

Twinbrook Sector Plan Public Hearing Summary
November 11, 2007
Testimony and Submitted Letters

	Name	Representing	Comments	Worksession Topic
1	Gary Erenrich	County Executive	<ol style="list-style-type: none"> 1) Transportation analysis should be included in the Plan text and/or appendix to allow evaluation of recommendations 2) The recommendation for a new MARC station is too vague with no justification for need and system impacts, need to hear from MARC. 3) Oppose an at-grade crossing of the CSX tracks for peds and bikes; can support a bridge. 4) Discussion of air quality is misleading. County is meeting minimum air quality standards. 5) Inconsistencies in the number of TDRs throughout the Plan. <p>(Also submitted page notes for copyediting and clarity)</p>	Transportation Environment Land Use/Zoning
2	Greg Trimmer for Rod Lawrence	The JBG Companies	<ol style="list-style-type: none"> 1) Relocate the TOMX zoning line to include the JBG-owned lots just south of Montgomery Avenue to allow holistic redevelopment. 2) Building heights along TBP should not be predetermined in the Plan, but established at site plan. No sfh to buffer and the width of TBP can handle the height. 3) Oppose increasing the TBP r.o.w. from 100' to 120'. Instead, should encourage safe pedestrian crossings and reduced speeds to create a single area. 4) Establish a streamlined and simplified parking waiver process to encourage transit focus and reduce parking spaces. 5) Consider the Pike Center (on 355, south of Rollins) as part of this plan area, to allow its redevelopment as a mixed use center. <p>GL: Q. How do you feel about a parking district? Near Metro best location AB: Q. How to expedite waivers? A. Nothing specific,</p>	Land Use Transportation

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			<p>just more certain process. JR: Q. Does TOMX go to project plan then to prelim plan? JR: Q. Building height? 12711 TBP is the only property JBG is concerned with</p>	
3	Cal Pierce	Elsevier Company, Environmental Task Force	<ol style="list-style-type: none"> 1) Support alternative forms of transportation and pedestrian access across TBP 2) As a bike commuter, will use the future overpass with Veirs Mill 3) Support hiker/biker trail to connect area to eastern residential areas and Rock Creek Park. 4) Support opportunities for retail and restaurants 5) Support housing options 	Transportation
4	Tony Puglisi	landowner	<ol style="list-style-type: none"> 1) Supports I-4 zoning for their property corner, currently an empty lot, at the corner of Montgomery Avenue and Carroll Avenue (pg. 21, area 9) <p>AB: Q. Why keep a vacant prop I-4? A. I-4 is less restrictive. Small property owners have fewer options in TOMX. RH: Need to look at ways in which industrial zones can be flexible, maybe floating zone JR: More convenient to be in one zone.</p>	Land Use/Zoning
5	Robert Dalrymple, Linowes and Blocher	Somerset, Parklawn Building	<p>Supports the flexibility of the TOMX Zone</p> <ol style="list-style-type: none"> 1) Clarify that density caps for residential use do not include density bonuses but that those units have been figured in to schools and transportation analysis. 2) Oppose 70' r.o.w. for Wilkins Avenue extended, given security and environmental impacts. Plan language should be general. 3) Technology Employment area should be clarified (map, pg. 19), includes residential uses. <p>JR: Need more clarity in the maps, the draft seems to lean towards lab, office... staff should add</p>	Land Use/Zoning

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			<p>language for housing. AB: Q. When does federal lease expire? 2010 GL: Q. Parking district? A. Depends on tenant.</p>	
6	Neng-Hsiang Wang	<p>Taiwanese Presbyterian Church and Bethesda Presbyterian Church property at 5715 Arundel Avenue</p>	<p>1) Property should be rezoned TOMX. Property is in ¼ mile radius of the Metro station, meets growth policy for metro station development. Site was leased to a construction equipment company and is currently unoccupied. JR: Q: Located on the north side of Arundel? JR: Why did staff not draw TOMX zoning along Washington Ave? Staff response: Grade change over TBP, value of light industrial land, focus redevelopment along TBP, square footage not enough for TOMX GL: Consider zoning transition area, giving property owners flexibility JR: Q. Are we preserving I-4? Q. Are the owners finding tenants? Staff: Tonight’s testimony is from vacant sites, no buildings. Vacancy rates are otherwise very low. RH: Don’t want to use old zones that can’t deal with new uses. Need to be ped-friendly and profitable</p>	
7	Christina Ginsberg	<p>President, Twinbrook Citizens Association</p>	<p>In response to JBG, a 5-story building already exists on their property; 10 stories would be out of character. 1) Should not choke off the Metro system with too many parking waivers. Need to consider existing density and the system’s design to function with parking. 2) Pedestrian picture on p.46 has no relationship to the text, which describes work environment. 3) Agree with Erenrich that there is no value added with another MARC station. Would like to see traffic studies for that recommendation. 4) Concerned about impact on existing schools. 5) Housing should create community, not just luxury apartments</p>	

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			<ul style="list-style-type: none"> 6) Buildings should be built to LEED standards 7) TOMX 20% open space should not count sidewalks. 8) Labs should not be built in mixed-use buildings 9) Pike Plaza is in the plan; it is in the Rockville Urban Growth area 10) Don't count the Higgins Cemetery as a recreation site or towards green space percentages. <p>AB: Described King Farm development</p>	
8	Pamela Lindstrom	Sierra Club	<ul style="list-style-type: none"> 1) In the I-270 Corridor, the Plan should be considered a Smart Growth area and a sustainable place to live with jobs/housing in the right proportion. Plan proposed mix is not an efficient use of land. 2) Need to account for jobs and housing in the I-270 corridor. The WF plan gives better data than the Twinbrook Plan. Something doesn't add up. Need to achieve more housing relative to the jobs. 3) Too much land is proposed to remain I-4. No need to preserve 60 of the 100 acres of I-4 land. Instead allow industrial uses in the TOMX zone. 4) Transportation goals are good but improbable. Should include a staging element like the Shady Grove Plan that requires amenities before development. 5) Should require TDRs for commercial redevelopment. <p>RH: Q. How do you reconcile greater density without transit facilities? Housing may be beneficial to the analysis. A: Plea for a staging plan not for lower density.</p> <p>GL: Q. What is the right amount of housing? A: Staff is using an arbitrary housing number. Should be about 2,800 units and fewer jobs.</p> <p>JR: Questioned the methodology in the jobs analysis</p>	

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9	Richard Gottfried	Twinbrook Citizens Association, Outreach Chair	<ol style="list-style-type: none"> 1) Keep Twinbrook a neighborhood 2) TB already has the JBG Metro project, don't plan any more mixed use projects. 3) If mixed use projects are proposed, please provide more uses than shopping. 4) Incorporate usable green space, build active recreation facilities and a new recreation center 5) Increase the size of the Twinbrook library 6) Build a road/ped/bikeway from Syms over tracks to the VOB body shop 7) Do road studies for Halpine and Ardennes 8) Build bus shelters, improve crosswalks 9) Commit to improved fire and rescue services 10) Have developers pay upfront, don't subsidize redevelopment 	Land Use Transportation Public Facilities
	Jennifer Thompson	Cheerio Printing	The Plan proposal for a pedestrian route along the CSX tracks and her property would negatively impact her operations and property value. Concerned with liability and compensation.	Transportation
	Stephanie Martins	Director, Land Use Planning and Analysis, Maryland Department of Planning	From letter: "...an excellent guide to achieving a well-planned mixed-use urban environment..." Included page referenced edits for substance and clarity	Land Use/Zoning
	David Hauck	Chair, Sierra Club Montgomery County	From letter: "...very concerned that the draft plan does not fulfill" goals of intense infill and redevelopment that uses scarce access to Metro and balancing jobs and housing to limit auto commutes.	Land Use/Zoning
	Susan Hoffman, Mayor	City of Rockville	From letter: "... recommendations for community facilities, specifically recreation facilities, are insufficient to provide for the needs of the expected population in an urbanizing area."	Public Facilities
	Julia Koster, Director, Planning, Research, and Policy Division	National Capital Planning Commission	<p>"Strongly support the co-location of housing accessible to transit, and housing in close proximity to federal worksites..."</p> <p>The Plan accurately represents HHS' options for the Parklawn Building and encourages continued coordination if HHS stays to meet federal security</p>	Land Use

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			needs and creates a transit accessible workplace.	
	Joseph Blocher, Linowes and Blocher	Owners Group, Halpine View Apartments	This property, 564 units within a 15 minute walk of the Metro station, is old, difficult to rehabilitate, and should be included in the Sector Plan boundaries to “allow a truly comprehensive look at the area to evolve.”	Land Use
	Michael Kator, Chair	Housing Opportunities Commission	The Plan should set a higher housing goal, with housing and retail in the Metro Core, higher housing numbers in the Technology Employment Area, and housing in portions of the Light Industrial area closer to Metro	Land Use