring	MD	I believe in it!!
Stephen Murphy	Silver spring	MD	I support having more public transportation options and having a station in the neighborhood could help vitalize the area and offer more options
Janine FARHAT	Silver Spring	MD	it's important to offer redundancy in local transit and make use of an existing resource, to complement the Purple Line
Steven Rosen	Silver Spring	MD	I would like to see a serious examination of a Marc Rail station near Forest Glen Park
Julia Frank	Silver Spring	MD	I now work in Baltimore and would love to be able to ride the MARC (even though this line would not go there directly)
Jane Brown	Silver Spring	MD	I'm signing this because the more stops you have for the trains, the more people can walk to get them. This Station would be relatively close to the Purple Line allowing for those North or South to travel to the Purple line and get East or West-- which is terribly lacking in transportation options.
barbara schubert	Silver Spring	MD	This is an opportunity to get more mass transit within walking distance. Once in a Plan, the community will have ample opportunity to weigh in on specific concerns. Also, our State Delegate, Al Carr has served our interests whenever we ask for his help. Now that he asks for my participation, I trust his judgement and I feel that I owe him my support.
Sharon Alexander	Silver Spring	MD	I think it would be great to have a Marc train station in Forest Glen Park off Linden Lane. More people would commute to the Annex if we had a train, and many neighbors including myself would ride it to Union Station.
Margaret Burns	Silver Spring	MD	I support public transportation
Steve Johnson	Kensington	MD	Would be wonderful to have! Thanks to Councilman Al Carr for this ideal
Erin Mielke	Silver Spring	MD	I'm a user of public transportation and want to see more options in walking distance from home.
Roger Paden	Silver Spring	MD	I believe that this station could be used by workers going to the Forest Glen Annex and by residents commuting to downtown Silver Spring and Washington DC. Smart growth.
Brett Howard	Silver Spring	MD	Marc in the area would be a great alternative to the metro.
Nichole Thomas	Washington	DC	This is needed,

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MCP-CTRACK

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

From: Beth Scofield <bethgscofield@gmail.com>
Sent: Wednesday, February 10, 2016 2:52 PM
To: MCP-Chair
Subject: Public Comment by Rock Creek Forest Elementary School PTA on the Greater Lyttonsville Sector Plan (Public Hearing, Feb. 11, 2016, Item 7)
Attachments: GreaterLyttonsvilleSectorPlan_RCFPTA_Testimony_2016Feb11.docx

Montgomery County Planning Board Chair Casey Anderson:

Attached please find the public comment/written testimony of the Rock Creek Forest Elementary School PTA on the Greater Lyttonsville Sector Plan, Item 7 of the Montgomery County Planning Board February 11, 2016, Public Hearing. This testimony will be delivered by Kristen Clemens, Co-President of the Rock Creek Forest Elementary School PTA.

Thank you for your consideration.

Beth Scofield
on behalf of the Rock Creek Forest Elementary School PTA

**Testimony of the Rock Creek Forest Elementary School PTA
Before the Montgomery County Planning Board
Public Hearing: Greater Lyttonsville Sector Plan (Item 7)
February 11, 2016**

The Rock Creek Forest Elementary School PTA presents this testimony on the Greater Lyttonsville Sector Plan.

We represent the hundreds of families that attend Rock Creek Forest Elementary School. On behalf of these families, we testify to express our deep concern that the Greater Lyttonsville Sector Plan fails to address the impact the potential addition of 2000 housing units would have at Rock Creek Forest Elementary School, and on all the schools in the B-CC Cluster. We urge the board to conduct more thorough, coordinated, and transparent research and analysis about the effects of potential development on school use and capacity, as well as the ethnic/socio-economic make-up of our schools.

We are alarmed that only a single page of the 114-page draft plan is dedicated to the potential impact on schools, and there offers only a brief mention of capacity issues facing Rosemary Hills Primary School, the only school physically located within the sector. The report does not address the fact that children who live within the Greater Lyttonsville sector predominantly attend schools located within the B-CC cluster. B-CC schools overall, and Rock Creek Forest Elementary School specifically, simply cannot handle the increase in capacity that 2000 housing units would bring.

- Rock Creek Forest Elementary School enrolls a significant portion of the elementary students who live in the Greater Lyttonsville sector. Our school was recently modernized and is built to the largest size MCPS allows, but already is very close to capacity for the foreseeable future.
- Students will advance to either Westland Middle School or Middle School #2 and B-CC High School will continue to receive all students from Greater Lyttonsville. Yet even with its yet-to-be-built addition, B-CC high school is projected to be over capacity by 2021, and there's no more room for expansion on its lot.

Our schools are being pressured from all sides with projected development allotted in other sector plans, including the approved Chevy Chase Lakes plan, and those in the works in Bethesda and Westbard. Over-enrollment caused by growth in one school ripples across others very quickly. We urge this Board to look at the aggregate impact of all the plans and changes it considers on all area schools, not just the ones located within the specific sector being addressed.

We emphasize that enrollment and capacity are not the only impacts of economic growth and development on our schools. The Rock Creek Forest PTA is particularly concerned about how the loss of affordable 2- and 3-bedroom rental units in the Rollingwood complex to the planned addition of more expensive single-occupancy housing (one-bedroom and efficiency) would impact the socio-economic and ethnic make-up of our school and our cluster. More than a quarter of Rock Creek Forest students qualify for free and reduced meals, and we are very concerned about how the loss of affordable family housing will impact them. This sector

contains some of the only affordable family housing in the B-CC cluster, and we urge the Board to consider the needs of these families.

Our concerns are not isolated ones. Rather, they exist across the Bethesda-Chevy Chase Cluster. We urge you, as well, to give full consideration to the written testimony of the B-CC Cluster PTA, submitted earlier this week. I understand that the cluster coordinators would be here to testify in person, but are unable to be here because the first meeting of the MCPS B-CC cluster middle school Boundary Study Advisory Committee is also this evening.

In conclusion, we ask the Planning Board to do the following:

- Provide a more detailed analysis of the effects of proposed increases in housing units in the Greater Lyttonsville Sector Plan to schools in the B-CC cluster
- Provide detailed analysis of the aggregate impact of all Sector Plans under evaluation at a given time on the capacity and the ethnic/socio-economic diversity of the schools
- Work with MCPS to identify specific solutions to the enrollment burden this plan will have on our schools.

We represent several hundred of the thousands of children who are impacted every day by the decisions of this board. We urge you to give these children and their schools their due consideration and attention during all stages of the planning process.

Thank you,
Rock Creek Forest Elementary School PTA
Miriam Calderon, Co-President
Kristen Clemens, Co-President

MCP-CTRACK

From: Sarah Lanning <splanning@yahoo.com>
Sent: Wednesday, February 10, 2016 3:31 PM
To: MCP-Chair
Subject: Comments on Lyttonsville Sector Plan Draft

Hi,

I live in the Woodside neighborhood and would like to comment on this draft plan. Having reviewed the proposals, I am very excited about it and would love to see this vision implemented. I would love to have a more bike- and pedestrian-friendly environment in that area, and this proposal does exactly that in a way that causes minimal, if any, disruption to the general flow of vehicle traffic. As is, the area is quite unpleasant to walk around in and dangerous to navigate on a bicycle.

I am concerned about losing the neighborhood services at the Spring Center, such as the post office and urgent care center, but a nicer retail mix would be terrific to have. Underground and/or garage parking sounds adequate, though I'd encourage very low or no fees for short-term use. Secure bicycle parking could be quite valuable, too.

As you're looking at recreational facilities in the area, please consider that there are no publicly-accessible swimming pools in the neighborhood. A public pool would be a terrific amenity to add, or at least one that's available for neighbors to access, even if it's part of a private development.

As you are thinking through all aspects of this, please also make sure there is a plan for snow removal from the bike and pedestrian areas. The recent storm reminded me of my pet peeve that the 16th street bridge sidewalk over the tracks is NEVER cleared by anyone and remains dangerous - if not impossible - to cross for days/weeks after major storms, especially when the snow from street gets piled onto the sidewalk. Other stretches of 16th street sidewalks also were untouched - or worse, buried under the snow plowed from the street. It basically reminds me that as much as I want to walk and bike, and county officials extol the virtues of transit, the reality is that cars are the only mode of transportation that is given any priority. If you want people to use alternate transportation for daily necessities such as commuting and errands, those methods have to be accessible, even in bad weather.

Also think about improving other transit connections through the area. I'd love to see a bus route that goes straight downtown from the Beltway/Montgomery Hills area, down 16th street, without having to detour through the downtown Silver Spring metro station. Such a route could include a stop by the light rail station. I'll bet that route would take a number of neighborhood and commuter cars off that stretch of road at rush hour, especially if it started from a park-and-ride lot near the beltway and became an express route inside the DC border.

I believe we can do a lot better at making transit a positive alternative to cars, rather than just making driving as miserable as transit, and this plan is an excellent start.

Regards,
Sarah

View my LinkedIn profile: <http://www.linkedin.com/in/splanning>

1708 Grace Church Rd.
Silver Spring, MD 20910

MCP-CTRACK

From: Linda Greenwald <linda@mrktgtech.com>
Sent: Wednesday, February 10, 2016 3:42 PM
To: MCP-Chair
Subject: Public Comment Letter: Greater Lyttonsville Sector Plan
Attachments: Public Comment Letter - Grtr. Lyttonsville Sector Plan 2016-10-16.docx

To: Montgomery County, Md. Planning Chair

RE: Greater Lyttonsville Sector Plan

Attached is my Public Comment Letter.

Thank you,

Linda
Linda Greenwald

February 10, 2016

Public Comment Letter: Greater Lyttonsville Sector Plan

My name is Linda Greenwald. I have a single family home in Rosemary Hills where I have lived for 25 years. I would like to thank the Planning department for their hard work and community outreach and thank the Planning Board for the opportunity to comment in a letter on the Greater Lyttonsville Sector Plan.

I want to echo the major themes stated and written by Valarie Barr, President of our Neighbors' Association and others and add some of my own thoughts:

- I express concern that increased density will destabilize the delicate balance of our diverse community. We are a suburban residential community.
- I ask that you reduce the multi-family density proposed for the suburban western edge of the sector plan. And, that you limit the zoning to a maximum of FAR 1.5 and the total number of new units to 400 for the properties being re-zoned. This is a 1.5 times increase.
- Designate Properties Along Grubb Rd. & Lyttonsville Rd: FAR 1.5, CRN Zone – And, (I add) provide a (CRN) exception that would allow community input into proposed projects.
- Do not rename Lyttonsville Development near the Purple Line to Station District – Keep Lyttonsville Intact.
- Planners should make clear during community workshops – that to get more amenities the community has to accept more density. (That, by the way, seems like a bad planning model.)
- Remove reference to Rock Creek Pool as an amenity that can be taken to build a school. The community needs more amenities, not less.
- Keep our diverse Council District 5 Community in Council District 1 Bethesda Chevy Chase School Cluster which is 73% white vs. 46% for our community and 53% for the county.
- Include plans to add resources and new open space to the Lyttonsville / Rosemary Hills park.
- Gwen Coffield Community Center: Include plans to repair, upgrade, maintain, expand the physical structure and programming. Example popular Club Rec program is oversubscribed. The community center does not have space available to increase enrollment or the budget to add staff.
- Parking is a problem in our neighborhood. We have narrow streets. We have traffic from buses and parents bringing and picking up their children from Rosemary Hills Primary School. And, there is a lot of traffic just passing through our neighborhood – using it as a cut through.
- Protect the Brookville Rd. businesses. Retain its light industrial zoning. I request that the property owners be encouraged to make improvements to their buildings, parking and grounds - through some sort of incentive that will offset their costs to do so and, with the stipulation that they do not raise rents. The purpose of this would be to make the area look more appealing to prospective customers.

Community Stability, Infrastructure & Quality of Life

Home Ownership: 64% vs. 73% Countywide. Homeownership is a major component for a stable community. Turnover in the apartments can average 50% per year. Those are people who are not invested in the community. A plan to increase rental units by more than 400 units will harm the community.

I believe the proposed Sector Plan shows zoning at Paddington Square for 25 owner occupied townhouses. I think that this is a good idea. Community stability would benefit from the addition elsewhere in the Sector Plan of an additional moderately priced owner occupied 25 Townhouses.

The developers that own the rental units in our Sector have owned their properties for decades. It will cost them less to redevelop their properties than if they also had to buy the land. They should ensure that they will offer new rental and owned properties at affordable rates.

Our community, already dense with multi-family rental units - has the smallest land area in the 5 districts and the smallest percentage of land in open space.

Unintended Consequences of Development Trends

Sprawl which gave us more communities, nice size housing and a spread out feel - brought us traffic congestion and longer commutes for some and more infrastructure to maintain. It also provided an opportunity to build walkable town centers in each community and provided growth opportunities to home-grown retailers and restaurants chains such as Mama Lucias, Cava, California Tortilla, Lebanese Taverna and so on.

Now, the trend is smart growth with development centered around public transportation in walkable cities and neighborhoods. Increased density is bringing us smaller yet very expensive apartments and condos. People need room. People will have stuff – cars (even with public transportation available), bikes, kayaks, stand up paddle boards, baby carriages etc. and nowhere to put them. Are developers going to provide bike rooms, boat rooms, tool rooms, green space and swimming pools (a must) as part of their amenities packages?

- A gentleman commented at our community meeting this fall that planners think that primarily single adults and seniors will live in the proposed new multi-family housing. He said that those singles are going to have relationships. They are going to have babies because that's what people do and they are not going to be able to afford to move. So, then you end up with families living in cramped quarters. Developers do not want to build as many two and three bedroom units as in previous decades because as I have been told by one developer - they can't charge as much for the second 800 ft. as the first.

This smart growth less personal space scenario requires even more community amenities and infrastructure – larger community center and expanded programs, parks, playing fields, playgrounds, green space, walking and biking paths, swimming pools, tennis & basketball courts - where people can get out in the open to exercises, relax, play and socialize.

We now have permit parking on several streets in Rosemary Hills because overflow parking from The Barrington is preventing folks from being able to park in front of their homes. I am told that there are plenty of parking spots at the Barrington but restrictions on how many vehicles can be registered to a unit are causing the problem. I know of two neighbors whose homes are directly impacted by the overflow parking. Each week they fill large outdoor trash bags with garbage left on the ground next to cars owned by residents of the Barrington. The Barrington has not been responsive to our attempts to resolve these issues. They, are not considered a good neighbor.

The success of multifamily housing largely depends on having excellent property ownership and management – that includes being good neighbors to the community.

Infrastructure

I think there is a flaw in the revenue and expenditure model for infrastructure in Montgomery County. Our neighborhood streets resemble a third world country. Gas lines need replacement on streets where leaks are frequently detected and patched such as Maywood.

Even though downtown Silver Spring's tax revenue base has grown substantially during the past decade - our neighborhood had not benefited from the increased tax revenue.

Our community has mixed opinions as to whether the purpose of the Purple Line is smart growth, transportation to jobs or, is really an excuse for developers to grow their businesses. Either way, the Purple Line will have to be subsidized because public transportation does not pay for itself.

Well, if we cannot really afford to build the Purple Line and, we have to subsidize it – where is money going to come from to maintain and improve existing infrastructure in this community that is over 60 years old?

Planning - Zoning, Communities & Schools

One thing that I learned and mentioned to some of the planning staff is that zoning and where schools are placed and the quality of schools greatly influence who ends up living in that community and whether that community thrives or not. I think zoning should be used as a tool to improve socioeconomic diversity within all Montgomery County, Md. communities.

Here is what I think of as regrettable consequences of the new development taking place in Bethesda:

- New development is going solely after the luxury market and is not affordable for most adults. I was told by a salaried employee of an investment firm located in Bethesda - that employees in their twenties and early thirties are spending most of their income on rent in Bethesda.
- Lack of diversity in Bethesda is a problem. One active PTA member from our neighborhood commented to me that at BCC high school some PTA members resent spending money to provide school supplies to less fortunate families.
- Those PTA members don't come into contact with less fortunate families in the BCC cluster and cannot image that they even exist.
- No new sizable green space or parks.
- Some homeowners have voted with their feet and left neighborhoods (such as near Trader Joes) that are impacted by continual construction.
- Closed In feel created by large developments that are not set back such as the one that took over the surface parking lot off Woodmont near Ourisman Honda.

My thought is to use zoning as a tool to help increase socioeconomic diversity in high income communities like Bethesda.

Similarly, I think zoning should be used to bring socioeconomic diversity (folks with higher incomes and education) to lower income minority communities. This will help to improve the retail options, property values, schools and communities. And, will help to lift all boats.

It is easier on the teachers and school systems when there are only a handful of kids in a classroom that are from struggling families and need financial and tutoring support. It is much more of a burden when these challenges are concentrated. I have seen this to be the case with a relative who has taught Kindergarten and 5th grade in Title I schools in Prince William County and Fairfax County, VA. English is often not the first language of the family. It is difficult for the teacher to determine which children are behind academically and which need to be tested for additional services. The students from those communities are more apt to have behavioral problems.

For several years now - this relative has taught 2nd grade at a public school in Fairfax County. This academic year she has a couple of students who need additional services and a handful that are being considered for the gifted and talented tract. She finds it much easier to manage the classroom. She was overwhelmed in the Title I setting where every student had family and /or personal challenges.

Montgomery County Planning Department & Board

I think planners have to better collaborative with county residents and other stakeholders - to develop a long-range vision for Montgomery County, Md.

Planners need to better educate and influence the decisions of developers, the school system and transit planners etc., on the county vision. We sometimes wonder if County planning is primarily focused on development and not the other components of our communities.

In my opinion – the Planning Department and Planning Boards should include representation from Parks & Rec, and Departments that have oversight over infrastructure, Public Schools Planning, Police, Fire & Rescue, Economic Development, Transportation, County Government Accounting Office etc. – not after a sector plan has been approved but as an integral part of the planning process.

Please keep Our Community Great

Thank you,

Linda Greenwald
Sundale Dr., Rosemary Hills

*Referenced demographics are from the Montgomery County Snapshot 2010, Council Districts by the Numbers. http://www.montgomeryplanning.org/research/documents/Databookfinal_web.pdf.

Council District 5 – Our District:

- District 5 (our district) has the smallest land area, with 17,000 acres, five percent of total land Countywide.

- District 5 had the smallest percentage of land in open space (12percent).
- Home Ownership: 64% vs 73% county.
- \$78,580, District 5's median household income is 17 Percent below the County median of \$94,139.
- 41 percent of District 5 residents ages five and up speak a language other than English at home, compared to 38 percent Countywide.
- In 2008, there were 102,000 employed persons living in District 5.
- District 5 accounts for 19 percent of the County's resident labor force.
- Fewer than half of District 5 residents (44 percent) work in Montgomery County, compared to 59 percent of residents Countywide.
- More than one in three District 5 residents (36 percent) work in Washington D.C., compared to 23 percent of residents Countywide.
- 84 percent of housing units in District 5 were built before 1980, compared to 55 percent Countywide.
- Single family detached homes account for 48 percent of the housing stock in the district, compared to 50 percent Countywide.
- District 5 has 27,903 rental housing units, accounting for 30 percent of rentals in the County.
- The district contains 17 percent of single family home rentals, 14 percent of condominium rentals, and 33 percent of rental apartments Countywide.
- There are 2,877 senior housing units in District 5, 17 percent of the Countywide inventory.
- District 5 has only seven percent of the County's market rate senior housing units and 33 percent of subsidized senior housing units.
- The District contains 38 percent of the County's specialized Alzheimers units.
- 193 MPDUs, including 181 built since 1980, in District 5 remain subject to limits on resale prices, rents, or owner occupancy.
- District 5 contains six percent of all MPDUs under control in the County
- District 1 – Bethesda Chevy Chase School cluster: least racially diverse about 72% white vs 53% for county.

MCP-CTRACK

From: Carlotta Amaduzzi <c_amaduzzi@yahoo.com>
Sent: Wednesday, February 10, 2016 4:11 PM
To: MCP-Chair
Subject: Written Statement for the MC Planning Board Meeting on Greater Lyttonsville Sector Plan
Attachments: Amaduzzi _Written Statement Public Hearing Greater Lyttonsville Sector Plan Feb 2016.pdf

Gentlemen/ Ladies,
Please find herewith attached a copy of my written testimony in view of the MC Planning Board Meeting on Greater Lyttonsville Sector Plan scheduled to be held on February 11, 2016

Sincerely,

Carlotta Amaduzzi

Public Hearing Greater Lyttonsville Sector Plan

February 11, 2016

Dear Gentlemen, Ladies,

My name is Carlotta Amaduzzi and I have been a resident of Rosemary Hills for five years. I would like to thank the Planning Board for the opportunity to comment on the Greater Lyttonsville Sector Plan Because I am concerned with the effect that the plan will have not only on the Rosemary Hills and Lyttonsville neighborhoods but also on the whole area surrounding us.

As you well know, the current Sector Plan for the Greater Lyttonsville Area suggests rezoning that would allow up to 4000 new units in our residential area.

Such an increase will have a significant impact on our neighborhood and surrounding areas. An impact, I argue, too great, that will eventually cost too much – and not only for local residents.

Leaving aside the traffic increase which will impact us as well as all of the wealthier residential areas surrounding us, what will happen to the school system? What will happen to the crime rate? What will happen to the community services? What will happen to the green spaces that make these neighborhoods so livable and pleasant? Have you considered the backlash from surrounding neighborhoods?

I understand the county's need for revenue to support existing levels of services; I understand looking at residential development as a short term fix; however, it is time for the county to take a hard look at its long term impact and plans. It is not possible to continue to put pressure on local communities through urban development and not see the long term negative consequences...

Focusing on the Greater Lyttonsville Sector Plan and its proposed additional 4000 residential units, it is impossible not to worry. Our School District is already under pressure and if almost all of the new units will feed into the Bethesda-Chevy-Chase School District, then how will the school district be able to accommodate all of the additional enrollments and still be able to fulfill its mandate excellently as it is doing today?

The Summit Hills Apartments – currently outside our school district cluster - would account for a few hundred of these allowed new units; while about 2000 new units would be allowed in properties along Lyttonsville and Grubb Roads.- It is these additional units that are especially worrisome – especially in the long run.

Almost all of this proposed density increase would feed into the BCC School District – a district which is already experiencing pressure and will have to accommodate the redevelopments planned around Chevy Chase Lakes and downtown Bethesda which based on the current proposal would add an additional 8000 new units in Bethesda.

When one considers that there already is a proposal to shift students from the new developments at Westbard into the BCC cluster, then, the question of how far can this school district really be stretched without it falling apart does not seem so far-fetched after all!

Furthermore, the redevelopment will impact traffic in the Lyttonsville and Rosemary Hills neighborhoods tremendously. The residential roads are unfit to accommodate the corresponding volume of additional vehicles, furthermore, the surrounding main roads, that are already congested, would become far worse.

The green spaces and local community services (in addition to schools, and including local parks but also firefighters, hospitals, and transportation) would be under undue pressure with limited resources and space available to really withstand the increase in service demands.

I encourage you to reconsider your plans and be courageous in choosing to object to the nonsensical short-sighted redevelopment of our area – as well as other areas in the vicinity – as a tool to raise revenue for the County; this is not the answer. However, should you need to implement a redevelopment plan no matter what, then I ask that the maximum FAR in this area be set at 1.5, the maximum generally allowed near single family homes, or less, if possible.

I would like to thank the Planning Board for the opportunity to comment on the Greater Lyttonsville Sector Plan. I respectfully hope that you will be able to take into account all of the contributions you have heard and will still hear this evening for the benefit of our local communities but also for the benefit of our County overall

Sincerely,

Carlotta Amaduzzi

MCP-CTRACK

From: Valarie Barr <valarie_barr@hotmail.com>
Sent: Wednesday, February 10, 2016 4:14 PM
To: MCP-Chair
Subject: Testimony from Rosemary Hills Neighbors' Association on Greater Lyttosnville Sector Plan
Attachments: Rosemary Hills Neighbors Assoc testimony Greater Lyttosnville Sector Plan.pdf

Dear Planning Commissioners,

I have attached a pdf that contains the written testimony from the Rosemary Hills Neighbors' Association and a shortened version that will be presented orally at the public hearing along with supporting material that consists of survey results on residents concerns and data on traffic from a posting by Dan Reed in 2014.

Thank you for this opportunity to comment on the draft version of the sector plan

Valarie Barr
Vice-President Rosemary Hills Neighbors' Association

Testimony on behalf of the Rosemary Hills Neighbors' Association
Presented by Valarie Barr, Vice-President

I would like to thank the planning staff for the time and effort they have put into this plan and into discussing it with us. This effort has resulted in the resolution of many issues. However, we still disagree with some of the recommendations in the draft plan, particularly on the topic of increased density. I do not want to downplay the seriousness of this disagreement. The staff said in a recent community presentation that they understand that our area is fundamentally suburban; we would like that understanding reflected in decreases in the density allowed in the heart of our community.

The area covered by this sector plan is a unique, ethnically and economically diverse community. Although our average income is 61% of the county average and the poverty rate is twice the county average, 15% of households have incomes above \$150,000. We span the range from voucher housing to single family homes with values above \$700,000. In addition to subsidized apartments, we have many "market rate affordable" apartments with units large enough for families. These provide homes for working people, including immigrants, while requiring no subsidies from the county. Our community has been stable for decades and we feel it should be seen as a model for the kind of neighborhood Montgomery County should aspire to have. Maintaining this mix requires a lot of balancing, balance that is threatened by the changes proposed in the sector plan. We are concerned with the potential loss of market rate affordable housing. We are concerned with changes that would dramatically alter the balance of single family and apartment residences. We are concerned with proposals to increase the number of new residents to such an extent that it would destabilize the community.

The staff has stressed that many of these changes may not occur for 10 or 20 years. However, our neighborhoods are long-lived. Lyttonsville was founded in 1853, the Rock Creek Forest began in the early 1900's, while Rosemary Hills is a mere 70 years old. In our current community, people stay for 30, 40, 50 years or more; we will be here and we will experience the changes brought about by this Sector Plan.

The draft plan would allow the addition of more than 4000 new units, increasing the total number of households by 2 fold and changes us from a 50:50 balance of multifamily and single family homes to 3/4 multifamily dwellings, thus replacing the current community with one that is quite different. However, the planning area is geographically diverse and the placement of these new units affects how much damage they might do. On the eastern edge of the sector area, which is near downtown Silver Spring and the proposed Spring Street station, the plan permits over 2000 new units and would allow building heights of 145 feet. For the most part, this has generated little controversy and is seen as appropriate for that area. On the other hand the proposed imposition of 2000 new units on the western edge, contiguous with residential areas, is viewed as inappropriate and threatening.

At a community meeting in September, residents voted to recommend that all of the property along Grubb Road and Lyttonsville Road be given FARs no higher than 1.5. This is the highest density allowed in a CRN zone, which is usually used for properties that abut residential areas rather than a central business district. The staff explained that they choose to use CRT in these areas to allow the community

more input into projects proposed here. We are grateful for their consideration, but ask that this not be used as an excuse to increase the density beyond what would normally be considered appropriate for these properties.

It has been argued that these densities will be needed to support the Lyttonsville Purple Line station. If one considers the properties across East-West Highway along with the households in the sector plan area, there are currently 1500 multi-family units and several hundred single family homes already in place about 1/2 mile from the proposed station. We should be viewed as an area already primed for transit use. We strongly object to this area being designated an "emerging center," indicating that despite earlier assurances, the intention is to convert this part of our community into a town center. Not every transit stop should be a town center surrounded by dense housing. We would like to see a nuanced approach in which development in existing residential areas does not overwhelm the existing community. We are willing to see new housing in this area, but we ask that the total number of new residences on re-zoned properties be kept to about half of the current number of units, that is, a 50% increase of about 400 new units. The draft proposal says that "Limited infill development is recommended near the proposed light rail stations that is compatible with surrounding communities", but the large increase in density allowed by the proposed zoning does not match that statement. We also object to this area being renamed the station district rather than acknowledging its essential nature as part of Lyttonsville. This so-called station district contains land purchased at the founding of Lyttonsville; a tangible reminder of the historic importance of this land as part of the Lyttonsville neighborhood.

Some have suggested that increased density is the price that current residents must pay for access to new transit. This community already bears a disproportionate share of the burdens of the Purple Line. We will host the rail storage facility and a power substation. We are a construction staging area and will feel the effects of noise, heavy machinery in our neighborhood and wear on our streets during the construction process. Several residents of Lyttonsville will lose land from their yards to accommodate the tracks and trail. We should not be asked to sacrifice the quality of our neighborhood as well.

It has also been argued that increased density is needed to justify the proposed new amenities in the area. In the case of the proposed park on the edge of Summit Hills, the link between redevelopment and green space was clear and largely accepted by the community. However, some amenities, including several of the proposed civic greens, are only needed because of the planned density increases. In particular, the civic green planned for the area 9, north of Kansas is meant to compensate for the more than 200 new apartments planned for this spot. If this area contains lower density housing, there would be no need for additional green space.

It was rarely clear in the community presentations that there is an explicit trade-off between amenities and density. In most cases, community input was solicited without reference to cost. We were asked "What amenities do you think your neighborhood lacks?", a question which is bound to generate requests, or we were shown tables with lovely pictures of parks, community meeting places and other desirable features and asked "Of these items, which would you most like to have?" We were not offered the option, "What would you prefer, more density or some combination of these amenities?" which

probably would have resulted in the answer, "Less density." Very few residents would have offered to exchange the character of their neighborhood for a skate park and a few civic greens. Finally, it should be noted that the draft plan recommends removing one of our recreational amenities, the Rock Creek Pool in order to use the site for a new school. No other sector plan has suggested that community facilities be taken for school sites. Our area is already short on recreational space; it is appalling that the draft plan recommends taking our pool.

Of course, everyone is concerned with how increased density will affect the already overcrowded schools of the BCC cluster. Of particular concern is that the incremental addition from new units will require new schools when added to the expected turnover of single family homes that will bring new families into our area. We have seen projections of 125 elementary students from the new development. If that is combined with expected increases from single family residences, we will need a new elementary school. Moreover, BCC will also be gaining students from up-zoning at Chevy Chase Lakes and downtown Bethesda. No one appears to be looking at the total effect on the cluster. Finally, it is always a worry in this area that overcrowding will force redrawing the BCC boundaries and remove us from the cluster.

The staff has shown us data from CLV studies that show all tested intersections in the sector plan can withstand the increased volume of traffic that will be generated by the increased density. This contradicts the experience of most residents who often experience back-ups leaving their neighborhood, particularly those who travel from Brookville Road to Georgia Avenue. Moreover, if one looks at the major streets that will be affected by increased traffic coming from our area, the picture is quite different. As of 2014, the intersections of East-West Highway and Jones Bridge Road, East-West Highway and Connecticut, as well as Georgia Avenue and 16th Street were all at or above maximum CLV capacity. Back-ups on these major roads will then affect the smaller roads that have been studied without reference to these larger problems. In addition, our neighborhoods already find that it is common for apartment residents to park their cars on the streets outside of the complexes. Many of the single family homes do not have driveways so our roads are already lined with parked cars. The situation near the Barrington Apartments has gotten to the points where we have had to implement parking restrictions, albeit with little success at solving the problem. We understand that many of the new units will be built with limited supported parking; this will only exacerbate the current problem in the sector plan area.

We believe that the problem underlying all of these issues is the imposition of a generic view of urban planning and transit oriented development, leading to a failure to respect the unique character of this area. We do not want to see our successful, diverse neighborhoods changed beyond recognition in the next 20 years. In the Westbard Sector Plan, recommendations were made to erect signs and memorials to honor the communities that no longer exist in that area. We propose a different solution in Greater Lyttonsville; honor our communities by keeping them alive. We understand that change is inevitable and even desirable. Give us the time that we need to adapt to the changes in transit and local infrastructure. Give us the chance to incorporate new residents into the living fabric of our community. Help us keep our communities great.

Spoken testimony:

I would like to thank the planning staff for the time and effort they have put into discussing this plan with us, allowing the resolution of many issues. But, there remains a serious disagreement on increased density. A recent presentation noted that this area is fundamentally suburban; we would like that understanding reflected in decreases in the density allowed in the heart of our community.

The area covered by this sector plan is a unique stable, ethnically and economically diverse community, a model neighborhood in Montgomery County. We are concerned that the proposed increase in new residents would destabilize this community. The draft plan allows more than 4000 new units, erasing the current community. The 2000 new units planned for the western edge of the sector plan area, contiguous with residential areas, are viewed as particularly threatening. The draft plan says that "Limited infill development is recommended near the light rail stations that is compatible with surrounding communities", but these large increases do not match that statement.

Residents voted in October to recommend that all of the property along Grubb Road and Lyttonsville Road be given FARs no higher than 1.5, consistent with the highest value generally used for properties abutting residential areas. We ask for no more than a 50% increase of new residences on re-zoned properties or about 400 new units.

Some have suggested that increased density is the price that current residents must pay for access to new transit. This community already bears a disproportionate share of the burdens of the Purple Line. We will host the rail storage facility and a power substation. We are a construction staging area. Some Lyttonsville residents will lose land. We should not be asked to sacrifice more.

Everyone is concerned with how increased density will affect the already overcrowded schools of the BCC cluster, which will also be gaining students from up-zoning at Chevy Chase Lakes and downtown Bethesda. No one appears to be looking at the total effect on the cluster.

We have been told our intersections can handle the expected increase in traffic. Yet as of 2014, East-West Highway and Jones Bridge Road as well as Georgia Avenue and 16th Street were at CLV capacity. Back-ups on these major roads will then affect our intersections.

We believe that underlying all of these issues is the imposition of a generic view of urban planning and transit oriented development, leading to a failure to respect the unique character of this area. In the Westbard Sector Plan, recommendations were made to erect memorials to honor the communities that no longer exist in that area. We propose a different solution in Greater Lyttonsville; honor our communities by keeping them alive. We understand that change is inevitable and even desirable. Give us the time that we need to adapt to the changes in transit. Give us the chance to incorporate new residents into the living fabric of our community. Help us keep our communities great.

The items on the petition were developed from votes that were taken at the Sept 30 community meeting attended by over 100 residents.

Here are the results of the survey that was done at the same time.

What are your concerns? On a scale of 1-5 (1 least worrisome, 5 most worrisome) how do you rate these issues?

Most important with average scores 4 or greater:

Density increase along Grubb Road and Lyttonsville Road: Average score 4.3

Effects of the sector plan on schools: Average score 4.1

Effects of the sector plan on traffic: Average score 4.0

Moderate importance with average scores between 3 and 4:

Effects of the sector plan on the park-land swaps and increased use: Average score 3.4

Effects of the sector plan on the Coffield Community Center: Average score 3.3

Ownership opportunities in the neighborhood: Average score 3.0

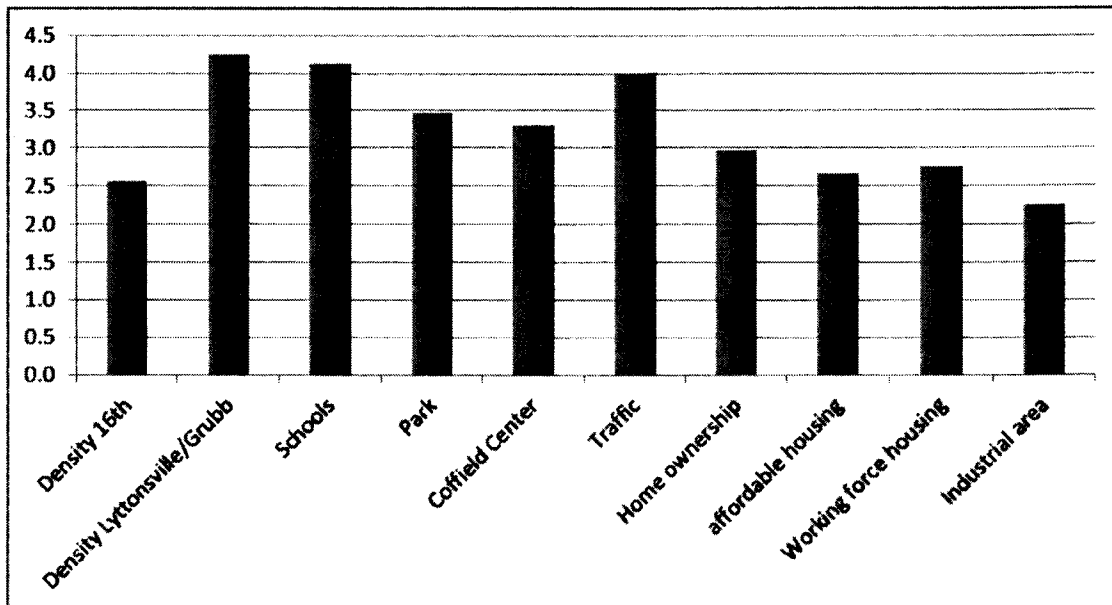
Least important with average scores below 3:

Loss of working-force (market affordable) housing: Average score 2.8

Effects on affordable housing: Average score 2.7

Density increases along 16th Street: Average score 2.6

Effects on the industrial area: Average score 2.3



Traffic

Greater Greater Washington Montgomery's most congested intersections aren't in its downtowns

by Dan Reed • April 24, 2014

Rank	Intersection	Community	AM CLV	PM CLV
1	Rockville Pike at West Cedar Ln.	Bethesda	1,957	1,612
2	Rockville Pike at Nicholson Ln.	White Flint	1,234	1,929
3	Old Georgetown Rd. at Democracy Blvd.	North Bethesda	1,423	1,923
4	Darnestown Rd. at Riffle Ford Rd.	North Potomac	1,061	1,898
5	Shady Grove Rd. at Choke Cherry Ln.	Rockville	1,363	1,853
6	Connecticut Ave. at East-West Hwy.	Chevy Chase	1,684	1,848
7	Georgia Ave. at 16th St.	Silver Spring	1,122	1,816
8	Great Seneca Highway at Muddy Branch Rd.	Gaithersburg	1,464	1,800
9	Frederick Rd. at Montgomery Village Ave.	Gaithersburg	1,536	1,795
10	Rockville Pike at 1st St./Wootton Pkwy.	Rockville	1,768	1,610
11	East Gude Dr. at Crabbs Branch Rd.	Derwood	1,742	1,211
12	Veirs Mill Rd. at Twinbrook Pkwy.	Rockville	1,426	1,721
13	1st St. at Baltimore Rd.	Rockville	1,422	1,718
14	Connecticut Ave. at Plyers Mill Rd.	Kensington	1,349	1,710
15	Shady Grove Rd. at Epsilon Dr./Tupelo Dr.	Derwood	1,704	1,403
16	University Blvd. at Piney Branch Rd.	Silver Spring	1,579	1,703
17	East Gude Dr. at Southlawn Ln.	Rockville	1,692	1,450
18	Randolph Rd. at Veirs Mill Rd.	Wheaton	1,683	1,679
19	Piney Branch Rd. at Philadelphia Ave.	Takoma Park	1,228	1,680
20	Columbia Pike at Fairland Rd.	Fairland	1,416	1,678
21	Connecticut Ave. at Jones Bridge Rd.	Chevy Chase	1,490	1,672
22	Montrose Rd. at Tower Oaks Blvd.	Rockville	1,663	1,232
23	Bradley Blvd. at Wilson Ln.	Bethesda	1,660	1,603
24	Falls Rd. at Maryland Ave./Potomac Valley Rd.	Rockville	1,384	1,658
25	Georgia Ave. at Norbeck Rd.	Aspen Hill	1,656	1,592
26	Frederick Rd. at Shady Grove Rd.	Shady Grove	1,647	1,486
27	Colesville Rd. at Dale Dr.	Silver Spring	1,604	1,645
28	Shady Grove Rd. at Midcounty Hwy.	Derwood	1,644	1,323
29	Clopper Rd. at Waring Station Rd.	Germantown	1,636	1,589
30	Montgomery Village Ave. at Stedwick Ln.	Montgomery Village	1,633	1,170
31	Connecticut Ave. at Bradley Ln.	Chevy Chase	1,415	1,628
32	Georgia Ave. at Forest Glen Rd.	Silver Spring	1,318	1,626
33	Colesville Rd. at Sligo Creek Pkwy.	Silver Spring	1,508	1,624

Rank	Intersection	Community	AM CLV	PM CLV
34	Georgia Ave. at Columbia Blvd./Seminary Ln.	Silver Spring	1,520	1,624
35	Veirs Mill Rd. at 1st St.	Rockville	1,610	1,475
36	Aspen Hill Rd. at Arctic Ave.	Aspen Hill	1,609	1,467
37	Norbeck Rd. at Muncaster Mill Rd.	Aspen Hill	1,609	1,238
38	Columbia Pike at Greencastle Rd.	Fairland	1,607	1,575
39	Old Georgetown Rd. at Tuckerman Ln.	North Bethesda	1,604	1,261
40	Great Seneca Highway at Quince Orchard Rd.	Gaithersburg	1,602	1,547
41	Randolph Rd. at Parklawn Dr.	North Bethesda	1,601	1,165
42	Democracy Blvd. at Falls Rd./South Glen Rd.	Potomac	1,594	1,167
43	River Rd. at Holton-Arms School	Bethesda	1,591	1,358
44	Norbeck Rd. at Bauer Dr.	Aspen Hill	1,586	1,329
45	Randolph Rd. at New Hampshire Ave.	Colesville	1,440	1,580
46	Layhill Rd. at Ednor Rd./Norwood Rd.	Olney	1,579	1,425
47	River Rd. at I-495	Bethesda	1,579	957
48	River Rd. at Willard Ln./Greenway Dr.	Bethesda	1,579	1,530
49	East-West Hwy. at Jones Mill Rd./Beach Dr.	Chevy Chase	1,087	1,574
50	Colesville Rd. at Franklin Ave.	Silver Spring	1,413	1,571

Data from the Montgomery County Mobility Assessment Report. CLV = Critical Lane Volume.

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,



DAVID S. BECKER
DEBRA BECKER RAND

On the draft proposal of Greater Lyttonsville Sector Plan

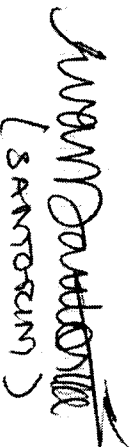
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ANN DANTONA
(SANTONA)

On the draft proposal of Greater Lyttonsville Sector Plan


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Signed,





WOODSIDE CIVIC ASSOCIATION

ELLEN SANDS, PRESIDENT
1608 NORTH SPRINGWOOD DRIVE
SILVER SPRING, MARYLAND 20910

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

RE: Lyttonsville Sector Plan and Re-Development at the Woodside Purple Line Station

Dear Chairman Anderson,

I am writing on behalf of the Woodside Civic Association, the neighborhood directly east of the Lyttonsville Sector Plan. While our borders lie just outside the sector, we are immediately abutting the Woodside Station and transit connections will be made to our neighborhood through a pedestrian stair and bike ramp providing access to the Capital Crescent Trail.

We have reviewed the sector plan, particularly for the eastern portion, and for the redevelopment of the Spring Center at the new Woodside Purple Line station. Our community has long supported the Purple Line and we continue to do so; however, we do have concerns about the impacts of this transit system immediately adjacent to our historic neighborhood. Based on our review, we offer the following comments and concerns:

- Our community continues to have grave concerns about the effect of the redevelopment on roads and traffic. The proposal to reduce 16th Street from six lanes to four is significant. While we applaud the addition of pedestrian paths and dedicated bike lanes providing access to the Woodside Station, we urge that much more careful thought be given to their location and design than as currently proposed on page 79 of the Sector Plan. A compelling image of an urban-scale street is belied by an absence of vehicles depicted in the rendering. This is an inaccurate and misleading indication of what the experience of that street will, in fact, be like.
- We find it ill-conceived to design the entrance to a new transit hub with a crossing by both a sidewalk and bike path. Similarly, there is no traffic signal indicated at the crossing of 16th Street. This is a new condition just being designed, but, as currently depicted, it looks more like a proposed solution to an existing problem. This design needs to be re-thought with safety for all at the forefront. As shown in the rendering, this condition is rife with hazards for drivers, pedestrians and cyclists, and is not an acceptable design proposal for a new project.

- Other already congested roads, especially Georgia Avenue, and the cross streets such as Spring Street and Second Avenue, will experience increases in traffic and may become "bail out" routes for those seeking to avoid increased congestion on 16th Street. Just last week, a water main break as far away as Colesville Road and University Boulevard in Four Corners had far reaching ripple effects of such bail out traffic, creating traffic jams as far south as East-West Highway and throughout downtown Silver Spring. Traffic was snarled for several hours as commuters sought alternate routes. The residential down-County communities cannot be expected to bear the brunt of intentionally clogged arteries.
- We urge the Planning Board to consider the suggestion offered by one of our residents at the recent meeting with Ms. Erin Banks and Planning staff: consider closing a lane of 16th Street in each direction for an extended experimental period to see the repercussions of this volume of commuter traffic on four lanes.
- While we understand that the design of the residential redevelopment project has not been initiated at this point, we are adamant that, at such time as that project is undertaken, our association be invited to participate in the design process, particularly regarding the massing and scale of building on the east side of the property, which borders our neighborhood. We applaud the introduction of residential units with commercial establishments but have concerns regarding the scale and possible adverse impacts such as blocking sunlight and nighttime illumination.

As I said earlier, our community has a long history of supporting the Purple Line. We are eager to see the positive changes that this project may offer implemented; however, we need to be assured that the needs of established, historic neighborhoods are addressed, particularly since we fall just outside the sector border. Thank you for continued efforts on behalf of our community.

Sincerely,



Ellen Sands
President, Woodside Civic Association

CC: Mr. George Leventhal, Montgomery County Council President
Mr. Roger Berliner, Montgomery County Council
Presidents' Council of Silver Spring Civic Associations (Prezco) via email

MCP-CTRACK

From: Minnedore Green <minnedore826@yahoo.com>
Sent: Wednesday, February 10, 2016 5:57 PM
To: MCP-Chair
Subject: Fw: Testimony Letter
Attachments: Minnedore Testimony.doc

RECEIVED
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FEB 11 2016

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

----- Forwarded Message -----

From: Charlotte Coffield <cacoffield@aol.com>
To: minnedore826@yahoo.com
Sent: Monday, February 8, 2016 4:16 PM
Subject: Testimony Letter

February 6, 2016

My name is Minnedore Green, I have been a resident of Rosemary Hills for 40 years and attend church in historical Lyttonsville. I would like to thank the Planning Board for the opportunity to comment on the Greater Lyttonsville Sector Plan.

I am deeply concerned about the effect of the proposed 2000 new apartments for our neighborhood, which has already over-crowded schools and heavily traveled streets. The plan will result in school boundaries being changed and exhaustive traffic patterns being introduced (Remember, the Purple Line is not complete.)

I believe that the proposed plan will cause great harm to our unique and diverse community. I object to the proposed plan for 2000 apartments and the destruction of the Rock Creek Pool to make room for a new school. (A possible solution to that problem could be adding floors to Rosemary Hills Elementary School.)

Four hundred (400) new apartments and approximately 10 single family homes would be a more realistic figure for increased density. Thus, traffic would not be impacted as much. I do not wish to see the "matchbox" type apartments as those near the Prince Georges Plaza and Wheaton Plaza Metro stops.

I ask that you reconsider your current proposed plans and take in consideration the concerns of the residents of Rosemary Hills/Lyttonsville/RockCreek Forest community.

Thank you.

Sincerely,

Minnedore F. Green
8718 Leonard Drive
Silver Spring, MD 20910

MCP-CTRACK

From: Roger Paden <Rpaden@gmu.edu>
Sent: Wednesday, February 10, 2016 8:11 PM
To: MCP-Chair
Subject: Written comments for the Greater Lyttonsville Sector Plan Hearing
Attachments: Greater Lyttonsville Testimony - Paden.doc

Hi,

I have attached my written comments for the meeting. I will also be delivering oral testimony.

--Roger Paden

**Greater Lyttonsville Sector Plan
Testimony to the Planning Board
Roger Paden
February 11, 2016**

“To build, to plant, whatever you intend ...
Consult the genius of the place in all...”
(Alexander Pope 1732)

I believe that the guiding philosophy behind the Greater Lyttonsville Sector Plan is that of compact city design. I support this approach to planning in Montgomery County. However, I believe that the current sector plan draft incorporates various misunderstandings of this approach. In particular, it adopts a rigid and overly-narrow conception of compact city design and it misunderstands the notions of “place” and “placemaking” and their connection to community. As a result, the plan makes a number of what I believe are mistaken and even harmful recommendations from the perspective of compact city design, properly understood. In particular, in one case it makes recommendations that will fail to create a successful and sustainable new place, while at the same time harming an important existing place within the plan area.

After discussing compact city design and developing a more adequate notion of place, I will describe the existing and possible places in the sector plan area and analyze the sector plan with these notions in mind. I will then make a set of alternative recommendations based upon this analysis.

Compact City Design and Suburban Sprawl

The theory of compact city design began with an analysis of current city problems that focused on existing suburban sprawl. Suburban sprawl had been criticized on a number of grounds.

First, suburban sprawl contributes to a number of environmental problems. It has destroyed important agricultural land, irreplaceable natural areas, and significant historic places. It has greatly increased pollution, while accelerating climate change and resource depletion. Suburban sprawl is one of the most important sources of environmental degradation.

Second, sprawl has created many social problems. It has exacerbated health problems as its car dependent design discouraged regular exercise. It has stressed families by increasing the time spent commuting. It has undermined local political culture as people spent more time in cars and became detached from place. And it has contributed to the fraying of community fabric (Robert Putnam, *Bowling Alone: The Collapse and Revival of American Community*).

Third, it contributes to what might be called a “spiritual problem” in modern society. One of the central criticisms of suburban sprawl is that suburbs are spiritually deadening places. There is a dreary sameness to suburban living. Often composed of isolating, anonymous neighborhoods,

separated by indistinguishable shopping malls, suburbs require people to live at great distances from each other, with few places for them to connect with others. Moreover, people in the suburbs often share no common history of commitments and few shared values. As a result, suburbs are locations of great "placeless-ness," where alienation and anomie are rampant (Samuel Schwartz, *Smart Street: The Rise of Cities and the Fall of Cars*).

Principles of Compact City Design

The problems associated with suburban sprawl have directly led to the development of several principles of compact city design. First among them is the need to increase the population density of cities. This follows directly from the rejection of sprawl in favor of a compact city, and this leads to a preference for multifamily housing and a general rejection of more traditional single family housing. Single family houses are often viewed as 'Hummer housing'; that is, as a form of residential consumption that maximizes energy use and pollution without providing much in the way of compensatory benefits.

Second, to wean us from our dependence on automobiles – cars are said to be "the cigarettes of the future" (Jaime Lerner, "How to Build a Sustainable City") – compact city advocates argue that we reject the functional segregation that was the core of modern city planning and accept mixed use development. Cities should be designed as in the past so that people can live, work, and play without having to travel great distances. When they do travel, compact city advocates argue that they need to use modes of transportation other than energy and space intensive automobiles. To make this possible, compact city designers support building a multi-modal/multi-nodal transportation networks emphasizing mass transit, bike riding, and walking.

This leads to the notion of transit oriented development, building higher density housing near transportation hubs, reachable by bike and by foot, that provide access to the city at large. These developments should support – within one "place" – virtually all those activities needed for daily life, housing, employment, recreation, and shopping.

For this to work, it is essential that city life be made both interesting and attractive. If compact cities are not attractive, people will not move to them, will not commit themselves to them, and will not work to make them possible. Instead, they will fight all efforts to make their cities more compact; they will fight new transit options; they will fight higher density housing; and they will try to protect existing neighborhoods and road systems, despite their obvious problems.

The need to make compact cities attractive is clear as soon as one moves beyond a neo-modernist, top-down approach to urban planning and into the political realm through which planning decisions will be implemented. This fact has been recognized by many planners. For example:

"The challenge in beating sprawl is to replace it with something better and something that avoids the problems [of sprawl] but still offers more choices – this [must be the] new American dream" (Robert Dunphy, Urban Land Institute, *Smart Growth and Transportation*, p. 126).

"The best hope [for realizing the compact city] ... lies not in draconian land use restrictions or radical zoning changes (as useful as some of these might be), but in the re-emergence of interest in city life. The recognition I consider most essential to future growth management is that today more people ... seem willing to seek out the virtues of city living, to see places of high human concentration not as congested or dysfunctional, but as desirable [and] enjoyable..." (Arthur C. Nelson, *Smart Growth: Form and Consequences*, p. 109).

"Smart growth must produce higher density housing that is ... socially acceptable and physically attractive" (Geoffrey Anderson and Harriett Tregoning, *Smart Growth: Economy, Community, Environment*, p. 21).

Compact city design must not only produce better cities, it must be generally understood as producing better cities. Compact cities will work only if they can provide all necessary features that make urban life valuable and worthwhile. Most important among these, they must provide people with a sense of place that allows them to identify with their city: "Cities must offer hope, not desperation. A sense of shared identity – the feeling of recognition and of belonging to a specific place – improves the quality of life. A city must provide reference points to which people can relate.... Such [points] tell stories and protect memories, much like a diary or a family portrait" (Jaime Lerner, "How to Build a Sustainable City"). Compact city design, therefore, requires that designers be skilled at "placemaking."

"Places" and Spaces

Alexander Pope was the first to discuss the importance of existing places in the making of planning decisions and, although he was more interested in gardens, his point applies equally well to cities. Today, urban planners implicitly recognize this wisdom when they stress the importance of "placemaking" to the success of their plans. Placemaking must play a central role in compact city design. After all, the lack of places in suburbia was a central part of the compact city critique of sprawl and sprawl's spiritual failures; and the presence of urban places is supposed to be one of the central attractions of the compact city. This, however, raises the question of what a "place" is and how it can be made.

As Cliff Hague has pointed out, places are different from geographical spaces. "Place is a geographical space that is defined by meanings, sentiments, and stories rather than by a set of map coordinates." Indeed, "places are places (and not just spaces) because they have an identity; and place identities are formed through a milieu of feelings, meanings, experiences, memories, and actions." Therefore, culture and history play a central role in connecting a population with a geographical space so as to make a place. A strip mall made up of nationally franchised stores set on a large parking lot is, therefore, not a place. Moreover, even if these stores are removed from their parking lot and placed at a walkable distance from a residential community, it will still not be a place. Things are even worse if identical residential-commercial areas are scattered across an urban landscape. This would only recreate in the city the anonymous repetition that helped degrade the suburbs. Urban monocultures are as dreary and as dangerous as agricultural

monocultures. It is essential then that, in their placemaking, planners pay attention to existing places, if only to introduce the necessary variety. Therefore, if good planning involves good placemaking, it is essential that planners become skilled at nurturing existing place identities. Such planning for place identity goes far beyond zoning and traffic design; it also involves "a process of developing a discourse, even writing a [living] narrative" (Cliff Hague, "Planning and Place Identity" in *Place Identity, Participation and Planning*, 1-13).

Dolores Hayden, the leading authority on place and identity, has argued that the "power of place" is the power of ordinary urban landscapes to nurture citizens' public memory, "to encompass shared time [i.e., a shared history] in the form of shared territory." This power of place, she argues, acts to create livable cities and planners, therefore, have an obligation to become placemakers in this way. Fortunately, she argues that even "in ordinary neighborhoods that have escaped the bulldozer but have never been the object of lavish municipal spending, it is possible to enhance social meaning in public places with modest expenditures." This can be done with projects that are sensitive to diverse heritage. Public design can "help to nurture a more profound, subtle, and inclusive sense of what it means to be an American. Identity is intimately tied to memory [both personal and social] ... and urban landscapes are storehouses for these social memories." Moreover, even "bitter experiences and fights communities have lost need to be remembered – so as not to diminish their importance" (Dolores Hayden, *The Power of Place: Urban Landscapes as Public History*, 8-11).

Place and History

Members of the Planning Board and Planning Staff have often and correctly emphasized their obligations to the future and stated that their goal is not simply to satisfy the needs of existing community residents, but that, instead, they must address the legitimate needs of county residents living outside the planning area, as well as the needs of future residents. I think that this focus is too narrow. Edmund Burke once argued that

"Society is indeed a contract. Subordinate contracts for objects of mere occasional interest may be dissolved at pleasure – but the state ought not to be considered as nothing better than a partnership agreement in a trade of pepper and coffee.... It is to be looked on with other reverence.... It is a partnership in all science; a partnership in all art; a partnership in every virtue, and in all perfection. As the ends of such a partnership cannot be obtained for many generations, it becomes a partnership not only between those who are living, but between those who are living, those who are dead, and those who are to be born" (Edmund Burke, *Reflections on the French Revolution*, 1790).

If Burke is right – and if urban planning plays a role in this fulfilling this contract – planners have an obligation to the past as well as the present and the future; indeed, their obligation to the present and future can only be realized by satisfying their obligation to the past. And I believe that this last obligation is connected to their job as "placemakers."

In *The Use and Abuse of History for Life*, Nietzsche argued that human beings have a significant need for history, but only if that history "serves life"; that is, only if it makes possible the living

of a truly human life according to the best values that have arisen from our shared experience. Rarely do American mayors agree with Nietzsche, but in *A Heritage So Rich*, one of the most significant documents in the history of American historical preservation, the U.S. Conference of Mayors unknowingly seconded Nietzsche's claim. Addressing the topic of our duty to preserve the past, the Council claimed that

"if the preservation movement is to be successful, it must go beyond saving bricks and mortar. It must go beyond saving occasional historic houses and opening museums. It must be more than a cult of antiquarians. It must do more than revere a few precious shrines. It must attempt to give a sense of orientation to our society, using structures and objects of the past to establish values of time and place."

If good urban planning requires the design of attractive and desirable cities, and if this requires urban placemaking that supports civic identities, and if identities reflect and enhance the traditions of a culture, then planners must seek to preserve and enhance important historical sites throughout the city.

Recently, a number of intense debates involving Confederate symbols and sites have played out in the national consciousness. These debates have led to a lowering of a Confederate flag at the statehouse in South Carolina, and the renaming of schools, roads and stadia throughout the country. In our county, a statue honoring Confederate soldiers was moved from in front of Rockville's court house to the grounds of a house owned by a slave-owning Unionist to make clear the statue's real context and meaning, and thereby – officially, if symbolically – reject an institution now judged to be immoral, while embracing its victims. It is through actions such as these that we define what we truly are and what we want to be.

Some have argued that these memorials should simply be destroyed as they memorialize evil and thus are themselves evil; others have argued that they should be retained as the memorialized peoples and actions are a – morally neutral – "part of our heritage." But both these positions are too narrow-minded. History requires that we acknowledge the evils of the past, along with the struggle against those evils, as both have helped shape our identity and both are part of our living and evolving identity. Borrowing language from the U.S. Council of Mayors, we need to remember our past, even – and maybe especially – those past struggles which have pitted members of our nation against each other, because those struggles have made us who we are, and remembering them helps us "orient" ourselves to the present as we seek to make a better future. It is in part by so responding to our origins that we create a better society. This cannot be done abstractly, the process of building the future requires us to remember and preserve those sites where past struggles took place. This is a central task of urban planning. Through the preservation of historically important sites – through creative placemaking – the values that are central to our culture can be defined and nurtured.

Lyttonsville as a significant place

I believe that, due to its history, Lyttonsville is a significant place and that the sector plan should be altered to protect it.

While I am not an expert on the history of Lyttonsville, what I do know about its history is that, like other historically Black communities, Lyttonsville was a site upon which an important social conflict played out, one which played a central role in shaping our society and determined our values. As in other such communities, the residents of Lyttonsville had to fight for their dignity, their autonomy, and their identity. Often, this fight was a matter of resisting government policies that threatened its existence. In the past, various governmental bodies have placed – or allowed to be placed – facilities that were unwanted by other richer and more powerful communities in the county. They were put into Lyttonsville largely because the alternative was to put them into communities – let us be frank – made up of wealthy White people. Placing them there, when Lyttonsville was available, was thought unacceptable. These facilities included an waste incinerator and a waste dump, the Ride-on Bus depot, the WSSC facility, the Forest Glen Annex, an anti-aircraft base (in what has become Rosemary Hills/Lyttonsville Park), and the Purple Line maintenance yard. In addition, the county did not install sewer and water, or pave its streets until the 60s. Even worse, the waste dump that was put in Lyttonsville was put in at a time when its residents were still dependent on well water. Finally, the county also rezoned large areas of residential land to industrial uses. This rezoning eventually resulted in the bulldozing of community homes, churches, and schools. Even a graveyard was moved to make room for the new development. This industrial development required the residents of Lyttonsville to move repeatedly into increasingly small areas, until they came to occupy the current residential area.

Much has changed since the days that such harmful facilities could be routinely dumped into African-American communities. Our country and our county, seeking to be true to their own best values, have grown a great deal. Indeed, within the last few years, the county government and, in particular, this Board and this Department, have taken steps to protect Lyttonsville. Three years ago, the Planning Board refused to surrender Rosemary Hills/Lyttonsville Park to the school system which wanted to take both it and the community center to build a middle school in the park. Even more recently, members of the planning staff worked with local community organizations to move the Purple Line's maintenance yard away from the community to an area near the Ride-On Bus Depot. In addition, members of the staff have worked with community members to change some undesirable features of the Purple Line design, moving one of its Transit Power Substation to a better location and insuring that Lyttonsville Station included an elevator.

Now, however, the density increases proposed for the Lyttonsville area by the plan threaten to bring a large number of people into the community who will have no connection to its past and no reason to develop ties to its future. I believe that this again puts Lyttonsville in danger.

We have a duty to our shared past to preserve that which the residents of Lyttonsville have built during their long struggle. I thus applaud the proposal to establish a Lyttonsville Museum. But, as the U.S. Council of Mayors has stressed, we must go beyond "opening museums" and preserving "bricks and mortar"; instead, we must work to preserve this important place and its living community. It would be a tragic irony if the plan established a museum dedicated to the memory of Lyttonsville, while simultaneously implementing policies that would effectively erase this memorialized reality. I believe that, if fully implemented, the plan would

unintentionally bring about the same end that was consciously pursued by the unjust policies of the past. This must not be allowed; the plan should seek to protect "the genius" of this place for, without a living Lyttonsville, our county would be a less just and less desirable place in which to live.

Lyttonsville and Regional Planning

Cities are made better by diversity. It is the complex interweaving of different areas involving different uses – bohemian arts districts, historical centers, and entertainment hubs – and different ethnic communities – Chinatowns, Little Italys, and new immigrant communities – that make city life exciting. "Urban diversity" means more than just more mixed-use development; indeed, too much mixed-use development can kill off diversity.

Walkable neighborhoods are desirable, but walkability in the absence of other interesting urban features is not truly valuable. As Jane Jacobs noted, "almost nobody travels willingly from sameness to sameness and repetition to repetition, even if the physical effort required is trivial." For this reason, she opposes "the Great Blight of Dullness.... In architecture [and in urban planning,] as in literature and drama, it is the richness of human variation that gives vitality and color to the human setting" (Jane Jacobs, *The Death and Life of the Great American City*, 129 and 234).

Not only would it be wrong to recreate the suburbs within the city by creating one barely-distinguishable walkable neighborhood after another, but the attempt to do this would fail on its own terms. In *The Walkable City*, Jeff Seck develops a very positive view of a transit-oriented urbanism. But Seck also warns against a problem that can undermine his vision: "most planners feel responsible to their entire city. As a result, they tend to sprinkle the walkability fairy dust around indiscriminately [believing that they can create] a city that is universally excellent. This is lovely, but it is counterproductive. By trying to be universally excellent..., cities end up universally mediocre. Walkability is likely **only** in those places where **all** the rest of what a city has to offer is focused.... Concentration, not dispersion, is the elixir of urbanity" (Jeff Seck, *Walkable City*, p. 289). With this point in mind, it should be noted that the Sector Plan does not really create a walkable neighborhood in Lyttonsville. Even if fully built out, this area would lack the elements necessary for such a neighborhood. For example, it is highly unlikely that a grocery store will move to the area, and more generally, the area will probably continue to lack other types of stores and entertainment options. Therefore, people living in the area will continue to need, use, and own cars. This will contribute to gridlock, and make local destinations unpopular with those living outside the area. Although the plan threatens an existing place, it is unlikely to create a viable new place.

All of these considerations – the importance of sustainable cities, the requirement that the population at large support compact city design, the limitation on resources, the importance of urban diversity, the significance of place to urban design, the relation of history to place identity, and our historically-grounded duty to recognize through placemaking the values that define us as a people – point to the same conclusion: Lyttonsville must be protected from over-development. Our efforts to build more compactly must not lead us to threaten this living community. We must

not ignore other values not directly related to transportation and finance, but necessary for a thriving city. Too many historically Black communities have already been lost, a flawed plan should not be allowed to erase another. Fortunately, the plan can be easily revised to help bring about a more compact city, while protecting this existing, significant urban place.

Specific Proposals

Much that is good can be found in the plan. Most of my suggestions involve limiting the density increases allowed in the western districts of the plan area. The staff has divided the plan area into several districts to help conceptualize the plan area, and generally these boundaries are correctly drawn. Implicit in this division is the recognition that different values can be realized through different urban arrangement allowed within these different areas.

I agree with most of the plan's proposals for the Woodside Station District.

This is a district that currently lacks an existing "sense of place" as defined above, and the plan reasonably seeks to create two new contemporary places therein, a new walkable urban neighborhood along the 16th Street corridor and a new urban park. This district, with its large population located on the edge of the Silver Spring CBD, can support a great deal of commercial activity and is already near a large number of stores. It is here where "the walkability fairy dust" is best sprinkled. In addition, the proposal to create a park between Summit Hills and the Barrington provides needed park land close to downtown Silver Spring.

I would redraw the Residential District to include both Friendly Gardens and the property behind Friendly Gardens, recently purchased by the Friendly Gardens' Board (the northeast quadrant of Area 8A). However, I would exclude from this area the northern portion of Rollingwood Apartments which the plan proposes be redeveloped. This area is not currently an urban area, and the proposals in the existing plan will not be able to turn it into a successful, walkable urban community. Hence, development in this area needs to be scaled back to avoid the problems that are inherent in the design overreach of the plan and, more important, to protect the existing Lyttonsville community.

I believe that the plan is correct in leaving the single family residences of Lyttonsville, Rosemary Hills, and Rock Creek Forest largely unchanged.

I applaud the proposals to create a corridor park along the Capital Crescent Trail. I also applaud the Plan's request that Purple Line engineers redesign the stormwater management facility near Stewart Avenue in order to make it more park-like. In addition, however, I propose that after Stewart Avenue is blocked at the Purple Line tracks, the street area from the Capital Crescent Trail to Kansas Avenue be retained as a transit corridor. A trail connecting the CCT and Kansas Avenue should then be built. This would involve removing the existing impermeable street surface and replacing it with natural landscaping. If built, the civic green proposed for this area would be best located at the intersection of these two trails across from the redesigned stormwater management

facility. This would create a sizable park on mostly public land that could be used both by local residents and by trail users.

Central to the protection of Lyttonsville is limiting the growth proposed adjacent to it. **I approve of the rezoning of Area 9 to residential, but I think that the proposed zoning, CRN - 1.5, is too high.** This area will be accessible only via extremely narrow streets that run through the heart of Lyttonsville and the proposed scale of this development threatens to overwhelm Lyttonsville with a large number of essentially transient apartment dwellers. **I propose instead that Area 9 be rezoned TDL** to allow for family-oriented town house development. Even better, this would be a good location to build a pocket neighborhood (Rose Chapin, *Pocket Neighborhoods*). This area is one of the worst examples of unjust industrial rezoning mentioned earlier and should be returned to the community and it should be rezoned to scale. What are needed in Lyttonsville are more families who can be integrated into the fabric of this historic community. This area is well-suited to this purpose if it is correctly zoned.

FARs for the remaining multi-family developments in the residential district should be limited to no more than 1.5. This includes Paddington Square (Area 6A) and the new property belonging to Friendly Gardens (the northwest quadrant of Area 8A). **Language should be inserted into the plan explicitly discouraging or forbidding the redevelopment of the existing structures on Friendly Gardens and the southern half of Rollingwood for the lifetime of this plan.**

The Lyttonsville Station District (now excluding the Friendly Gardens properties, but including the northern half of Rollingwood Apartments) and especially the northwestern quadrant of Area 8A, can be zoned for more intense development.

However, language should be inserted into the plan explicitly discouraging or forbidding the redevelopment of the Claridge House for the lifetime of this plan. Southern Management, its owner, needs to be encouraged to redevelop Summit Hills instead.

Zoning for the northwest quadrant of Area 8A can be kept at CRT 2.5. Language should be inserted, however, limiting access to this property to a direct connection to Lyttonsville Place or to Lyttonsville Road only.

I approve of the floating zone for Area 10.

Language should be inserted into the plan explicitly discouraging the redevelopment of Area 7 (WSSC) for the lifetime of this plan.

The Industrial Area is left largely untouched by the plan.

The proposal to connect the Ireland Trail with Garfield Avenue is a good one.

Virtually nothing is said concerning the most important problem in this area, parking. It would be good if ways could be found to increase parking for both employees and clients.

Also little is said about improving the Brookville Road streetscape. The report issued by the University of Maryland Planning Students has many good ideas on this subject that should be considered.

Public facilities need to be protected. The density increases proposed by the plan will seriously compromise both the Coffield Center and Rosemary Hills/Lyttonsville Park. The plan proposes no programs to mitigate the problems that it will surely cause to these important neighborhood necessities. The best way to limit the damage to these facilities is to limit the scope of development on the western edge of the planning area. If new development is allowed, the plan should call on the county to expand the Community Center and to directly fund more parkland. In addition, the plan should call for the proposed Lyttonsville museum to be located at the Center and financed with public funds.

Conclusion

If the sector plan is to lead to real improvements, it must adopt a more defensible notion of "place," recognize the historical importance of Lyttonsville, and revise its recommendations to make them consistent with that notion. The purpose of these changes is to protect the historical community of Lyttonsville so that it is not turned into just another generic and boring urban place. This requires limiting development in the areas immediately surrounding Lyttonsville. Altering the plan in the ways outlined above will produce new walkable urban areas in an area that can sustain them, furthering compact city development, while at the same time respecting the historically significant place already there on the western edge of the planning area.

MCP-CTRACK

From: Valarie Barr <valarie_barr@hotmail.com>
Sent: Wednesday, February 10, 2016 9:12 PM
To: MCP-Chair
Subject: Letter from civic association of PREZCO

Dear Planning Board Commissioners,

The undersigned representatives of civic associations that are part of PREZCO, the Association of Silver Spring Civic Presidents, ask that the Planning Board re-consider some of the recommendations of the Greater Lyttonsville draft sector plan. Most importantly we ask the Planning Board to reduce the proposed density in the western part of the sector plan area along Grubb and Lyttonsville Roads in order to maintain the unique character of the nearby neighborhoods, Lyttonsville, Rosemary Hills and Rock Creek Forest. The local community has asked for no more than 400 additional units in this section, which would mean re-zoned property could increase in density by 150%.

We understand that reducing sprawl in Montgomery County means housing many new residents in the down county area, however this growth must respect the irreplaceable nature of stable neighborhoods and target growth to more urbanized areas. We appreciate that the staff has not proposed increasing density within the single family areas of the sector plan, but vastly increased density at the edges of these neighborhoods can have a profound effect on their future as can be seen by the fate of the Sacks neighborhood in Bethesda. We ask the Planning Board to act to preserve the historical and cultural resources of the down county area. The preservation of the historic African-American community of Lyttonsville should be given a very high priority. This community is threatened by the proposed re-zoning that would turn it into a small island surrounded by high density multi-family structures, suggesting that the long term fate of Lyttonsville is urban infill. This would mean the tragic loss of a community that has existed since 1853 and contains the living history of African-Americans in Montgomery County.

Much of the proposed growth is rationalized by the proximity of the Lyttonsville Purple Line Station. However, transit oriented development should be considered with careful reference to context. The area around a ½ mile radius of this station already contains thousands of residents and includes 1500 apartments. Yet we are told that our numbers are not sufficient to justify the county's investment, that transit is not meant for us -- the current residents -- but rather for new people who must be recruited in large numbers to generate the required return on investment. In other words, down-county residents may only garner the benefits of transit if we are willing to allow our neighborhoods to be transformed into dense urban centers. This policy will undercut local support for public transportation. In the area affected by the Greater Lyttonsville sector plan, support for the Purple Line dropped significantly once people saw the proposed density increases along Grubb Road and Lyttonsville Road. The draft plan calls this zone on the south side of the Purple Line tracks a new "emerging center" that is to be developed right next to the homes of Lyttonsville. We ask that rather than an emerging center, this area be considered as an essential part of the Lyttonsville residential community and zoned with density appropriate to that designation.

Our stable, long-standing communities provide many benefits to the county. The thousands of new units proposed in this sector plan are aimed primarily at a younger, more mobile demographic. Many County agencies appear entranced with the idea of building neighborhoods composed predominantly of these new, young residents. But as pointed out in *Bowling Alone*, people who intend to live less than five years in a place are significantly less likely to volunteer or to participate in neighborhood organizations. Yet Montgomery County depends on volunteers for a wide range of services that are given to the county for free; volunteers who come from established neighborhoods like Lyttonsville, Rosemary Hills and Rock Creek Forest. We form your civic associations, your advisory boards, participate in Weed Warriors, Friends of the Library and other county sponsored groups. We support essential not-for-profit groups such as Safe Silver Spring, Maryland Housing Partnership and Conservation Montgomery. The landscape of the Greater Lyttonsville Sector Plan would be very different without the hard work of citizen advocates. There would be a large Purple Line maintenance yard sitting in the middle of Brookville Road, severely affecting both the current businesses and preventing any possible future development of the area. It would be short-sighted to throw away these public benefits by erasing the stable communities where the dedicated residents of down-county Montgomery County live and replacing them with new neighborhoods housing residents who are unlikely to be committed to the long term future of the county or even their own neighborhoods.

We call upon the Planning Board to support a more nuanced and context sensitive sector plan for the Greater Lyttonsville area. Please respect the wishes of the local community and decrease the density that is proposed in the draft version of the Greater Lyttonsville Sector Plan to levels supported by the community, particularly for the sites along Grubb Road and Lyttonsville Road.

Respectfully yours,

Ellen Sands, President Woodside Civic Association

Anne Kennedy, President North Woodside Civic Association

Harriet Quinn, Vice-President Woodmoor-Pinecrest Civic Association

Valarie Barr, Vice President Rosemary Hills Neighbors Association

Charlotte Coffield, President Lyttonsville Community Civic Association

Seven Oaks Evanswood Citizens Association Executive Board

MCP-CTRACK

From: eks1958@rcn.com
Sent: Wednesday, February 10, 2016 10:12 PM
To: MCP-Chair
Subject: 2-11-2016 Greater Lyttonsville Sector Plan Testimony
Attachments: 2-11-2016 GLSP Testimony_Santorini_Oral.docx; 2-11-2016 GLSP Testimony_Santorini_Written.docx

Dear Montgomery County Planning Board Chair Casey Anderson,

Thank you so much for allowing local residents to speak before the Planning Board in response to the Greater Lyttonsville Sector Plan. Neighbors in the Rosemary Hills Neighborhood Association have met for the last few months to learn more about the plan and are galvanized against the massive planned density.

As I stood - literally speechless - in front of the maps showing the planned increase in density after one of the MNCPPC meetings, I became determined to not sit quietly by, but to raise my voice in defense of this wonderful, warm, sharing, diverse neighborhood.

Please find my Written Comments, as well as the Oral Comments, which I have registered to present at the GLSP meeting tomorrow evening.

With many thanks for allowing us to be part of the process,

Sincerely,

Eva Santorini
8714 Sundale Drive
Silver Spring, MD 20910
301 588 7980

My name is Eva Santorini. My husband and I have lived in the Rosemary Hills section of Silver Spring since 1988 and love our neighborhood for its diversity and location.

I would like to thank the Planning Board for the opportunity to comment on the Greater Lyttonsville Sector Plan which would shift our neighborhood from a suburban to an urban one and severely disrupt our neighborhood's unique character. I have submitted written testimony, but am presenting this oral testimony with a focus on Rosemary Hills-Lyttonsville Park and the Gwendolyn Coffield Community Center. They bring neighbors together, offer a site where residents can be engaged and active while safe, and offer respite in Nature.

Rosemary Hills-Lyttonsville Park is used by many of the community's residents, from young families to senior citizens. It is a neighborhood park, safe, open, welcoming, and accessible to many. Kids can walk, scooter, and ride their bicycles there, while others take public transportation when signing up for after-school practices. It is a pleasant place to meet neighbors and get to know new ones. Joggers, walkers, and dog-walkers – young and old, from diverse racial and ethnic backgrounds – use the park from morning to night, weekdays and weekends. Neighbors have regularly used the outdoor tennis courts for many years. The open fields lend themselves to impromptu football or soccer games, and on almost any given day, one can see young folks shooting hoops on the basketball courts. The park's large playground is perfect for older children, while the tiny tot playground is well-suited for younger children and their parents. I have seen residents communicate despite language barriers, share snacks, and introduce a shy child to a leashed dog, resulting in big smiles all around.

In the community center, children and teens play basketball and hockey in the open gym. They can sign up for after-school programs and summer camp offered by the Department of Recreation. Teens spend time in the game room, while adults work out in the center's Fitness Room or come to the Monday night Tai-Chi class. Seniors come for exercise classes twice a week. The Social Hall, classrooms, lounge, and conference rooms can be rented for events at reasonable rates, and our group has met at the center for our neighborhood meetings. Amidst many different cultures and languages, residents, police and county officials get to know one another during First Night. Dedicated Lyttonsville residents have proudly displayed their historical photo exhibit during Black History Month.

To me, however, nature is the park's most precious gift. How many times have I watched deer amble across the fields and hawks soar above, listened to crows cackle, or stopped just to look out over the fields - and stop – and felt enriched and grateful for the open space? I have ventured onto the fields at night, searching for astrological events. Tree Stewards have monitored the park's tree health, while Weed Warriors such as myself have removed invasive species. Many of us pick up trash and recyclables and generally watch over our park.

In closing, I want to emphasize just how special and precious Rosemary Hills-Lyttonsville Park is to residents. All of us here tonight love our neighborhood, support each other, and want to maintain its unique character. We are united against additional density.

My name is Eva Santorini. My husband and I have lived in the Rosemary Hills section of Silver Spring since 1988. When we moved into the neighborhood 28 years ago, we could not have known how dear we would hold this community.

I would like to thank the Planning Board for the opportunity to comment on the Greater Lyttonsville Sector Plan which has the potential of disrupting the neighborhood I call home.

Given the enormous changes that would result if the Plan were implemented in its current form, I would like to share my concerns. It begins with the Purple Line itself and the Planning Board's desire to change our neighborhood from a suburban one to an urban one.

1. **Increased density proposed in the plan will change the unique character of our neighborhood and harm our diverse community.** The Plan suggests converting the area around the proposed Lyttonsville Purple Line stop to a dense urbanized core, with an *un*-believable 1,039 new apartment units. What is the need for so many units? I recall standing at the maps after one of the neighborhood meetings and being absolutely speechless and absolutely mortified at the proposed changes. If an additional 2,000 units are added to the Summit Hills complex on the eastern end of our sector, even more severe change can be anticipated.

A few of the things we appreciate in our community:

- Our close-knit neighborhood is racially diverse, ethnically diverse, socio-economically diverse.
- We are a community of walkers, runners, dog walkers. Morning, noon, and night.
- We know our neighbors.
- We assisted residents after a fire on December 31, 2013 by collecting financial and clothing donations.
- We engaged to maintain Rosemary Hills Park and Coffield Community Center from being taken over as the site of a new middle school
- We offer "Neighborhood Nibbles," assistance for residents in need of short-term help
- We organized a going-away party to our hugely-popular and sorely-missed long-term mail carrier, Larry Stewart, a member of the Stewart family, one of the original families in the neighborhood
- A resident recently built a "Little Library" to share books
- Most residents meet at the annual neighborhood Summer Party
- We enjoy impromptu football and ultimate Frisbee games and soccer at Rosemary Hills Park or at Rosemary Hills Primary School
- We love the annual Halloween parades at Rosemary Hills Primary School
- Many residents enjoy Department of Recreation classes on Coffield fields
- We enjoy the tennis courts and playing fields in the park
- In the past, we have enjoyed the Lyttonsville photo exhibit during Black History Month at the Coffield Center
- We help seniors dig out of snowstorms

In review, we are a diverse neighborhood that is nevertheless closely knit. The increases proposed by the plan would undermine the neighborhood.

2. **Increased traffic is already a scourge and will increase exponentially with added development.**

The Planning staff has indicated that our intersections currently pass their traffic tests. I have *severe reservations* about the nature of these tests.

It is unrealistic to think that all residents of the newly developed units will commute only on the Purple Line. Even if "only" 50% of the residents maintain and use a car, the additional 1,000* cars will wreak havoc on already-congested roads. Anyone who has traveled during the morning and evening rush hours between Bethesda and Silver Spring will attest to heavy backups on East-West Highway.

As an example, these backups heading east from Bethesda towards Silver Spring during the evening rush hour begin and include the following intersections:

- Wisconsin and Montgomery Avenues in downtown Bethesda
- East-West Highway and Connecticut Avenue, with left lanes turning and adding to already heavy northward traffic towards the Beltway and Kensington and beyond
- East-West Highway and Jones Mill Road/Beach Drive. Both of the cross streets are single-lane and traffic can stretch for over a mile in each direction during rush hour.
- East-West Highway and Grubb Road. This already congested intersection would carry much of the additional load of new residents heading home on Grubb/Lyttonsville/Brookville – *already a nightmare!*

Since vehicular traffic will not be allowed to cross the Purple Line path, most of the additional drivers will have to use roads in the Lyttonsville and Rosemary Hills communities in order to enter and exit. We do not want new streets to be built within our communities to accommodate new traffic patterns – we want less traffic! With only three points of entry and exit (Lyttonsville/Grubb; Lyttonsville/Seminary; and Brookville Road), traffic will be very challenging and safety issues will arise. The Talbot Avenue Bridge may be rebuilt with two lanes resulting in much more traffic - adjacent to Rosemary Hills Primary School which offers after-school care into the evening - and cutting through the North Woodside neighborhood, which has discussed making the bridge one-way. Anything that impedes flow would become a logistic traffic nightmare with the heavy increase in population.

- East-West Highway and 16th Street
- East-West Highway and Colesville Road (nightmare congestion in morning and evening rush hour)
- East-West Highway and Georgia Avenue
- Linden and Seminary Road intersections, already heavy with those working at Forest Glen Annex, spilling traffic onto those lanes on Georgia Avenue waiting to get onto 495

Safety issues are many:

- Excessive speed along curvy and hilly East-West Highway has made this road one of the most dangerous in the county for many years. Additional vehicles would exacerbate safety issues.

Fatalities: 3 on E-W Highway and Rosemary Hills Drive (2014)
1 at E-W Highway and 16th Street
3 at E-W Highway and Maple (1998)
1 at E-W Highway at Meadowbrook Lane
1 at E-W Highway and Rosemary Hills Drive

and many speed-related accidents.

Hitting too close to home: A few years ago, I was preparing to cross E-W Highway on a green light. I proceeded slowly into the intersection, and as I looked right again, stopped and watched a driver cresting the hill and barreling west on E-W Highway *without ever slowing down* for his red light. That close call made traffic safety along E-W H personal!

- East-West Highway and Rosemary Hills Drive. The traffic light was installed after an elderly woman was killed while crossing East-West Highway. In June 2014, my son witnessed as a B-CC friend was struck and injured at this intersection.
 - East-West Highway and Summit Hills Apartments. Safe pedestrian crossing is already a huge concern now. Our community has requested and is waiting for flashing lights or a robust warning system, apart from the existing painted lines, signage, and bumpy asphalt. In the dark, it is almost impossible to see pedestrians. Arlington County, VA uses a motion-detector-based crossing system, which could be installed here to make this crossing much safer.
 - First Responders - Emergency response time would be adversely affected by increased congestion
 - Crime – Residents near the Barrington Apartments are already having to deal with excessive trash, noise, and crime. Will we be subjected to the same problems?
3. **Overcrowding in classrooms.** We have seen overcrowding first-hand throughout our son's enrollment in MCPS schools. I question the methodology used to count 129 new students stemming from the new development. Talk to any teacher – and student – to find out the stresses of overcrowding in the classroom!

A new boundary study is being considered right now and will determine which school cluster our children will attend in the near future.

- RHPS Primary (Average class size ca 25)
Volunteered in the classroom to assist overworked teaching staff. Recall three different lunch groups, with shrill whistles to alert kids they were finished with lunch and had to leave in order for the next group of kids to have their lunch
- NCC Elementary (Average class size: ca 26)
Expanded in 2015
Particularly jarring news of several 3rd graders being taught in a reconfigured former janitorial closet
- Westland Middle (Average class size ca 26)
Search and construction of a sorely-needed new middle school says it all
- B-CC High School (Average class size ca 27-30)
Final expansion at B-CC planned for Summer 2016. *Nowhere to go after that!*

4. **Rosemary Hills-Lyttonsville Park and Gwendolyn Coffield Community Center.** In 2012 our community park was chosen as the site of a middle school, and it was only through a fierce and well-organized community effort, led by several outspoken and experienced residents, as well as Montgomery County Department of Parks and the Planning Board which did not cede the Park, that we saved our precious park. Today, residents continue to use two playgrounds, enjoy several sports fields, tennis courts, open spaces, and the Gwendolyn Coffield Recreation Center's facilities. We enjoy exercise and nutritional offerings, gym, youth can spend time in a safe surrounding, playing sports in the indoor gyms or game room. Often, those using the facilities walk there.

Under separate cover is the Public Testimony I am presenting on 2/11/16, along with other Rosemary Hills residents.

5. **Rock Creek Pool.** We have been members of RCP since 1988. RCP members are adamantly against selling our grounds. I was greatly dismayed to hear that this property is, even so, being considered for possible conversion as a MCPS school within the next 20 years.

MCP-CTRACK

From: patriciatysnnn@aol.com
Sent: Thursday, February 11, 2016 4:28 AM
To: MCP-Chair
Subject: Greater Lyttonsville Sector Plan Testimony
Attachments: Lyttonsville Testimony for PAT.docx

Thank you.

February 11, 2016

The Maryland-National Capital Park and Planning Commission
Montgomery County Planning Board
8787 Georgia Ave, Silver Spring, MD 20910

Mr. Chair, Madam Vice-Chair, and Commissioners of the Montgomery County Planning Board:

Thank you for this opportunity to bring before you our concerns regarding the proposed Greater Lyttonsville Sector Plan for the Rosemary Hills, Rock Creek Forest, and Lyttonsville neighborhoods.

I am Patricia Ann Tyson, a long-time resident of Lyttonsville and an advocate for the moral, social, and educational well-being of these three neighborhoods which I see as a community that lives, works, and plays together.

The dictionary describes the word community as *a social group of any size whose members reside in a specific locality, share government, and often have a common cultural and historical heritage*. We are three distinct neighborhoods with different characteristics, but whatever affects one affects all of us. Through the years we have been living together as a healthy vibrant community. Therefore, when I make my statement it is with that intention.

I have lived in Lyttonsville for almost 70 years. I am a graduate of Montgomery Blair High School and Montgomery College. As a teenager, growing into my adult years, I did then and still do admire the standard of living set by and in this county. I am not talking about wealth. I am talking about the moral character of this county. It has always been a county that cared about its residents. I observed the services easily obtained by seniors, the excellent schools and educational opportunities, the wonderful free public events for all ages, and many other things that are excellent. Montgomery County, to me, never seemed to be a carbon copy of other counties or the District of Columbia. We are proud residents heard by our government officials on all issues that affect the living conditions and environment of our neighborhoods.

The Vision of this Sector Plan for our area states it is to *preserve the integrity of the area's neighborhoods along with their special heritage and character, while strategically encouraging mixed-use development near transit and expanding parks, trails and open spaces*. As I see this plan, it will not preserve the integrity of our neighborhoods. Piling people on top of each other weakens and ultimately destroys the integrity of a neighborhood. My neighbors are greatly disturbed about the 2,000 units proposed for our community. One of our newest neighbors stated he moved from his former neighborhood in another state to this one to get away from the *millennials*. He told me that concept destroyed his neighborhood. He has a young family and

likes this neighborhood. We don't have much of a turn-over in Lyttonsville. Once a family moves here, they will most likely stay a long time and raise their children. We have families from various cultures that do not intend to leave the neighborhood. They raised their children here and the children have returned to raise their children here. We also have single people in our community who have lived here for many years, but I understand the new apartments will be designed to accommodate young people who are transient. Thus, the stability of our community will weaken. We know the county and the developers place their emphasis on revenue. We have never been opposed to change. Our neighborhood has always welcomed change, but change that enhances the neighborhood. This change proposed will destroy our integrity and environment. You have received the comments of concerned residents on these issues and I stand with them. They are looking at the next 20 years as you are and what we all see is not very encouraging. Our community/neighborhoods are not designed to adopt or endure this proposed increase. The businesses in the area and Bethesda will get lots of riders on the Purple Line, but must it destroy who we are. When asked why this increase, the answer given is "*it is the trend across the country.*" The Purple Line is not here yet and folks still seem to be attracted to the area for its integrity and physical setting for family life. Trends come and go. For many years across the country the poorer neighborhoods in most cities were found on the other side of the railroad track. Now, everyone wants to live next to the railroad track for access to fast transportation. Thus, the families who have lived there for generations are wiped out to make room for a new highway, etc. This is not fair or good.

I recently heard a former government official state we thought bringing in developers to increase business and residents would promote the integrity of our city, but after the fact now, we realize that was a mistake. Please don't make that mistake in our county and specifically our community. This county is not just good, it is the best. I, for one, want to keep it that way.

Patricia A. Tyson

Patricia A. Tyson
2300 Michigan Avenue
Silver Spring, MD 20910

MCP-CTRACK

From: ljamano <ljamano@mindspring.com>
Sent: Thursday, February 11, 2016 11:52 AM
To: MCP-Chair
Subject: Written Testimony for Greater Lyttonsville Sector Plan
Attachments: Lynn Amano Public Hearing Greater Lyttonsville Sector plan Feb 2016.docx

Please find attached my testimony regarding the Greater Lyttonsville sector plan.

Thank you,

Lynn Amano
ljamano@mindspring.com
240-543-3891
8707 Sundale Drive
Silver Spring, Md 20910

Public Hearing Greater Lyttonsville Sector plan

February 11, 2016

Dear Planning Board and Planning Staff,

I am submitting this written testimony for consideration in regards to tonight's meeting on the Greater Lyttonsville Sector plan. I appreciate the opportunity you have granted our community to provide feedback on the plan.

My name is Lynn Amano. I have been a resident of Rosemary Hills since 2008, when we purchased our house so that our oldest child could attend BCC High School. As you know, BC HS is generally regarded to be one of the best schools not only in the state, but the country as well. Part of what makes our school great is the diversity our community provides to the school as the most racially and economically diverse portion of that cluster.

Rosemary Hills and Lyttonsville have a long and proud history as at first thriving African American communities that have now become much more diversified. During this transition much of the valuable character and benefits of our close-knit diverse community have been retained, but I am very concerned that the sector plan threatens the most valuable and valued parts of living our little, semi-urban community.

I believe the 4000 new unity proposed in the sector plan will irreparably damage our quality of life, obfuscate the importance of our historical place, and threaten all of the most important factors of living in a community: environment, green spaces, traffic patterns, community cohesiveness, and school quality.

While our community is already made up of a mix of apartment buildings, townhouses, and single-family homes, we share a number of environmental resources in common. We already suffer from poor air quality as a result of the industrial park located just on the other side of our community. So much so, that there were serious concerns about the idea of locating a new middle or elementary school in an area where we already have three. Added bus pollution would take our air quality into unsafe levels, and these levels would be affected by the increased traffic these additional units would add as well.

All of the local residents share only one true 'greenspace', Rosemary Hills/Lyttonsville Park which apartment residents use as their "virtual back yard" and which homeowners make heavy use of due to our very small land plots. We are very grateful that Parks has made improvements to our local park, but I fear the added foot traffic would make it impossible to maintain the quality of parkland we have now. As you know, we already had to launch a significant effort to fight back a plan to build a school in our precious green space at the Coffield Center, itself a landmark of our proud history.

As the planning staff has often mentioned in their presentations, our community is unique in its balance of housing types, racial diversity and economic diversity. It is a delicate balance that as of yet has not disturbed the character of our little community. We are proud of our diversity, and many like myself as a member of a mixed family, chose this location because we feel

comfortable here. However, as homeowners, we have had to work hard to maintain our quality of life here in Rosemary Hills. Though we value our economic diversity, advocacy to protect our quality of life in Rosemary Hills has fallen almost completely on those of us who own houses here. I believe that greatly changing the balance of property ownership and rental properties in our area endangers our ability to advocate for ourselves by placing an ever-increasing amount of responsibility on fewer and fewer individuals who have the time and resources for such advocacy. As a community already walking a delicate balance between communities, the addition of more affordable and apartment units will not add diversity or quality of life to Rosemary Hills.

Huge expansions in the number of residential units in our school cluster are already causing significant problems for our schools. My family second consideration was our desire to live in a diverse community, but first was because of its matriculation into the BCC cluster. Our community is one of the few in the county where a significant population of minority children and those with financial need are given access to a high-quality school like BCC. School expansion is not keeping pace with the rate of development in our cluster. The 8000 units planned for less racially and economically diverse areas of our cluster threaten not only our place in bringing the richness of diversity to BCC, but access to a great school for many kids in need of such resources and opportunities. Additional units in our area will only increase the likelihood that future students will be denied the opportunities their parents have counted on.

The Montgomery County Council has been mostly unresponsive to community requests to slow development until infrastructure support around roads and schools has a chance to catch up. This can be seen in our ridiculous traffic pattern, and our unreasonably overcrowded and under-funded schools. As many Council members receive a great portion of their contributions from developers, is it any surprise that they have not only refused to pass on the REAL infrastructure costs to these same developers? While owners and builders are making millions off our properties, the Council often doesn't even enforce fees based on the formula that they developed themselves.

As public servants whose job it is to help ensure quality of life in our communities, I beg of you to do what the County Council cannot. Consider the amount of development already slated for other areas in the BCC cluster. Limit the number of additional units you approve for our area to the hundreds rather than the thousands. Please help the citizens here in southern portion of our community ensure the quality of life for ourselves and our kids, that we hoped for when we invested in our community.

Sincerely,

Lynn Amano
8707 Sundale Drive
Silver Spring, MD 20910
ljamano@mindspring.com

MCP-Chair

From: Michael Shuman <mshuman.pm@gmail.com>
Sent: Thursday, February 11, 2016 4:19 PM
To: MCP-Chair
Subject: Objection to Lytonsville Sector Plan Density Increase

To the Chair,

I am writing this email to object to the increase in neighborhood density proposed by the Lytonsville sector plan. I believe that the increased density proposed in the plan will cause great harm to our unique and diverse community. The plan suggests converting the area near the Lytonsville Purple Line station into a dense urbanized core, with up to 2000 new apartment units. This area is part of the residential neighborhood and should remain essentially suburban. I object to the way this plan will alter the character of our community.

Additionally, the increase in traffic will make the intersection at Grubb Rd. and East-West Hwy almost impassible. Already, getting through the intersection during morning rush hour to turn west is treacherous and usually requires waiting through several changes of the light.

Sincerely,

Michael Shuman
2310 Washington Ave.
Chevy Chase, MD 20815

MCP-Chair

From: Nancy Pendery <npendery@yahoo.com>
Sent: Thursday, February 11, 2016 4:19 PM
To: MCP-Chair
Subject: Lyttonsville Sector Plan

via: mcp-chair@mncppc-mc.org

February 11, 2016

Dear Board:

We are very concerned about the effects that the proposed Lyttonsville Sector Plan will have on our neighborhood.

We are opposed to the increase in density that 2000 new apartment units would bring to the area. With that increase in density would come an increase in traffic. There are several places in the neighborhood where traffic already poses problems. There often are long waits making turns from Spencer to Grubb. There are long lines of standing traffic on Seminary Road from the bridge, past Walter Reed Annex and past Snyders at certain times of the day.

The increase in traffic, especially sitting traffic, adds to pollution which is already high from East-West Highway, Georgia Avenue, perhaps the Forest Glen Annex. Some days it is difficult to breathe and some nights, there are awful odors.

An increase in density such as that proposed would be difficult for our schools and recreation centers to accommodate. Already the community has successfully fought a plan that would develop our parkland. We would argue that developing our pool property would likewise be deleterious to the neighborhood. We know how important sports are to enhancing relationships between people in the neighborhood and to providing children positive outlets for their energy.

We want the Brookeville Business District to be protected. The business owners there contribute to our community in so many ways. They provide valuable services for us and model entrepreneurship for our children. Many of the owners sponsor community events. We would miss them if they were forced to leave. We would be saddened if some of them had to close down completely because they cannot afford the enormous costs of moving.

If new businesses are to be added to the area, we would propose that the businesses serve the residents who are here and do not attract even more traffic to the area. We would ask for a minimum of new household dwellings and a restriction of the number of people who may live in each. We know of landlords who are allowing extreme overcrowding of units already and would like to prevent that sort of thing in the future.

We moved here because we liked the diverse, safe, and connected, and unpolluted connected community atmosphere. We would object to increased density and business growth that would change the character of our neighborhood and those surrounding it.

Sincerely,

Nancy Pendery and Howard Schwartz
2313 Peggy Lane
Silver Spring, MD 20910

MCP-Chair

From: Charlotte Coffield <cacoffield@aol.com>
Sent: Thursday, February 11, 2016 4:23 PM
To: MCP-Chair
Subject: Greater Lyttonsville Sector Plan Testimony by Charlotte Coffield
Attachments: Testimony of Charlotte A.docx

-----Original Message-----

From: Charlotte Coffield <cacoffield@aol.com>
To: cacoffield <cacoffield@aol.com>
Sent: Thu, Feb 11, 2016 4:06 pm
Subject: Greater Lyttonsville Sector Plan Testimony by Charlotte Coffield

**Testimony of Charlotte A. Coffield
Before the Montgomery County Planning Board
February 11, 2016**

My name is Charlotte A. Coffield. I am a life-time resident of Lyttonsville where five generations of my family have lived since the early 1900's. Today I am here as President of the Lyttonsville Community Civic Association to comment on the Greater Lyttonsville Sector Plan. So thank you for the opportunity to do so.

As you know, we have been working with the Planning Staff since they embarked on the Greater Lyttonsville Sector Plan and during that time we have been able to resolve some of our misunderstandings and concerns. We are well aware of the amount of time and hard work that the Planning Staff puts into this plan and appreciate the respectful way they work through our issues with us. There still remains a few concerns that we feel need to be addressed and resolved.

Many of you are aware of the history of Lyttonsville, one of the oldest African American communities in Montgomery County, and the deplorable conditions and struggles we endured. Some of you may have read an article on the front page of the Washington Post metro section on February 6 entitled "Activist helped mold enclave into vibrant black community." The article is about an 80 year old lady who died on Feb. 3 in Scotland, an African American community in Montgomery County founded in 1880. I mention that because it describes the conditions of any of those communities over the county that existed with no paved streets, no sewers or water lines and dilapidated homes. I can relate because I lived through the struggles of a two-room school house with a bot-belly stove and all of the above. As Maya Angelo said, "and still we rise." The history of our community is deep and it is emotional to think of all of the injustices and hardships we faced while the County came up with excuse after excuse as to why it took 25 years to pave our streets and put in water and sewage.

I bring this up because it is imperative that we not lose sight of our history. It was through the help and guidance of Gwen Wright and her staff that we were able to put together an exhibit on the history of this community. She recognized this as a project that was near and dear to my heart and said it was the first time the county recognized Black

History Month down county. The Exhibit opened at the Coffield Community Center in 2008. It is still a work in progress but is very much in need of a permanent home and we are asking that language be in the Sector Plan that will eventually house it in our Community Center.

It is not that we are against any future development here but feel that one size does not fit all the communities along the Purple Line and that all PL stations do not need to be town centers. We continue to worry that the proposed density allowed in the draft Sector Plan will overwhelm this community. That includes the Community Center and the Lyttonsville/Rosemary Hills park. We have tested the pulse of the residents here and the outcome is that the proposed density would destroy the stable character and balance of our ethnically diverse neighborhood.

The proposed density will come with cars and even now traffic can be a real nightmare getting in and out of the community. Our residential streets were not designed to handle the increase in traffic.

Do we want to go back to the days of dirt roads and pot belly stoves? No. I do not want to think that the struggles of those who came before me to keep the community together were all in vain. Today, we take pride in the fact that Lyttonsville and our surrounding communities live together in harmony. We ask you to please help us keep our communities great.

My constant prayer is for guidance to know when to hold on and when to let go and to make the right decisions at the right time and in the right way. I pass this thought on to you as we proceed with the Greater Lyttonsville Sector Plan.

MCP-Chair

From: ljamano <ljamano@mindspring.com>
Sent: Thursday, February 11, 2016 4:35 PM
To: MCP-Chair
Subject: Fwd: Written Testimony for Greater Lyttonsville Sector Plan
Attachments: Lynn Amano Public Hearing Greater Lyttonsville Sector plan Feb 2016.docx; ATT00001.htm; Lynn Amano Public Hearing Greater Lyttonsville Sector plan Feb 2016.docx; ATT00002.htm

Please accept this more clear, edited version of my written testimony in lieu of the previously submitted one.

Thank you,

Lynn Amano

Public Hearing Greater Lyttonsville Sector plan

February 11, 2016

Dear Planning Board and Planning Staff,

I am submitting this written testimony for consideration in regards to tonight's meeting on the Greater Lyttonsville Sector plan. I appreciate the opportunity you have granted our community to provide feedback on the plan.

My name is Lynn Amano. I have been a resident of Rosemary Hills since 2008, when we purchased our house so that our oldest child could attend BCC High School. As you know, BC HS is generally regarded to be one of the best schools not only in the state, but the country as well. Part of what makes our school great is the diversity our community provides to the school as the most racially and economically diverse portion of that cluster.

Rosemary Hills and Lyttonsville have long and proud histories as thriving African American communities, which have now become much more diversified. During this transition, much of the valuable character and benefits of our close-knit diverse community have been retained, but I am very concerned that the sector plan threatens the most valuable and valued parts of living our little, semi-urban community.

I believe the 4000 new units proposed in the sector plan will irreparably damage our quality of life, obfuscate the importance of our historical place, and threaten all of the most important factors of living in a community: environment, green spaces, traffic patterns, community cohesiveness, and school quality.

While our community is already made up of a mix of apartment buildings, townhouses, and single-family homes, we share a number of environmental resources in common. We already suffer from poor air quality as a result of the industrial park located just on the other side of our community. So much so, that there were serious concerns about the idea of locating a new middle or elementary school in an area where we already have three. Added bus pollution would take our air quality into unsafe levels, and these levels would be affected by the increased traffic these additional units would add as well.

All of the local residents share only one true 'greenspace', Rosemary Hills/Lyttonsville Park, which apartment residents use as their "virtual back yard" and which homeowners make heavy use of due to our very small land plots. We are very grateful that Parks has made improvements to our local park, but I fear the added foot traffic would make it impossible to maintain the quality of parkland we have now. As you know, we already had to launch a significant effort to fight back a plan to build a school in our precious green space at the Coffield Center, itself a landmark of our proud history.

As the planning staff has often mentioned in their presentations, our community is unique in its balance of housing types, racial diversity and economic diversity. It is a delicate balance that as of yet has not disturbed the character of our little community. We are proud of our diversity, and many like myself as a member of a mixed family, chose this location because we feel

comfortable here. However, as homeowners, we have had to work hard to maintain our quality of life here in Rosemary Hills. Though we value our economic diversity, advocacy to protect our quality of life in Rosemary Hills has fallen almost completely on those of us who own houses here. I believe that greatly changing the balance of property ownership and rental properties in our area endangers our ability to advocate for ourselves. It would place an ever-increasing amount of responsibility on fewer and fewer individuals who have the time and resources for such advocacy. As a community already walking a delicate balance between community types, the addition of more affordable and apartment units will not add diversity or quality of life to Rosemary Hills.

Huge expansions in the number of residential units in our school cluster are already causing significant problems for our schools. My family's second consideration was our desire to live in a diverse community, but our first was its matriculation into the BCC cluster. Our community is one of the few in the county where a significant population of minority children and those with financial need are given access to a high-quality school like BCC.

School expansion is not keeping pace with the rate of development in our cluster. The 8000 units planned for less racially and economically diverse areas of our cluster threaten not only our place in bringing the richness of diversity to BCC, but access to a great school for many kids in need of such resources and opportunities. Additional units in our sector will only increase the likelihood that future students will be denied the opportunities their parents have counted on.

The Montgomery County Council has been mostly unresponsive to community requests to slow development until infrastructure support around roads and schools has a chance to catch up. This can be seen in our ridiculous traffic pattern, and our unreasonably overcrowded and under-funded schools. As many Council members receive a great portion of their contributions from developers, is it any surprise that they have refused to pass on the REAL infrastructure costs to these same developers? While owners and builders are making millions off our properties, the Council often doesn't even enforce fees based on the formula that they developed themselves.

As public servants whose job it is to help ensure quality of life in our communities, I beg of you to do what the County Council cannot. Consider the amount of development already slated for other areas in the BCC cluster. Limit the number of additional units you approve for our area to the hundreds rather than the thousands. Please help our little community preserve the features that attract so many to live and invest here.

Sincerely,

Lynn Amano
8707 Sundale Drive
Silver Spring, MD 20910
ljamano@mindspring.com

Begin forwarded message:

From: ljamano <ljamano@mindspring.com>
Subject: Written Testimony for Greater Lyttonsville Sector Plan
Date: February 11, 2016 at 11:51:47 AM EST
To: MCp-chair@mncppc-mc.org

Please find attached my testimony regarding the Greater Lyttonsville sector plan.

Thank you,

Lynn Amano
ljamano@mindspring.com
240-543-3891
8707 Sundale Drive
Silver Spring, Md 20910

Public Hearing Greater Lyttonsville Sector plan

February 11, 2016

Dear Planning Board and Planning Staff,

I am submitting this written testimony for consideration in regards to tonight's meeting on the Greater Lyttonsville Sector plan. I appreciate the opportunity you have granted our community to provide feedback on the plan.

My name is Lynn Amano. I have been a resident of Rosemary Hills since 2008, when we purchased our house so that our oldest child could attend BCC High School. As you know, BC HS is generally regarded to be one of the best schools not only in the state, but the country as well. Part of what makes our school great is the diversity our community provides to the school as the most racially and economically diverse portion of that cluster.

Rosemary Hills and Lyttonsville have a long and proud history as at first thriving African American communities that have now become much more diversified. During this transition much of the valuable character and benefits of our close-knit diverse community have been retained, but I am very concerned that the sector plan threatens the most valuable and valued parts of living our little, semi-urban community.

I believe the 4000 new unity proposed in the sector plan will irreparably damage our quality of life, obfuscate the importance of our historical place, and threaten all of the most important factors of living in a community: environment, green spaces, traffic patterns, community cohesiveness, and school quality.

While our community is already made up of a mix of apartment buildings, townhouses, and single-family homes, we share a number of environmental resources in common. We already suffer from poor air quality as a result of the industrial park located just on the other side of our community. So much so, that there were serious concerns about the idea of locating a new middle or elementary school in an area where we already have three. Added bus pollution would take our air quality into unsafe levels, and these levels would be affected by the increased traffic these additional units would add as well.

All of the local residents share only one true 'greenspace', Rosemary Hills/Lyttonsville Park which apartment residents use as their "virtual back yard" and which homeowners make heavy use of due to our very small land plots. We are very grateful that Parks has made improvements to our local park, but I fear the added foot traffic would make it impossible to maintain the quality of parkland we have now. As you know, we already had to launch a significant effort to fight back a plan to build a school in our precious green space at the Coffield Center, itself a landmark of our proud history.

As the planning staff has often mentioned in their presentations, our community is unique in its balance of housing types, racial diversity and economic diversity. It is a delicate balance that as of yet has not disturbed the character of our little community. We are proud of our diversity, and many like myself as a member of a mixed family, chose this location because we feel

comfortable here. However, as homeowners, we have had to work hard to maintain our quality of life here in Rosemary Hills. Though we value our economic diversity, advocacy to protect our quality of life in Rosemary Hills has fallen almost completely on those of us who own houses here. I believe that greatly changing the balance of property ownership and rental properties in our area endangers our ability to advocate for ourselves by placing an ever-increasing amount of responsibility on fewer and fewer individuals who have the time and resources for such advocacy. As a community already walking a delicate balance between communities, the addition of more affordable and apartment units will not add diversity or quality of life to Rosemary Hills.

Huge expansions in the number of residential units in our school cluster are already causing significant problems for our schools. My family's second consideration was our desire to live in a diverse community, but first was because of its matriculation into the BCC cluster. Our community is one of the few in the county where a significant population of minority children and those with financial need are given access to a high-quality school like BCC. School expansion is not keeping pace with the rate of development in our cluster. The 8000 units planned for less racially and economically diverse areas of our cluster threaten not only our place in bringing the richness of diversity to BCC, but access to a great school for many kids in need of such resources and opportunities. Additional units in our area will only increase the likelihood that future students will be denied the opportunities their parents have counted on.

The Montgomery County Council has been mostly unresponsive to community requests to slow development until infrastructure support around roads and schools has a chance to catch up. This can be seen in our ridiculous traffic pattern, and our unreasonably overcrowded and under-funded schools. As many Council members receive a great portion of their contributions from developers, is it any surprise that they have not only refused to pass on the REAL infrastructure costs to these same developers? While owners and builders are making millions off our properties, the Council often doesn't even enforce fees based on the formula that they developed themselves.

As public servants whose job it is to help ensure quality of life in our communities, I beg of you to do what the County Council cannot. Consider the amount of development already slated for other areas in the BCC cluster. Limit the number of additional units you approve for our area to the hundreds rather than the thousands. Please help the citizens here in southern portion of our community ensure the quality of life for ourselves and our kids, that we hoped for when we invested in our community.

Sincerely,

Lynn Amano
8707 Sundale Drive
Silver Spring, MD 20910
ljamano@mindspring.com

MCP-Chair

From: S A Raskin <sraskin69@msn.com>
Sent: Thursday, February 11, 2016 5:53 PM
To: MCP-Chair
Subject: Rosemary Hills - Laytonsville Sector Plan
Attachments: letter to county re neighbor plan.docx

Dear Board:

Thank you for this opportunity to submit my written testimony regarding the Lyttonsville Sector Plan. I am deeply concerned about the impact of this plan as-is on our community currently and the surrounding neighborhoods, as well.

- 1) I believe that the increased density proposed in the plan will cause great harm to our unique and diverse community. The plan suggests converting the area near the Lyttonsville Purple Line station into a dense urbanized core, with up to 2000 new apartment units. This area is part of the residential neighborhood and should remain essentially suburban. I object to the way this plan will alter the character of our community.
- 2) The plan will greatly increase traffic in our neighborhood. Our roads are narrow suburban streets that cannot accommodate hundreds of additional cars. We can barely exit out of our neighborhood from Spencer Road onto Grubb Road (going in either direction, or to cross over) as is. Inevitably, even apartment buildings near public transit will invite traffic, as some residents will have vehicles, the people who work there will, and the many guests and individuals who provide services to those residences will all have vehicles, as well. Although the staff has said that our intersections pass their traffic test, many of our roads are too narrow for two-way travel and we already have to wait to pass single file. Furthermore, a recent report shows that the nearby major intersections of 16th Street and Georgia, Georgia and Seminary, as well as East-West Highway and Jones Bridge Road are already failing the traffic test. Adding more residents along Lyttonsville Road and Grubb Road will make this congestion much worse. My children are newly at or approaching the age in which I would want them to walk to friends' homes just across East-West Highway and/or Grubb Road, and an increase of traffic will make this a challenging intersection untenable and outright dangerous to pedestrians. I would also like to note that the traffic has greatly increased with the re-location of Walter Reed to both the Naval Hospital in Bethesda and the Research facility on Brookeville Road.
- 3) I am deeply concerned about the effect of this number of new residents on our already overcrowded schools. I believe that the plan could result in changes in school boundaries....
- 4) The Rosemary Hills-Lyttonsville Park is currently heavily used. This proposed population increase will certainly add to the use of the park, yet there is no plan to add resources or new open space. Additionally, the age of the children using the park is quite variable, and we could use an update of equipment to reflect some of the older children's needs (akin to the Wheaton Adventure Park). Over time it has become clear that more resources are critically needed, and additional users will only tax the already understaffed, under-resourced park.
- 5) Our Community Center is heavily used and needs many repairs and upgrades. Its Club Rec program is already oversubscribed and the county cannot provide the funds for needed staff. It is unfortunate that such a valued resource is not able to meet high community demand, and this is at the current level of local residents.

6) I object to the idea that Rock Creek Pool be destroyed to make room for a new school. This would be a horrible loss to our community. There already is a multi-year waiting list to become a member, as demand is so high. Shutting it down would be a tremendous blow to this sector. The swim club is a meeting place for community members throughout the adjoining neighborhoods, and it makes a tremendous quality-of-life difference for our family and hundreds of others.

7) I believe that the businesses on Brookville should be protected and new businesses that directly serve the residents should be added. Additional walkable cafes, artists' lofts, and live-work space would be community assets.

I ask that the maximum FAR in this area be set at 1.5, the maximum generally allowed near single-family homes. I ask that the total number of new units allowed on re-zoned properties be set to 400, allowing an increase of 1.5X the number of units currently in place.

Thank you.

Sincerely,

Sheryl Raskin

MCP-Chair

From: Victoria Antoinette Rose <victoriaarose@verizon.net>
Sent: Thursday, February 11, 2016 6:26 PM
To: MCP-CR; MCP-Chair
Cc: valarie_barr@hotmail.com; hiview@verizon.net; erwinrose@gmail.com
Subject: Great Lyttonsville Sector Plan Tesimony

Importance: High

**MR. CASEY ANDERSON
CHAIR
MONTGOMERY COUNTY PLANNING BOARD**

DEAR MR. CASEY:

I AM APPALLED AND FRIGHTENED BY THE COUNTY PLANNING BOARD'S RECOMMENDATIONS TO GREATLY INCREASE POPULATION DENSITY IN THE ROSEMARY HILLS/ROSEMARY KNOLLS NEIGHBORHOOD. AS A HOMEOWNER (1919 SPENCER RD., SILVER SPRING MD 20910).

I HAVE LIVED IN MY NEIGHBORHOOD FOR 22 YEARS AND HAVE SUFFERED GREATLY BY DEVELOPMENTS THAT HAVE OCCURRED AS A RESULT OF PREVIOUS MASTER PLANS.

WE HOMEOWNERS ARE SURROUNDED BY DENSELY POPULATED APARTMENT BUILDINGS. I LIVE NEXT DOOR TO ONE, THE BARRINGTON APARTMENTS. AS A CONSEQUENCE, WE HAVE BEEN INUNDATED BY APARTMENT RESIDENTS PARKING IN FRONT OF OUR HOMES, EXTRAORDINARY TRASH DUMPING, LOUD NOISES AND FIGHTS, VANDALISM, AND CRIME. THE COUNTY DOES NOT OR CANNOT DO ANYTHING ABOUT THESE PROBLEMS.

PARKING

TOWARD THE END OF 2015, WE HAD SEVERAL DOZEN CARS, TRUCKS, AND COMMERCIAL VEHICLES PARKING IN FRONT OF OUR HOMES, THEREBY MAKING IT DIFFICULT OR IMPOSSIBLE FOR MANY OF US TO PARK NEAR OR IN FRONT OF OUR HOMES. THOUGH NONE OF US WISHED TO RESORT TO RESIDENTIAL PARKING PERMITS, WE HAD NO CHOICE. THUS, THE RESIDENTS OF 3 STREETS DID WHAT WAS NECESSARY TO ESTABLISH RESIDENTIAL PARKING PERMITS. EVEN THOUGH THEY RECEIVE TICKETS, MANY APARTMENT RESIDENTS CONTINUE TO PARK IN FRONT OF OUR HOMES. EVEN SOME DOT OFFICIALS ARE SURPRISED AT THE NUMBERS OF TICKETS STILL BEING WRITTEN.

TRASH DUMPING

**EVERY DAY, I WATCH AS APARTMENT RESIDENTS THROW INTO OUR YARDS AND ONTO OUR STREETS:
BEER AND LIQUOR CANS AND BOTTLES,
SOILED BABY DIAPERS,**

**CANDY WRAPPERS,
SOFT DRINK BOTTLES AND CANS,
TRASH BAGS FULL OF TRASH,
HALF-EATEN FOOD AND FOOD WRAPPERS AND STYROFOAM CONTAINERS,
CIGARETTES AND CIGARETTE PACKAGES AND, TO NAME A FEW,
USED CONDOMS.**

EVERY DAY I PICK THESE ITEMS FROM THE CORNER OF MY HOUSE. AT THE END OF ANY WEEK, I COLLECT A TOTAL OF ONE OR TWO 13 GALLON TRASH BAGS FULL OF DISCARDED REFUSE. I EVEN PUT OUT A TRASH CAN MARKED "TRASH." I NOTE THAT THE BARRINGTON APARTMENTS HAVE STAFF MEMBER WHO PICK UP TRASH FROM THEIR PREMISES ON A REGULAR BASIS. THE PERPETRATORS OF THESE ACTIONS DO NOT HAVE ANY PRIDE IN THE NEIGHBORHOOD NOR OF THEIR OWN APARTMENT BUILDINGS. A FEW YEARS AGO, I WAS IN THE HOSPITAL FOR ONE WEEK. WHEN I CAME HOME, I PICKED UP TO LARGE BAGS OF TRASH FROM THE STREETS AND MY YARD.

LOUD NOISES

THERE ARE FREQUENT VERBAL AND, SOMETIMES, PHYSICAL FIGHTS THAT I WITNESS ON A WEEKLY BASIS. ONCE SOME KIDS WERE FIGHTING AND MOVED ONTO MY DRIVEWAY TO FINISH THE FIGHT. BY THE TIME THE POLICE ARRIVED, THOSE INVOLVED IN THE FRACAS HAD FLED. WHEN THE WEATHER IS GOOD, THERE ARE LOUD PARTIES AND THE POLICE HAVE TO BE CALLED. SOME OF THE APARTMENT RESIDENTS AND VISITORS BLAST THEIR CAR RADIOS TO THE MAXIMUM.

WE HAVE WORKED OUT A PLAN SO THAT AT LEAST 2 OR 3 OF US CALL IN ORDER TO GET THE POLICE TO COME OUT TO STOP ALL OF THE PARTY NOISES. ONE VERY LARGE FAMILY ENJOYS SITTING ON THE FRONT STOOP OF THEIR APARTMENT AND TALKING LATE INTO THE NIGHT UNTIL 2 AM. ONE OF MY NEIGHBORS HAS TRIED UNSUCCESSFULLY TO GET THIS TO STOP. I SUSPECT THE POLICE DO NOT ENJOY BEING CALLED CONSTANTLY BECAUSE A 19 ACRE APARTMENT COMPLEX HAS A CRITICAL MASS OF INHABITANTS WHO FLOUT RULES, REGULATIONS, AND COMMON SENSE COURTESY EXPECTATIONS.

VANDALISM

EVERY FEW MONTHS, WE EXPERIENCE A SPATE OF CAR VANDALISM. FOR 22 YEARS, I HAVE WATCHED TEENAGERS AND YOUNG ADULTS WALKING AROUND THE NEIGHBORHOOD LATE AT NIGHT AND EARLY IN THE MORNING LOOKING INTO THE WINDOWS OF CARS PARKED ON THE STREETS. FOLKS GET ANGRY AND SOMETIMES SUBMIT REPORTS TO THE POLICE. HOWEVER, SOME NEIGHBORS ARE RESIGNED TO THESE OCCURRENCES.

CRIME

THERE IS EXTENSIVE DRUG DEALING THAT HAS GONE ON FOR YEARS. THE POLICE ARE DOING THEIR VERY BEST TO ADDRESS THIS BUT THEY HAVE A LOT OF CHALLENGES. SEVERAL YEARS AGO, A YOUNG WOMAN WAS RAPED NEAR THE

ROSEMARY HILLS ELEMENTARY SCHOOL AT AROUND 11:00 PM. I DO NOT KNOW IF THIS CRIME WAS EVER SOLVED.

IN SHORT, AS A RESULT OF WELL POPULATED APARTMENT DWELLINGS, WE ARE CONFRONT WITH DAILY CHALLENGES FOR WHICH THE POLICE AND OTHER COUNTY AGENCIES ARE ILL EQUIPPED TO RESOLVE. PUTTING MORE APARTMENT DWELLERS IN THIS NEIGHBORHOOD IS A RECIPE FOR DISASTER.

I WOULD WELCOME MORE SINGLE FAMILY HOMEOWNERS WHO WOULD HAVE A VESTED INTEREST IN KEEPING THE NEIGHBORHOOD SAFE, QUIET, AND CRIME FREE. BY ADDING THOUSANDS OF APARTMENT DWELLERS, THE CHALLENGES OUR NEIGHBORHOOD HAS WILL INCREASE. NO COUNTY OFFICIAL LISTENS. IT SEEMS LIKE THE PLANNING BOARD AND DEVELOPERS WILL FORCE SUPER DENSITY ON US WHETHER WE LIKE IT OUT NOT. AND, THE COUNTY LACKS THE RESOURCES OR WILL TO DEAL WITH THE NEGATIVE CONSEQUENCES OF SUPER DENSITY.

**SINCERELY,
VICTORIA A. ROSE
1919 SPENCER ROAD
SILVER SPRING, MD 20910
PHONE 301-367-6781**

MCP-Chair

From: peter_salsbury@comcast.net
Sent: Thursday, February 11, 2016 8:16 PM
To: MCP-Chair
Subject: testimony - my concerns regarding the Lyttonsville Sector Plan

Dear Planning Board:

Thank you for this opportunity to submit my written testimony regarding the Lyttonsville Sector Plan. I am deeply concerned about the impact of this plan as-is on our community currently and the surrounding neighborhoods, as well.

- 1) I believe that the increased density proposed in the plan will cause great harm to our unique and diverse community. The plan suggests converting the area near the Lyttonsville Purple Line station into a dense urbanized core, with up to 2000 new apartment units. This area is part of the residential neighborhood and should remain essentially suburban. I object to the way this plan will alter the character of our community.
- 2) The plan will greatly increase traffic in our neighborhood. Our roads are narrow suburban streets that cannot accommodate hundreds of additional cars. We can barely make a left turn out of our neighborhood from Spencer Road to Grubb Road as is. Inevitably, even apartment buildings near public transit will invite traffic, as some residents will have vehicles, the people who work there will, and the many guests and individuals who provide services to those residences will have vehicles, as well. Although the staff has said that our intersections pass their traffic test, many of our roads are too narrow for two way travel and we already have to wait to pass single file. Furthermore, a recent report shows that the nearby major intersections of 16th Street and Georgia as well as East-West Highway and Jones Bridge Road are already failing the traffic test. Adding more residents along Lyttonsville Road and Grubb Road will make this congestion much worse. An increase of traffic will make this challenging intersection untenable and outright dangerous to pedestrians.
- 3) I am deeply concerned about the effect of this number of new residents on our already overcrowded schools. I believe that the plan could result in changes in school boundaries....
- 4) The RosemaryHills-Lyttonsville Park is already heavily used. This proposed population increase will certainly add to the use of the park, yet there is no plan to add resources or new open space. Additionally, the age of the children using the park is quite variable, and we could use an update of equipment to reflect some of the older children needs (akin to the Wheaton Adventure Park). Over time it has become clear that more resources are critically needed, and additional users will only tax the already understaffed, under-resourced park.
- 5) Our Community Center is heavily used and needs many repairs and upgrades. Its Club Rec program is already oversubscribed and the county cannot provide the funds for needed staff. It is unfortunate that such a valued resource is not able to meet high community demand, and this is at the current level of local residents.

I ask that the maximum FAR in this area be set at 1.5, the maximum generally allowed near single family homes. I ask that the total number of new units allowed on re-zoned properties be set to 400, allowing an increase of 1.5X the number of units currently in place.

Thank you.

Peter Salisbury
2217 Ross Court
Silver Spring, MD 20910
301-562-8386

MCP-Chair

From: Mary Macklem <mary.macklem@gmail.com>
Sent: Thursday, February 11, 2016 9:52 PM
To: MCP-Chair
Subject: Concerns about proposed Lyttonsville Sector Plan

Dear board:

Thank you for this opportunity to submit my written testimony regarding the Lyttonsville Sector Plan. I am deeply concerned about the impact of this plan on my community, Rock Creek Forest, Rosemary Hills, and Lyttonsville.

The plan suggests converting the area near the Lyttonsville Purple Line station into a dense urbanized core, with up to 2000 new apartment units. This will drastically change the nature of our current neighborhood, which is suburban. Imposing such a change on current residents is unfair and short-sighted; the community infrastructure cannot handle this growth, without significant loss of quality of life. (More time in traffic, less open space, over-crowding in already crowded schools, etc.)

* The plan will greatly increase traffic in this area of Silver Spring and Chevy Chase, where the traffic is already best avoided at rush hour. Even if the projected growth in population would use public transportation and some designs are in place to encourage this, many new and current residents will also drive in the community, particularly because our community was designed around roads for more than 60 years.

* The newly built Rock Creek Forest Elementary school currently has over 600 students, making it close to capacity and one of the largest elementary schools in the BCC cluster. Having had children delighted to finally move out of portables, even though relocated for 18 months to the Radnor center on Goldsboro road (where there were more portables and an even older building), I do not believe it is a good decision to add more housing without also adding additional school sites *in tandem* with residential development.

* Growth in populations would mean the need for additional schools, larger school sites, etc. And yet little land exists for these needs, making school overcrowding likely. The new middle school currently under construction in Kensington, for example, as evidenced through many community discussions, is not an "ideal" school site primarily because of lot size. However, as you know, identifying any site suitable for a new school in this already densely populated area was extremely difficult, and this site was the best option.

* The Rosemary Hills-Lyttonsville Park is already heavily used. This proposed population increase will certainly add to the use of the park, yet there is no plan to add resources or new, quality, open space. Open space is an important and valued characteristic of livable neighborhoods, and this group of neighborhoods does not wish to lose open space to high density building.

* Our Community Center is heavily used and needs many repairs and upgrades. Its Club Rec program is already oversubscribed and the county cannot provide the funds for needed staff. It is unfortunate that such a valued resource is not able to meet high community demand, and this is at the current level of local residents.

* I object to the idea that Rock Creek Pool be destroyed to make room for a new school, or that this would be an appropriate use of land. The swim club is a meeting place for community members throughout the adjoining neighborhoods, and it makes a tremendous quality-of-life difference for our family and hundreds of others. It is a community resource and builds "community" among residents, something that should be preserved, not bull-dozed.

* Like many in my neighborhood, I value the businesses along Brockville Road, and would wish for additional businesses (cafes, grocery store, etc.) on this road rather than fewer. I believe that the businesses on Brookville should be protected and new businesses that directly serve the residents should be added.

I ask that the maximum FAR in this area be set at 1.5, the maximum generally allowed near single family homes. I ask that the total number of new units allowed on re-zoned properties be set to 400, allowing an increase of 1.5X the number of units currently in place.

Thank you.

Sincerely,

Mary Macklem
2211 Ross Court
Silver Spring, 20910

MCP-Chair

From: Karen Baehler <karen.baehler@gmail.com>
Sent: Thursday, February 11, 2016 9:43 PM
To: MCP-Chair
Subject: Greater Lyttonsville Sector Plan

Dear Mr. Anderson and fellow Planning Board members,

I apologize for missing the hearing tonight, and wanted to express my concerns about the plans for increased density along Lyttonsville and Grubb Roads. I am the owner of a house on Maywood Ave. in Rosemary Hills (since 2009). Rosemary Hills appears to be one of the last remaining affordable neighborhoods of single-family homes inside the Beltway in Montgomery County, but I fear that the proposal to more than double the number of apartment units on its immediate western border pose a serious threat to our community's livability and stability.

I have heard the argument that most of these new units, if built, will be small, and therefore will attract mostly childless, car-shunning millennials, but this scenario strikes me as wishful thinking with very little logic or evidence base to support it. Wouldn't we expect most of the car-less, childless apartment seekers to prefer downtown Silver Spring, where new units are being built at a rapid rate, to Lyttonsville? Yes, the Purple Line station at Lyttonsville may make our area more attractive to young professionals, but it is equally likely that the relative affordability of the area will instead attract lower-income families, with children and cars, who are willing to crowd into smaller units. The existing apartments along the Grubb Road corridor on either side of Lyttonsville Road are not large, but they house quite a lot of families with children. If the new units follow the current pattern, which seems highly probable, it will put significant pressure on both the already over-crowded BCC cluster of schools and local roads. With respect to traffic, East-West Highway between Silver Spring and Bethesda experiences huge rush-hour back-ups already, and adding density will only make this worse. Likewise, Jones Bridge Road, 16th St and Georgia Ave en route to and from the Beltway are a nightmare at many points during the average day. Regarding schools, BCC itself is currently serving more than 2000 students in a facility built for less than 1800. The new middle school in Kensington will provide welcome relief for Westland families and teachers, but that won't last long if large numbers of new students enter the system due to increased density.

The proposed density intensification in Greater Lyttonsville seems to assume that our neighborhood has a large surplus of basic services to accommodate rapid growth in population, but I wonder where this idea comes from. The same thinking was demonstrated a few years ago when the MC School Board proposed to convert a large section of our local park into a middle school. That proposal was withdrawn when its inequities and inefficiencies were demonstrated by local citizens. With support from county park officials, we argued that park land should not be viewed as empty space waiting for development, but rather as a basic necessity of life that is in short supply inside the Beltway. All residents, including young professionals, need access to park land and recreational areas, not to mention the value of green space for combating traffic-related air pollution. If density were to double in Greater Lyttonsville, green space would also need to double, right? Unfortunately, that does not appear to be part of the plan.

My final point relates to a suspicion of unconscious bias in this plan. Greater Lyttonsville has a lower income and larger minority profile than other parts of the county. Lyttonsville proper boasts an important history as a post-Civil-War African-American enclave. It worries me that these demographic facts contribute to the ease with which county agencies view our community as having surplus amenities. I do not suggest that the plan's discriminatory effects are intentional, but unconscious bias is a constant fact of life and we all need to be alert to it.

I have not studied the MPC's plans for neighboring areas, but I hope very much that any increased density along wealthier parts of the Purple Line's path - such as Chevy Chase Lake and Bethesda - will include meaningful additions of affordable, subsidized housing. Likewise for downtown Silver Spring. The apartment building next to the new Silver Spring Library includes about 25 subsidized units, but can't we do better than that? The county will be stronger and more resilient if it strives for mixed-income diversity in ALL of its communities.

Lots of people who want to live in a single-family-home-based community would shun Rosemary Hills because the houses are modest and the neighborhood is flanked by apartments on two sides. But my family and I see this as a strength of the community rather than a weakness. It is what drew us here. We are happy and proud to live in a racially, ethnically, and economically diverse community with homeowners and renters all sharing space and coming together around the many activities offered by the Coffield Center and hosted at the park. The current balance seems just about right, and I worry that any significant increase in the size of the apartment population will tip the neighborhood and drive out homeowners with choices of where to live.

Thanks very much for considering this submission. Again, I apologize for not being able to make it to the hearing tonight.

Sincerely,
Karen Bachler
8816 Maywood Ave.
Silver Spring, MD 20910
301-787-5129

MCP-Chair

From: Charlotte Knepper <cdknepp@starpower.net>
Sent: Thursday, February 11, 2016 10:28 PM
To: MCP-Chair
Cc: Sebastian Wright
Subject: Comments on Lyttonsville Sector Plan

Dear board:

Thank you for this opportunity to submit my written testimony regarding the Lyttonsville Sector Plan. I am deeply concerned about the impact of this plan as-is on our community currently and the surrounding neighborhoods, as well.

1) I believe that the increased density proposed in the plan will cause great harm to our unique and diverse Lyttonsville and Rock Creek Forest community. The plan suggests converting the area near the Lyttonsville Purple Line station into a dense urbanized core, with up to 2000 new apartment units. This area is already part of the residential neighborhood and should remain essentially suburban. I am deeply concerned with the manner this plan will alter the character of our community and creating a type of high-rise urban, dense zone with its commensurate traffic, congestion, parking challenges and unresourced infrastructure like new roads.

2) The plan will greatly increase traffic in our neighborhood. Our roads are narrow suburban streets that cannot accommodate hundreds of additional cars (they already have problems with existing road traffic during rush hour). Inevitably, even apartment buildings near public transit will invite traffic, as most residents will have vehicles, the people who work there will, and the many guests and individuals who provide services to those residences will have vehicles, as well. Although the staff has said that our intersections pass their traffic test, many of our roads are too narrow for two way travel and we already have to wait to pass single file. Furthermore, a recent report shows that the nearby major intersections and throughways of 16th Street and Georgia as well as East-West Highway and Jones Bridge Road are already failing the traffic test. Adding more residents along Lyttonsville Road and Grubb Road will make this overall congestion much worse.

3) I am deeply concerned about the effect of this number of new residents on our already overcrowded schools. My husband and I are very troubled by the County's willingness to consider such drastic development projects without concurrently requiring a robust funded plan for appropriate new schools for our children, who we have a responsibility to make a priority and properly educate in Montgomery County.

4) The RosemaryHills-Lyttonsville Park is already heavily used. This proposed population increase will certainly add to the use of the park, yet there is no plan to add resources or new open space. Additionally, the age of the children using the park is quite variable, and we could use an update of equipment to reflect some of the older children's needs (akin to the Wheaton Adventure Park). Over time it has become clear that more resources are critically needed, and additional users will only tax the already understaffed, under-resourced park.

5) Our Community Center is heavily used and needs many repairs and upgrades. Its Club Rec program is already oversubscribed and the county cannot provide the funds for needed staff. It is unfortunate that such a valued resource is not able to meet high community demand, and this is at the current level of local residents.

6) I oppose the idea that Rock Creek Pool be destroyed to make room for a new school. This would be a horrible loss to our community and there are other options available. Shutting it down would be tremendous blow to this neighborhood and our sector. The swim club is a meeting place for community members throughout the adjoining neighborhoods, and it

makes a tremendous quality-of-life difference for our family and hundreds of others who chose to live in this high cost region, inside the beltway and it is part of the character of the neighborhood.

7) I believe that the businesses on Brookville should be protected and new businesses that directly serve the residents should be added. Additional walkable cafes, artists' lofts, and live-work space would be community assets.

I ask that the maximum FAR in this area be set at 1.5, the maximum generally allowed near single family homes. I ask that the total number of new units allowed on re-zoned properties be set to 400, allowing an increase of 1.5X the number of units currently in place.

Thank you,
Charlotte Knepper
Rock Creek Forest

MCP-Chair

From: Susan Morse <susanlmorse@gmail.com>
Sent: Friday, February 12, 2016 6:41 AM
To: MCP-Chair
Subject: Fwd: response to the Greater Lyttonsville Sector Plan

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

From: Susan Morse <susanlmorse@gmail.com>
Date: Thu, Feb 11, 2016 at 9:46 PM
Subject: response to the Greater Lyttonsville Sector Plan
To: Mcp_chair@mncppc-mc.org

To the Montgomery County Planning Board:

My name is Susan Morse and I am a resident of Rock Creek Forest. I have lived in the neighborhood for more than 30 years.

I would like to join my neighbors in expressing grave concerns about the proposal to increase the housing density in the Greater Lyttonsville area by 2,000 new apartments. I beg the board to reconsider this proposal.

Permitting such an outsize increase in density in this compact residential area would overburden our already crowded streets, destroy the character of our neighborhood, decrease the value of our homes, remove precious green space and overwhelm our schools. It would also defeat the stated purpose of the Purple Line – relieving area traffic congestion.

Please consider a more measured increase in density – one in the hundreds of units, not thousands.

I also urge the board to reject the proposed redesignation of the Rock Creek Pool property from recreational land to “community use.” My husband and I are longtime members of this community pool – our children took part in swim meets there; I swim there regularly in summer -- and cherish the value it adds to our lives and to our community.

The property is not for sale, nor do we plan to put it up for sale. The pool is an integral part of our community. The land it sits on is not an appropriate school site. Ours is a relatively modest suburban neighborhood. We cannot afford country club memberships. Without this pool, our children and our neighbors' children would have no access to an affordable place where they can take part in summer swim meets and learn and grow in the process.

Thank you for your consideration.

If possible, could you please acknowledge receipt of this letter. Thank you.

Sincerely,

Susan Morse

2718 Blaine Drive

Chevy Chase, MD 20815

susanlmorse@gmail.com

MCP-Chair

From: Stephanie Weinberg <steph.f.weinberg@gmail.com>
Sent: Friday, February 12, 2016 9:55 AM
To: MCP-Chair
Subject: Letter for submission regarding the density issues

Dear board:

Thank you for this opportunity to submit my written testimony regarding the Lyttonsville Sector Plan. I am deeply concerned about the impact of this plan as-is on our community currently and the surrounding neighborhoods, as well.

- 1) I believe that the increased density proposed in the plan will cause great harm to our unique and diverse community. The plan suggests converting the area near the Lyttonsville Purple Line station into a dense urbanized core, with up to 2000 new apartment units. This area is part of the residential neighborhood and should remain essentially suburban. I object to the way this plan will alter the character of our community.
- 2) The plan will greatly increase traffic in our neighborhood. Our roads are narrow suburban streets that cannot accommodate hundreds of additional cars. We can barely make a left turn out of our neighborhood from Spencer Road to Grubb Road as is. Inevitably, even apartment buildings near public transit will invite traffic, as some residents will have vehicles, the people who work there will, and the many guests and individuals who provide services to those residences will have vehicles, as well. Although the staff has said that our intersections pass their traffic test, many of our roads are too narrow for two way travel and we already have to wait to pass single file. Furthermore, a recent report shows that the nearby major intersections of 16th Street and Georgia as well as East-West Highway and Jones Bridge Road are already failing the traffic test. Adding more residents along Lyttonsville Road and Grubb Road will make this congestion much worse. My children are newly at or approaching the age in which I would want them to walk to friends' homes just across East-West Highway and/or Grubb Road, and an increase of traffic will make this challenging intersection untenable and outright dangerous to pedestrians.
- 3) I am deeply concerned about the effect of this number of new residents on our already overcrowded schools. I believe that the plan could result in changes in school boundaries....
- 4) The RosemaryHills-Lyttonsville Park is already heavily used. This proposed population increase will certainly add to the use of the park, yet there is no plan to add resources or new open space. Additionally, the age of the children using the park is quite variable, and we could use an update of equipment to reflect some of the older children's needs (akin to the Wheaton Adventure Park). Over time it has become clear that more resources are critically needed, and additional users will only tax the already understaffed, under-resourced park.
- 5) Our Community Center is heavily used and needs many repairs and upgrades. Its Club Rec program is already oversubscribed and the county cannot provide the funds for needed staff. It is unfortunate that such a valued resource is not able to meet high community demand, and this is at the current level of local residents.
- 6) I object to the idea that Rock Creek Pool be destroyed to make room for a new school. This would be a horrible loss to our community. There already is a multi-year waiting list to become a member, as demand is so high. Shutting it down would be tremendous blow to this sector. The swim club is a meeting place for community members throughout the adjoining neighborhoods, and it makes a tremendous quality-of-life difference for our family and hundreds of others.
- 7) I believe that the businesses on Brookville should be protected and new businesses that directly serve the residents should be added. Additional walkable cafes, artists' lofts, and live-work space would be community assets.

I ask that the maximum FAR in this area be set at 1.5, the maximum generally allowed near single family homes. I ask that the total number of new units allowed on re-zoned properties be set to 400, allowing an increase of 1.5X the number of units currently in place.

Thank you.

Stephanie Weinberg

Colston Dr.

Stephanie Weinberg
202-492-8422

Leonor Chaves
Rosemary Hills Resident/GI Business Liaison
Written Testimony Greater Lyttonsville Sector Plan
2/10/2016

Members of the Planning Board:

I am here to speak in support of **jobs, services and IM zoning** for the Brookville Road Business community, and specifically on Brookville Road. We have been pleased by the language in the draft plan that recognizes the value of this unique light industrial business community. It is the last remaining industrial complex inside the beltway in Montgomery County.

The 475 businesses in this industrial zone provide **2500 JOBS**. If you include the base, the County Facility and the WSSC, that number jumps to **6000 JOBS** - those are 6000 potential Purple Line riders.

The Brookville Rd. Market Analyses (March 2015) prepared by Bolan Smart Associates also stresses the importance of stability and inclusion of this critically important business community and argues that "up zoning" and residential encroachment is the single biggest threat to the stability of these businesses. Businesses that provide employment and individually pay taxes on millions of dollars in revenue.

Brookville Road should remain IM zoned without the dark cloud of uncertainty. Although a Floating CRT zone is better than an outright CRT zone, it could have the unintended consequence of creating blight by destabilizing the business community and hampering ability for long term planning. Unfortunately, the commercial component in CR zones doesn't always work out for business, as illustrated by the persistently high vacancy rate in the commercial spaces, below the apartments near the Canada Dry building on 410, which remain empty year after year, in spite of being walking distance to the Metro station. A better and more flexible solution for Brookville Road would be an IM Zone with Permitted uses - allowing for market driven commercial growth while retaining its stable light industrial uses.

Bolan Smart also noted the abundance of existing multi-family housing near the Lyttonsville Purple Line Station, much of it affordable. In fact there are already more than 1500 units within a half mile of the future Lyttonsville station. Three properties, Paddington Square, Friendly Gardens and Rollingwood have announced ambitious plans for redevelopment and expansion. The coveted transit oriented development (TOD) is already in place. There is no further need nor justification for any additional residential on Brookville Road. Besides, expanded residential density will increase the need for the practical services provided by the Brookville Rd Business District.

Additionally, residential is incompatible with many light industrial uses. In this REAL working warehouse district, the day starts before sunrise and fleets of trucks come and go 24 hours a day. It is not unusual to hear the sounds of engines and light machinery at all hours.

We ask the Planning Board to provide these employers the stability and confidence to grow their businesses, providing thousands of jobs, services, and TAX revenue for years to come.

Jobs will always matter. And for families and individuals, they especially matter now .

Addendum for written testimony:

1. Since the Purple Line will bisect the industrial zone, separating and isolating the areas to the south and east of the tracks from the rest of the business community, planners have proposed rezoning these industrial areas closest to neighboring homes to residential/commercial. Certainly, this would resolve the problems the adjacent neighborhood has had with the industrial uses by having the Purple Line and the Capital Crescent Trail become a man made buffer between residential and industrial uses. Why re-create the problem of residential and industrial proximity by adding unneeded residential on the OTHER side of the tracks on Brookville Road?

2. This does not address the problem of the businesses that will be displaced from the rezoned areas adjacent to residential community. There are approximately 23 + businesses that face displacement should the area redevelop. And if you add the dozens of additional landscapers that also use the landscape supply area you would have many more. Where are these people supposed to go? This is the area that they service and industrial zoned land is rapidly disappearing in Montgomery County, especially down county. Some of these employers have said they will move to Prince George's County. These are jobs and services and taxes that once lost, we will never get back. Losing these jobs and services will only add to the huge public cost of the Purple Line.

June 5th, 2015

Dear Planning Board Commissioners,

Last week, Maryland Department of Labor announced Maryland added 16,400 jobs in April. The gains were driven by robust hiring in the private sector, which added more than 91 percent of the total. This trend is good news. It is especially important for Montgomery County to be economically independent from the Federal Government.

The Brookville Road Business District (BBD) in Lyttonsville is the County's last surviving industrial park inside the beltway. It is home to hundreds of destination and support businesses that serve down county, while offering excellent location and affordable rents for start-ups and growing businesses. Flex buildings in this light Industrial zone have a 3.9 percent flex vacancy rate, well below the countywide rate of 11.8 percent. Many are longtime family owned businesses with 20 and 30 year histories.

In May, Maryland Comptroller Peter Franchot speaking at the Silver Spring Civic Center, stressed the important role of small businesses to Maryland's economy. He said that the most important form of support was not a handout but rather providing stability and predictability, adding "Government needs to remove uncertainty." The current proposed CR rezoning of large portions of the Brookville Road Industrial district will cause uncertainty and destabilize these small businesses. Business will not expand nor reinvest in their infrastructure. Employers, jobs and services will leave the area.

Two recent reports commissioned by the Montgomery County Planning Department support Mr. Franchot.

From Partner's for Economic Solutions: *Industrial Land Use Montgomery County, Maryland (10/31/13)*:

" Industrially zoned land protects and supports the continuation of industrial uses. Public commitment to retaining a good supply of industrially zoned land can reassure businesses as to their long-term stability. Before investing in facilities, they want to know that they won't be forced to move due to conversion to other uses or rapidly escalating rents."

The Brookville Rd. Market Analyses (March 2015) prepared by Bolan Smart Associates also stresses the importance of stability and inclusion of this critically important business community and argues that "up zoning" and residential encroachment is the single biggest threat to the stability of these businesses.

Bolan Smart also noted the abundance of existing multi-family housing within the Greater Lyttonsville Sector Plan area, much of it affordable. In fact there are more than 1500 units within a half mile of the future PL station. Already three properties, Paddington Square, Friendly Gardens and Rollingwood have announced plans for redevelopment and expansion. The coveted transit oriented development (TOD) is already in place.

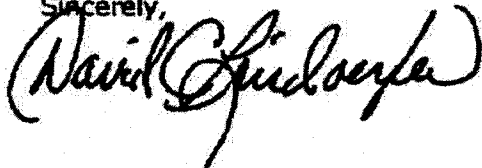
Additionally both reports stress that residential zoning is incompatible with industrial zoning. This is not a simple commercial to commercial/residential conversion but rather an industrial use to an incompatible **residential/commercial** use.

When planning for the future, we should strive for economic balance by protecting and enhancing the strengths of individual neighborhoods. **Affordable business** is just as important as affordable housing.

We ask the planners and Planning Board to have a holistic and nuanced approach to this established and successful business community. By providing them with certainty, as both Mr. Franchot and Mr. Smart said, these employers will have the stability and confidence to grow their enterprises and provide thousands of jobs and services for years to come.

Jobs will always matter. But for families and individuals, they especially matter now.

Sincerely,



David C. Lindoerfer


Managing Member

Inside Out Services LLC

Jean Redmond, Owner, Cleverdog, Inc.
Jerry Beane Owner Cycles of Silver Spring
[Signature] Owner Cycles of Silver Spring

R.W. [Signature] Robert W. FIRESTONE ELDRINT INC.

[Signature] Owner

 **Signarama Silver Spring**
 8930 Brookville Road
 Silver Spring, MD 20910

[Signature] Creative Cakes

Ron Hunk / PARTY Warehouse

Rebecca Pease, owner Frames by Rebecca, Inc.

Leonor Chaves, G.L. Business Liaison, Rosemary Hills

Mark Mendez - SSCAB - Rosemary Hills

letter signed by:

David C. Lindorfer, Managing Member, Inside Out Services

Jean Redmond, Owner, Cleverdog, Inc.

Jeremy Levine, Owner, Cycles of Silver Spring

Rush Branson, Cycles of Silver Spring

Robert Firestein, Ecoprint, Inc.

Stacey Brown, Signarama Silver Spring

Randi Goldman, Creative Cakes, Inc.

Ron Hinds, Party Warehouse

Rebecca Pease, Frames by Rebecca, Inc.

Leonor Chaves, GL Business Liaison, Rosemary Hills

Mark Mendez, Silver Spring Citizens Advisory Board, Rosemary Hills

LINOWES
AND | BLOCHER LLP
ATTORNEYS AT LAW

February 11, 2016

C. Robert Dalrymple
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bdalrymple@linowes-law.com
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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") – Written Testimony for 2/11/16 Planning Board Hearing on 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") February 11th public hearing on the Sector Plan (specifically, the Public Hearing Draft dated December 2015 – the "Public Hearing Draft"). This letter supplements our oral testimony to be delivered at the Planning Board's public hearing.

The prominently located Property, comprised of 30.5 +/- acres, is approximately 1,700 feet from the Silver Spring Transit Center. The existing Apartments on the Property, primarily constructed in the late 1950s, are comprised of approximately 1,100 multi-family dwelling units in eight buildings, the vast majority of which low-rise, garden-style buildings, as well as a modest community center and surface parking. On any given day, an observation of the foot traffic between the Apartments and the Metro and the rest of Downtown Silver Spring is a clear demonstration that the Property is a de facto part of this Downtown. The Property will be even more centrally located to the center of downtown activity when the Purple Line station on the north side of 16th Street directly across from the Property is constructed. By any standard of review, the Property is prime for transit-oriented development ("TOD"), which is not at all what the existing Apartments reflect. Unfortunately, the Public Hearing

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Draft does not create a viable plan that will result in total or partial redevelopment of the Property with a TOD project.

The rental Apartments are presently thriving with high occupancy rates and very low debt, and as such the redevelopment of the Property in full or in meaningful part must be highly incentivized by the Sector Plan. Without proper incentives, it is very unlikely (absent some unknown compelling reason) that the Property will be redeveloped in whole or in significant part over the life of the Sector Plan. The relatively low density and height that the Public Hearing Draft currently recommends (summarized below), along with the existing and proposed exactions (including moderately priced dwelling units, or "MPDUs") required with redevelopment of the Property and a costly and lengthy regulatory process, does not bode well for significant redevelopment of the Property beyond some very limited infill. The high rental rates of new housing which would be made necessary by the limited additional density proposed and these exactions and regulations, price new housing at this location outside of what the market is willing to pay. As such, should the Public Hearing Draft be enacted as proposed, the highest and best use of the Property for the life of the Sector Plan is likely to be the maintenance of the current improvements on the Property, with perhaps some very limited infill development.

The Apartments, which were constructed prior to the adoption of the County's MPDU program and as such have no designated MPDUs, nevertheless fulfill an affordable housing niche for the County (as is also recognized in the Public Hearing Draft at page 68) through the reasonable and affordable market rents in place. While this allows the Apartments to be part of the affordable housing solution for County residents, it is inevitable that at some point in time partial or full redevelopment will be necessary and/or desired. While the location of the Property would suggest highly promising TOD redevelopment potential, there is a considerable lack of incentive for Summit Hills to pursue redevelopment of the Property unless significantly more density and height are recommended in the Sector Plan, as well as realistic limitations on all of the public policy goals for which the developer of the Property would be expected to carry much of the burden in implementing.

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:

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- extending Spring Street to East-West Highway through the Property (page 70) in order to divide the Property into smaller blocks;
- 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; and
- also with redevelopment of the Property, 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).

Given the County's regulatory processes, a significant portion (if not most or 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 significant portions of the Property. Aside from the significant cost of construction of these improvements, the amount of the Property that would be consumed by these two new parks alone is enormous, as can be viewed on page 72 of the Public Hearing Draft. Additionally, the Public Hearing Draft (on page 74) recommends the removal of 3+ acres of the existing surface parking lot serving the Apartments in order to provide the urban greenway park, including "daylighting" the underground stream currently piped below the existing parking lot, creating a forested stream buffer for the newly naturalized stream, and providing a new path system and active park adjacent to the stream and stream buffer. The conversion of surface parking to this urban greenway park would also trigger a need to replace the existing surface parking with structured parking (as the reduced Property would not be able to accommodate surface parking) thereby adding additional significant cost to any plan of redevelopment. Finally, the Public Hearing Draft recommends that 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. The magnitude of these exactions, coupled with the low density and height recommended for the Property, will not allow serious consideration of redevelopment.

Summit Hills and its consultants have undertaken their own studies relating to the feasible development and redevelopment of the Property. 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, where some commercial uses could potentially be mixed in with new high-rise multi-family dwelling units. 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 (parks,

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environmental enhancement, roads, and other public infrastructure), building height of up to 200 feet should 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 southern and western portions of the Property. 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, is necessary in order to spark any change for meaningful redevelopment of the Property. As such, Summit Hill requests that the Property be rezoned to CR-5.0, C-1.0, R-4.0, 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 limited infill development (with little to no public amenities or improvements).

Summit Hills believes that this Sector Plan could provide an important opportunity not only to discuss what land uses, densities, and heights are appropriate for TOD properties such as this Property, but also to provide an opportunity to have a larger discussion about the competing public policy goals of this County that are exemplified in this Sector Plan and in the consideration of the redevelopment of the Property. This Sector Plan, as reflected in the Public Hearing Draft and as specifically related to the Property, will serve as an example of regulatory requirements that preclude the replacement of aging market-rate affordable housing with new TOD housing (with affordable housing components) that better utilizes mass transit and other investments in public infrastructure. Without the provision of adequate density and height for new development and without a reasonable expectation of exactions to be provided with new development, it will be economically infeasible for properties such as this Property to redevelop. The higher rental rates that would be required to offset the exaction demands on new development are not achievable in the anticipated life of this Sector Plan, and as such this Plan advocates for maintaining the status quo. Should the desire be to incentivize either total redevelopment of the Property or partial redevelopment that provides both new affordable housing in the form of MPDUs and preservation of a portion of the Apartments to continue to fill the market-based affordable housing needs, the Sector Plan needs to provide considerably more density and height and dial way back the exactions expected with any new development (in addition to streamlining the regulatory processes required with new development and providing greater certainty and predictability).

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
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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. Dlhopsky

Heather Dlhopsky

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

**Greater Lyttonsville Sector Plan
Public Hearing Testimony of Susan Buchanan, Treasurer
On Behalf of Linden Walk Homeowner's Association
Maine and Michigan Avenues, Lyttonsville
February 11, 2016**

Hello. My name is Susan Buchanan. I have lived in the Lyttonsville community for 15 years, first as a renter in the Claridge House and a homeowner since 2008. I proudly raised my son as a single mother here, and brought him up in Montgomery County Public Schools in the BCC School Cluster. As a side note, we moved to Silver Spring from Rockville when my son was selected by lottery to attend the Spanish Immersion magnet program at Rock Creek Forest Elementary School. So it was the great schools in the BCC Cluster that attracted us to this neighborhood. I am the acting director of public affairs at the National Weather Service, which is located about two miles from Lyttonsville, in downtown Silver Spring.

I am testifying as an officer and on behalf of the Linden Walk Homeowner's Association. We are a townhouse community of 16 homes within Lyttonsville, on Michigan and Maine Avenues.

I'd like to thank the Planning Board for hosting this public hearing and for the opportunity to testify. I'd also like to thank your staff for their efforts and the extraordinary amount of work they put into developing the Greater Lyttonsville Sector Plan and working with the community to pave a bright future for this special and historic area.

As for the proposals in the draft plan, we support many elements in the plan that we feel will enhance our neighborhood and improve the sense of community and quality of life here. We support pedestrian and bikeway improvements, street tree planting, burying overhead wires to avoid conflicts with street trees, maximizing greenspace, creating more public and open spaces that encourage community building and recreation opportunities, and improving Rosemary Hills Lyttonsville Park and the Coffield

Community Center to better meet current needs. These are great proposals, which we hope to see happen.

We also support redevelopment around the Lyttonsville station that will improve the façade of storefronts and landscaping along Brookville Road, and add more family-oriented restaurants and other neighborhood businesses. It would be lovely to be able to stop in a beautiful green plaza for a coffee and to greet neighbors as I walk to the purple line station to get to work each morning.

We also support the proposal to rezone Brookville Road for commercial residential uses. Brookville Road used to be part of Lyttonsville, with family homes, a one-room schoolhouse and a church and cemetery before it was rezoned for industrial use. We think there's room for limited mixed use development that would make the area around the Lyttonsville station more attractive and useful to commuters and shoppers, while also preserving many of the important businesses and services that exist there now.

When the planning board first began the process of developing this sector plan, we took the former planning board director on a walking tour of our neighborhood and Brookville Road. At that time, we enthusiastically pitched a lot of ideas that we're glad to see included in the draft plan today. Thank you for working with us and listening to us.

Unfortunately, there are a few elements of the plan that we do not support and are here today to ask you to reconsider.

First, we are very concerned about the proposed density increases of up to 2000 new apartment units south of Brookville Road, along Grubb and Lyttonsville Road, and their impacts to our already crowded schools and roadways. We ask that the total number of new units allowed on re-zoned properties south of Brookville Road be set to 400, with the maximum FAR in this area be set at 1.5, the maximum generally allowed near single family homes.

Second, we do not support efforts to destroy Rock Creek Pool to make room for a new school, and we request this proposal be eliminated. Our children need open spaces, and places to play and get exercise.

Finally, we do not support any effort to open our suburban neighborhood to more commuter traffic by opening Stewart Avenue to Brookville Road or building new roadways around the community center or park.

Although I have lived in Lyttonsville for 15 years, I consider myself a temporary steward of the historic land here. My concerns are somewhat based on my quality of life after these changes are made, and somewhat based on the impact on my property value. But more so, my concerns are about the future generations who will live here. With such a high density of apartments, we need to preserve and expand open, green spaces. Spaces for community building, recreation, and exercise. Spaces to safely play ball and ride bicycles. Urbanizing this small community with more roadways, more buildings, and more people will not preserve the neighborhood, make it safe, or protect the air and water quality here.

Thank you again for your efforts, for working to making improvements to Greater Lyttonsville that will make it an even better place to live and work, and for allowing the community to have a voice in the process.

February 11, 2016

Public Testimony: Greater Lyttonsville Sector Plan

Reduce proposed density to maintain diversity balance and community stability.

My name is Linda Greenwald. I have a single family home in Rosemary Hills where I have lived for 25 years. I would like to thank the Planning department for their hard work and community outreach and thank the Planning Board for the opportunity to comment on the Greater Lyttonsville Sector Plan.

I want to echo the major themes stated and written by Valarie Barr, President of our Neighbors' Association and others and add some of my own thoughts:

- I express concern that increased density beyond 400 new units will destabilize the delicate balance of our diverse community. We are a suburban residential community.
- I ask that you reduce the multi-family density proposed for the suburban western edge of the sector plan. And, that you limit the zoning to a maximum of FAR 1.5 and the total number of new units to 400 for the properties being re-zoned. This is a 1.5 times increase.
- Designate Properties along Grubb Rd. & Lyttonsville Rd: FAR 1.5, CRN Zone – And, (I add) provide a (CRN) exception that would allow community input into proposed projects.
- Homeownership, a major component of a stable community is 64% in our community vs. 73% Countywide. Turnover in the apartments can average 50% per year. Those people are not invested in the community. A plan to increase rental units by more than 400 units will harm the community.
- Keep Lyttonsville Intact. Do not create a Station District.
- Remove reference to Rock Creek Pool as an amenity that can be taken to build a school. The community needs more amenities, not less.
- Keep our diverse Council District 5 Community in Council District 1's Bethesda Chevy Chase School Cluster which is 73% white vs. 46% for our community and 53% for the County.
- Include plans to improve and expand the Gwen Coffield Community Center and Lyttonsville / Rosemary Hills Park. Our community, already dense with multi-family rental units, has the smallest land area in the 5 districts and the smallest percentage of land in open space.
- Retain the light industrial zoning of the Brookville Rd. businesses. Spruce up the area and create an economic incentive for property owners to make improvements to their properties without raising rents.
- Regarding the eastern edge of the sector – I ask that you consider this area being redeveloped as a neighborhood with a mix of zoning that would encourage not only development of a highrise apartment but also condominium and townhouse development. There may even be room for a school and park.

- The Purple Line will have to be subsidized because public transportation does not fully pay for itself. This is an added burden on our County, which is not able to keep up with current infrastructure needs. Our neighborhood streets need to be re-paved and streets that need new gas pipes are getting by now with multiple patches.

In conclusion, I ask that you maintain the character of our suburban residential community by reducing the multi-family density proposed for the suburban western edge of the sector plan to no more than a total of 400 new units. And, that you limit the zoning to a maximum of FAR 1.5 This is a 1.5 times increase.

Thank you.

*Referenced demographics are from the Montgomery County Snapshot 2010, Council Districts by the Numbers. http://www.montgomeryplanning.org/research/documents/Databookfinal_web.pdf).

Lyttonsville / Rosemary Hills is in Council District 5



To: Montgomery County Planning Board
From: Stacey Brown, Signarama Silver Spring
RE: Greater Lyttonsville Sector Plan Testimony
Date: February 11, 2016

My name is Stacey Brown and I am the owner of Signarama Silver Spring. I am a newcomer to Brookville Road having relocated from Georgia Ave and Seminary Road in March 2015. About 1 ½ years before our lease was up, we started looking for space on Brookville Road. This was our original choice when we opened our business but the right space was not available at the time. The reason this industrial area is optimal for a business like mine is that it allows us to cost-effectively operate a hybrid production- retail business, expand some of our services such as vehicle lettering and have enough drive by visibility to get attention. These are benefits that other businesses in the area also share. When I first became aware of the sector plan and rezoning to include residential, my immediate gut reaction was that residential and light industrial have so much inherent conflict that it could only spell disaster. A resident has the right to quiet enjoyment and we make noise. It's inherent in what we do. I subsequently, got very involved in the process and have attended countless community meetings and small meetings with the planning department. The planning department folks have been very helpful and professional. Nonetheless, through all of this, I still fail to see the benefit; and the risk to the businesses is just far too great. The planning department's own study conducted by Bolan Smart stresses how vital the industrial zone is to the local economy, the large amount of residential that already exists, and how little the gain would be to introduce the residential component.

One of the biggest issues with having a floating zone is the uncertainty it causes and how that impacts business decisions. As businesses, we plan by looking ahead at trends, the business and economic climate as well as government rules and regulations. This floating zone and the prospect of it one day coming to pass, looms over our head and impacts decisions that we make right now to grow or expand. Case in point, a few months after I moved to the area, the space next to me became available. One of our original plans was to eventually get more space to grow our vehicle lettering business. This would have been perfect except for the looming rezoning. Given that, I decided that the unknown made it too risky for me to tie myself to yet another property in this area, so I passed on the opportunity. I am sure that other businesses have made or will make similar types of decisions. If you really want to enhance, preserve and protect the industrial area why not expand the permitted uses to get more diverse businesses, spruce it up, improve parking, traffic flow and pedestrian access versus creating uncertainty and conflict. The gain is too little and the risk far too great to tamper with the already delicate balance of industrial and residential. I believe in change but it should be the

right change, for the right reason with the right justification. The proposal to introduce residential on Brookville Road is the wrong change. A "floating" change doesn't make it any better, it just makes it impossible to plan and look towards the future. We have a petition with over 350 signatures from businesses, customers and residents who agree that this is the wrong change to make.

I implore you to **not** introduce the CRT floating zone on Brookville Road and to seek options such as expanded uses to truly enhance and promote the already thriving business environment. Thank you.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Stacey Brown', with a long horizontal flourish extending to the right.

Stacey Brown, Owner
Signarama Silver Spring
8930 Brookville Road
Silver Spring MD 20910



**Testimony of the Rock Creek Forest Elementary School PTA
Before the Montgomery County Planning Board
Public Hearing: Greater Lyttonsville Sector Plan (Item 7)**

February 11, 2016

The Rock Creek Forest Elementary School PTA presents this testimony on the Greater Lyttonsville Sector Plan.

We represent the hundreds of families that attend Rock Creek Forest Elementary School. On behalf of these families, we testify to express our deep concern that the Greater Lyttonsville Sector Plan fails to address the impact the potential addition of 2000 housing units would have at Rock Creek Forest Elementary School, and on all the schools in the B-CC Cluster. We urge the board to conduct more thorough, coordinated, and transparent research and analysis about the effects of potential development on school use and capacity, as well as the ethnic/socio-economic make-up of our schools.

We are alarmed that only a single page of the 114-page draft plan is dedicated to the potential impact on schools, and there offers only a brief mention of capacity issues facing Rosemary Hills Primary School, the only school physically located within the sector. The report does not address the fact that children who live within the Greater Lyttonsville sector predominantly attend schools located within the B-CC cluster. B-CC schools overall, and Rock Creek Forest Elementary School specifically, simply cannot handle the increase in capacity that 2000 housing units would bring.

- Rock Creek Forest Elementary School enrolls a significant portion of the elementary students who live in the Greater Lyttonsville sector. Our school was recently modernized and is built to the largest size MCPS allows, but already is very close to capacity for the foreseeable future.
- Students will advance to either Westland Middle School or Middle School #2 and B-CC High School will continue to receive all students from Greater Lyttonsville. Yet even with its yet-to-be-built addition, B-CC high school is projected to be over capacity by 2021, and there's no more room for expansion on its lot.

Our schools are being pressured from all sides with projected development allotted in other sector plans, including the approved Chevy Chase Lakes plan, and those in the works in Bethesda and Westbard. Over-enrollment caused by growth in one school ripples across others very quickly. We urge this Board to look at the aggregate impact of all the plans and changes it considers on all area schools, not just the ones located within the specific sector being addressed.

We emphasize that enrollment and capacity are not the only impacts of economic growth and development on our schools. The Rock Creek Forest PTA is particularly concerned about how the loss of affordable 2- and 3-bedroom rental units in the Rollingwood complex to the planned addition of more expensive single-occupancy housing (one-bedroom and efficiency) would impact the socio-economic and ethnic make-up of our school and our cluster. More than a quarter of Rock Creek Forest students qualify for free and reduced meals, and we are very concerned about how the loss of affordable family housing will impact them. This sector

contains some of the only affordable family housing in the B-CC cluster, and we urge the Board to consider the needs of these families.

Our concerns are not isolated ones. Rather, they exist across the Bethesda-Chevy Chase Cluster. We urge you, as well, to give full consideration to the written testimony of the B-CC Cluster PTA, submitted earlier this week. I understand that the cluster coordinators would be here to testify in person, but are unable to be here because the first meeting of the MCPS B-CC cluster middle school Boundary Study Advisory Committee is also this evening.

In conclusion, we ask the Planning Board to do the following:

- Provide a more detailed analysis of the effects of proposed increases in housing units in the Greater Lyttonsville Sector Plan to schools in the B-CC cluster
- Provide detailed analysis of the aggregate impact of all Sector Plans under evaluation at a given time on the capacity and the ethnic/socio-economic diversity of the schools
- Work with MCPS to identify specific solutions to the enrollment burden this plan will have on our schools.

We represent several hundred of the thousands of children who are impacted every day by the decisions of this board. We urge you to give these children and their schools their due consideration and attention during all stages of the planning process.

Thank you,
Rock Creek Forest Elementary School PTA
Miriam Calderon, Co-President
Kristen Clemens, Co-President

TESTIMONY TO THE MONTGOMERY COUNTY PLANNING BOARD
FEBRUARY 11, 2016
BY: ABE SCHUCHMAN

Good Evening Chairman Anderson, Vice Chair Wells-Harley, Commissioner Dreyfus, Commissioner Fani-Gonzalez, and Commissioner Presley:

My name is Abe Schuchman. I was invited by the Lyttonsville and Rosemary Hills Civic Associations to moderate their 9/30/15 community forum on the proposed Greater Lyttonsville Sector Plan. I therefore had a "front row seat" to observe the anger and disappointment expressed by Lyttonsville residents in response to the proposed Plan.

My wife Ellie and I have lived in Rock Creek Forest since 2003. The homes in our neighborhood, including our home, were built in the 1950s, before I was born, by developer Samuel Eig. For these new homes, Montgomery County provided paved roads, indoor water, and connection to the public sewer system. Montgomery County, however, did not provide paved roads, indoor water, and connection to the public sewer system for the neighboring African American community of Lyttonsville. It would take another decade of struggle by the residents of Lyttonsville to secure these basic services.

Such racial injustice was wrong then. It is wrong now. We have a chance today to begin to right this wrong as well as a litany of other wrongs done to the residents of Lyttonsville. To do this, we must support Lyttonsville's call to amend the draft Plan before you this evening.

Lyttonsville has a proud history-- it is one of resilience and perseverance. I am grateful to Charlotte Coffield, a 5th generation resident of Lyttonsville, and other neighborhood leaders for taking the time to teach the history of Lyttonsville.

Lyttonsville is one of the oldest African American communities in Montgomery County, dating back to 1853 when Samuel Lytton, a freed slave, purchased property here. It became a vibrant African American enclave after the Civil War. It was a rural farm community with residential homes along Brookville Avenue and the surrounding area. The heart of the community was Pilgrim Baptist Church-- the first church of Lyttonsville. Pilgrim Baptist Church was built in 1892 on Garfield Avenue (in 1914, the Church moved to Brookville Road). The segregated Black school-- Linden School-- was co-located at the Church on Garfield Avenue. Students would have to haul heavy buckets of water from a pump on Brookville Road to take to the school and the school's two outhouses. The residents of the surrounding Lyttonsville homes also relied on this pump (if they could afford the \$50/year County fee) unless a resident had a well on his/her property or made the trek to the natural spring at what is now Sundale Dr and Porter Rd.

WSSC and Montgomery County did not listen to calls from Lyttonsville residents for indoor water and public sewer systems. Instead, they located an incinerator not too far from what is now the intersection of Lyttonsville Place and Brookville Road. They also established a dump nearby for refuse that could not be incinerated. The Brookville Road dump was located behind what are now Friendly Gardens apartments. It became a major dumping ground-- including the dumping of refuse from businesses in the area as well as the dumping of tanks from the gas stations located at the time at Georgia Ave. and Seminary Road.

(OVER)

**TESTIMONY TO THE MONTGOMERY COUNTY PLANNING BOARD
FEBRUARY 12, 2016
BY: ABE SCHUCHMAN**

Before the establishment of this dump, Charlotte Coffield shared that she and her classmates, on their way to Linden School, would come down the steep hill there, carefully cross the creek on stepping stones near what is now Stewart Avenue and then continue up to their school on Garfield Avenue. The dump buried this area including the creek.

At the same time, additional damage was being done by Montgomery County's slow but steady process of rezoning the Lyttonsville community from residential to industrial. Over time, this process led to the displacement of many Lyttonsville families including the separation of extended families. Those families who had been renting their homes were particularly vulnerable. Eventually, community members were forced to relocate to Friendly Gardens or out of the area.

As the community evolved away from Brookville Road, no barrier was established between the community and the adjacent industrial area. Moreover, the County's promise to develop a row of townhomes along Kansas Avenue was broken; instead, a row of low-rise industrial buildings were built. To this day, heavy trucks, at times bringing their deliveries late at night down Stewart Avenue, can be heard by residents of Lyttonsville. In addition, the County selected Lyttonsville as the site of a Ride-On bus depot and WSSC selected Lyttonsville as the site of a WSSC truck depot and launching area.

Through the first half of the 20th century, industrialization of the Lyttonsville community led to enormous environmental degradation. Trees were cut down-- the tree canopy is currently less than 3% in the industrial area. The entrance to the Walter Reed Annex was relocated to Brookville Road. And it was not long before trucks coming out of the facility could be seen unloading refuse at the Brookville Road dump. The facility was later enlarged and became the Forest Glen Military Annex; the military then began using the facility in part to dispose of medical and hazardous waste. Decades later, the resulting contamination of the surrounding streams and watershed are only now beginning to be understood.

The military, at the time of the Korean War, did not notify the residents of its selection of Lyttonsville as the site of an Army Anti-Aircraft (AAA) installation. The installation-- which included underground bunkers with munitions-- was located in what is now the soccer field adjacent to the Gwendolyn Coffield Community Center. The Community Center is without a swimming pool in significant part because of concerns about siting a pool on this former military installation.

An article dated 11/22/1967 in the Sentinel Newspaper stated, "Although Lyttonsville, a Negro community, is virtually blighted, its residents have exhibited a fierce pride in their neighborhood-- a pride that last year resulted in the paving of the community's streets after a 25 year battle." Charlotte Coffield shared that the paving of the community was not without one final insult-- the County paving process was disgraceful. Ms. Coffield explains, "For months, residents were knee deep in mud. The situation was unconscionable."

The proposed Greater Lyttonsville Sector Plan does not have the blessing of Lyttonsville. The concerns of the residents of Lyttonsville ought to be addressed. To do otherwise would be unconscionable.

Loretta Argrett Testimony
Public Hearing, Greater Lyttonsville Proposed Draft Sector Plan, 2/11/16

My name is Loretta Argrett. I live in Rosemary Hills, originally a white community, next to Historic Lyttonsville, originally a black community,

I am living the American Dream. I grew up in segregated MS, within 20 miles from the site of Emmet Till's lynching. When we moved here, I had no white friends. We were the 2nd Black family in a single family home west of Sundale, and our block was predominately Jewish. We suffered no hostilities and our neighbors were kind and friendly. Our children played with the kids on our block. At some point, my son even acquired his own dreidel. I had no problem with that, even though I am Christian and the daughter of a Baptist minister.

So, I am living the American dream because our community is diverse — racially, ethnically, and economically. Now Lyttonsville has some white residents. Rosemary Hills is more diverse. Unlike so many such communities throughout the world, we have worked together over the years to solve problems and to fight against forces that have threatened our community's culture. We learned to live together harmoniously because our area is compact. Within our midst, there is a local park, The Coffield Center, and The Rosemary Hills School. They made it easy for us to get to know each other.

Each of these institutions will be severely threatened by certain proposals that will dramatically increase the density of our area. Our schools, Park, and Center will not be able to service such huge increases. Some persons who live here because of our culture and resources will leave. That would be an unfortunate, but understandable result. I don't want that to happen. Here we have a model community. The County should be proud! You should support us.

Therefore, I urge that you:

1. do not increase, to the extent proposed in the draft plan, the allowable density of market-rate multifamily housing in areas west of the Barrington and on the south side of the Purple Line Tracks — as this would unduly burden our already overcrowded schools, the Center, and Park.

2. do not increase at all, within these same boundaries, the allowable density of subsidized housing. I support and know that the County has an obligation to provide such housing — but our small community already bears more than its fair share. Furthermore, additional housing can be built within our area without any zoning change. Any further increase would likely be a tipping point, and threaten community stability!

Thank you for your consideration of these matters. I hope that you will support our community concept, and champion what we have been able to achieve working together.

Loretta Argrett, largrett@gmail.com

Good Evening,

My name is Gretchen Ekstrom. I am president of Rock Creek Pool, Inc. and am testifying on behalf of the 400 member families of Rock Creek Pool, Inc. that reside in the neighborhoods surrounding the property known as "Rock Creek Pool." I am requesting that the Planning Board remove the reference to the Pool property as a future school site from the Greater Lyttonsville Sector Plan.

This tract of land was designated a recreation area by the Maryland-National Capital Park and Planning Commission in its general zoning plan for the area, promulgated in 1952. The designation was granted on the land to provide a buffer zone between the residential areas and the industrial areas.

With the support of the Rock Creek Forest Citizens Association and the Rosemary Hills Citizens Association, a petition for a zoning exemption was filed to allow the construction of a swimming pool on the site. The exemption was granted on June 25, 1958. The pool was dedicated on May 30, 1959 and officially opened on June 7, 1959. By the end of the first year, the pool had met its goal of 400 member families and even had a waiting list. Today, Rock Creek Pool has a waiting list of well over 400 families.

The Planning Board's willingness to change the designation of the Rock Creek Pool property is short sighted.

- 1) The Rock Creek Pool property is a community resource. Neighborhood children can be seen all year round using the site for sledding; riding bikes; playing volleyball, basketball, and tennis; and socializing. Many of our children have learned to swim at Rock Creek Pool and had a place to congregate over the summer. With the help of the Rock Creek Conservancy, Rock Creek Pool maintains two pet waste stations on the site which remove over 600 pounds of pet waste from the community each year.
- 2) I was discouraged to see that the Rock Creek Pool property has been the only piece of private property identified as a school site. There are other larger tracks of public and private land within the Plan boundaries that were not mentioned such as the Rosemary Hills-Lyttonsville Local Park, the WSSC Lyttonsville Depot, the Ride On Bus Depot, and Fort Detrick-Forest Glen Annex. Some of these other properties are much better suited to be school site. In addition, there are two elementary schools within walking distance of the Rock Creek Pool property: Rosemary Hills Primary School and Rock Creek Forest Elementary School.

The Planning staff failed to mention that Montgomery County owns over 8.5 acres along Seminary Rd at the former Montgomery Hills Middle School site. A better use of county tax payer dollars would be to re-acquire a site already owned by the County.

- 3) After speaking with Montgomery County Public School's Division of Long-Range Planning, I was told that MCPS would only buy the property if it was offered for sale. These signed postcards demonstrate the members and communities resolve not to sell the property. At the time of the B-CC Middle School #2 selection process, Rock Creek Pool was asked if the land was available. As stated then and now, the property is not for sale.
- 4) Rock Creek Pool services residents that have no other access to a community pool. The closest pools are North Chevy Chase and Glenwood. Both of which have boundary requirements which exclude these residents and have equally long waiting lists as Rock Creek Pool.
- 5) The Rock Creek Pool membership includes families in apartments and condominiums. Most apartment complexes and condo associations do not provide pools long enough to hold a swim meet hence families join RCP for such activities. Rock Creek Pool cannot accommodate the influx of residents that the sector plan is proposing.
- 6) The Rock Creek Pool property is bisected by the Donnybrook Tributary and includes an elevation difference of 40'. The Montgomery County Department of Environmental Protection has just spent over \$2 million restoring the Donnybrook Tributary. They hold a permanent easement to the storm water facilities on the property and around the stream. I understand that the Army Corp of Engineers will not allow a stream to be piped. This limits the ability of the property to be further developed.
- 7) Rock Creek Pool is in the process of modernizing its facilities with an expected budget of over \$500,000.

As you can see from this and other's testimony, the Rosemary Hills, Lyttonsville, and Rock Creek Forest residents are passionate about their community. Rock Creek Pool, inc is requesting that the Planning Board remove references to the Rock Creek Pool property in the Sector Plan. The land is not for sale.

Thank you for allowing public testimony tonight on the Greater Lyttonsville Sector Plan.

Submitted on behalf of Rock Creek Pool, Inc. by Gretchen Ekstrom, President

Planning Board Testimony for Greater Lyttonsville Sector Plan – 2/11/2016

I'm Mark Mendez and I live in Rosemary Hills, a neighborhood I feel is very balanced right now and one that is much loved because it really works. I would like to speak as both a resident and a customer of the local business community.

First, I want to thank the planning team for taking the time to understand the Brookville Road business area. I think it's fair to say they found more than they imagined... more than 475 independent businesses and 2,500 employees- offering critical services and unique destination retail. The flex space properties- with a hybrid mix of showroom and traditional warehouse space - have among the lowest vacancy rates in the county.

The companies here range from established second and third generation family businesses to innovative start-ups. Dozens of them have called the Brookville Business District 'home' for 30-plus years. Others have arrived more recently to support the New Economy. If you request overnight shipping from Amazon, for example, there's a good chance that your package will be delivered from a regional fulfillment center on Monard Avenue just off Brookville. When Bell Flowers closed, we lost a Georgia Avenue landmark, but not a business. Now that 70-year old family business fills online orders and delivers flowers from underneath Vaccaro's Cannoli bakery. Industrial areas provide many different opportunities.

While I appreciate the planning report, I can look back at recent sector plans for White Oak and Westbard where industrial areas have not fared well in the final decision. I can also look ahead to White Flint Two where the initial planning draft asks the chilling question "Should light-industrial-zoned properties be retained?" That doesn't sound so good for those employees in Rockville. It sounds like Montgomery County is exterminating industrial areas, and affordable business through rezoning.

With large increases in residential density, we are going to need more local services not less. Who will repair the HVAC systems and appliances...patch the roofs... do the landscaping... clear the drains, or stock and sell supplies for any of the above? Will technicians need to drive south on 270 or in from Prince George's to their customers in Silver Spring, Chevy Chase and DC?

Eliminating industrial areas is like selling a house with all bedrooms and great rooms, but no kitchen or utility room. The working parts of the house allow the rest of the home to function properly.

As the planning board, you have the responsibility to propose a plan that works, for the next 20 years. Before looking ahead, look to the past 30 years and to the success of this established business community. I feel we are lucky to have these companies in our neighborhood. As employers, they support working families. As businesses, they serve a large urban customer base from a strategic location. As tax-payers, they make large contributions with little or no impact on schools and parks.

We are a balanced and true mixed use community.

Mark Mendez
2222 Richland Street
Silver Spring, MD 20910

MCP-CTRACK

From: Susan Soorenko <susan@moorenkos.com>
Sent: Friday, February 12, 2016 11:54 AM
To: MCP-Chair
Subject: Testimony re: Lyttonsville Sector Plan
Attachments: testimony.docx

Thank you for the opportunity to testify last night. Attached is a copy of my testimony for your records.

Best,
Susan Soorenko

--

Susan Soorenko
Moorenko's Ice Cream Kitchen
8810 Brookville Road
Silver Spring, MD 20910
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Follow Moorenko's:     

Moorenko's Ice Cream has been in existence since 2002, when we opened our first shop in Fairfax County.

We operated there for seven years, producing ice cream for that shop, our café in South Silver Spring and our restaurant and market customers. But when the economy collapsed, my business was profoundly impacted. I had to declare bankruptcy and I lost my home. In 2009 we moved our production to Brookville Road into what was then the Gifford's ice cream factory.

In this new location I had the opportunity to heal, restructure, and rebuild my business and my sense of self, so in a way, this neighborhood saved my life. A year ago I moved to National Park Seminary to be around the corner from my production facility.

The Lyttonsville district is not an elegant part of town, but it is an organically evolving area where Silver Spring residents and business owners can find most of what they need in a condensed area, without having to deal with or contribute to the congestion of the Central Business District. It is the embodiment of the ideal of buying local - from artisanal food to birthday balloons, auto repair to hand crafted furniture, gyms to pet care. Anything a household or business might need can be found for the exploration.

It's also a symbiotic neighborhood where businesses can share resources. In so doing, we can support each other and keep our costs down.

Most important to the thriving diversity of small businesses in this area, is a rent structure that allows us to survive financially. We are a collection of passionate entrepreneurs who work on very narrow margins. We employ a substantial number of people and rents must remain affordable for us to continue providing employment.

Every city needs its entrepreneurial engine like the Lyttonsville district, that part of town where creativity can flourish. If Montgomery County and Silver Spring are to be considered business friendly, supportive of buying local, and environmentally conscientious, then we need to support the Lyttonsville district and its businesses by maintaining the current zoning and finding ways to raise awareness of what we have to offer.

If development that changes the rent structure takes place, many of us will either have to move our businesses to other counties or close resulting in a loss of services, taxes, and employment.

Every day that we unlock our doors and greet our employees and customers, is an exercise in our faith in this area, what we love to do, and what we can provide. And we would love the community's support.

**Testimony before the Montgomery County Planning Board regarding the
Greater Lyttonsville Sector Plan**

Bernard Bloom

OVERVIEW

MY NAME IS BERNARD BLOOM. I HAVE LIVED IN THE AREA OF THE GREATER LYTTONSVILLE SECTOR PLAN FOR THIRTY YEARS.

MANY OF MY NEIGHBORS ARE CONCERNED ABOUT FUTURE TRAFFIC DENSITY IN OUR SECTOR. WHILE I SHARE THOSE CONCERNS I AM TESTIFYING TODAY ABOUT THE ABYSMAL QUALITY OF THE ROADWAYS IN ROSEMARY HILLS, PART OF THE GREATER LYTTONSVILLE SECTOR. THE PROPOSED SECTOR PLAN IGNORES ROAD QUALITY AS A RESOURCE. RIGHT NOW THESE ROADWAYS ARE IN AWFUL CONDITION AND ARE RAPIDLY DETERIORATING.

IF YOU APPROVE THE SECTOR PLAN THE RATE OF DETERIORATION WILL ITSELF ACCELERATE.

RELEVANT FACTS

HERE ARE THE 3 RELEVANT FACTS ABOUT OUR ROADWAYS. NONE OF THESE FACTS WERE CONSIDERED BY THE PLANNING BOARD STAFF.

1. **85% OF ROADWAYS IN ROSEMARY HILLS ARE EITHER IN A POOR, VERY POOR OR SERIOUS CONDITION, BASED ON THE COUNTY'S PAVEMENT CONDITIONING INDEX.** PLEASE LOOK AT THIS PIE CHART.

2. THE QUALITY **OF EVERY SINGLE ONE** OF ROSEMARY HILLS ROADWAY SEGMENTS DETERIORATED BETWEEN 2013 AND 2015. THIS HAS BEEN SUFFICIENT TO MOVE MANY OF OUR ROADWAYS FROM THE POOR TO VERY POOR CATEGORY. AGAIN, PLEASE JUST LOOK AT THE NEXT PIE CHART.

3. MY FULL TESTIMONY SHOWS THAT MO CO DOT AGREES WITH THESE TWO STATEMENTS. BUT, THEY TELL US THEY DO NOT HAVE, NOR EXPECT TO HAVE, THE FUNDS TO FIX ROSEMARY HILLS' STREETS FOR AT LEAST THE NEXT THREE YEARS.

ACTIONS URGENTLY REQUESTED TO THE PLANNING BOARD

IF YOU APPROVE THE PLAN IN FRONT OF YOU, THEN THERE WILL BE MORE STRESS ON AN ALREADY INTOLERABLE SITUATION. **THEREFORE, PLEASE DO NOT APPROVE A GREATER LYTTONSVILLE SECTOR PLAN ABSENT SOME AGREEMENT WITH THE MONTGOMERY COUNTY DOT THAT WILL PREVENT FURTHER ROADWAY DEGRADATION.** OUR ROADS ARE IN A RESIDENTIAL AREA COMPOSED EXCLUSIVELY OF SINGLE LANE ROADS, OUR ROADS WILL BE PARTICULARLY HARD HIT BY THE MANY NEW VEHICLES THAT WILL TRAVESE EXISTING ROADWAYS.

AS A BOARD YOU MAY TAKE THE POSITION THAT ROADWAY REPAIR IS NOT IN YOUR PORTFOLIO OF CONCERNS. BUT AS SURELY AS THE SUN WILL RISE TOMORROW SO WILL BUILDING IN OUR SECTOR INTRODUCE MORE AUTOS, MORE FED EX AND UPS DELIVERY TRUCKS, AND FURTHER ROADWAY DAMAGE. YOU ALREADY COORDINATE WITH THE PLANNERS AT MCPS. SO, ASKING YOU TO DO THE SAME WITH THE FOLKS WHO MANAGE MONTGOMERY COUNTY DOT IS A REASONABLE REQUEST.

**Testimony before the Montgomery County Planning Board regarding the
Greater Lyttonsville Sector Plan**

1.0 Introduction

My name is Bernard Bloom. My wife and I have been residents of Rock Creek Forest East -a community within the area of the prospective Greater Lyttonsville Sector Plan – for 30 years. We live at 2303 Peggy Lane in a single family house. From my occupation¹, from 42 years of residence in the County, and from my active professional participation in county matters, I know Montgomery County well.

2.0 Specific Concern

Many residents will speak to you about the impact of urbanization on our schools, on traffic, on our local park, and on the continued existence of Rock Creek Pool. While I too am concerned about these subjects, **my specific concern involves the seriously adverse impact on the quality of our streets if you approve the sector plan.**

The roadways in Rosemary Hills are in terrible condition. There is absolutely no plan in place to fix them. The County does not have the money to fix the road surfaces and there is very small prospect this situation will change in the next decade due to enormous pressure on our County budget from many quarters. This is an appalling situation.

The sector plan you are considering would, if approved, seriously add to the ongoing deterioration of our roadways. For this reason, before you approve of any plan that will bring new development and additional use of our roads to our community, you should first consider not adding to our existing problem.

3.0 Specific Facts

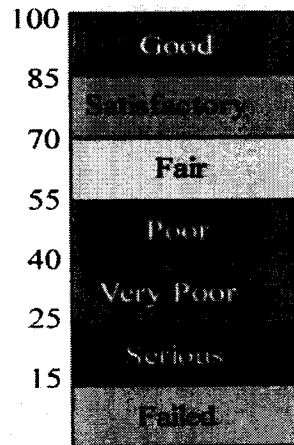
All roadways within the sector are County roadways. Here are the actual facts as determined by the Montgomery County Department of Transportation. **MO CO DOT HAS TOLD US THEY WOULD NEED AT LEAST \$1.4 MILLION TO REPAIR THESE ROADWAYS. GIVEN CURRENT COUNTY BUDGET CONSTRAINTS IT IS HIGHLY UNLIKELY THAT THE COUNCIL WILL APPROVE A BUDGET SUPPLEMENTAL FOR THE FORESEEABLE FUTURE.**

Every two years the Mo Co. DOT measures the condition of the pavement of all the roadways for which it has responsibility. Pavement conditions are measured by high tech. instruments and software on vehicles that are run over all 5,000 lane-miles of county streets and larger roadways. The output of these measurements is called the Pavement Condition Index or PCI.

¹ I am an environmental engineer who does significant work in the county. My wife and I raised four children who were educated in the MCPS. I headed the air quality program for the Mo. Co. Department of Environmental Protection in the 1990s; and for six years in the past decade I served as an appointed advisor to Mr. Leggett's air quality/energy advisory committee.

The PCI is a number from 0-100 with the higher numbers being good or better. The color-coded scale that is typically used in the U.S. is shown below. The county says it uses this index to determine which roadways it will re-pave, curb-to-curb.

Pavement Conditioning Index



Fact 1

For Rosemary Hills, PCI measurements in the most recent two rounds (2013 and 2015) are shown for each road segment in Table 2. There are 19 individual street segments in this table. **You will readily observe that 85% of roadways in Rosemary Hills are either in a poor, very poor, or serious condition.**

Figure 1

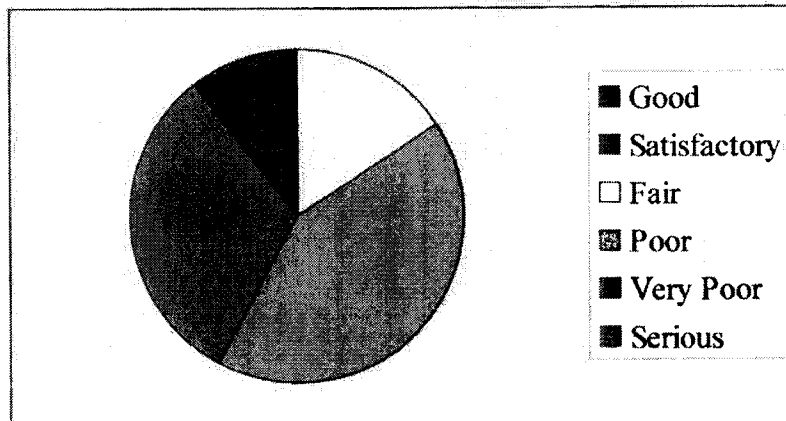


Table 1
Percent of Our Roadways in Various Conditions in 2015

Good	0%
Satisfactory	0%
Fair	16%
Poor	42%
Very Poor	32%
Serious	11%

Table II

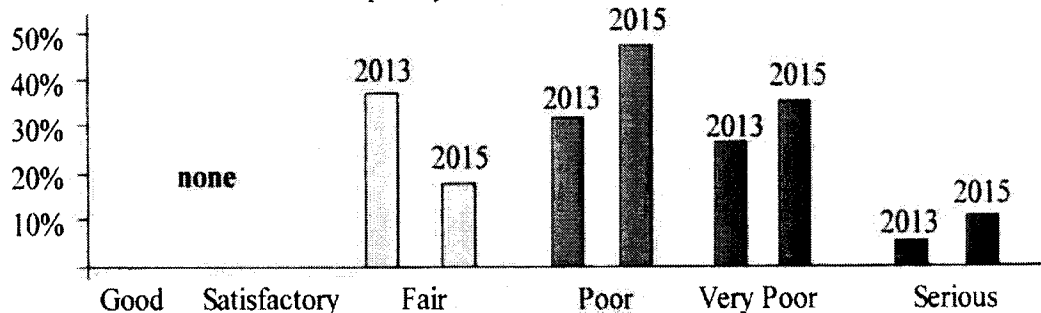
Rosemary Hill Streets	PCI-2013	PCI-2015	PCI Range	Code
Mark Ct.	62	42	85 to 100	Good
Richland Pl.	47	21	70 to 85	Fair
Richland St.			55 to 70	Fair
RMH Part to Richland Place	54	34	40 to 55	Poor
Richland Place to Mark Ct.	55	33	25 to 40	Very Poor
Mark Ct. to Sundale	69	56	10 to 25	Serious
Quinton Rd.			0 to 10	Table 1
RMH Park to Sundale	44	37		
Sundale to Maywood	33	48		
Sundale Ave.				
Porter to Quinton	54	55		
Quinton to Ross	60	54		
Ross to Milford	64	60		
Milford to Spencer	63	61		
Spencer to East West Highway	57	47		
Milford Ave.				
Porter to Ross	38	33		
Ross to Spencer	49	43		
Spencer to Sundale	36	24-28		
Leonard	28	22		
Lanier Dr.	46	34		
Porter Rd.	49	48		
Maywood Ave.	46	42		

Fact 2

Every single one of the roadway segments shown in Table have deteriorated between 2013 and 2015. The average deterioration rate is 9 PCI points in two years. This has been sufficient to move many of our roadways from the Poor to Very Poor category. Unabated, this trend, shown in Figure 2, will continue.

Figure 2

Degradation of Roadways in Rosemary Hills
completely based on MC DOT Data

**Fact 3**

This characterization is not just our opinion or only based on measured numbers. The County agrees that roadways in Rosemary Hills are in terrible condition. The following is a quote from Mr. Josh Faust, who works for and represents the Mo Co DOT. The date is October 21, 2015.

Mr. Bloom,

Please see the attached map as requested. These are the most up to date PCI conditions for your neighborhood. As you'll see, the area has seen better days. There are serious areas of degradation in the community in need of attention. There are some complicated factors in play here.

The upper portion of the neighborhood (*meaning Rosemary Hills*), is in need of resurfacing. MCDOT fully acknowledges that and has inspected the area as recently as today. However, there are several neighborhoods with worse PCI in the 5th District that have been scheduled prior to this work. What we in Highway Services are doing is looking at our options and attempting to figure out when this project can be scheduled. It is most certainly being considered as a candidate for full depth HMA resurfacing, we just have to have to fund it. And as you know, funding is limited.

I've spoken to Councilmember Hucker's office in detail this morning and explained this situation. MCDOT wanted to get this neighborhood repaved; we don't disagree with the residents. However, we do not have the funding to perform any resurfacing operations in at least FY16 and FY17.

The county DOT has told us they would need at least \$1.4 million to repair these roadways. Given current County budget constraints it is highly unlikely that the Council will approve a budget supplemental for the foreseeable future.

So we can expect further roadway deterioration. At current rates of deterioration we can expect that Rosemary Hill roadways will mainly be in the very poor condition by FY 2019.

4.0 Actions Urgently Requested to the Planning Board

If you approve the plan in front of you, then there will be more stress on an already intolerable situation. Therefore, please do not approve a Greater Lyttonsville Sector Plan absent some agreement with the Montgomery County DOT that will prevent further roadway degradation. Our roads are not like Rockville Pike (white Flint Sector Plan) or like Connecticut Avenue (Chevy Chase Lake Plan). The added stress of the proposed enormous density will not be spread out over multi-lane thoroughfares. Rather, in our suburban residential area composed exclusively of single lane roads, our roads will be particularly hard hit

As a Board you may take the position that you are providing for our future and in any event that roadway repair is not in your portfolio of concerns. But as surely as the sun will rise tomorrow so will building in our sector introduce more autos, more Fed Ex and UPS delivery trucks, and further roadway damage. You already coordinate with the planners at MCPS. So, asking you to do the same with the folks who manage Montgomery County DOT is a reasonable request.

MCP-CTRACK

From: Crystal Smith <crys_smith@verizon.net>
Sent: Thursday, February 11, 2016 4:56 PM
To: MCP-Chair
Subject: Testimony on the Greater Lyttonsville Plan
Attachments: Testimony Linden Hearings.docx

Hi,

I will give the attached testimony to the Planning Committee this evening.

Thank you,
Crystal Smith
12923 Big Horn Drive
Silver Spring, MD 20904

**Montgomery County Planning Board Public Hearing – Greater
Lyttonsville Sector Plan: Testimony by Crystal Smith, February 11,
2016**

Good evening! My name is Crystal Smith / I would like to thank the Planning Board for the opportunity to comment on the Greater Lyttonsville Sector Plan.

As a 3rd generation former resident of the Lyttonsville Community, I will always have an unwavering commitment to preserving the unique history of Lyttonsville.

My father's family was one of the original recipients of the land that was distributed and sold by Samuel Lytton in 1853. My parents Melvin and Mary Jane Smith were both raised in Lyttonsville, and received their primary education in the Lyttonsville Community. My parents married in 1948, and my father and grandfather built the home where my siblings and I were raised (you may have seen the picture of the small house behind the Claridge House, which was my great aunt's house). Our house was located behind that small house.

Of the twelve children born from that union, only the first two (like my parents) attended segregated schools until Brown v Board of Education ended segregation in 1954. We attended Rosemary Hills Elementary, Montgomery Hills Junior High, and Bethesda Chevy Chase High until urban renewal forced my parents to make the decision to move the family to Takoma Park, MD in 1970 because they could not afford to stay and rebuild in Lyttonsville.

While our family are no longer residents of the Lyttonsville Community, our roots and the roots of our descendants remain there. In fact, my family and I have always kept in touch with the residents that remained in the Community as did my parents before they passed from this life in 2009 and 2010 respectively.

I am here today to express my concern and objection for the mass redevelopment that is being proposed for the Lyttonsville Community. My family and I care very deeply about Lyttonsville and we feel that it should be pretty clear that we as well as the many current and past residents do in fact have a stake in the history of Lyttonsville and we feel strongly that its history would be severely compromised if mass changes were made to the community that my family and the other original inhabitants love and cherish.

Currently, my family and I look forward to attending the Annual Lyttonsville Reunions, as well as other various events that honor and celebrate the Community. Most are held right in Lyttonsville at the Gwendolyn Coffield Community Center. Like most of my family, many of the formal residents who attend are local, but there are some who travel from out of town to attend these events. Can you image the how devastating it would be for those that travel from out of state to arrive at an event celebrating Lyttonsville, in a totally unrecognizable community?

One key negative impact of the proposed redevelopment is the erasing of both the legacy and the heritage of the Lyttonsville Community, which would deny future descendants the opportunity to share our family's history with our children and grandchildren.

I have three grandchildren, and the oldest is thirteen years old; and while many of the native residents have left the Lyttonsville Community, today there is enough of the original infrastructure there that allows me to tell him about my experience growing up in Lyttonsville; and I can physically take him to see where it all started for our family. My two granddaughters, however, are four and five years old so if these significant proposed changes are allowed to take place, it will make that story a lot more difficult to tell as there will no longer be any traces of what was once Lyttonsville.

Thank you for the opportunity to tell my story.

MCP-CTRACK

From: Dave Bard <bluefishbard@yahoo.com>
Sent: Friday, February 12, 2016 1:27 PM
To: MCP-Chair
Subject: written testimony for Greater Lyttonsville sector plan
Attachments: sector plan.docx

Hi, Chairman Anderson.

Thank you for the opportunity to comment on the Greater Lyttonsville Sector Plan last night. I am attaching my written testimony for your files.

Best,
Dave Bard

**Montgomery County Planning Board Public Hearing
Greater Lyttonsville Sector Plan
Testimony of Dave Bard
February 11, 2016**

Hi. My name is Dave Bard. My wife Anna, our son Cam, and I live on Sundale Drive, one block south of Rosemary Hills Elementary School. I'm here tonight to voice our concerns with your proposed sector plan. Our neighborhood and our family cannot afford the increased density outlined in your proposal.

When Anna and I began our house search, we considered several key factors. Topping that list was excellent schools for the kids we didn't even have yet. The definition of an "excellent school" is personal and subjective, but for us it means having a good balance of ethnic and socio-economic diversity with top-notch academic outcomes.

Our son Cam is now 18 months old. He's currently excelling at making animal sounds, flipping pages quicker than we can read them, and clapping along at our Saturday morning music class. But before we know it, he'll be in high school. We moved here assuming that Cam – and his future sibling – would be battlin' barons at BCC. But this proposed sector plan puts that at risk.

We could have bought a larger house in a hip DC neighborhood, but we chose to buy in Rosemary Hills because we felt that it provided the best educational opportunities we could afford. We were willing to make some sacrifices when buying a house, but neither one of us was willing to skimp on education.

With every listing we considered, we pulled up data on the associated schools to see how they ranked on a variety of factors. While we would have liked to buy in Bethesda or Chevy Chase, we simply could not swing it financially. So when we saw the listing for our house and the very first line was "best value in the BCC school cluster," we were excited to check it out, fast.

That was three years ago. We have since made a home here, were thrilled to welcome our first child, hosted his first birthday party in our backyard and appreciate being surrounded by supportive neighbors we now call friends.

My wife and I are fearful that the extreme growth in density that has been proposed will stress the local infrastructure, including the capacity of our current school cluster.

We recognize the benefits of transit-oriented development and the need for affordable housing in Montgomery County, but the proposed plan seems to permit growth that will outpace the development of infrastructure, including the school system. And that's simply unacceptable.

We live in a school cluster that is already overcrowded and adding the density you have proposed puts us at risk of being cut out of the BCC school cluster. We chose to buy a house in Rosemary Hills almost exclusively because of the educational opportunities that would be available to our children. We made an investment in our children's educational future, but this proposal puts all that at risk.

Thank you for your time and the opportunity to voice our concerns about your proposed sector plan. We hope that you will listen carefully to what our neighbors have to say and ensure that our children do not get cut out of the BCC school cluster.

MCP-CTRACK

From: Erwin Rose <erwinrose@gmail.com>
Sent: Friday, February 12, 2016 1:28 PM
To: MCP-Chair
Subject: Greater Lyttonsville Sector Plan - testimony attached
Attachments: Ltnsvl Sector Plan_Rose testimony.pdf

Dear Chair Anderson and members of the Board,

I appreciated the opportunity to testify on the Greater Lyttonsville Sector Plan last night, and also appreciate that you personally visited the area before the hearing yesterday.

Please see attached, a copy of my testimony for the public record.

I am shocked that the plan would allow up to 4,104 new apartments in our small residential area but I was very proud of the many members of our community who turned out last night and spoke eloquently against the rezoning.

As evidenced by the testimony last night, the community is unified in its opposition to the increase in residential housing and the threat to the businesses on Brookville Road that would result from the rezoning. I believe that only three apartment owners - the owners of Rollingwood, Summit Hills, and the Housing Opportunities Commission (Paddington Square is HOC-owned) - spoke in favor of increased density, while every other speaker (residents and local business owners) opposed the proposed rezoning.

This is an enormous threat to our community. I hope that you will respond positively to our testimony last night, which represented an outcry against this proposal for massive overdevelopment that would overwhelm local public services and have an extremely negative long-term impact upon many aspects of our neighborhood.

Sincerely,

Erwin Rose

Erwin Rose
8714 Maywood Avenue
Silver Spring, MD 20910

home phone: 301-589-2520

**Montgomery County Planning Board Public Hearing
Greater Lyttonsville Sector Plan
Testimony of Erwin Rose
February 11, 2016**

My name is Erwin Rose. I moved to Maywood Avenue in Rosemary Hills in 2001. I have served as a vice chair of the County's Silver Spring Citizens Advisory Board and currently serve as a Democratic Party precinct official.

There are many positive recommendations in this draft plan but they are overshadowed by what would be the principal result: a grossly inappropriate increase in the number of residents in a small residential area. The draft plan does not specify how many new apartments would result from the zoning changes, but at the insistence of our community leaders the Planning Department revealed that the proposed change could lead to more than 2,019 new apartment units in the small western area between Lanier Drive and Brookville Road and another 2,085 new units in the eastern area around Summit Hills.

It seems bizarre and irresponsible to me that the County can claim to have considered the impact of this development without a specific projection as to the number of new residents that would be added. On January 31st I wrote to the point of contact listed on the Sector Plan website, and also posted a comment on the website, asking the following question - to which I have not received an answer: *Under a scenario in which development proceeds to the maximum density permissible under the changes proposed in the Greater Lyttonsville Sector Plan, would you please provide your estimate for the total projected increase in residents (not just dwelling units) compared to the total number of current residents for the area as a whole and in particular west of Sundale Drive?* How can you claim that the impacts of the proposed density increase have been studied adequately when the public has not been given a projection for the population increase?

Assuming that the 4,000 new apartments would have an average of 3 residents per unit, we are looking at 12,000 new residents within this small community. Half that, 6,000 new residents, would still be a massive and overwhelming increase. I urge the Planning Department to publish a detailed study of how the proposed population increase would impact local schools, traffic, air pollution, the park and other recreational facilities before moving forward with this plan. While this fundamental data would allow for a more rigorous understanding of the impacts, I think it is safe to say that almost no one in our community thinks that our neighborhoods will benefit from increased density. In my view, this increase would have a devastating effect upon the integrity of the area.

The Purple Line should serve current residents and reduce vehicular traffic, it should not be used as a publicly subsidized vehicle for commercial real estate development. Because of the inadequacy of local bus and Metro service, the majority of people in Lyttonsville and Rosemary Hills drive cars as their primary means of transportation. A significant portion of the people living in apartments near the Purple Line stops, especially in the western area, will still depend on driving to a great extent, even those who might be able to use the Purple Line to commute to work. Development in downtown Silver Spring is smart growth. Increased development in a small residential area such as ours, as proposed in this plan, is destructive and I urge the Planning Commission to reject it.

MCP-CTRACK

From: Lucia Fort <luciapeschiera@yahoo.com>
Sent: Thursday, February 11, 2016 12:24 PM
To: MCP-Chair
Subject: Public Hearing Tonight on Draft Greater Lyttonsville Sector Plan

RECEIVED
0143
FEB 11 2016

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

Maryland-National Capital Park and Planning Commission

Dear Chairman and Members of the Board:

Thank you for this opportunity to submit my written testimony regarding the Lyttonsville Sector Plan. I am deeply concerned about the impact of this plan as-is on our community currently and the surrounding neighborhoods, as well.

- 1) I believe that the increased density proposed in the plan will cause great harm to our unique and diverse community. The plan suggests converting the area near the Lyttonsville Purple Line station into a dense urbanized core, with up to 2000 new apartment units. This area is part of the residential neighborhood and should remain essentially suburban. I object to the way this plan will alter the character of our community.
- 2) The plan will greatly increase traffic in our neighborhood. Our roads are narrow suburban streets that cannot accommodate hundreds of additional cars. We can barely make a left turn out of our neighborhood from Spencer Road to Grubb Road as is. Inevitably, even apartment buildings near public transit will invite traffic, as some residents will have vehicles, the people who work there will, and the many guests and individuals who provide services to those residences will have vehicles, as well. Although the staff has said that our intersections pass their traffic test, many of our roads are too narrow for two way travel and we already have to wait to pass single file. Furthermore, a recent report shows that the nearby major intersections of 16th Street and Georgia as well as East-West Highway and Jones Bridge Road are already failing the traffic test. Adding more residents along Lyttonsville Road and Grubb Road will make this congestion much worse. My children are newly at or approaching the age in which I would want them to walk to friends' homes just across East-West Highway and/or Grubb Road, and an increase of traffic will make this challenging intersection untenable and outright dangerous to pedestrians.
- 3) I am deeply concerned about the effect of this number of new residents on our already overcrowded schools. I believe that the plan could result in changes in school boundaries.
- 4) The Rosemary Hills-Lyttonsville Park is already heavily used. This proposed population increase will certainly add to the use of the park, yet there is no plan to add resources or new open space. Additionally, the age of the children using the park is quite variable, and we could use an update of equipment to reflect some of the older children's needs (akin to the Wheaton Adventure Park). Over time it has become clear that more resources are critically needed, and additional users will only tax the already understaffed, under-resourced park.
- 5) Our Community Center is heavily used and needs many repairs and upgrades. Its Club Rec program is already oversubscribed and the county cannot provide the funds for needed staff. It is unfortunate that such a valued resource is not able to meet high community demand, and this is at the current level of local residents.

6) I object to the idea that Rock Creek Pool be destroyed to make room for a new school. This would be a horrible loss to our community. There already is a multi-year waiting list to become a member, as demand is so high. Shutting it down would be tremendous blow to this sector. The swim club is a meeting place for community members throughout the adjoining neighborhoods, and it makes a tremendous quality-of-life difference for our family and hundreds of others.

7) I believe that the businesses on Brookville should be protected and new businesses that directly serve the residents should be added. Additional walkable cafes, artists' lofts, and live-work space would be community assets.

I ask that the maximum FAR in this area be set at 1.5, the maximum generally allowed near single family homes. I ask that the total number of new units allowed on re-zoned properties be set to 400, allowing an increase of 1.5X the number of units currently in place.

Thank you.

Lucia Fort
2515 Spencer Road
Silver Spring MD 20910

Lucia Fort Gender and Development Consultant Cell: (301) 602-1824 Home: (301) 608-3682

MCP-CTRACK

From: Lucia Fort <luciafort@fastmail.fm>
Sent: Thursday, February 11, 2016 2:39 PM
To: MCP-Chair
Subject: concerns with Lyttonsville Sector Plan

Dear Board:

Thank you for this opportunity to submit my written testimony regarding the Lyttonsville Sector Plan. I am deeply concerned about the impact of this plan as-is on our community. I live on Spencer Road, near the intersection with Grubb Road.

1) The plan will greatly increase traffic in our neighborhood. Our roads are narrow suburban streets that cannot accommodate hundreds of additional cars. We can barely make a left turn out of our neighborhood from Spencer Road to Grubb Road as is. Inevitably, even apartment buildings near public transit will invite traffic, as some residents will have vehicles, the people who work there will, and the many guests and individuals who provide services to those residences will have vehicles, as well. Although the staff has said that our intersections pass their traffic test, many of our roads are too narrow for two way travel and we already have to wait to pass single file. Furthermore, a recent report shows that the nearby major intersections of 16th Street and Georgia as well as East-West Highway and Jones Bridge Road are already failing the traffic test. Adding more residents along Lyttonsville Road and Grubb Road will make this congestion much worse. I am concerned that my children will be unable to safely walk to school at Rock Creek Forest Elementary. An increase of traffic at Spencer and Grubb will make this challenging intersection untenable and outright dangerous to pedestrians.

3) I am deeply concerned about the effect of the number of new residents on our already overcrowded schools. I worry that the plan could result in changes in school boundaries.

4) The Rosemary Hills-Lyttonsville Park is already heavily used. This proposed population increase will certainly add to the use of the park, yet there is no plan to add resources or new open space. Additionally, the age of the children using the park is quite variable, and we could use an update of equipment to reflect some of the older children's needs (akin to the Wheaton Adventure Park). Over time it has become clear that more resources are critically needed, and additional users will only tax the already understaffed, under-resourced park.

5) Our Community Center is heavily used and needs many repairs and upgrades. Its Club Rec program is already oversubscribed and the county cannot provide the funds for needed staff. It is unfortunate that such a valued resource is not able to meet high community demand, and this is at the current level of local residents.

6) I object to the idea that Rock Creek Pool be destroyed to make room for a new school. Shutting it down would be tremendous blow to this sector. The swim club is a meeting place for community members throughout the adjoining neighborhoods, and it makes a tremendous quality-of-life difference for our family and hundreds of others.

7) I believe that the businesses on Brookville should be protected and new businesses that directly serve the residents should be added. Additional walkable cafes, artists' lofts, and live-work space would be community assets.

Thank you.

Lucia Fort

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MCP-CTRACK

From: Dawn Isis <isis.dawn@gmail.com>
Sent: Thursday, February 11, 2016 12:26 PM
To: MCP-Chair
Subject: changes proposed for Lytonnsville- Rosemary Hills

As someone who grew up in the neighborhood - we moved in to a new house on Lanier Drive, next to what is now the park, in Fall 1958, when I was four - I deeply appreciate how it has evolved over the years. It is a mature neighborhood with mature trees and a demographic that is mixed both ethnically & in terms of age and stage of family development - families with young children, childless people of all ages, elders including original residents - such as my mom. Housing is mixed too, with both single family homes and garden apartments plus a few high rises. (Is the formerly-named Summit Hills part of Rosemary Hills?) Home architecture varies including both pre-war and post-war homes, and an area of prize-winning modern design. The Community Center & Park filled up what was woods and wild space, but added a lot too, and are heavily used already. Public transportation has so improved that the entire metro area is readily accessible, and the neighborhood is also walkable and there is access to several park trails and bike trails. A Purple Line stop would make this area even more desirable, but is not essential, and not desired if it means radically increasing density and changing the character of the neighborhood.

It would be devastating to subject this well-functioning neighborhood to major changes in terms of adding higher-rise housing and many more housing units. These new units would outnumber the existing single family homes, changing the entire character of the neighborhood and making it a less pleasant place to live. The community center and park could not meet the needs of the added population. To say that the Purple Line requires higher density at THIS particular planned station is not advisable; better not to site a station here, if that is what it takes to keep more high rise development out.. To add c. 2000 more housing units would be destructive of a lovely pocket of livable, inside the Beltway suburbia, where many people have invested their lives.. Please reconsider and downsize the expansion plans.

Dawn Isis
in relation to 8608 Lanier Drive

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,

Linda Greenwald
Sundale Dr., Silver Spring, MD

MCP-CTRACK

From: Dlhopsky, Heather - HXD <HDLhopolsky@linowes-law.com>
Sent: Thursday, February 11, 2016 4:03 PM
To: MCP-Chair
Cc: Kronenberg, Robert; Banks, Erin
Subject: Written Testimony for 2/11/16 Public Hearing on the Greater Lyttons ville Sector Plan -
On behalf of Summit Hills
Attachments: 201602111554.pdf

Mr. Anderson and Members of the Board,

Attached please find our written testimony on behalf of Summit Hills Apartments, for tonight's hearing. Mr. Dalrymple will be testifying orally as well this evening, and will be bringing hard copies of the attached with him.

Thank you.

Heather

Heather Dlhopsky
Linowes and Blocher LLP
7200 Wisconsin Avenue, Suite 800
Bethesda, MD 20814-4842
(301) 961-5270 (direct phone)
(301) 654-0504 (switchboard)
(301) 654-2801 (fax)
hdlhopolsky@linowes-law.com
www.linowes-law.com

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LINOWES
AND BLOCHER LLP
ATTORNEYS AT LAW

February 11, 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") – Written Testimony for 2/11/16 Planning Board Hearing on 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") February 11th public hearing on the Sector Plan (specifically, the Public Hearing Draft dated December 2015 – the "Public Hearing Draft"). This letter supplements our oral testimony to be delivered at the Planning Board's public hearing.

The prominently located Property, comprised of 30.5 +/- acres, is approximately 1,700 feet from the Silver Spring Transit Center. The existing Apartments on the Property, primarily constructed in the late 1950s, are comprised of approximately 1,100 multi-family dwelling units in eight buildings, the vast majority of which low-rise, garden-style buildings, as well as a modest community center and surface parking. On any given day, an observation of the foot traffic between the Apartments and the Metro and the rest of Downtown Silver Spring is a clear demonstration that the Property is a de facto part of this Downtown. The Property will be even more centrally located to the center of downtown activity when the Purple Line station on the north side of 16th Street directly across from the Property is constructed. By any standard of review, the Property is prime for transit-oriented development ("TOD"), which is not at all what the existing Apartments reflect. Unfortunately, the Public Hearing

**L&B 5556996v4/05288.0009

Mr. Casey Anderson, Chair,
and Members of the Planning Board
February 11, 2016
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Draft does not create a viable plan that will result in total or partial redevelopment of the Property with a TOD project.

The rental Apartments are presently thriving with high occupancy rates and very low debt, and as such the redevelopment of the Property in full or in meaningful part must be highly incentivized by the Sector Plan. Without proper incentives, it is very unlikely (absent some unknown compelling reason) that the Property will be redeveloped in whole or in significant part over the life of the Sector Plan. The relatively low density and height that the Public Hearing Draft currently recommends (summarized below), along with the existing and proposed exactions (including moderately priced dwelling units, or "MPDUs") required with redevelopment of the Property and a costly and lengthy regulatory process, does not bode well for significant redevelopment of the Property beyond some very limited infill. The high rental rates of new housing which would be made necessary by the limited additional density proposed and these exactions and regulations, price new housing at this location outside of what the market is willing to pay. As such, should the Public Hearing Draft be enacted as proposed, the highest and best use of the Property for the life of the Sector Plan is likely to be the maintenance of the current improvements on the Property, with perhaps some very limited infill development.

The Apartments, which were constructed prior to the adoption of the County's MPDU program and as such have no designated MPDUs, nevertheless fulfill an affordable housing niche for the County (as is also recognized in the Public Hearing Draft at page 68) through the reasonable and affordable market rents in place. While this allows the Apartments to be part of the affordable housing solution for County residents, it is inevitable that at some point in time partial or full redevelopment will be necessary and/or desired. While the location of the Property would suggest highly promising TOD redevelopment potential, there is a considerable lack of incentive for Summit Hills to pursue redevelopment of the Property unless significantly more density and height are recommended in the Sector Plan, as well as realistic limitations on all of the public policy goals for which the developer of the Property would be expected to carry much of the burden in implementing.

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:

Mr. Casey Anderson, Chair,
and Members of the Planning Board
February 11, 2016
Page 3

- extending Spring Street to East-West Highway through the Property (page 70) in order to divide the Property into smaller blocks;
- 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; and
- also with redevelopment of the Property, 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).

Given the County's regulatory processes, a significant portion (if not most or 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 significant portions of the Property. Aside from the significant cost of construction of these improvements, the amount of the Property that would be consumed by these two new parks alone is enormous, as can be viewed on page 72 of the Public Hearing Draft. Additionally, the Public Hearing Draft (on page 74) recommends the removal of 3+ acres of the existing surface parking lot serving the Apartments in order to provide the urban greenway park, including "daylighting" the underground stream currently piped below the existing parking lot, creating a forested stream buffer for the newly naturalized stream, and providing a new path system and active park adjacent to the stream and stream buffer. The conversion of surface parking to this urban greenway park would also trigger a need to replace the existing surface parking with structured parking (as the reduced Property would not be able to accommodate surface parking) thereby adding additional significant cost to any plan of redevelopment. Finally, the Public Hearing Draft recommends that 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. The magnitude of these exactions, coupled with the low density and height recommended for the Property, will not allow serious consideration of redevelopment.

Summit Hills and its consultants have undertaken their own studies relating to the feasible development and redevelopment of the Property. 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, where some commercial uses could potentially be mixed in with new high-rise multi-family dwelling units. 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 (parks,

Mr. Casey Anderson, Chair,
and Members of the Planning Board
February 11, 2016
Page 4

environmental enhancement, roads, and other public infrastructure), building height of up to 200 feet should 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 southern and western portions of the Property. 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, is necessary in order to spark any change for meaningful redevelopment of the Property. As such, Summit Hill requests that the Property be rezoned to CR-5.0, C-1.0, R-4.0, 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 limited infill development (with little to no public amenities or improvements).

Summit Hills believes that this Sector Plan could provide an important opportunity not only to discuss what land uses, densities, and heights are appropriate for TOD properties such as this Property, but also to provide an opportunity to have a larger discussion about the competing public policy goals of this County that are exemplified in this Sector Plan and in the consideration of the redevelopment of the Property. This Sector Plan, as reflected in the Public Hearing Draft and as specifically related to the Property, will serve as an example of regulatory requirements that preclude the replacement of aging market-rate affordable housing with new TOD housing (with affordable housing components) that better utilizes mass transit and other investments in public infrastructure. Without the provision of adequate density and height for new development and without a reasonable expectation of exactions to be provided with new development, it will be economically infeasible for properties such as this Property to redevelop. The higher rental rates that would be required to offset the exaction demands on new development are not achievable in the anticipated life of this Sector Plan, and as such this Plan advocates for maintaining the status quo. Should the desire be to incentivize either total redevelopment of the Property or partial redevelopment that provides both new affordable housing in the form of MPDUs and preservation of a portion of the Apartments to continue to fill the market-based affordable housing needs, the Sector Plan needs to provide considerably more density and height and dial way back the exactions expected with any new development (in addition to streamlining the regulatory processes required with new development and providing greater certainty and predictability).

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

LINOWES
AND **BLOCHER LLP**
ATTORNEYS AT LAW

Mr. Casey Anderson, Chair,
and Members of the Planning Board
February 11, 2016
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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. Dlhopsky

Heather Dlhopsky

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

MCP-CTRACK

From: Valarie Barr <valarie_barr@hotmail.com>
Sent: Wednesday, February 10, 2016 8:51 PM
To: MCP-Chair
Subject: Petitions requesting less density in the Greater Lyttonsville Sector Plan
Attachments: Full Petition File.pdf

RECEIVED
0188
FEB 11 2016

Dear Planning Board Commissioners,

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

We respectfully submit these petitions signed by residents of our neighborhood and Montgomery County requesting a decrease in the density proposed in the Greater Lyttonsville Sector Plan along Grubb Road and Lyttonsville Road. We hope that this expression of the concerns of our citizens will inform your decisions on changes to the draft plan.

Thank you for your attention.

Valarie Barr, Vice-President Rosemary Hills Neighbors' Association
Charlotte Coffield, President Lyttonsville Community Civic Association

To: Montgomery County Planning Board Members
CC: Montgomery County Council Members



I, Ryan Tighe 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.

Sincerely

Ryan Tighe

Leonard Dr

MCP-CTRACK

From: Mark Mendez <mdmendez311@gmail.com>
Sent: Thursday, February 25, 2016 8:16 AM
To: MCP-Chair
Subject: GLP- Written Testimony

RECEIVED
0260
FEB 25 2016

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

Dear Planning Board Chair,

I'd like to submit additional testimony on the Greater Lyttonsville Sector Plan (GLP). The planning team spent considerable time engaging our community and have pointed to strengths here. And yet the proposed plan is too similar to those for other areas in the county. The GLP promotes large, even excessive, increases in residential units with promises of limited retail on ground floors. This model has not worked out in most places I've seen. The windows signs announce *For Lease* or offer only illustrations of commerce, because Mixed-Use does not come with entrepreneurs, the people with vision, dollars and guts. As a county, we cannot afford to discourage unique, stable and real businesses in exchange for the pretend. And as both the Planning report and the Bolan Smart Market Study explain, one of our strengths is a large amount of existing rental units, many of them affordable.

I would like to encourage a 'strength-based' approach for planning. This would be neighborhood-specific evaluation and planning that recognizes the strengths of an area, and celebrates what is successful. Areas will take pride and ownership of what they do well, and accept modifications around the edges as improvements, while maintaining their individual character. For Greater Lyttonsville, another strength or competitive advantage is the strong employment center on Brookville Road. Beyond the Walter Reed Annex's 2500 employees, there are 475 independent companies providing employment to still another 2500 people. These businesses provide essential services to the surrounding communities, and many have done so for 30-plus years. And yet, the condition of streets, sidewalks, lighting and signage along Brookville Road is poor to non-existent. If this was a residential area, the county council would have heard plenty about the lack of support and services. The GLP should be looking at ways to enhance this area to make it more inviting and to allow for greater potential. I suggest you remove the floating zone proposed for Brookville Road, and allow for Permitted uses to encourage more and varied entrepreneurship.

Next week brings an important opportunity that the county should capitalize on. It seems that Chevy Chase Lake's loss is our gain, as TW Perry is moving here. A strong, home-grown, recognizable retailer with a regional presence sees Brookville Road as an opportunity to expand. My neighbors are elated and the area's 57 construction companies see the huge yard and warehouse as an asset that could give them an edge. We've often boasted that one could 'build an entire house' with skilled labor and materials from right here on Brookville Road and now I'm confident that's true. I believe TW Perry's Silver Spring location will act as an 'anchor store' drawing new customers to the area and raising the visibility of all of the local businesses. I honestly feel that with support and nurturing at the planning level and promotion by the Department of Economic Development, this unique industrial area can become an even bigger asset to the county, recognized for manufacturing, services and retail that you can't find anywhere else.

Sincerely,

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

MCP-CTRACK

From: Cycles <cyclesofsilverspring@gmail.com>
Sent: Thursday, February 25, 2016 1:44 PM
To: MCP-Chair
Subject: Cycles of Silver Spring testimony on Brookville Rd/Greater Lytonsville sector plan
Attachments: rezoning testimony.odt

Mr. Tom Hucker

Please see attached for our testimony in regards to the Greater Lytonsville proposed sector plan.

Best regards,
Jeremy Levine
Vice President Cycles of Silver Spring

--

Cycles of Silver Spring Team
(301) 589-BIKE (2453)
www.cyclesofsilverspring.com
8910 Brookville Rd.
Silver Spring MD 20910
Store Hours:
Tu-Fr 10-7pm
Sat 10-5pm
Sun-Mon CLOSED

Mr. Tom Hucker

I am writing this testimony in regards to the proposed Brookville Rd/Greater Lytonsville proposed sector plan and subsequent rezoning of industrial areas of Brookville RD. We are a local employer currently maintaining a staff of nine people. We operate in a business model of selling, servicing and accessorizing all manner of motorcycles, dirt bikes, all terrain vehicles and scooters. The current industrial zoning is mandatory to our business model as we require an on site service/repair facility to perform many of the functions of our business. Not only is our business important to the Silver Spring community in that we provide support for small fuel efficient vehicles that greatly reduce fuel consumption as well as congestion on local roadways. But because we offer substantial employment and training opportunities for young people to gain a foothold in the local job market. As you may or may not be aware skilled service positions offer many people a pathway to stable employment and good salaries not otherwise attainable without the considerable financial burden of university or other higher education. The proposed mixed use rezoning as well as the heavy incentive for current property owners to redevelop at higher density and remove industrial clients will be substantially detrimental. Both in employment opportunities, support services to other local businesses as well as consumer locations that rely on automotive repair services, distribution services ect, higher density traffic congestion, ect ect. I urge you to carefully consider the benefits of the current zoning and usage of the Lytonsville area before recommending a re appropriation of the current organization. As our friend Mark Mendez says we should "Conserve, enhance and protect" not demolish and displace. I look forward to becoming more active in this discourse and will be watching for your decision and feedback.

Best regards,
Jeremy Levine
Vice President Cycles of Silver Spring
301-589-2453
cyclesofsilverspring@gmail.com

MCP-CTRACK

From: Paul Daisey <pdaisey1331@gmail.com>
Sent: Monday, February 22, 2016 6:06 PM
To: MCP-Chair
Cc: waba-action-moco@googlegroups.com
Subject: Comments on Greater Lyttonsville Sector Plan Public Hearing Draft

RECEIVED
FEB 23 2016

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

Dear Casey Anderson:

I am writing you to comment on bicycling aspects of the Greater Lyttonsville Sector Plan Public Hearing Draft (GLSP-PHD). With regard to bicycling, it is an inspirational plan for the evolution of Lyttonsville, and I commend the MCPD staff work involved in its creation. As an outsider, I'm not qualified to comment on other aspects of the plan.

I am a lifelong Montgomery County resident and cyclist, and have been an intermittent bicycle activist and advocate. I commuted to downtown D.C. from greater Silver Spring year round for 12 years, have been a WABA member since the mid 1970s, led PPTC rides in the 1980s, was the 2nd Treasurer for the Coalition for the Capital Crescent Trail, lobbied for the Bethesda Trolley Trail and Matthew Henson Trail, and served as the Montgomery County representative to the MD SHA Bicycle Advisory Committee for 2 years. I was then and now am active in MCBAG and am now a member of the Bicycle Master Plan Citizens Advisory Committee.

Although I am not a Lyttonsville resident, I did live in Rock Creek Gardens for a year and the Park Sutton Condo for 5 years over 30 years ago, regularly bicycled through Lyttonsville then, and still occasionally do now. I currently live in Colesville. Four to six times a year I do a recreational ride down Rock Creek Park and back out the Capital Crescent (CCT) and Georgetown Branch (GBT) trails. I access Rock Creek from Sligo Creek via Woodland Drive, Spring Street, Georgia Ave and North Portal Drive. I return via Brookville Rd., Linden La., Seminary Rd. and Columbia Blvd.

Several aspects of the current GLSP-PHD and a couple of additions and enhancements would significantly improve that ride, and offer route alternatives at the beginning and end.

When it was first opened, the GBT compressed gravel/cinder trail was a delight, even on a road bike with relatively skinny tires. It has been badly washed out in the last year. Rebuilding and paving the GBT / CCT through Lyttonsville will be an improvement that would be greatly enhanced by the following:

1. Additional right-of way should be acquired between Talbot Ave and Rock Creek Park. Trees and shrubs should be planted along it as compensation for the trees, shrubs, and trail right of way that will be lost to construction of the Purple Line.
2. Storm water management facilities (e.g. site 8b p. 76, site 10 p.84) should be constructed as natural wetlands with native vegetation (cattails, etc.) that are part of the trail landscaping instead of separate pits surrounded by chain link fences, like the one west of the Sligo Creek Park Trail north of University Blvd and west of Kemp Mill. If guard rails are required to keep trail users out of these wetlands, they should be minimal wood or composite materials that look natural and rustic instead of aluminum or steel that look industrial and make you feel you're on a highway. The GBT should be inspected now in its washed out condition to identify locations in addition to Stewart Ave where such remediation will be needed to keep the rebuilt GBT / CCT from future erosion.
3. The reconstructed GBT / CCT should be connected to the proposed new park along the western edge of the Summit Hills Property and to the "complete streets" new proposed bicycle facilities in Lyttonsville, including the proposed

extension to Spring Street and new separated bike lanes on 16th Street. These will greatly enhance low stress bicycle access to the GBT / CCT from Lyttonsville and surrounding communities.

4. A separate, protected 2-way cycle track (instead of on-street accommodations) should be built across the north/west edge of the reconstructed Talbot Ave bridge, connecting the extended GBT north/east of Talbot Ave and south/west of the CSX railroad tracks with the GPT extension to the Silver Spring Transit Center on the north/east side of the tracks.

I would also recommend that Bike Share stations and secure, weather-protected long-term bike parking be included in the designs for the proposed Lyttonsville and Woodside/16th street Purple Line stations. These should be covered by transit station security / surveillance cameras to reassure residents beyond walking distance that it is safe to bike to the stations, park their bikes and continue their trips via transit with the assurance that their bikes will be as they left them upon their return.

Thank you for your attention.

Sincerely yours,

Paul Daisey

MCP-CTRACK

From: kbt@kbtlaw.net <kbtibt@gmail.com>
Sent: Tuesday, February 23, 2016 9:57 AM
To: MCP-Chair; Attilio Campanaro
Subject: Greater Lyttonsville Plan

Thank you for the opportunity to provide a written statement to be included in the record of the hearing on the Draft Greater Lyttonsville Sector Plan. I represent Campanaro Properties, Inc. which owns approximately 3 acres of land off Brookville Road in the segment of the Plan identified as Site 8a. Campanaro Properties, Inc., is a family owned business. Over many years beginning in the mid-70s, it acquired the land, parcel by parcel and has not resubdivided or improved it with buildings, in part because of lack of clarity with respect to the Purple Line taking. The land is currently leased to landscape contractors for storage of materials and equipment, an ideal location for them inside the beltway and accessible to much of the County quickly through major roads near the property. Access to the land is provided by an easement over parcels fronting on Brookville Road and across the former railroad right of way. There are several other land uses in Site 8a, including apartment buildings that have access off Lyttonsville Road which are separated geographically by a steep grade from the storage yards.

My clients do not have an exact understanding of the extent of the taking for the planned Purple Line. Discussions have been ongoing and the parties have met on the site, but no negotiations have started. The intention, as we understand it, is to cut off the current access to the property and provide a long roadway from Stewart Avenue to the land that remains after the acquisition. Until the scope of the taking is identified, it is not known if the property will even continue to be viable for its current use given the reduced size and convoluted entry.

But, we recognize that the plan for the Purple Line is likely to alter the use of whatever property remains over time. The station will introduce pedestrian and vehicular traffic as well as trolley traffic that will not mix well with trucks and loaders and other equipment currently in use. Further, the use of the station by riders will lead to the need for convenience retail and, more importantly, housing options for those who want the benefit of close access to both public transit and commercial centers in Silver Spring and Bethesda.

The Lyttonsville Plan properly recognizes that it is best to recommend a floating zone for this area to allow the optional method, necessary to obtain greater density, to provide for the establishment of public benefits identified in the Plan. Those suggested amenities, bike and walking paths, small parks and green space buffers, will impact the area that can be devoted to residential uses in the area at the same time that proximity by users of the public transit system will be demanded. In finalizing the Plan, the Board may want to consider increasing the CRT zone recommendation for at least the current unimproved portion of Site 8a, closest to the planned Lyttonsville Station, to CRT-3 with increased height limits. Ultimately, development needs may not call for this higher density. However, as the Zoning Ordinance limits density to the level recommended in the master plan, we suggest it is better to provide for this greater standard to provide more flexibility once the Purple Line affect has been determined.

It is also conceivable that development on Site 8b, if not fully acquired for the Purple Line, will affect the access to Site 8a off Stewart Lane. As the Plan calls for closing the crossing at that location when both Site 9 and 8b are redeveloped in the CRN zone, the staff and Board should be mindful that the roadway and connection to Site 8a must be maintained until it is redeveloped.

On behalf of Campanaro Properties, Inc., I thank you for the opportunity to comment on the draft Plan. We will continue to monitor the progress as both the Plan and the Purple Line are developed and implemented.

Ken Tecler

—

Kenneth Tecler
Law Office of Kenneth B. Tecler, LLC
1 Research Court, Suite 450
Rockville, MD 20850
240-403-4041
301-580-0448 (cell)

MCP-CTRACK

From: Tim Abrahams <abrahamslawn@hotmail.com>
Sent: Tuesday, February 23, 2016 10:30 AM
To: MCP-Chair
Subject: Planning board
Attachments: Planning board Abrahams Lawn Service Inc.docx

Mr. Anderson

Mark Mendez asked me to write you a shout letter explaining how important it is to our business to keep the Brookville Rd area zoned commercial. Attached is a copy of my letter.

Tim Abrahams

Abrahams Lawn Service Inc

8913 Brookville Rd

Silver Spring MD 20910

301-565-4069

abrahamslawn@hotmail.com

2/23/16

Montgomery County Planning Board,

My name is Tim Abrahams the owner of Abrahams Lawn Service located on 8913 Brookville Rd Silver Spring MD . We are a local family owned lawn care business that provides service to over 300 homes and businesses in the down town Silver Spring area. It is important for our business to keep the Brookville Rd area zoned commercial and not change to residential. This small area around Brookville road is the last place in the area for business such as myself to operate. All of our customers are with in 3 miles of our shop. It would be impossible to find other spot in the down town Silver Spring where we could park trucks, trailers, heavy equipment and store plants and mulch. We provide a value service to the area. If we were forced to

move out of Silver Spring it would be a devastating blow . A lot of our neighbors are in the same boat. (tree services, Hardscape companies and contractors)

Sincerely,

Tim Abrahams

Owner Abrahams Lawn Service

Abrahams Lawn Service Inc

8913 Brookville Rd
Silver Spring MD 20910
301-565-4069

abrahamslawn@hotmail.com

2/23/16

Montgomery County Planning Board,

My name is Tim Abrahams the owner of Abrahams Lawn Service located on 8913 Brookville Rd Silver Spring MD . We are a local family owned lawn care business that provides service to over 300 homes and businesses in the down town Silver Spring area. It is important for our business to keep the Brookville Rd area zoned commercial and not change to residential. This small area around Brookville road is the last place in the area for business such as myself to operate. All of our customers are within 3 miles of our shop. It would be impossible to find other spot in the down town Silver Spring where we could park trucks, trailers, heavy equipment and store plants and mulch. We provide a value service to the area. If we were forced to move out of Silver Spring it would be a devastating blow . A lot of our neighbors are in the same boat. (tree services, Hardscape companies and contractors)

Sincerely,

Tim Abrahams

Owner Abrahams Lawn Service

MCP-CTRACK

From: Leonor Chaves <lmchaves19@gmail.com>
Sent: Tuesday, February 23, 2016 12:22 PM
To: MCP-Chair
Subject: Testimony submission for Greater Lyttonsville Secto PPlan
Attachments: Petition to Conserve Protect Enhance BBD signature addendum .pdf; petition-to-
conserve-protect-and-enhance-2016-02-22.pdf

Dear Chairman Anderson:

Please find attached on going petition in support of the Brookville Road industrial business community. We presently have 349 signatures and will continue to gather signatures until the final County Council decision.

Please accept attached pdf's as written testimony submitted for the GL Sector Plan; one is of the on line electronic petition print out and an additional one of a paper petition that was gathered at one of the businesses. If there are any problems with these files please let me know asap so that I can hand deliver them before the 2/25 deadline.

Thank you for your consideration.

Leonor Chaves

GL Business Liaison

Visit the New Brookville Rd Business District Directory [HERE](#)


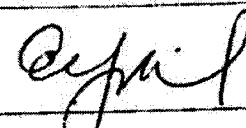
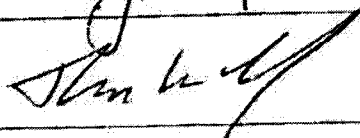


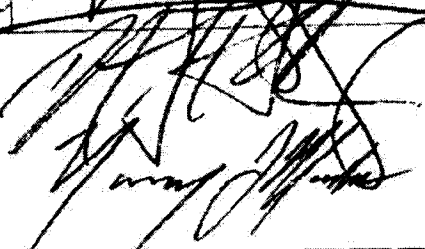

Jobs & Services Where We Need Them

Petition to Support Local Businesses

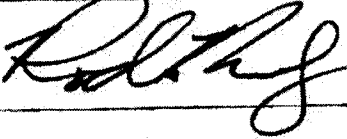

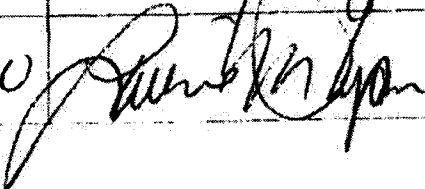
Conserve, Protect and Enhance the Brookville Rd. Business District (BBD)

Proposed zoning changes in the Greater Lyttonsville Sector Plan (GPL) will negatively impact close to 100 businesses and thousands of employees that depend on industrial zoning to survive. Many of these are family, minority or women owned businesses and some have been operating here for decades. Rezoning that includes residential will prevent long term planning, destabilize businesses, put people out of work, and deprive residents and other businesses of critical down county services. Residential zoning is not compatible with the variety of businesses in this successful and vitally important industrial park.

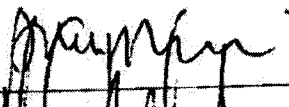
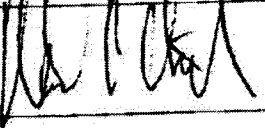

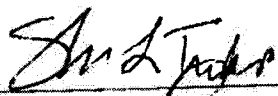
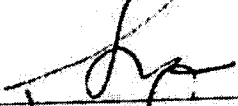
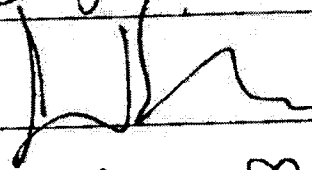


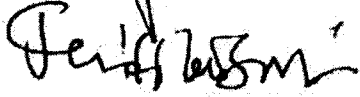
- We ask that all residential components be removed from Brookville Rd. Business District area of the Greater Lyttonsville Sector Plan (GPL).
- We ask that the proposed zoning be modified to Conserve, Protect and Enhance Montgomery County's last Industrial park inside the beltway, allowing for greater business opportunity.

NAME	Zip Code	Signature	Email-Optional
Donna Cleverdon Donna Cleverdon	20910		clvrdo@verizon.net
Erica Miles	20910		erica-y.miles@hotmail.com
Thom Wolfe	20912		THOMWOLF@MAC.COM
Tim & P. M.	20008		
Mary Wilson	20015	Mary J. Wilson	mjwwil@gmail.com
Kim Knott	20895	Kim Knott	
VINA SEARCY	20912		
RANDEE HAHN	20682		
Nan Marks	20901		NJMARKS1@aol.com

Petition to Support Local Businesses
Conserve, Protect and Enhance the Brookville Road Business District (BBD)

NAME	Zip code	signature	Email-Optional
Red McCoy	20852		
Lisa Fairhall	20912	Lisa Fairhall	Lfairhall@gmail.com
Laura Mayhall	20910	Laura Mayhall	
Joseph Santo	20901	J Santo	
Christine Davis	20015	Christine Davis	
SONIA E. CASTILLO	20902	Sonia E. Castillo	COUETCAT2001@GMAIL.COM
Areta Kupchuk	20910	Areta	alkupchuk@gmail.com
Meg Hardon	20007	M Hardon	megh3@verizon.net
Suzanne Miller	20015		
Marian Hardy	20854	Marian Hardy	Mh300@aol.com
Samh Brophy	20815	Samh Brophy	
LAURIE RYAN	20910		laurie.m.ryan@gmail.com

Petition to Support Local Businesses
Conserve, Protect and Enhance the Brookville Road Business District (BBD)

NAME	Zip code	signature	Email-Optional
Amy Turim	20912		
Mike Patsch	20901		mike.patsch@hshunt.com
Ann Brooke Holt Ann Brooke Holt	20954		abrookeh@gmail.com
Sharon Tucker	20961		sharoncole99@yahoo.com
Susan Stein	20016		
David Sowles	20917		
Elizabeth Elizabeth C. Olson	21212	Elizabeth C. Olson	
THE PARRIS Family	20910	High S. Morris WESTVIEW DRIVE	PARRISCE2@ MSN.COM.
Anne Duvier	20910	Anno Duvier	
Bo Green	20910		
RENEE WINKLER	20910		WINKDROP@ERBLS.COM WINKDROP@ERBLS.COM
Jenny Smith	20895		jenny.kennington@verizon.net

Conserve, Protect and Enhance the Brookville Road Business District (BBD)

[illegible]



This petition has collected
311 signatures
using the online tools at iPetitions.com

Printed on 2016-02-22

Petition to Conserve, Protect and Enhance the Brookville Road Business District

About this petition

Petition to Conserve, Protect and Enhance the Silver Spring, MD - Brookville Road Business District (BBD) [español versión abajo]

Proposed zoning changes in the current Greater Lyttonsville Sector Plan (GLP) will negatively impact close to one hundred businesses and thousands of employees that depend on the industrial zoning to survive. Many of these are family, minority or women-owned businesses and some have been operating here for decades. Rezoning that includes residential will prevent long term planning, destabilize businesses, put people out of work, and deprive residents and other businesses of critical Down County services. Residential zoning is not compatible with the variety of businesses in this successful and vitally important industrial park.

- We ask that all residential components be removed from Brookville Rd. Business District area of the Greater Lyttonsville Sector Plan (GLP).
- We ask that the proposed zoning be modified to Conserve, Protect and Enhance Montgomery County's last industrial park inside the beltway, allowing for greater business opportunity.

[Spanish Version]

Petición para Conservar, Proteger y Mejorar la Zona de Comercio de Brookville Rd.

Cambios propuestos a la zonificación de nuestro centro comercial dañará a más de cien empresas, y a miles de empleados que dependen de la zona industrial para sobrevivir. Muchos de estos negocios pertenecen a familias, mujeres y minorías que han estado aquí por muchos años. Cambios en la zonificación que incluye uso residencial desestabilizará las empresas y impedirá planificar para el futuro, nos quitará empleo y servicios crucial para los residentes del condado. Zonificación residencial no es compatible con muchas de nuestras empresas en esta próspera y importante zona industrial.

- Pedimos que saquen la propuesta zona residencial del distrito comercial.
- Pedimos que cambien la nueva zonificación para Conservar, Proteger, y Mejorar el ultimo centro industrial dentro del Beltway.

Signatures

1. Name: Brian Loebig, MBA on 2015-03-04 06:51:52
Comments:

2. Name: David Lindorfer on 2015-03-04 11:37:53
Comments: I am a small business struggling to survive in the hostile environment in Montgomery county. Please help me survive.

3. Name: Leonor Chaves on 2015-03-04 12:37:59
Comments: We are talking about jobs, commerce and critical down-county services. Please consider this strategically located industrial park's unique value to the County, the community and the thousands of employees who help our lives run smoothly.

4. Name: Mark Mendez on 2015-03-04 12:54:03
Comments: Employers in the BBD provide critical services to downcounty residents and other businesses. This is MoCo's last industrial park inside the beltway.

5. Name: Stacey Brown - Signarama Silver Spring on 2015-03-04 12:56:22
Comments: Conserve, Protect & Enhance Brookville Rd!

6. Name: Sharon Gruber on 2015-03-04 13:23:24
Comments:

7. Name: Elizabeth King on 2015-03-04 14:00:19
Comments:

8. Name: Nancy G. Weber on 2015-03-04 14:09:29
Comments: This is not a place to put residential properties. It is an area that is VERY important to Silver Spring. We NEED these kinds of businesses! We do NOT need to provide housing for the rest of the world in Silver Spring. It is already too crowded. Soon it will be paved over and have only high buildings!

9. Name: Charles H. on 2015-03-04 14:20:18
Comments:

10. Name: Juliana Horowitz on 2015-03-04 17:09:13
Comments:

11. Name: Gidon van Emden on 2015-03-04 17:12:00
Comments:

12. Name: Jim Redmond on 2015-03-04 17:32:13
Comments:

-
13. Name: Arielle Monange on 2015-03-04 17:52:33
Comments:
-
14. Name: Victoria A. Rose on 2015-03-04 18:17:20
Comments: There is no more need for a residential component on the semi-industrial Brookville road. Time would be better spent focusing on the other side of the neighborhood where the Barrington apartments are scheduled to have the project based section 8 expire in 2018. There is already density over there with Summit Hills. If Barrington were totally re-done to have real mixed income housing and retail, you could get a little more density and solve some of the current problems there.
-
15. Name: Mordecai and Miriam Feinberg on 2015-03-04 18:50:52
Comments: We agree.
-
16. Name: Peter on 2015-03-04 18:59:18
Comments: We agree. A Montgomery County address inside the Beltway is key to our business function.
-
17. Name: Robert BenEzra on 2015-03-04 19:07:09
Comments:
-
18. Name: bernard bloom on 2015-03-04 19:08:50
Comments:
-
19. Name: Rebecca Pease on 2015-03-04 19:17:17
Comments: I agree. This location is key to the service we provide the surrounding communities
-
20. Name: Gary Colwell on 2015-03-04 19:37:33
Comments: There is plenty of housing already in the area. No need for more.
-
21. Name: Paola on 2015-03-04 19:40:15
Comments:
-
22. Name: Joshua Stein on 2015-03-04 19:59:53
Comments:
-
23. Name: Vishal Batra on 2015-03-04 20:27:54
Comments:
-
24. Name: Jordan Levine on 2015-03-04 20:33:59
Comments:

-
25. Name: RON HINDS C/O PARTY WAREHOUSE on 2015-03-04 21:16:49
Comments: WE SUPPORT YOU 100%
-
26. Name: Linda on 2015-03-04 21:33:18
Comments:
-
27. Name: Loc Col on 2015-03-04 22:11:09
Comments: Please support the local businesses
-
28. Name: Sean Delaney on 2015-03-04 23:01:22
Comments:
-
29. Name: Lisa Giannini on 2015-03-04 23:53:56
Comments:
-
30. Name: pamelahatton on 2015-03-05 00:27:38
Comments:
-
31. Name: Edith Purdie on 2015-03-05 00:41:02
Comments: As a 32 year resident, we depend on these local businesses.
-
32. Name: Christopher Sadler on 2015-03-05 00:58:52
Comments: Dont do it
-
33. Name: jeremy on 2015-03-05 02:10:27
Comments:
-
34. Name: Carolyn bloom on 2015-03-05 02:28:31
Comments:
-
35. Name: Ella Branson on 2015-03-05 05:05:47
Comments:
-
36. Name: Lora Berg on 2015-03-05 12:50:11
Comments:
-
37. Name: Tim Abrahams on 2015-03-05 13:17:51
Comments: I am a local business owner and think the new zoning plan would negatively effect small family owned business in the Brookville rd area
-
38. Name: Jerry Levine on 2015-03-05 13:27:24

Comments:

-
39. Name: Thomas Rose on 2015-03-05 13:39:46
Comments:
-
40. Name: Paul Skomal on 2015-03-05 14:02:55
Comments: I love the area the way it is and we should preserve the small businesses and family like community.
-
41. Name: Thao Luc on 2015-03-05 14:06:28
Comments: We need to support families and small businesses in the area.
-
42. Name: Robert Firestein on 2015-03-05 14:35:25
Comments:
-
43. Name: Jean Redmond on 2015-03-05 15:02:25
Comments:
-
44. Name: Heather Baker on 2015-03-05 15:19:21
Comments:
-
45. Name: Karen Roper on 2015-03-05 15:28:24
Comments: If we don't preserve industrial areas down County, the concept of the walkable, public transportation oriented community will be undermined. Services from caterers, recording studios to home maintenance will move further and further away. Do we really want to wait for days in bitter cold snow storm for a furnace repair because those businesses are all located up County near the Frederick border?
-
46. Name: Andrew Gurganus on 2015-03-05 15:43:10
Comments:
-
47. Name: Catherine Riccio on 2015-03-05 15:47:39
Comments:
-
48. Name: Mark Willcher & Co Willcher on 2015-03-05 17:07:46
Comments:
-
49. Name: Nancy Gurganus on 2015-03-05 17:16:07
Comments: Industrial Parks like this one are the life blood of our many neighbors & business owners. Their successes benefit our economy far more than incentivized developers.
-
50. Name: Dorcas Robinson on 2015-03-05 21:11:52

Comments:

-
51. Name: Brooke Morigan on 2015-03-05 21:23:00
Comments: Please do not rezone the Brookville Rd business District to permit developers to infiltrate the BBD to build apartments and drive out the MANY useful local enterprises that are there. They are each valued businesses that serve us "locals" and many others in myriad ways. Many are minority or women-owned -- the County should SUPPORT, not allow greedy developers to DESTROY, a rare business community like this!
-
52. Name: Daniel Sims on 2015-03-05 21:40:16
Comments:
-
53. Name: Richard Mendez on 2015-03-05 21:41:39
Comments: SAVE JOBS
-
54. Name: Ruth Polan on 2015-03-05 22:47:53
Comments:
-
55. Name: Cheryl Oliver on 2015-03-05 22:57:59
Comments:
-
56. Name: Jean Teichroew on 2015-03-05 23:08:03
Comments:
-
57. Name: angela martinez on 2015-03-06 05:23:31
Comments: Keep the local Businesses
-
58. Name: Ross Architzel on 2015-03-06 14:55:09
Comments: Ross.Architzel@gmail.com
-
59. Name: Deborah Younkens on 2015-03-08 19:00:48
Comments: Given that this GL area currently has many multifamily buildings and more density for these buildings is planned it seems to be overkill to add a residential component to a healthy & vital business district.
-
60. Name: E F Russell on 2015-03-08 19:36:56
Comments:
-
61. Name: Teresa Labarta on 2015-03-08 20:10:05
Comments: Businesses = Jobs
-
62. Name: Antonio Chaves on 2015-03-08 22:50:43
Comments:

-
63. Name: Ed Levy on 2015-03-11 03:23:03
Comments:
-
64. Name: Bryant Senghor on 2015-03-12 14:44:04
Comments:
-
65. Name: melinda bernstein on 2015-03-12 19:27:41
Comments:
-
66. Name: Lucinda Davey on 2015-03-12 22:18:53
Comments:
-
67. Name: Stephen DiMartino on 2015-03-13 13:50:43
Comments: DO NOT CLOSE CLEVERDOG!!
-
68. Name: Lynne Gaither on 2015-03-14 06:43:58
Comments:
-
69. Name: Lee Younkers on 2015-03-15 01:17:15
Comments:
-
70. Name: Melanie Isis on 2015-03-16 02:04:32
Comments: Leave it alone, there's enough apartments in Silver Spring without rezoning valuable light industrial close-in/
-
71. Name: Nancy Pendery on 2015-03-16 17:15:12
Comments: The neighborhood streets cannot sustain more traffic, more pollution. ;
-
72. Name: Cookie Anagnoson on 2015-03-16 19:23:35
Comments: If something is working, don't mess with it! Leave Brookville Road alone!
-
73. Name: Nina Klopman on 2015-03-17 18:48:04
Comments:
-
74. Name: Frank Kirste on 2015-03-17 19:28:06
Comments: Landscapers deserve respect.
-
75. Name: Emily Dillard on 2015-03-18 15:18:10
Comments:
-
76. Name: Trevor Goodyear on 2015-03-20 19:30:56

Comments: Keep *some* parts of MoCo affordable! Please!

77. Name: olivia on 2015-03-20 20:51:42
Comments:

78. Name: Sarah Underwood on 2015-03-21 09:42:21
Comments: Businesses in this district provide many valuable services to Montgomery County residents which are not easily obtainable elsewhere nearby.

79. Name: Dana Johnson on 2015-03-23 15:40:11
Comments: Industrial areas are vital to a balanced and healthy community. These areas provide well paying jobs for people who can't afford to live in bedroom communities, but have skills to do much more than run a cash register. Successful industrial zones are successful because they are needed and have a solid base of customers. Having local businesses that have the ability to accommodate local needs for manufacturing or maintenance services allows the existence of businesses in their whole service area to exist, instead of having to relocate to distant areas where these businesses still exist. Changing this zoning only benefits a small number of developers who make a lot of money building housing where there are no jobs, increasing the load on our already strapped transit systems, instead of continuing to benefit all the local jobs that would be eliminated.

80. Name: Robert Firestein on 2015-03-23 16:10:22
Comments:

81. Name: Michael Kirshner on 2015-03-23 23:47:42
Comments:

82. Name: Sharon G-Katz on 2015-03-24 02:19:41
Comments:

83. Name: Michele Parsonnet on 2015-03-24 19:17:35
Comments:

84. Name: Sharon Williams on 2015-03-24 20:51:34
Comments:

85. Name: Neal Burks on 2015-03-24 22:12:59
Comments: I ask that all residential components be removed from Brookville Rd. Business District area of the Greater Lyttonsville Sector Plan (GLP). • I also ask that the proposed zoning be modified to Conserve, Protect and Enhance Montgomery County's last industrial park inside the beltway, allowing for greater business opportunity.

86. Name: L. Heninger on 2015-03-25 14:28:29

Comments:

-
87. Name: Carla Cullati on 2015-03-25 14:50:54
Comments:
-
88. Name: Jana goldman on 2015-03-25 15:16:12
Comments: We need a thriving small business community in this area. I was thinking to know more about this proposed change, but if it means an end to the small businesses we now have, then I am strongly again
-
89. Name: Wendla Wilkinson on 2015-03-26 15:00:37
Comments:
-
90. Name: Phil Budashewitz on 2015-03-28 17:29:44
Comments:
-
91. Name: Lynn Johnson on 2015-04-02 15:17:43
Comments:
-
92. Name: Annette Bacchus on 2015-04-02 22:17:16
Comments:
-
93. Name: Michael Dixon on 2015-04-03 11:05:17
Comments:
-
94. Name: Jessica Schubel on 2015-04-03 12:43:37
Comments:
-
95. Name: amanda frasure on 2015-04-04 12:16:05
Comments:
-
96. Name: DAN Moore on 2015-04-06 15:53:07
Comments:
-
97. Name: Celeste Woolfork on 2015-04-07 18:15:04
Comments: Please reconsider any legislation that would impact the industrial park. Dozens of businesses, thousands of employees and too many consumers to count all rely on the business district. Residential developments are popping up all over Montgomery County...surely this one area can be spared! PLEASE remove all residential components from the Brookville Road Business District of the GLP.
-
98. Name: Renee Davis on 2015-04-07 18:44:30
Comments: Keep in my that one hunderd bussiness will close and thousands will be out

of work. Please remove all residential componets from Brookville Road Business District area of the Greater Lyttonsville Sector.

-
99. Name: Carole Woolfork on 2015-04-08 01:27:52
Comments:
-
100. Name: Ian Brown on 2015-04-08 12:47:28
Comments: Residential and Industrial just don't mix. Please consider zoning that protects the many businesses that contribute to our economy.
-
101. Name: Karen Farkas on 2015-04-10 19:49:55
Comments: This is a truly valuable service. Montgomery County has very few excellent facilities like this for dogs.
-
102. Name: Natasha Leskovsek on 2015-04-11 15:14:21
Comments: The Brookville Road business district has many vital services for Silver Spring residents.
-
103. Name: Candice Haaga on 2015-04-19 12:30:40
Comments: It would be a shame to drive out so many long-term locally-owned businesses that employ so many. Such businesses can't easily re-locate, so it would effectively end many careers & local services.
-
104. Name: Dave Haaga on 2015-04-19 17:45:57
Comments:
-
105. Name: Sayil Covarrubias on 2015-04-20 15:34:43
Comments:
-
106. Name: Gabriela on 2015-04-20 15:41:06
Comments:
-
107. Name: Charly McQuibban on 2015-04-20 15:47:11
Comments:
-
108. Name: Carlos Enrique Covarrubias on 2015-04-20 15:59:45
Comments:
-
109. Name: Amy Turim on 2015-04-20 16:51:05
Comments: Silver Spring and Bethesda have made zoning decisions that have had serious negative impact on small, local businesses. As a long-time local taxpayer, I want to see the Brookville Road Business District thrive as it is!
-

110. Name: Chris Moore on 2015-04-21 15:25:41
Comments:
-
111. Name: Steve Gibb on 2015-04-23 15:11:00
Comments: Protect Cleverdog and Car Care!
-
112. Name: Yvans Cator on 2015-04-24 13:15:33
Comments:
-
113. Name: Erica Minor on 2015-04-27 12:53:40
Comments: small businesses are extremely important.
-
114. Name: Mollie Jiang on 2015-04-29 15:04:04
Comments:
-
115. Name: Maria Honeywell on 2015-04-30 19:51:45
Comments:
-
116. Name: Antonio Mendez on 2015-04-30 21:59:36
Comments: i support this
-
117. Name: Robert Ryan on 2015-05-02 10:50:57
Comments:
-
118. Name: Jan Feldman on 2015-05-02 15:54:15
Comments:
-
119. Name: Ann McNulty on 2015-05-03 18:58:18
Comments: It is so important to keep these business going. So many viable businesses are not able to move and rebuild and survive. We need these businesses in the area!
-
120. Name: Damarr Butler on 2015-05-04 20:48:58
Comments:
-
121. Name: Christina Butler on 2015-05-04 21:13:50
Comments:
-
122. Name: Cheryl Hawkins on 2015-05-12 11:21:57
Comments:
-
123. Name: Neal Burks on 2015-05-15 15:53:54
Comments: Please refrain from rezoning this business area at brookville road. I go here

for multiple business uses: Cleverdog, the florist, the bicycle shop, the car mechanic, the dog club. It's a vital part of our community in silver spring and a large part of the reason i moved here.

124. Name: Keith Koniow on 2015-05-18 13:17:57
Comments:

125. Name: Amanda Albrecht on 2015-05-22 22:22:26
Comments: I have lived in this Silver Spring area (20910 zip) for 20+years. Small businesses are an integral part of this vital community. I frequent several businesses (e.g., Clever Dog, Bike Shop) within this industrial park and its location adds to my/my family's quality of life.

126. Name: Jammie on 2015-05-25 17:58:47
Comments:

127. Name: Keyla Medina on 2015-05-27 02:15:45
Comments:

128. Name: Julliet Good on 2015-05-27 20:08:42
Comments:

129. Name: Courtney Jones on 2015-05-27 23:55:27
Comments:

130. Name: Mary Silverman on 2015-05-28 22:38:31
Comments:

131. Name: Linda heaney on 2015-05-28 22:39:58
Comments:

132. Name: terri simons on 2015-06-01 23:39:25
Comments:

133. Name: Nicole Campbell on 2015-06-02 10:57:44
Comments:

134. Name: Alida Yath on 2015-06-02 22:28:27
Comments:

135. Name: john freshman on 2015-06-04 14:34:18
Comments: Conserve the Brookville Business District

136. Name: Bernhard Wiedermann on 2015-06-04 17:33:49
Comments:

137. Name: Tanya Blackwell on 2015-06-08 03:51:28
Comments:

138. Name: Julie LeNoir on 2015-06-08 14:45:28
Comments: Save this industrial park. It's a great asset to our neighborhood.

139. Name: Laura on 2015-06-10 13:59:11
Comments:

140. Name: Inna Sheyn on 2015-06-12 16:54:44
Comments:

141. Name: Bonnie Ricci on 2015-06-13 17:12:03
Comments:

142. Name: Grace Lerner on 2015-06-15 17:46:48
Comments:

143. Name: Harvey Denison on 2015-06-16 17:23:56
Comments:

144. Name: Beverly Cobb on 2015-06-16 20:07:51
Comments:

145. Name: Sara & Allan Richardson on 2015-06-26 12:57:06
Comments:

146. Name: Stephanie Rapp-Tully on 2015-06-26 17:35:53
Comments:

147. Name: Miranda Bradley on 2015-06-28 01:33:18
Comments:

148. Name: Karen Caplan on 2015-06-28 13:33:28
Comments:

149. Name: Annie Cull on 2015-06-29 16:22:45
Comments:

-
150. Name: Wendy Wilkinson on 2015-07-04 19:56:52
Comments: No purple line needed!
-
151. Name: Wendy Wilkinson on 2015-07-04 20:02:44
Comments: No purple line needed!
-
152. Name: Steven Smith on 2015-07-08 00:48:02
Comments:
-
153. Name: Cathy Hughes on 2015-07-09 21:43:38
Comments: Please reconsider zoning proposal. Too many livelihoods will be negatively impacted and not worth what is the purposed action.
-
154. Name: Stephen C Bournias on 2015-07-13 18:50:54
Comments:
-
155. Name: Beverly Ross on 2015-07-14 23:13:37
Comments:
-
156. Name: Gary Shellehamer on 2015-07-17 21:00:35
Comments:
-
157. Name: Anne Laurent on 2015-07-20 11:31:25
Comments:
-
158. Name: Holly Mackay on 2015-07-20 11:32:20
Comments:
-
159. Name: Robin Griffin on 2015-07-22 15:10:19
Comments:
-
160. Name: Kristen Newton on 2015-07-23 23:12:45
Comments: We have enough residential sprawl! Let's protect small businesses and their owners!
-
161. Name: lisa sommer on 2015-07-26 20:15:09
Comments:
-
162. Name: Dan Chandler on 2015-07-27 20:44:31
Comments:
-
163. Name: Joyce Harrison on 2015-08-02 22:03:25

Comments:

-
164. Name: Marilyn Flack on 2015-08-03 14:51:24
Comments: I love this section of town - easy to get to when you need something special....and - I can't live without Clever Dog grooming and boarding!!
-
165. Name: Nicole Loebig on 2015-08-03 21:49:49
Comments: We support CleverDog's efforts to remain in our community!
-
166. Name: Joanne Anderson on 2015-08-03 21:50:58
Comments: I use 2 Brookville businesses and want them to stay where they are.
-
167. Name: Carol Henninger on 2015-08-05 20:23:03
Comments:
-
168. Name: Erol Yundem on 2015-08-05 20:28:21
Comments:
-
169. Name: Frances Levita on 2015-08-11 01:21:30
Comments:
-
170. Name: Ian velinsky on 2015-08-13 19:25:50
Comments:
-
171. Name: lucinda eng garcia on 2015-08-15 12:38:44
Comments:
-
172. Name: Julie Caron on 2015-08-19 13:19:50
Comments:
-
173. Name: Trish Mooney on 2015-08-23 10:51:00
Comments:
-
174. Name: Thalia on 2015-08-24 18:24:16
Comments:
-
175. Name: Ali on 2015-08-26 11:47:54
Comments: Love Clever Dog and caring staff.
-
176. Name: Jeffrey clouser on 2015-08-28 13:40:18
Comments:
-

-
177. Name: Marilyn Quinn on 2015-09-01 16:48:13
Comments:
-
178. Name: Danielle Dupuy on 2015-09-03 17:25:43
Comments:
-
179. Name: Eugene Henry on 2015-09-04 14:26:55
Comments:
-
180. Name: Natalie Zanin on 2015-09-05 00:44:59
Comments:
-
181. Name: Jeff Gratton on 2015-09-10 17:49:42
Comments:
-
182. Name: Lauren Hurley on 2015-09-11 16:55:46
Comments:
-
183. Name: Jennifer Hutcherson on 2015-09-12 14:16:26
Comments:
-
184. Name: Victoria A. Rose on 2015-09-12 15:34:08
Comments: The development needs to take place at the Barrington Apartments site, which is on East-West Highway and can accomodate retail business. The Barrington has been a cesspool in the neighborhood for two decades. Mixed use residential/retail shops would go well on this 16 acre site.
-
185. Name: Claire Barry on 2015-09-12 16:05:38
Comments:
-
186. Name: Luis Chaves on 2015-09-12 17:18:15
Comments:
-
187. Name: Elizabeth King on 2015-09-12 17:45:17
Comments:
-
188. Name: Mastewal A on 2015-09-12 18:14:46
Comments:
-
189. Name: Joel teitelbaum on 2015-09-12 18:39:41
Comments: I fully agree and support small businesses in Greater Lyttonsville. Stop trying to rezoned them out of business.
-

190. Name: Ruth Polan on 2015-09-12 19:04:18
Comments:
-
191. Name: Kristin Lamoureux on 2015-09-13 01:10:28
Comments:
-
192. Name: Ceciley Buchanan on 2015-09-13 05:51:29
Comments:
-
193. Name: Ayana B Wylie on 2015-09-13 14:17:34
Comments:
-
194. Name: Jonathan Foley on 2015-09-13 17:34:00
Comments:
-
195. Name: Sharina on 2015-09-13 23:42:00
Comments:
-
196. Name: Roquia Barnes on 2015-09-14 03:58:07
Comments:
-
197. Name: Daniel Sims on 2015-09-15 23:03:13
Comments:
-
198. Name: lenny on 2015-09-16 13:45:24
Comments: support jobs & services
-
199. Name: Sarah Schooler on 2015-09-16 22:16:28
Comments:
-
200. Name: Lisa Giannini on 2015-09-16 23:01:31
Comments:
-
201. Name: Miles Brown on 2015-09-17 02:49:30
Comments:
-
202. Name: Ian J. Brown II on 2015-09-17 02:50:53
Comments:
-
203. Name: Karen Campbell on 2015-09-17 03:28:25
Comments:
-

204. Name: Heather Washington on 2015-09-17 16:38:57
Comments:
-
205. Name: Glenn Prince on 2015-09-17 17:11:41
Comments:
-
206. Name: Cortney Sloan on 2015-09-21 13:38:56
Comments:
-
207. Name: tai on 2015-09-22 14:47:07
Comments: thanhtailuong0406
-
208. Name: Bonnie on 2015-09-23 17:46:13
Comments: Keep our businesses local!
-
209. Name: Brad Smith on 2015-09-26 20:56:18
Comments:
-
210. Name: Joan Danzansky on 2015-09-26 21:13:52
Comments: A wonderful and convenient area where you can find numerous businesses and
-
211. Name: Susan S Jonsberg on 2015-09-26 21:55:37
Comments:
-
212. Name: Carol Ames on 2015-09-26 22:10:40
Comments: Small business needs their space too. My groomer and my dog training club may both bite the dust if you change the zoning.
-
213. Name: Jennie Larkin on 2015-09-26 22:59:35
Comments: A strong and diverse industrial, business, and residence base is essential for a strong economy. Keep our businesses here!
-
214. Name: Elizabeth Sutherland on 2015-09-26 23:03:56
Comments:
-
215. Name: Adele Kirk on 2015-09-27 13:48:12
Comments:
-
216. Name: bonnie pereogy on 2015-09-27 14:24:20
Comments:
-

-
217. Name: Madelaine Geller on 2015-09-27 14:40:07
Comments:
-
218. Name: Pam Coblyn on 2015-09-27 22:37:27
Comments: Please do not rezone this area and save the mom & pop local businesses that are so important to the community.
-
219. Name: Elizabeth Flagg on 2015-09-27 22:44:54
Comments:
-
220. Name: Mariah Stover, Esq. on 2015-09-27 22:45:41
Comments:
-
221. Name: Arlene Spilker on 2015-09-27 22:54:58
Comments: This is a unique area inside the beltway and should be preserved for our community.
-
222. Name: Lois Kietur on 2015-09-27 23:07:16
Comments:
-
223. Name: Deborah Lauritzen on 2015-09-27 23:28:16
Comments:
-
224. Name: Jo Jeweler on 2015-09-28 00:13:21
Comments: i patronize some of the businesses in the area, and would hate to see any changes to the area!
-
225. Name: Judith Bowes on 2015-09-28 00:34:24
Comments:
-
226. Name: Michela Silvia on 2015-09-28 00:40:53
Comments:
-
227. Name: Sabina Gladwin on 2015-09-28 00:49:35
Comments:
-
228. Name: Helen Mills on 2015-09-28 01:13:55
Comments:
-
229. Name: Daphne King on 2015-09-28 01:15:00
Comments:
-

230. Name: Noriko Miyagawa on 2015-09-28 03:08:48
Comments:
-
231. Name: Ken briefel on 2015-09-28 11:19:34
Comments:
-
232. Name: Sheila O'Neill on 2015-09-28 12:33:30
Comments: There are many useful small businesses which will be pushed out and they may not survive.
-
233. Name: Amy H. Cook on 2015-09-28 14:01:54
Comments:
-
234. Name: Dianne Harab on 2015-09-28 15:15:48
Comments: Strongly oppose change of zoning.
-
235. Name: April de Bremond on 2015-09-28 15:18:38
Comments: Taking away space for small businesses is terrible. It puts all of us at the mercy of the large conglomerates and adds to monopolies! Keep industrial spaces in Montgomery County
-
236. Name: Sandi Atkinson on 2015-09-28 16:08:02
Comments: I am a member of Capital Dog Training Club of Washington, D.C., Inc. The club has rented space on Garfield Avenue for nearly 25 years. We are a member club of the American Kennel Club, in existence since 1938. Our service to the local community and greater metropolitan area includes promoting responsible dog ownership through dog obedience classes and training seminars. Help us keep our present location by preserving the business zoning now in place.
-
237. Name: Jeanell Briscoe on 2015-09-29 08:52:46
Comments:
-
238. Name: Savannah Loebig on 2015-10-02 12:23:18
Comments: I support this petition!
-
239. Name: Dan McQuade on 2015-10-06 23:20:42
Comments:
-
240. Name: Roberto Gato Echanique on 2015-10-09 09:57:26
Comments:
-
241. Name: Anne Tooke on 2015-10-09 15:13:30
Comments:

-
242. Name: Jacquetta Brooks on 2015-10-11 03:08:57
 Comments:
-
243. Name: Lis Giannini on 2015-10-12 22:30:31
 Comments:
-
244. Name: John Paschal on 2015-10-13 20:11:14
 Comments:
-
245. Name: Rebecca Crumlish on 2015-10-13 22:14:06
 Comments: Keep the local businesses we use & trust
-
246. Name: Silvie Gallardo on 2015-10-19 13:36:04
 Comments: Please do not throw small businesses out.
-
247. Name: Ellen Harris on 2015-10-22 19:36:19
 Comments:
-
248. Name: Randi Goldman on 2015-10-23 11:54:52
 Comments: Creative Cakes has been in business for 35 years. This plan would
 negatively impact my business
-
249. Name: Adrianna Rockford on 2015-10-26 15:39:05
 Comments:
-
250. Name: Stephanie Helsing on 2015-10-26 15:43:28
 Comments: WE need businesses in Silver Spring, not more housing!
-
251. Name: Eileen Martin on 2015-10-27 15:11:44
 Comments:
-
252. Name: Donna Siconolfi on 2015-11-02 12:39:27
 Comments:
-
253. Name: Sam Bass on 2015-11-04 21:28:32
 Comments:
-
254. Name: Anita Bass on 2015-11-06 03:11:15
 Comments:
-
255. Name: David Belton II on 2015-11-06 09:04:34

Comments:

-
256. Name: Gayle Hope on 2015-11-06 18:32:40
Comments:
-
257. Name: Heather Lipin on 2015-11-07 19:45:53
Comments:
-
258. Name: Priscilla VanderVeer on 2015-11-10 15:21:23
Comments:
-
259. Name: Tuleda Johnson on 2015-11-16 23:21:36
Comments:
-
260. Name: Al M. Britt on 2015-11-20 23:02:40
Comments:
-
261. Name: Angela Johnson on 2015-11-21 21:05:56
Comments:
-
262. Name: Deborah Dauphinais on 2015-11-21 22:41:30
Comments: I strongly disagree with the proposed zoning changes. Close in, down county services are imperative and forcing stable productive businesses to move will certainly have adverse effects to the businesses, their employees and residents who use depend on the services/businesses.
-
263. Name: Jean Cavanaugh on 2015-11-22 00:42:44
Comments: Small businesses are vital to Montgomery County. Don't replace them with minimum wage unskilled retail/restaurant jobs...or no jobs at all. Montgomery County's job producing industrial zones are fast disappearing - a mistake.
-
264. Name: Wendy Brown on 2015-11-22 04:36:23
Comments:
-
265. Name: Mike Evans on 2015-11-22 06:20:05
Comments:
-
266. Name: Lisa Giannini on 2015-11-22 23:37:55
Comments:
-
267. Name: Naomi Katz on 2015-11-23 21:53:29
Comments:
-

268. Name: Deborah Ingram on 2015-11-25 02:54:59
Comments:
-
269. Name: Leonard Scensny on 2015-11-25 02:56:58
Comments:
-
270. Name: Don MacGlashan on 2015-11-25 12:09:23
Comments: Increased density degrades quality of life.
-
271. Name: Beth Morrison on 2015-11-25 15:13:48
Comments:
-
272. Name: Susan Milner on 2015-11-25 23:57:26
Comments:
-
273. Name: Chablis Davis on 2015-12-03 01:18:54
Comments:
-
274. Name: Beth Barnett on 2015-12-05 19:04:56
Comments:
-
275. Name: Kathleen Buffon on 2015-12-07 20:55:22
Comments: Please don't drive out these small but highly useful businesses. Brookville Road business provide so much support to nearby neighborhoods. Does absolutely everything have to be gentrified? That's bad planning!
-
276. Name: Kathleen Manning on 2015-12-11 01:03:40
Comments: I am 100% behind this and will do anything that will help.
-
277. Name: sharon Kenthack on 2015-12-13 02:41:13
Comments:
-
278. Name: Tina Guina on 2015-12-16 21:23:31
Comments:
-
279. Name: Carmen on 2015-12-24 15:39:19
Comments:
-
280. Name: Michael Johnson on 2015-12-26 17:34:24
Comments:
-
281. Name: Alison Tallarico on 2015-12-27 19:34:15

Comments:

-
282. Name: Christine Moore on 2016-01-02 01:35:00
Comments:
-
283. Name: shelley gillon on 2016-01-03 16:30:15
Comments: Please keep the Brockville Road Business District with its current zoning.
-
284. Name: Adam Katz on 2016-01-05 12:42:07
Comments:
-
285. Name: Genae Mills on 2016-01-08 23:55:33
Comments:
-
286. Name: steve sacks on 2016-01-11 21:59:47
Comments: protect jobs
-
287. Name: Lindsey Shaw on 2016-01-19 15:34:36
Comments: Cleverdog is a great organization and provides a great service to the DMV area dog owners who are away at work. Looking forward to being a long-time customer in their current location!
-
288. Name: Brandon Shaw on 2016-01-19 20:25:14
Comments:
-
289. Name: Christina Clausen on 2016-01-25 00:40:30
Comments:
-
290. Name: Heather Grimm on 2016-01-26 21:04:27
Comments:
-
291. Name: Paula Sorensen on 2016-01-30 00:58:30
Comments:
-
292. Name: Jennifer Plyler on 2016-01-31 14:47:40
Comments:
-
293. Name: Leanne Tobias on 2016-02-04 01:09:20
Comments: Keep this industrial park and its small businesses in place.
-
294. Name: Renee Davis on 2016-02-05 17:48:07
Comments:

-
295. Name: lajuan martin on 2016-02-05 21:05:02
Comments: Dont do it!!
-
296. Name: Mark Long on 2016-02-05 23:20:31
Comments:
-
297. Name: Carole Woolfork on 2016-02-05 23:26:35
Comments:
-
298. Name: Mark A Davis on 2016-02-06 15:03:03
Comments: Remove residential components.
-
299. Name: Charles Gaither on 2016-02-07 05:47:08
Comments:
-
300. Name: Tisha Little on 2016-02-07 17:09:24
Comments:
-
301. Name: Robert Little on 2016-02-07 17:10:38
Comments:
-
302. Name: Airi Maeno on 2016-02-09 18:22:33
Comments:
-
303. Name: Erin Ball on 2016-02-10 01:20:22
Comments:
-
304. Name: Maite Penna on 2016-02-11 12:00:05
Comments:
-
305. Name: Andrea kelly on 2016-02-12 16:28:57
Comments: Brookeville needs safe pedestrian enhancements
-
306. Name: Rosa Shoshana Mintz-Urquhart on 2016-02-12 16:54:46
Comments: I sense that if handled properly and sensitively and creatively that the Brookville Road area could become a really fashionable attractive shopping and at the same time still an industrial area. They really need sidewalks and I see a lot of positive commerce and energy that could flow from it. We may be in the close proximity of a big goldmine of opportunity. Finally we're starting to talk positively.
-
307. Name: dave bard on 2016-02-12 20:03:25

Comments:

308. Name: Sharon Katz on 2016-02-12 21:20:42
Comments:

309. Name: Susan Soorenko on 2016-02-13 00:09:53
Comments:

310. Name: Ross Shoshana Mintz-Urquhart on 2016-02-13 15:59:59
Comments: I'm all for putting boulevard like sidewalks and nice lighting for Brookville Road.


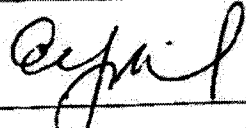
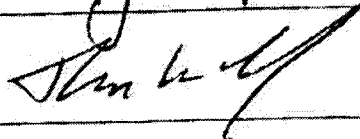
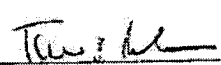



311. Name: Janice Wagner on 2016-02-21 02:12:51
Comments:

Petition to Support Local Businesses

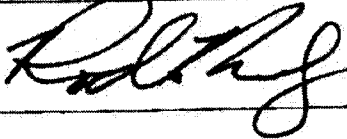
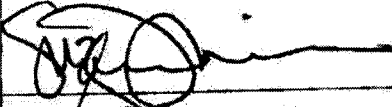
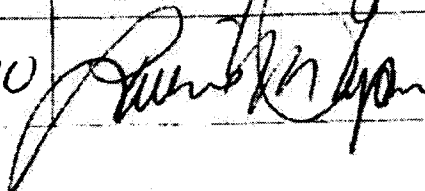
Conserve, Protect and Enhance the Brookville Rd. Business District (BBD)

Proposed zoning changes in the Greater Lyttonsville Sector Plan (GPL) will negatively impact close to 100 businesses and thousands of employees that depend on industrial zoning to survive. Many of these are family, minority or women owned businesses and some have been operating here for decades. Rezoning that includes residential will prevent long term planning, destabilize businesses, put people out of work, and deprive residents and other businesses of critical down county services. Residential zoning is not compatible with the variety of businesses in this successful and vitally important industrial park.

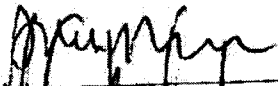
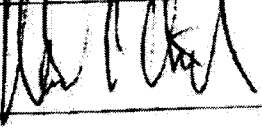
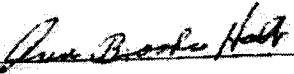
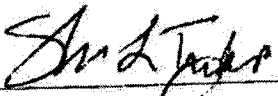

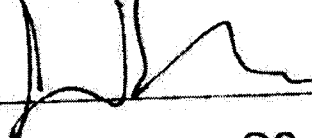


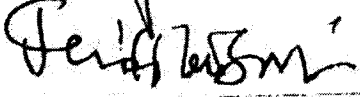
- We ask that all residential components be removed from Brookville Rd. Business District area of the Greater Lyttonsville Sector Plan (GPL).
- We ask that the proposed zoning be modified to Conserve, Protect and Enhance Montgomery County's last industrial park inside the beltway, allowing for greater business opportunity.

NAME	Zip Code	Signature	Email- Optional
Donna Cleverdon Donna Cleverdon	20910		clvrdocg@verizon.net
Erica Miles	20910		erica-y-miles@hotmail.com
Thom Wolf	20912		thomwolf@mac.com
Tim & P.M.	20008		
Mary Wilson	20015	Mary J. Wilson	mjwwil@gmail.com
Kim Knott	20895	Kim Knott	
VINA SEARCY	20912		
RANDEE HAHN	20882		
Nan Marks	20901		NJMARKS1@aol.com

Petition to Support Local Businesses
Conserve, Protect and Enhance the Brookville Road Business District (BBD)

NAME	Zip code	signature	Email-Optional
Rod McCoy	20852		
Lisa Fairhall	20912	Lisa Fairhall	Lfairhall@gmail.com
Laura Mayhall	20910	Laura Mayhall	
Joseph Santo	20901	J. Santo	
Christine Davis	20015	Christine Davis	
Sonia E. Castillo	20902	Sonia E. Castillo	COURTCLAT2001@GMAIL.COM
Aneta Kupchyk	20910	Aneta	alkupchyk@gmail.com
Meg Hardon	20007	M. Hardon	meghz@verizon.net
Suzanne Miller	20015		
Marian Hardy	20854	Marian Hardy	Mh2w@aol.com
Samh Brophy	20815	Samh Brophy	
Laurie Ryan	20910		laurie.m.ryan@gmail.com

Petition to Support Local Businesses
Conserve, Protect and Enhance the Brookville Road Business District (BBD)

NAME	Zip code	signature	Email-Optional
Amy Turim	20912		
Mike Patsch	20901		willie.patsch@btsun.com
Ann Brooke Holt Ann Brooke Holt	20954		abrookeh@gmail.com
Sharon Tucker	20901		sharoncole99@yahoo.com
Susan Stein	20016		
David Sowles	20917		
Elizabeth Elizabeth C. Olson	21212	Elizabeth C. Olson	
THE PARRIS Family	20910	High S. Morris WESTVIEW DRIVE	PARRISCE2@ MSN.COM.
Henne Duvier	20910	Erno Duvier	
BO Green	20910		
Winkdrop Winkler	20910		WINKDROP@EROLS.COM WINKDROP
Jenny Smith	20895		jenny.kennington@verizon.net

Conserve, Protect and Enhance the Brookville Road Business District (BBD)

[illegible]

MCP-CTRACK

From: Laura Gehl <laurameressa@gmail.com>
Sent: Thursday, February 18, 2016 10:06 PM
To: MCP-Chair
Subject: Lyttonsville Sector Plan

RECEIVED
0219
FEB 19 2016

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

Dear Board:

Thank you for this opportunity to submit my written testimony regarding the Lyttonsville Sector Plan. I am concerned about the impact of this plan as-is on our community currently and the surrounding neighborhoods, as well.

I am particularly concerned about overcrowding in our schools, and about increased traffic. **A school crossing guard told us that the Grubb/East-West Hwy intersection is one of the most dangerous in the entire county.** We still don't allow my 6th grader to cross E-W Hwy by himself for this reason, even though his good friends and our synagogue are just across E-W. Extra traffic would make this intersection even more dangerous.

Rock Creek Forest Elementary School was just rebuilt. The new school is an asset to the community, but adding so many new apartment units, as in the current plan, would cause this new school building to be overburdened almost immediately.

I object to the idea that Rock Creek Pool could be destroyed at any point to make room for a new school. This would be a horrible loss to our community. There already is a multi-year waiting list to become a member, as demand is so high. The pool is a place for neighbors from the different sectors of Rock Creek Forest to come together, and it makes a tremendous quality-of-life difference for our family and hundreds of others.

I ask that the maximum FAR in this area be set at 1.5, the maximum generally allowed near single family homes, if not less. This community is a diverse and wonderful one—**one that we love so much that when we needed a larger home, we moved just four blocks from our first home (and we know many other families who have done the same!)**—and we do not want to upset the delicate balance.

Thank you.
Sincerely,
Laura Gehl
Blaine Drive

MCP-CTRACK

From: Clark Larson <clark.larson@gmail.com>
Sent: Thursday, February 18, 2016 10:30 PM
To: MCP-Chair
Cc: Banks, Erin
Subject: Comments on Draft Greater Lyttonsville Sector Plan

Dear Chairman Anderson,

Thank you for taking the time to consider my comments on the Greater Lyttonsville Sector Plan. As a professional planner for the City of Rockville, and new homeowner in Lyttonsville, I feel I appreciate more than most in the neighborhood the importance of smart planning around these future Purple Line station areas, as well as the justifiably subjective interests of the current residents and businesses. Overall, I support the concepts and policies contained in the draft plan and I believe it will be a positive guide for the community's future. I strongly support the proposed bicycle and pedestrian improvements in the area, as well as the new open space concepts that would take place under redevelopment.

That said, I would like to offer several suggestions for the Board and Planning staff to consider during your upcoming work sessions.

- I agree with the testimony submitted at your recent public hearing on February 11 by the attorney representing Summit Hills apartments, should it redevelop, on the need for greater allowable density for Area #2a (see Figure 3.1.1 (Woodside/16th Street Station Area Proposed Zoning), page 69). As a transition area to downtown Silver Spring and limited adjacency to low-density residential uses, this parcel could truly take advantage of its location with greater incentives for redevelopment. I don't have a good answer for this, but a maximum FAR of 2.5 up to 70 feet in height seems understated.
- I also agree with testimony on the need to reduce the maximum allowable residential dwelling units throughout the Sector Plan area in order to avoid overwhelming the existing single-family neighborhoods of Rosemary Hills and Lyttonsville. Certainly the immediate station areas should allow more intensive mixed-use and residential development than currently exist, though attention should be paid to minimizing their impacts to the existing single-family residences, transportation network, and school cluster capacity.
- Most specifically, a more gradual land use transition between the single-family zones in Lyttonsville that abut proposed higher density, mixed-use zones should be considered. With the closure of Stewart Avenue across the railroad right-of-way accessing Areas #9 (see Figure 3.2.1 (Residential Area Proposed Zoning), page 76), the currently occupied light industrial parcel will become accessed solely through the single-family State streets of Lyttonsville. At a bit less than 5 acres, a CRN zone with a maximum FAR of 1.5 and height of 65 feet seems out-of-scale with the adjoining single-family homes. With no direct access to the future Purple Line station itself, a mixed-use zone feels unnecessary at this location. More appropriate would be a Residential Townhouse zone, such as is proposed at the northern portion of the current Paddington Square garden apartments abutting single-family residential dwellings on three sides.

- Similarly, Area #8a (see Figure 3.3.1 (Brookeville Road/Lyttonsville Station Area Proposed Zoning), page 83), could also benefit from a split zoning, with a lower density Residential Townhouse zone in the northern portion of the area (currently occupied by Friendly Gardens apartments and a landscape contractor storage yard), and the currently proposed CRT zone in its southern portion (occupied at present by the Claridge House high-rise apartment building).

I look forward to following the progress of the Sector Plan as it enters its final stages. I don't think I would be out of line to applaud the excellent work of your Planning staff to date, some of with whom I am familiar. Thank you for your thoughtful work and commitment to the County!

Sincerely,

Clark Larson, AICP
2307 Michigan Avenue

MCP-CTRACK

From: Elizabeth Weber Handwerker <elizwebhand@gmail.com>
Sent: Friday, February 19, 2016 2:06 PM
To: MCP-Chair
Subject: Comments on Greater Lyttonsville Sector Plan

Dear Montgomery County Planning Board and Staff,

Thank you very much for the opportunity to submit written testimony regarding the Lyttonsville Sector Plan. As a homeowner and resident in Rosemary Hills, and as the parent of 3 current and future Montgomery County Public School children, I am grateful that a comprehensive plan is being developed for future investment in our area, and I appreciate the thoughtfulness that has clearly gone into this particular plan. There is a great deal in this plan that I think will benefit our sector, but there are also some areas that I ask you to reconsider and/or study further.

- 1) I greatly appreciate the emphasis in many places of this plan on improving our ability to conduct our lives by walking or riding bicycles—both to improve the health of us adults, and to improve the safety and independence of our children. In particular, I commend the improvements suggested for 16th St. in section 2.6.2 to improve pedestrian and bicycle travel to the new Woodside Purple Line station. I also think that mixed-use development near both planned purple line stations would be wonderful for our neighborhood. I would be delighted to walk or send a child to retail businesses closer to my home than downtown Silver Spring, and I recognize that walkable retail businesses can't survive without the density of highrise buildings nearby.
- 2) Figure 2.6.4 quite dramatically shows how the fence around the Summit Hills apartment complex cuts the Rosemary Hills neighborhood off from walkable access to the Woodside Purple Line Station. I love how Figure 2.8.1 envisions a new park with pedestrian access through this property in the distant future, but my understanding is that there are no current plans for any changes to the Summit Hills property. Is there any possibility of interim access for my neighborhood to the Woodside Purple Line Station before the full redevelopment of Summit Hills in the distant future?
- 3) I am concerned that East-West highway is not considered as a pedestrian route in this plan (for example, it is not noted as a pedestrian route in Figure 2.6.4, and none of the East-West highway intersections are listed in section 2.6.5). Along with many of my neighbors, I walk to the Silver Spring metro station along East-West highway every day. The sidewalks are generally in good condition, but the speed that cars travel on East-West highway makes crossing this road dangerous for pedestrians. The posted speed on this road is 35 miles per hour, but cars frequently travel at speeds exceeding 50 miles per hour at the intersection of Sundale Ave, endangering pedestrians. I would like the sector plan to include some attention to what can be done to bring speeds on this road closer to the posted speed limits, so that it will be safer for children to cross this street to visit friends on the other side.
- 4) Like many of my neighbors, I am concerned about the sheer quantity of highrise buildings planned near the Lyttonsville purple line station, and what such population growth would mean for our schools without commensurate investment in school facilities.

I am further concerned about what type of apartments are being planned. I note that one of the overarching objectives of the master plan (under 1.2.2) is to "increase densities in appropriate locations to accommodate new housing for a range of incomes." In community discussions of the plan, I have heard repeatedly that any new construction is intended to consist of only studio and one-bedroom units, to reduce the potential burden of population growth on the school system. Reading the actual plan, I see proposed changes in zoning but no

discussion of what kinds of units would comprise new housing. I am concerned that any provision of the plan that would build only SMALL new units would be a very serious mistake, if new housing is truly to accommodate a range of incomes. People with children do live in one-bedroom apartments, particularly single parents with low incomes. At the same time, there is a dearth of large 3 and 4-bedroom high-rise options available in our area to people with means who don't want to deal with the maintenance involved in owning a freestanding house. Before we purchased our home in Rosemary Hills, my husband and I looked unsuccessfully for a large 3 or 4 bedroom condominium or market-rate apartment in our area, and found none closer than Bethesda. My in-laws recently relocated to our area after retiring and selling their large house in another state. They wanted to live in a highrise building near their grandchildren, in a unit spacious enough--and with a kitchen and dining room big enough--to host all of their children and grandchildren for dinner. They could not find ANY units in Silver Spring inside the beltway that fit that description, and eventually bought a large condominium in North Bethesda. I urge you to design this sector plan in such a way that new highrise buildings to be built near the new purple line stations will include large family units for families and retirees with means as well as other types of units, to accommodate the FULL range of incomes--both low and high incomes.

Again, thank you very much for the opportunity to provide these comments.

Sincerely,

Elizabeth Weber Handwerker
8704 Milford Ave, Silver Spring

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,

Zesli Wrofsky

8508 Milford Ave Silver Spring MD (Rosemary)

MCP-CTRACK

From: Phoebe Larson <phoebe.pkr@gmail.com>
Sent: Sunday, February 21, 2016 2:31 PM
To: MCP-Chair
Cc: Banks, Erin
Subject: Re: Comments on Draft Greater Lyttonsville Sector Plan

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

Dear Chairman Anderson,

In addition to the verbal testimony I gave at the meeting on February 11 in support of reducing the proposed density and scale in the Greater Lyttonsville Sector Plan, I have specific suggestions for revisions of the proposed plan as listed below:

Area 1 - Is isolated from single family by tracks on one side and a large road on the other. It makes sense to allow similar scale to 2a.

Areas 2a, 2b - Limit heights to be similar to existing. 2b currently has a 10 story building. 2a currently has 4 to 6 story buildings.

Area 3 - Limit height to 70' or lower.

Area 4 - Limit to 2 or 3 story maximum above grade townhouses (or apartments like existing) to transition between single family neighborhood and areas 1,2, and 3.

Area 5a/5b - Limit heights to 3 stories maximum above grade because of adjacency to single family neighborhoods.

Area 6a - Limit to 2 or 3 story maximum townhouses / zone 6a the same as 6b due to adjacency to Lyttonsville single family neighborhood on north side. The 6a/6b area is also uphill from single family homes on Michigan Avenue and Young American Court so building heights are compounded by the drop in grade down to the single family homes.

Area 7 - Limit to similar scale as 11 of 50' maximum height.

Area 8a - Split into two zones, The west side limit to similar scale as areas 10 and 11 of 50' maximum height. The east side should be a separate zone to allow a buffer between the more dense area near the proposed station and the single family homes and townhouses directly east of this area in the Lyttonsville neighborhood. Limit the height to 2 or 3 stories above grade for the eastern portion.

Areas 8b and 9 - Limit to 2 or 3 story single family houses or townhouses to help Lyttonsville neighborhood remain cohesive and because there is no direct street connection to Brookville. As such, 8b and 9 are part of the Lyttonsville neighborhood which is made up mostly of one and two story single family homes and townhomes. Keeping the 8b and 9 zones as part of Lyttonsville and not allowing vehicular access to Brookville is a positive and beneficial move in the plan to avoid the possibility of the neighborhood becoming a cut-through for drivers.

Area 10 & 11 - Maintain proposed 50' maximum height (or lower). These areas should be no taller than the Forest Glen Annex.

Most of the suggestions I'm making above have an eye for lower height and density buffer areas next to the single family neighborhoods in Rosemary Hills and Lyttonsville. Both neighborhoods need to be preserved as the diverse, unique gems they are. That said, Lyttonsville in particular needs to be sensitively treated because of its rich history and because geographically it is smaller and surrounded by train tracks on the east side and proposed areas in the plan on the south, west, and north sides. Those south, west, and north areas (east side of 8a, 8b, 9, and 6a/6b) should maintain a scale similar or only slightly above the existing neighborhood. Areas 4 and 5a are also abutting Rosemary Hills and Rock Creek neighborhoods and should be limited in height.

Besides the thoughts I have listed about the proposed heights in the plan, I would also like to reiterate my concern for such a drastic increase in proposed density. My family moved to this neighborhood because of its unique character, modest nature, and great school district. The better school district and the educational opportunities it will allow my family were of utmost importance in deciding to become a homeowner and resident here.

Thank you so much for your time and attention throughout this process. I look forward to working with you and participating in the upcoming work sessions.

Sincerely,

Phoebe Larson
(Lyttonsville homeowner, architect, and mother)

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Jason Wilcox

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: CHERYL LEANZA

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Martin C Kelley

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Albert Zevin

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Kelly Briscoe

Signed: [Signature] Printed Name: David Shaffer

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Kelly Briscoe

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: MATTHEW PRICE

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Jesse Ivins

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Jane Ward

Signed: [Signature] Printed Name: Richard Ward

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

CAP DISTRICT

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Ann M. Augustyn
Signed: [Signature] Printed Name: Noel J. Augustyn

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Ann M. Augustyn
Signed: [Signature] Printed Name: Noel J. Augustyn

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Janet Maynard
Signed: [Signature] Printed Name: Nick Maynard

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Janet Maynard
Signed: [Signature] Printed Name: Nick Maynard

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Peggy Brubaker
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Ann M. Ford
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Ellen S. Lee Printed Name: Ellen S. Lee

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Ellen S. Lee Printed Name: Ellen S. Lee

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Elaine McEllen Printed Name: Elaine McEllen

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Suzanne K. Rauth Printed Name: Suzanne K. Rauth

Signed: Thomas K. Rauth Printed Name: THOMAS K. RAUTH

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Mark E. Kiser Printed Name: MARK E. KISER

Signed: Anne M. Kiser Printed Name: Anne M. Kiser

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: William J. Kennedy Printed Name: WILLIAM KENNEDY
Signed: Christine S. Kennedy Printed Name: CHRISTINE S KENNEDY

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: William J. Kennedy Printed Name: WILLIAM KENNEDY
Signed: Christine S. Kennedy Printed Name: CHRISTINE S KENNEDY

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Robert Barbero Printed Name: Robert Barbero
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Elizabeth Pence Printed Name: ELIZABETH PENCE
Signed: OWEE PENCE Printed Name: OWEE PENCE

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Elizabeth Pence Printed Name: ELIZABETH PENCE
Signed: OWEE PENCE Printed Name: OWEE PENCE

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Naomi R Bahto Printed Name: Naomi R Bahto
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Naomi R Bahto Printed Name: Naomi R Bahto
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Rebecca Siedow Printed Name: Rebecca Siedow

Signed: Jeffrey Siedow Printed Name: Jeffrey Siedow

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: David Rose Zeln Printed Name: David Rose Zeln

Signed: David Zeln Printed Name: David Zeln

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Ted L. Bender Printed Name: Ted L. Bender

Signed: _____ Printed Name: _____

CAPITAL DISTRICT 2000/2001

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Rabbi Avi D. Miller Printed Name: Rabbi Avi D. Miller

Signed: Ralph E. Miller Printed Name: Ralph E. Miller

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Glen Hutton Printed Name: Glen Hutton

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Glen Hutton Printed Name: Glen Hutton

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Kevin Zupnik Printed Name: Kevin Zupnik

Signed: Kevin Zupnik Printed Name: Kevin Zupnik

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Charlotte Knepper Printed Name: Charlotte Knepper

Signed: Sebastian Wright Printed Name: Sebastian Wright

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Charlotte Knepper Printed Name: Charlotte Knepper

Signed: Sebastian Wright Printed Name: Sebastian Wright

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Franklin Green Printed Name: Franklin Green

Signed: Franklin Green Printed Name: Franklin Green

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Rozita Labore Printed Name: Rozita Labore

Signed: Rozita Labore Printed Name: Rozita Labore

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Eric C. Sterling Printed Name: Eric C. Sterling
Signed: Jane S. Bettel Printed Name: Jane S. Bettel

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Jonathan Shannon Printed Name: Jonathan Shannon
Signed: Kelly H. Shannon Printed Name: Kelly H. Shannon

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Elken Sullivan Printed Name: Elken Sullivan
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Davis Dupart Printed Name: Davis Dupart
Signed: Rufira Dupart Printed Name: Rufira Dupart

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Alice K. Underfeld Printed Name: Alice K. Underfeld
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Alice K. Underfeld Printed Name: Alice K. Underfeld
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Nancy Neill Printed Name: Nancy Neill
Signed: Stephen Neill Printed Name: Stephen Neill

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Carrie S. Williamson Printed Name: Carrie S. Williamson
Signed: John Williamson Printed Name: John Williamson

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: John Dinger Printed Name: John Dinger
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Liz Yee
Signed: [Signature] Printed Name: KAVAN YEE

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Liz Yee
Signed: [Signature] Printed Name: KAVAN YEE

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Karen Sater
Signed: [Signature] Printed Name: Peter Matheson

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Karen Sater
Signed: [Signature] Printed Name: Peter Matheson

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: [Signature]
Signed: [Signature] Printed Name: [Signature]

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Andrea Kelly
Signed: [Signature] Printed Name: Evad Christman

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Alberta R. Matheson
Signed: [Signature] Printed Name: George R. G. Hart

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: [Signature]
Signed: [Signature] Printed Name: [Signature]

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Allen H. Horowitz Printed Name: Allen H. Horowitz

Signed: Barbara Horowitz Printed Name: Barbara Horowitz

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Signed: Allen H. Horowitz Printed Name: Allen H. Horowitz

Signed: Barbara Horowitz Printed Name: Barbara Horowitz

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Maryann McGowan Printed Name: Maryann McGowan

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

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Signed: David R Conrad Printed Name: David R Conrad

Signed: Paula Dinerstein Printed Name: Paula Dinerstein

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Emily Conrad Printed Name: Emily Conrad

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Christel Ivick Printed Name: Christel Ivick

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

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Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Susan Warringer Printed Name: Susan Warringer

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Cynthia A. Bock Printed Name: Cynthia Bock

Signed: _____ Printed Name: _____

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Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

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Signed: Susan L. Morse Printed Name: Susan L. Morse

Signed: Harry Waldman Printed Name: Harry Waldman

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Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

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Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

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Signed: William H. Doss Printed Name: William H. Doss

Signed: _____ Printed Name: _____

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Signed: Phyllis K. Lavine Printed Name: Phyllis K. Lavine

Signed: Jeffrey P. Lavine Printed Name: Jeffrey P. Lavine

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Phyllis K. Lavine Printed Name: Phyllis K. Lavine

Signed: Jeffrey P. Lavine Printed Name: Jeffrey P. Lavine

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Lisa Dunn Printed Name: Lisa Dunn

Signed: Alvin Agan Printed Name: Alvin Agan

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Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

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Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

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Signed: Tam Weeks Printed Name: Tam Weeks

Signed: Jashua Fritts Printed Name: Jashua Fritts

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Ten Blumenthal Printed Name: Ten Blumenthal

Signed: Dan Blumenthal Printed Name: Dan Blumenthal

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Signed: Ten Blumenthal Printed Name: Ten Blumenthal

Signed: Dan Blumenthal Printed Name: Dan Blumenthal

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Sue Deckelman Printed Name: SUE DECKELMAN

Signed: _____ Printed Name: _____

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Signed: Sue Deckelman Printed Name: SUE DECKELMAN

Signed: _____ Printed Name: _____

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Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Mary Pickler Printed Name: Mary Pickler

Signed: Eric Conner Printed Name: ERIC CONNER
Mary Pickler

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Ben Pickler Printed Name: BEN PICKLER

Signed: _____ Printed Name: _____

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Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

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Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

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Signed: David M. Zuercher Printed Name: DAVID M. ZUERCHER

Signed: Matthew Pickler Printed Name: MATTHEW A. PICKLER
TEITELBAUM

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Cordelia Blumberg

Signed: [Signature] Printed Name: Noah Blumberg

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Cordelia Blumberg

Signed: [Signature] Printed Name: Noah Blumberg

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Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: MYRNA GELMAN

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: JAMES K DOHERTY

Signed: [Signature] Printed Name: Deborah A Doherty

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

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Signed: [Signature] Printed Name: Jill Madala

Signed: [Signature] Printed Name: David Torrealba

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

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Signed: _____

Printed Name: _____

Tim NEAL'S

Signed: _____

Printed Name: _____

Libby NEAL'S

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____

Printed Name: _____

Tim NEAL'S

Signed: _____

Printed Name: _____



MARYLAND TRANSIT ADMINISTRATION

MARYLAND DEPARTMENT OF TRANSPORTATION

Larry Hogan, Governor • Boyd K. Rutherford, Lt. Governor
Pete K. Rahn, Secretary • Paul Comfort, Administrator

February 8, 2016

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

RECEIVED
0207
FEB 16 2016

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

Dear Mr. Anderson:

We appreciate the opportunity to review and provide comments on the Greater Lyttonsville Sector Plan prepared by the Montgomery County Planning Department dated December 2015. The Maryland Transit Administration (MTA) would like to submit the following comments.

MTA's Purple Line team has a long history of working closely with neighborhood leaders and residents of the Greater Lyttonsville community throughout the planning, environmental review and design process for the Purple Line light rail line. This collaborative effort, which also has included Montgomery County transportation and community planners, has led to a design plan that will significantly minimize potential impacts to the community while helping to build on its existing strengths and amenities.

The MTA is pleased that the Planning Board recognizes the substantial potential for transit-oriented development and community revitalization in areas adjacent to the Lyttonsville and 16th Street/Woodside Purple Line stations. We strongly support the County's goal and efforts to promote pedestrian-friendly mixed use, transit-focused development.

The following responses address recommendations specific to the Purple Line:

- It is the goal of MTA's Art-in-Transit initiative to incorporate elements of Lyttonsville's rich cultural heritage into the structural design of the Lyttonsville station (p.31). We look forward to including the local community in discussions with the artist.
- We fully support plans for the County or developers to provide a future pedestrian connection from Brookville Road to the Lyttonsville station platform via a mezzanine and an aerial walkway as part of future redevelopment (p.47).
- Purple Line plans do not include the construction of Kiss & Ride lots at any of the 21 stations along the alignment (p.47). However, we would be willing to coordinate with the Planning Department to accommodate such a facility in the future.
- The MTA would be glad to work with Montgomery County to recognize in the area of the 16th Street/Woodside station the tremendous contributions and tireless efforts of "Harry Sanders" in promoting the Purple Line project (p.47).

Mr. Casey Anderson
Page Two


- Improvements to infrastructure, such as new or improved sidewalks, the addition of bike lanes and pedestrian crossings that result in greater accessibility to Purple Line stations are encouraged by the MTA.

Regarding stormwater management plans at parcel #729, MTA would like to point out that the current plans for a proposed dry pond at this site are conceptual and preliminary. As you are aware, MTA's P3 Concessionaire will complete the design of the entire system and develop a comprehensive stormwater management plan based on the current stormwater requirements and on the project's need. Once a Concessionaire is selected, the Concessionaire will further evaluate potential options and begin to develop detailed design plans. As the Concessionaire resumes design, our Purple Line team will be happy to work with Montgomery County Planning staff and members of the Lyttonsville community on the design of the stormwater management facility.

Please note that a dry pond may or may not be the final solution chosen for the Lyttonsville area. However, MTA recognizes the importance of providing a well-designed and attractive facility that fits into the community's landscape. In addition, an Interagency Work Group (IAWG), which will include representatives of MTA, the P3 Concessionaire and representatives from the Montgomery County Department of the Environmental Protection and DPS, is planned. This group will meet to discuss SWM opportunities prior to the Concessionaire's submission of a SWM Concept Plan for approval by MTA's Sediment and Stormwater Plan Review Program (p.81).

Thank you again for this opportunity to provide comments. If you have any questions or would like to discuss any issues in more detail please contact me at 443-451-3721 or at clattuca@mta.maryland.gov.

Sincerely,



Charles Lattuca
Executive Director, MTA Transit Development and Delivery

MCP-Chair

From: Victoria Antoinette Rose <victoriaarose@verizon.net>
Sent: Friday, February 12, 2016 4:39 PM
To: MCP-Chair
Subject: Re: RE: Great Lyttonsville Sector Plan Tesimony

RECEIVED
0207
FEB 16 2016

Importance: High

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

Dear Ms. Garcia, I wish to clear up a rumor. The Barrington apartments, next door to my house, are all rentals. One-third is project based Section 8 which is due to expire in a few months. The so-called market rate rentals are inexpensive and partially subsidized by taxpayers. Thus, a two bedroom apartment at the Barrington may rent at \$800 a month but, as a Realtor, I know that the actual market rate in down-county is closer to \$2000 a month. I know people at the Barrington who pay no rent or \$20 a month. There are NO condominiums at the Barrington. I just confirmed this by calling 866-798-5423.

*Victoria A. Rose
Weichert Realtors
7200 Wisconsin Avenue
Bethesda, MD 20814
cell 301-367-6781
office 301-656-2500; fax 301-907-8572*

https://www.facebook.com/profile.php?id=100000705071589&ref=tn_tnmn

MCP-Chair

From: Dorcas Robinson <dorcasrobinson@yahoo.com>
Sent: Saturday, February 13, 2016 7:47 AM
To: MCP-Chair
Subject: Greater Lyttonsville Sector Plan

Dear Board,

Thank you for this opportunity to submit my written testimony regarding the Lyttonsville Sector Plan. I am deeply concerned about the impact of this plan as-is on our community currently and the surrounding neighborhoods, as well.

1) My family and I deeply value the unique character of our wider community - the diversity of families, the access to green spaces that must be protected as a key amenity, the essential shared facilities from elementary schools to community centers to places of worship - which makes this a neighborhood, a place with a feel of community, sharing health, well-being and nurturing our families.

2) I believe that the increased density proposed in the plan will cause great harm to our unique and diverse community. The plan suggests converting the area near the Lyttonsville Purple Line station into a dense urbanized core, with up to 2000 new apartment units. This area is part of the residential neighborhood and should remain essentially suburban. I object to the way this plan will alter the character of our community.

3) The plan will greatly increase traffic in our neighborhood. Our roads are narrow suburban streets that cannot accommodate hundreds of additional cars. Inevitably, even apartment buildings near public transit will invite traffic, as some residents will have vehicles, the people who work there will, and the many guests and individuals who provide services to those residences will have vehicles, as well. Already the traffic flow at the intersection of East-West Highway and Grubb Road makes this a dangerous intersection for pedestrians, and prevents children from freely moving around the neighborhood. We should be exploring ways to make our neighborhoods more not less pedestrian and cycling friendly.

4) I am deeply concerned about the effect of this number of new residents on our already overcrowded schools. I believe that the plan could result in changes in school boundaries, and significantly negatively impact the diversity of our schools.

5) The RosemaryHills-Lyttonsville Park is already heavily used. This proposed population increase will certainly add to the use of the park, yet there is no plan to add resources or new open space. Additionally, the age of the children using the park is quite variable, and we could use an update of equipment to reflect some of the older children's needs (akin to the Wheaton Adventure Park). Over time it has become clear that more resources are critically needed, and additional users will only tax the already understaffed, under-resourced park.

6) Our Community Center is heavily used and needs many repairs and upgrades. Its Club Rec program is already oversubscribed and the county cannot provide the funds for needed staff. It is unfortunate that such a valued resource is not able to meet high community demand, and this is at the current level of local residents.

7) I object to the idea that Rock Creek Pool be destroyed to make room for a new school. This would be a horrible loss to our community. There already is a multi-year waiting list to become a member, as demand is so high. Shutting it down would be tremendous blow to this sector. The swim club is a meeting place for community members throughout the adjoining neighborhoods, and it makes a tremendous quality-of-life difference for our family and hundreds of others.

8) I believe that the businesses - which I use frequently - on Brookville should be protected and new businesses that directly serve the residents should be added. Additional walkable cafes, artists' lofts, and live-work space would be community assets.

I ask that the maximum FAR in this area be set at 1.5, the maximum generally allowed near single family homes. I ask that the total number of new units allowed on re-zoned properties be set to 400, allowing an increase of 1.5X the number of units currently in place.

Thank you.
Dorcas Robinson

8305 Meadowbrook Lane, MD 20815

MCP-Chair

From: Leonor Chaves <lmchaves19@gmail.com>
Sent: Monday, February 15, 2016 2:04 PM
To: MCP-Chair
Subject: Greater Lyttonsville Sector Plan TESTIMONY

Additional Testimony on the Greater Lyttonsville Sector Plan

Dear Chairman Anderson and Planning Board Commissioners:

Chair Anderson stated that if there was anything we heard at the hearing on February 11th at the Planning Board that resulted in needing to submit additional testimony, we would be able to do so.

At Thursday night's hearing for the Greater Lyttonsville Sector Plan, Stacey Brown was approached by Mike Madden from MTA. He wanted to contact her early in the process because he could foresee that there will be logistical problems for the Brookville Road businesses during the Purple Line construction, which he said would last for years. He certainly did not sugar coat it.

In light of what he said, I think the floating CRT zone will add additional undue burden to this business community which will have to struggle through the vicissitudes of PL construction, that they will survive at all will be miraculous. Certainly their access will be compromised during construction, and they will incur losses.

Consistently I have heard business owners say that the uncertainty of the floating zone impedes their ability to plan for growth. Stacey Brown of Signarama plainly stated that it has kept her from renting additional space to grow her business.

I am very concerned that between the burdens of PL construction and a floating zone hanging like the sword of Damocles over their heads, some businesses may chose an early bail out.

Unfortunately, some in the community have unrealistic expectations of what a sector plan will or won't accomplish. There is a disconnect with economic reality which was stated so well and so plainly by the gentleman who testified on behalf of Southern Management. In thinking that rezoning Brookville Road for CRT will magically result in open air cafes and fountains, they ignore the pertinent facts: multiple property owners who don't agree, don't want to sell or redevelop, the present profitability and stability of the land usage, and the lack of any market based drive for these "amenities". There is this idea that if they think it, it will come. Even when planners have repeatedly explained what a sector plan can and can't do.

Those expectations are unrealistic. But what is not unrealistic is the damage that will be done to this stable business community by the years of construction of the Purple Line and the floating CRT zone, which basically says, in our rosy view of the future, present businesses are not welcome.

I urge the planning board to please consider removing the CRT floating zone from Brookville Rd. Why not revisit this in 20 years, when hopefully a clearer picture will have emerged of what the Purple Line will or won't do? As Stacey Brown of Signarama said, so much damage for so little benefit is not justified. In the interim, maintaining the IM zone and allowing for Permitted uses could spur market driven economic development. Certainly this is a small thing to ask, with great potential for a business community that will almost assuredly take the brunt of the Purple Line construction.

Sincerely,

Leonor Chaves

GL Business Liaison

Visit the New Brookville Rd Business District Directory [HERE](#)

Jobs & Services Where We Need Them

MCP-Chair

From: J. Gary DiNunno <dinunno@starpower.net>
Sent: Monday, February 15, 2016 3:07 PM
To: MCP-Chair; Valarie Barr
Subject: Public Hearing Draft of the Greater Lyttonsville Sector Plan
Attachments: Development Statement.docx

Attached is my submission to the public comments on the Public Hearing Draft of the Greater Lyttonsville Sector Plan. Thank you for your consideration.

J. Gary DiNunno

My Name is J. Gary DiNunno. I am a Washington, DC native and have lived in Montgomery County since 1950. I attended school from K through 12 at Sherwood in Sandy Spring, MD, Montgomery College in Takoma Park and the University of MD at College Park. My wife was also born in Washington, DC and moved to Summit Hills in 1960. For the past 47 years, my wife and I have lived within the affected area the Planning Board is now considering for redevelopment. We currently live on Richland Place, in Silver Spring, MD, where we have owned a home for the last 25 years.

Our two sons, now grown, attended local public schools. While our older son was at Woodside Elementary School, he became aware that he was different from his classmates. He asked, "Why am I the only one in class who speaks just one language (English)?" His classmates spoke at least two languages and some several more. We researched local language programs and were able to enroll both sons in the Spanish Immersion program at Rock Creek Forest Elementary. By the time they went to Westland Middle School, both were fluent speakers of Spanish. Our sons went on to local High Schools—one to BCC and the other to the magnet program at Blair and then to college.

I offer this story to demonstrate my commitment and that of my family to the area currently under your consideration. Some of the important issues that I feel will be adversely impacted should you approve such high density redevelopment as suggested in your current sector plan will be the family culture and diversity these neighborhoods currently enjoy. We are an ethnic, age, race, religious, and economic mix of people who live and work together with respect for others' life styles, traditions, and backgrounds. We should be a model for your development planning in other parts of the County, not a target for urbanization.

We are now a suburban oasis between downtown Silver Spring and Bethesda that should not be turned into a cityscape just because we are scheduled for a Purple Line station should that transit opportunity ever see fruition. The planned Lyttonsville Station may become a useful means for people to get to Bethesda or downtown Silver Spring, and return home. Although improving nearby roads and access paths to the station may be necessary, Lyttonsville does not have to become a travel destination for the station to be considered a success. People from Bethesda, Woodside, or Silver Spring (and beyond) will not likely come to Lyttonsville to shop, eat, go to movies or theater, or transfer to other modes of mass transport—all of which are already available among the high-rise buildings and public parking garages in the existing local downtown areas.

Adding thousands of residential units to the Rock Creek Forest-Lyttonsville-Rosemary Hills area through dense residential rezoning and proposing commercial development that might draw even more people and traffic congestion is neither desirable to the existing community residents nor to local businesses that thrive on B-t-B industrial services. The addition of so many new (and perhaps smaller) residential units—being considered in the development plan—is neither appropriate for the family culture, nor in tune with the long-term residency that the people of this community currently value. I strongly urge the Planning Board to reduce the area residential density rezoning to numbers that community members suggested during meetings with the Planning Board staff—FAR 1.5 in the western area of the sector redevelopment plan.

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,

BTig

RYAN TIGHE
LEONARD DENE

On the draft proposal of Greater Lyttonsville Sector Plan

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Signed,

Gregory M. Lee
2018 January 1st
Chry Chase, MD 20815

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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,

Colleen Roth 8004 Leonard Dr

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Barbara Swisher
Signed: [Signature] Printed Name: Eric Froede

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Barbara Swisher
Signed: [Signature] Printed Name: Eric Froede

We have to fight to keep some areas unconstructed and undeveloped because once it's built over, things never go back. Rock Creek is our neighborhood. Always - let's keep it! As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Philippe Cassiot
Signed: [Signature] Printed Name: Ardis Cassiot

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Philippe Cassiot
Signed: [Signature] Printed Name: Philippe Cassiot
Fight the concrete. Be green!!

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: AMY ISCHON
Signed: [Signature] Printed Name: BEN ISCHON

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: AMY ISCHON
Signed: [Signature] Printed Name: BEN ISCHON

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: David A. Lipton
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: David A. Lipton

Signed: _____ Printed Name: _____
Please preserve a small, undeveloped area which is a gathering place for those who live there. It is a summer home.

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Cover P. Carr Printed Name: Arline Packer

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

My entire family has used the pool for some 40 years & would be deeply aggrieved to lose the pool for me and children

I am reluctantly opposed to putting
As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan. *Montgomery County has already impounded the location of the property*

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

for this part of the community these people - benefit of a very few, many too much!

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Kathryn McConney Printed Name: Kathryn McConney

Signed: Joseph McGervey Printed Name: Joseph McGervey

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

The pool will not be sold to the county. The membership is strong and values the pool.

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: E.B. Myhre Printed Name: E.B. Myhre

Signed: _____ Printed Name: E.E. Myhre

We are happy to attend any meetings to show our support for the pool being removed from the plan

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Tiffany Lillie Printed Name: Tiffany Lillie
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Tiffany Lillie Printed Name: Tiffany Lillie
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: William B. Williams Printed Name: William B. Williams
Signed: Leanne H. Sherman Printed Name: Leanne H. Sherman

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

We would be devastated if we lost the pool. The pool is one of the reasons we moved comm. this yr!

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Greg Schneider Printed Name: Greg Schneider
Signed: Heather Schneider Printed Name: Heather Schneider
Our children learned how to swim here. It is a great family friendly place.

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Robin Yang Printed Name: Robin Yang
Signed: Joe Tate Printed Name: Joe Tate

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Robin Yang Printed Name: Robin Yang
Signed: Joe Tate Printed Name: Joe Tate

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Greg Keals Printed Name: Greg Keals
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Greg Keals Printed Name: Greg Keals
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Amy Carver Printed Name: Amy Carver
Signed: Rick Blum Printed Name: Rick Blum

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Afa Printed Name: _____
Signed: _____ Printed Name: _____
Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Jackie S. Levinson Printed Name: JACKIE S. LEVINSON
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Linda Mellon Printed Name: Linda Mellon
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____
Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Stephanie Miller Printed Name: Stephanie Miller

Signed: Daniel Miller Printed Name: Daniel Miller

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Mary Jo Goldberg Printed Name: MARY JO GOLDBERG

Signed: Joseph E. Goldberg Printed Name: Joseph E. Goldberg

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Mary Jo Goldberg Printed Name: MARY JO GOLDBERG

Signed: Joseph E. Goldberg Printed Name: Joseph E. Goldberg

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: L.H. Schaninger Printed Name: L.H. Schaninger

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: L.H. Schaninger Printed Name: L.H. Schaninger

Signed: Robert Schaninger Printed Name: Robert Schaninger

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Jeanine Smith Printed Name: Jeanine Smith

Signed: Bradford Smith Printed Name: Bradford Smith

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: John A. Koskinen Printed Name: John A. Koskinen

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: John A. Koskinen Printed Name: John A. Koskinen

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Anita Cooper Printed Name: Anita Cooper
Signed: Patricia Cooper Printed Name: Patricia Cooper

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Thomas J. Glethner, Jr. Printed Name: Thomas J. Glethner, Jr.

Signed: Karen B. Glethner Printed Name: Karen B. Glethner

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Sara Rhein Printed Name: Sara Rhein
Signed: Michael Rhein Printed Name: Michael Rhein

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Sara Rhein Printed Name: Sara Rhein
Signed: Michael Rhein Printed Name: Michael Rhein

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Brigitt Reed
Signed: [Signature] Printed Name: Jen Cromwell

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Brigitt Reed
Signed: [Signature] Printed Name: Jen Cromwell

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Just A. MATT
Signed: [Signature] Printed Name: William J. Burns

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Ernesto Solari
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Ernesto Solari
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Kathy Kircher

Signed: [Signature] Printed Name: Thomas A. Rose

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Kathy Kircher
Signed: [Signature] Printed Name: Thomas A. Rose

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Barbara B. Krampus Printed Name: Barbara B. Krampus

Signed: Joseph H. Krampus Printed Name: Joseph H. Krampus

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Andrew Genova Printed Name: Andrew Genova

Signed: CLAIRE GENOVA Printed Name: CLAIRE GENOVA

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Elizabeth Anderson Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Elizabeth Anderson Printed Name: Elizabeth Anderson

Signed: Robert Anderson Printed Name: Robert Anderson

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Loretta Shirey Printed Name: Loretta Shirey

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Loretta Shirey Printed Name: Loretta Shirey

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Joan Crowley Printed Name: Joan Crowley

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: David Ziskie Printed Name: DAVID ZISKIE

Signed: Cynthia Ziskie Printed Name: CYNTHIA ZISKIE

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

CAP DISTRICT

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Daphne Tange Printed Name: Daphne Tange

Signed: Alex Tange Printed Name: Alex Tange

2009 Spencer Blvd, Cherry Creek, CO 80015

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Amy Ritzko Warner Printed Name: Amy Ritzko Warner

Signed: Jeffrey Warner Printed Name: Jeffrey Warner

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Bridget Bean Printed Name: Bridget Bean

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Larry Williams Printed Name: Larry Williams

Signed: Kate Williams Printed Name: Kate Williams

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Kate Kelly Printed Name: KATE KELLY

Signed: Bernard Chavian Printed Name: BERNARD CHAVIAN

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Jacob Katz Printed Name: Jacob Katz

Signed: B. DelSard Printed Name: B. DelSard

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Jacob Katz Printed Name: Jacob Katz

Signed: B. DelSard Printed Name: B. DelSard

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Laurie Felderman Printed Name: Laurie Felderman

Signed: Jacob A. Felderman Printed Name: Jacob A. Felderman

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Margie Gillespie Printed Name: Margie Gillespie

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Fitz Airst Printed Name: Fitz Airst

Signed: Karla Hirst Printed Name: Karla Hirst

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Dawn Moffitt Printed Name: Dawn Moffitt

Signed: Dawn Moffitt Printed Name: Dawn Moffitt

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Dawn Moffitt Printed Name: Dawn Moffitt

Signed: Dawn Moffitt Printed Name: Dawn Moffitt

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Celia Byrne Printed Name: Celia Byrne

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Paul E. Teichert Printed Name: Paul E. Teichert

Signed: Nancy B. Teichert Printed Name: Nancy B. Teichert

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Lana Moriarty Printed Name: LANA MORIARTY

Signed: Garner Woodall Printed Name: GARNER WOODALL

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Cecile Woodson Printed Name: CECILE WOODSON

Signed: Michael Shuman Printed Name: Michael Shuman

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Cecile Woodson Printed Name: CECILE WOODSON

Signed: Michael Shuman Printed Name: Michael Shuman

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Michael C. Sloan Printed Name: Michael C. Sloan

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Jackson Coppley Printed Name: JACKSON COPPLEY
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Jason D. Kahn Printed Name: Jason D. Kahn
Signed: EFFIE SHU Printed Name: EFFIE SHU

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: David Jacobs Printed Name: David Jacobs
Signed: Shana Jacobs Printed Name: Shana Jacobs

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: David Jacobs Printed Name: David Jacobs
Signed: Shana Jacobs Printed Name: Shana Jacobs

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Katrina Stern Printed Name: Katrina Stern
Signed: Paul Stern Printed Name: Paul Stern

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Sia Rose-Robinson Printed Name: Sia Rose-Robinson

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Sia Rose-Robinson Printed Name: Sia Rose-Robinson

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Dorothy Brown Printed Name: Dorothy Brown

Signed: David Sacks Printed Name: DAVID SACKS

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Katharine Dickerson Printed Name: Katharine Dickerson

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Katharine Dickerson Printed Name: Katharine Dickerson

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Brian Finch Printed Name: BRIAN FINCH

Signed: Lori Finch Printed Name: LORI FINCH

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Elizabeth Sadoff Printed Name: Elizabeth Sadoff
Signed: Jared Sadoff Printed Name: Jared Sadoff

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Susan S. Bone Printed Name: Susan S. Bone
Signed: Phyllis Bone Printed Name: Phyllis Bone

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Linda Greenwald Printed Name: Linda Greenwald
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Norman Kahn Printed Name: Norman Kahn
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Susan Levin Printed Name: Susan Levin
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Susan Levin Printed Name: Susan Levin
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Marcel Priesner Printed Name: Rachel Brecken

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Marcel Priesner Printed Name: Marcel Priesner

Signed: Paula Priesner Printed Name: Paula Priesner

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: John F. D. Printed Name: Cecilia M. Feldman

Signed: John C. Feldman Printed Name: John C. Feldman

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Richard Schlegel Printed Name: Richard Schlegel

Signed: Richard Schlegel Printed Name: Richard Schlegel

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Catherine Melburn Printed Name: Catherine Melburn Dunn
Signed: John M. Dunn Printed Name: JOHN DUNN

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Paul D. Hodgson Printed Name: Paul D. Hodgson
Signed: Jessie S. Park Printed Name: Jessie S. Park

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Eric W. Warburton Printed Name: Eric W. Warburton
Signed: Ed W. Warburton Printed Name: Ed W. Warburton

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Hunter Warburton Printed Name: Hunter Warburton
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: Jennifer Backus
Signed: Ed Printed Name: Ed

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Jennifer Backus Printed Name: Jennifer Backus
Signed: Ed Pagano Printed Name: Ed Pagano

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Theresa Bryan
Signed: [Signature] Printed Name: Kara Parnellee

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Theresa Bryan
Signed: [Signature] Printed Name: Kara Parnellee

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: James P. Kiefer
Signed: [Signature] Printed Name: ARNOLD F. KIEFER

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: KARIE McMICKLE
Signed: [Signature] Printed Name: Sam McMickle

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: J. Mather
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: J. Mather
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: STEPHEN MIKOLASH

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: STEPHEN MIKOLASH

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Susan S. DeLaTorre

Signed: [Signature] Printed Name: Robert DeLaTorre

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: James K. Gordon

Signed: [Signature] Printed Name: Diane G. Gordon

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Marissa Koengs

Signed: _____ Printed Name: Craig Koengs

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Elizabeth D. Wise

Signed: [Signature] Printed Name: Jane L. Douglas

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Joan Le Beauant

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Peter Cunn

Signed: [Signature] Printed Name: JULIE COAN

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: James H. Hines

Signed: [Signature] Printed Name: Lisa Hines

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: John M. Richardson Printed Name: John M. Richardson

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Wanda Davey Printed Name: Wanda Davey

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Kathy Searbeck Printed Name: Kathy Searbeck

Signed: Timothy J. Macan Printed Name: Timothy J. Macan

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Lee Mayer Printed Name: Lee Mayer

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: EM Sadi Printed Name: Elizabeth Sadi

Signed: Mohammed Sadi Printed Name: Mohammed Sadi

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: EM Sadi Printed Name: Elizabeth Sadi

Signed: Mohammed Sadi Printed Name: Mohammed Sadi

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Stephan Ladisch Printed Name: Stephan Ladisch

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Stephan Ladisch Printed Name: Stephan Ladisch

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Susan L. King Printed Name: Susan L. King

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Susan L. King Printed Name: Susan L. King

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: EVA SANTORINI Printed Name: EVA SANTORINI

Signed: H. Christian Pestalozzi Printed Name: H. CHRISTIAN PESTALOZZI

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: MARC BLAUENSTEIN Printed Name: MARC BLAUENSTEIN

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: MARC BLAUENSTEIN Printed Name: MARC BLAUENSTEIN

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Colleen Meiman Printed Name: Colleen Meiman

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Kym Hurley Printed Name: Kym Hurley

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Karna Kimpel Printed Name: Karna Kimpel

Signed: Scott Kimpel Printed Name: Scott Kimpel

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Mueli Martz Printed Name: SHELIA MARTIN

Signed: David Dwyer Printed Name: DAVID DWYER

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

* As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Susan Roth Printed Name: Susan Roth

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Susan Treppe Printed Name: Susan Treppe

Signed: Josh Treppe Printed Name: Josh Treppe

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: Janette Smith

Signed: George Berger Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: Kenisha Smith

Signed: George Berger Printed Name: George Berger

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Judith Fier-Helfman

Signed: [Signature] Printed Name: Jake Fier-Helfman

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Susan Kaufman

Signed: [Signature] Printed Name: Lawrence P. McLaughlin

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Newton Keady

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Brian Tarry

Signed: [Signature] Printed Name: Eliza Tarry

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Michele Pasornet Printed Name: Michele Pasornet
Signed: Jim Pasornet Printed Name: Jim Pasornet

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Michele Pasornet Printed Name: Michele Pasornet
Signed: Jim Pasornet Printed Name: Jim Pasornet

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Sarah M Sherry Printed Name: Sarah M Sherry
Signed: Timothy A Mack Printed Name: Timothy A Mack

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Erica Murphy Printed Name: Erica Murphy
Signed: John Latino Printed Name: John Latino

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Merry Bruns Printed Name: MERRY BRUNS
Signed: Mike Bray Printed Name: MIKE BRAY

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Merry Bruns Printed Name: MERRY BRUNS
Signed: Mike Bray Printed Name: MIKE BRAY

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Charlotte Reddick

Signed: [Signature] Printed Name: Thomas E Reddick

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: LEONARD R. BROWN

Signed: [Signature] Printed Name: MARSHALL R. BROWN

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: LISA GANNIN

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: LISA GANNIN

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: GARY SAPIERSTEIN

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: GARY SAPIERSTEIN

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Evan Synkovic
Signed: Mary A Synkovic Printed Name: Mary A Synkovic

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Sharon Light
Signed: [Signature] Printed Name: Gordon Van Emden

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

CAPITAL INVESTMENT BANK
As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Gerry Ellsbury Jr
Signed: [Signature] Printed Name: Sasha Ellsbury

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Sasha Ellsbury
Signed: [Signature] Printed Name: Gerry Ellsbury Jr

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Leif Ulstrup
Signed: [Signature] Printed Name: Julia Ulstrup

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Mary Proshinski Printed Name: Mary Proshinski
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Mary Proshinski Printed Name: Mary Proshinski
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Yee Printed Name: Glen Bernake
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Yee Printed Name: Glen Bernake
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Sheryl Frank Printed Name: Sheryl Frank
Signed: Michael Stempel Printed Name: Michael Stempel

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Sheryl Frank Printed Name: Sheryl Frank
Signed: Michael Stempel Printed Name: Michael Stempel

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: T.O. Jones Printed Name: TIM HEALY
Signed: Susan R. Healy Printed Name: SUSAN HEALY

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Laura T Cisen Printed Name: Laura T Cisen

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Barbara Richardson Printed Name: Barbara Richardson

Signed: John Wolf Printed Name: John Wolf

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Suzanne Murley Printed Name: SUZANNE MURLEY

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Suzanne Murley Printed Name: SUZANNE MURLEY

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Nancy Hatt Printed Name: Nancy Hatt

Signed: Nancy Hatt Printed Name: Nancy Hatt

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Nancy Hatt Printed Name: Nancy Hatt

Signed: Nancy Hatt Printed Name: Nancy Hatt

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: William L. Keating III
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: William L. Keating III
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Marie Pennanen
Signed: [Signature] Printed Name: Kevin Pennanen

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Marie Pennanen
Signed: [Signature] Printed Name: Kevin Pennanen

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Paul Vance Hyndman
Signed: [Signature] Printed Name: Kathleen Hyndman

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

CAP DISTRICT

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: NOAM NEUSNER
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: NOAM NEUSNER
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: William Roberts Printed Name: Barbara Roberts
Signed: William Roberts Printed Name: William Roberts

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Anna Kure Printed Name: Laura Penues
Signed: Steve Hebermann Printed Name: Steve Hebermann

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Am Miranda Coover Printed Name: Am Miranda Coover
Signed: Isabelle Printed Name: Isabelle

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Metese-d'Hospital Printed Name: Am Miranda Coover
Signed: Metese-d'Hospital Printed Name: Isabelle
Signed: Guendalina Grifflitas

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Joseph Clayton Printed Name: Joseph Clayton
Signed: USA Alexander Printed Name: USA Alexander

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: MM Silvia Printed Name: STEPHEN SILVIA
Signed: Michelle M. Silvia Printed Name: Michelle M. Silvia

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: MM Silvia Printed Name: STEPHEN SILVIA
Signed: Michelle M. Silvia Printed Name: Michelle M. Silvia

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Robert G. Pickrell Printed Name: Robert G. Pickrell
Signed: Robert G. Pickrell Printed Name: Robert G. Pickrell

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Joan M. Mathys Printed Name: Joan M. Mathys
Signed: Joan M. Mathys Printed Name: Joan M. Mathys

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Joan M. Mathys Printed Name: Joan M. Mathys
Signed: Joan M. Mathys Printed Name: Joan M. Mathys

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Stephanie M. Mathys Printed Name: Stephanie M. Mathys
Signed: Stephanie M. Mathys Printed Name: Stephanie M. Mathys

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Stephanie M. Mathys Printed Name: Stephanie M. Mathys
Signed: Stephanie M. Mathys Printed Name: Stephanie M. Mathys

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Delia Welsh

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Delia Welsh

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Annette Hilliard

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Anna Bard

Signed: [Signature] Printed Name: Dave Bard

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Anna Bard

Signed: [Signature] Printed Name: Dave Bard

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Ronald Kendall

Signed: [Signature] Printed Name: Jennifer Kendall

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Ronald Kendall

Signed: [Signature] Printed Name: Jennifer Kendall

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Katherine C. Ferrall Printed Name: KATHERINE BRADLEY-FERRALL

Signed: Lorraine Bradley-Ferrall Printed Name: LOBBE BRADLEY-FERRALL

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Kathleen Bradley-Ferrall Printed Name: KATHERINE BRADLEY-FERRALL

Signed: Lorraine Bradley-Ferrall Printed Name: LOBBE BRADLEY-FERRALL

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Sharon Winnick Printed Name: Sharon Winnick

Signed: Michael Winnick Printed Name: Michael Winnick

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Mary C. Feller Printed Name: _____

Signed: Mary C. Feller Printed Name: Mary C. Feller

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Howard Schwartz Printed Name: Howard Schwartz

Signed: Nancy Pendergast Printed Name: Nancy Pendergast

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Howard Schwartz Printed Name: Howard Schwartz

Signed: Nancy Pendergast Printed Name: Nancy Pendergast

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Michael Nash Printed Name: Michael Nash
Signed: Robin Landsman Printed Name: Robin Landsman

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Michael Nash Printed Name: Michael Nash
Signed: Robin Landsman Printed Name: Robin Landsman

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Joel Seltzer Printed Name: Joel Seltzer
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Barbara Geisler Printed Name: Barbara Geisler
Signed: Edwin Geisler Printed Name: Edwin Geisler

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Joan B Siegel Printed Name: Joan B Siegel
Signed: Mark J Siegel Printed Name: Mark J Siegel

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Joan B Siegel Printed Name: Joan B Siegel
Signed: Mark J Siegel Printed Name: Mark J Siegel

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Anne Himmelfarb
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Michael L. Starnes
Signed: [Signature] Printed Name: AURA GOWNE-SIGARION

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Ann Robinson
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Roy H. Ashby
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: [Signature]
Signed: [Signature] Printed Name: Elizabeth N. King

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

CAP DISTRICT

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Andrew Guntan

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: MICHAEL SALOMON

Signed: [Signature] Printed Name: AMY SALOMON

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Robert C. Weissler

Signed: [Signature] Printed Name: Carol Miasloff

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: LAUREN G. GARDNER

Signed: [Signature] Printed Name: Linda G. GARDNER

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Anna Zeklin Printed Name: Anna Zeklin

Signed: Peter S. Gray Printed Name: Peter S. Gray

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Helen Blank Printed Name: Helen Blank

Signed: Martin Blank Printed Name: Martin Blank

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: George M. Watson, Jr. Printed Name: George M. Watson, Jr.

Signed: Nancy Watson Printed Name: Nancy Watson

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Sharon Wadsworth Printed Name: Sharon Wadsworth

Signed: Sharon Wadsworth Printed Name: Sharon Wadsworth

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Sharon Wadsworth Printed Name: Sharon Wadsworth

Signed: Sharon Wadsworth Printed Name: Sharon Wadsworth

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Judith E. McDonald Printed Name: Judith E. McDonald
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Judith E. McDonald Printed Name: Judith E. McDonald
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Amy Davies Printed Name: AMY DAVIES
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Carol Green Printed Name: Carol Green
Signed: Jay Green Printed Name: Jay Green

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Michael Mansak Printed Name: Michael Mansak
Signed: Rebecca Mansak Printed Name: Rebecca Mansak

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Chris Printed Name: Courtney Freeman

Signed: Will Freeman Printed Name: Will Freeman

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Colleen McCallen Printed Name: Colleen McCallen

Signed: Adam J. Costes Printed Name: Adam J. Costes

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Catherine Crank Printed Name: Catherine Crank

Signed: D. Britt Reynolds Printed Name: D. Britt Reynolds

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Catherine Crank Printed Name: Catherine Crank

Signed: D. Britt Reynolds Printed Name: D. Britt Reynolds

CAP DISTRICT

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: A. Alekslovsky Printed Name: A. Alekslovsky

Signed: B. Alekslovsky Printed Name: B. Alekslovsky

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Alexander Alekslovsky Printed Name: Alexander Alekslovsky

Signed: Brigitte Alekslovsky Printed Name: Brigitte Alekslovsky

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Kristin A O Kiser Printed Name: Kristin A O Kiser

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Vicki Lipon Printed Name: VICKI LIPON

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Karen A. Hinkley Printed Name: Karen A. Hinkley

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Mary Griffin Printed Name: MARY GRIFFIN

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Daniel P. Brondt Printed Name: Daniel P. Brondt

Signed: Tania Brondt Printed Name: Tania Brondt

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Edward A. Guebel Printed Name: _____

Signed: Amy Guebel Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Edward A. Guebel Printed Name: Edward A. Guebel

Signed: Amy Guebel Printed Name: Amy Guebel

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Heather Previn Printed Name: HEATHER PREVIN

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Heather Previn Printed Name: HEATHER PREVIN

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Marian Molinaro Printed Name: Marian Molinaro

Signed: Thomas Molinaro Printed Name: Thomas Molinaro

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Marian Molinaro Printed Name: Marian Molinaro

Signed: Thomas Molinaro Printed Name: Thomas Molinaro

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Michael Maxson Printed Name: Michael Maxson

Signed: Jon Tepper Printed Name: Jon Tepper

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Jy Printed Name: Jennifer Grayson

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Les Kitchman Printed Name: LES KITCHMAN

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Les Kitchman Printed Name: LES KITCHMAN

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Billie Jean Benson Printed Name: Billie Jean Benson

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Katherine Burke Printed Name: Katherine Burke

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Christopher Nee Printed Name: Christopher Nee

Signed: Becky O'Brien Printed Name: Becky O'Brien

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Stefanie Walkin Printed Name: Stefanie Walkin

Signed: Russell Walkin Printed Name: Russell Walkin

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Robert Felt Printed Name: Robert Felt

Signed: Greg Felt Printed Name: Greg Felt

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Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

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Signed: Francie Woltz Printed Name: FRANCIE WOLTZ

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

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Signed: Maria P. Baechli Printed Name: Maria P. Baechli

Signed: Federico Baechli Printed Name: Federico Baechli

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Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Steve Likens Printed Name: Steve Likens

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Richard Burr Printed Name: Richard Burr

Signed: _____ Printed Name: _____

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Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

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Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Katherine Bradley Printed Name: Katherine Bradley

Signed: Neil Bradley Printed Name: Neil Bradley

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Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Lisa Elkin-Feldman Printed Name: Lisa Elkin-Feldman

Signed: Seth Feldman Printed Name: Seth Feldman

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: Cheryl Troy Printed Name: Cheryl Troy

Signed: _____ Printed Name: _____

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Signed: _____ Printed Name: _____

Signed: _____ Printed Name: _____

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Signed: Patricia Darrish Printed Name: Patricia Darrish SN/10-10

Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: David A. Binkley Printed Name: DAVID BINKLEY

Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: STACY GOLD
Signed: [Signature] Printed Name: Tim Gold

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: STACY GOLD
Signed: [Signature] Printed Name: Tim Gold

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Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: LINDY BEARNS
Signed: _____ Printed Name: _____

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: ELLEN EPSTEIN
Signed: _____ Printed Name: DAVID EPSTEIN

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: DAVID EPSTEIN
Signed: [Signature] Printed Name: ELLEN EPSTEIN

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Signed: _____ Printed Name: _____
Signed: _____ Printed Name: _____

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: Laura Gehl
Signed: [Signature] Printed Name: Ryan L Gehl

As an owner of Rock Creek Pool, Inc., the property is not for sale. Please remove all reference to the Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: [Name]

Signed: [Signature] Printed Name: [Name]

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Signed: [Signature] Printed Name: [Name]

Signed: [Signature] Printed Name: [Name]

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Signed: [Signature] Printed Name: [Name]

Signed: [Signature] Printed Name: [Name]

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Signed: [Signature] Printed Name: [Name]

Signed: [Signature] Printed Name: [Name]

CAP DISTRICT

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Signed: [Signature] Printed Name: [Name]

Signed: [Signature] Printed Name: [Name]

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Signed: [Signature] Printed Name: [Name]

Signed: [Signature] Printed Name: [Name]

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Signed: [Signature] Printed Name: [Name]

Signed: [Signature] Printed Name: [Name]

As a community member who uses Rock Creek Pool, please remove all reference to Rock Creek Pool property as a potential school site from the Greater Lyttonsville Sector Plan.

Signed: [Signature] Printed Name: [Name]

Signed: [Signature] Printed Name: [Name]

MCP-CTRACK

From: jean2poodles <jean2poodles@gmail.com>
Sent: Tuesday, February 09, 2016 8:20 PM
To: MCP-Chair
Subject: Feb 11 testimony, Industrial area

RECEIVED
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FEB 10 2016

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

My name is Jean Redmond. I own a business on Garfield Ave.

I'm actually pretty happy with all the work you've done. After a rough start with the business community, we all learned how to communicate efficiently and effectively. Thank you.

(I also live in the community in a single family home backing up to Rollingwood. I like that part of the plan, too.)

I'll make this very short because I won't be able to attend the meeting.

Briefly, as I'm sure others will talk about the following points, any residential in the business community seems unnecessary and damaging. Especially crossing right into the business community at the corner of Brookville Road and Garfield Ave.

- 1) There is tons of amped up residential planned in the already residential neighborhoods.
- 2) Residential doesn't fit well in the business community according to both studies commissioned by zoning.
- 3) The business community is profitable and stable, and residential tends to destabilize according to one or both of those same studies.
- 4) The noise, trucks, sirens, and all night nature of the industrial area will not marry with residential. Spend one night there, and you won't want to live there.
- 5) For some reason, industrial zones are considered blank slates. They aren't. They contain all those businesses and services needed to keep our homes, cars, and lives running smoothly. Plumbers, electricians, car mechanics, tow yards, landscapers and many other important services need to be zoned industrial. If these industrial zones are chipped at and moved away, there will be unhappy consequences. Everything you need or want done will be less convenient, take longer, and be more expensive.

To focus on number 3: I personally know of a few Jim Dandy ideas for businesses on hold pending the residential encroachment, including a restaurant/sandwich Marvelous Market sort of place, a hamburger/sausage carry out operation, a food truck kitchen, and a garden and plant store/nursery. These and indeed other ideas are floated around by business owners because we are, after all, entrepreneurs, but no one wants to mess with the threat of residential.

Thank you for listening.

Jean Redmond

Sent from my iPhone

MCP-CTRACK

From: Christine Burgess <christinemburgess@gmail.com>
Sent: Wednesday, February 10, 2016 7:07 AM
To: MCP-Chair
Subject: Public Comment on Lyttonsville Planning Draft

To Whom It May Concern,

As residents of Woodside and Silver Spring, we are very supportive of many of the elements of the Lyttonsville Planning Draft. We are extremely supportive of plans to increase the walkability of the community. Generally, increasing pedestrian and bike access to an area increases an area's sense of community, ultimately making it a good place to live and do business. We also see an opportunity for redevelopment around the stations that is focused on best practices for mixed-use development.

Currently, inadequate and missing sidewalks discourage walking and cycling in parts of our community. Significantly, pedestrian connections across major corridors, such as 16th street, are lacking in key locations.

We have the following specific comments on the draft plan organized by page number:

Page 23 – Proposed Zoning

We are in favor for mixed use zoning by the station. **Mixed use** would provide residences with the opportunity to build a community while having access to shopping etc.

Page 42 –

Your plan for 16th street is wonderful! Having a separated bike lane will make it much safer for a large number of bikers to access businesses in the area. This will also minimize the perceived separation of Lyttonsville with Woodside as 16th street is currently not easy to cross as a biker or as a walker. The increased greener is also so valuable. Even at rush hour, 16th does have excess capacity and this plan is a wonderful way to make use of that. Generally, the increase in bike lanes, separated bike lanes, and sidewalks are very positive in the plan.

Page 72 –

Creating an enhanced crossing on 16th street would help better connect communities on both sides of 16th street.

Sincerely,

Christine Burgess and Lenny Tinker

1605 Wilson Place Silver Spring 20910

MCP-CTRACK

From: Joel Teitelbaum <joelanthro2@gmail.com>
Sent: Wednesday, February 10, 2016 10:13 AM
To: MCP-Chair
Subject: My Individual Testimony on Greater Lyttonsville Sector Plan

To: All M-NCPPC Planning Board Commissioners. Feb 10, 2016

From: Joel M. Teitelbaum, Residential Family Homeowner
2228 Richland Street, Silver Spring, MD. 20910 Tel. 301-589-2340. E-mail Address: joelanthro2@gmail.com

Please Accept, Review, and Reply to: My Written Testimony (in Tandem with my Oral Testimony) for February 11, 2016 Public Hearing on the Greater Lyttonsville Sector Plan - accepted for Review by Planning Board December 18, 2015.

My Public Hearing Theme: "WE ARE ALL LYTTONSVILLERS".

COMMISSIONERS: Please either reject outright and make major reductions agreeable to our residential community, for very excessive Densification/Over Re-Zoning planned for 3 residential neighborhoods in RESIDENTIAL DISTRICT #2 in 'final' Working Draft of the Greater Lyttonsville Sector Plan. These entirely residential neighborhoods are: Lyttonsville; Rosemary Hills; a portion of Rock Creek Forest neighborhood inside this problematic Sector Plan's arbitrary boundary lines.

A. The most recent 2010 U.S. Census describes the population of Residential District #2 as containing about 2000 souls. Greater Lyttonsville Sector Plan's densification Agenda for this small Western Segment residential area does not take this data into account. Its recommended large-scale redevelopment is wholly inappropriate to our Statutory status as community of three SUBURBAN neighborhoods. [The much larger apartment complexes along 16th Street Extended corridor contain 6000+ occupants in District #1 which need to be treated separately from District #2]. Using scientifically unacceptable method the Demographics Chapter of this Sector Plan describes only crudely AVERAGED data-points (percentages) across the Sector's total population. Demographic Chapter frequencies and bar-graphs fail to show distinctly different characteristics of these two disparate residential area populations. The far smaller number of people residing in District #2 comprise mostly families with/without children dwelling in single family homes or in large single family apartments. Our local residents' familial nature is buried by the falsified averaging with a three times larger population of District #1 comprised mainly of apartment-renting single younger adults/few children whose characteristics dominate mistaken findings in this Sector Plan.

A pattern of in-attention to the facts courses through much of the current 'long-range' planning approach by M-NCPPC. A year ago senior planners announced that Montgomery County will experience a 40% increase in total population by 2040. They used this alarming figure to justify a pressing need for very large 'planned' densification within several new Sector Plan projects including the Greater Lyttonsville Sector Plan.

Planners (and the Planning Board Chair) said they based rapid population growth predictions on key computer model studies by a George Mason University Regional Research Center - which forecast a 40% increase in Metro-Area new jobs over the same time period - NOT a 40% population rise in our County!

In 2015, the George Mason U. Center severely down-graded its Metro-Area jobs forecast. Meanwhile, the State of Maryland - using well-established U.S. Census projections calculated that population of Montgomery County will increase approximately 17% between 2015 and 2040 - less than half the figure publicly announced by M-NCPPC leaders!

Evidently, there is a crucial disconnect in these two population predictions. Lately, M-NCPPC Planning Board Chair stated publicly that Montgomery County population growth rate is an "anemic" (sic) 22% projected to 2035. This much lower than before, but substantially higher than the Maryland State figure for Montgomery County over similar time-frame.

M-NCPPC population data projections need to focus on real accuracy so Master and Sector Plans can depend on them with confidence.

Using fallacious Demographic methods despite repeated requests by community members to analyze each District's population independently, this Sector Plan's Demographic results yield false, highly misleading population frequencies, then compare the wrong Sector frequencies to the averaged population characteristics of Montgomery County residents. No competent demographer would prepare such inadequate set of Demographics findings. [When challenged, Planning staff said AFTER this Sector Plan is approved they intend to perform a correct Demographic analysis even though the Sector Plan uses its Demographics 'drive' very high density housing redevelopment FARs]. Accurate demographic data and analysis is essential to projecting new apartment growth. Please instruct Sector Planners to use statistically accurate data in assessing growth for long-term (20+ year) Sector Plan.

[Note: I have frequently recommended to Sector Plan Team staff, to the Planning Board Chair and some Commissioners that Planning Department promptly hire and utilize an expert demographer, problematic ally so far to no avail].

B. A partial outcome of error-ridden population analyses for Montgomery County and Demographic Chapter, the 'final' Greater Lyttonsville Sector Plan makes recommendations that are grossly incompatible with our modest suburban residential community size and composition of households. My family moved here/remain in our home for nearly 4 decades because of the local well-integrated community - racially, ethnically and socio-economically way of life. We are part of a fine Majority-Minority community. But, the Sector Plan simply lacks any hint of our demographic conditions and progressive quality-of-life. The Sector Plan does not contain an Environmental Justice study required by Federal Law for new development projects linked too Federally-funded Transit Projects. I request and strongly recommend this Planning Board seek expert Legal Counsel and then contract/purchase an Environmental Justice Study by Census-skilled demographers. (See below).

This Sector Plan also ignores shared Residential District #2 families' desire for high quality public education of children in B-CC High School Cluster - which it puts at risk by avoiding issues of possible redistricting due to a potentially large rise in number of children living here when more density is created. This conflicts with Montgomery County's good check-and-balance democratic government and positive political-social system. In fine, this poorly designed and unacceptable Sector Plan does not fulfill necessary quality of life and Environmental Justice goals in its presentation to the Planning Board. I base this assessment on available Sector Plan information to-date. It also misses the adverse impacts on vehicular street and road congestion that large-scale redevelopment will bring, claiming that new bike lanes and availability of Light Rail will solve all that. Not very likely, given real-world conditions of roadways.

C. I must object - with real concern - to G.L. Sector Plan's 'sneak-through' re-zoning techniques aimed at 'forcing' excessive redevelopment by private Real Estate owners in Residential Area - District #2. Garden Apartment complexes [located on a few blocks constituting all of Lyttonsville Road in the middle of our existing residential areas] were improperly re-zoned for taller buildings with much smaller units, overwhelming and replacing existing Apartments containing larger family-sized units that are moderately-priced and/or subsidized rentals. I oppose the Sector Plan's last-minute insertion of thousands of square feet of commercial/retail space - via CRT Rezoning of Lyttonsville Apartments that is wrongly combined with Light Industrial zoned land-uses. These Light Industrial land plots closer to Brookville Road should be re-zoned separately from Residential District #2.

Specific to the Lyttonsville neighborhood, an egregious and wrong-headed redevelopment proposal in the Sector Plan has newly concocted SITE 8A. Sector Planners 'carved out' one part of Lyttonsville residential neighborhood at the very last minute in November 2015 and inserted it into a new District #3 where only CRT Re-zoning is applied. This major modification was slipped into a last-minute rewrite of previously published, well-understood Draft Sector Plans. New District #3 was first revealed publicly only weeks before Sector Plan's 'final' version was presented to Planning Board in Dec. 2015, a real fault.

Now called the "Lyttonsville-Brookville Road Station Area" - District #3 was created WITHOUT required notifications, public explanations, or collaborative efforts with the Lyttonsville Civic Association or residential/business community members. I request the Planning Board eliminate Sector Plan District #3 [the "Lyttonsville-Brookville Road Station Area"]

and restore both apartments (and much lower FARs) to Residential Area, District #2 to historical Lyttonsville residential neighborhood.

This newly concocted Working Draft SITE 8A presented to the Planning Board on December 18, 2015 purports to be a long-term (29+ years) field study. But process problems and highly evasive behavior by Planners with community fail in this goal.

This 'district boundary' change at the last minute required that extracting part of the Lyttonsville residential neighborhood and transferring it improperly into the District #3 'Station Area'. Occupants of two existing Lyttonsville apartments (plus a smaller plot) were then "recombined" with nearby plots of Light Industrial-zoned, business-use land right next to the Georgetown Branch Trail. Sector Planners used this highly questionable device to insert much higher CRT FARs on the improperly re-consolidated differently zoned properties - by creating a notional Site 8A. Site 8A is reconfigured as a larger expanse site for maximal new 'redevelopment' as if it were a single conforming plots of land, which it is not. Please reject.

D. These Working Draft changes are an unnecessary rewrite of the Greater Lyttonsville Sector Plan. Please take note, that when challenged on District #3 land transfer by neighborhood Civic Association leaders and residents in November 2015, Sector Planners claimed (falsely) that these two Lyttonsville apartments "had always been part" of a (never discussed with community) Light Rail "Station Area"/AKA the Sector Plan's which Planners have now renamed as the "Emerging Center". These last-minute changes were published only at the end of a badly flawed Sector Planning process, and then 'sprung' on our very surprised community! Despite our written and oral objections in November, the new District #3 "Station Area" was presented UNCHANGED to Planning Board as part of a 'long-term' Greater Lyttonsville Sector Plan + attached Errata. This drastic change in land-use is an inexcusable misuse of power.

The two residential apartments located on residentially-zoned land that were shifted into a new and incompatible Site 8A are:

- 1) Friendly Gardens - a cluster of Garden Apartments on Lyttonsville neighborhood land is owned and operated by a Quaker Church (Society of Friends) board of directors. It provides subsidized housing for low income families, many of whom were displaced during the Federally-assisted positive transformation of traditionally African-American Lyttonsville community in the 1960's - providing many new homes with running water and sewer and paved streets. This upgrading of a long-neglected local neighborhood well befits Montgomery County's progressive and equity-oriented actions on behalf of its existing family residents. It stands in strong contrast with careless over-development proposals in this new Sector Plan.
- 2) Claridge House - a high-rise apartment block at the corner of Lyttonsville Road directly adjacent to Friendly Gardens that was also built on Lyttonsville residential land since the 1960's.

Historically, these two rental apartment complexes were approved by Montgomery County and replaced previously occupied residences of Lyttonsvillers. Both apartment owners and rental residents are ongoing members of the historically African-American Lyttonsville neighborhood which has since achieved well-integrated racial and ethnic diversity, as well as public health and educational advancement for residents. Lyttonsville's previously cruel history of long-term exploitation and racial Segregation was replaced by positive Integration beginning in the 1950's and 60's, along with infrastructure improvements. Lyttonsville's ongoing success ever since the 1960's has inspired our modern community's name: "Greater Lyttonsville"! The three small suburban neighborhoods that surround Lyttonsville-Rosemary Hills Local Park and the Gwendolyn Coffield Community Recreation Center (built in Year 2000) have joined into unified suburban community.

E. As mentioned above, we form a Majority-Minority residential community [according to the U.S. Census] that Federal Law (and Maryland State regulations) mandate perform a formal "Environmental Justice" FTA approved study where and when a new federally-related Transit Project is planned. The Purple Line Project Final Environmental Impact Statement [FEIS] was prepared to fulfill this clear "Environmental Justice" mandate. Any new land-use redevelopment [including Transit-Oriented Development] around a Federally-funded Transit project also requires a thorough

Environmental Justice study showing minimization, mitigation, and compensation for all adverse development impacts such as high-density apartment plans in order to meet Federally (and State) required standards.

Yet, the Greater Lyttonsville Sector Plan - as presented to the Planning Board TOTALLY ignores this essential Environmental Justice requirement for a U.S. Census determined Majority-Minority communities like ours. The Purple Line Project's approved Final Environmental Impact Study [FEIS] determined this is the case. Sector Planners have been advised by community members to consult the FEIS/attachments and prepare a demographically accurate Environmental Impact Statement (EIS) based on demographic and social facts.

F. Prior published drafts placed all single family and apartment neighborhoods within the Sector Plan's Residential District #2, bounded by East-West Highway on the South; Grubb Road on the West; Leonard Drive and CSX Railroad on the East; and backs of apartments facing south along Lyttonsville Road, then continuing north of Kansas Ave to west side of the CSX tracks. All parts of Lyttonsville neighborhood belonged to District #2. Please assure residents District #2 will be made whole again.

The newly 'revised' Greater Lyttonsville Sector Plan tore off a segment of the Lyttonsville residential neighborhood from Residential District #2; residential plots were transferred it into a reconfigured Sector Plan, termed District, #3, and given a new title: LYTTONSVILLE/BROOKVILLE ROAD STATION AREA", AKA, Sector Plan's last-minute notion - "EMERGING CENTER".

I object to undisclosed insertion of an 'Emerging Center' in the Sector Plan, and ask the Planning Board to remove it. It lacks any reasonable rationale and has not been community vetted.

I request the Planning Board reverse the 'expropriation' of residential Lyttonsville apartment buildings and land by Sector Planners using a new-fangled AGENDA of DENSIFICATION. This AGENDA also drove last-minute creation of the so-called "Station Area-District #3" that misuses CRT Re-zoning codes to achieve excessive mixed-use high Density on existing residential neighborhood properties: Please totally eliminate 'Station Area - District #3 - from the G.L. Sector Plan.

The two Lyttonsville apartments (and other existing apartment complexes along Lyttonsville Road) re-zoned as CRT land for Mixed commercial and residential uses were subjected to this unfair transfer at the very last minute. Their residential zoning (R or CRN) for all previous Sector Plan publications that Planners shared with the Lyttonsville Civic Association and linked Civic Association leaders in Rosemary Hills and Rock Creek Forest. District # 2 Residential Area boundaries were presented by Sector Planners at public meetings for community residents and included the entire Lyttonsville neighborhood. Last minute removal of one part of Lyttonsville from Residential District #2, transferred to "Station Area" District #3, was NOT publicly communicated by Sector Planners despite ample opportunities to share it with us during Sector Plan "Office Hours" at Coffield Community Center on September 22nd and October 18th, 2015, and subsequently].

The Greater Lyttonsville Sector Plan Team's sheer misuse of CRT re-zoning and its transfer of Lyttonsville residentially-zoned apartment land to mixed-use in SITE 8A - with much higher FARs - is untenable. I insist that the Planning Board reverse this mishandled action once and for all. Please return land owned by both apartments to Lyttonsville neighborhood and reinstate them with far lower density residential zoning.

G. OVERALL, the Greater Lyttonsville Sector Plan emerges as a series of repetitious serious defects and faulty designs largely based on currently fashionable Urban Planning IDEOLOGY advocated by a NEW URBANIST movement which (it seems) grossly altered the 'mindset' of Greater Lyttonsville Sector Planners - at least since the start of 2015. [Self-evidently, this a NEW URBANIST approach began after installation of a new Planning Board Chairman beginning in late Autumn of 2014].

Dramatic NEW URBANIST changes were inserted into Greater Lyttonsville Sector Planning via 'Concepts' of CONNECTIVITY and TRANSIT-ORIENTED DEVELOPMENT (TOD) beginning in January 2015. Initially, Sector Planners failed in their attempt to force new roads through and around Lyttonsville-Rosemary Hills Local Park and insert new cut-through road segments in our residential neighborhoods in guise of "CONNECTIVITY". All proposed roads were rejected

by a unanimous vote of our community members at a Jan. 21 Sector Plan public meeting. At that event, the Planning Director publicly committed to everyone present to exclude ALL new 'cut-through' new roads from our neighborhoods in Residential Area, District #2. Later Sector Plan drafts reduced CONNECTIVITY to a low priority. But, TOD (Transit-Oriented Development) terminology is still heavily used (misused) as a theme to 'force' higher density redevelopment into the Greater Lyttonsville Sector Plan. For example, a new roadway off Lyttonsville Road right through private apartment property belonging to Friendly Garden (one of two apartments transferred into District #3 'Station Area') is retained in the December 18 Sector Plan document despite the Planning Director's publicly-stated commitment to remove it, and regardless of ongoing objections by Lyttonsville leaders. Please remove this 'street' off Lyttonsville Road from the Plan.

H. Later Sector Plan versions used terms for our residential areas such as: "Urban and Urbanizing areas" in place of the actual Suburban Legal and Statutory community status. Such NEW URBANIST changes expose this Sector Plan to a legal court challenge, de Jure and de Facto. Please pay attention. The November 2015 Working Draft introduced for the first time the OVERLAY of an "Urban Road Code" in most of District #2 residential community. Originally allowed only for streets in towns, cities and CBDs, the URBAN ROAD CODE was extended to future "Transit Station Areas". But, this Sector Plan wrongly includes ALL streets in and around residential Lyttonsville and the entire Lyttonsville-Rosemary Hills Local Park (which has no streets in it. Note: the Planning Director publicly stated Sector Plan must not include any new streets in or around the Park).

The URBAN ROAD CODE also overlays key suburban streets adjacent to the Park in Rosemary Hills and Rock Creek Forest neighborhoods. In light of the Planning Director's cancellation of new cut-through roads through/around our Local Park on Jan. 21, 2015), I request the Planning Board remove the URBAN ROAD CODE from residential neighborhood streets and Park.

I also call for removal of so-called "Lyttonsville-Brookville Road Station Area" [District #3] as shown in Sector Plan Working Draft (published November 2015 where it was described as a "town center" for our whole community - both residential and small business areas. It was revised as "Emerging Center" in the formal December 18 presentation to the Planning Board. The Working Draft also 'morphed' a future Purple Line Light Rail Station into a new community-wide "Transportation HUB" without adequate Planning investigation.

At the request of community members, the Planning Director agreed to remove this and other offensive "Urban Tone" portions of the Sector Plan along with excessive re-zoning to yield higher densities. 'URBAN' wording was edited out, but denser Re-zoning Codes and FARs this Urbanizing wording justified were retained in the final Sector Plan presented to the Planning Board, wrongly! I request Planning Board remove all excessive density FARs from this improperly revised 'final' Sector Plan document.

I. None of above items using "Urban or mixed use re-zoning" of residential areas were included in the Sector Plan's original Scope of Work from 2012. All were added or inserted starting only since 2015 based on a new 'mindset' from the Planning Department. These 'technical sounding' terminologies and confusingly changed codings clearly aim at larger-scale Densification via a CRT mixed-use apartments/commercial Redevelopment Agenda. As shown above, community member appeals to the Planning Director led to wording changes only. Ironically, quantitative high densification re-zoning FARs were retained, and perhaps even expanded! [Note: After Dec. 18 Planning Board acceptance of the Greater Lyttonsville Sector Plan for Review, both the Sector Team Leader and Planning Director told me Sector Plan will now return both transferred apartment complexes to the Lyttonsville neighborhood in Residential District #2. But, both insisted on keeping in the final Sector Plan their new, heavily-densified CRT re-zoned FARs. TOUCHE!] This new mode of evasion must not stand. Please restore both apartments with reduced density zoning codes with appropriate minimized FARs to Lyttonsville.

J. Above-mentioned mishandled Sector Plan Team designs are replete with sloppy technical mistakes by Transportation, Park, and History Sector Planners and by the Department's clearly unqualified 'Demographics' researchers. A seemingly forgetful Sector Plan Team Leader retained error-ridden Plan contents that contradict promises to our community; ongoing errors are routinely allowed by the Planning Director - despite her very different public commitments. The

Greater Lyttonsville Sector Plan's new 'add-on' VISION STATEMENT is laughably ironic. Please read it carefully; note its funny, oxymoronic content:

The newly concocted VISION STATEMENT was not included in the original Scope of Work or in any subsequent Sector Plan published drafts until it was introduced by the November 2015 "Working Draft" publication - which also brought in many other major defects such as calling future Lyttonsville Purple Line Station Area a "TRANSPORTATION HUB" and "TOWN CENTER" [since removed from final text as an 'accidental editing error'(!) only after community appeals to the Planning Board Chair].

District #3 was 're-invented' again as an "EMERGING CENTER" in the 'final' presentation to the Planning Board. I request the Planning Board remove all fakery-filled planning terminology.

K. The Greater Lyttonsville Sector Plan's newly dreamed-up VISION STATEMENT bears a new Motto (Theme) for the entire Sector Plan product: "PRESERVE, ENHANCE, AND EXPAND". This revealing and interesting triptych EXPOSES at long last built-in contradictions of this bungled Sector Plan product. Most of the Sector Plan's content focuses on a huge expansion in our small suburban community of new apartment square footage and building heights that more than double the current population (some 2000 souls) of residential neighborhoods.

-ove two thousands smaller new apartment units, plus even more square footage for multiple commercial businesses. If approved, these drastic new changes will completely alter our stable and coherent residential neighborhoods and degrade our small, well-integrated, pro-active community.

Large-scale apartment redevelopment densities and mixed-use re-zoning intended for cities or CBDs in this County would spell the end of the real-world Lyttonsville as we know it.

The "EXPANSION" Term contrasts vividly with and violates the Sector Plan Vision's First MOTTO term, to: "PRESERVE" our legally defined suburban housing and streets, the Local Park and regional Recreation Center, and community surrounds. The EXPANSION notion takes form as massive redevelopment that will also seriously undermine the Vision Statement's MOTTO term aiming to "ENHANCE" our local community.

L. The current Sector Plan (for the first time) lists a long series of very poorly-defined, not-budgeted amenities and greenery improvements, several of which are redundant in nature, and many of which are figmentary ideas. Most were either 'cherry-picked by Sector Planners from lists of individual community member inputs in 2014 "Image" public meetings, or pulled out of thin air by Planners addicted to a faulty GIS mapping system without actually checking out neighborhood realities on site. Thus, a cut-through Biker/Pedestrian Pathway design 60 feet wide was inserted on a 'claimed' DOT Right-of-Way until a Parks Department Boundary Survey showed it was partly located on Local Parkland. The Transportation Planner did not check legal Park boundaries by visiting on MRO land records located inside the Planning Department building, or by going to the field to inspect his presumed ROW next to this Local Park.

Most Sector Plan 'amenities' appear virtually worthless, as they lack follow-up and quantification of residents' real-world needs and preferences. So-called new 'amenities' fit neatly into a disturbing new picture of how this flawed Sector Plan was wrongly assembled. Planners' actions reflect a January 2016 publicly Quoted Claim by Planning Board Chair - often asserted by Sector Team Planners - stating [quite baldly] that intensive redevelopment density must be "THE PRICE PAID" for communities to receive even minimal new amenities. Also in public view is the specious claim that up to 20% more density can pack on top of a final Sector Plan, supposedly justified by the Sector Plan's own proposals to offer some new amenities. This truly preposterous notion was propounded publicly during a January 2016 Planning Board Sub-Division Staging review meeting which I attended. Taken together, we are faced with a determined POWER PLAY by Planners to increase densities beyond bearable limits. This approach reveals the underlying essence of 'one-sidedness' inherent in the 'revised' Greater Lyttonsville Sector Plan. I ask the Planning Board to reject all such inappropriate FARs/density insertions, once and for all.

M. On a lighter note, the poorly devised and unexpected first letter per word Acronym of this Sector Plan Vision's add-on Motto - PRESERVE, ENHANCE, AND EXPAND, reads as: PEE!!

As most U.S. adults know, 'PEE' is a parenting phrase for urination spoken in childlike way. Its presence does not add luster to a poorly designed and Oxymoronic Sector Plan like this one. If anything, it confirms its published incompetence.

But, when viewed in true context of this purportedly serious Sector Plan, the very idea that an acronym for the Greater Lyttonsville Sector Plan can be seen as childish 'PEE', points up how inappropriate are specific Sector Planners' proposals that are likely 'drown out' a local community like ours. These Sector Plan notions lack any sense of thoroughness and are incoherent [like the last-minute Motto and implied Acronym]. Many 'hurry-up' changes and last-minute 'drippy' editing to the Greater Lyttonsville Sector Plan Working Draft 'just-in-time' for presentation to the Planning Board show shoddy so-called site 'investigations and designs', and embarrassingly incorrect Planning Department research results as revealed by Plan's falsified Demographics, overbearing land-use FARs, URBAN roads, and misplaced parts of neighborhoods. What a shame.

Parenthetically, the New URBANIST 'concept' of TRANSIT-ORIENTED DEVELOPMENT (acronym TOD) "puts the cart before the horse" by promoting much denser redevelopment using Purple Line Light Rail project as an excuse. I dubbed this inversion "Redevelopment-Oriented Transit" acronym - ROT! As my joking acronym indicates the Sector Plan seems 'rotten'.

N. On January 21, 2015 it took unusual unanimous community resistance at a public community meeting held by Sector Planners to prevent the near-destruction of the Lyttonsville-Rosemary Hills Local Park when Planners tried to impose two 'out-of-the-blue' new "cut-through" roads in this Park and other 'road-openings' adjacent to the Park. This was their first effort at NEW URBANIST (buzzword) "CONNECTIVITY" in this Sector Plan. All the proposed cut-through roadways were publicly cancelled by the Planning Director at this public meeting after unanimous vote by attendees opposed to them.

Nevertheless, the Working Draft still contains one of these 'banned' cut-thru roads - from Lyttonsville Road through part of the Church-owned Friendly Garden Apartments to reach an area of Light Industrial privately owned plots behind it. The Planning Director has not kept her public commitment to us.

Please excise this unacceptable new 'cut-through' road item.

O. Apparently, Sector Planners and their superiors did not learn a valuable Lesson from the public failure of their 'concepts' on January 21 2015. Rather than changing their approach and truly collaborating with community members as promised after that debacle, Sector Planners turned away from their own promises of cooperative transparent information-sharing with residents and small business people. Instead, Sector Planners chose to 'double-down' to force in much higher density using devious devices that obscure their real goals from community members who honestly participated in several more meetings.

The misleading and inadequate Sector Plan results should be apparent to all Planning Board Commissioners who read this Greater Lyttonsville Sector Plan with an unbiased, critical eye. Multiple falsified details and missing portions characterize this Sector Plan. For example, an inexplicable 'blank space' - the entire Barrington Apartments Complex between Western and Eastern Segments of Sector Plan boundaries. Planning Board members need to question Planners on this and other glaring errors of omission and commission, and 'conceptual' fakery.

P. There are far too many problematic elements of the Greater Lyttonsville Sector Plan to make it at all viable. I have shown several egregious examples introduced surreptitiously (at the last minute) rather than in collaboration with our residential community members and Civic Association leadership. I see a persistent pattern of 'too-clever' Dissimulation and Evasion by Sector Plan Team's leader and Planning Department superiors that result in community-wide loss of trust in the CREDIBILITY of this Sector Planning process and M-NCPPC Planners. Many repetitive Sector Planning glitches and outright misuses call into question professional ethics in the Planning Department, especially this Sector Plan Team's leadership and approach.

As Planning Board Commissioners, sworn to uphold the fine and honest values of Montgomery County Government, it is up to you to bring an end to this crude and unpalatable pattern of Sector Planning behavior that also yields such bad outcomes. Please reject the Greater Lyttonsville Sector Plan as presented to you on December 18, 2015, and send it back to the drawing board. It's failure is partly a result of Planner mishandling compounded by wrongful, perhaps illegal, Planning decisions. Please follow up by making crucial changes in Sector Plan and top-down Planning Department leadership. You can save this valuable Montgomery County Planning Institution from itself, and prevent Sector Planning

from abetting further abuses in communities. Please lead with ethical actions to fulfill your Board-sworn duties regardless of your various points-of-view.

Sincerely,

Joel M. Teitelbaum

Sent from my iPad

Sent from my iPad

MCP-CTRACK

From: Winston Sale <rwinstonsale@gmail.com>
Sent: Wednesday, February 10, 2016 10:53 AM
To: MCP-Chair
Subject: Lyttonsville Sector Plan

I am a resident of Woodside and am writing in favor of the Lyttonsville Sector Plan. I believe that increased growth near public transit is essential to the future of the Washington metropolitan region and feel that the Lyttonsville Sector Plan intelligently provides for increased density in a transit-rich neighborhood currently dominated by car-oriented low-density uses.

I know many of my neighbors are concerned about increased density on 16th Street around the proposed Woodside Purple Line station. The strip mall on 16th is a relic and an eyesore. It generates light and smell pollution and I generally consider it to be one of the least desirable aspects of our neighborhood. Despite its proximity, I never walk there because 16th is so inhospitable to pedestrians and very few of the businesses there cater to my needs anyway. I find the idea of crossing a dedicated pedestrian bridge over the tracks, past the light rail stop and CC trail, and on to rows of quality shops and restaurants beyond to be quite appealing.

I am elated that the Purple Line is moving forward and feel that the Lyttonsville Sector Plan appropriately balances the needs of our neighborhood with those of our region.

Regards,
Winston Sale
8809 2nd Ave.
Silver Spring, MD 20910

MCP-Chair

RECEIVED
0175

FEB 08 2016

From: aesumner@comcast.net
Sent: Monday, February 08, 2016 9:07 PM
To: MCP-Chair
Subject: Accessibility for the Disabled in the Greater Lyttonsville Sector Plan

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

Dear MCP Chair:

I am writing as a concerned citizen of Montgomery County who walks with 2 canes and 2 leg braces. I am specifically concerned about accessibility as it relates to the Great Lyttonsville Sector Plan.

The Greater Lyttonsville Sector Plan places a great deal of emphasis on walkability and walkable streets. Please make sure that the new trail and pedestrian connections are not simply ADA compliant but are usable for those with impaired mobility. This means access not just for those using wheelchairs but also access for those using canes, walkers and crutches. Often too much emphasis is placed on the width of the walkways without enough concern for the surface, pavers, brickwork and other forms of ornamental walkways which are treacherous when wet and impassible if the surface becomes irregular when they settle.

In addition, after a great deal of community effort, an elevator has been put into the design of the Lyttonsville Purple Line station instead of the long ramp originally proposed for this station which I believe would have been unsafe. Now that the station will be fully accessible, please be certain that the approaches to the station are equally accessible. It is essential that all the sidewalks and pedestrian connections be available everyone.

Best regards,
Anne E. Sumner, MD
4821 Montgomery Lane #105
Bethesda, Maryland 20814

MCP-Chair

From: Jeremy Marcus <jdmarcus01@yahoo.com>
Sent: Monday, February 08, 2016 10:11 PM
To: MCP-Chair
Cc: Rafe Petersen; Joy R. White; Jeremy Marcus
Subject: Public Comment on the Greater Lyttonsville Sector Plan of the Bethesda-Chevy Chase Cluster PTA (Public Hearing, Feb. 11, 2016, Item 7)
Attachments: B-CC Cluster PTATestimony - Lyttonsville Sector Plan (Planning Board) (02-08-16).docx

Montgomery County Planning Board Chair Casey Anderson:

Attached please find the public comment / written testimony for the record of the Bethesda-Chevy Chase Cluster PTA on the Greater Lyttonsville Sector Plan, Item 7 of the Montgomery County Planning Board February 11, 2016, Public Hearing. In case there is any trouble with the attachment, the testimony is also reproduced in full below. Thank you for your consideration.

Jeremy Marcus
Bethesda-Chevy Chase Cluster PTA co-coordinator

Written Testimony of the
Bethesda-Chevy Chase Cluster PTA
Before the
Montgomery County Planning Board
Public Hearing: Greater Lyttonsville Sector Plan (Item 7)
February 11, 2016

The Bethesda-Chevy Chase (B-CC) Cluster PTA presents this written testimony on the Greater Lyttonsville Sector Plan. We are gravely concerned that the plan fails to adequately consider the impact the recommended potential addition of 2000 housing units on the schools—both in terms of capacity and ethnic/socio-economic make-up—in the B-CC Cluster. (Unfortunately, we are not able to present live testimony, as well, because the first meeting of the Montgomery County Public Schools' Bethesda-Chevy Chase Middle School Boundary Study Advisory Committee is February 11, 2016, as well.)

We represent thousands of families that attend all nine (soon to be ten) schools in the Bethesda Chevy Chase Cluster: Bethesda-Chevy Chase High School, Westland Middle School,

Rosemary Hills Primary School, Rock Creek Forest Elementary School, North Chevy Chase Elementary School, Chevy Chase Elementary School, Bethesda Elementary School, Somerset Elementary School, and Westbrook Elementary School. And, as this Planning Board is well aware, a second middle school in the B-CC Cluster will open in August 2017.

On behalf of these families, we write to express our shock and dismay at the almost complete lack of analysis of the potential addition of approximately 2000 housing units would have on the B-CC Cluster schools. Out of 114 pages contained in the public hearing draft plan, less than a single page is devoted to the potential impact on our schools. That single page only offers a brief discussion of the capacity issues facing Rosemary Hills Primary School. It does not even acknowledge that students from the sector attend four (4) separate elementary schools in the B-CC Cluster: Rosemary Hills Primary School—whose students matriculate for 3rd grade to either North Chevy Chase Elementary School or Chevy Chase Elementary School—and Rock Creek Forest Elementary School. The addition of 2000 housing units will impact each of these elementary school. In addition, students will advance to either Westland Middle School or Middle School #2 and to B-CC High School.

Our schools simply cannot handle an increase in capacity of 2000 housing units. B-CC high school is poised to construct a 34 classroom addition imminently. Indeed, the Mandatory Referral was on the Planning Board's agenda earlier today. If approved and constructed, our high school capacity will be approximately 2,400 students. Think about that – 2,400 students on one of the smallest high school lots in the county. And yet, by the 2021-22 school year, Montgomery County Public Schools projects high school enrollment will exceed even this expanded capacity. Similarly, Rosemary Hills Primary School just completed an addition and is slated for a expansion/revitalization in 2023. Rock Creek Forest Elementary School just completed its expansion/revitalization last year and now has a capacity of over 700 elementary school students. Already, Rock Creek Forest is at capacity for the foreseeable future.

Moreover, the Greater Lyttonsville Sector Plan is not the only sector plan that may lead to increased enrollment in our schools. This Board has already approved increased growth

and development in Chevy Chase Lakes. And the Board is considering permitting increased housing units in the Bethesda Sector Plan and, although we do not believe it is within the B-CC Cluster boundaries, the Westbard Sector Plan. If growth in just one of these sector plans will exceed capacity of our schools, imagine the effect of them all, taken together.

We thus ask the Planning Board to provide a more detailed analysis of the effects of proposed increases in housing units in the Greater Lyttonsville Sector Plan to the B-CC schools. We also ask, as we did in our earlier testimony on the Westbard Sector Plan, that Planning Board, in cooperation with Montgomery County Public Schools, work to assess the overall potential impact of all Sector Plans under evaluation at a given time on the capacity of the schools and on the potential impact projected growth would have on the ethnic/socio-economic diversity in enrollment in the schools. As part of planning efforts, we implore this Board to look at the aggregate impact on schools of all the changes it considers.

To conclude, over enrollment at our schools is a significant problem that cannot continue to go unchecked despite our desire to attract growth and investment to our area. There are thousands of children that are affected every day by the decisions of this body. We ask that you do everything in your power to ensure that our schools are given adequate consideration during this process.

Thank you,

/s

Jeremy Marcus

Joy Romviel White

Rafe Petersen

Bethesda-Chevy Chase Cluster PTA Coordinators

Written Testimony of the
Bethesda-Chevy Chase Cluster PTA
Before the
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Thank you,

/s

Jeremy Marcus
Joy Romviel White
Rafe Petersen
Bethesda-Chevy Chase Cluster PTA Coordinators

MCP-Chair

From: John Ditt <johnditt@gmail.com>
Sent: Tuesday, February 09, 2016 11:02 AM
To: MCP-Chair
Cc: Banks, Erin
Subject: Greater Lytonnsville Sector Plan: Public Hearing Comment
Attachments: Hearing Comment Dittmeier - Alt Road Diet.pdf

Dear M-NCPPC,

Into the Public Hearing record, I submit the attached document that depicts an alternative road diet of 16th Street.

From my document:

'Many of those familiar with the road diet (Slide 2) have expressed concern of evening traffic congestion along northbound 16th Street and, consequently, on East-West Highway and Spring Street. The alternative road diet (Slide 3) utilizes the available State right-of-way width of approximately 102 feet at the Spring Center. It retains the three northbound lanes of 16th Street to preclude congestion during the evening peak period. However, the curbside northbound lane is available for metered parking at all other times; this parking will support the small retail businesses of the redeveloped Spring Center. The same lane includes a far-side bus stop at the entrance of the redevelopment.

The other elements of the Sector Plan's road diet remain: southbound sidewalk, landscaped median, a two-way cycle track and a wide sidewalk along the redeveloped Spring Center. Slides 5 through 10 are for reference.

For the sections of 16th Street between the Colesville Road and Spring Street, MNCPPC and SHA should develop cross sections, using the principle and elements of the above alternative.

It addresses the concern that the reduction of three northbound lanes to two lanes will cause congestion on 16th Street, East-West Highway and Spring Street.'

--
John Dittmeier
301.758.8834 (Cell)
johnditt@gmail.com

9010 Georgia Avenue
Silver Spring, MD 20910

Public Hearing Comment: Alternative Road Diet for 16th Street in the M-NCPPC Greater Lytonnsville Sector Plan

By John Dittmeier

9010 Georgia Avenue (Woodside)

Silver Spring, Maryland 20910

johnditt@gmail.com

Discussion:

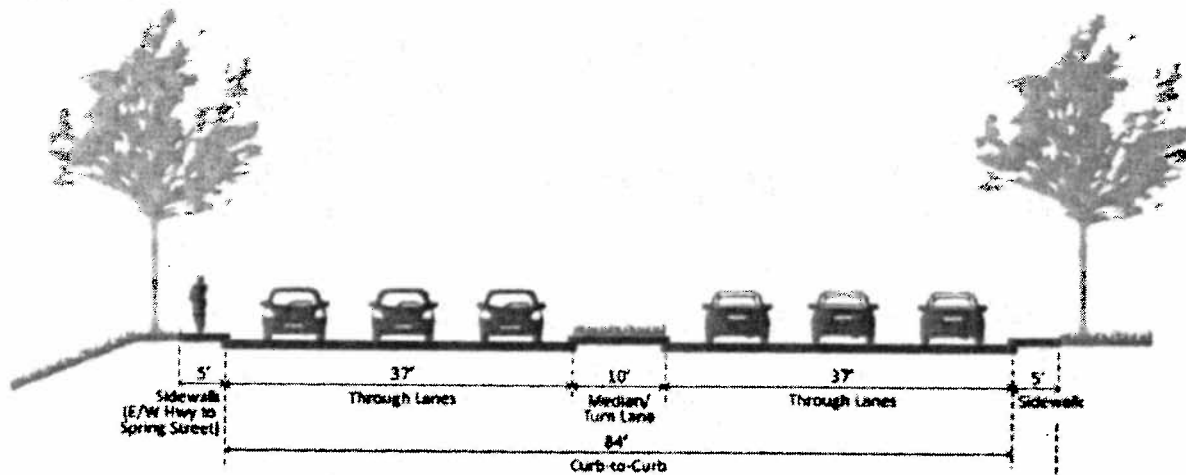
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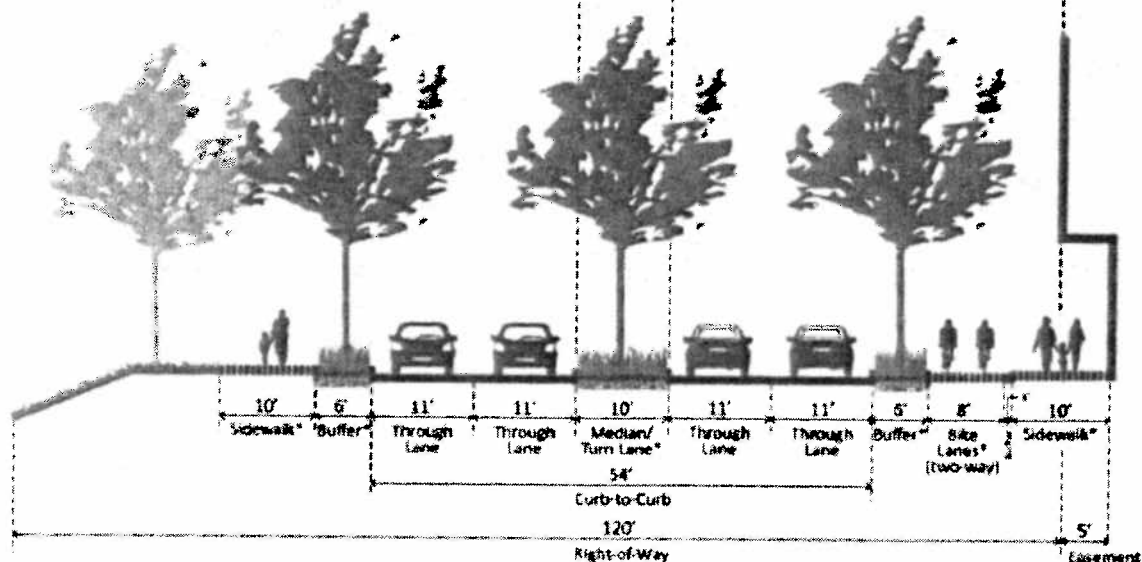
For the sections of 16th Street between the Colesville Road and Spring Street, MNCPPC and SHA should develop cross sections, using the principle and elements of the above alternative.

Cross Sections of the 16th Street Road Diet as proposed in the Sector Plan

16th Street (2nd Ave to East-West Hwy, Looking Northwest)
Existing Section



16th Street (2nd Ave to East-West Hwy, Looking Northwest)
Proposed Section: Separated Bike Lanes (two-way)
** Potential stormwater best management practices (BMPs) to be further studied*



Cross Sections of 16th Street

At Spring Center Entrance

(Not to Scale)

Existing Cross Section

Vegetated Slope	Southbound Lanes			Median / Turn Lane	Northbound Lanes			Ingress/Egress Lane	Sidewalk	Landscaping
	12	12	12	12	12	12	12	12	6	= 102 Feet

Cross Section of Alternative Road Diet

Sidewalk	Southbound Lanes		Median / Turn Lane	Northbound Lanes			Two-Way Cycle Track	Sidewalk	Small Retail	Residential
	12	12	12	12	12	13	4	12	13	= 102 Feet

Other than Evening Peak Period

Metered Parking Lane

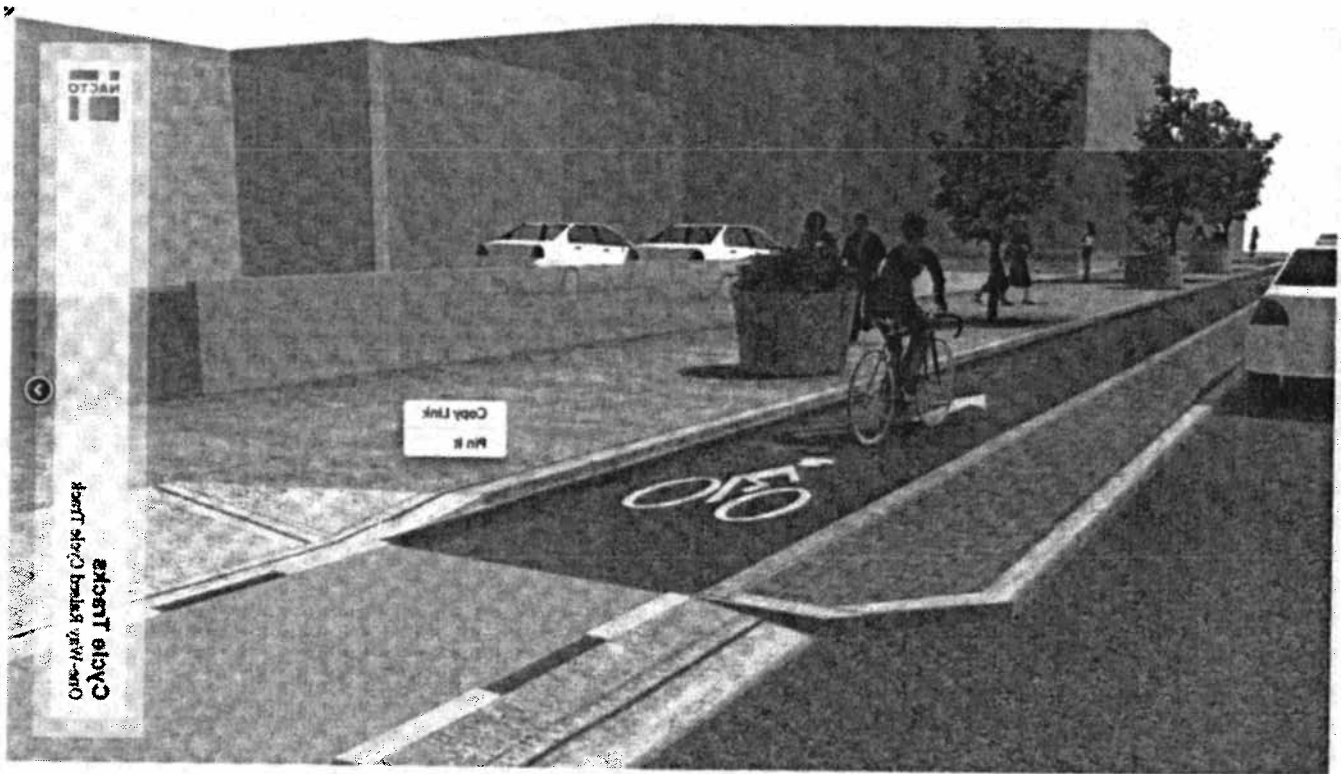
Buffer

Curb Height

Example of Cycle Track at a Bus Stop



Example of Cycle Track With Buffer and at an Entrance



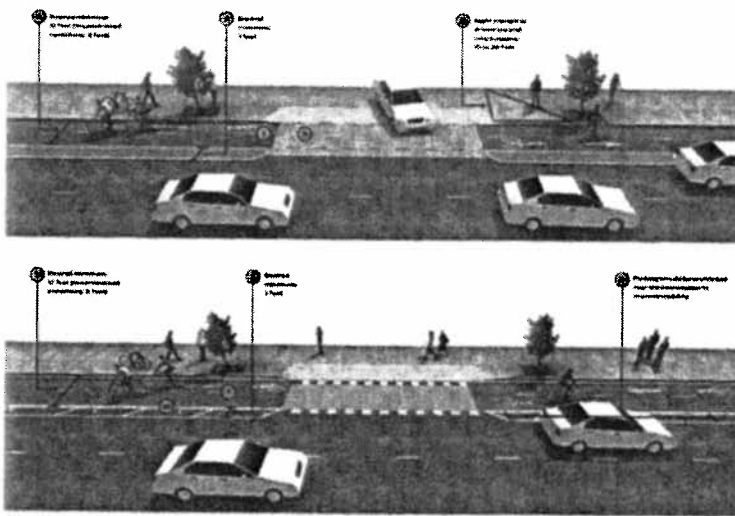
Design Guidance

General Design Principles

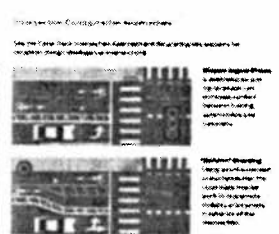
1. Provide a clear, consistent, and intuitive way for all users to understand the design intent and the resulting behavior of the system.
2. Provide a clear, consistent, and intuitive way for all users to understand the design intent and the resulting behavior of the system.
3. Provide a clear, consistent, and intuitive way for all users to understand the design intent and the resulting behavior of the system.
4. Provide a clear, consistent, and intuitive way for all users to understand the design intent and the resulting behavior of the system.

Recommended Features

1. Provide a clear, consistent, and intuitive way for all users to understand the design intent and the resulting behavior of the system.
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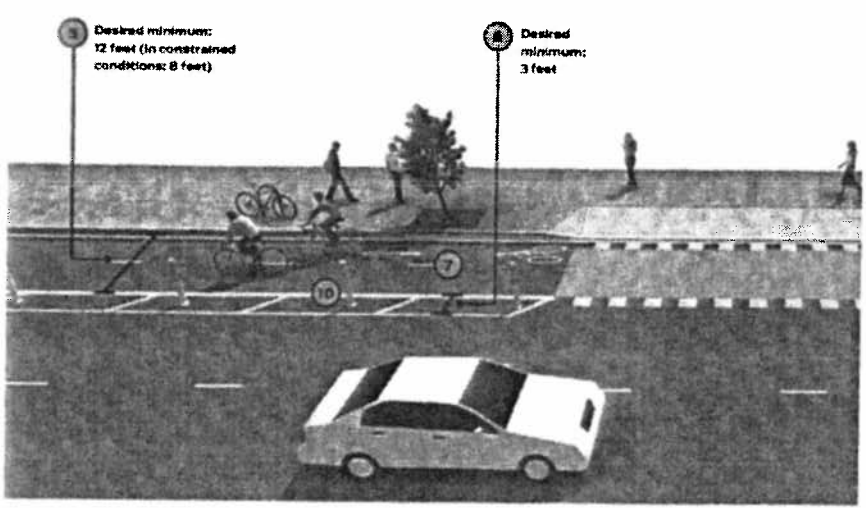
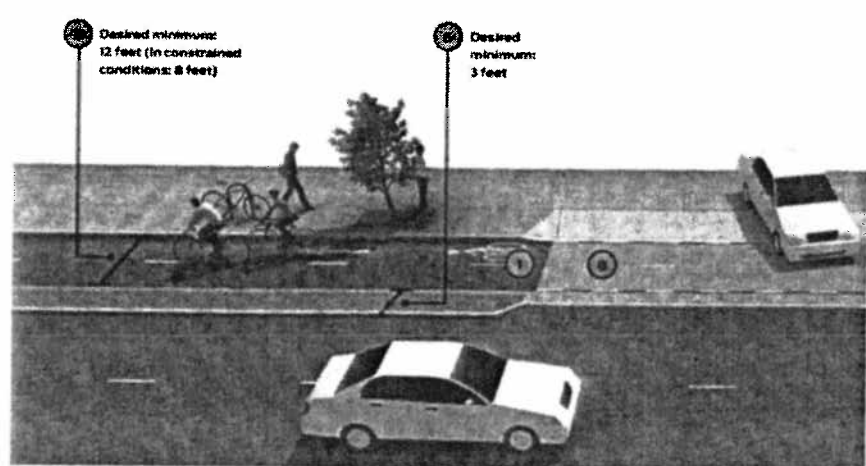


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4. Provide a clear, consistent, and intuitive way for all users to understand the design intent and the resulting behavior of the system.



Recommended Features

1. The desirable two-way cycle track width is 12 feet. Minimum width in constrained locations is 8 feet.⁴⁴
2. When protected by a parking lane, 3 feet is the desired width for a parking buffer to allow for passenger loading and to prevent dooring collisions.⁴⁵
3. A dashed yellow centerline should be used to separate two-way bicycle traffic and to help distinguish the cycle track from any adjacent pedestrian area.
4. Driveways and minor street crossings are a unique challenge to cycle track design. A review of existing facilities and design practice has shown that the following guidance may improve safety at crossings of driveways and minor intersections:
 - If the cycle track is parking protected, parking should be prohibited near the intersection to improve visibility. The desirable no-parking area is 30 feet from each side of the crossing.⁴⁶
 - For motor vehicles attempting to cross the cycle track from the side street or driveway, street and sidewalk furnishings and/or other features should accommodate a sight triangle of 20 feet to the cycle track from minor street crossings, and 10 feet from driveway crossing.
 - Color, yield lines, and "Yield to Bikes" signage should be used to identify the conflict area and make it clear that the cycle track has priority over entering and exiting traffic.⁴⁷



Bird's Eye Aerial Photo from Bing Maps



February 9, 2016

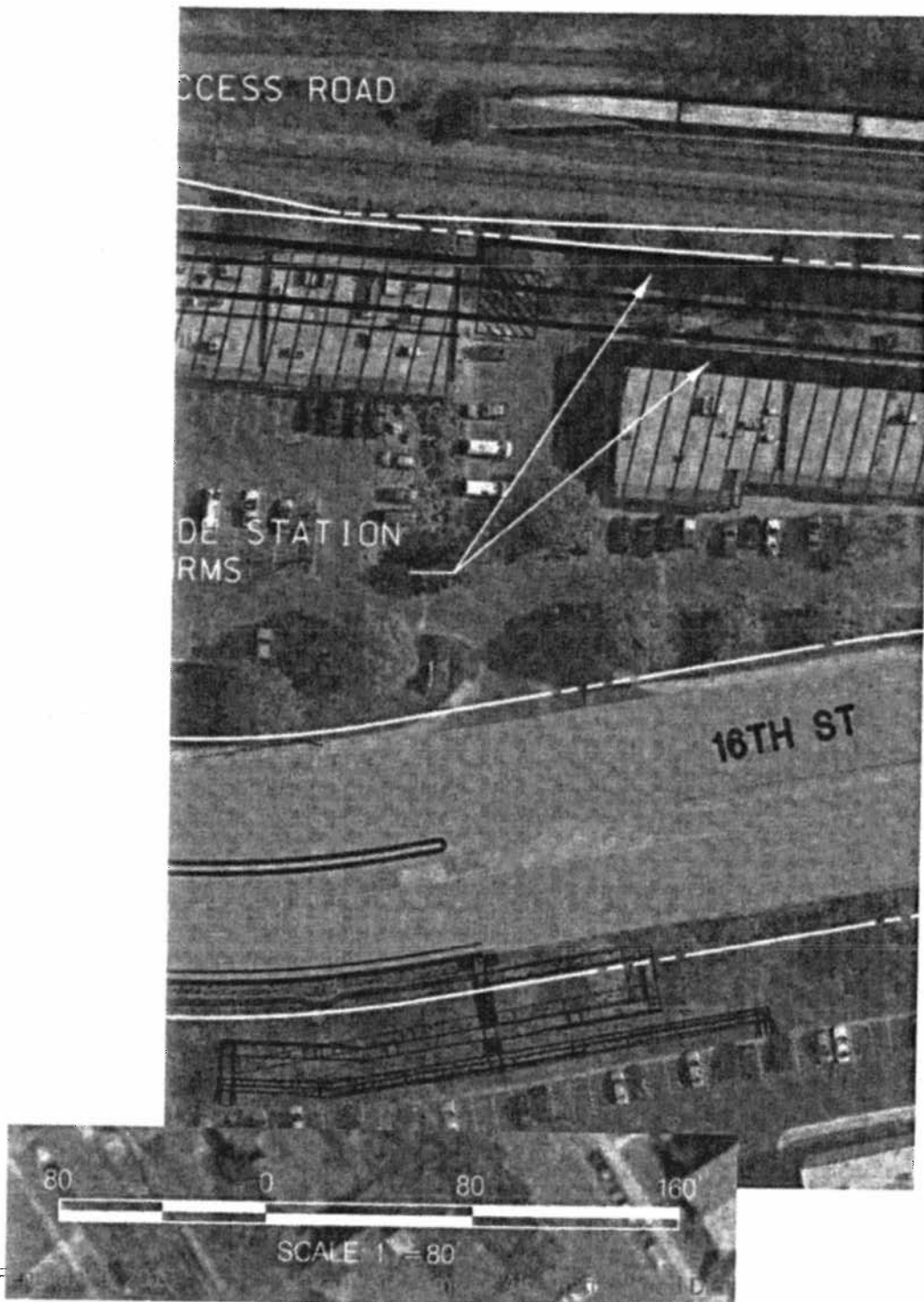
Hearing Comment: Alternative Road Diet

7

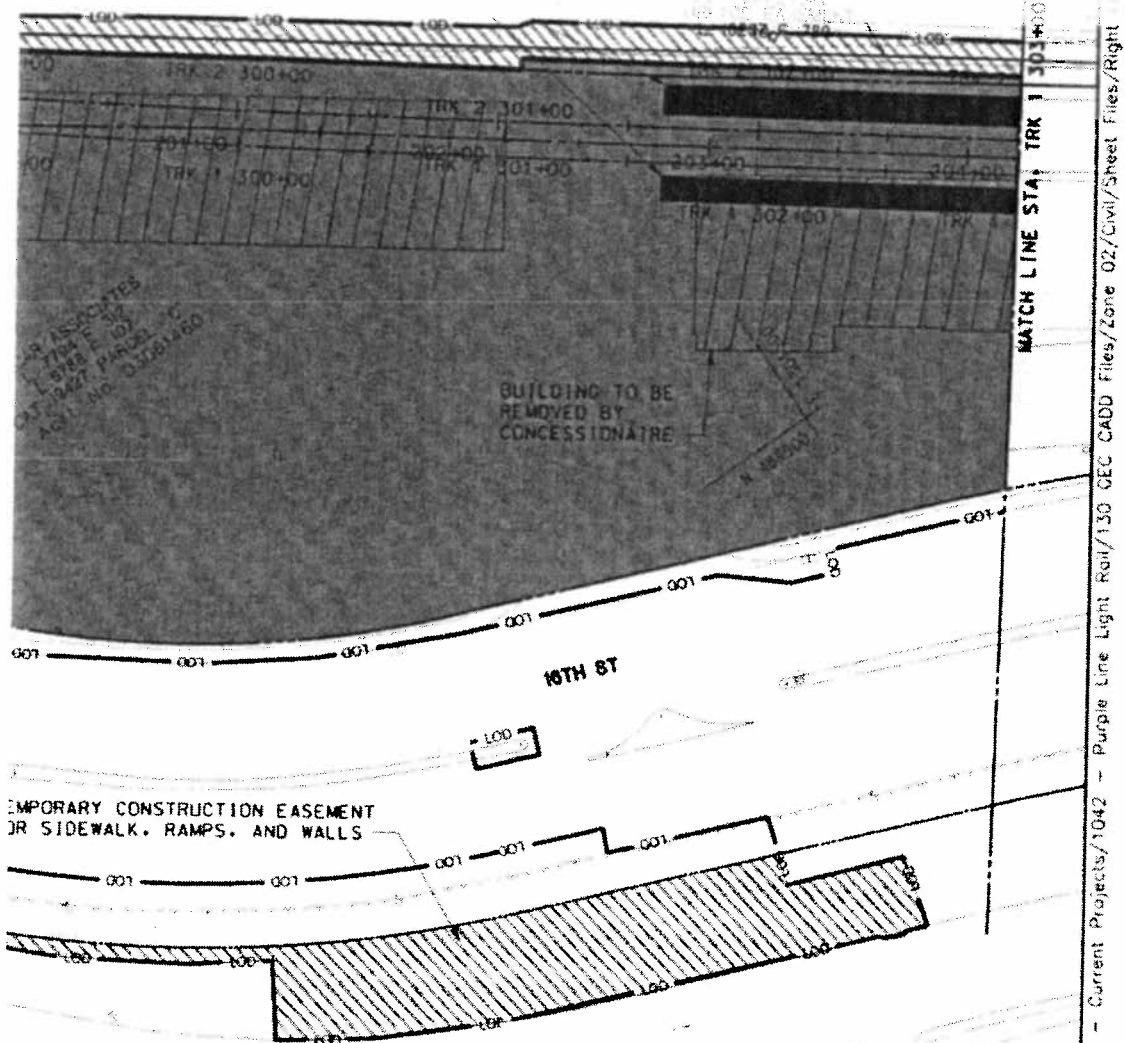
Sector Plan Rendering At Spring Center Entrance



MTA Purple Line Map At Spring Center Entrance



MTA Purple Line Right-of-Way At Spring Center Entrance



40' 0 40' 80'
SCALE: 1"=40'

DESIGN CHECK DATE	DTB	CONTRACT DRAWINGS PURPLE LINE LIGHT RAIL	CONTRACT NO. T-1042-0240
	DTB		DRAWING NO. RW-17
	AAS	RIGHT OF WAY PLAN STA TRK 1 291+00 TO STA TRK 1 303+00 DATE: JUNE 2014	SHEET NO. 95 OF 425
	4/20/16		

February 9, 2016

Hearing Comment: Alternative Road Diet

SCALE: AS SHOWN

pw://mtapw2/MTA_Pw_Data/Documents/00 - Current Projects/1042 - Purple Line Light Rail/130 CEC CADD Files/Zone 02/Civil/Sheet Files/Right

6/18/2014

10

MCP-CTRACK**RECEIVED**

FEB 08 2016

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

0169

From: Bryan McCann <bm85@georgetown.edu>
Sent: Monday, February 08, 2016 11:05 AM
To: MCP-Chair
Subject: Written Testimony on Greater Lyttonsville Sector Plan

Dear Planning Department,

Please consider this my submission of written testimony on the Greater Lyttonsville Sector Plan. Let me give you the bullet points first, and then a longer explanation.

- Density must be balanced by greater public investment in school capacity, traffic amelioration and recreational facilities
- The County should put an indoor Swim Center or comparable recreational facility in Lyttonsville
- Neighborhoods like Westbard need to accept their fair share of low-income housing and densification. If Westbard is spared because of political leverage while further costs are imposed on Greater Lyttonsville, residents of Greater Lyttonsville will be justifiably outraged.

I am a resident of a single-family home in the Rosemary Hills neighborhood and have lived here since 2003. My family and I chose this neighborhood for its schools, its accessibility to Metro, the presence of Rock Creek Pool, and the planned Purple Line. As is, the Sector Plan improves access to Metro and assumes completion of the Purple Line but threatens schools (and even potentially threatens Rock Creek Pool).

I have always supported the Purple Line and have often stood apart from many of my vocal neighbors on this issue, as well as on proposed changes to Rosemary Hills/Lyttonsville Local Park (RHLLP) and the planning of the BCC Cluster Middle School #2. As a scholar of urban history, I understand that urban neighborhoods grow and change over time. By virtue of our position between downtown Silver Spring and Bethesda, soon to be connected by light rail, we are living in an increasingly urban environment. I am not opposed to urbanization itself. But I want to make sure this neighborhood sees the benefits of that urbanization and is not forced to accept an unfair portion of the costs.

My neighbors who oppose change entirely are correct in arguing that the current Sector Plan imposes too many costs on Greater Lyttonsville and offers too few benefits. The densification allowed in the sector plan represents a huge increase in the population of the sector. Where are the plans for increased school capacity, traffic amelioration and recreational facilities?

Planning Department personnel have repeatedly suggested that private developers are unlikely to build to the new zoning capacity in the short term, and so the issues of school capacity and traffic amelioration are not pressing. (I have not been able to get anyone to take seriously the issue of recreational facilities, which I believe shows a lack of imagination.)

But this is deliberately short-sighted. If you don't expect private developers to take advantage of the new zoning capacities, then don't increase them so much!

Federal Realty has already given us clear evidence of the disingenuous position of private developers in the sector. They suggest that tripling the number of units will not increase the school population, because the units will be small and relatively upscale. This is complete hogwash. If you build more units, people with children will find ways to live in them. The county has no apparent plan for significantly increasing school capacity in the sector, or in the BCC cluster more broadly.

The bike path initially planned for RHLLP, connecting Lanier and Spencer Streets, should be restored to the plan. The objections of property owners adjacent to the path should not determine planning for the entire sector.

This issue notwithstanding, vocal opponents of the plan do raise good points. The Planning Department is trying to sell this plan to the neighborhood based primarily on artist renderings of sidewalk cafés on Brookville Rd.

I am not opposed to sidewalk cafés but I want to see more substantial upgrading of public infrastructure and recreational facilities.

Most of my neighbors oppose the Purple Line already, so they don't see that as a benefit. What other benefits does this sector plan offer to current residents? You've even taken out the short bike path!

If you include a county commitment to building a new indoor swim center in Lyttonsville, or some other comparable county recreational facility, local opposition to the plan will diminish immediately. Neighbors need to see more clearly how substantially increased density might benefit them. A sidewalk café is not enough.

The four county indoor swim centers are over capacity. Swimming is what Montgomery County does best. A new swim center in this area of the county would respond to rising demand, build on excellence and local preference and invest in the health of the population.

Discussions are underway for putting a new rec center at the former Silver Spring Library site. I'm not opposed to that. But it does show that the County CAN, in fact, still build recreational facilities. If it can be done in downtown Silver Spring, which already has the ice rink, the civic center, and Ellsworth Place, it can be done near the Lyttonsville Purple Line Stop, in an underserved neighborhood about to go through a building boom. (The Coffield Center is barely adequate for current needs, and is outmoded in many respects. It will be overwhelmed by proposed densification.)

I really believe you need to shift the conversation by showing that urbanization can bring benefits. And you need to find a way to make the county commitment that will live up to that rhetoric. If not, you'll be facing staunch opposition the whole way.

On that note, neighbors here are watching carefully what happens in Westbard. Greater Lyttonsville has a substantial share of low-income housing. Westbard has practically none. Marc Elrich seems poised to block any low-income housing in Westbard, and Roger Berliner seems to be aligned with him. Why should Greater Lyttonsville bear all the burden?

Respectfully,
Bryan McCann
Rosemary Hills

Written Testimony of the
Bethesda-Chevy Chase Cluster PTA
Before the
Montgomery County Planning Board
Public Hearing: Greater Lyttonsville Sector Plan (Item 7)
February 11, 2016

The Bethesda-Chevy Chase (B-CC) Cluster PTA presents this written testimony on the Greater Lyttonsville Sector Plan. We are gravely concerned that the plan fails to adequately consider the impact the recommended potential addition of 2000 housing units on the schools—both in terms of capacity and ethnic/socio-economic make-up—in the B-CC Cluster. (Unfortunately, we are not able to present live testimony, as well, because the first meeting of the Montgomery County Public Schools’ Bethesda-Chevy Chase Middle School Boundary Study Advisory Committee is February 11, 2016, as well.)

We represent thousands of families that attend all nine (soon to be ten) schools in the Bethesda Chevy Chase Cluster: Bethesda-Chevy Chase High School, Westland Middle School, Rosemary Hills Primary School, Rock Creek Forest Elementary School, North Chevy Chase Elementary School, Chevy Chase Elementary School, Bethesda Elementary School, Somerset Elementary School, and Westbrook Elementary School. And, as this Planning Board is well aware, a second middle school in the B-CC Cluster will open in August 2017.

On behalf of these families, we write to express our shock and dismay at the almost complete lack of analysis of the potential addition of approximately 2000 housing units would have on the B-CC Cluster schools. Out of 114 pages

contained in the public hearing draft plan, less than a single page is devoted to the potential impact on our schools. That single page only offers a brief discussion of the capacity issues facing Rosemary Hills Primary School. It does not even acknowledge that students from the sector attend four (4) separate elementary schools in the B-CC Cluster: Rosemary Hills Primary School—whose students matriculate for 3rd grade to either North Chevy Chase Elementary School or Chevy Chase Elementary School—and Rock Creek Forest Elementary School. The addition of 2000 housing units will impact each of these elementary school. In addition, students will advance to either Westland Middle School or Middle School #2 and to B-CC High School.

Our schools simply cannot handle an increase in capacity of 2000 housing units. B-CC high school is poised to construct a 34 classroom addition imminently. Indeed, the Mandatory Referral was on the Planning Board's agenda earlier today. If approved and constructed, our high school capacity will be approximately 2,400 students. Think about that – 2,400 students on one of the smallest high school lots in the county. And yet, by the 2021-22 school year, Montgomery County Public Schools projects high school enrollment will exceed even this expanded capacity. Similarly, Rosemary Hills Primary School just completed an addition and is slated for a expansion/revitalization in 2023. Rock Creek Forest Elementary School just completed its expansion/revitalization last year and now has a capacity of over 700 elementary school students. Already, Rock Creek Forest is at capacity for the foreseeable future.

Moreover, the Greater Lyttonsville Sector Plan is not the only sector plan that may lead to increased enrollment in our schools. This Board has already approved increased growth and development in Chevy Chase Lakes. And the

Board is considering permitting increased housing units in the Bethesda Sector Plan and, although we do not believe it is within the B-CC Cluster boundaries, the Westbard Sector Plan. If growth in just one of these sector plans will exceed capacity of our schools, imagine the effect of them all, taken together.

We thus ask the Planning Board to provide a more detailed analysis of the effects of proposed increases in housing units in the Greater Lyttonsville Sector Plan to the B-CC schools. We also ask, as we did in our earlier testimony on the Westbard Sector Plan, that Planning Board, in cooperation with Montgomery County Public Schools, work to assess the overall potential impact of all Sector Plans under evaluation at a given time on the capacity of the schools and on the potential impact projected growth would have on the ethnic/socio-economic diversity in enrollment in the schools. As part of planning efforts, we implore this Board to look at the aggregate impact on schools of all the changes it considers.

To conclude, over enrollment at our schools is a significant problem that cannot continue to go unchecked despite our desire to attract growth and investment to our area. There are thousands of children that are affected every day by the decisions of this body. We ask that you do everything in your power to ensure that our schools are given adequate consideration during this process.

Thank you,

/s

Jeremy Marcus

Joy Romviel White

Rafe Petersen

Bethesda-Chevy Chase Cluster PTA Coordinators

MCP-CTRACK**RECEIVED**

FEB 08 2016

From: Bryan McCann <bm85@georgetown.edu>
Sent: Monday, February 08, 2016 11:05 AM
To: MCP-Chair
Subject: Written Testimony on Greater Lyttonsville Sector Plan

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

0169

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I have always supported the Purple Line and have often stood apart from many of my vocal neighbors on this issue, as well as on proposed changes to Rosemary Hills/Lyttonsville Local Park (RHLLP) and the planning of the BCC Cluster Middle School #2. As a scholar of urban history, I understand that urban neighborhoods grow and change over time. By virtue of our position between downtown Silver Spring and Bethesda, soon to be connected by light rail, we are living in an increasingly urban environment. I am not opposed to urbanization itself. But I want to make sure this neighborhood sees the benefits of that urbanization and is not forced to accept an unfair portion of the costs.

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On that note, neighbors here are watching carefully what happens in Westbard. Greater Lyttonsville has a substantial share of low-income housing. Westbard has practically none. Marc Elrich seems poised to block any low-income housing in Westbard, and Roger Berliner seems to be aligned with him. Why should Greater Lyttonsville bear all the burden?

Respectfully,
Bryan McCann
Rosemary Hills

On the draft proposal of Greater Lyttons ville 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 Lyttons ville 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 Lyttons ville-Rosemary Hills Park and Gwendolyn Coffield Community Center be carefully considered and that resources be made available to enhance these valuable community assets.

Signed,

Contra + Bill Freeman
2205 Rickards Street Silver Spring, MD

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Signed,

Debra Tenney
2609 Spencer Rd, Chevy Chase, MD 20815

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

Signed,

Shirley Ann (Phoebe Linsay)

MCP-CTRACK

RECEIVED
0162
FEB 08 2016

From: Anne Himmelfarb <annehimmelfarb@gmail.com>
Sent: Saturday, February 06, 2016 7:35 AM
To: MCP-Chair
Subject: February 11, 2016, Greater Lyttonsville Sector Plan public hearing
Attachments: written testimony.docx

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

Please include the following statement in the written record of the Greater Lyttonsville Sector Plan public hearing on February 11, 2016. I have included the same testimony as Word attachment in case that format is preferable.

Thank you.

February 6, 2016

To the Montgomery County Planning Board:

I have lived in the Rosemary Hills neighborhood for 23 years and strongly oppose the increased density proposed in the Rosemary Hills/Lyttonsville sector plan.

I fear that the county plans to increase density without any commensurate increase in services. In other words, more people in this neighborhood will mean more crowding in schools, libraries, and parks and a more thinly spread police force.

I fear that the county is adding residential units to increase its tax base so it can pay for the Purple Line, and is adding units in this neighborhood in particular so it can project a larger Purple Line ridership. This logic is backward: a decision to build the Purple Line should follow from a demonstrable need and demonstrable available funding; the decision to build shouldn't drive the creation of need and funding.

I fear that the county mistakenly is treating our suburban neighborhood as an urban area and planning accordingly, and that it is imposing this vision from the top down without adequately considering residents' wishes.

In short, I urge you to scale back the density proposed in the sector plan and maintain the character of the neighborhood to the extent possible.

Sincerely,

Anne Himmelfarb

8801 Maywood Ave.

Silver Spring, MD

20910

MCP-CTRACK

From: Jason Kahn <kahn.jason.d@gmail.com>
Sent: Sunday, February 07, 2016 6:05 PM
To: MCP-Chair
Cc: Ekstrom Gretchen
Subject: Comments on Lyttonsville sector plan
Attachments: RCF development-planning board.pdf

Attached please find a letter about development in Rock Creek Forest. Thank you for your attention.

Jason Kahn
2712 Navarre Dr, Chevy Chase, MD 201815
kahn.jason.d@gmail.com

Dear Montgomery County Planning Board

Re: Greater Lyttonsville Sector Plan, Public Hearing

My family and I live in Rock Creek Forest (RCF), near the intended Purple Line route. We support the Purple Line, although we worry about the cost and the impact of construction. The Purple Line has also spurred interest in development around my neighborhood (in the area of the Rollingwood Apartments), and some of the proposed plans call for a tremendous increase in population density. This is of concern. Unfortunately I have commitments on the night of the public hearing so I am sending this letter instead of asking to testify.

My wife and I bought a house in RCF in 1994 when we moved to the area, and my family has remained here ever since for many reasons. Overdevelopment brings up existential issues for us that could threaten our quality of life, as detailed here:

1. The schools. My kids have attended altogether ten MoCo schools, ranging geographically from Takoma Elementary to Barnsley Elementary to Westland Middle. One of my sons went to the Blair Science magnet, my daughter went to the Eastern Humanities magnet. We value diversity in the schools. On the other hand, it has always been crucial to us that our default option is the BCC cluster, in which we can trust in safety and excellence. Our BCC cluster location is also a crucial element driving property values in the neighborhood. Any development plan that jeopardizes the retention of our neighborhood in the BCC cluster would be completely unacceptable to me and to all the other residents. Furthermore, our neighborhood provides essential ethnic and socioeconomic diversity to Westland and BCC. Finally, Rock Creek Elementary was just replaced, and over-development could overwhelm it just as it is getting on its feet.
2. The Rock Creek Pool. This neighborhood institution has been a center for our social and outdoor life. The pool management does its best to make the area as available as possible, while limiting access to the pool itself to members for reasons of crowding and safety. I am a member, but what I really value about the pool is that the grounds are a neighborhood magnet for walking, sledding, beach volleyball, basketball, and tennis. The idea has been floated that the pool could be eminent-domained to provide a middle or elementary school to accommodate increased density. This is insane. The plot is much too small, the neighborhood roads and parking are entirely inadequate to handle the increased traffic, the noise would change the entire character of the neighborhood, and losing the pool would crush the property values for the whole neighborhood. Furthermore, there is already a new middle school going up in Kensington. My neighbors and I, whether or not we are members, will fight tooth and nail against any changes to the status of the Rock Creek Pool.
3. The location and the traffic. We have great access to Bethesda, Silver Spring, and Washington DC, but as for much of the county, increasing traffic is a concern. Essentially all access to the neighborhood is via Brookville Road and East West Highway. Traffic is already a huge problem due to growth in Silver Spring and Bethesda, increased activity and security at the Walter Reed Annex (and the loss of through traffic in the Annex post-9/11), and the impact of the old Walter Reed moving to Bethesda Naval Hospital. Maybe you are aware that traffic in Bethesda can be bad sometimes, especially between 5 a.m. and 11 p.m. We already worry that the Purple Line could turn our neighborhood into a giant Metro satellite parking lot. Additional development could completely overwhelm the roads and make it impossible for us to come and go.
4. The Coffield Center and the Lyttonsville area. The Coffield Center is an essential resource for the community. My kids learned to ride their bicycles there and we have taken Tae Kwon Do there for the last 8 or so years. We see first hand that the Center area is constantly full of people of all ages and races enjoying all kinds of outdoor activities, sports, and community activities. I think the Center is to be credited for giving the kids something to do to keep them out of trouble. The Center is also where I have learned about the rich history of the Lyttonsville area. Overdevelopment could encroach upon the athletic fields, make access more difficult, overwhelm the capacity of the center,

and price out lower-income people who have lived in the Lyttonsville area for decades. The Rollingwood apartments are one of very the few places where lower-income people who want the best schools can live. We should strive to respect neighborhood history and maintain diversity.

I understand that the Rollingwood Apartments are private property and that the owners deserve to share in the increased property values in the area. I understand that it is in the world's best interest for new development to be dense, close in, and near transit. I believe that there could even be some benefits to the neighborhood if a modest increase in density led to healthier retail in the area. (The Purple Line might also help.) However, if development is too intense, our whole area will become a parking lot surrounded by gridlock and noise. Early proposals from the developer were completely unreasonable.

I ask that you and the Council proceed slowly. Let the Purple Line go in first. There is just no way that the neighborhood can survive increased density if everyone who moves in needs to drive wherever they go. Once the Purple Line and the new middle school are in place, we will have a better idea about whether there really is demand for more schools and housing, and what kind of parking and infrastructure changes will be needed to accommodate development. We should be humble about our ability to predict these things, as anyone who has driven on the ICC knows. After the Purple Line is built, any development should be phased in carefully, with attention paid to optimizing the mix of apartment sizes, minimizing impact parking and infrastructure, and minimizing the displacement of current Rollingwood residents.

Thank you very much for your attention to this matter and for your dedication to Montgomery County.

Sincerely,

Jason D. Kahn
2712 Navarre Drive, Chevy Chase MD 20815
kahn.jason.d@gmail.com

February 7, 2016

Rock Creek Forest Area



● = essentially all access roads

MCP-CTRACK

From: Jon Foley <jfoley5east@gmail.com>
Sent: Sunday, February 07, 2016 12:45 PM
To: MCP-Chair
Subject: Greater Lyttonsville Sector Plan
Attachments: Coffield Testimony.doc

Dear Mr. Anderson,

Attached is a statement from the Gwendolyn Coffield Recreation Center Advisory Board with respect to the Greater Lyttonsville Sector Plan in advance of the February 11 hearing.

Regards,

Jon Foley
Advisory Board member

We, the citizen members of the Gwendolyn E. Coffield Community Center Advisory Board, write to express our concern with the recently completed Working Draft of the Greater Lyttonsville Sector Plan.

The draft sector plan proposes zoning changes within the Greater Lyttonsville area that could increase the area's population by up to 4508 households. According to the statistics compiled for the Greater Lyttonsville Briefing Book, there are only 3240 households in the Greater Lyttonsville Planning Area as of 2010; hence, if implemented, the sector plan more than doubles the number of households in our area. This is on top of the large increases proposed in the recently-approved Chevy Chase Lakes sector plan and the ongoing redevelopment of downtown Silver Spring. The Coffield Center serves all these areas, but of particular concern is the population increase proposed by the Greater Lyttonsville plan: 2423 new units would be located within a quarter mile of the Coffield Center.

Given our membership on the Citizens Advisory Board, we are particularly concerned with the effect of such a large population increase on the Coffield Center. Even if only 1 person occupies each of the 4508 new proposed households, the population of our area would increase from 8120 (2010 Census) to 12,628, an increase of more than 55%. Given that many apartments will be occupied by more than one person, this increase will likely be even larger, both absolutely and in percentage terms.

Today the center is functioning at near capacity. Its physical infrastructure is heavily taxed, its rooms are often all in use simultaneously, and its staff is stretched in keeping up with current demand.

The availability of affordable recreational and cultural services at the Center is essential for this area. As noted in the Briefing Book, the population in the Lyttonsville Planning Area has a lower mean income than the county average and experiences almost twice the poverty rate of the county as a whole.

The very large population increases proposed by the sector plan will further stress the center and its staff.

We were disappointed, therefore, to read on page 38 of the plan that it recommends no renovations or expansions to the center, but instead suggests only that the needs of the center be assessed annually by the Montgomery County Department of Recreation, presumably in support of additional capital and operating budget requests during the normal annual county funding cycle.

We believe that this is an inadequate response to the foreseeable problems that will result from the implementation of the sector plan. Provisions must be made now to deal with these problems.

The center will need to increase its programming to provide for projected new area residents and it will need additional space in order to house these programs. Moreover, as the plan recognizes on page 97, the Greater Lyttonsville community has needs for new meeting space and for space for the Lyttonsville Museum. The center is the logical place at which to meet these needs.

We propose, therefore, that the paragraph on page 38 of the draft plan that references the center be rewritten to note the difficulties that the plan will cause the center and, to help the center deal with these problems, that the plan designate any future improvements or additions to the center "public benefits and amenities," eligible to be supported by projects seeking increased density under the optional development method. Related changes should be made to the table labeled "Capital Improvements Program" on page 97. In addition, we propose that the plan-recommend increases in the Department of Recreation's operating and capital budgets to fund additions to the center's programs and infrastructure so as to adequately serve the expanded Greater Lyttonsville community.

On December 8, 2015, the citizen members of the Advisory Board approved this proposal by a unanimous vote.

MCP-CTRACK

RECEIVED
0157
FEB 05 2016

From: Harris, Patricia A. <paharris@lerchearly.com>
Sent: Friday, February 05, 2016 1:29 PM
To: MCP-Chair
Cc: Dreyfuss, Norman; Presley, Amy; Fani-Gonzalez, Natali; Wells-Harley, Marye; Richard Mounts (rhmounts@icloud.com); Banks, Erin
Subject: Lyttonsville Sector Plan
Attachments: DOC099.PDF

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

Dear Chairman Anderson:

On behalf of Friends Non Profit Housing and Lyttonsville Land Company, attached please find a letter to be included in the public record of the upcoming Lyttonsville Sector Plan hearing. Thank you.
Pat

Patricia A. Harris - Attorney

Lerch, Early & Brewer, Chtd. ideas that work
3 Bethesda Metro Center - Suite 460 - Bethesda, MD 20814
Tel: (301) 841-3832 Fax: (301) 347-3756 - paharris@lerchearly.com
Bio: <http://www.lerchearly.com/team/patricia-a-harris>
Vcard: <http://www.lerchearly.com/team/patricia-a-harris-vcard>

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www.lerchearly.com



Ideas that work

Attorneys at Law

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Bethesda, MD 20814

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Patricia A. Harris

Tel. (301) 841-3832

Fax (301) 347-3756

paharris@lerchearly.com

February 5, 2016

By Electronic Mail

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

Re: Lyttonsville Sector Plan – 2401 Lyttonsville Road (Parcel N918)
and Parcel P836

Dear Chair Anderson and Members of the Planning Board:

On behalf of Friends Non Profit Housing, the owner of 2401 Lyttonsville Road (Parcel N918) and Lyttonsville Land Company, the owner of Parcel P836 located immediately to the north of the 2401 Lyttonsville Road property (collectively the "Property")¹, please accept this letter in connection with the Planning Board's upcoming public hearing on the Public Hearing Draft of the Greater Lyttonsville Sector Plan (the "Sector Plan").

The 2401 Lyttonsville Road site comprises 4.17 acres and is improved with 84 affordable multi-family units devoted to low-income residents. Parcel P836 is comprised of 2.31 acres and is currently vacant. The Sector Plan recommends that the Property be rezoned to CRT 2.5, C-.25, R-2.5, H-70'. The owners are supportive of the Sector Plan recommendation for the Property and therefore do not intend to testify at the Planning Board public hearing. However, the owners respectfully request that they be provided the right to participate in any subsequent Planning Board worksessions in the event the Planning Board is considering a different zoning recommendation for the Property or is otherwise considering a recommendation that could adversely affect the future development potential of the Property.

In addition, we would like to briefly comment on the issue of stormwater management. We are encouraged by the Sector Plan's recommendations regarding stormwater management, specifically with respect to the stormwater management facility needed in connection with the work of the Maryland Transit Administrations ("MTA"). More particularly, we strongly support the position of the community that any stormwater management facility should be designed to also serve as a public amenity, which would include quality open space.

We appreciate the time and effort the Planning Board Staff has devoted in preparing the Sector Plan and look forward to the Planning Board's consideration of the Plan.

¹ The owners of 2401 Lyttonsville Road and Parcel P836 are affiliated.

Casey Anderson, Chair
February 5, 2016
Page 2 of 2

Sincerely,

A handwritten signature in black ink, appearing to read 'PAH', with a horizontal line extending from the end.

Patricia A. Harris

cc: Planning Boardmembers
Mr. Richard Mounts
Ms. Erin Banks

On the draft proposal of Greater Lyttons ville 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 Lyttons ville 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 Lyttons ville-Rosemary Hills Park and Gwendolyn Coffield Community Center be carefully considered and that resources be made available to enhance these valuable community assets.

Signed,

E. Jeanine

Dec 20, 16

8505 N. 7th Ave

On the draft proposal of Greater Lyttons ville Sector Plan

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Signed,

Deanne Doniphan

On the draft proposal of Greater Lyttons ville Sector Plan

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Signed,

Frank Lampert
2000 York St

MCP-CTRACK

From: Jay Corbalis <JCorbalis@federalrealty.com>
Sent: Thursday, February 04, 2016 4:03 PM
To: MCP-Chair
Cc: Ramsey Meiser; Robins, Steven A.
Subject: Federal Realty Comments re: Greater Lyttonsville Sector Plan
Attachments: Federal Realty Testimony Re Lyttonsville Sector Plan 2-11-16.pdf

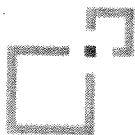
Dear Mr. Anderson,

Please find attached comments on behalf of Federal Realty Investment Trust regarding the Public Hearing Working Draft of the Greater Lyttonsville Sector Plan, which will be presented to the Planning Board at its upcoming February 11th meeting. Should you have any questions regarding this email or our comments, please do not hesitate to contact me.

Respectfully,

Jay Corbalis

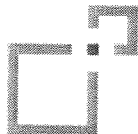
Federal Realty
INVESTMENT TRUST



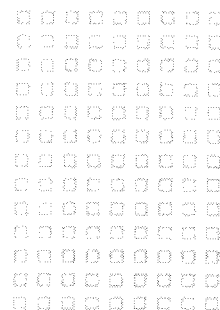
Jay Corbalis
Development Associate
1626 E Jefferson Street
Rockville, MD 20852
Direct: 301.998.8131
Mobile: 856.889.0540
jcorbalis@federalrealty.com

Unless expressly stated otherwise, this message is confidential and may be privileged. It is intended for the addressee(s) only. Access to this email by anyone else is unauthorized. If you are not an addressee, any disclosure or copying of the contents of this email or any action taken (or not taken) in reliance on it is unauthorized and may be unlawful. If you are not an addressee, please inform the sender immediately. No discussion, offer or agreement regarding any potential lease or other contract is binding on Federal Realty Investment Trust, nor should it be relied on by any third party, unless it is documented in a final lease or other written (not electronic) agreement signed by our authorized representative.

Federal Realty
INVESTMENT TRUST



FOUNDATIONS OF OPPORTUNITY



1626 East Jefferson Street
Rockville, MD 20852-4041
PH: 301.998.8100

February 2, 2016

The Honorable Casey Anderson, Chair
And Members of the Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

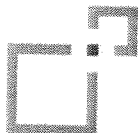
Dear Mr. Anderson and Members of the Board,

Federal Realty Investment Trust supports the recommendations contained in the current Public Hearing Working Draft of the Greater Lyttonsville Sector Plan. Federal Realty is a real estate investment trust specializing in the ownership, management and development of high-quality, retail based properties located in major coastal markets. The company is headquartered in Rockville and owns numerous properties in Montgomery County, including the 283-unit, 9 acre property containing Rollingwood Apartments, identified as properties 5a and 5b in the Residential Section of the Plan. In that capacity, we have worked together with Planning Staff and community representatives to develop a vision for our property that is aligned with the many important goals of the Plan.

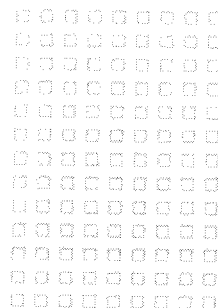
With its central location, attractive neighborhoods and welcoming community, Greater Lyttonsville is an area poised for certain growth. We believe the Plan offers a prudent course for accommodating expected growth while preserving and enhancing the community's strengths. Namely, the Plan allows additional housing to meet new demand while maintaining the character of single family neighborhoods and addressing community infrastructure. Striking such a balance is not easy, and was the result of sincere efforts by Planning Staff to solicit and incorporate input from a variety of voices within the community through successive drafts of the Plan.

In many ways, the recommendations for the Rollingwood Apartments site are a microcosm of the Sector Plan and the balance that it achieves. In our case, we worked with community representatives and Planning Staff to refine our initial plan in a way that reflected and balanced their priorities and concerns. Ultimately we arrived at a plan that will limit new development to the portion of the site closest to the planned Purple Line station and preserve a majority of the existing buildings in their current state. This balanced approach allows all of us to take advantage of new opportunities created by the Purple Line, while preserving the availability of the type of market rate workforce housing units that have historically attracted young families to Rollingwood - a key priority of both Staff and residents. In addition, the Plan would add approximately an acre of land to the existing Rosemary Hills - Lyttonsville Park by swapping unused land owned by the Parks Department along Lyttonsville Road with a portion of the property we own closest to the park. This is the proposal we presented to the community in a public meeting in

Federal Realty
INVESTMENT TRUST



FOUNDATIONS OF OPPORTUNITY



1626 East Jefferson Street
Rockville, MD 20852-4041
PH: 301.998.8100

September of last year, and this is the proposal for our property contained in the Greater Lyttonsville Sector Plan.

While the proposed recommendations contained in the Public Hearing Working Draft are a departure from where we started in the process, we are proud of the end result, and are genuinely appreciative of the collaboration with Planning Staff, Parks officials and community representatives that got us there. For both our site and the larger Lyttonsville Community, we believe the Sector Plan provides a blueprint for responsible growth, particularly given the presence of the Purple line and, at the same time, respecting the well-established community and its needs and desires. We respectfully urge the Planning Board to lend its support to that vision.

We will be available at the Board's worksession(s) to answer any questions or comments that may arise. Thank you for the opportunity to be heard.

Respectfully,

Jay Corbalis
Development Associate
Federal Realty Investment Trust

MCP-CTRACK

RECEIVED
0150

FEB 04 2016

From: Rachel Braun <rachelbraun@verizon.net>
Sent: Thursday, February 04, 2016 8:22 AM
To: MCP-Chair
Subject: Rising density in Rosemary Hills and Lyttonsville neighborhoods of Silver Spring

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

I live at 2107 Spencer Road, Silver Spring, in the Rosemary Hills neighborhood, and bought my house here in 1984.

I am VERY concerned about the proposed rising density for our area (Rosemary Hills and Lyttonsville).

Adding so many apartment units will significantly change the character of the neighborhood and bring a traffic density that will make even running an errand a tremendous journey. Our park lands and neighborhood pool are intermittently threatened by planners. We have already had to implement a stringent, unforgiving parking plan, very poorly administered by the county, leaving us skeptical of the county's interest in our well-being. Rising density could be the excuse MCPS needs to shift our neighborhood out of the Bethesda-Chevy Chase cluster.

The proposals to significantly urbanize this tiny neighborhood are threatening to the quiet, suburban life style that attracted us to this wonderful, vibrant neighborhood.

I am really confused as to why the Planning Department wishes to urbanize our neighborhood and overflow it with unwelcome apartment density.

Please cut back on the scale of the proposed changes.

Respectfully submitted,
Rachel Braun

2107 Spencer Road,
Silver Spring
301-588-5843

MCP-CTRACK

From: Rob Boston <robboston85@gmail.com>
Sent: Thursday, February 04, 2016 2:13 PM
To: MCP-Chair
Subject: Greater Lyttonsville Sector Plan

RECEIVED
0154
FEB 04 2016

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

I'd like to offer some comments on the Greater Lyttonsville Sector Plan.

My family and I have lived in the Lyttonsville/Rosemary Hills neighborhood for 16 years. My wife and I raised two children here. Lyttonsville is a very special place. It's one of Montgomery County's most diverse neighborhoods, and it's steeped in history. It is also one that is closely knit. We know our neighbors in Lyttonsville -- and more than that, we help our neighbors. We look out for one another.

Because I have lived here so long, I completely understand why other people want to settle in Lyttonsville. It's an affordable neighborhood by Montgomery County standards, and it is served by some of the best public schools not just in the county or state but in the nation. We have access to a convenient Ride-On bus and are close to both downtown Silver Spring and downtown Bethesda.

The proposed Purple Line stop will only make the neighborhood more desirable. We know there will be some growth. However, growth that is not properly managed can lead to problems. Like many of the older, inside-the-Beltway communities, Lyttonsville is already densely populated. We have labored to create the proper mix of housing, and I believe we have achieved it. We are a mix of single-family homes and apartment complexes with some industrial use along Brookville Road. We encompass several different income levels. Some of our housing units serve low-income and senior populations. Unchecked growth could negatively affect these vulnerable communities.

We need a smarter approach. No one in our neighborhood expects that there will be no growth. However, many of us do believe that the current sector plan is too ambitious and too large for this neighborhood. We are already facing problems with traffic, congestion and increasing costs of living. Adding thousands more apartments and townhouses will only compound these problems. We simply cannot absorb this many new residents into our neighborhood without disruption. The current plan should be scaled back to a more reasonable level.

Managing growth is always a challenge. It can be especially difficult in a place like Montgomery County, a highly desirable place to live where the population places a premium on effective public services such as schools, libraries, parks and recreational facilities. We appreciate and understand the work the Planning Department does. But in this case, many in our neighborhood would prefer a scaled-back approach to development in Lyttonsville.

Thank you for your time; don't hesitate to contact me if you have any questions.

Robert Boston
8913 Pennsylvania Ave.
Silver Spring MD 20910
(240) 475-8991

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:

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Signed,



Robert Urfsky 8508 Milford Ave., Silver Spring (Rosemary Hills)

On the draft proposal of Greater Lyttonsville Sector Plan

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Signed,

Susan & Stefan Awad

RECEIVED
0144
FEB 03 2016

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

MCP-CTRACK

RECEIVED

FEB 03 2016

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

From: Robert Firestein <bobby@ecoprint.com>
Sent: Wednesday, February 03, 2016 8:53 AM
To: MCP-Chair
Subject: Greater Lyttonsville Sector plan / Brookville Road Business
Attachments: bobbyletter042.pdf

Dear Planning Board Chair,

Attached please find my letter addressing the Greater Lyttonsville Sector Plan.

Should you have any questions please do not hesitate to contact me.

Sincerely,

Bobby Firestein

Robert W. Firestein | CEO



sustainable since 1977

100% Wind Powered | Carbon Neutral | FSC Certified | SFI Certified

2618 Pittman Drive | Silver Spring MD 20910
Direct 240.533.3009 | P 301.589.6666 | F 301.585.5135



February 3rd, 2016

M-NCPPC
8787 Georgia Ave.
Silver Spring MD 20910

Dear Planning Board Chair:

I am writing you today regarding the "Greater Lyttonsville Sector Plan", specifically how it affects the Brookville Road district and my company Ecoprint, Inc.

Ecoprint was founded in 1977 and operating in our current location since 1982. We are one of the larger business located in the Brookville road industrial area, employing nearly 30 full time and 10 part time people. Projected 2016 sales revenues are approximately \$5,000,000.00.

Ecoprint has always been an innovator during our nearly 40 years in business. In 2003 we became the first printer in the United States to purchase 100% of its electricity from wind farms. In 2005 we were the first in our industry to become Carbon Neutral.

For us, "sustainability" also means a stable, ethical company. We strive to be a good corporate citizen, supporting the communities where we live and do business. We are driven by principles of integrity and fairness, seeing our employees as partners in our success, and the success of our clients.

Our business operates 24 hours a day five days a week, with additional over time hours during weekends. The potential effect on additional local residents would be continual noise and traffic from delivery trucks bringing supplies and materials to our facility as well as deliveries heading out to clients. Newer residents may not tolerate our work schedule.

We have been fortunate not only to survive recent economic challenges but actually grow, not many companies can make that statement. Relocating for Ecoprint would potentially be our kiss of death, costing an estimated \$400,000 to \$500,000, not including lost revenue due directly to moving.

If we were put in the position of relocating it would unfortunately be worth entertaining closing our Brookville Road location and tucking the Ecoprint business into another metropolitan based printer. This would more then likely not be in the Montgomery County area, with current employees losing their positions with the new entity.

My apologies for not being present during this meeting, my business demands combined with being a single parent unfortunately do not allow much flexibility in my schedule.

Should you have further questions or comments please do not hesitate to reach out to me directly. I welcome your thoughts.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Firestein".

Robert W. Firestein
C.E.O. / President

2618 Pittman Drive | Silver Spring, MD 20910 | ecoprint.com | p 301.589.6666 | f 301.585.3135

RECEIVED
0433
FEB 01 2016

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



To: Montgomery County Planning Board Members
CC: Montgomery County Council Members

Steven Neil BRAUN

I, 1 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:

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Sincerely Steven Neil BRAUN

(Name) Steven Neil Braun

(Street) 2107 Spencer Rd
Silver Spring, MD 20910

On the draft proposal of Greater Lyttonsville Sector Plan

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Signed, *Rachel Braun*

*2107 Spencer Rd
Silver Spring, MD 20910*

On the draft proposal of Greater Lyttonsville Sector Plan

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Signed,

Michelle Pearson

MCP-CTRACK

RECEIVED

FEB 01 2016

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

0127

From: Jane Ward <jbrward@gmail.com>
Sent: Sunday, January 31, 2016 10:27 PM
To: MCP-Chair
Subject: Public Comment on Greater Lyttonsville Sector Plan

The December 2015 public hearing draft on the Greater Lyttonsville Sector Plan demonstrates a lack of understanding of the impact of development on the schools as to make me suspect that the authors wanted to skirt this difficult topic entirely. I urge the county to conduct more research and analysis on the issue, talk to those planning Chevy Chase Lake and Westbard developments and MCPS, and be much more transparent with the public on the effects of this development on school use and capacity.

The draft mentions Rosemary Hills as a school located within the Greater Lyttonsville area and Woodlin as an out of boundary school enrolling some children who live there. Do the authors know that three other elementary schools (plus a middle and high school) enroll children who live in Greater Lyttonsville? These schools will certainly be impacted by development in Greater Lyttonsville and the report makes no attempt to ascertain facts, conduct research, or do analysis on the impact of the proposed development on those schools.

This is what the report does not mention:

- A very significant number of children who live in the sector attend **Rock Creek Forest Elementary School**. The school has recently had a new addition, but is already very close to capacity.
- After leaving Rosemary Hills, sector children attend both **Chevy Chase Elementary** and **North Chevy Chase Elementary**. Both are at or near capacity.
- Currently, Greater Lyttonsville children attend **Westland Middle School** and we know a new middle school will open for the B-CC cluster in 2019. What are potential impacts at the middle school level?
- **B-CC High School** will continue to receive all students from Greater Lyttonsville, yet it is projected to be over capacity again (even with its yet-to-be-built addition) by 2021.
- Development is planned at Chevy Chase Lakes, Greater Lyttonsville, and Westbard. All three developments would send students to the **B-CC cluster**. Is the planning board looking at these effects in total? If so, that information is not readily available.

I have noticed that the Westbard planning documents contain an appendix with an in-depth analysis on school impact. I would urge that such analysis be prepared for the Greater Lyttonsville plan and that such analysis take into consideration the growth projections and capital planning being undertaken by MCPS.

Finally, in their poorly-informed few paragraphs on school impact and potential capacity issues, the planning board draft includes an off-hand mention that the county could take the Rock Creek Pool site for a new

school. As a former member of a school site selection committee, I understand that potential sites are nearly impossible to find in this area. I am also a board member of Rock Creek Pool and can attest that it would not be willingly sold and that conversion of the site for a school would be rather unviable and prohibitively expensive given the hilly terrain and protected stream running through. The Westbard documents look extensively at school options, but make no mention of taking private recreation areas for school sites, even though there are several private clubs and green spaces (much more suitable for school construction) located within that area. This contrast makes the reference to Rock Creek Pool site as gratuitous and unnecessarily inflammatory.

Sincerely,

Jane Ward
Colston Drive
Chevy Chase, MD

(Rock Creek Forest neighbor)

On the draft proposal of Greater Lyttonsville Sector Plan

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Signed,

Cecilia Huadacz

On the draft proposal of Greater Lyttonsville Sector Plan

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Signed,

Richard J. Pearson

On the draft proposal of Greater Lyttonsville Sector Plan

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Signed,

Matthew Pearson

MCP-Chair

RECEIVED

JAN 28 2016

From: EUGENIA PARK <EUGENIA.PARK@Inf.com>
Sent: Wednesday, January 27, 2016 8:14 PM
To: MCP-Chair
Subject: Lyttonsville plan? 16th St Lane reduction proposal

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

To whom it may concern,

I was assured at the meeting at P&P on January 19, 2016, all testimonials will be taken into account if not read into the record on the day of hearing. If this is not the case, please advise, I will register to testify.

I did not speak at the meeting as was stunned by the thought that instead of increasing number of lanes on 16th St, perhaps by designing an overpass, someone actually tried to persuade us, thinking adults, that by showing a picture of "neighborly paradise" lane reduction and approving more apartment development, between CSX, 16th St and Purple Line, will possibly reduce need for roads?!

Many neighbors of the Woodside Civic Association spoke in disbelief that 16th St, a major thoroughfare from Beltway I-495, directly connected to Interstate I-95, the entire East Coast corridor and White House, was proposed to be reduced from existing 3/4 lanes to just 2. Aside from the concern I share with my neighbors regarding environmental issue of pollution, standing/ idling cars create, the proposal will create more traffic jams, even on weekends as many people from Washington DC use I-495 / I-95 to visit home on weekends, as well as out of state visitors who may bring their families to visit the Nation's Capital. 16th

Aside from daily stalemate on 16th St during rush hours, at present time police and Ambulance sirens scream for 10-15 minutes asking for a passage between traffic in standstill (with 3-4 lanes in operation). With reduced lanes there will be no reasonable way for citizens to get help, almost impossible to get through traffic to nearby Holy Cross hospital or to and from the Beltway.

I am clearly against this proposal. It is not wise to say the least. 16th St. needs expansion, not reduction. Present project is not sustainable.

Best Regards,

Eugenia Park
301-346-5079

1703 Highland Dr.

MCP-Chair

RECEIVED

JAN 28 2016

From: Brian Stagg <brian.stagg@gmail.com>
Sent: Thursday, January 28, 2016 11:02 AM
To: MCP-Chair
Subject: Greater Lyttonsville Sector Plan Public Comments

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

Please accept my comments below into the public record in support of the Greater Lyttonsville Sector Plan.

Thank you.

I am writing to support the changes in the Greater Lyttonsville Sector Plan, specifically as it relates to changes along the 16th Street corridor. I have been a resident of the Woodside neighborhood since 2009 and have eagerly awaited the Purple Line and the positive change it would bring to my community. As it exists today, 16th Street is a dangerous and inhospitable environment unless you are protected by 2000 pounds of aluminum and steel. Walking along the sidewalk or pushing a stroller along this busy highway is a harrowing task, to say nothing of the perils of trying to "share" the road on a bicycle with traffic that is often driving in excess of the speed limit due to an antiquated automobile-centric design. Redesigning 16th Street will allow the residents of Woodside and North Woodside better, safer access to the new Purple Line station, downtown Silver Spring and the District of Columbia.

I believe that reducing lanes will have a positive impact on the community, and will have no major impacts on traffic in this area. The temporary reduction of three lanes to two lanes on MD-193 over I-495 as the overpass is being rebuilt has not resulted in major impacts to normal travel times. When protected bike facilities and improved pedestrian features exist, more people will get out of their cars and choose other modes to get around in this area, taking cars off the road. The building of medians/buffers with trees will help make 16th Street feel more like a neighborhood thoroughfare and less like an interstate highway. Additionally the reduction in lanes will change driver behavior to slow speeding traffic down to safer speeds.

Reducing the lanes on 16th Street and building features to enhance and encourage alternative modes of transportation will make our community safer, healthier and more aesthetically appealing.

Brian Stagg
Woodside Resident

MCP-CTRACK

RECEIVED
8109

JAN 27 2016

From: Elizabeth King <bking2213@gmail.com>
Sent: Friday, January 22, 2016 8:11 PM
To: MCP-Chair
Subject: Fwd: sector plan testimony attached
Attachments: Sector Meeting 2.docx

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

Comments on Rosemary Hills-Greater Lyttonsville Sector Plan Testimony attached.

On Fri, Jan 22, 2016 at 6:09 PM, Elizabeth King <bking2213@gmail.com> wrote:

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

Sector Meeting 2/11

My name is Elizabeth N. King, and I have been a resident of Rosemary Hills for the last 39 years. We bought our house on Richland St. as newlyweds and raised our family here. I worked as a teacher of math and science, specifically Environmental Science, for 36 years before retiring 10 years ago. I want to thank the Planning Board for the opportunity to comment on the Greater Lyttonsville Sector Plan.

After attending several neighborhood meetings with representatives of the Planning Board, I have come to believe that the increased density proposed in the plan will cause great harm to this unique and diverse community. Rosemary Hills has always been a racially, ethnically, and culturally diverse neighborhood. It was one of the chief characteristics that attracted my husband and me to this community long ago, and this richness continues to be evident today. The addition of 2000 new apartments so close by (near the proposed Lyttonsville Purple Line station) would completely destroy the suburban nature of our neighborhood.

Increased density proposed in this plan will also greatly increase the traffic in our neighborhood. Most of streets are narrow, having been constructed over 50 years ago, and were not designed to accommodate two-way traffic. In addition, many homes do not have off street parking, forcing residents and guests to park on the street. This requires a dance every morning and evening as residents

come and go to work as they take turns passing single file on our streets.

We spent many summer days for many years at Rock Creek Pool as our children were growing up. Not only did it provide exercise and camaraderie for the children, it also as a venue for parents to connect, welcome newcomers to the neighborhood, and increase the close bonds of our community. As seniors, we continue to use the pool each summer, and I would object to any proposal that would involve the destruction of Rock Creek Pool.

Open green space becomes increasingly valued as the urban nature of our community increases. Having taught Environmental Science for many years, I am well aware of the renewing efforts that green space can have on the physical and emotional health of human beings. Rosemary Hills-Lyttonsville Park is the only green space in our entire community. It is already heavily used, and any increase in the population of our neighborhood would stress this resource beyond its ability to thrive given the constraints of the budget.

I use the Coffield Center, our Community Center in the Park, several times a week. There are many meetings held there and an exercise class I attend twice a week. For many months in the last two years, classes were cancelled by leaks, which destroyed the hardwood floor. The Center is in need of repairs and upgrades. There is also always a shortage of funds for staff.

Considering all the of the issues presented in the Sector Plan, I hope the maximum FAR will be set at 1.5, the maximum generally allowed near single family homes. In addition, I hope that the total number of new units will be limited to 400 which is 1.5 times the number of units that are now in place. Preserve Rock Creek Pool, upgrade the facilities at the Coffield Community Center, protect our only green space, Rosemary Hills-Lyttonsville Park, and preserve the residential and suburban character of our community. The changes proposed in Sector Plan would destroy many of the characteristics of Rosemary Hills that drew so many of us to buy homes and raise our families here.

Respectfully,
Elizabeth N. King

MCP-CTRACK

RECEIVED
JAN 27 2016

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

From: Sharon Feuer Gruber <sharonhsgruber@gmail.com>
Sent: Sunday, January 24, 2016 10:54 PM
To: MCP-Chair
Subject: Lyttonsville sector plan written testimony

Dear board:

Thank you for this opportunity to submit my written testimony regarding the Lyttonsville Sector Plan. I am deeply concerned about the impact of this plan as-is on our community currently and the surrounding neighborhoods, as well.

- 1) I believe that the increased density proposed in the plan will cause great harm to our unique and diverse community. The plan suggests converting the area near the Lyttonsville PurpleLine station into a dense urbanized core, with up to 2000 new apartment units. This area is part of the residential neighborhood and should remain essentially suburban. I object to the way this plan will alter the character of our community.
- 2) The plan will greatly increase traffic in our neighborhood. Our roads are narrow suburban streets that cannot accommodate hundreds of additional cars. We can barely make a left turn out of our neighborhood from Spencer Road to Grubb Road as is. Inevitably, even apartment buildings near public transit will invite traffic, as some residents will have vehicles, the people who work there will, and the many guests and individuals who provide services to those residences will have vehicles, as well. Although the staff has said that our intersections pass their traffic test, many of our roads are too narrow for two way travel and we already have to wait to pass single file. Furthermore, a recent report shows that the nearby major intersections of 16th Street and Georgia as well as East-West Highway and Jones Bridge Road are already failing the traffic test. Adding more residents along Lyttonsville Road and Grubb Road will make this congestion much worse. My children are newly at or approaching the age in which I would want them to walk to friends' homes just across East-West Highway and/or Grubb Road, and an increase of traffic will make this challenging intersection untenable and outright dangerous to pedestrians.
- 3) I am deeply concerned about the effect of this many new residents on our already overcrowded schools. I believe that the plan could result in changes in school boundaries. This will significantly harm the community. Part of why we bought this house is for the desirable BCC Cluster that we are positioned in, and it will negatively impact our children's education, as well as drive down our property values if we are zoned out of that cluster. Our family's educational needs are sensitive, and we are confident that BCC is the right home school for us.
- 4) The Rosemary Hills-Lyttonsville Park is already heavily used. This proposed population increase will certainly add to the use of the park, yet there is no plan to add resources or new open space. Additionally, the age of the children using the park is quite variable, and we could use an update of equipment to reflect some of the older children's needs (akin to the Wheaton Adventure Park). Over time it has become clear that more resources are critically needed, and additional users will only tax the already understaffed, under-resourced park.
- 5) Our Community Center is heavily used and needs many repairs and upgrades. Its Club Rec program is already oversubscribed and the county cannot provide the funds for needed staff. It is unfortunate that such a valued resource is not able to meet high community demand, and this is at the current level of local residents.
- 6) I object to the idea that Rock Creek Pool be destroyed to make room for a new school. This would be a horrible loss to our community. There already is a multi-year waiting list to become a member, as demand is so high. Shutting it down would be a tremendous blow to this sector. The swim club is a meeting place for community members throughout the adjoining neighborhoods, and it makes a tremendous quality-of-life difference for our family and hundreds of others.
- 7) I believe that the businesses on Brookville should be protected and new businesses that directly serve the residents should be added. Additional walkable cafes, artists' lofts, and live-work space would be community assets.

I ask that the maximum FAR in this area be set at 1.5, the maximum generally allowed near single family homes. I ask that the total number of new units allowed on re-zoned properties be set to 400, allowing an increase of 1.5X the number of units currently in place.

Thank you.

Sincerely,
Sharon Gruber
2319 Peggy Lane, Silver Spring 20910

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.



Mrs. Elizabeth King
2213 Richland St
Silver Spring MD 20910-2334

Signed,

Elizabeth M. King

RECEIVED
0108
JAN 27 2016

Signed
D. B. Foley

8816 Marywood Avenue
Silver Spring 20910

OFFICE OF THE CHAIRMAN
THE MONTGOMERY COUNTY
PLANNING AND ZONING COMMISSION

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Signed,

Robert E. Freeman

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Signed,

Joyce M. Hoffman

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Signed,

*John Foley, 8816 Maywood Ave
Silver Spring 20910*

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Signed,

*Luke Foley, 8816 Maywood Avenue
Silver Spring 20910*

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Signed,

*Kipman Baulster, 8816 Maywood Avenue
Silver Spring 20910*

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Signed,

*Mr. & Mrs. Leonard King
2213 Richmond St
Silver Spring, MD 20910-2334*

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:

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~~X~~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,

Patricia Hurley, SS, MS, 2010
8701 Hilford Ave, SS, MS, 2010

RECEIVED
00100
JAN 21 2015

OFFICE OF THE CHAIRMAN
THE MONTGOMERY COUNTY CAPITAL
PLANNING AND ZONING COMMISSION

On the draft proposal of Greater Lyttonsville Sector Plan

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Signed,

Nicole 8713 Maywood Ave
SS, MS, 2010

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Signed,

Chirvia Fuler
8802 Maywood Ave

301-589-1559

On the draft proposal of Greater Lyttonsville Sector Plan

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Signed,

- I object to destruction of Rock Creek Park.
Stephan Bracer

MCP-CTRACK

RECEIVED

JAN 08 2016

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

0039

From: Shawn Siochain <SSiochain@engenderhealth.org>
Sent: Friday, January 08, 2016 3:19 PM
To: MCP-Chair
Subject: Greater Lyttonsville Sector Plan - rezoning problem

Hi,

In reviewing the Greater Lyttonsville Sector Plan published online, the sector 12 zoning changes on page 88 seem extremely problematic.

Those areas are the only buffer between the industrial zone and the residential zone. They mostly contain trees and grass along the outer rim of the parking lot of the light industrial building on Linden Lane. Rezoning this buffer appears to be intended to allow the building of additional light industrial buildings between the parking lot and abutting the residential properties along Hale Place and Sharon Drive.

Rezoning to allow light industry to encroach further upon immediate residential areas would cause a number of serious problems. I hope that this damage to the community is considered appropriately before rezoning is enacted in order for commercial interests to destroy homes.

If not, I would greatly appreciate knowing who is responsible for this boondoggle.

Thank you,
Shawn

Shawn Síocháin, MSc
Director of Compliance, EngenderHealth

MCP-Chair

Subject:

Comments on Draft Lyttonsville Plan

RECEIVED
0037
JAN 08 2016

From: mmuranova@yahoo.com

Sent: Friday, January 08, 2016 11:41 AM

To: MCP-Chair <mcp-chair@mncppc-mc.org>

Subject: Comments on Draft Lyttonsville Plan

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

Dear Lyttonsville Planning team,

I live in the Linden neighborhood close to the Brookville road and Warren Street - (bordering on the Lyttonsville neighborhood very close to the industrial zone). Unfortunately our experience with businesses in this area has not been the best. At least every couple of months there would be a truck unloading something in the middle of the night or having garbage trucks pick up trash at 5am which wakes me and my family up (we have made numerous noise complaints about this but with limited long term solution).

Not to mention going further towards Linden by the businesses along the train tracks - there is so much trash all over the ground and just overall dumping next to dumpsters. Is this something that the Planning Zone committee plans to address? Has there been any thought given to re-zoning this part of the Lyttonsville area or at minimum making it more neighborhood friendly/greener?

There seems to be zero recognition of these issues in the report and no improvements (such as more greenery or possible rezoning to mixed use). The Linden neighborhood is truly wonderful so it's unfortunately that irresponsible businesses in the industrial zone are littering the neighbourhood we have to live in. I would encourage your team to walk on Fraser Avenue (between Montgomery Street and Linden Lane) to see all the trash business leave behind.

Thank you,

Planning Department Releases Public Hearing Draft of Greater Lyttonsville Sector Plan Community invited to review latest version of Sector Plan before the public hearing on Thursday, February 11 in Silver Spring The Montgomery County Planning Department, part of The Maryland-National Capital Park and Planning Commission, has posted the Public Hearing Draft of the Greater Lyttonsville Sector Plan on the Department's web site. This posting follows the Montgomery County Planning Board's approval of the Working Draft as the Public Hearing Draft on Thursday, December 17, 2015.

The Public Hearing Draft reflects changes in response to issues that were raised by the Lyttonsville community over zoning classifications, district boundaries and language in the Plan Draft.

View the Public Hearing Draft of the Greater Lyttonsville Sector Plan. You can also obtain a copy of the draft at Montgomery County Planning Department headquarters (8787 Georgia Avenue, Silver Spring, MD 20910).

View the Staff Report for the December 17 Planning Board presentation, including an errata sheet.

Community Invited to Testify at Public Hearing The Board's public hearing on the Greater Lyttonsville Sector Plan is scheduled for Thursday, February 11 at 6:30 p.m. at the Planning Department headquarters (8787 Georgia Avenue, Silver Spring, MD) when the community is invited to comment on the Plan's recommendations.

Consult the Planning Board Agenda for details about the public hearing.

Time slots to testify are limited, so beginning 10 days in advance of the hearing date, the public is encouraged to go online to sign up to testify: http://www.montgomeryapps.org/planning_board/testify.asp.

In order to hear from as many people as possible, each speaker will only have up to three minutes to comment.

The public is also invited to submit comments on the Public Hearing Draft of the Greater Lyttonsville Sector Plan via email to mcp-chair@mncppc-mc.org. These comments will become part of the public testimony and public record for the Plan.

Plan Work Sessions and Council Action

Following the public hearing on February 11, 2016, the Planning Board will hold work sessions on the Sector Plan starting in March. The sessions will continue as needed for the Board to discuss the community testimony as well as issues Board members want to address.

At the conclusion of the work sessions, the Plan will be revised to reflect the Planning Board's direction before being transmitted to the County Council and County Executive as the Planning Board Draft. The County Council will hold a public hearing on the



DEPARTMENT OF GENERAL SERVICES

Isiah Leggett
County Executive

David E. Disc
Director

February 26, 2016

Mr. Casey Anderson, Chair
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Greater Lyttonsville Sector Plan Public Hearing Draft

Dear Mr. Anderson:

Thank you for the opportunity to review and comment on the Public Hearing Draft of the Greater Lyttonsville Sector Plan.

The Plan is generally consistent with Executive Branch objectives including supporting appropriate development around future Purple Line stations, encouraging multimodal transportation, restoring environmental features, and highlighting the important history of Lyttonsville.

Technical comments from the Departments of Transportation, Environmental Protection, Recreation, Health and Human Services, Economic Development, and Fire and Rescue Services are attached for your review.

Thank you for the opportunity to comment. Please contact me directly if you have any questions.

Sincerely,

Greg Ossont
Deputy Director

cc: Gwen Wright, Planning Director
Robert Kronenberg, M-NCPPC
Erin Banks, M-NCPPC
Reemberto Rodriguez, RSC

Office of the Director
101 Monroe Street, 9th Floor • Rockville, Maryland 2050
www.montgomerycountymd.gov

Executive Branch Departmental Comments on the Lyttonsville Sector Plan Public Hearing Draft

**Department of Transportation
February 4, 2016**

Major comments:

1. The relationship and impacts of the plan recommendations for the Lyttonsville areas for TPAR transit adequacy (for existing, and build-out TPAR milestone analysis years) should be addressed in the plan. The plan should identify the current status of transit adequacy, as well as discussed specific recommendations to address this condition.
2. In general, proposed typical sections (for County roads) should be consistent with existing MCDOT design standards. If there are extenuating circumstances where an adopted MCDOT design standard needs to be modified to implement the desired cross-section elements, the standard number should be noted as modified and the proposed changes should be identified on the detail.
3. Page 42 – C., Stewart Avenue: There is reference to Site 8b and 9 in the section. Please refer to the plan showing Site 8b and 9. Please add a detail showing the proposed design.
4. Page 43, D., Brookville Road Industrial District: The proposal to convert Monard Drive, from a private road to a public street, requires more than widening and right-of-way dedication – the private applicant(s) will need to satisfy Department of Permitting Services' requirements to accept the road transfer. The Department of General Services is currently studying the Brookeville Depot site for future needs, Planning staff should coordinate with DGS to ensure recommendations are consistent with future facility requirements,
5. Page 46 discounts TPAR considerations on the basis that this plan does not have a significant amount of development. However, the proposed reduction of MD 390 (16th Street) from 6 lanes to 4 lanes could be a substantive impact. If a TPAR analysis does indeed pass, this would bolster the case for the road diet. If the TPAR fails, this would establish that additional considerations may be necessary toward achieving the plan's vision. At a minimum note whether the road diet was included as part of the TPAR analysis or the intersection CLV analysis.
 - a. Also, relate the road diet proposal and the plan as a whole to impacts outside the plan area to CIP projects at Seminary Road and the SHA long planning study on Georgia Avenue between 16th Street, and general mobility outside of the plan area.
 - b. Removal of thru travel lanes on 16th Street would be subject to completion and approval of a formal air quality conformity analysis by the National Capital Region Transportation Planning Board.
6. Purple Line
 - a. Any changes made to Purple Line design will be at County cost, to be negotiated with the concessionaire. Any recommended changes require careful consideration.

- b. Lyttonsville Station - *Eliminate the proposed Kiss & Ride area at the Lyttonsville Purple Line Station.* As a neighborhood-serving transit station, space along Lyttonsville Place and Brookville Road should be prioritized for enhanced streetscapes and pedestrian and bicycle access to the station. MCDOT does not support elimination of the Kiss and Ride.
- 7. Page 97, Table 4.2 Capital Improvements Program
 - a. Reference to potential developer/private sector contribution to the Capital Improvements Program listed projects should be added as a table attribute and clearly noted in the section text. A number of these projects would only be implemented as private sector or public private partnership projects.

General Comments:

1. It is important to include a safety component in all transportation projects involving County roadways and for each modal element referenced in the Transportation Sections.
2. Identify areas where additional ROW &/or pavement may be needed to meet proposed configurations.
3. The relationship and impacts of the plan recommendations for the Lyttonsville areas for TPAR transit adequacy (for existing, and build-out TPAR milestone analysis years) should be addressed in the plan. The plan should identify the current status of transit adequacy, as well as discussed specific recommendations to address this condition.
4. All references to improved pedestrian connections, access and/or safety should also include improved bicycling/cyclist connections, access and safety.
5. Additional discussion should be added regarding the relationship with whether new local and business streets will be public or private streets, and if so under what conditions.
6. All text references and maps should label Sixteenth Street as “MD-390”
7. Lyttonsville Place should be labelled on maps.
8. Consider changing the following terminologies where appropriate throughout the document: from *pedestrians* to “people walking”; from *bikes* to “people biking”; from *bicycle path/trail* to “shared use path/trail”.
9. Consider changing references to *US Army* to “Department of Defense” as multiple Defense Department agencies are located on the Fort Detrick Annex.

Page-specific Comments:

1. Pages 6 & 7 – Summary of Recommendations
 - a. For the proposed roadways the proposed utilities should be underground. However, for the existing roadways the conversion of overhead utilities to be underground should not be suggested in the report until there exists an agreement (between the regulatory agencies and the development community) on how to fund the conversion of overhead utilities to underground locations, comments such as “*Bury overhead wires underground to avoid conflicts with street trees.*” should be deleted.

- b. On page 6 it is stated that all roads in the Sector Plan area are to be designed for shared use by motor vehicles and bicycles. With this in mind, on p54-55: what is the need for designing shared roadways? What new ROW or design obligations does this entail as compared to roads that do not have any designated bike routes on them?
2. Page 10 – Challenges – *Inadequate or missing sidewalks discourage walking and cycling* – Sidewalks should not be assumed as adequate cycling facilities.
3. Page 31 –Purple Line- (B) Recommendations:
 - a. *“Incorporate historically oriented interpretive signage, markers and commemorative art throughout the planning area, including in purple line stations.”*- Who is responsible for the *maintenance* of the special signage, markers and commemorative art?
 - b. *“Include Richland Place, a neighborhood of mid-century modern homes, among resources to be evaluated.”*- Should this be re-worded to say.... *resources to be evaluated for redevelopment.*
4. Page 33- Water Quality - (B) Recommendations: *“Use permeable paving for portions of roads, road shoulders, sidewalks walkways and parking lanes where feasible.”* – Are these recommended in the public right-of-ways? MCDOT does not allow permeable roadway paving in the public right-of-ways (although the suggestion to allow it within parking lanes has been proposed in the pending Bethesda Downtown Plan).
5. Page 34 – Section 2.4.2: What is meant by *“Prioritize street tree planting . . .?”* Should the statement read *“Encourage street tree planting . . . when building new or retrofitting existing roadways?”*
6. Page 37 – Section 2.5.2: *“The existing Rock Creek Pool site should be considered as a community facilities site that may accommodate a new school if all other options are exhausted by MCPS.”*- The existing Rock Creek Pool site is privately owned per page 38 of this report and since a proposed school site is being recommended in this report, it should be identified in the proposed Land Use Map (page 23) as a potential site for the proposed school.
7. Page 40 – Section 2.6 Transportation : *“Complete streets refer to roadway treatments intended.....within the same right-of-way.”*- The word *“treatments”* should be replaced by *“improvements.”* The last sentence in the 2nd paragraph could be followed by a caveat statement (that stormwater management in public rights-of-way are now required under the County’s Executive Regulation for Context Sensitive Road Design Standards).

8. Page 41, Section 2.6.1, Goals: Suggest amending the 2nd bullet (“Increase *the use of* non-auto driver travel.”) to read “Increase *opportunities for* non-auto driver travel options.” Also, we suggest they provide more explanation/details for what is desired in the 3rd and 4 bullets.
9. Pages 41-45, Section 2.6.2 Roadways:
 - a. To help the reader better understand their transportation proposals, Table 2.6.1- Master Planned Major Highways and Arterials and Figures 2.6.2 (Urban Road Code) and 2.6.3 (Roadway Classifications) should be moved up to page 41 - before the roadway typical sections in the report.
 - b. In general, proposed typical sections (for County roads) should be consistent with existing MCDOT design standards. If there are extenuating circumstances where an adopted MCDOT design standard needs to be modified to implement the desired cross-section elements, the standard number should be noted as modified and the proposed changes should be identified on the detail.
 - c. Page 43 re: Stewart Avenue - Recommend maintaining access from the existing Stewart Ave and at-grade crossing to industrial properties to avoid introduction of commercial traffic onto Kansas, Pennsylvania and Maine Avenues
 - d. *Page 43 Brookeville Road Industrial District and Figure 2.6.1 Proposed Industrial Loop. and proposed Road network enhancements connecting to Brookeville Road.* While there is support for additional connections, DOT recommends shifting roadways south off of DOD/Army property (north of Garfield Road). DOT does not support shared access to the Ride On (and future MTA) Access Driveway but does not support a parallel connection immediately north of the access road through the proposed redevelopment site.
 - e. Page 40 – Paragraph 2 – *This approach does not include “green streets” enhancements, such as stormwater management as part of its primary objective.* Consider deletion of this sentence as unnecessary. Also it should be noted that stormwater management or best practices for stormwater management are legal requirements and do not need to be added as recommendations.
 - f. Page 41 – Section 2.6.2.A; Spring Street Extension (B-1):
 - i. Why is the right-of-way proposed to be 60 feet when the recommended typical section and Table 2.6.1 propose it to be 80’ wide?
 - ii. Consider modification to MCDOT design standard MC-2005.02 (Business District Street, 2 lanes with parking on both sides, 70-foot right-of-way) to reflect the proposed separated bike lanes?
 - iii. A three (3) foot lawn panel immediately next to parallel parked vehicles is inadequate – need at least 2’ paved separation between the curb and the

lawn panel (to allow room for passengers to enter/exit vehicles) + more room for vegetated stormwater management facilities. We do not support showing street trees coincident with parked cars. Considering the current topography and potential steep grade of this road, we recommend the typical be amended to be:

- 6 foot sidewalk
- 7 foot separated bike lane
- 5 foot-4 inch lawn panel (including vegetated stormwater management facilities)
- 2 foot-8 inch paved area between lawn panel and face of curb
- 8 foot parking lane
- 11 foot travel lane – on each side, using MC-2005.02 modified (right-of-way increased to 80 feet)

iv. *“This connection may be implemented as a private street and should accommodate two-way vehicular traffic.”* - This proposed street extension is an important connection for the public on the east side of 16th Street. Based on the ongoing inter-agency workgroup addressing the issue of public/private roads we recommend that Spring Street extended shall be a publicly maintained road. If this proposed street is to be implemented as a private street; please list, the conditions for implementation as a private street with public access (Please refer to the public private road language in the adopted White Flint Sector Plan and subsequent Planning Board preliminary plan approvals for more details. We note that this issue is currently the subject of an inter-agency workgroup addressing the issue of private roads.).

v. *Public/Private ownership and specific horizontal alignment.... for regulatory approval.”* –Do we need this statement to be included in this report? The decision to require a public street (versus a private street with public access) and the related design criteria should be established at the preliminary plan stage – not at the permit/regulatory stage.

g. Page 42 – 16th Street Typical Sections:

- i. A note should be added to this section to indicate that 16th Street is maintained by the MSHA (MD390). We defer to the MDSA for comments the proposed implementation but offer the following comments on the cross-section
- ii. Existing Section: Please show the total existing right-of-way.
- iii. The 8 foot proposed width of the proposed two-way cycle track should be revised to be 10 feet.

- iv. There is an existing overpass north of Spring Street; please provide a cross section for the Bridge portion of 16th street similar to the one shown for Lyttonsville Place cross section on page 51 of the report.
 - v. The total length of the existing roadway southbound from curb to curb is 37-feet measured from the median. The total length of the proposed roadway southbound from curb to curb is 38-feet measured from the median. There is an existing grade difference on the west side of 16th street and no sidewalk north of Spring Street. It will be a challenge to accommodate the 10-foot sidewalk as per the proposed section north of Spring Street (will have to extend additional 1-foot from the existing condition).
- h. Page 42 – C., Stewart Avenue: There is reference to Site 8b and 9 in the section. Please refer to the plan showing Site 8b and 9. Please add a detail showing the proposed design.
 - i. Page 43, D., Brookville Road Industrial District: The proposal to convert Monard Drive, from a private road to a public street, requires more than widening and right-of-way dedication – the private applicant(s) will need to satisfy Department of Permitting Services’ requirements to accept the road transfer. What is the Department of General Services’ position on the proposed road extension through the property next to the County depot?
 - j. Page 43-Figure 2.6.1 Proposed Industrial Loop-: Please label all the existing streets. For example, “Brookville Road” is not labelled.
 - k. Page 43, E. Urban Road Code Boundary: We recommend this discussion be moved to the introduction of Section 2.6, along the aforementioned relocation of the related map.
 - l. Page 45 – Figure 2.6.3 Roadway Classifications: Please show the enhanced intersection/crossing improvements in this plan as shown in Figure 1.1.2 Concept Framework Plan (Page 9).
 - m. Please move the other roadway cross sections - Lyttonsville Place, and Lyttonsville Road/Grubb Road from page 50, 51, 52 and 53 into the section 2.6.2 of the report.
10. On page 45 the map includes (1) and (2) references to “See Stewart Avenue” & “See Purple Line”, respectively, but does not give any indication as to where these references are located or what the user is supposed to be looking for such that it could not be worked into this map.
11. Add nearest cross-sections to the Streets table on page 46. All but five non-SHA segments correspond directly to a CSRD standard. The different five are:
- a. Three of the four segments of MA-3 are 2004.22 mod (separated bike lanes)

- b. B-1 is 2005.02mod (cross-section is detailed on p41)
- c. P-4 is 2003.10mod (20-foot reduction in ROW)

12. Clarify how P-4 will be designed, as the narrowest Primary Residential cross-section is 70 ft. Reducing the cross-section by 20 feet will likely require narrowing lanes &/or narrowing the landscaping width. Note that with the latter: this may affect the type of trees that are able to grow along the roadway.

13. Page 46 discounts TPAR considerations on the basis that this plan does not have a significant amount of development. However, the proposed reduction of MD 390 (16th Street) from 6 lanes to 4 lanes could be a substantive impact. If a TPAR analysis does indeed pass, this would bolster the case for the road diet. If the TPAR fails, this would establish that additional considerations may be necessary toward achieving the plan's vision. At a minimum note whether the road diet was included as part of the TPAR analysis or the intersection CLV analysis.

- a. Also, relate the road diet proposal and the plan as a whole to impacts outside the plan area to CIP projects at Seminary Road and the SHA long planning study on Georgia Avenue between 16th Street, and general mobility outside of the plan area.
- b. Removal of thru travel lanes on 16th Street would be subject to completion and approval of a formal air quality conformity analysis by the National Capital Region Transportation Planning Board.

14. On pages 46-47, the document discusses Roadway TPAR and then goes into Transit, but does not discuss Transit TPAR.

15. Page 46, Table 2.6.1 Master Planned Major Roadways and Arterials

- a. Add a column to indicate the recommended MCDOT Design Standard for County-maintained roadways.
- b. Add the standard note to indicate the minimum right-of-way widths are independent to the right-of-way needed for auxiliary turn lanes.
- c. M-9, 16 Street: isn't the southern limit for this roadway at the District of Columbia line? (The map on page 45 shows M-9 extending south of the East-West Highway intersection.)
- d. Industrial Road I-1, Montgomery Street: the street name is misspelled in the 2nd column.

- e. Primary Residential Roadway P-4, Linden Lane: where is the discussion/rationale for having a 50-foot-wide right-of-way on a primary residential street? Are there are proposed cross-section changes

16. Page 47 - 2.6.3 Transit:

- a. A transit Map should be added to show the location of the Lyttonsville Maintenance Yard, Lyttonsville Station, Capital Crescent Trail and Woodside Station.
- b. It should be noted that local transit service adjustments are likely once Purple Line service is operating.
- c. Since the Silver Spring/Takoma Park policy area is inadequate for TPAR transit, what recommendations does the master plan have for this area?
- d. Purple Line
 - i. Any changes made to Purple Line design will be at County cost, to be negotiated with the concessionaire.
 - ii. *Lyttonsville Maintenance Yard*: The description mentions Lyttonsville Place Bridge; which is a CIP project (P501421). The report does not list the CIP projects.
 - iii. The “*Harry Sanders*” station conflicts with MTA station-naming policy. They do not allow names of people (alive or dead) in station names. If this were done, consider whether this allows calling the station something like “16th Street” on maps, signs, etc.? Naming it Harry Sanders Station, would not offer any guidance to unfamiliar users? (Such as how Silver Spring Transit Center is more informative than Paul S. Sarbanes Transit Center). The official name that would be used as a matter of operations and navigation of the system should be a distinctive geographic name, such as Lyttonsville. – This also should be updated in Table 1.3 on page 6.
 - iv. Lyttonsville Maintenance Yard - *Limit the maintenance yard to the area south of the Lyttonsville Place bridge, with only the tail tracks and maintenance facility driveway located to the north of the bridge.* – This should be confirmed w/ MTA
to ensure that the space south of the bridge is adequate to suit the needs of the maintenance yard. Particularly if this change would prompt any changes in design, noting where we are in the design process of the PL.
 - v. Lyttonsville Station - *Eliminate the proposed Kiss & Ride area at the Lyttonsville Purple Line Station.* As a neighborhood-serving transit station, space along Lyttonsville Place and Brookville Road should be prioritized for enhanced streetscapes and pedestrian and bicycle access to the station. MCDOT does not support elimination of the Kiss and Ride.

- vi. *Connect Brookville Road and the residential areas to the east of the Purple Line station via a mezzanine and an aerial walkway above the station platform, provided through developer contributions.* - Consider how it will be implemented. Which land owners are expected to contribute? What if only side redevelops and any others are not? Consider and clarify the intended method of implementation to serve as guidance to both developers & agencies involved in Development Review.
- vii. *Evaluate the potential for Kiss & Ride facilities on both sides of 16th Street at the time the Purple Line station is constructed to serve peak-period traffic (i.e. southbound traffic in the morning/ northbound traffic in the evening).* Isn't there any onus on the master plan to "evaluate the potential"? What if additional ROW is needed beyond what the master plan calls for?

17. 2.6.4 Pedestrian and Bicycle Facilities:

- a. Page 49 - (B) Capital Crescent Trail: The third paragraph includes the following sentences: *"As currently designed in the MTA Purple Line project, the Capital Crescent Trail between Michigan Avenue and Lanier Drive does not meet minimum bike guidelines set by . . . AASHTO for a shared use path."* Why doesn't the MTA design meet AASHTO criteria? *"Montgomery County Department of Transportation should evaluate options for widening the trail at this location, including converting Michigan Avenue and Talbot Avenue to a one-way street between Pennsylvania Avenue and Lanier Drive."* – Why not just leave the sentence by just saying *"MCDOT to evaluate options to widen the trail at this location."* Do we need the second part of the sentence?
- b. (C) New Bikeway Proposals:
 - i. Page 50 - 16th Street: Refer to the cross section on Page 42.
 - ii. Lyttonsville Place Cross Sections–
 - The Table 2.6.1 shows Lyttonsville Place as 80-foot right-of-way. The proposed section non-bridge shows a 70-foot right-of-way and the bridge shows a 68-foot right-of-way.
 - Page 50 - Existing Section: Please show the total existing right-of-way.
 - Page 51- Proposed Sections: Northbound traffic has only one lane which will be the access to the proposed Lyttonsville station. Will there be queuing during the morning peak hour?
 - Page 51- Proposed Section Bridge: The existing section shows a 4-foot sidewalk on both sides. The proposed section shows wider sidewalks which means the existing bridge needs to be widened.

The CIP project Lyttonsville Place Bridge (P501421) proposes a 48-foot roadway, two 5-foot sidewalks and the two safety parapets. The Sector Plan should be revised to be consistent with the CIP design.

iii. Lyttonsville Road Cross Sections–

- Page 52 - Existing Section: Please show the total existing right-of-way.
- Page 52, 2nd bullet: According to the August 2000 Approved North & West Silver Spring Master Plan, the pavement width on Lyttonsville Road/Grubb Road (north of East-West Highway) is 48' – so this plan proposes narrowing the roadway to implement the ultimate separated bike lanes. The table on page 97 (Capital Improvements Program) proposes implementing these separated bike lanes under a CIP project – which is more likely (than implementing same under private developer permits) considering the roadway cross-section will need to be narrowed to construct the proposed typical section.
- We recommend the ultimate cross-section be amended to provide:
 - 5 foot sidewalk (2 foot extra right-of-way or a Public Improvements Easement will be needed for the sidewalk maintenance/utilities strip)
 - 7 foot bike lane
 - 5 foot, 4 inch lawn panel with stormwater management
 - 2 foot, 8 inch paved area between lawn panel and stormwater management facility
 - 8 foot parking lane
 - 11 foot travel lane

iv. Page 53 – Spring Street Extended Street: Refer to the cross section on Page 41.

v. Page 53 – Why only Brookville Road is discussed in the report regarding the proposed shared roadways ways? Figure 2.6.5 – Bikeways- shows other proposed shared roadways.

- c. On page 51, bear in mind that sidewalks along Lyttonsville Place may be a busy destination between bus stops, access to the Purple Line, and other features common to such highly trafficked areas: elevators & associated queues, informational signs, waste receptacles, newspaper bins, bus shelters, and perhaps even off-board fare machines (though no such service is presently planned). Some of these will place demand on the width of the sidewalk as well as the width of the buffer (particularly with regard to bus-related infrastructure).

- d. On page 51, for the bridge cross-section, clarify why the buffer appears to visually be only about 2/3 of the dimensioned width. If this is intentional, consider re-dimensioning and better delineating this area.
- e. On page 53, consider clarifying whether Spring Street Extended is proposed to have a pair of one-way separated bike lanes (as per p41).
- f. On page 53, the text for Brookeville Road cites that separated bike lanes would be desirable, but that there is not adequate space to implement them. Per toward the latter: is the master plan not the best vehicle to begin pursuing the necessary ROW? If additional width is needed, intent could be established now rather than waiting another 1-2 decades, and any accompanying text could instead acknowledge the implementation is recognized as a long-term project dependent on acquisition of necessary ROW.
- g. On pages 54-55, there are two LB-2's: one a separated bike lane and the other shared roadway.

18. 2.6.5 Other Improvements:

- a. On page 56, note that there may be need to revisit our standard truncations at intersections where protected intersections are anticipated. A general note should be added that the protected intersection concept is subject to further review by MCDOT and MDSHA prior to implementation.
- b. On page 57, consider whether D.1. should also recommend pedestrian-scale lighting.
- c. The second paragraph suggests protected intersections are recommended for all intersections with separated bike lanes and *on-street parking*. What happens if the on-street parking is prohibited at the intersection (as inferred in the drawing at the bottom of the page)? Perhaps the reference to on-street parking should be removed.
- d. The intersection improvements as shown in Figure 1.1.2 (page 9) should be listed in a Table format.
- e. The section addresses only intersection improvements related to bikeway. The intersection improvements should not be limited to the Bikeway circulation alone. (For example: The intersection of Lyttonsville Place and Lyttonsville Road. Based on the proposed cross sections; Lyttonsville Place has two southbound and one northbound lane and Lyttonsville Road has one lane each for east and west bound traffic. Due to these there could be potential intersection improvements in addition to the bikeway related improvements. May be there could be proposed traffic signal warranted at that location.)
- f. D.1, Pedestrian connectors: A map should also be added to identify the locations of the proposed pedestrian connectors. There should be a discussion to identify the minimum right-of-way and require provision of DOT-approved lighting (if these facilities are to be publicly maintained.) If these connectors may be

privately maintained, there should be a requirement to grant Public Access Easements over same.

- g. D. 3. Lyttonsville Station Entrance: A Traffic Signal at Brookeville Road / Stephen Sitter Avenue Gate is now planned with funding to be provided by USDOD
 - h. D. 3. Lyttonsville Station Entrance: The last sentence proposes widening the sidewalk on the west side of Stewart “Lane” between Brookeville Road and the Capital Crescent Trail – should this sentence read Stewart “Avenue?” Is there sufficient right-of-way to accommodate this improvement? Are there any impediments to completing it?
19. Page 58, Section 2.6.6 Transportation Demand Management: Within six months of the beginning of Purple Line operation in Silver Spring, the Silver Spring Transportation Management District boundaries should be expanded to incorporate the additional non-residential (e.g., Summit Hills) and commercial density proposed in this Sector Plan. Outreach to employers prior to the beginning of Purple Line service will ensure that employees are aware of this new commuting option.
20. The TDM section could be enhanced by considering the following elements that could ultimately be considered as conditions of future development approvals:
- a. Appointment of a Transportation Benefits Coordinator to provide for distribution of information and promotional materials and facilitate planning of TDM-related outreach events within the project.
 - b. Provision of Real-Time Transit Information display(s) and opportunity for other transit and alt-mode-related information in key locations within the project (e.g., information on car sharing, Bikeshare, bikeway facilities, bike parking facilities, etc.)
 - c. Provision of preferentially-located car/van pool parking spaces and car-sharing parking spaces on-site
 - d. Provision of secure, weather-proof bicycle parking facilities for residents of multi-unit buildings and employees in office and major retail projects. Consider requiring provision of bicycle storage areas in garages for resident and/or employee use (e.g., bike cage) as well as a small bicycle repair station.
21. The following design elements intended to facilitate use and promotion of non-auto modes of transportation should be incorporated into building design for major projects:
- a. Design building frontages/lobbies to provide two-way visibility for transit vehicles, shuttles and taxis
 - b. Provide electric and water connections in outdoor gathering areas to enable outreach events to be staged more readily
 - c. Provide kiosks in active outdoor commercial areas to provide opportunity for information and assistance
 - d. Provide concierge/reception desk in lobbies with an area where TDM information and passes can be obtained – e.g., transit timetables, loading of SmarTrip cards

22. Section 2.8.1.A, Public Space Network (Goals): the third bullet is unnecessary – unless they want to add a sentence to comply with the Executive Regulation for Context Sensitive Road Design Standards.

23. Page 68, Section 3.1 Woodside/16th Street Station Area:

- a. Page 68-Site 2 Third paragraph: The language on this page (Spring Street extension is recommended as Private Road) is not consistent with the text on page 41 (this connection may be implemented as a private street).

24. Section 3.2.2, Public Space Improvements: The fourth bullet proposes widening the existing sidewalk within the Lanier Drive right-of-way between Quinton Road and Richland Place to meet ADA. Are there any impediments to completing it?

25. Section 3.3 Brookville Road/Lyttonsville Station Area:

- a. Why is the Rock Creek pool excluded from this section? On Page 37 – Section 2.5.2; talks about a recommended school to be accommodated within the Rock Creek Pool.
- b. Why the Lyttonsville Maintenance Yard site location excluded from the section? Based on the location of the Lyttonsville Maintenance Yard there will be proposed improvements along Brooksville Road. There is no mention of the improvements along Brookville Road in this report other than the bikeway improvements mentioned in page 53.
- c. Section 3.3.2, Public Space Improvements: The first bullet proposes widening the existing sidewalks on Lyttonsville Place for enhanced walkability to the proposed Lyttonsville Purple Line station. Are there any impediments to completing it?
- d. Section 3.3.2, Public Space Improvements: The second bullet proposes installing improvements to discourage cut-through traffic and prevent trucks from accidentally entering the residential neighborhood. If physical channelization measures are installed, they would also be precluding legitimate truck deliveries to the residences – an unintended consequence. Recommend consulting DTEO for option(s); perhaps “No Thru Trucks over 7000 GVW” signage may be appropriate. (This comment also applies to the last bullet on page 89.)

26. Page 91, Garfield Road Terminus: please see previous comments on Brookville Industrial District recommendations

27. Page 97, Table 4.2 Capital Improvements Program

- a. Reference to potential developer/private sector contribution to the Capital Improvements Program listed projects should be added as a table attribute and

clearly noted in the section text. A number of these projects would only be implemented as private sector or public private partnership projects.

- b. Roadway B-1 / Spring Street Extended (as a private sector responsibility) is missing from this table

Department of Economic Development
February 1, 2016

The Lyttonsville business community remains concerned about the ability of this unique and successful industrial area to be preserved if residential uses are allowed. Specifically, they continue to express reservations about the following components of the Plan:

Page 2, Recommendation #2

Expand neighborhood-serving retail opportunities and *allow some residential development*; and

Page 25, Proposed Zoning – Section #10

Commercial Residential Town Floating Zone, indicated by the cross-hatch pattern.

1. A market study of the area by Bolan Smart and Associates reported that conversion to significantly higher densities (and development costs) is not likely to be market supported.
2. The Bolan Smart and Associates study also warns that one of the most serious threats to an active industrial district is residential encroachment.
3. The community has been dubbed an ecosystem of industrial activities. Machinery and trucks of neighboring businesses are repaired there; other businesses produce supplies that are needed by companies in the park.

The Lyttonsville business community is recommending that the County enhance this area through branding and promotional activities. We anticipate, and wanted to alert you to the fact that they will continue to voice their strong opposition to allowing residential uses in this industrial park.

Department of Recreation
January 6, 2016

The Plan shows the existing Recreation facility, Coffield Community Recreation Center, as a centerpiece of the sector. This has even more impact when it is considered that the entire western section of the area is made up of Institutional & Commercial land use and contains virtually no residents. This area, west of a line formed by Brookville Rd and extending west along the proposed Purple Line eliminates at least 1/3 of the sector when considering resident services delivery. This fact further emphasizes the importance of the Rosemary Hills-Lyttonsville Local Park and the Coffield Center to this community to meet recreation and leisure needs.

It would seem to make the most sense to focus improvements on this parcel as meeting the needs of the sector as a "Central Green" for use as an active recreation and accessible civic gathering space.

This parcel has been mentioned on several occasions as one of a number of possible locations to be considered in future Facility Site Selection activities for the development of the Silver Spring Community Recreation, Senior, & Aquatics Center identified in the *Montgomery County Recreation Facility Development Plan, 2010-2030*. It is noted that the plan does not currently mention this possibility.

The Plan makes a recommendation that the community and recreation facilities currently at this location be improved, and the Department would be in favor of that recommendation.

Department of Health and Human Services
February 3, 2016

To further promote our mission and County residents' health and safety, the Department of Health and Human Services wishes to urge the planners to carefully consider the following as part of any new development or redevelopment efforts.

1. Development efforts should provide for affordable housing, including units that will be accessible to those with the most limited income. As noted in the plan, the Lyttonsville Sector includes a higher percentage of low income households than the county average. "The average household income in Greater Lyttonsville is \$81,800, 62 percent lower than the county's average of \$132,000 in 2013." [*Greater Lyttonsville Sector Plan, page 13*];
2. To address the projected needs of the community over the next 15 – 20 years, community development efforts should consider provisions for making it possible for community members to age in place. Only 20% of the current population of the Greater Lyttonsville Sector is over the age of 50. Forty-seven percent of the community is between the ages of 25 and 49, with a high concentration of young adults and families with children. [*Greater*

Lyttonsville Sector Plan, page 13] Developing the infrastructure to support aging in place will allow the current residents to more fully integrate into the community throughout their life. The Department urges planners to consider the World Health Organization's "Age Friendly Cities Checklist" in planning for this community to maximize accessibility of services for all community residents;

3. Include not only green space in redevelopment and new development efforts, but also child friendly play areas with restrooms, water fountains and adequate seating options for adults who may accompany them. Providing a variety of interconnected active and passive recreation areas encourages a sense of community and aligns with the CDC Healthy Community Design Initiative;
4. Make efforts to improve pedestrian and bike safety on particularly busy roadways where pedestrians and bikes compete for road space, including separate and designated pedestrian, bike and vehicle lanes wherever possible to minimize the potential for accidents and injuries. Enhance the safety and connectivity of the Capital Crescent Trail wherever possible, including adding bridge crossing to particularly busy and/or dangerous intersections.

Department of Environmental Protection

February 4, 2016

1. Page 33 & 34: It is unclear why the use of only intensive green roofs is specifically mentioned. The use of extensive green roofs can also contribute to improved stormwater management.
2. Page 33: After "Utilize environmental site design for parks and open space as opportunities for community education and interpretation", add: Incorporate signage into community education and outreach. DEP has templates available: <https://www.montgomerycountymd.gov/DEP/water/stormwater-facilities.html#facts> and click "Signage"
3. Page 37: In 2015, DEP completed stream restoration along Donnybrook Tributary upstream and downstream of Grubb Road, as well as on the Rock Creek Pool property. DEP also installed stormwater management on the Rock Creek Pool property and in the right-of-way along Grubb Road. Permanent easements were created on the pool property for both stream restoration and stormwater management and we already expanded the riparian buffer along this Donnybrook tributary stream corridor. Recommend removing the bullet "The existing Rock Creek Pool site should be considered as a community facilities site....". Recommend modifying the bullet "...Therefore, stream buffer width may be modified if necessary to achieve the balance described above." to describe DEP's completed Donnybrook stream restoration and Rock Creek Pool stormwater management improvements.

4. Page 40: The discussion of “complete streets” notes that this approach does not include “green streets” enhancements, such as stormwater management, as part of its primary objective. This appears to suggest that these concepts are at odds with one another. However, the street cross sections on subsequent pages indicate that incorporation of potential stormwater best management practices will be studied. The narrative on page 40 should be enhanced to further explain these issues.
5. Page 74: Second bullet, add: and a wide enough area for floodplain access.
6. Page 79: Add bullet: Evaluate right-of-way areas along the streets in the R-60 residential district for stormwater retrofit opportunities. To successfully daylight Fenwick Branch with a natural channel design, stormwater management will need to be added to this upstream drainage area.
7. Page 81: For your consideration, attached are some other photos of the NIH enhanced stormwater management pond that show the surrounding public walkway on the right side.
8. Page 81: Replace the Photo of ‘Proposed regional stormwater pond by MTA’ with the correct location circled. The photo on pg. 81 is of the WSSC parcel and not of Parcel #729. Below is what Parcel #729 looks like:



9. Page 84 & 95: Using green space along the CCT for stormwater is suggested. An assessment would have to be done on the amount of area that is left for this after the required stormwater

retrofits are put in related to the Purple Line. In addition, access needs to be considered for maintenance. Stormwater infrastructure along the CCT will require vehicles access.

10. Industrial Areas: In industrial areas that are to be redeveloped or redesigned, consideration should be given to something along the lines of a “stormwater park” like the Menomonee Valley Stormwater Park in Milwaukee (<http://landscapeperformance.org/case-study-briefs/menomonee-valley-redevelopment>). This is a park-like area dedicated to accepting stormwater from a large brownfield area that was being revived as industrial/mixed use, where instead of fitting ESD retrofits into the site where there wasn’t space, there was a collective park dedicated to a range of stormwater management that became a shared use stormwater park with lots of outdoor recreation and science study space. Possible locations include the open space of the industrial area south of Pitman, the industrial area south of Stewart, or on the open area of WSSC. This would likely require some discussion of land ownership, easements, or financial incentives, but could provide outdoor amenities/open space and free up areas for redevelopment through the concentration of stormwater management.



MONTGOMERY COUNTY FIRE AND RESCUE SERVICE


Isiah Leggett
County Executive

Scott E. Goldstein
Fire Chief

MEMORANDUM

February 1, 2016

TO: Greg Ossont, Deputy Director
Department of General Services

FROM: Scott E. Goldstein, Fire Chief 

SUBJECT: Greater Lyttonsville Sector Plan - Public Hearing Draft

Thank you for the opportunity to comment on the Public Hearing Draft of the Greater Lyttonsville Sector Plan dated December 2015.

Based upon staff review of the draft plan, I have the following technical comments to offer:

- Page 36, last bullet: Recommend deleting the word “safety;” thus wording it more appropriately as “fire and rescue.”
- Page 38, Public Safety:
 - 1st paragraph, 3rd sentence: Recommended revision: “Fire, rescue and emergency medical services apparatus from other nearby stations located in Silver Spring and Chevy Chase are also dispatched to the Greater Lyttonsville area when needed.”
 - 2nd paragraph: Recommended revision: “While no major renovation or expansion is planned for Station 19, periodic replacement of the station’s roof, generator, and HVAC system as well as parking lot resurfacing will occur as needed.” Also, recommend removing the 2nd sentence as it is unnecessary.
 - 3rd paragraph:
 - Recommended addition to the beginning of the 3rd paragraph: “The Fire and Rescue Service has plans to deploy an ambulance at Station 19 to enhance services to the community currently provided by the station’s paramedic engine and aerial tower.”

- Recommended revisions to the sentence concerning specialized resources (i.e., ATVs) for response to incidents along the Purple Line and parallel trail system: Remove “pump insert” and replace with “fire suppression equipment.”
- Bullet (Plan recommendation) after 3rd paragraph: Recommend replacing the word “facilities” with “resources” for greater accuracy.
- Pages 51: Proposed sections (two shown) for Lyttonsville Road indicate a 10-ft through-lane and two 11-ft through/turn lanes. Large fire-rescue vehicles having widths of 10’2” from outside mirror to outside mirror would not fit in the 10-ft lane. All lanes should be a minimum of 11-ft and preferably 12-ft to safely accommodate large fire-rescue vehicles.
- Page 53: Proposed section for Lyttonsville Road at top of page 53 indicates two 10-ft through-lanes. Same concern as described for page 51.
- Page 63, Recommendations, 7th bullet: MCFRS does not support the recommendation for redesigned intersections that would result in reduced widths if the reduced widths would create difficulty for large fire-rescue apparatus with wide turning radii to make turns; thus delaying response.
- Page 79, 8th bullet: MCFRS does not support the recommended closure of Stewart Lane from vehicular traffic to/from Brookeville Road as it would cause responding fire-rescue apparatus to seek a longer route of travel to incidents occurring in the vicinity of the closure. This would directly and negatively impact response of apparatus from Fire Station 19 as they are first-due to this area and would typically approach the area from Brookeville Road.

If you need further information or have questions, please contact me on 240-777-2468 or Planning Section Manager Scott Gutschick on 240-777-2417.

SEG/sag/ld

cc: Scott Gutschick, Planning Section Manager, MCFRS
Amy Donin, Planning Specialist, DGS



MARYLAND TRANSIT ADMINISTRATION

MARYLAND DEPARTMENT OF TRANSPORTATION

Larry Hogan, Governor • Boyd K. Rutherford, Lt. Governor
Pete K. Rahn, Secretary • Paul Comfort, Administrator

February 8, 2016

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

RECEIVED
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FEB 16 2016

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

Dear Mr. Anderson:

We appreciate the opportunity to review and provide comments on the Greater Lyttonsville Sector Plan prepared by the Montgomery County Planning Department dated December 2015. The Maryland Transit Administration (MTA) would like to submit the following comments.

MTA's Purple Line team has a long history of working closely with neighborhood leaders and residents of the Greater Lyttonsville community throughout the planning, environmental review and design process for the Purple Line light rail line. This collaborative effort, which also has included Montgomery County transportation and community planners, has led to a design plan that will significantly minimize potential impacts to the community while helping to build on its existing strengths and amenities.

The MTA is pleased that the Planning Board recognizes the substantial potential for transit-oriented development and community revitalization in areas adjacent to the Lyttonsville and 16th Street/Woodside Purple Line stations. We strongly support the County's goal and efforts to promote pedestrian-friendly mixed use, transit-focused development.

The following responses address recommendations specific to the Purple Line:

- It is the goal of MTA's Art-in-Transit initiative to incorporate elements of Lyttonsville's rich cultural heritage into the structural design of the Lyttonsville station (p.31). We look forward to including the local community in discussions with the artist.
- We fully support plans for the County or developers to provide a future pedestrian connection from Brookville Road to the Lyttonsville station platform via a mezzanine and an aerial walkway as part of future redevelopment (p.47).
- Purple Line plans do not include the construction of Kiss & Ride lots at any of the 21 stations along the alignment (p.47). However, we would be willing to coordinate with the Planning Department to accommodate such a facility in the future.
- The MTA would be glad to work with Montgomery County to recognize in the area of the 16th Street/Woodside station the tremendous contributions and tireless efforts of "Harry Sanders" in promoting the Purple Line project (p.47).

Mr. Casey Anderson
Page Two

- Improvements to infrastructure, such as new or improved sidewalks, the addition of bike lanes and pedestrian crossings that result in greater accessibility to Purple Line stations are encouraged by the MTA.

Regarding stormwater management plans at parcel #729, MTA would like to point out that the current plans for a proposed dry pond at this site are conceptual and preliminary. As you are aware, MTA's P3 Concessionaire will complete the design of the entire system and develop a comprehensive stormwater management plan based on the current stormwater requirements and on the project's need. Once a Concessionaire is selected, the Concessionaire will further evaluate potential options and begin to develop detailed design plans. As the Concessionaire resumes design, our Purple Line team will be happy to work with Montgomery County Planning staff and members of the Lyttonsville community on the design of the stormwater management facility.

Please note that a dry pond may or may not be the final solution chosen for the Lyttonsville area. However, MTA recognizes the importance of providing a well-designed and attractive facility that fits into the community's landscape. In addition, an Interagency Work Group (IAWG), which will include representatives of MTA, the P3 Concessionaire and representatives from the Montgomery County Department of the Environmental Protection and DPS, is planned. This group will meet to discuss SWM opportunities prior to the Concessionaire's submission of a SWM Concept Plan for approval by MTA's Sediment and Stormwater Plan Review Program (p.81).

Thank you again for this opportunity to provide comments. If you have any questions or would like to discuss any issues in more detail please contact me at 443-451-3721 or at clattuca@mta.maryland.gov.

Sincerely,



Charles Lattuca
Executive Director, MTA Transit Development and Delivery