

<p align="center"><b>Planning Commission's Responses to the Mayor and Council's April 1, 2015 Letter Concerning the Draft Rockville's Pike Plan</b></p> <p align="center">(The Planning Commission completed this review on May 13, 2015. Numbers in the left column refer to the items in the Mayor and Council's April 1, 2015 letter to the Planning Commission)</p>		
<b>Item # from Mayor and Council April 1, 2015 letter</b>	<b>Mayor and Council Suggestion (See Attachment A for full description)</b>	<b>Planning Commission Response</b>
<b>Editorial Items</b>		
13	Change more than 20 years old to more than 25 years	Agreed
16	Fix typo	Agreed
18	Update Schools data	Agreed
24	Replace second "pedestrian" with "automobile"	Agreed, but the Commission changed "automobile" to "vehicular"
26	Fix typo	Agreed
32	Fix typo	Agreed
36	Fix typo	Agreed
41	Remove reference to Road Code (already accomplished)	Agreed
42	Fix typo	Agreed
44	Correct school opening date from 2017 to 2018	Agreed
45	Fix typo, correct date	Agreed
46	Correct date for Metro Station opening	Agreed

47	Remove reference to 80,000 cars as it appears to be inaccurate.	Agreed. The Commission decided to move this paragraph to become the last paragraph under the previous heading <i>Post-WWII Suburbanization and Popularity of the Automobile</i> and read as follows:  Automobile-oriented shopping centers and their expansive parking lots continued to proliferate. A 1997 article in the Washington Post noted that “Humans fit comfortably in this environment only when sealed within their cars. Once drivers become pedestrians, they are vulnerable and out of place, as lost and endangered as someone trying to cross a busy airport tarmac.” 14
<b>Wording Items</b>		
8	Re-number mode list	No. The Commission decided to keep the draft plan order.
9	Add “safely” before “accommodate”	Agreed
11	Add the Mayor and Council process to pages 1-2 & 4-1	Agreed. The Commission decided to add the following:  <u>page 1-2, 5<sup>th</sup> paragraph</u> : “The Commission enabled the public and the Mayor and Council an extended review and comment period in 2014-15.”  <u>page 4-1, end of 2<sup>nd</sup> paragraph</u> : “Those hearings were followed by more work sessions and an extended public review and comment period held by the Mayor and Council.”  <u>page A-13</u> : Staff updated the process to make it current.
15	Remove the words “perceived to be.”	Agreed
19	Add “and reduce climate impacts” after “air quality.”	The Commission decided to modify the suggested added wording to read “and the level of carbon emissions.”
20	Amend heading to read “ <i>Safe and accessible pedestrian and biking infrastructure and experience</i> ”	Agreed. Staff will make the same change to page ES-4.

21	Add: The plan supports <u>small</u> and locally...	<p>The Commission decided to change the heading to read: Retention and attraction of a diverse retail community.</p> <p>Change text of second sentence to read: “The plan supports small, large, locally-owned and national chain retail, all of which draw shoppers from throughout the region and contribute to the commercial character of the Pike.”</p>
<b>Issue Items</b>		
3	Edmonston Drive intersection	The Planning Commission decided to add general language to page 5-3 of the draft plan, under the heading <i>Roadway intersections</i> , noting that Pike intersections that are at or reaching critical capacity, such as that at Edmonston Drive, should be studied to identify potential improvements.
5	Pedestrian signal timing	The Commission decided to add a bullet to page 4-8 or 4-9 of the draft plan that states that a variety of tools can be employed with the multi-way boulevard approach to ensure that pedestrians cross the Pike safely, including refuge areas and adequately timed pedestrian walk signals.
6	Pedestrian crossing over railroad tracks	No. The Commission decided that, although this might be desirable, it would be difficult to implement.
7	Bicycle parking at/near BRT stations	Agreed. The Commission decided to add this to page 4-19 or to the top of page 4-20 under the heading “Optimize Access to and Use of Public Transit” in the section on Other Rapid Transit.

12	Consider adding language stating that the vast majority of development in Rockville in the future will be re-development and infill; etc.	No. The Commission did not agree to this added language.
14	Change the plan area boundary to the western side of Jefferson Street	Agreed, but the Commission also decided to include language to make it clear that the plan area does not include the land uses west of the western edge of this road.
17	Remove the sentence (#4) under the heading <i>Market Demand</i> on page 2-7 related to office markets in the I-270 corridor	The Commission decided to remove the Market Demand section, including the first 5 bullets, but keep #6 and #7 and move to Real Estate and Market Trends section. The Commission feels that the supply and demand potential for various types of real estate are often cyclical and too difficult to predict accurately far into the future.
23	Change wording to “Make New and Reconstructed Streets conform to the City’s Complete Streets Policy”	The Commission decided to change the wording to “Roadway Projects must adhere to the City’s Complete Streets Policy.”
31	Accessory building heights	No. The Commission decided to keep the reference to a single story and to amend the sentence to read: buildings are allowed throughout the Plan Area, but their height should be limited to a single story and their size, appearance and use should be clearly subservient to the primary building.
34	Re-phrase to read “Most office and retail uses are allowed everywhere in the Plan Area.”	No. The Commission decided to keep the draft plan wording, except to remove the word “most” and change the word “everywhere” to “anywhere.”

35a	Remove two bulleted paragraphs at the top of the page	No. The Commission decided to keep both bullets. In the first bullet, change “service” stations to “filling” stations (to match the zoning definition) and add that electric car charging and other non-gasoline automobile powering stations may be allowed in new locations.
39	Add a sentence under the heading <i>Strategically Locate and Right-Size Parking</i>	Agreed, but the Commission decided to break it into two sentences that read: The burden for providing the required amount of parking will lie with private property owners. The City should periodically assess parking conditions within the Plan Area to ensure that City needs are being met.
43	Historic Resources	<p>The Commission agreed to change to a more general heading and to add language to the text that addresses more than historic designation of buildings/structures.</p> <p>The Commission agreed that the heading be changed to: <i>Allocate Resources for Historic Preservation</i> and that the text read:</p> <p>The City should allocate sufficient resources, starting early in the life of the Plan, to proactively evaluate buildings, structures and other elements within the Plan Area that may qualify for historic designation, presently and in the future. Plan implementation, including road alignments, should take into consideration properties that could be designated as historic, in compliance with Section 106 of the National Historic Preservation Act. This plan also encourages taking actions to increase the public’s appreciation for the Plan Area’s on-going contributions to history.</p>

25	Sidewalks in North/Middle Pike, east side	No. The Commission decided to keep wording as written in the draft plan, but add “as long as there is a buffer.” to the end of the sentence.
29	Sidewalk buffer	Agreed
37	Add a sentence that new parks will also serve existing neighborhoods adjacent to the Plan Area	Agreed, but instead re-organize first sentence to read: New parks in the Plan Area can be expected to draw from the wider City population, neighborhoods adjacent to the Plan Area, and existing and future residents of the surrounding county.
38	Fee-in-lieu funds	Agreed
<b>Policy Items</b>		
1	Define specific building heights in zoning, not in plan	No. The Commission formed a sub-committee to review building heights in the draft plan that resulted in a recommendation to the full Commission. The committee included Commission members Goodman, Sherman and Tyner. The full Commission approved the finalized document, “Building Height Considerations by the Planning Commission” on July 8, 2015 and agreed to send it to the Mayor and Council, along with the Commission’s responses to the Mayor and Council’s April 1, 2015 letter.
10	Remove “...and it lowers the maximum building heights near the Twinbrook Metro Station from the 2009 ordinance’s MXTD maximum heights.”	No. The Commission declined to remove this.
22	Add a statement that the plan seeks to make the best use of land closest to mass transit and that redevelopment will support and increase the City’s tax base.	No. The Commission declined to add this statement.  On page 3-5, C. Economic Viability, #1, first sentence, the Commission decided to add the word neighborhood after the work Pike, to indicate that retail is central to the economic success of the entire Plan Area, not just the Pike itself.
28	Remove “but generally mid-rise”	No. The Commission decided against this.

30	Combine and edit first two full paragraphs.	No. See #1, above.
35b	Remove 5 <sup>th</sup> bullet from top of the page. Don't differentiate height limits based on use.	No. The Commission decided to keep this bullet.
2	Remove Fleet Street extension	No. The Commission decided to keep the extension in the draft plan, adding the following language to the end of the first paragraph on page 4-16: "This plan keeps the possibility of such a link intact depending on future circulation needs of the neighborhood, though the function and parameters of this extension have been significantly downsized in recognition of community concerns." The Commission also decided to change the word "will" in the first sentence of the second paragraph on page 4-16 to "would."
4	Vision Zero	The Commission agreed to include this concept, but not to include the Vision Zero label. The Commission changed the wording to read as follows: "It is a goal of the City, in its design of roadways and implementation of this plan, to work toward eliminating traffic fatalities and serious injuries." Staff suggests that this sentence could be added to the Multimodal Transportation Corridor Planning Principles in Chapter 3, under the heading <i>Smooth and safe Vehicular Flow</i> on page 3-3.
27	Change "Center" frontage to "Corridor" frontage in South Pike, east of MD 355.	Agreed. The Commission also decided to apply a layback slope to all "Corridor" frontages east of the Pike that abut the railroad tracks (i.e., north of the "Core" frontage)
33	Allow residential townhouses anywhere in the planning area	Agreed. The Commission decided to change the wording of the first bullet at the bottom of page 4-32 to read as follows: "Residential uses (other than single-unit detached houses) may be located anywhere in the Plan Area. Ground floor dwelling units in multifamily residential buildings

		<p>must be set back from the build-to line, except in the Neighborhood frontages, to encourage activating uses facing the streets at the pedestrian level.</p>
<p>40</p>	<p>Special taxing districts</p>	<p>The Commission requested that staff provide language that reflects a concern that special taxing districts could be burdensome on some small businesses. It was also discovered that the draft plan already includes a recommendation on special taxing districts on page 5-6. Staff suggests that the first sentence in the fourth full paragraph on page 5-6 be moved up as the last sentence in the third full paragraph on that page and that the fourth paragraph read as follows:</p> <p>“Businesses may find it in their interest to participate in a special taxing district for enhanced public services such as maintenance, security, marketing and other activities relevant to a thriving commercial area. If interest in such a district is indicated by the business community, the City should consider working in partnership with those businesses to enable the special taxing district. If this approach is pursued, further study would be required to determine the exact capacity and structure of one or more taxing districts, with sensitivity to the needs and desires of both property owners and their tenants. The study should determine priorities for the use of funds and the amount of funding to be used for specific projects.”</p>