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Sara Taylor-Ferrell

Exhibit 1
Rockville's Pike Neighborhood Plan

From: Sara Taylor-Ferrell
Sent: Wednesday, March 16, 2016 1:22 PM
To: Nancy McIntyre; cityclerk
Subject: RE: Rockville Pike Plan

Ms. McIntyre,

On behalf of the Mayor and Council, thank you for your comments regarding the Rockville Pike Neighborhood Plan. Your comments will be placed into the official record and considered by the Mayor and Council as they deliberate all aspects of the Plan. The Mayor and Council will conduct a public hearing on April 11, 2016. An additional public hearing will be scheduled for May 11 and the public record will remain open until May 23, 2016.

The Mayor and Council appreciate your feedback.

Sara Taylor-Ferrell
Acting City Clerk

City of Rockville
111 Maryland Avenue
Rockville, Maryland 20850
Office 240-314-8282
Fax 240-314-8289

From: Nancy McIntyre [mailto:nmcintyre99@yahoo.com]
Sent: Wednesday, March 16, 2016 12:04 PM
To: cityclerk <cityclerk@rockvillemd.gov>
Subject: Rockville Pike Plan

Greetings to the City Clerk of Rockville,

Concerning the Rockville Pike Plan, I am very much interested in seeing **benches** installed along the sidewalks so older people can have a place to rest and watch the passers-by. They should be spaced about **1/4 mile apart on both sides of the Pike.**

There is a lot to be said for having the older people seen on the streets. They lend a sense of calmness and safety and security to the neighborhood.

It would also be nice if there were **trees planted near the benches** to give shade.

These amenities would not be expensive, and the return on investment would be enormous.

Hopefully,
Nancy McIntyre
4 Rosanne Lane

Louise Atkins

From: Louise Atkins
Sent: Thursday, March 24, 2016 11:52 AM
To: 'Jill Cornish'; Bruce Abram
Cc: mayorcouncil
Subject: RE: FW: Huh? They're making Rockville Pike how wide?!?

Dear Ms. Cornish:

I wanted to confirm to you that each of the Mayor and Council have received a copy of your email.

The Mayor and Council will be conducting a Public Hearing on the draft Rockville's Pike Neighborhood Plan on Monday April 11, during the Mayor and Council meeting that starts at 7 p.m. in the Mayor and Council Chambers in City Hall.

Your comments have been added to the public record.

The Mayor and Council appreciate your input.

Sincerely,

Louise Atkins
Management Assistant
City Manager's Office
City of Rockville
111 Maryland Avenue
Rockville, MD 20850
(240) 314-8106
(240) 314-8130 (fax)
latkins@rockvillemd.gov
www.rockvillemd.gov

From: Jill Cornish [mailto:jillatc2@gmail.com]
Sent: Thursday, March 24, 2016 11:36 AM
To: Bruce Abram <b_abram@verizon.net>
Cc: mayorcouncil <mayorcouncil@rockvillemd.gov>
Subject: Re: FW: Huh? They're making Rockville Pike how wide?!?

Bruce - I am so glad I am not on the City Council to decide whether to accept this. Not opposed to growth and change but this looks awful. Will be a disaster especially for older people trying to negotiate our fine city. And I can't imagine being a pedestrian or cyclist in all this mess. This is not New York, Boston or LA. We already have the worst traffic in the country - how is this plan going to improve that?

Should the Commission take a position on the Pike Plan or, as is all too usual for us "old folks," will we allow what happens to happen?

Jill

On Thu, Mar 24, 2016 at 10:35 AM, Bruce Abram <b_abram@verizon.net> wrote:

I cannot believe that the planning commission is going to try to get 12 lanes on Rockville Pike.

To: Bruce Abram (b_abram@verizon.net) <b_abram@verizon.net>
Subject: FW: Huh? They're making Rockville Pike how wide?!?

From: Friends of White Flint [mailto:info=whiteflint.org@mail129.atl171.mcdlv.net] On Behalf Of Friends of White Flint
Sent: Thursday, March 24, 2016 9:15 AM
To: Nancy Abram <Nabram@federalrealty.com>
Subject: Huh? They're making Rockville Pike how wide?!?

What's New and Newsworthy in the
Pike District This Week

View this email in your browser<http://us5.campaign-archive2.com/?u=72d84c7c39d945b1fa2501ad9&id=8b9dce3ef1&e=5e2d66fbf4>

[https://gallery.mailchimp.com/72d84c7c39d945b1fa2501ad9/images/923031c4-cc89-477e-b81f-865ddad4e690.gif]

[https://gallery.mailchimp.com/72d84c7c39d945b1fa2501ad9/images/36401eb7-0e55-47f4-8a83-31716a3d83d7.jpg]

City of Rockville Plans a 252-foot-wide Route 355.

Yes, you read that correctly. 252 feet with 12 car lanes, BRT, sidewalks, and bikeways along a two mile stretch roughly from Richard Montgomery Avenue in the north to the City of Rockville border in the south.

Would you like to know some other things that are 250 feet wide? The wing span of a 747 jet. Four bowling lanes laid end to end. 18 Volkswagen Beetles parked end to end. 1 1/2 laps in an Olympic-sized pool. 110 steps

You can read all about the facts and figures of the City's proposal in our blog post<http://whiteflint.us5.list-manage1.com/track/click?u=72d84c7c39d945b1fa2501ad9&id=7ef5c643d7&e=5e2d66fbf4>, which also has contains a link to the City of Rockville official 140-page report.

And if you'd like to share your thoughts on this plan, please send them to info@whiteflint.org<mailto:info@whiteflint.org?subject=City%20of%20Rockville's%20Route%20355%20Proposal>.

What You Missed at the Western Montgtomey County Citizens Advisory Board Meeting When It Met in the Pike District Monday Night.

It was an SRO crowd at the Shriver Aquatic Center, but if you weren't one of the folks in the room (after all, Dancing With The Stars premiered that night), here's what you missed. (You can read a far more detailed report on our blog<http://whiteflint.us5.list-manage.com/track/click?u=72d84c7c39d945b1fa2501ad9&id=1bede1a1a7&e=5e2d66fbf4>.)

Councilmember Marc Elrich gave a thoughtful presentation about the County Executive's proposed 7 1/2 cent property tax increase, BRT, and the Westbard redevelopment. We were gratified to hear Marc's enthusiastic support for rapid transit along Route 355, stating it would have a great return on investment.

The MoCo Planning Department discussed both the White Flint 2 Sector Plan process and the proposed separated bike lanes in the White Flint area. Finally, the White Flint Downtown Advisory Committee updated everyone on their objective to determine whether an urban district, business improvement district, or some hybrid would work best for the Pike District.

Yes, You're Right, Bethesda Magazine. These are Great Neighborhoods in the White Flint Area.

Bethesda Magazine recently named thirty great neighborhoods, and we agree that Garrett Park, Timberlawn, Old Farm, and Luxmanor are wonderful places to live in the Pike District area. (Read more details on our blog<http://whiteflint.us5.list-manage1.com/track/click?u=72d84c7c39d945b1fa2501ad9&id=194e1b7071&e=5e2d66fbf4>.)

Mark your calendars --
the next Friends of White Flint
Community/Board Meeting will be held
Wednesday, April 27th!

Remember to Like Us on Facebook and Follow Us on Twitter and Instagram!

[Facebook]<http://whiteflint.us5.list-manage1.com/track/click?u=72d84c7c39d945b1fa2501ad9&id=77d9a1a413&e=5e2d66fbf4>

Facebook<http://whiteflint.us5.list-manage.com/track/click?u=72d84c7c39d945b1fa2501ad9&id=0be76f37c5&e=5e2d66fbf4>

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Twitter<http://whiteflint.us5.list-manage2.com/track/click?u=72d84c7c39d945b1fa2501ad9&id=06b97a7e33&e=5e2d66fbf4>

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Instagram<http://whiteflint.us5.list-manage.com/track/click?u=72d84c7c39d945b1fa2501ad9&id=95542f2caf&e=5e2d66fbf4>

[Email]<mailto:info@whiteflint.org>

Email<mailto:info@whiteflint.org>

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Our mailing address is:
Friends of White Flint
P.O. Box 2761
Kensington, MD 20891

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[Email Marketing Powered by MailChimp]<http://www.mailchimp.com/monkey-rewards/?utm_source=freemium_newsletter&utm_medium=email&utm_campaign=monkey_rewards&aid=72d84c7c39d945b1fa2501ad9&afl=1>

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Visit WhiteFlint.org Now!<http://whiteflint.us5.list-manage.com/track/click?u=72d84c7c39d945b1fa2501ad9&id=f6311d605f&e=5e2d66fbf4>

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--
Jill Martineau Cornish, IOM
C^2: Association Connections & Communications
301.762.6039
JillatC2@gmail.com

People may not remember what you said or did but they will always remember how you made them feel.

Louise Atkins

From: Louise Atkins
Sent: Tuesday, March 29, 2016 8:52 AM
To: Rob Crow
Cc: mayorcouncil
Subject: RE: Rockville Pike local lanes

Dear Mr. Crow:

On behalf of the Mayor and Council, thank you for your comments regarding the Rockville's Pike Neighborhood Plan ("Plan"). Your comments will be placed in the official record and considered by the Mayor and Council as they deliberate all aspects of the Plan. The Mayor and Council will conduct a public hearing on April 11, 2016. An additional public hearing will be scheduled for May 11, and the public record will remain open until May 23, 2016.

The Mayor and Council very much appreciate your feedback.

Thank you for contacting the City of Rockville.

Sincerely,

Louise Atkins
Management Assistant
City Manager's Office
City of Rockville
111 Maryland Avenue
Rockville, MD 20850
(240) 314-8106
(240) 314-8130 (fax)
latkins@rockvillemd.gov
www.rockvillemd.gov

From: Rob Crow [mailto:robcrow07@gmail.com]
Sent: Monday, March 28, 2016 6:44 PM
To: mayorcouncil <mayorcouncil@rockvillemd.gov>
Subject: Rockville Pike local lanes

March 15, 2015

Dear Mayor and Council,

After reading Tom Moore's comments on the local lanes on Rockville Pike, I've been struggling to envision it. For one, most of us will not be going out to the Pike to go shopping on our bicycles or without a car. Walking the Pike for a pleasant stroll, won't be like a walk on the Boardwalk at South Beach. It would be more like a walk along busy section of A-1A. Walking ACROSS the Pike non-stop, will not be for everybody, especially the elderly, arthritic, young families, etc. The local lanes are one way, so there's no more going south on the east side of the Pike. We'll have to jump on the Pike to turn around.

The planning commission is definitely trying to do what's best for the City. However, in my opinion they added a few too many options. Regarding the developers wanting to remove the service roads in order to make more

money and improve their bottom line. B.F. Saul has always said that they want the service roads eliminated in order to build closer to the Pike, get height concessions, and turn the service roads into parkland. To me, that plan is much better than building everything at a 7 story height limit. Either way, ("Over time, we're going to use our cars less, but there are going to be more of us living here, so it balances out." Tom Moore) I've often asked myself...What would have happened if Saul had assembled this property two years ago? Would things be different? Would we be thinking the vision for the future does not include local lanes from the 1960's? I think the answer is a resounding yes.

Sincerely,

Rob Crow
5910 Coral Sea Ave.

Louise Atkins

From: Louise Atkins
Sent: Tuesday, March 29, 2016 2:36 PM
To: 'lizfarmerbedard@gmail.com'
Cc: mayorcouncil
Subject: FW: Testimony in support of Rockville's Pike Neighborhood Plan

Dear Liz Farmer Bedard:

On behalf of the Mayor and Council, thank you for your comments regarding the Rockville's Pike Neighborhood Plan ("Plan"). Your comments will be placed in the official record and considered by the Mayor and Council as they deliberate all aspects of the Plan. The Mayor and Council will conduct a public hearing on April 11, 2016. An additional public hearing will be scheduled for May 11, and the public record will remain open until May 23, 2016.

The Mayor and Council very much appreciate your feedback.

Thank you for contacting the City of Rockville.

Sincerely,

Louise Atkins
Management Assistant
City Manager's Office
City of Rockville
111 Maryland Avenue
Rockville, MD 20850
(240) 314-8106
(240) 314-8130 (fax)
latkins@rockvillemd.gov
www.rockvillemd.gov

From: Liz Farmer [mailto:lizfarmerbedard@gmail.com]
Sent: Tuesday, March 29, 2016 11:32 AM
To: cityclerk <cityclerk@rockvillemd.gov>
Subject: Testimony in support of Rockville's Pike Neighborhood Plan

Mar. 29, 2016

To the Rockville City Council,

I am writing to express my overall support for the Rockville Pike plan with one suggested change.

I am a homeowner in the Twinbrook neighborhood directly east of the Pike between Edmonston Drive and Halpine Road. I currently hate driving on the Pike and use side streets in our neighborhood when I can because the Pike is usually a mess of traffic and buses. On occasion, I walk from our house to Wintergreen Shopping Plaza and the worst part of that walk is – of course – when I have to deal with the noise and rushing cars once I am on the Pike's sidewalks.

I firmly believe the proposed changes will alleviate much of the traffic flow issues and vastly improve the Pike's walkability. I am sure you have heard concerns about the width of the propose Pike and would like to point out it is *not* similar to crossing a football field. Curb-to-curb, the proposed width is actually more like 210 feet to cross, not 250 feet. The picture I've seen passed around measures from building to building, which includes about 20 feet of sidewalk on each side. I imagine most people would wait at the curb to cross, not stand inside a building.

Still, when I try to picture crossing the Pike and holding my toddler's hand, 200-plus feet might be a little daunting. I would suggest **eliminating one of the access road lanes on each side**. That would cut out another 24 feet and may make this more palatable to those concerned about widening the Pike. Making that change would widen the Pike to about 190 feet across, or 70 feet wider than it is now.

I disagree with those who say that widening the Pike at all would make it less pedestrian friendly. According to urban planners, the beautiful tree-lined boulevards and parkways of great cities are typically between 125 feet and 300 feet wide. For example, the Passeig de Gracia in Barcelona is more than 200 feet wide, with a 60-foot center roadway for fast traffic, sidewalks that are wide enough to hold restaurant seating and public events (like book fairs or farmer's markets), and medians that also provide amenities like benches and kiosks. (See here for more: http://nacto.org/docs/usdg/boulevards_parkways_velasco.pdf)

As a writer who covers public finance, I also can't help but mention the increased value such a development would add to the Rockville community south of city center. Turning the Pike into a more walkable, urban place will increase the city's property tax collections, increase spending and create new jobs. I am already encouraged by the increased amenities around the Twinbrook Metro Station and would like to see that expand – finally – to Rockville Pike.

Thank you,

Liz Farmer Bedard

Louise Atkins

From: Elizabeth Braverman <betsy.braverman9@gmail.com>
Sent: Tuesday, March 29, 2016 5:22 PM
To: Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject: Please Oppose Widening the Pike to 252 feet

As a non-driving, active-voting, millenial Rockville resident of 4 years (primarily at Congressional Towers apartments in the Twinbrook neighborhood), I am strongly opposed to the plans to expand the car lanes. The pedestrian options in my neighborhood border on abysmal (particularly at the Congressional Lane intersection with 355) and it is extremely difficult to get around as a pedestrian when there is snow accumulation or flooding. Furthermore, the Ride On bus services in my neighborhood are diminished considering the amount of people living there (many apartment dwellers like me). Plus, walkability factor has become a huge selling point for real estate and Rockville is already struggling to attract non-drivers as it is. Please start thinking more about millenials, seniors, and other populations that have significant numbers of non-drivers (and the importance of expanding public transit options). Thank you.

Signed,
Elizabeth Braverman
betsy.braverman9@gmail.com
259 Congressional Ln, Apt. 603
Rockville, 20852

Louise Atkins

From: Mary wilson <wilsonscot@hotmail.com>
Sent: Tuesday, March 29, 2016 8:58 PM
To: Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject: Please Oppose Widening the Pike to 252 feet

Please do not widen 355. It goes against walkable neighborhoods and what the people want.

Signed,
Mary wilson
wilsonscot@hotmail.com
11423 commonwealth drive
Rockville, Md20852

SHULMAN ROGERS | GANDAL PORDY ECKER

LARRY GORDON ATTORNEY
T 301.230.6576 E lgordon@shulmanrogers.com

March 30, 2016

By Email and Regular Mail
Mayor and Council of Rockville, Maryland
111 Maryland Avenue
Rockville, Maryland 20850

Re: March 2016 Planning Commission - Recommended Rockville's Pike Neighborhood Plan ("Pike Plan"), Portion Concerning Proposed Fleet Street Extension and East-West Connector Street(s)

Dear Mayor Newton and City Council Members:

This letter is submitted on behalf of our client, DARCARS Automotive Group ("DARCARS"), owner and operator of DARCARS Chrysler/Jeep/Dodge/RAM located at 755 Rockville Pike and further identified as Lot 13, Block 6, Section One, Hungerford Subdivision (the "Property"). The Property is situated in the North Pike portion of the Pike Plan. The back portion of the Property abuts the east side of the proposed Fleet Street Extension. The Property is situated between Mount Vernon Place and Ritchie Shopping Center (see Attachment "A", Tax Map; and Attachment "B", Record Plat).

The Planning Commission-recommended Pike Plan addresses the proposed Fleet Street Extension and possible east-west connecting streets between the Fleet Street Extension and Rockville Pike at Pages 4-16 and 4-17.

DARCARS is generally opposed to the proposed Fleet Street Extension and is absolutely opposed to the possibility of an east-west connecting street through its property. However, should the Mayor and Council ultimately decide to include the Fleet Street extension and east-west connector(s), DARCARS respectfully offers the following comments and recommendations for inclusion in the public record and for consideration by Staff and the Mayor and Council as revisions to the Pike Plan. Please note that in the "Recommended text changes" portions of the below recommendations, language that is struck through is proposed for deletion from the Pike Plan, while underscored language is proposed for addition thereto.

1. Page 4-16 ("Fleet Street Extension")

   A. The Pike Plan states that the Richard Montgomery High School community will be consulted in conjunction with proposed traffic calming measures, and that further input from the community should be sought before finalizing cross-section design.

Given that the DARCARS Property (among other commercial properties) abuts the proposed Fleet Street Extension, DARCARS requests that the Plan expressly state that DARCARS will also be consulted with regard to the aforementioned matters.

Recommended text changes (Near bottom of p. 4-16): "...however, further input from the community, including the DARCARS Property owner, should be sought before a final design is determined."

B. The Pike Plan states that an 80-foot right-of-way for the proposed alignment is already dedicated to public use. It then recommends reducing the previously proposed four-lane road to a two-lane road should the extension remain in the Pike Plan.

If the extension is to be built, DARCARS prefers the current two-lane road recommendation to the previous four-lane proposal. However, should a four-lane proposal be adopted, DARCARS recommends that the Pike Plan expressly state that the entirety of the four-lane improvement (including any planting areas, paths, sidewalks, parking and utility easements and lines) remain within the existing 80-foot right-of-way.

Recommended text changes (Middle of p. 4-16): "The 80-foot right-of-way for the proposed alignment is already dedicated to public use as an improved shared-use path and accommodates underground water and sewer lines. The existing 80-foot right-of-way should not be expanded regardless of whether the proposed Fleet Street Extension is built or, if built, the Extension (in its entirety) consists of a two-lane or a four-lane road."

2. Page 4-17 ("East-West Streets")

The recommended Pike Plan states, "East-West streets would be added in the North Pike if the owners of the shopping center (now called the Ritchie Center) and auto dealership [DARCARS], which are located immediately east of the Fleet Street extension, intend to redevelop."

As DARCARS previously advised the City by letter dated January 26, 2015, the shopping center and the DARCARS Property are separate lots under separate ownership and use.

The DARCARS Property lacks sufficient width to accommodate any, let alone all of an east-west street right-of-way and any associated development setback and/or layback requirements. Additionally, any east-west right-of-way through the DARCARS Property would be too close to the existing east-west Mount Vernon Place right-of-way to allow for safe turning movements to and from Rockville Pike.

Recommended text changes (Near middle of p. 4-17): "An East-West ~~streets would~~ street could be added in North Pike if the owners of the shopping center (currently called the Ritchie Center) and adjoining auto dealership, which are located east of the proposed Fleet Street extension, intend to redevelop as a single combined property, or, alternatively, if the Ritchie Center itself redevelops. Under no circumstance shall redevelopment of the auto dealership alone require construction of an east-west street through any portion of the auto dealership property. ~~These streets~~ If built, this street..."

3. Fleet Street Extension (Generally)

As noted above, and as DARCARS has previously advised the City, it generally does not support the proposed Fleet Street Extension, and certainly does not support any widening of the existing Fleet Street right-of-way. Further, should any Fleet Street Extension subject the DARCARS Property to: (i) reduced building heights or FAR or greater building setbacks or laybacks than those of current existing development and associated development standards; (ii) additional right-of-way dedication; or (iii) other constraints on future modifications, expansions, reconstruction or redevelopment, DARCARS would be absolutely opposed to the proposed Fleet Street Extension.

Thank you for your consideration.

Very truly yours,
SHULMAN, ROGERS, GANDAL
PORDY AND ECKER, P.A.

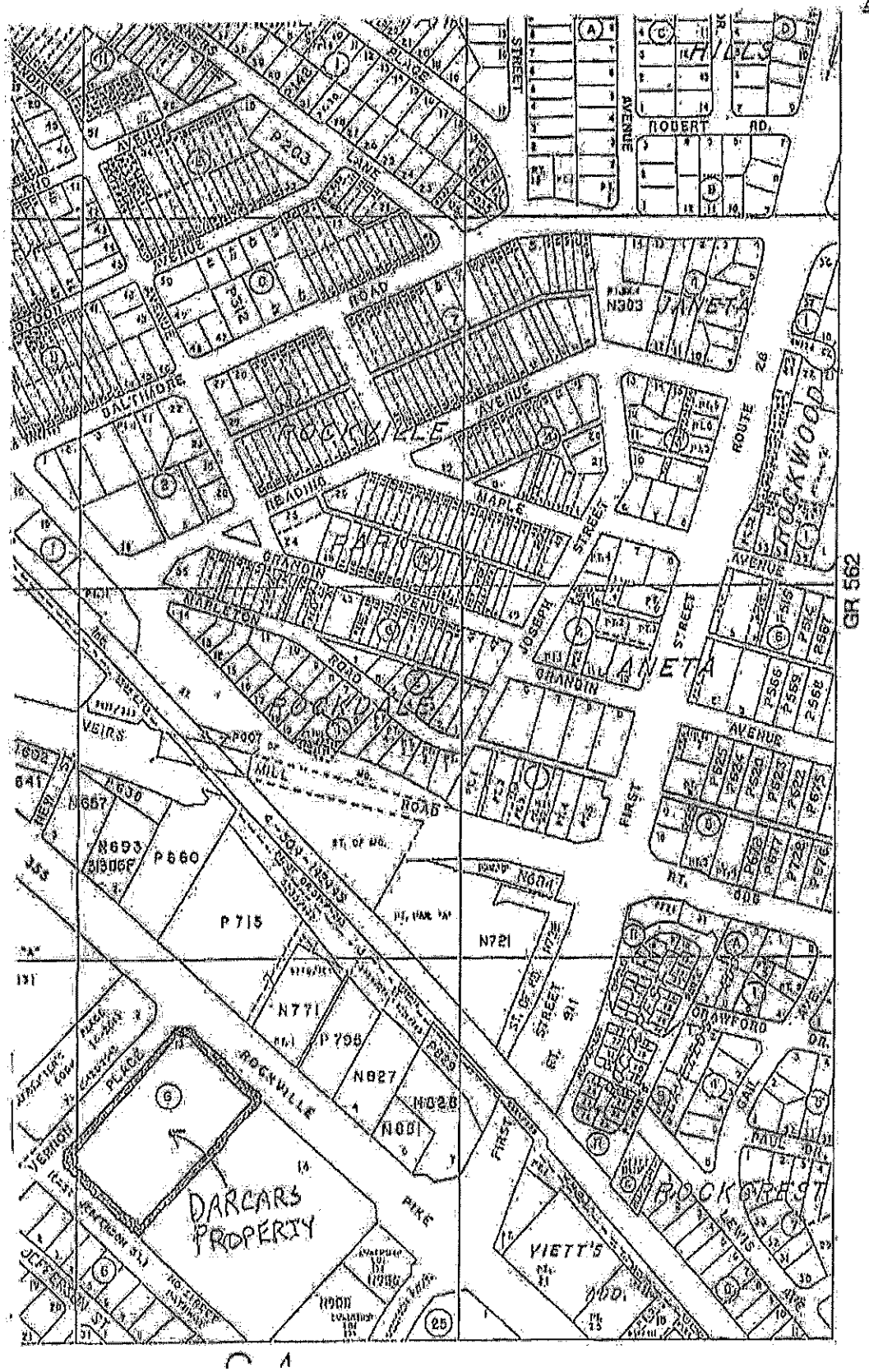
By: _____
Larry A. Gordon
Attorneys for DARCARS

cc: Mr. David Levy
Ms. Cindy Kebba
Mr. Jamie Darvish

Attachments

c:\nrportbl\worksite\ehilburger\21584578_1.docx

ATTACHMENT "A"



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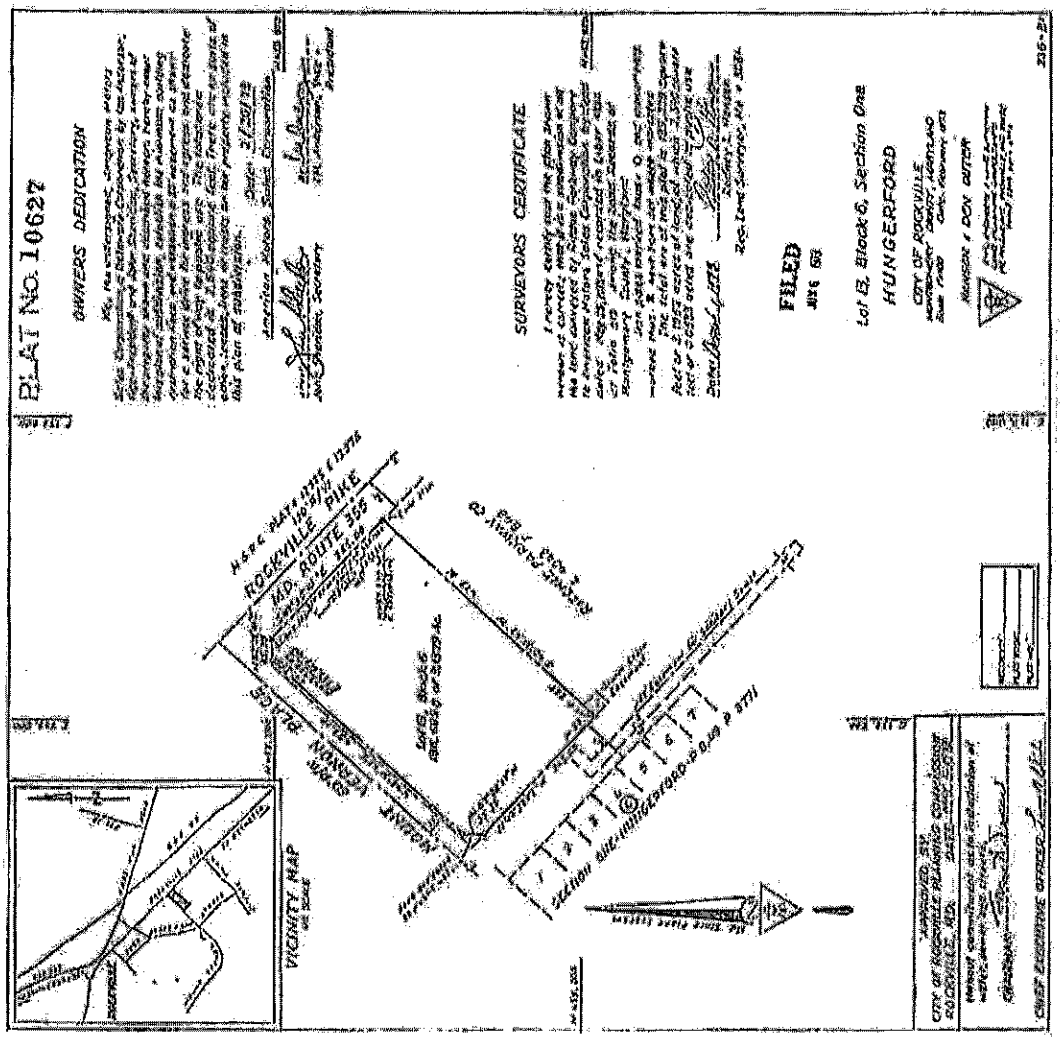


Louise Atkins

From: Olivia <wordpress@reimaginetwinbrook.com>
Sent: Sunday, April 03, 2016 10:40 AM
To: Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject: Please Oppose Widening the Pike to 252 feet

Mayor, Council and City Clerk,

I have lived in Rockville for most of my life and I see no benefit to expanding 355 to the width of 252 feet. How is this going to affect local businesses? Will they have to shut down during the construction? Will they have to relocate? Who would be bearing the financial stress of the businesses from the expansion of 355? Will this affect the habitats of local wildlife and animals? Will this affect biodiversity? What about our carbon footprint? This is a completely selfish move of the Mayor and Council; they are being extremely inconsiderate of the citizens of Rockville and Montgomery County. I demand that The Mayor and Council do NOT move forward with plans of expanding 355 to the size of I-270. It's blasphemy.

Thank you,
Olivia Harrison

Signed,
Olivia
olivia_harrison09@yahoo.com

Louise Atkins

From: Feras Anani
Sent: Monday, April 04, 2016 8:55 AM
To: Louise Atkins
Subject: FW: Rockville Pike Neighborhood Plan

From: el [mailto:elissalei@gmail.com]
Sent: Sunday, April 03, 2016 1:27 PM
To: cityclerk <cityclerk@rockvillemd.gov>
Subject: Rockville Pike Neighborhood Plan

Dear Mayor and City Council,

I am a resident of East Rockville and would like to comment on the proposed Rockville Pike Neighborhood Plan. Overall I support the intentions of the plan in order to make the Pike corridor a more livable and attractive area for residents. However, one concern I have is that there is no plan for improving pedestrian access to the Rockville Metro station given "the complex geometry of the intersection of Veirs Mill Road and Rockville Pike", although it is noted that something needs to be done. Is this issue being specifically addressed in another part of the city plan?

My second comment has to do with the proposal to add rapid bus lanes to Rockville Pike. Since the Metro already runs along Rockville Pike, it seems unnecessary, and possibly even dangerous for pedestrians and drivers, to set aside precious space for rapid bus lanes.

Thank you for your attention.

Sincerely,
Elissa Lei
318 Seth Pl
Rockville, MD 20850

Louise Atkins

From: Joe Dulany <Jpdulany@live.com>
Sent: Monday, April 04, 2016 3:44 PM
To: Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject: Please Oppose Widening the Pike to 252 feet

This is not pedestrian friendly. This is not bike friendly. This doesn't look safe. I would love if they built the rail and moved the existing road out a bit. Staying inside the existing right of way makes sense. Moving the overhead lines underground looks great.

This large expanse of paving looks like a ton of maintenance and would be extremely hot in the summer.

Signed,
Joe Dulany
Jpdulany@live.com
819 Aster Boulevard
Rockville, 20850

Louise Atkins

From: Riyad F. Alie <wordpress@reimaginetwinbrook.com>
Sent: Tuesday, April 05, 2016 11:18 AM
To: Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject: Please Oppose Widening the Pike to 252 feet

We need more pedestrian friendly city planning in Montgomery County. Increased mixed residential-commercial city centers combined with parks will benefit us all long term.

Signed,
Riyad F. Alie
RiyadAlie@yahoo.com
14305 Stoneview Place
North Potomac, 20878

Louise Atkins

From: Ted Hammerman <tedhammerman@me.com>
Sent: Tuesday, April 05, 2016 2:52 PM
To: mayorcouncil; Bridget Newton; Mark Pierzchala; Julie Palakovich Carr; Virginia Onley; Beryl Feinberg
Subject: Against Rockville Pike Widening Plan

Dear Mayor & City Council,

My name is Edward Hammerman and I am writing to you today to share my concerns about the current draft of the Pike Plan. I am particularly concerned about the proposal to widen Rockville Pike to 252 feet and the restrictions on building heights. Twinbrook is a great place. Many of my single-family-housing tenants call it home. I believe the Twinbrook area of Rockville has great potential to be an inviting and pedestrian friendly community for residents who live here now and those who will call this place home in the future. The current draft of the Pike Plan limits that potential.

Rockville Pike is changing. We have only to look at the retail, dining and entertainment options available at Pike & Rose and the plans for White Flint to see the direction this area is headed. We need this type of excitement and forward-thinking vision for our section of Rockville Pike. B.F. Saul has shared a vision for a "reimagined Twinbrook" that will bring energy to this community. Instead of strip centers with empty parking lots, they propose to build a combination of residential and retail that prioritizes open space for the community. This cannot happen if Pike Plan's limits on building heights and unreasonable push for 252 feet moves ahead.

Widening the Pike to 252 feet misses that mark.

The City can accomplish its goals of alleviating traffic, creating bike lanes and planning for BRT without this proposal. Also, the proposed limits on building heights ultimately translate to less housing and office space near the Twinbrook Metro.

I request that you reconsider the proposals in the Pike Plan. 252 feet is unreasonable and we need greater mix of building heights to foster growth. Please look for more reasonable alternatives that balance our priorities for the future of Rockville. We all want the same thing: thriving places, where people can live, work and enjoy all that Rockville has to offer.

Sincerely,

Edward Hammerman, Landlord of

5703, 5705, 5707, 5709 and 5711 Crawford Drive

Rockville, MD 20851

Louise Atkins

From:	Robert Birkahn <rbirkahn@comcast.net>
Sent:	Wednesday, April 06, 2016 12:11 PM
To:	Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject:	Please Oppose Widening the Pike to 252 feet

I live on Talbott street. I think widening Rockville Pike is a great with local lanes. Traffic during lunch time and rush hour is impossible. The only thing is Talbott street has no traffic light I work

Signed,
Robert Birkahn
rbirkahn@comcast.net
180 Talbott street
Rockville, 20852

Exhibit 14
Rockville's Pike Neighborhood Plan

Louise Atkins

From:	Alexey Gorshkov <avgorshkov@gmail.com>
Sent:	Tuesday, April 05, 2016 4:56 PM
To:	Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject:	Please Oppose Widening the Pike to 252 feet

252 feet is too wide for Rockville Pike. It sacrifices vital open space and endangers pedestrians. It effectively introduces another I-270 in the middle of the city.

Signed,
Alexey Gorshkov
avgorshkov@gmail.com

, 20852

Louise Atkins

From: Jennifer Swetlow <jenswetlow2@gmail.com>
Sent: Wednesday, April 06, 2016 2:04 PM
To: Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject: Please Oppose Widening the Pike to 252 feet

I currently live in the City of Rockville, Md and I have been a resident in Montgomery County for over 38 years, my whole life. I am now raising the next generation, my three kids here in Rockville and as our area grows, I WOULD PREFER to see a more pedestrian safe and bike friendly landscape, rather than one which accommodates more vehicles. More vehicles in the area would increase traffic times (which is horrendous as is currently), air pollution, and negative environmental impacts. I thought the City of Rockville was moving towards being a "green" city, "The city strives to be an environmentally sustainable community that preserves its green spaces and continually reevaluates ways to reduce its environmental footprint." quoted from Page 2, "Rockville Reports", April 2016, Vol. 62 #4.

Signed,
Jennifer Swetlow
jenswetlow2@gmail.com
1103 Lewis Ave
Rockville, 20851

Sara Taylor-Ferrell

From: Barbara Hopkins <wordpress@reimaginetwinbrook.com>
Sent: Thursday, April 07, 2016 2:51 PM
To: Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject: Please Oppose Widening the Pike to 252 feet

I own a single family home in Twinbrook and am against the widening of Rockville Pike to 252 feet. 216 feet would be ample. In this day and age we are looking towards more walkable and sustainable communities, not those that cater to the automobile. Please show some sense in your upcoming vote and limit the future width of Rockville Pike.

Barbara Hopkins

Signed,
Barbara Hopkins
hopski42@yahoo.com
1940 Kimberly Rd
Silver Spring, 20903

Sara Taylor-Ferrell

From: Annie stewart <wordpress@reimaginetwinbrook.com>
Sent: Friday, April 08, 2016 11:02 AM
To: Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject: Please Oppose Widening the Pike to 252 feet

a narrower road it better fit the city as a whole. We want to keep it safe for pedestrians and attractive.

Signed,
Annie stewart
anniestewart54@yahoo.com
Annie stewart
Rockville, 20852

Sara Taylor-Ferrell

From: Peter Mork <peter.mork@gmail.com>
Sent: Friday, April 08, 2016 1:55 PM
To: mayorcouncil
Subject: Rockville Pike Plan

Madame Mayor and Esteemed Members of the Council,

If I understand correctly, on 1-Apr-2015, the Mayor and Council requested several changes to the Rockville Pike Plan. Among those requested changes was the removal of specific building heights. I believe that the Mayor & Council noted at the time that building heights should be codified in the zoning ordinance, not as part of a planning document.

I concur entirely with that sentiment. The Rockville Pike Plan prudently allows for the tallest buildings nearest the Metro, tapering down as one moves away from the transit center. The precise definition of "tall" should be a zoning issue.

I also expect that you will hear a lot about the perils of "widening" Rockville Pike. It's worth reiterating as a matter of public record, that the Rockville Pike Plan calls for narrowing the span from façade to façade, which is the true measure of the width of the Pike. The "Reimagine Rockville Pike" group led by B F Saul is, on this issue, perpetuating misinformation.

The current draft of the Rockville Pike Plan, which includes access lanes, is forward-thinking. In the immediate future, those lanes allow through traffic to flow more smoothly. In the longer term, those lanes can be repurposed as pick-up / drop-off lanes for automated vehicles.

In short, please make the changes you requested of the Planning Commission yourselves, and then approve the revised Rockville Pike Plan.

Thank You,

Peter Mork
717 Woodburn Rd

Sara Taylor-Ferrell

From: Joseph McClane <josephmcclane@yahoo.com>
Sent: Saturday, April 09, 2016 4:48 PM
To: cityclerk
Subject: Comments on proposed Rockville Pike Plan

Dear Mayor and Council Members:

Thank you for the opportunity to comment on the proposed Rockville Pike Plan. I have followed the development of this plan for the many years it has been under development.

I believe the Plan, as a whole, intelligently addresses the future development needs of the Pike in Rockville. I do have some specific points that I wish you to consider:

- Some large landholders are leading an effort to push for a narrower Pike than proposed. I believe the Pike should be the wide, multi-way boulevard proposed. A narrower Pike would be a major mistake as it would fail to anticipate future traffic and a future BRT or streetcar, plus the proposed plans for the Pike in North Bethesda. If the Pike is narrowed, it would be impossible to right-size it later on.
- The proposed Plan's land use policies are a great feature, particularly more emphasis on pedestrian and public use spaces (which are even now inadequate). The shorter blocks and pedestrian walkway will increase the safety of the pedestrians, particularly families, that you hope to attract to this part of the City. I think the City needs to be a better advocate with WMATA for the improvement of the Twinbrook Metro station. It is the first impression many visitors have of Twinbrook/Rockville, which is not very good now.
- The Plan's proposal to provide for additional north-south traffic flows by extending Chapman Avenue and by extending Jefferson to Wootton Parkway, would greatly ease the bottle-neck in the southern section of the Pike. To that I would like to see added the extension of Lewis Avenue (on the east side of the Pike) through the Twinbrook Station development. Currently, Lewis Avenue dead-ends at the Twinbrook Station forcing traffic to make a wide arc around the Twinbrook Station development. This makes no sense. Traveling all the way around the Station development generates needless pollution, jeopardizes pedestrian safety, and divides the older parts of Twinbrook from the newer stores and apartments. This bottle-neck does not reduce traffic but adds to the length of trips within Twinbrook. This area is already divided by the train tracks. It needs a more integrated traffic plan.
- Twinbrook as a whole needs to be better integrated. As a resident of the southern border of the City, I have long wished the City would coordinate its plans better with Montgomery County south of Twinbrook Parkway. This would include connecting the Fisher hiker/biker trail, now under construction, with the City bike trails and coordinating with the County on branding the Twinbrook area on both sides of the Twinbrook Parkway. Maybe the area could be branded the "Twinbrook District." As each side of the Pike could complement the different scale and type of development of the adjacent area.
- The previous point leads to the "distinctive character" recommendation of the Plan which I fully endorse. We are seeing the prevalence of brick buildings in the area with a mix of metal and stone facades. More of this would be helpful. Secondly, one blight that needs to be eliminated along the Pike is the utility poles. When you think of great streetscapes, you don't think of

utility poles. They scar the look of the Pike and every street tree is grossly deformed to accommodate these utility lines.

- One comment on process: I think the City's planning process is constantly being overtaken by events and no one could ever consider the process as being efficient. The Planning Department, Planning Commission and the Mayor and Council need to reduce redundancy and overlap. The Planning Commission should be less of a talk shop, and Commissioners should be sought who have more planning expertise. The Council should do more steering and less rowing. Also, the way the City collects feedback results in a small non-representative fraction of the City's population giving the same comments over years of redundant meetings.

I appreciate all of your efforts on the City's behalf.

Joe McClane
President
Cambridge Walk II HOA

Sara Taylor-Ferrell

From:	Benjamin <bcberbert@hotmail.com>
Sent:	Sunday, April 10, 2016 6:44 PM
To:	Bridget Newton; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; Mark Pierzchala; mayorcouncil
Cc:	adeyinka@reimaginetwinbrook.com; Benjamin
Subject:	Comments on the Rockville Pike Plan
Attachments:	IMG_1741.JPG; IMG_1742.JPG; IMG_1746.JPG; IMG_1754.JPG; IMG_1738.JPG

Mayor Newton and Council Members Feinberg, Onley, Palakovich-Carr, and Pierzchala,

I am reaching out to each of you today to provide my household's general support of the Rockville Pike Plan (The Plan), but to also raise a few specific concerns that I have over the proposed building heights near the Twinbrook Metro Station and the width of the Pike under this proposed plan. I ask you to please consider the duration of impact this plan will have on the City and particularly the communities adjacent to the Pike Plan. Although I can only speak for myself with this letter, I have talked with many of my neighbors and do not believe I am alone in raising these concerns.

In General

Overall, I think the Pike Plan was comprehensive, well written, and laid out a future for this important corridor that holds great promise. I have a lot to say, but it's focused on just two small areas of text that have a massive impact on the future of The Plan's implementation

Concern 1 - Building Heights Near Twinbrook Metro

The first concern I have with the Pike Plan are the proposed lowering of allowed building heights within the corridor, and in particular, properties closest to the Twinbrook Metro identified as the Twinbrook Station Planned Development, and Core (transit-oriented) on page 4-22 and 4-23 of the Plan. The Plan on page 4-23 states "The Core is where the highest density should be encouraged by 1) allowing the tallest building heights in the plan area, 2) requiring that the majority of building facades be located at the sidewalk, and 3) not permitting the construction of single-story building, other than accessory buildings." The Plan on page 4-25 further states "The height limits established for buildings in this plan are intended to serve walkability and economic development objectives by permitting sufficient mixed use density to create vitality...". These upbeat recommendations on creating a workable urban framework fall flat when The Plan next recommends on page 4-26 that community input suggests no more than 10 stories is suitable for Rockville, and on page 4-35 stating "More building stories are allowed in the Core if the uses in the building are non-residential (up to 10 stories) than if the uses are primarily residential (up to 7 stories). This is intended to encourage office, retail, other commercial, civic and institutional uses near the Metro station and complement the residential development in that area." The very introduction to The Plan even admits it's attempting to scale back the development pattern near the Twinbrook Metro on page 1-2 "This plan, for example, does not significantly change the overall maximum development potential from regulatory levels established under the 2009 zoning ordinance, but it does provide for a greater variety of heights, and it lowers the maximum building heights near the Twinbrook Metro Station from the 2009 ordinance's Mixed-Use Transit District (MXTD) maximum heights." I am unsure how this plan would actually increase the variety of heights if the maximum height limit is reduced, and the ongoing contradiction in language is notable. For the reasons below, I am particularly concerned about this issue:

- **Building heights do not and should not dictate density** - The Plan recommendations and its proposals for handling zoning do nothing to limit density EXCEPT to reduce building heights and requiring a

small amount of outdoor space. This sets up a situation for more development like the Galavan (Safeway) development, that is low-rise, fills the whole block with a same height building providing little to no visual interest or exterior activation, and provides a minimal amount of useless open space. The same amount of retail and number of apartments could have been provided in one or two distinct 12-14 story tall towers stepped back after the 2nd retail floor slightly, which would have improved how the site relates to the surroundings without increasing density. Think of the project in White Flint where the Whole Foods is. Yes, that one residential tower is probably taller than we want in Twinbrook, but the point is that project has multiple buildings with multiple building heights; some as low as 2 stories, most are about 5-6, and the one tower is over 20 stories. That project also however created a new internal private street, central gathering area, and retail stalls that include outdoor patronage space not directly against a major highway.

- **Compatibility with the greater Pike District -** It seems unlikely that the County, as part of it's effort on White Flint II, will recommend building heights as low as this plan does given the existing residential development near the Target, the areas proximity to transit, and recent recommendations from Master Plans such as White Flint, Wheaton CBD, Bethesda CBD. The County uses a Floor to Area Ratio (FAR) to set and limit density, then allows building heights much taller than necessary to achieve the limited FAR to encourage building height variation and open space amenities such as the development mentioned above near the Whole Foods.

- **Variety of building heights -** The existing development near Twinbrook is already predominantly in the 4-6 story range and is very monotonous and boring. Every office building, hotel and residential apartment all nearly the same height and it creates an aesthetic similar to the often criticized Washington DC skyline. It is not necessary to limit all future development to this same height to achieve a variety of building heights as the development market does a good job of doing that on its own. The Plan assumes measuring height by floors rather than feet achieves variation; "Regulating height by stories is likely to result in greater variation because ceiling heights, interstitial space between floors, and roof forms will be different among buildings. There will be more incentive to design diverse roof slopes because they will not count against maximum height..." (Page 4-26) but the variety is not likely to be nearly as much as planners envision since the height limit is likely to lead to similar construction techniques between buildings. Consider the attached images taken near the Dun Loring Metro Station in Fairfax County as an example of the monotony that is likely to build with the current recommendations.

- **7 story buildings unlikely -** A 7 story residential building is very unlikely because current construction codes generally encourage a building 5 of fewer stories (concrete podium with wood framing above, think Galavan and Terrano at Twinbrook), or over 10 stories (all concrete, think new Cambria Hotel in Town Center). 7 stories would require an all concrete or steel frame, which is generally prohibitively expensive at less than 10 stories in height. The office market is also likely to remain weak given the excess of planned for and unbuilt office space along I-270, and around the Bethesda, Silver Spring and White Flint metro stations. There also is a huge supply of office that I would consider in the Twinbrook community that I don't believe this Plan took into consideration, on the opposite side of Twinbrook Parkway along Parklawn Drive and Fishers Lane. I can easily vision a future for Twinbrook Metro of all residential development, all in similar scale to The Galavan, if the current recommendations remain.

- **Boring streetscape/No Vibrancy -** shorter low-rise buildings may be appropriate as a transition or in the redevelopment of areas not proximate to heavy rail transit, but it does not project a vibrant urban environment. Again, I point out the attached images as an example of a fairly sterile urban scene near a Metro station that limited density (see pictures attached). There's nothing 'wrong' with the development, but it's block after block of the same, and much of the ground floor retail has remained un-leased after many years. The Pike Plan seems to be at odds between wanting to incentivise economic activity and wanting to appease the NIMBY

voice of the Twinbrook Citizens Association, which as a member of Twinbrook, I can attest does NOT represent the majority opinion of my neighbors.

Recommendations to address Concern 1

Amending The Plan to address this concern is not that difficult; as stated earlier, most of The Plan actually says the right things. the areas that would need to change are the recommendations on page 4-26, and the implementation on page 5-13 dealing with the future amendment to zoning. I would suggest at a minimum going back to the existing 150' height limit allowed in the Plan Area currently (it's still well under the 300' the County is allowing not far away), and if controlling density is the concern, introduce a FAR limit, such as a FAR of 3 or 4 in the first 1/4 mile radius of the station, a FAR of 2 or 2.5 in the rest of The Core, and in other areas of the South Pike Plan Area, and FAR of 1.5 or so further north, especially on the west side of the Pike where there is the least buffer to existing neighborhoods and the Country Club. For perspective, the FAR in Downtown Bethesda approaches an FAR of 7, Silver Spring a FAR of 5-6, Much of the White Flint area is planned at an FAR of 5-7. The attached pictures near Dun Loring Virginia (see attached pictures) was built in the FAR 1.5 - 2 range.

Concern 2 - The Cross-Section for the "Multi-Way Boulevard"

The other main concern I have, possibly even more concerning than the discussion on building heights above, is the recommendation for the future Boulevard that is Rockville Pile. The Plan seems to go to great lengths trying to defend this concept, and it leaves me believing the Planning Commission knew this was going to be a topic of contention. I also remember as part of the recent City Council elections, most of the current council members raised concerns over the width of the Boulevard, so I hope you all still share these concerns and will take some action on it. Way up in the Executive summary on page ES-5, The Plan comes out hard describing exactly what this Boulevard will do "It consists of through lanes for faster-moving traffic and transit; access lanes for slow-moving local traffic, bicycles and on-street parking' wide sidewalks and green medians. The boulevard concept is crucial to meeting the transportation, place-making, and economic goals of the plan and address the dual nature of the Pike." One of the Key Findings of The Plan in transportation, located on page 3-4 states "Participant recommendations included sidewalk enhancements, bicycle lanes or paths, signal timings that allow pedestrians to cross the Pike comfortably, improved accessibility to shops and surrounding neighborhoods, and the reconfiguration of buildings and parking lots to enhance the pedestrian environment, among others. Whereas the Pike today prioritizes the private automobile over all other modes of transportation, the Pike corridor envisioned in this plan safely supports multiple modes of transportation – including walking, biking, and public transit – and infrastructure to assist seniors and people with mobility impairments or other disabilities." Page 4-6 further defends access roads as being necessary to break down the scale of the "formidable width of the boulevard by allowing pedestrians to cross in more than one stage, if necessary." I find it very ironic this Plan is giving so much lip service to enhancing the pedestrian and bicycle experience, and claiming this Boulevard is so crucial to the redevelopment success, to only have The Plan later recognize this road is formidable, and will likely take multiple light cycles to cross. I have multiple specific thoughts on this subject:

- **I-270 version 2.0?** - Just looking at the cross-section provided on page 4-5 of The Plan, I can't help but see a slightly greener I-270, with the same number of lanes, split between express and local, and a right-of-way that is actually wider than that which I-270 sits in. There is no way anyone could convince me that a road of this scale would ever be friendly to pedestrians and bikes. You can build all the facilities you want (page 4-8) but that does not always mean the people will come.

- **Local Traffic can use Chapman and Jefferson** - One of the primary reasons the Plan says it needs the access roads is to separate through traffic from local traffic. The Plan however then describes this network of new and extended parallel streets (Chapman Ave, E Jefferson St and others) which I instantly think of as the roads the local traffic would and can use instead of the access lanes of the Boulevard.

- **Rockville Pike should NOT be "Main Street"** - The access roads, and the 13 foot wide green panel with street trees, are cited as both being necessary to improve the pedestrian experience on the sidewalks along the Boulevard and even recommending the sides as public green spaces (page 5-14). No amount of doctoring up the side of this road is going to hide it's scale as a vehicle dominated place. It's common in other edge cities for smaller 'local' streets to be the dominant pedestrian, bicycle, and outdoor cafe street (Fenton and Ellsworth Streets, Silver Spring, Norfolk and Bethesda Avenues, Bethesda) so if there were to be wider sidewalks, wider tree plantings and multi-modal consideration, Chapman and E Jefferson seem like the more viable alternatives, especially in the South Pike area.

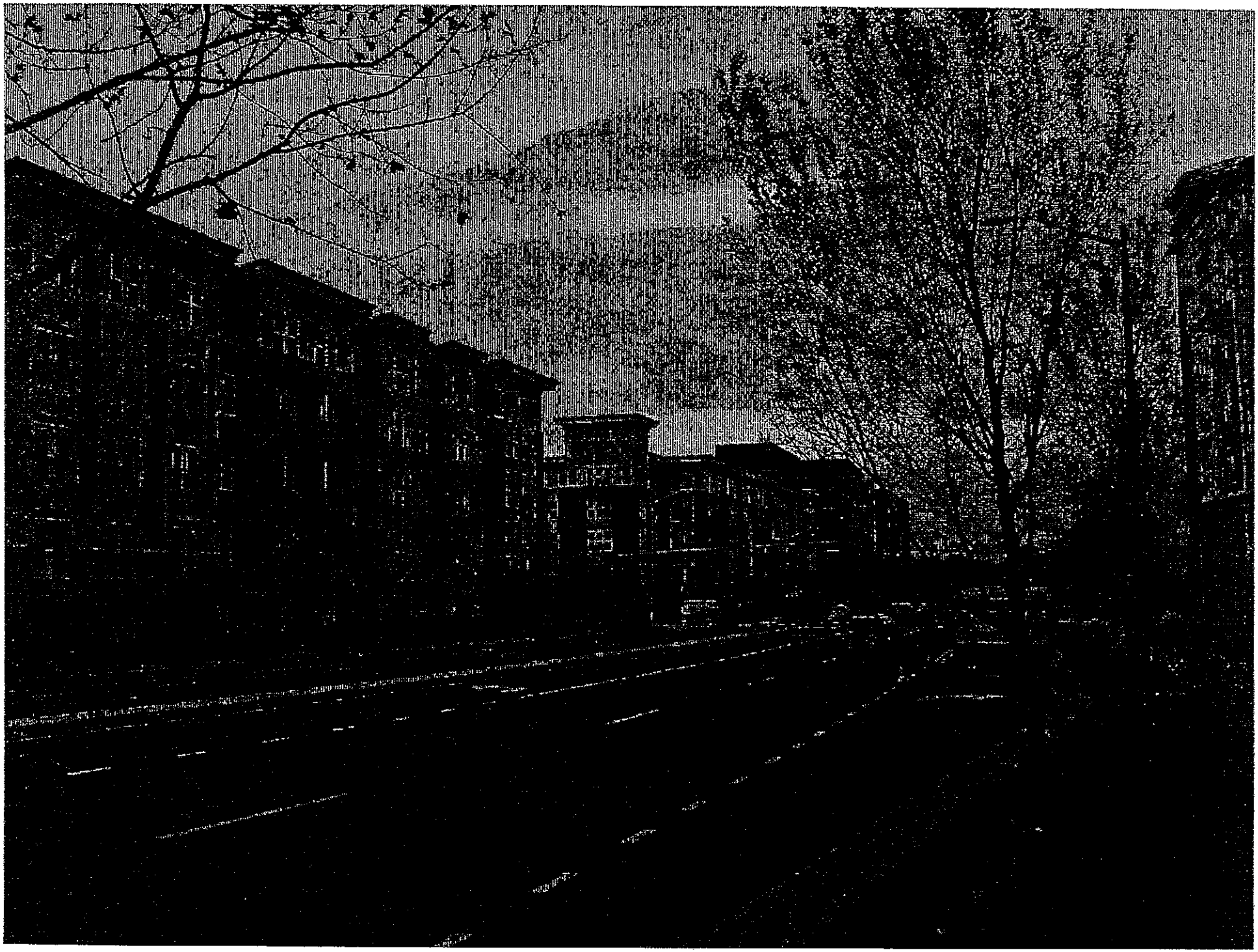
- **Bad Precedent Examples** - The Plan cites other cities with major Boulevards of a similar scale that they say function and are good examples of how to make this system work. I would say there is one major flaw in the analysis however - all of these other Cities are much larger than Rockville, with medium density development extending many blocks in either direction away from these Boulevards. I would argue the Boulevards do not in any way link the two sides of the road together. Rather, the Boulevard acts as a barrier and each side of the road is urban enough to function on their own. Even as a younger healthy male, who walks a lot of places, including across the current Rockville Pike, I would feel intimidated to cross the proposed cross-section, and would have zero patience if it took more than one light cycle to do. Even to reach the proposed BRT someone has to walk over 126 feet of transportation infrastructure (wider than the whole road is today).

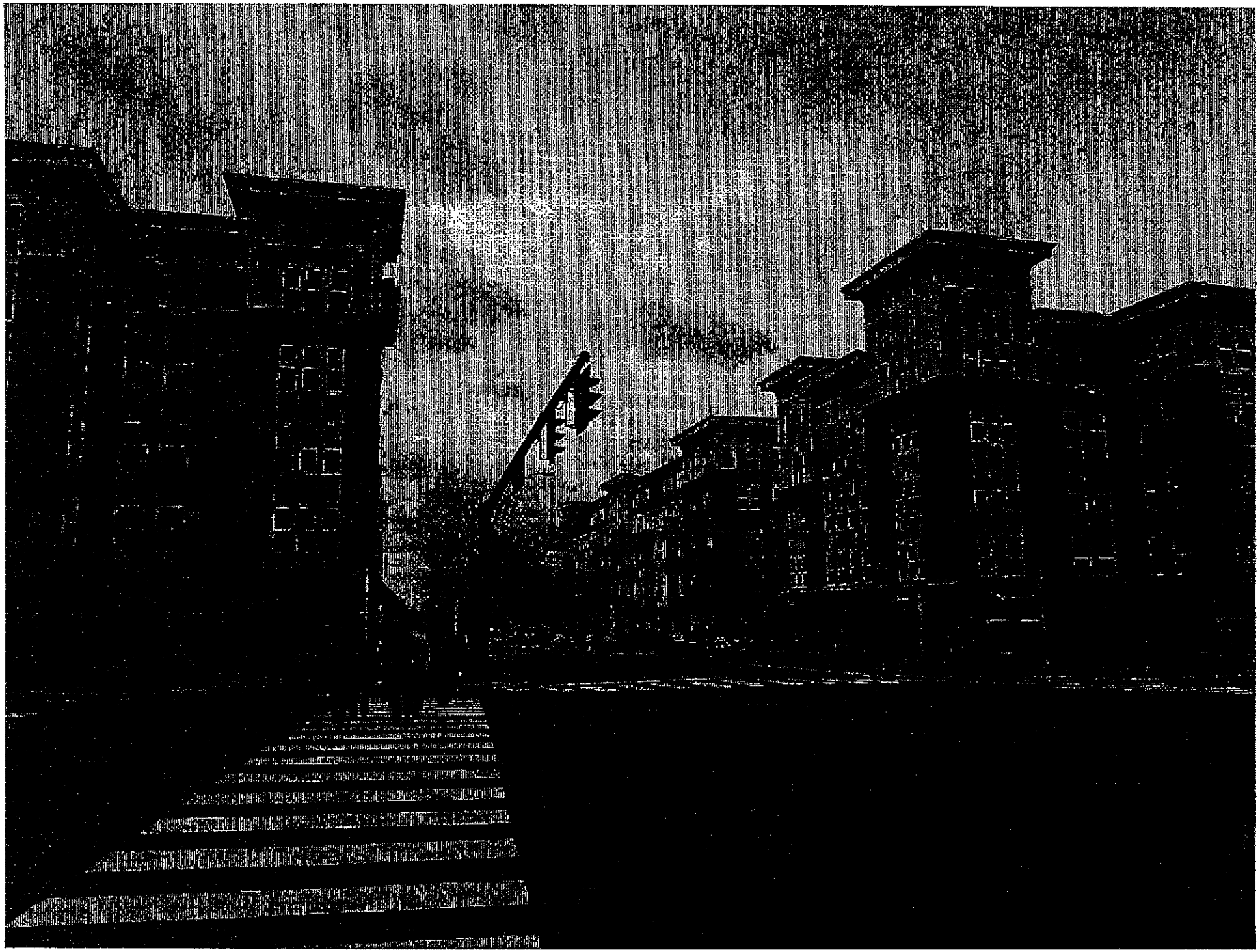
Recommendations to Address Concern 2

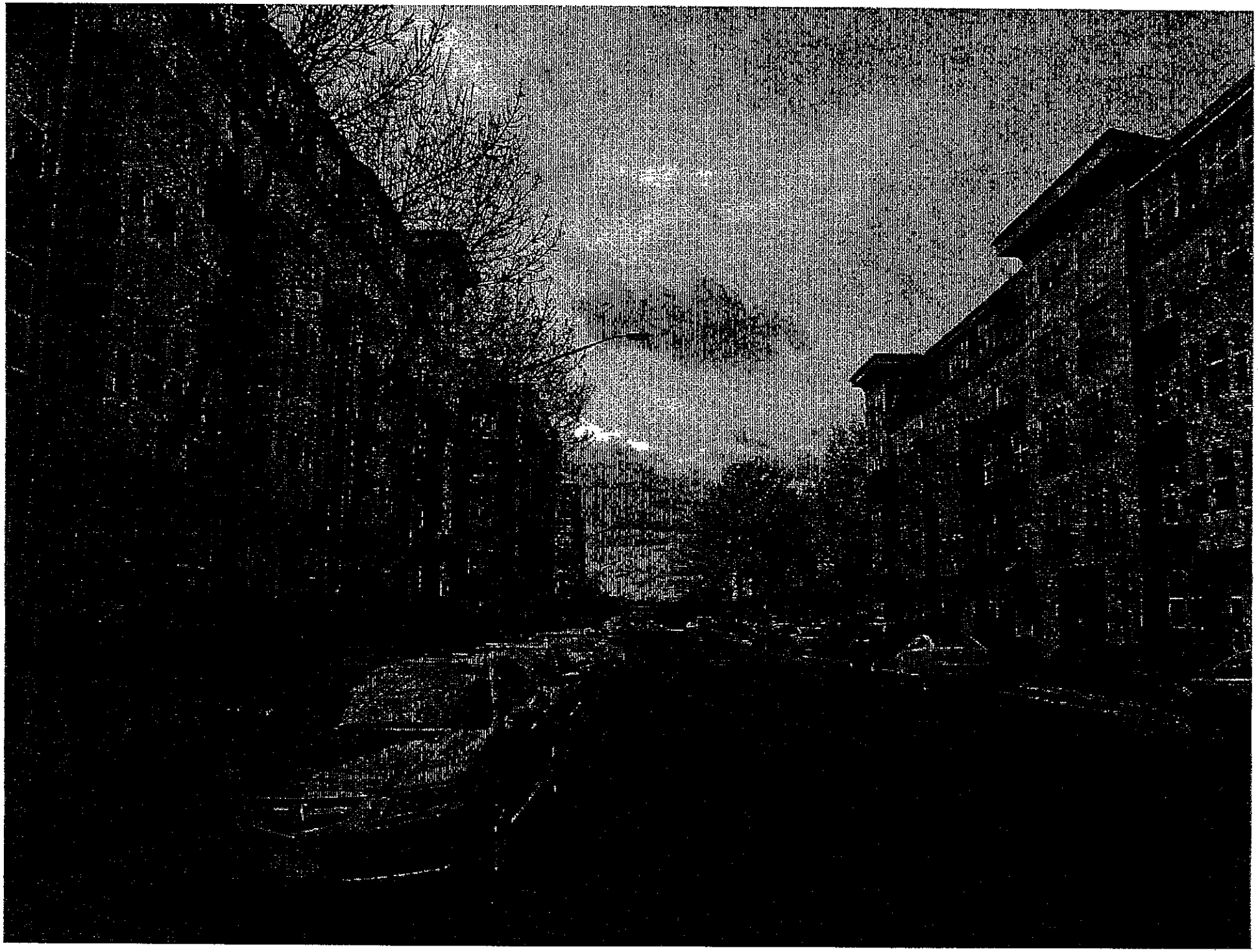
There are multiple ways to start reducing the total width of the Boulevard to make an environment that truly works. First, for the portion of the Pike that is located in the South Pike area, the two 10 foot protected cycle tracks should be relocated to Chapman/Chapman Extended and to either E Jefferson, or to the other west side parallel road envisioned. Next, I would advocate for removing the access lanes and instead adding a fourth lane to the Pike itself that can serve as parking during non peak times and serve as a travel lane during peak periods. This is already done on many state highways in Montgomery County and works well at providing a parked vehicle buffer on evenings and weekends and providing capacity for added vehicle through-put during rush-hours. This alone would remove 33 feet from each side of the road (66 feet total) for a new total cross-section of 186 feet - nearly identical to the section proposed by the County in White Flint. For areas in the middle/north pike-east - the reality is this area will be the last to redevelop as it's prohibitively far from existing Metro and heavy rail transit, and has recommendations within The Plan that I don't disagree with that suggests this may stay retail/suburban dominated for a while longer. Continuing the above mentioned 186' cross-section, perhaps increased to 199 feet to locate the 10 foot cycle track and a 3 foot buffer on the east side of the road seems adequate. On the middle Pike, and North Pike West areas, the cycle track should remain on a paralleling street. This cross-section still provides a pedestrian refuge area in the middle of the road where the BRT is located for those individuals who still can't cross the road in one cycle, and shortens the distance to something more manageable for BRT riders, and able bodied individuals to make the crossing in one light cycle. BF Saul through Reimagine Twinbrook has made their own recommendations for a reduced ROW to 216 feet, which also eliminates the access roads but keeps the cycle tracks and offers even wider sidewalks. This may be a second option to consider, though I still advocate for reducing the width of the Boulevard as much as possible.

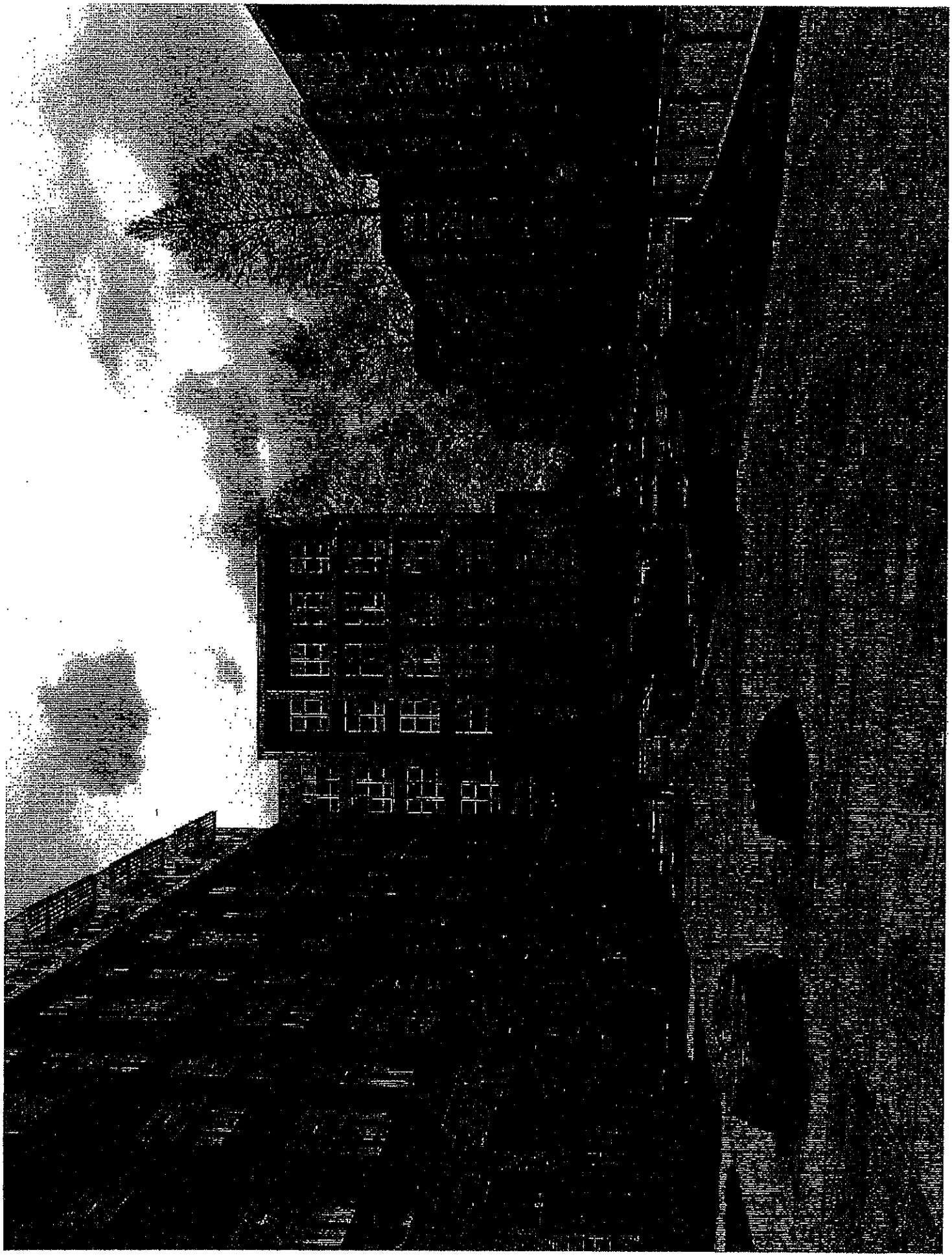
I can't emphasize enough that I am by no means criticizing this Plan as a whole, and think it represents a major step in the right direction for Rockville. I do plead that you consider making changes to the two areas of concern detailed above. A Plan representing change of this magnitude, and allowing development of this density and scale is only going to come around once in a generation, and it would be a shame to let an anti-growth planning commission and a NIMBY community association have such an impact on the future of the City over the next 20-30+ years. I thank you for your time and consideration and hope the adoption of the Pike Plan, with minor amendments, can be the start of a new future for the Pike and the City of Rockville.

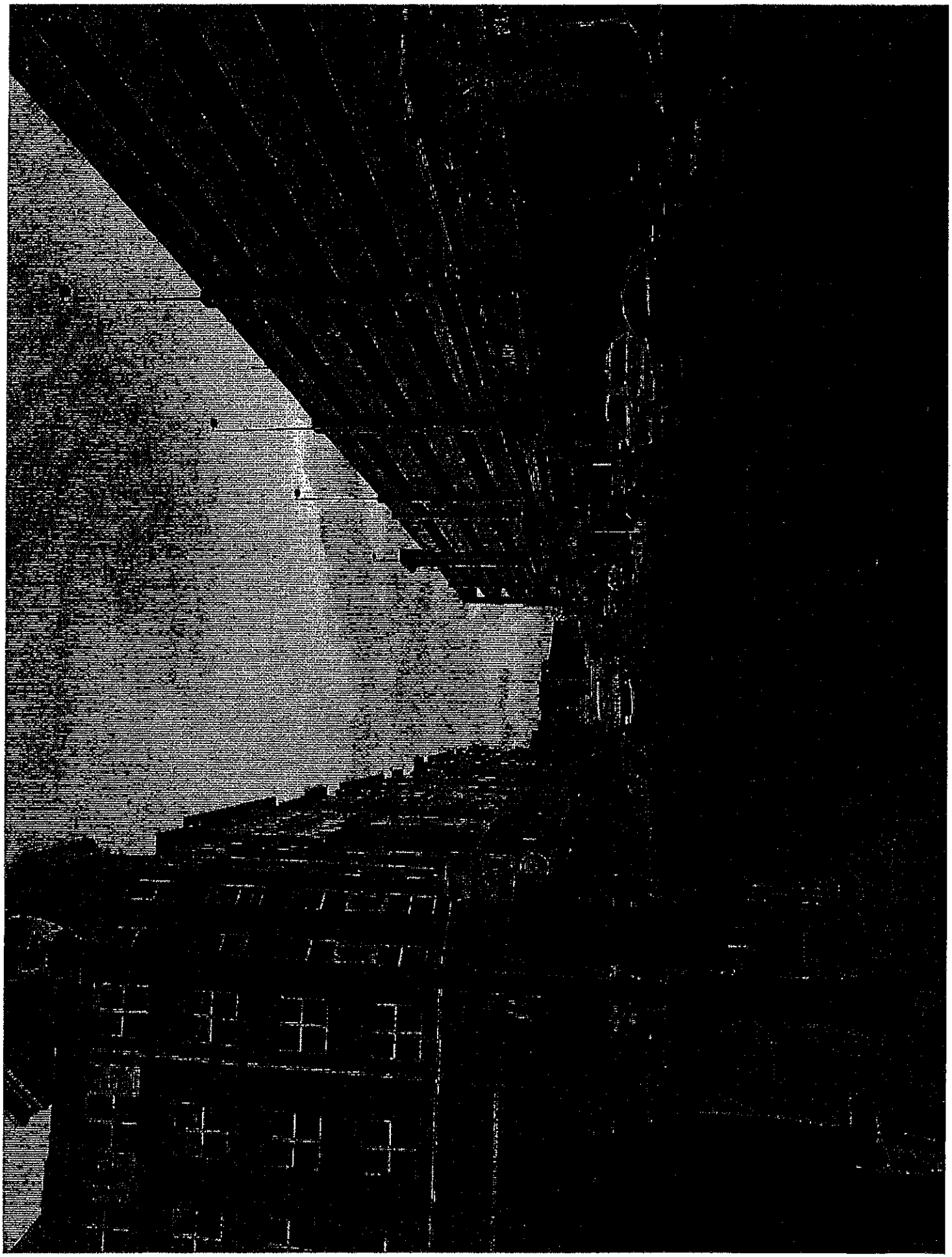
Ben Berbert & Mark Fisher
5903 Saint Lo Avenue











Rockville's Pike Neighborhood Plan
April 11, 2016 Public Meeting of the Mayor and Council

Testimony of Mr. Jamie Darvish
Vice President and COO, DARCARS Automotive Group
Owners/Operators of DARCARS Chrysler/Jeep/Dodge/RAM
755 Rockville Pike

Good evening. I am Jamie Darvish, Vice President and COO of the DARCARS Automotive Group. I am testifying regarding the proposed Fleet Street Extension and associated east-west connector roads to Rockville Pike.

In addition to providing you with copies of my testimony this evening, our counsel, Larry Gordon with the Firm of Shulman Rogers, previously provided more extensive written testimony in a letter dated March 30, 2016.

DARCARS owns and operates the existing DARCARS Chrysler/Jeep/Dodge/RAM dealership at 755 Rockville Pike. Our property is located between the Richie Shopping Center and Mount Vernon Place in the North Pike area. A tax map is attached to my testimony identifying our property. (See, Attachment "A")

We are generally opposed to the Fleet Street Extension and are absolutely opposed to any east-west connector street through our property. We had understood that these proposals had been removed from the Pike Plan, but they have been added back in the Planning Commission's recommended Plan at pages 4-16 and 4-17.

Should you decide to keep the Fleet Street Extension and east-west connector roads in the Pike Plan, we respectfully offer the following recommendations:

1) As an adjoining property owner, DARCARS should be consulted prior to any final road design determination.

2) Regardless of the final road design, all improvements should be made within the existing 80-foot wide right-of-way so that no additional land acquisition or dedication is necessary.

3) Due to the nominal width of the DARCARS property and because it abuts Mount Vernon Place, extension of an east-west connector road through our property would preclude redevelopment of our site and create unsafe traffic movements. Therefore, the Pike Plan should make clear that no east-west connector road is to be built through the DARCARS property.

Finally, please note that specific text changes intended to accomplish our three recommendations are contained in Mr. Gordon's March 30, 2016 letter. Thank you for your time and consideration. I would be happy to respond to your questions.

Attachment

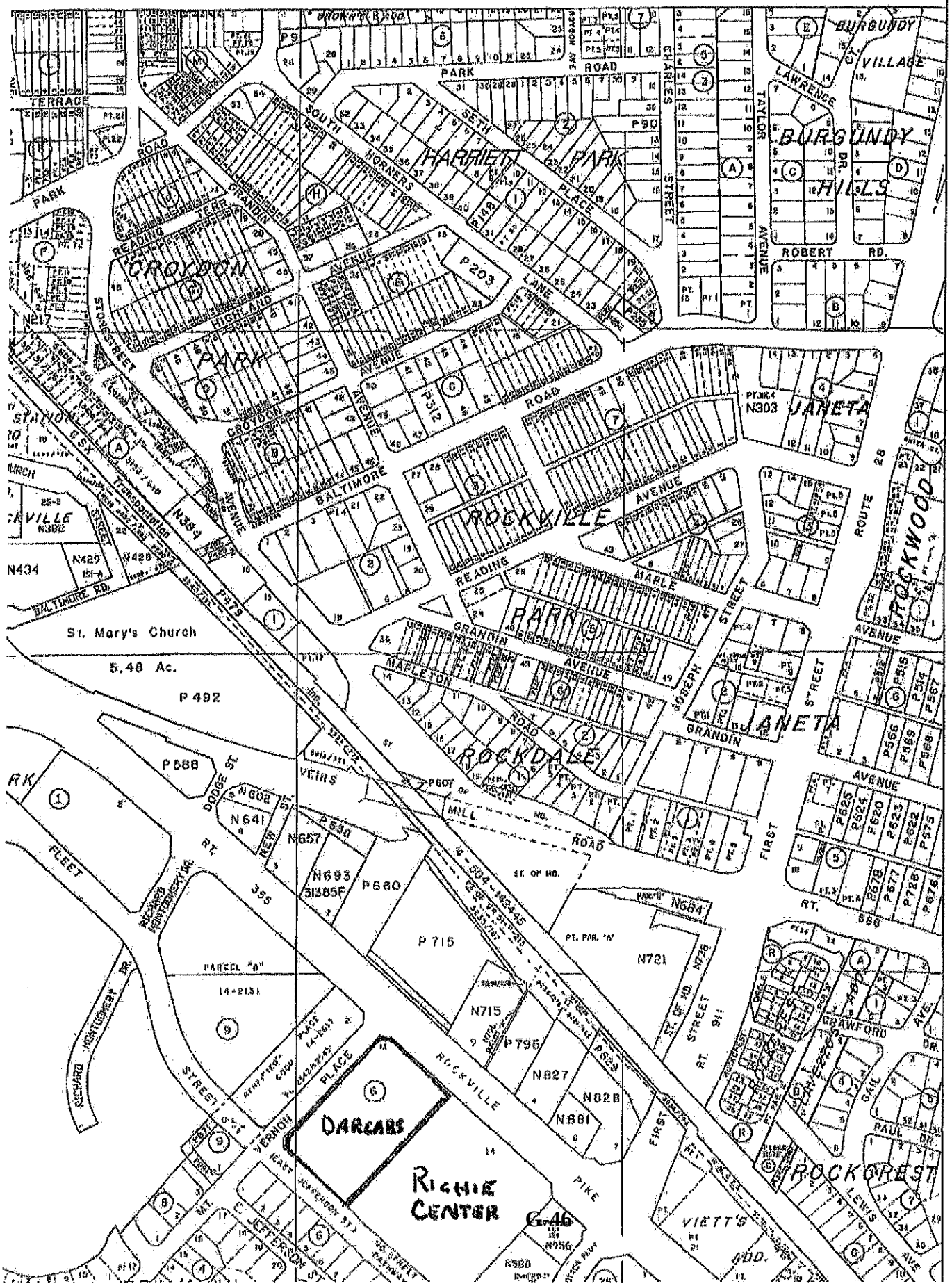
ATTACHMENT "A"

MONTGOMERY, MD

Map ID: GR 342

200 0 200 400 600

Scale 1"=200' (1:2,400)



Sara Taylor-Ferrell

From: ali chini <ac331@hotmail.com>
Sent: Monday, April 11, 2016 11:55 AM
To: Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject: Please Oppose Widening the Pike to 252 feet

I vehemently oppose the widening of the Pike to that degree. The adverse effects negate any promised financial boon.

Signed,
ali chini
ac331@hotmail.com
5868 hubbard drive
rockville, 20852

Testimony to the City of Rockville Mayor and Council April 11, 2016 Public Hearing on the Rockville Pike.

My name is Brigitta Mullican, I reside at 1947 Lewis Ave, Rockville, Maryland near the Twinbrook Metro Station. I have been a Rockville resident for over 50 years. I am here to speak on the Rockville Pike Plan, especially on my support for reducing the width of Rockville Pike road near the Twinbrook Metro Station and increasing building heights in the plan. I am on record of testing on the Rockville Pike during the Rockville Planning Commission's public hearings on December 8, 2014. I still stand by that testimony.

It is now my understand that if the right-of-Way, on the Pike near the Twinbrook Metro Station, is reduced to 216 feet, which is what the B.F.Saul Company is requesting, then the access roads would be eliminated. This would place the **financial burden** to pay for acquiring right-of-way, the bike lanes, under grounding of utilities, and the Bus Rapid Transit, and road maintenance on State Highway and not on City Taxpayers

B. F. Saul would pay for the extensive sidewalk fronting the Pike and would pay for the extension of Chapman Avenue. The access roads are not needed with the extension on Chapman Avenue. This configuration is safer for pedestrians, provides better connectivity for our City, and makes better use of our scarcest resource – land.

The narrower right-of-way in conjunction with higher building heights allows B. F. Saul to provide over 30% more public open space than is required by the Rockville Plan. Currently there is no green space in the 17-acres parcel and this is something the residents of our City need desperately. I believe the proposed plan for the site is a very good plan and is appropriate near the Twinbrook Metro Station. I hope you consider supporting the reduced Rockville Pike width and increased building heights to accommodate a future project that will give our Twinbrook neighborhood a new area to enjoy and have pride in.

Sara Taylor-Ferrell

From: Peter Khanahmadi <peterk12@gmail.com>
Sent: Monday, April 11, 2016 4:36 PM
To: Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject: Please Oppose Widening the Pike to 252 feet

As a life long citizen of North Bethesda, Maryland, I do NOT endorse widening the Pike to 252 feet. That's not the vision the community has for our area. We don't want a highway but a walkable community. Please don't ruin North Bethesda for the convenience of traffic.

Signed,
Peter Khanahmadi
peterk12@gmail.com

LERCH EARLY & BREWER
ideas that work

Attorneys at Law
3 Bethesda Metro Center, Suite 460
Bethesda, MD 20814-5367
www.lerchearly.com
Christopher M. Ruhlen

Tel. (301) 841-3834
Fax (301) 347-1762
cmruhlen@lerchearly.co

TESTIMONY ON BEHALF OF WILLCO COMPANIES
ROCKVILLE'S PIKE PLAN

April 11, 2016

Good evening, Chris Ruhlen with the law firm of Lerch, Early & Brewer, Chtd. We are testifying this evening on behalf of our client, Willco Companies, which is a partner in an entity known as 12401 Twinbrook Parkway Associates LLC that has participated throughout the Pike Plan review process. The partnership controls the entire block bounded by Twinbrook Parkway, Chapman Avenue, and Bou Avenue near the far edge of the City's municipal boundaries. This assemblage includes the Guitar Center and the Flagship Carwash, among other improvements.

We are here tonight to express support for the Mayor and Council's previous recommendation to provide only "general guiding language" in the Pike Plan with respect to building heights in the South Pike area, and to eliminate the first sentence in the fourth full paragraph under Section 3 on Page 4-25, which reads:

> *Community input to the planning process suggests that no more than 10 stories is suitable for Rockville within proximity of the [Twinbrook] Metro Station.*

These Mayor and Council recommendations concerning building heights were included in the April 1, 2015, letter to the Planning Commission, and appropriately recognize that taller buildings in close proximity to the Metro Station are required to stimulate the kind of transformational reinvestment that is necessary to implement the Pike Plan's vision for the South Pike area and to encourage the use of non-auto modes of transit. However, by acknowledging that the Pike Plan should be general rather than specific, these recommendations also ensure that the Pike Plan will not become a straitjacket on Smart Growth, either now or in the future. Maximum heights are better addressed through the Rockville Pike District Code and the Zoning Ordinance, which can be more readily adjusted over time as needs change and policies evolve.

In our 2014 testimony to the Mayor and Council (a copy of which is attached for convenience), we described the unique opportunity that the Pike Plan presents for our client's properties, where taller buildings would actually be more compatible with the surrounding area. Not only are the properties located in close walking distance to the Metro Station, there are no single family residences in the vicinity. The properties border the CSX and WMATA right-of-way and are directly adjacent to the 19-story Alexan Montrose Crossing building and Pike

Center in the County's White Flint II Sector Plan area (where greater heights are currently, and will continue to be, allowed in order to maximize returns on public transit infrastructure).

All of these facts continue to justify greater buildings heights for our client's properties, as well as the Mayor and Council's previous recommendations for the South Pike area. However, many positive changes have now started to occur in the South Pike area, particularly along Chapman Avenue with the completion of the Galvan project. Our client's properties are ideally situated to contribute to the new neighborhood that is emerging at Twinbrook, but limiting heights to 10 stories will undercut their potential to do so. As we have previously explained, the ability to develop a taller building is directly related to the ability to provide a higher quality built environment with more open space, landscaping and green area at the ground plane, all of which are important City objectives. In contrast, restricting heights within three blocks of the Metro Station to 10 stories, directly adjacent to an existing 19 story building and with no surrounding single family homes, serves no public purpose and creates a barrier to creating such amenities.

We understand that the issue of building heights will ultimately be addressed through the Draft Code, but we encourage you to stand by your previous determination with respect to general rather than limiting language for building heights. You have previously concluded that the Pike Plan can best support the South Pike area by allowing the potential for taller buildings, and we agree with you. Thank you for this opportunity to speak, and we look forward to your final decisions on the Pike Plan.

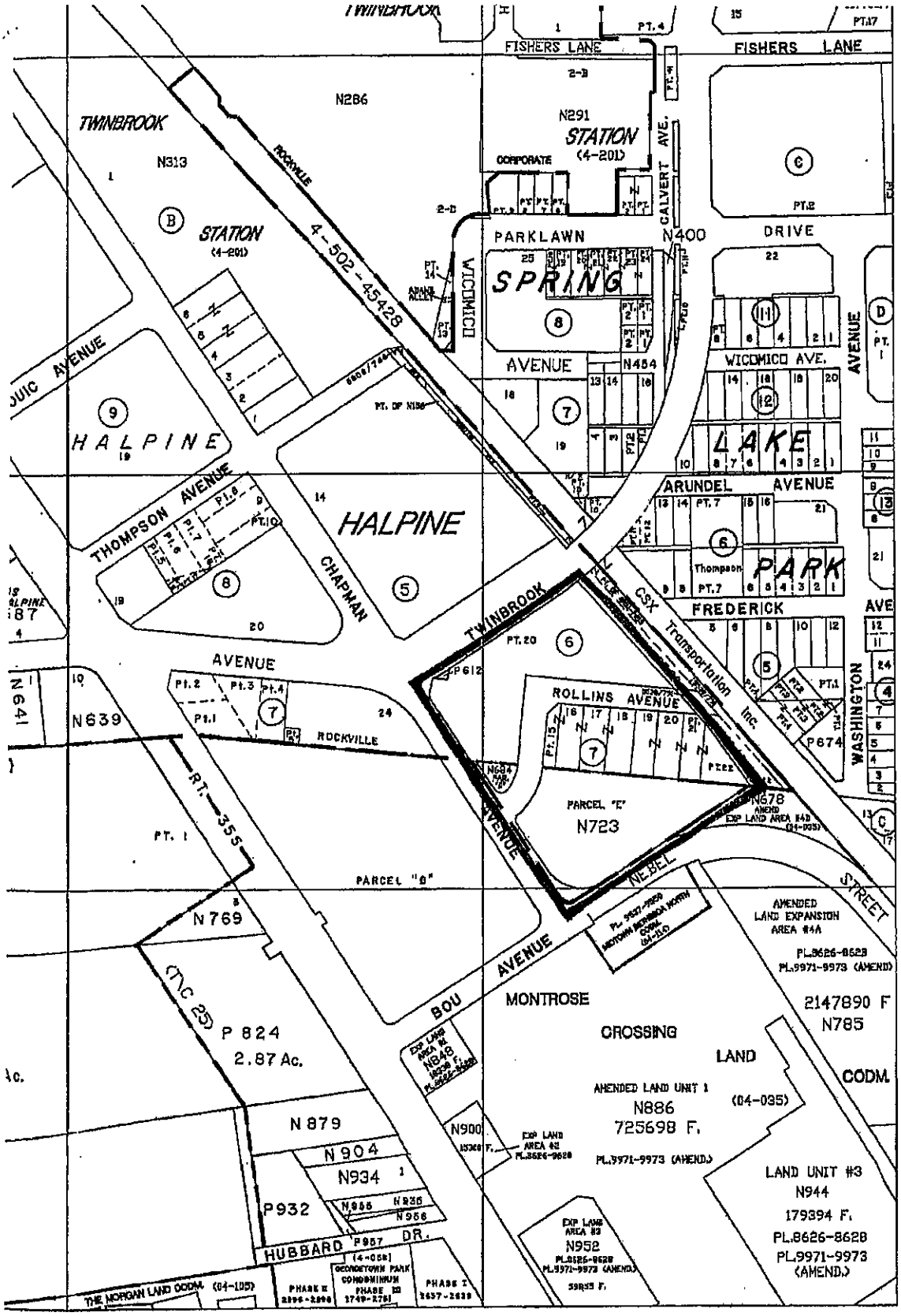
TESTIMONY ON BEHALF OF WILLCO COMPANIES
ROCKVILLE'S PIKE PLAN & DRAFT ROCKVILLE PIKE DISTRICT CODE

December 8, 2014

Good evening, Chris Ruhlen with the law firm of Lerch, Early & Brewer, Chtd. We are testifying this evening on behalf of our client, Willco Companies. Since 2010, Willco Companies has been partners in an entity known as 12401 Twinbrook Parkway Associates LLC, which owns property at 12401 Twinbrook Parkway at the intersection of Twinbook Parkway and Chapman Avenue. As you can see from our handout, the property is located at the far edge of the City's municipal boundaries in the Pike Plan's South Pike area, and is improved with a commercial building that is currently leased to the Guitar Center. Together with its partners, Willco Companies controls the entire block bounded by Twinbrook Parkway, Chapman Avenue, and Bou Avenue.

Our client has followed the Pike Plan with great interest, and participated in the Planning Commission's public hearings on the Plan and the Draft Code. At the time of their initial testimony, maximum heights of up to 11 stories had been recommended for their property, with the possibility for two additional stories for increased affordable housing, public open space, or connectivity over the CSX and WMATA right-of-way. Willco's representatives had explained to the Planning Commission that, even with these additional stories, the proposed height allowances were not sufficient to stimulate redevelopment. They also explained that, if greater building heights are appropriate anywhere in Rockville, their property would be the place. The property is uniquely situated at the southernmost tip of the Plan area, on a block that is bounded by a wide arterial roadway (*i.e.*, Twinbrook Parkway) and the railroad and Metro tracks, and within easy walking distance of the Twinbrook Metro station. Single-family residential properties do not exist in the vicinity of this site.

Nonetheless, as now reflected in the draft Pike Plan, the Planning Commission further reduced maximum heights to 10 stories and eliminated the possibility of incentive-based additional height allowances. We are here tonight to urge you to reconsider these Planning Commission decisions. While the primary justification for restricting building heights is compatibility, limiting this property and similar properties in the South Pike area to 10 stories serves no such purpose. Here, taller buildings would actually be *more* compatible with existing and planned development and would help to create a better transition between the County and the South Pike district. The Alexan Montrose Crossing building, located directly across Bou Avenue to the south of our block, is constructed to a height of 19 stories. To the west of this property across Chapman Avenue is Pike Center, which will be subject to the County's White Flint II Sector Plan. We anticipate that the County will ultimately approve ambitious heights for Pike Center, given the nearby Metro Station.



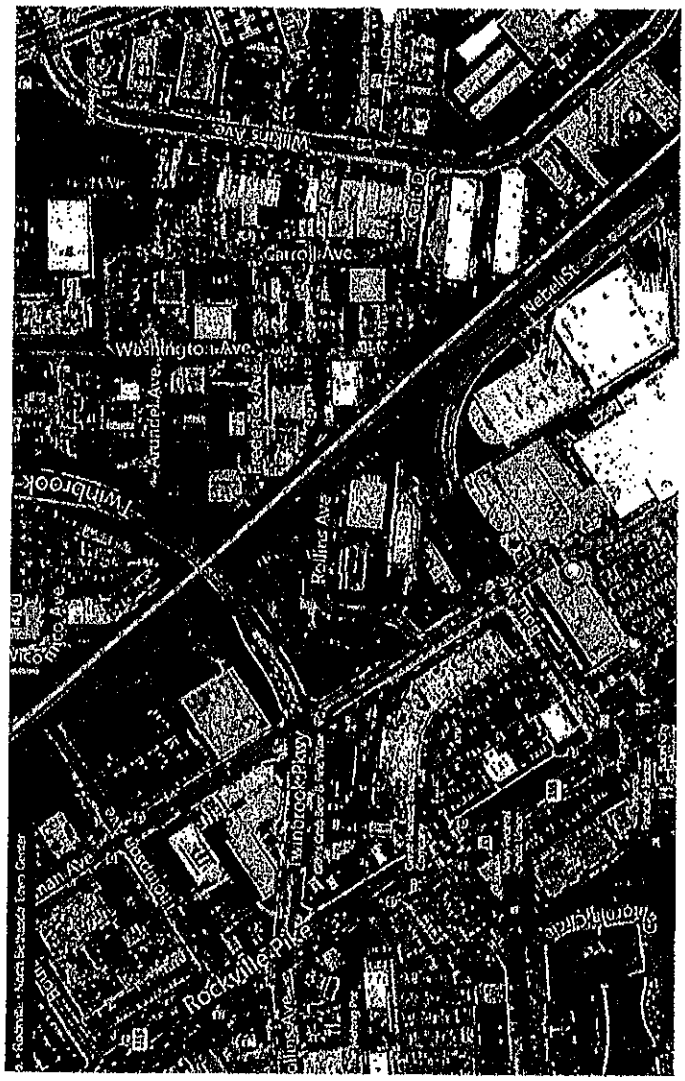
G 6

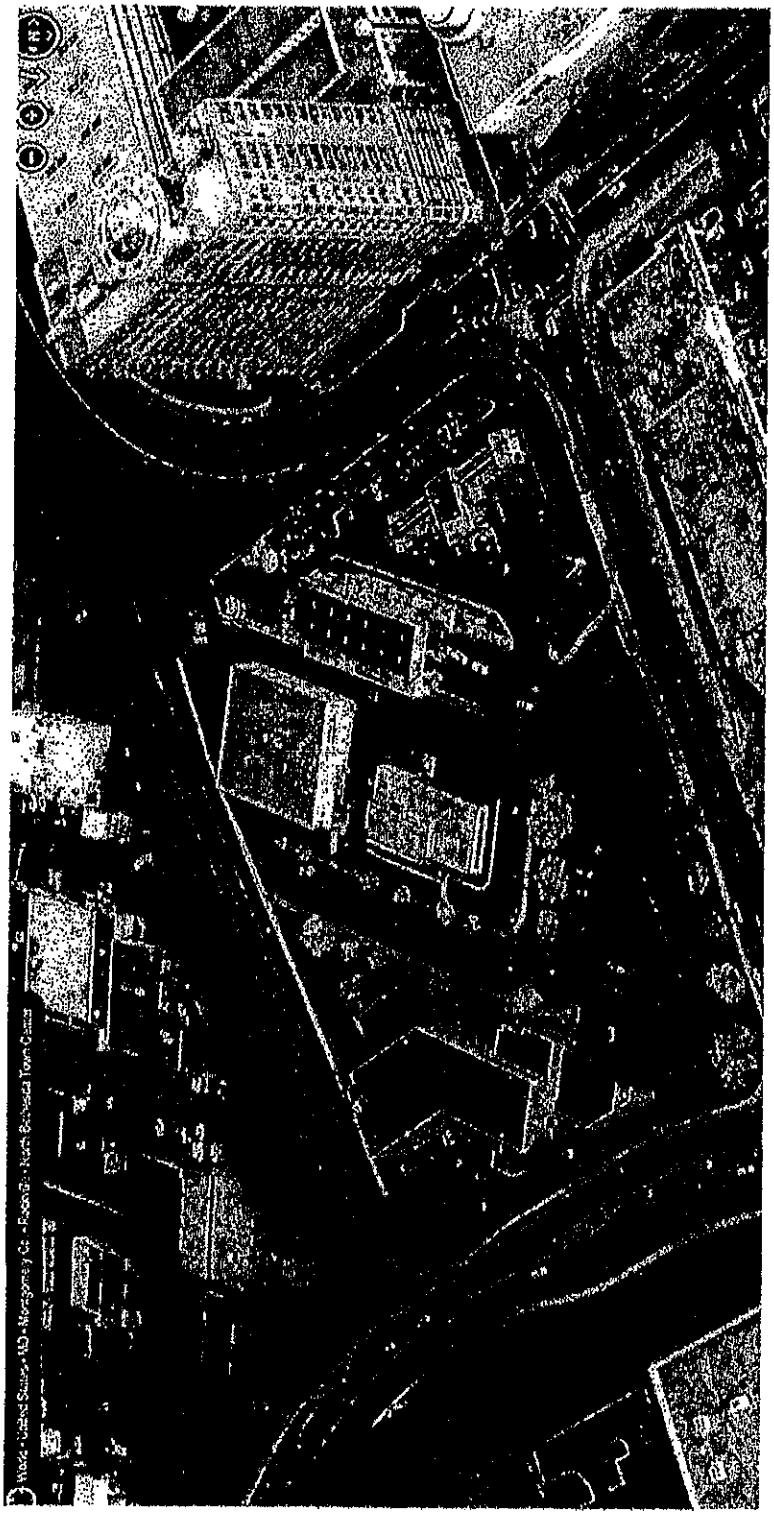
MONTGOMERY CO., MARYLAND

MAP GQ 563

W.S.S.C. 216 NW 06

Location: MONTROSE


Rockville Pike
Twinbrook Pkwy
Rollins Ave
Carroll Ave
Washington Ave
Arundel Ave
Twinbrook
Nebel St
Wilkins Ave



Rockville's Pike Neighborhood Plan
April 11, 2016 Public Meeting of the Mayor and Council

Testimony of Mr. Jamie Darvish,
Vice President and COO, DARCARS Automotive Group
Owners/Operators of DARCARS Chrysler/Jeep/Dodge/RAM
755 Rockville Pike

Good evening. I am Jamie Darvish, Vice President and COO of the DARCARS Automotive Group. I am testifying regarding the proposed Fleet Street Extension and associated east-west connector roads to Rockville Pike.

In addition to providing you with copies of my testimony this evening, our counsel, Larry Gordon with the Firm of Shulman Rogers, previously provided more extensive written testimony in a letter dated March 30, 2016.

DARCARS owns and operates the existing DARCARS Chrysler/Jeep/Dodge/RAM dealership at 755 Rockville Pike. Our property is located between the Richie Shopping Center and Mount Vernon Place in the North Pike area. A tax map is attached to my testimony identifying our property. (See, Attachment "A")

We are generally opposed to the Fleet Street Extension and are absolutely opposed to any east-west connector street through our property. We had understood that these proposals had been removed from the Pike Plan, but they have been added back in the Planning Commission's recommended Plan at pages 4-16 and 4-17.

Should you decide to keep the Fleet Street Extension and east-west connector roads in the Pike Plan, we respectfully offer the following recommendations:

1) As an adjoining property owner, DARCARS should be consulted prior to any final road design determination.

2) Regardless of the final road design, all improvements should be made within the existing 80-foot wide right-of-way so that no additional land acquisition or dedication is necessary.

3) Due to the nominal width of the DARCARS property and because it abuts Mount Vernon Place, extension of an east-west connector road through our property would preclude redevelopment of our site and create unsafe traffic movements. Therefore, the Pike Plan should make clear that no east-west connector road is to be built through the DARCARS property.

Finally, please note that specific text changes intended to accomplish our three recommendations are contained in Mr. Gordon's March 30, 2016 letter. Thank you for your time and consideration. I would be happy to respond to your questions.

Attachment

21955366_1.docx

ATTACHMENT "A"

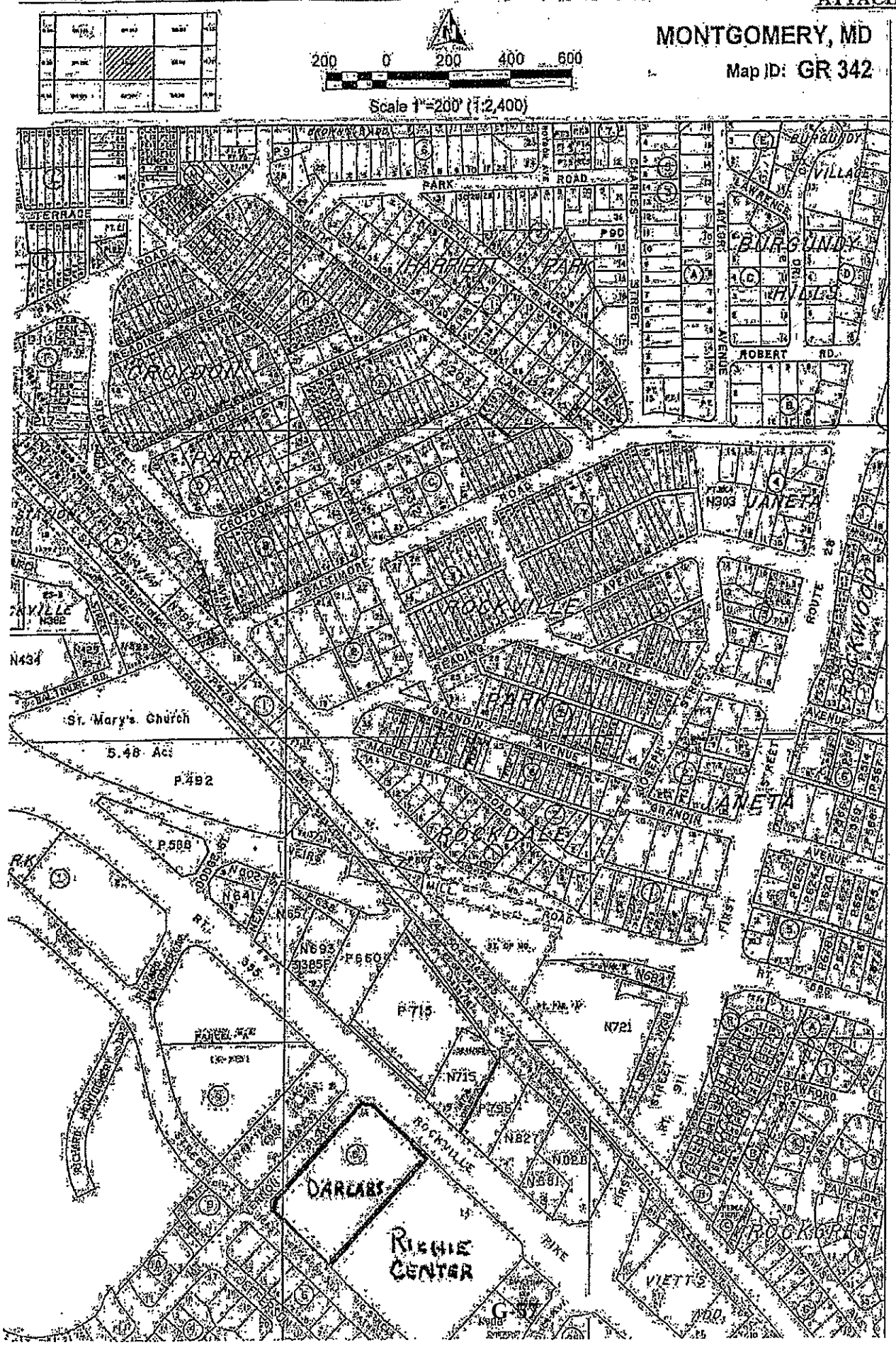


Exhibit 28
Rockville's Pike Neighborhood Plan

LINOWES AND BLOCHER LLP
ATTORNEYS AT LAW

April 11, 2016

Todd D. Brown
301.961.5218
tbrown@linowes-law.com

Hon. Bridget Donnell Newton, Mayor
and City of Rockville Council
111 Maryland Avenue
Rockville, Maryland 20850

Re: Planning Commission Rockville's Pike Neighborhood Plan – Testimony of White Flint Express Realty Group Limited Partnership regarding Chapman Avenue Property

Dear Mayor Newton and Council Members:

On behalf of White Flint Express Realty Group Limited Partnership ("Realty Group") this letter generally supports the Planning Commission *Rockville's Pike Neighborhood Plan March 2016* ("Draft Plan"). However, additional building height (12-14 stories) is requested for the Property (as defined below). Please include this letter in the April 11, 2016 public hearing Record.

The Realty Group owns property at the southwest quadrant of the intersection of Chapman Avenue and Twinbrook Parkway in the Core of the South Pike Plan Area ("Property"). (Attachment 1) The Property is known as Lot 24, Block 7 of the Halpine Subdivision and contains 44,406 square feet. The Property is improved with an approximately 11,620 square foot retail building, surface parking and related utilities and infrastructure.

The Realty Group supports the creation of a vibrant, transit-oriented environment near the Twinbrook Metro Station. Greater density and building height within ½ mile of the Metro Station is desirable, will maximize the use of existing transit infrastructure, and will encourage economic investment. Greater building height for the Property is also consistent with the Draft Plan's acknowledgment that (i) areas closest to the Twinbrook Metro Station are most appropriate for intensive mixed-use development; (ii) the South Pike has the greatest potential to receive the bulk of the population growth over the next few decades; (iii) the South Pike has the greatest chance to transform successfully from a suburban development pattern into an urban area; and (iv) the Core is where the tallest building heights should be allowed. pp. 1-7; 3-2; 4-23.

Rockville's Pike Neighborhood Plan should recommend a building height of 12-14 stories at prominent locations within walking distance to Metro. The Property is:

1. Far-removed from single-family housing.

**L&B 5673555v1/00955.0030

2. Well-screened from single-family housing by intervening commercial and mixed-use development.

3. Less than ½ mile walking distance to Metro.

4. Located at what will become a major intersection in the Core at Twinbrook Parkway and Chapman Avenue.

5. Located at the terminus of a significant vista as one enters the Plan area from the east on Twinbrook Parkway.

6. An excellent location for a signature building and greater building height.

A maximum building height of 12-14 stories for the Property is appropriate considering its location. This building height will provide opportunity to accommodate densities that should be encouraged within walking distance of the Twinbrook Metro Station. This building height will also be compatible with nearby existing and approved development and can be achieved without negatively impacting single-family development.

Thank you for your consideration.

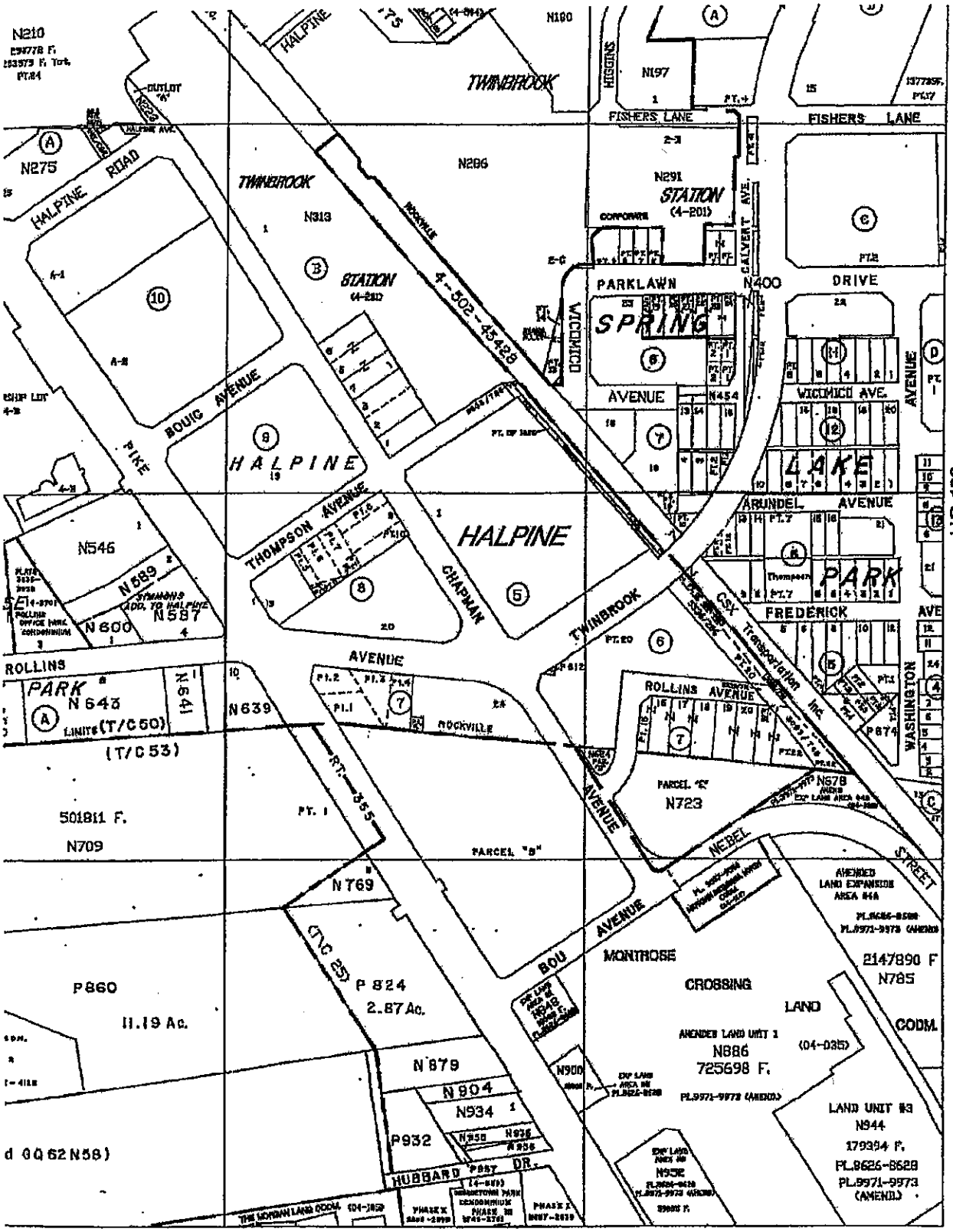
Very truly yours,

LINOWES AND BLOCHER LLP

Todd D. Brown

cc: Mr. Leonard Greenberg
Mr. Richard Greenberg
Ms. Cindy Kebba

**L&B 5673555v1/00955.0030



G 6

MONTGOMERY CO.,
MARYLAND

MAP GQ 563
W.S.S.C. 216 NW 06
Location: MONTROSE

Attachment 1

Jeff Lynch
714 Ivy League Lane
Rockville, MD 20850
April 11, 2016

Good evening, Mayor Newtown and members of the City Council.
My Name is Jeff Lynch and I live at 714 Ivy League Lane. I moved here from DC in 2000 and have lived in Rockville for almost 16 years now. Thank you for the opportunity to once again allow residents to comment on the Pike Plan.

I testified back in December 2014 on a previous draft of the Pike Plan. I must admit it is actually a bit frustrating that I have to be here again to express my opposition to the same two proposals:

1- widening the Pike to 252 feet, and
2-limiting the building heights near the Twinbrook Metro.

Widening the Pike to 252 feet is a bad idea. I agree we need to plan for Bus Rapid Transit and create safe spaces for cyclists, but more through lanes equals more cars and more traffic. I think we can all agree added traffic is a step backwards in the Pike Plan vision. Also, one of the stated goals of the Pike Plan is to create pedestrian-friendly community spaces in Rockville and along the Pike. A 252-foot wide road contradicts that goal.

I also believe increasing the building height requirement near the Twinbrook Metro will bring us closer to what we need as a community. More height will open up the area and create greater opportunities for more public space for the City. We do not need more short flat buildings along Rockville Pike.

I'm here to once again ask you to consider revising these specific aspects of the Pike Plan.

Thank you for your time this evening. I trust you will make a wise decision for the future of our City.

Background (Preamble):

The City of Rockville is considering a plan to widen Rockville Pike in the Twinbrook area to 252 feet, which would make it as **big** as I-270.

Despite extensive public testimony against widening the Pike to 252 feet, the Planning Commission is still recommending this excessive width to the City Council. Rockville residents and business owners are deeply concerned about this proposal and its impact on the safety and quality of our community.

Widening the Pike to 252 feet in Twinbrook works against the Pike Plan vision for an attractive, vibrant and pedestrian-friendly place for people to live, shop, work and play with plenty of open space for people to enjoy. A 252-foot right-of-way would take away scarce land that could be used for the creation of parks and open space, paving it over it for additional traffic lanes. Rather than creating a pedestrian-friendly boulevard, the Pike will be turned into an even larger multi-lane chasm that will make it even harder for people to cross, especially children, elderly and those with disabilities.

The proposed Rockville Pike widening will have negative consequences for the City's residents and its local businesses. The Pike Plan is our roadmap for the future of our City and we need to make sure a 252-foot wide Rockville Pike is not a part of that plan.

Please join us in advocating for a safe, vibrant and connected Rockville that prioritizes pedestrian safety, smart growth, and open spaces for the community over cars. Tell the Mayor and Council to protect the future of our City and reject the proposal to expand Rockville Pike to 252 feet.

Petition Text:

We, the undersigned residents of the City of Rockville, oppose widening Rockville Pike in Twinbrook as described in the current draft of the Pike Plan, and urge the Mayor and Council to reject this design concept.

Total signatures 214 (Signature comments can be viewed in the Appendix of this document)

#	FirstName	Surname	Address	Town/City	S/C/P	Zip/PC	Comment	Date
214	Arthur	Leung	N/C	North Potomac	Maryland	20878	N/G	Apr 11, 2016
213	Jennifer	Helgeson	N/C	Germantown	Maryland	20874	View	Apr 11, 2016
212	Tina	Li	N/C	Rockville	MD	20850	View	Apr 11, 2016
211	Elana	Woolf	N/C	Gaithersburg	Maryland	20878	N/G	Apr 11, 2016
210	Michael	Santavenere	N/C	Rockville	Maryland	20851	View	Apr 11, 2016
209	Steve	Corsini	N/C	Rockville	Maryland	20853	View	Apr 11, 2016
208	Olga	Sastoque	N/C	Rockville	Marylabd	20850	N/G	Apr 11, 2016
207	kenia	almendarez	N/C	ROCKVILLE	maryland	20853	N/G	Apr 11, 2016
206	Ron	Ryan	N/C	Rockville	Montgomery	20851	N/G	Apr 11, 2016

								2016
204	Kyle	Althoff	N/C	Rockville	Maryland	20852	N/G	Apr 11, 2016
203	Ruben	Levcovitz	N/C	North Bethesda	Maryland	20852	N/G	Apr 10, 2016
202	trinh	ta	N/C	silver spring	maryland	20906	N/G	Apr 10, 2016
201	Frenchie	Young	N/C	Silver Spring	Maryland	20902	View	Apr 10, 2016
200	Chris	Lunn	N/C	North Bethesda	Maryland	20852	N/G	Apr 10, 2016
199	Peter	Khanahmadl	N/C	North Bethesda	MD	20852	View	Apr 10, 2016
198	fernanda	mouco	N/C	Rockville	Maryland	20850	N/G	Apr 10, 2016
197	Ken	Kopczyk	N/C	Rockville	Maryland	20852	View	Apr 10, 2016
196	Chau	Nguyen	N/C	Rockville	MD	20852	N/G	Apr 10, 2016
195	Rhonda	Mason	N/C	Rockville	Maryland	20853	N/G	Apr 09, 2016
194	Debbie	Rockenhauser	N/C	rockville	maryland	20853	View	Apr 09, 2016
193	Andrea	Abrams	N/C	Rockville	MD	20853	View	Apr 09, 2016
192	Steve	Warner	N/C	Silver Spring	Maryland	20910	View	Apr 09, 2016
191	Sophia	Xeront	N/C	Rockville	Md	20853	N/G	Apr 09, 2016
190	S	R	N/C	Rockville	MD	20850	N/G	Apr 09, 2016
189	Jason	Briner	N/C	Gaithersburg	Maryland	20886	View	Apr 09, 2016
188	Stefano	Stratakis	N/C	North Bethesda	Maryland	20852	View	Apr 09, 2016
187	Gilbert	Chin	N/C	Olney	Maryland	20832	N/G	Apr 09, 2016
186	David	Saltzman	N/C	Bethesda	MD	20814	N/G	Apr 09, 2016
185	Qamar	Raheen	N/C	Kensington	Maryland	20895	View	Apr 09, 2016
184	Christine	Chambers	N/C	Gaithersburg	Maryland	20877	N/G	Apr 08, 2016
183	Xiaoyu	Yan	N/C	Rockville	Maryland	20851	N/G	Apr 08, 2016
182	Annie	Stewart	N/C	Rockville	Maryland	20852	N/G	Apr 08, 2016
181	Pamela	Baldwin	N/C	Olney	MD	20832	View	Apr 07, 2016
180	Danielle	Mitchell	N/C	Rockville	Maryland	20850	N/G	Apr 07, 2016

								2016
178	Mara	Smith	N/C	Rockville	Maryland	20852	View	Apr 06, 2016
177	Joshua	Zidek	N/C	North Bethesda	Maryland	20852	N/G	Apr 06, 2016
176	Cathy	Roberts	N/C	Rockville	MD	20850	N/G	Apr 06, 2016
175	Richard	Broderick	N/C	Rockville	Maryland	20851	View	Apr 06, 2016
174	Alicia	Bean	N/C	Rockville	Maryland	20851	N/G	Apr 06, 2016
173	Alexey	Krylov	N/C	Garret Park Estates	Maryland	20895	N/G	Apr 06, 2016
172	Kirll	Fradkin	N/C	Rockville	1712 Evelyn Dr	20852	N/G	Apr 05, 2016
171	Leslie	Garber	N/C	Rockville	Maryland	20850	View	Apr 05, 2016
170	Madeleine	Felley	N/C	Rockville	Maryland	20850	View	Apr 05, 2016
169	Brian	Barkley	N/C	Rockville	Maryland	20850	N/G	Apr 05, 2016
168	Jeff	Tynes	N/C	Rockville	Maryland	20851	View	Apr 05, 2016
167	Barbara	Hopkins	N/C	Silver Spring	Maryland	20903	View	Apr 05, 2016
166	marshall	elbert	N/C	rockville	MD	20851	N/G	Apr 05, 2016
165	Katy	Lang	N/C	Arlington	Virginia	22201	N/G	Apr 05, 2016
164	Brooke	Isele	N/C	Silver spring	Maryland	20905	View	Apr 05, 2016
163	Adam	Spensieri	N/C	Rockville	Maryland	20853	N/G	Apr 04, 2016
162	vicki	sandoval	N/C	rockville	Maryland	20853	View	Apr 04, 2016
161	Lia	Felker	N/C	Rockville	Maryland	20851	N/G	Apr 04, 2016
160	Suzanne	Maxey	N/C	Rockville	Maryland	20852	View	Apr 04, 2016
159	Elye	Wong	N/C	Clarksburg	MD	20871	N/G	Apr 04, 2016
158	Jennifer	Swetlow	N/C	Rockville	Maryland	20851	View	Apr 04, 2016
157	Eric	Purdy	N/C	Washington	DC	20008	N/G	Apr 04, 2016
156	Joseph	Dulany	N/C	Rockville	MD	20850	View	Apr 03, 2016
155	Emily	Caredeo	N/C	Rockville	Maryland	20851	N/G	Apr 03, 2016
154	Rebecca	Ho	N/C	Gaithersburg	Maryland	20877	N/G	Apr 03, 2016

								2016
152	Olga	Epifano	N/C	Rockville	MD	20852	N/G	Apr 03, 2016
151	Natasha	Harrison	N/C	Bowie	MD	20721	N/G	Apr 03, 2016
150	Albert	Yeh	N/C	Los Angeles	Ca	90066	N/G	Apr 03, 2016
149	Dan	Corwin	N/C	Rockville	Maryland	20852	N/G	Apr 03, 2016
148	Despina	Hangemanole	N/C	Rockville	MD	20853	N/G	Apr 03, 2016
147	Joel	Greenbaum	N/C	Rockville	Maryland	20852	N/G	Apr 03, 2016
146	Andrea	Canales	N/C	Gaithersburg	MD, Montgomery	20877	N/G	Apr 03, 2016
145	melissa	glover	N/C	chevy chase	Maryland	20815	N/G	Apr 03, 2016
144	Danielle	McFall	N/C	Olney	MD	20832	N/G	Apr 03, 2016
143	Nicole	H	N/C	Rockville	MD	20854	View	Apr 03, 2016
142	Judy	Harrison	N/C	Cabin John	Maryland	20818	View	Apr 03, 2016
141	Rebecca	Brown	N/C	Rockville	Maryland	20851	View	Apr 03, 2016
140	B.L.	Magruder	N/C	Rockville	Maryland	20852	N/G	Apr 03, 2016
139	Catherine	Poole	N/C	Rockville	MD	20852	N/G	Apr 03, 2016
138	Riyad	Alie	N/C	North Potomac	Maryland	20878	View	Apr 03, 2016
137	Byron	Harrison	N/C	Rockville	Md	20853	N/G	Apr 03, 2016
136	Marilyn	Broderick	N/C	Rockville	Maryland	20851	N/G	Apr 02, 2016
135	Alexey	Gorshkov	N/C	Rockville	Md	20852	N/G	Apr 02, 2016
134	Adrienne	Malickson	N/C	Rockville	Maryland	20852	N/G	Apr 02, 2016
133	David	Solomon	N/C	North Bethesda	5801 Nicholson Ln #1415	20852	View	Apr 02, 2016
132	Karen	Weiss	N/C	Rockville	Maryland	20850	N/G	Apr 02, 2016
131	Mike	McHugh	N/C	Gaithersburg	Maryland	20877	N/G	Apr 02, 2016
130	Pat	Cilento	N/C	Potomac	Maryland	20854	N/G	Apr 02, 2016
129	Gregori	Kurtzman	N/C	ROCKVILLE	Maryland	20851	N/G	Apr 02, 2016

								2016
127	Suzanne	Henderson	N/C	Silver Spring	Md	20906	View	Apr 02, 2016
126	William	Reed	N/C	Rockville	Maryland	20851	View	Apr 02, 2016
125	Sam	Pohutsky	N/C	Rockville	Maryland	20853	View	Apr 02, 2016
124	Matthew	Hermane	N/C	Rockville	Maryland	20850	N/G	Apr 02, 2016
123	Margo	Katzper	N/C	Rockville	MD, Montgomery County	20854	N/G	Apr 02, 2016
122	Mary	Evans	N/C	Silver spring	Maryland	20906	N/G	Apr 02, 2016
121	Henry	Voss	N/C	Gaithersburg	Maryland	20878	N/G	Apr 02, 2016
120	Rita	Flygar	N/C	Rockville	Md	20850	N/G	Apr 02, 2016
119	Heather	Elg	N/C	Rockville	Maryland	20850	N/G	Apr 02, 2016
118	Lito	Velarde	N/C	Rockville	Maryland	20850	N/G	Apr 01, 2016
117	Ellen	Lloyd	N/C	Rockville	Maryland	20851	View	Apr 01, 2016
116	William	MacTurk	N/C	Gaithersburg	Maryland	20877	N/G	Apr 01, 2016
115	Carol	Hannaford	N/C	Rockville	Maryland	20851	View	Apr 01, 2016
114	Jill	Schwam	N/C	Rockville	Maryland	20850	N/G	Apr 01, 2016
113	Rachel	Manu	N/C	Montgomery Village	Maryland	20886	N/G	Apr 01, 2016
112	Enid	Light	N/C	Bethesda	Maryland	20814	N/G	Apr 01, 2016
111	Susan	Ostrinsky	N/C	Derwood	Maryland	20855	N/G	Apr 01, 2016
110	Amy	Cuming	N/C	Kensington	Maryland	20895	N/G	Apr 01, 2016
109	adelina	tschakert	N/C	rockville	maryland	20850	N/G	Apr 01, 2016
108	Karen	Cullen	N/C	Kensington	MD	20895	N/G	Apr 01, 2016
107	Christine	Jones	N/C	Rockville	Md	20851	N/G	Apr 01, 2016
106	Stephen	Sabados	N/C	Rockville	Maryland	20851	View	Apr 01, 2016
105	Ben	Irvin	N/C	Derwood	Maryland	20855	N/G	Apr 01, 2016
104	Kristine	Leary	N/C	Rockville	MD, Montgomery County	20852	N/G	Apr 01, 2016

								2016
102	Matt	Mason	N/C	Rockville	MD	20851	N/G	Apr 01, 2016
101	Nicolle	Singer	N/C	Silver Spring	MD	20902	N/G	Apr 01, 2016
100	Mary	Argerakis	N/C	Palm Coast	Florida	32164	View	Apr 01, 2016
99	Neill	Fitzpatrick	N/C	silver Spring	Maryland	20906	View	Mar 31, 2016
98	Irina	Yakubinskaya	N/C	Germantown	MD	20874	N/G	Mar 31, 2016
97	Richard	Arnold	N/C	Rockville	Maryland	20853	View	Mar 31, 2016
96	Jaclyn	Halpern	N/C	Rockville	Maryland	20850	N/G	Mar 31, 2016
95	Catherine	Higgins-Bisnett	N/C	Rockville	MD	20850	N/G	Mar 31, 2016
94	Shella	Malcolm	N/C	Bethesda	MD	20817	N/G	Mar 31, 2016
93	Cristin	Taylor	N/C	Rockville	Maryland	20851	View	Mar 31, 2016
92	Romeo	Martinez	N/C	Gaithersburg	Maryland	20882	N/G	Mar 31, 2016
91	H	Singh	N/C	Rockville	maryland	20852	View	Mar 31, 2016
90	Connie	Yeh	N/C	Rockville	MD	20852	View	Mar 31, 2016
89	charles	laubhouet	N/C	Rockville	Maryland	20852	View	Mar 31, 2016
88	nancy	navarro	N/C	rockville	md	20850	N/G	Mar 31, 2016
87	Judith	Soukup	N/C	Rockville	MD	20850	View	Mar 31, 2016
86	Brian	Walker	N/C	ROCKVILLE	Md	20850	N/G	Mar 30, 2016
85	Monique	Berg	N/C	rockville	MARYLAND	20850	N/G	Mar 30, 2016
84	Brian	Persse	N/C	Rockville	Maryland	20851	N/G	Mar 30, 2016
83	Chris	Caredeo	N/C	Rockville	Md	20851	N/G	Mar 30, 2016
82	gail	kelley	N/C	rockville	md	20851	N/G	Mar 30, 2016
81	Gloria	Miller	N/C	silver spring	Maryland	20906	N/G	Mar 30, 2016
80	ali	chini	N/C	rockville	md	20852	N/G	Mar 30, 2016
79	Mark	Fisher	N/C	Rockville	Maryland	20851	N/G	Mar 30, 2016
78	Benjamin	Berbert	N/C	Rockville	Maryland	20851	View	Mar 30, 2016

								2016
76	Reshma	Crawford	N/C	Silver Spring	Maryland	20906	N/G	Mar 30, 2016
75	Patricia	Russo	N/C	Germantown	MD	20874	N/G	Mar 30, 2016
74	Yin	Kong	N/C	potomac	Md	20854	View	Mar 30, 2016
73	Gregory	Cross	N/C	Rockville	Maryland	20851	View	Mar 30, 2016
72	Leah	White	N/C	Rockville	Md	208(0	N/G	Mar 30, 2016
71	Herbert	Wahler	N/C	Rockville	Maryland	20852	N/G	Mar 29, 2016
70	Donna	Morere	N/C	Rockville	Maryland	20851	View	Mar 29, 2016
69	Nathaly	Goss	N/C	Rockville	Maryland	20851	N/G	Mar 29, 2016
68	Alana	Suskin	N/C	Rockville	Md	20851	N/G	Mar 29, 2016
67	Marc	Strumpf	N/C	Rockville	Maryland	20850	N/G	Mar 29, 2016
66	Mary	Wilson	N/C	Rickville	Maryland	0852	View	Mar 29, 2016
65	Katharine	Wahler	N/C	Rickville	MD	20852	View	Mar 29, 2016
64	Spencer	Champagne	N/C	Rockville	Maryland	20852	N/G	Mar 29, 2016
63	Lois	Kletur	N/C	Bethesda	Maryland	20817	View	Mar 29, 2016
62	Jeff	Germain	N/C	Gaithersburg	Maryland	20879	N/G	Mar 29, 2016
61	Andrew	Davis	N/C	Derwood	Maryland	20855	N/G	Mar 29, 2016
60	Roger	Chavez	N/C	Rockville	MD, Montgomery County	20851	N/G	Mar 29, 2016
59	Brian James Torres	Mailbag	N/C	Rockville	MD	20852	N/G	Mar 29, 2016
58	Anthony	Bur	N/C	Rockville	Maryland	20852	View	Mar 29, 2016
57	Michael	Friddle	N/C	Rockville	Maryland	20853	N/G	Mar 29, 2016
56	Tom	Bozzo	N/C	Rockville	Md	20852	N/G	Mar 29, 2016
55	Stephanie	Bozzo	N/C	Rockville	Md	20852	N/G	Mar 29, 2016
54	jon	Krisch	N/C	Rockville	Maryland	20853	N/G	Mar 29, 2016
53	Eileen	Pensinger	N/C	Potomac	Md	20854	View	Mar 29, 2016

								2016
51	Emily	Phipps	N/C	Rockville	Maryland	20851	N/G	Mar 29, 2016
50	kathy	caisse	N/C	montgomery village	Maryland	20886	View	Mar 29, 2016
49	Bianca	Morales	N/C	Rockville	Maryland	20853	N/G	Mar 29, 2016
48	Aliza	Lazo	N/C	Rockville	Montgomery County, MD	20852	N/G	Mar 29, 2016
47	Julia	Miller	N/C	Rockville	Maryland	20853	N/G	Mar 29, 2016
46	Demitra	Salteris	N/C	Rockville	Maryland	20851	N/G	Mar 29, 2016
45	Christopher	Riley	N/C	rockville	md	20851	View	Mar 29, 2016
44	Eugene	Chay	N/C	Rockville	Maryland	20851	N/G	Mar 29, 2016
43	Jen	Crocker	N/C	Rockville	Md	20851	N/G	Mar 29, 2016
42	Gary	Robey	N/C	Rockville	Maryland	20850	N/G	Mar 29, 2016
41	Victoria	Davis	N/C	North Bethesda	Maryland	20852	N/G	Mar 29, 2016
40	Allah	Rakhi	N/C	Silver Spring	MD	20906	N/G	Mar 29, 2016
39	Brittany	Suarez	N/C	Rockville	Maryland	20853	N/G	Mar 28, 2016
38	Sabrina	Mandell	N/C	Rockville	Maryland	20853	N/G	Mar 28, 2016
37	Thomas	Leakan	N/C	Rockville	Maryland	20851	View	Mar 28, 2016
36	Elizabeth	Braverman	N/C	Rockville	Maryland	20852	View	Mar 28, 2016
35	Anne	Hanessian	N/C	Rockville	Md	20851	View	Mar 28, 2016
34	Kate	R	N/C	Potomac	Maryland	20854	N/G	Mar 28, 2016
33	Joan	Stewart	N/C	Rockville	Maryland	20851	View	Mar 28, 2016
32	Arlyn	Garcia-Perez	N/C	Rockville	Maryland	20952	View	Mar 28, 2016
31	Michael	Grant	N/C	Silver Spring	Maryland	20901	View	Mar 28, 2016
30	Mark	Schrieber	N/C	Miami	FL	33148	View	Mar 28, 2016
29	Suzanne	Phillips	N/C	Rockville	Maryland	20851	N/G	Mar 28, 2016
28	James	Phillips	N/C	Rockville	Maryland	20851	N/G	Mar 28, 2016

								2016
26	August	Voorhees	N/C	North Bethesda	Maryland	20895	View	Mar 28, 2016
25	Kimberly	Cafri	N/C	Rockville	Md	20852	N/G	Mar 28, 2016
24	Michelle	Fasci	N/C	Rockville	MD	20850	View	Mar 28, 2016
23	Kevin	Sorrentino	N/C	Rockville	MD	20851	N/G	Mar 28, 2016
22	Carla	Parks	N/C	Rockville	MD	20854	N/G	Mar 28, 2016
21	Olivia	H	N/C	Rockville	MD, Montgomery County	20852	View	Mar 28, 2016
20	Chloe	Thomas	N/C	Rockville	Maryland	20851	N/G	Mar 28, 2016
19	Lauren	Menser	N/C	Rockville	Maryland	20851	N/G	Mar 28, 2016
18	Marianne	Reiff	N/C	Rockville	Maryland	20850	N/G	Mar 28, 2016
17	Paula	Rossiasco	N/C	Rockville	MD	20852	N/G	Mar 28, 2016
16	STAVROS	STAVROU	N/C	Rockville	Maryland	20852	View	Mar 28, 2016
15	Alice	Filemyr	N/C	Rockville	Maryland	20851	N/G	Mar 27, 2016
14	Gayle	Scott	N/C	Rockville	MD	20852	N/G	Mar 26, 2016
13	Barry	Dubrow	N/C	Rockville	MD	20852	N/G	Mar 26, 2016
12	Yovi	Sever	N/C	Rockville	Maryland	20852	N/G	Mar 26, 2016
11	Ermon	Vandy	N/C	Rockville	Maryland	20851	View	Mar 25, 2016
10	Ana	Sobalvarro	N/C	Potomac	Maryland	20854	View	Mar 25, 2016
9	Meyer	Katzper	N/C	Rockville	Md, Montgomery	20854	View	Mar 25, 2016
8	Linda	Aksamit	N/C	Rockville	MD	20851	View	Mar 25, 2016
7	Susan	Valiga	N/C	Rockville	Maryland	20851	View	Mar 25, 2016
6	Brigitta	Mullican	N/C	Rockville	MD	20851	View	Mar 25, 2016
5	Jeffery	Lynch	N/C	Rockville	maryland	20850	View	Mar 25, 2016
4	Vaile	Walders	N/C	Rockville	Maryland, Montgomery	20852	N/G	Mar 25, 2016

								2016
2	Jordan	Day	N/C	Bethesda	Montgomery county	20817	N/G	Mar 24, 2016
1	Sue	Tubbs	N/C	Potomac	Montgomery	20854	N/G	Mar 24, 2016

* N/C - field not collected by the author

* N/G - not given by the signer

* S/C/P - State, County or Province

* PC - Post Code

* View - view comment

213 Jennifer Heigeson Back to signature list

Do not widen the road that much!

212 Tina Li Back to signature list

Rockville is moving towards a more and more pedestrian friendly neighborhood. This widening would definitely hinder the progress that's happened so far.

210 Michael Santavenere Back to signature list

This is horrible!

209 Steve Corsini Back to signature list

You people are total morons even considering this. Also, stop wasting time and money on things like "Rapid Bus Tramsit." First of all there is no such thing as a fast bus ride which makes the RBT an oxymoron in and of itself. And if you don't know what an oxymoron is, that's another reason you shouldn't be working for the government where you have the ability to make money spending decisions. Not to mention, there's already enough damn buses on the roads. The overall proposed plan is in general, completely stupid. Just like making the bypass over Montrose was stupid- 355 nb and sb now has 1 less stoplight which cost us 1billion dollars, on a road which has a hundred other lights. You think the 1 less light made a lot of difference? Not to mention there were new lights added in the area all around the bypass to accommodate for the 1 light was removed. Haha. You people are morons. Stop wasting time and money, quit your jobs and leave public office. Please.

201 Frenchie Young Back to signature list

As rider of public transportation it's hard enough crossing 6 to 8 lanes safely widing the road like that is going to be disastrous

199 Peter Khanahmadi Back to signature list

I do not endorse this plan of widening Rockville pike to 252 feet. I live nearby this proposed change, I want to be living in a walkable area, not a highway. Please think of the residents.

197 Ken Kopczyk Back to signature list

Density + public transport, not more roads, is the answer.

194 Debbie Rockenhauser Back to signature list

NO expansion 252 feet for Rockville Pike, it is too much!!!

193 Andrea Abrams Back to signature list

Too much asphalt!

192 Steve Warner Back to signature list

I am concerned that the Pike is fast becoming a gilded slum, forcing people to look beyond Hagerstown due to a paucity of housing options.

Your overdeveloping Rockville and Rockville Pike! All I see is Revenue for you, and gridlock for us! No way!

125 Sam Pohutsky Back to signature list

This is gonna cause a lot of issues, imagine just how long this will mess up traffic for construction

117 Ellen Lloyd Back to signature list

We, the undersigned residents of the City of Rockville, oppose widening Rockville Pike in Twinbrook as described in the current draft of the Pike Plan, and urge the Mayor and Council to reject this design concept.

115 Carol Hannaford Back to signature list

I am primarily concerned about safety for pedestrians but I also oppose the loss of the small amount of green space that still exists.

106 Stephen Sabados Back to signature list

No concern is being shown for the citizens of Twinbrook Parkway and the surrounding neighborhoods.

100 Mary Argerakis Back to signature list

This is where I grew up. This is where my family still lives. To devert from the pike plan and build a 252 wide highway takes away from our community.

99 Neill Fitzpatrick Back to signature list

we need to keep are city safe

97 Richard Arnold Back to signature list

No to 252'!!!

93 Cristin Taylor Back to signature list

let's make Rockville a pedestrian friendly city. It's the way of the future.

91 H Singh Back to signature list

It is hard enough to cross Rockville Pike now. If it is made wider, it will take 4 times as long to cross. Keep the Pike pedestrian friendly! It is parallel to the Red line. Don't make it wider!

90 Connie Yeh Back to signature list

Do the city Mayor and city councilmen even use the walkways or is widening the roads for their sole benefit?

89 charles laubhouet Back to signature list

No, I love Rockville the way it is. Dont ruin it!!!!!!!

87 Judith Soukup Back to signature list

78 Benjamin Berbert Back to signature list

The Pike does not need to become I-270 2.0 with traffic lights!

77 Jonathon Kopecky Back to signature list

Walkability matters, and will only matter more in the future.

74 Yin Kong Back to signature list

Walkability should be a priority! Pls think of the project from a human scale.

73 Gregory Cross Back to signature list

Please don't turn Rockville Pike into another Tysons Corner.

70 Donna Morere Back to signature list

We really don't need a megahighway in the middle of Rockville. We need a more walkable city, not one where we need to catch a cab just to cross the street.

66 Mary Wilson Back to signature list

Please do not widen the Pike. It goes against walkable neighborhoods.

65 Katharine Wahler Back to signature list

It's beautiful on paper and I think on paper is as far as it should go! I hate the new Pike and Rose Center. It is not user friendly. I also miss Dave and Busters as my grandsons liked to go there with Grammy and pop pop. I'm sure you could find a more worthy cause to spend our money.

63 Lois Kletur Back to signature list

I do not support the widening of Rockville Pike to 252 feet.

58 Anthony Bur Back to signature list

This project is WAY over the top in relation to what is appropriate for Rickivile Pike. Let's start with what we have and beautify with landscaping and art. Let's extend E Jefferson St thru to Wooton Pkwy. Let's put in controlled pedestrian crosswalks on the Pike between Edmonston and Woodmont Golf Course. Forget about the trolley - what a waste of money. Let's make better use of the traffic lights to allow easier crossings for pedestrians and cross auto traffic. A lot can be done with what we have to make the Pike a better place..

53 Eileen Pensinger Back to signature list

This will be particularly dangerous for seniors and pedestrians. It won't be good for business either. I for one will seriously consider avoiding the area. This is a terrible idea!

50 kathy caisse Back to signature list

Do not build this. Look at Briggs chaney. Look at its pedestrian traffic and small town feel that was demolished by a thru

45 Christopher Riley Back to signature list

I've been a twin brook resident my whole life. Keep twinbrook twinbrook. Expand it in Bethesda or dc. Not my neighborhood

37 Thomas Leakan Back to signature list

Rejecting

36 Elizabeth Braverman Back to signature list

More emphasis on public transit and pedestrian access instead please!

35 Anne Hanessian Back to signature list

Impossible for RM students to WALK home, as it is, already!!

33 Joan Stewart Back to signature list

Please reject this proposal !!!! We need to stay a walking community

32 Arlyn Garcia-Perez Back to signature list

Reject 252 feet for Rockville Pike

31 Michael Grant Back to signature list

So now that portion of the Pike is proposed to be an 8-lane parking lot instead of the existing 6-lane version?,...

30 Mark Schrieber Back to signature list

Good intent, poor execution

26 August Voorhees Back to signature list

Pedestrian access is vital to the health of the community

24 Michelle Fasci Back to signature list

Reject 252 feet for Rockville Pike

21 Olivia H Back to signature list

I have lived in Rockville for most of my life and I see no benefit to expanding 355 to the width of 252 feet. How is this going to affect local businesses? Will they have to shut down during the construction? Will they have to relocate? Who would be bearing the financial stress on the businesses from the expansion of 355? Will this affect the habitats of local wildlife and animals? Will this affect biodiversity? What about or carbon footprint? This is a completely selfish move of the Mayor and Council; they are being extremely inconsiderate of the citizens of Rockville and Montgomery County. I demand that The Mayor and Council do NOT move forward with plans of expanding 355 to the size of I-270. It's blasphemy.

As a residents and homeowner in the City of Rockville, I am opposed to widening Rockville Pike in Twinbrook as described in the current draft of the Pike Plan.

11 Ermon Vandy Back to signature list

I do believe that 252 feet is too wide for Rockville Pike. There is no point in having it so wide for such a short stretch. It should not be so difficult to cross on foot.

10 Ana Sobalvarro Back to signature list

252 feet is NOT human scale. This goes against everything the county has been trying to work for.

9 Meyer Katzper Back to signature list

Grand plans do not necessarily benefit the public.

8 Linda Aksamit Back to signature list

Way too wide

7 Susan Valiga Back to signature list

This plan would be so out of place for Rockville. The Pike needs change-but not like this!

6 Brigitta Mullican Back to signature list

The width for the Rockville Pike should not be 252 feet. It needs to be more compatible to the rest of the Pike. Example, the approved plan for White Flint is not that wide. The City would need to pay for the Right of Way, cost of building the access road and maintain them. The developer has a plan that would pay for those cost for a slight change in the plan.
The Rockville Mayor and Council need to make sure we don't approve a plan that would cost the Rockville taxpayer for that wide road. The City would only have control of the access road. The Pike is a State Highway and not a City controlled street.

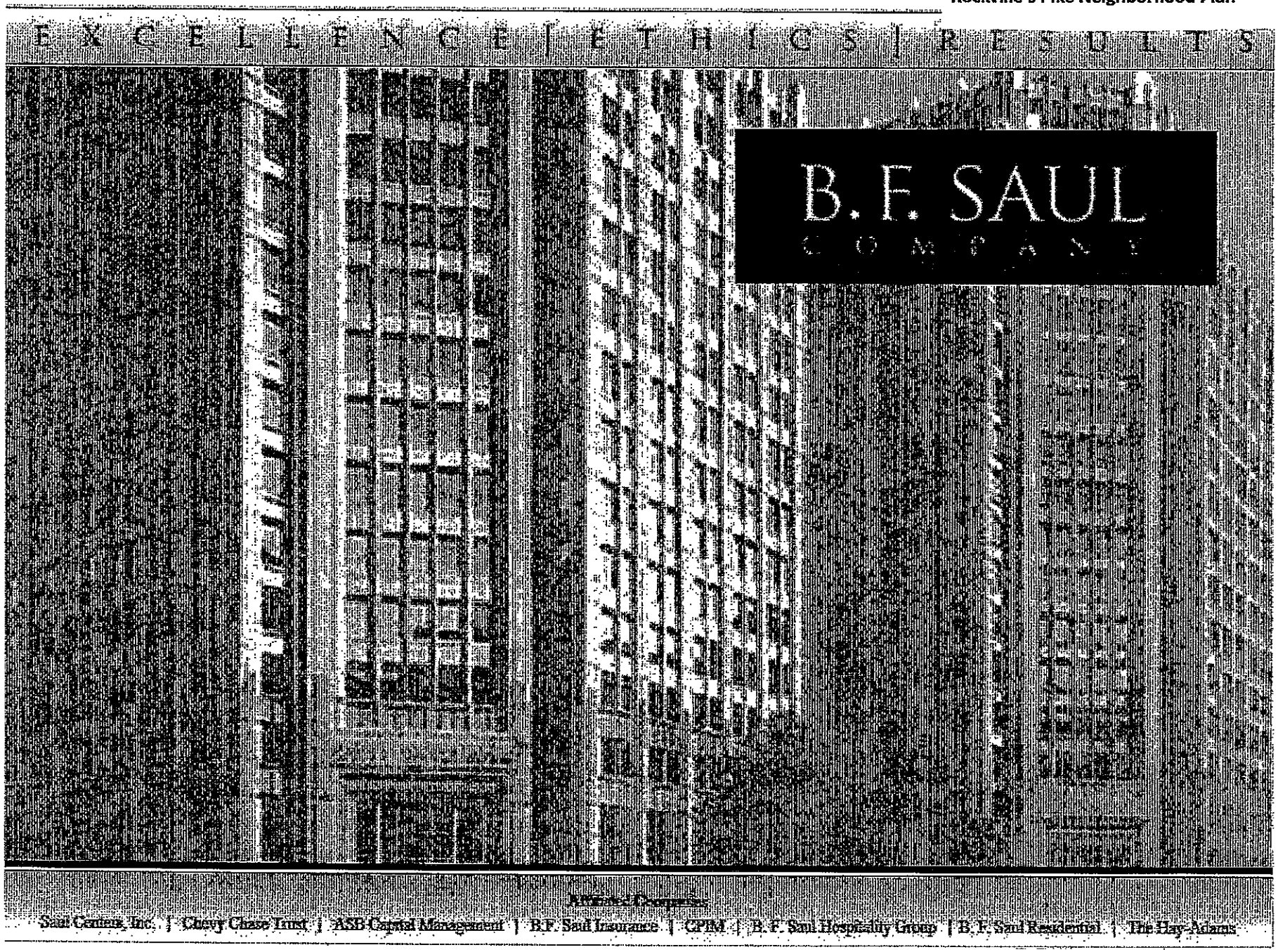
5 Jeffery Lynch Back to signature list

252 feet is way too wide.

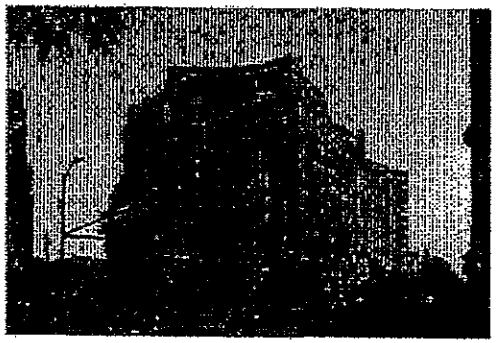
3 James Fylypowycz Back to signature list

I'm retiring soon and escaping MoCo for a more tax friendly locale. This 355 proposal looks ridiculous.

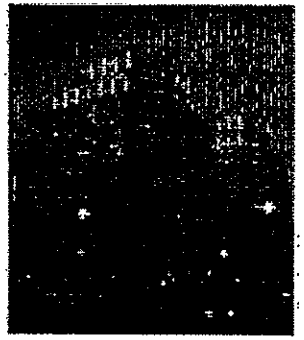
Exhibit 31
Rockville's Pike Neighborhood Plan



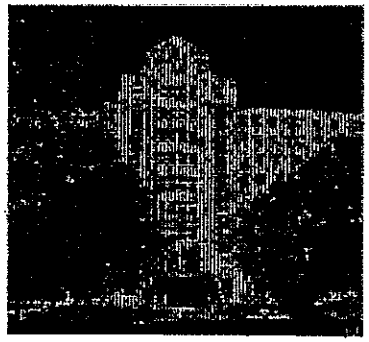
Portfolio Examples



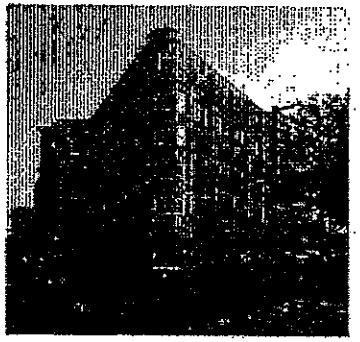
Clarendon South



7501 Wisconsin Ave



Kennedy Warren



Clarendon North

Washington Square

Hay-Adams Hotel

601 Pennsylvania Ave

Park Van Ness

W

VISION

"The creation of a vibrant and comfortable mixed-use environment, more dense than the mostly suburban levels, but less than full urban; supported by strong public amenities and facilities, and complemented by a transportation network that will better support pedestrians, drivers, transit riders, and bicyclists".

PLANNING PRINCIPLES

Creating a "Livable, desirable environment enhanced by thoughtful urban design"

Encouraging "Multimodal transportation"

Enhancing "Economic viability"

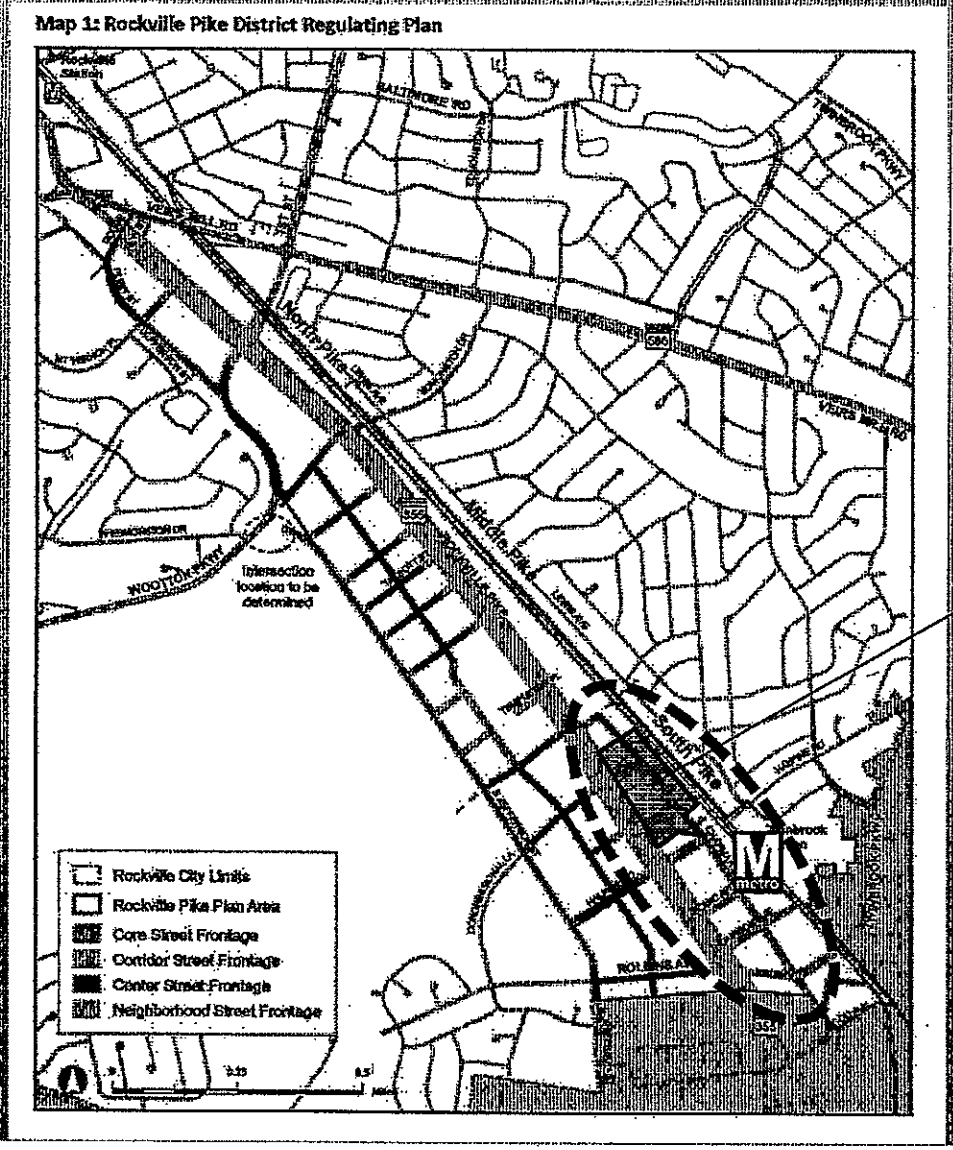
3 Framework Changes

1. Maintain the MXTD (150' ~14 story) building heights.

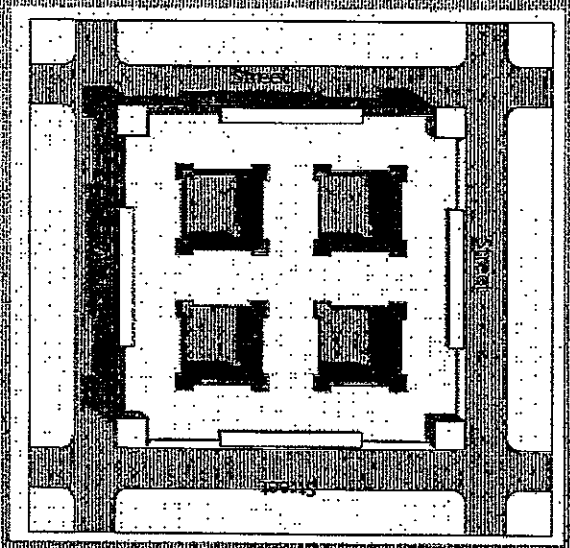
2. Reduce the proposed right-of-way for Rockville Pike.

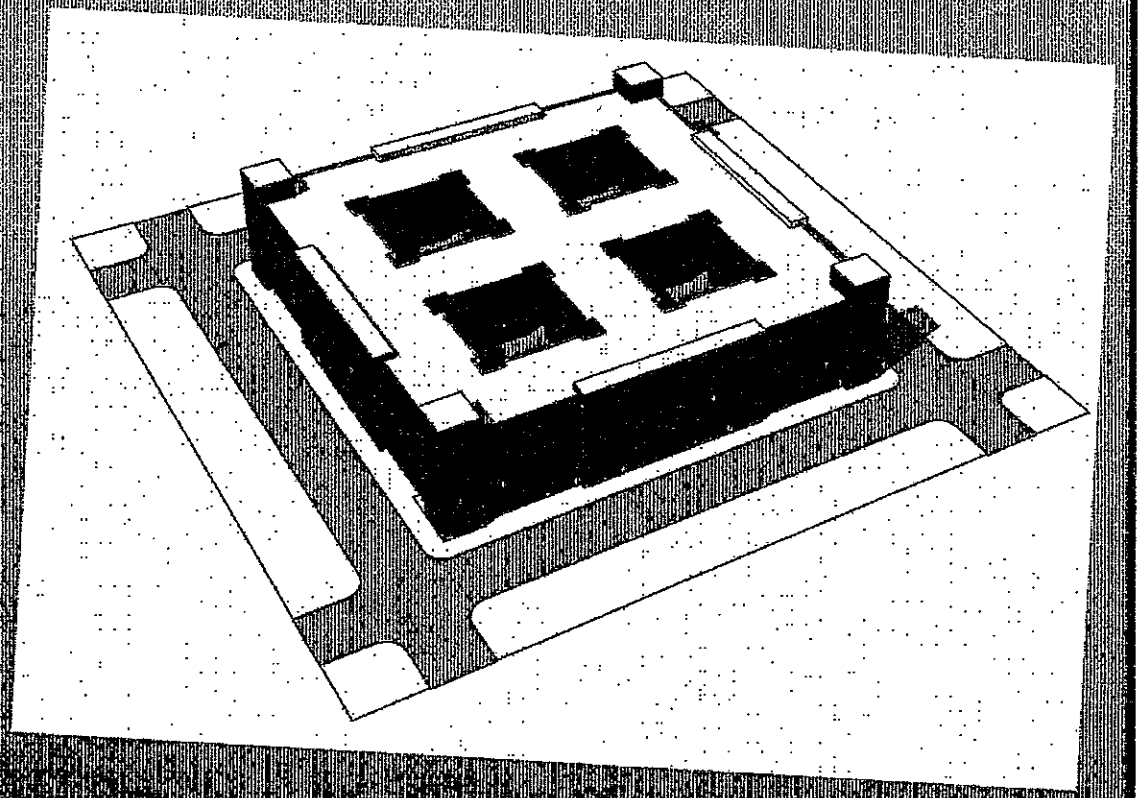
3. Remove references to a jobs-to-housing ratio.

Maintain MXTD Building Heights



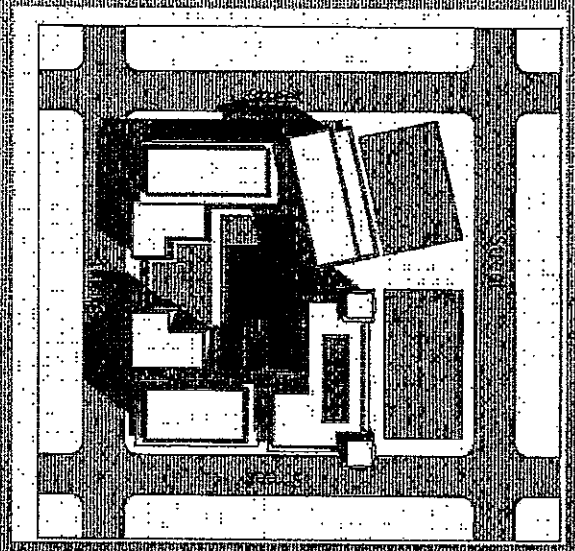
Lower Building Heights

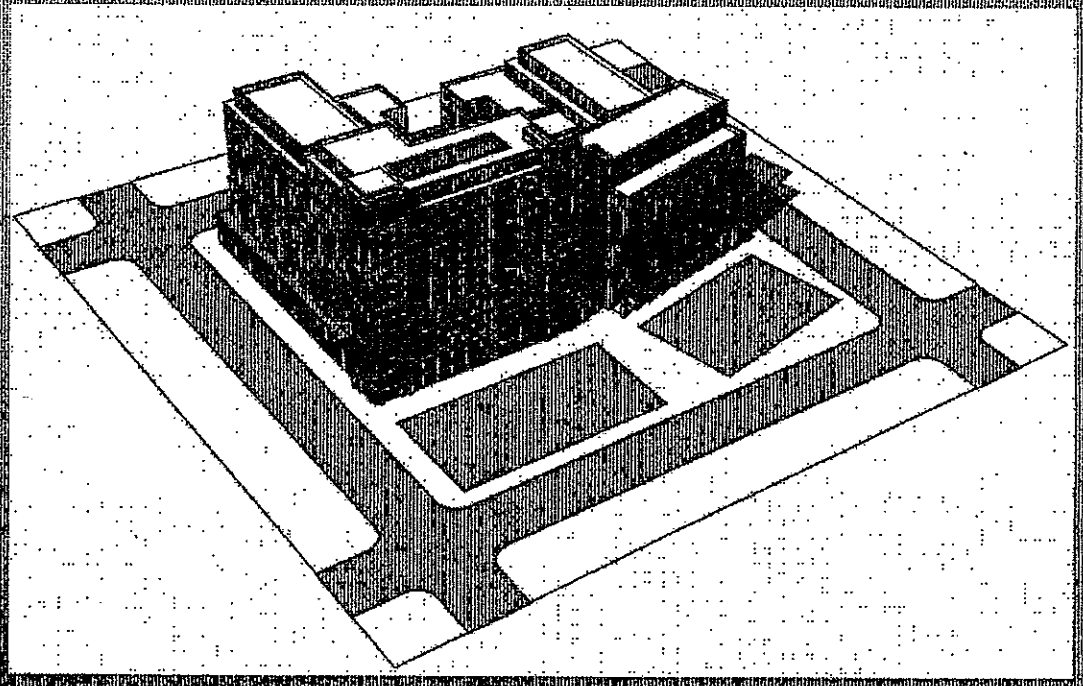


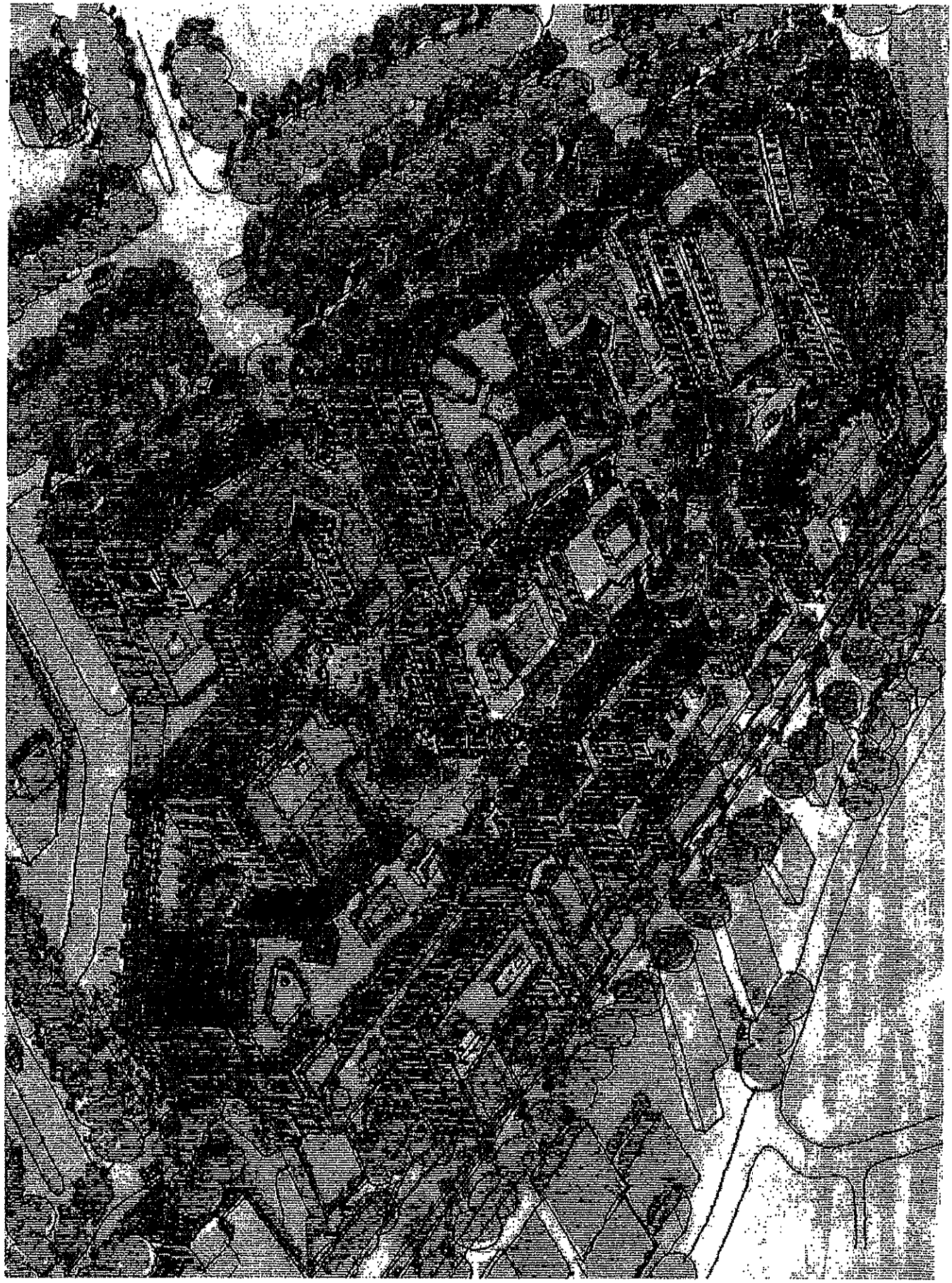


- 6 stories of Residential over Retail
- 2 Aug Cos
- 1 Aug Co

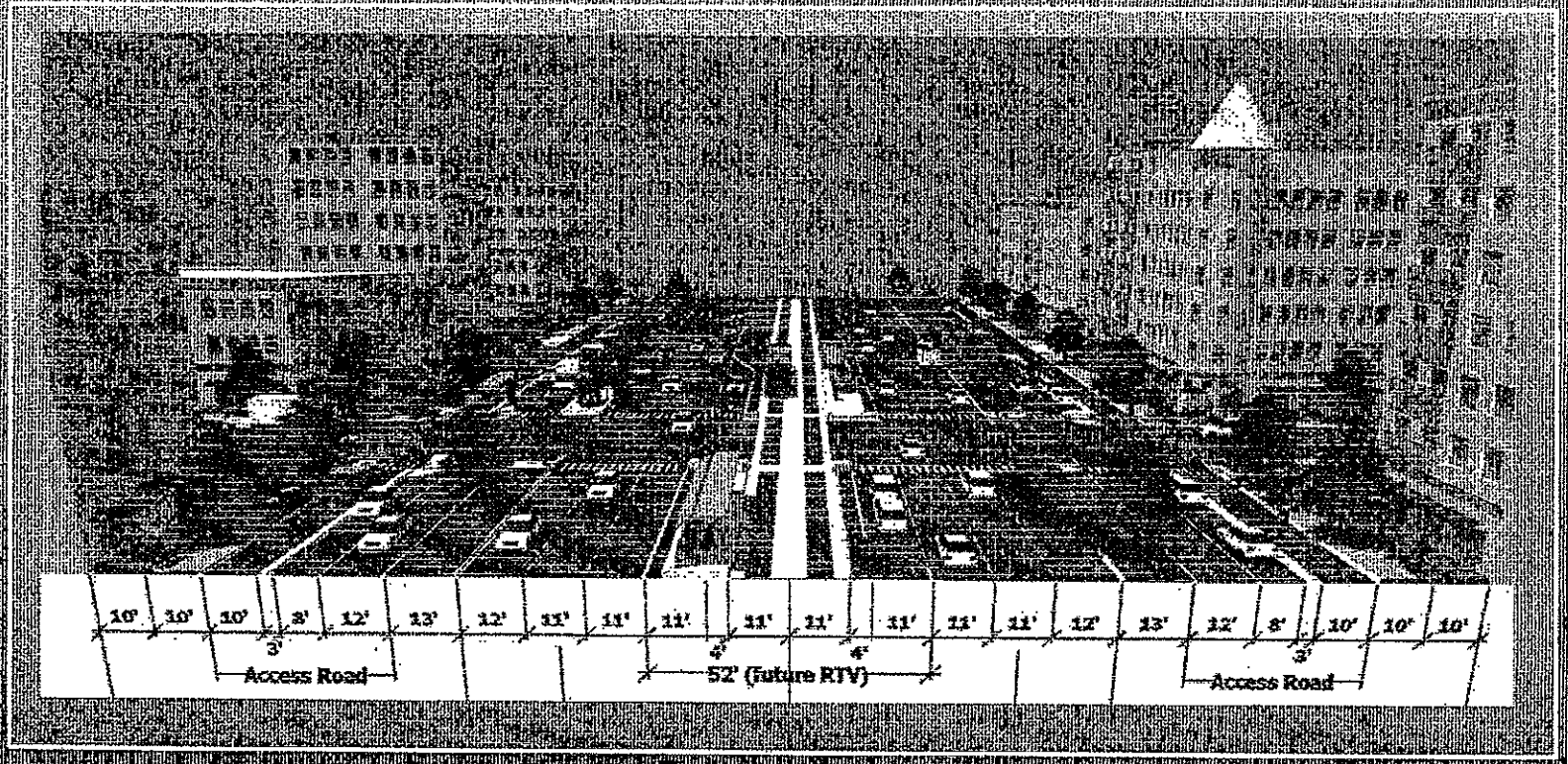
Taller Building Heights- Same Density

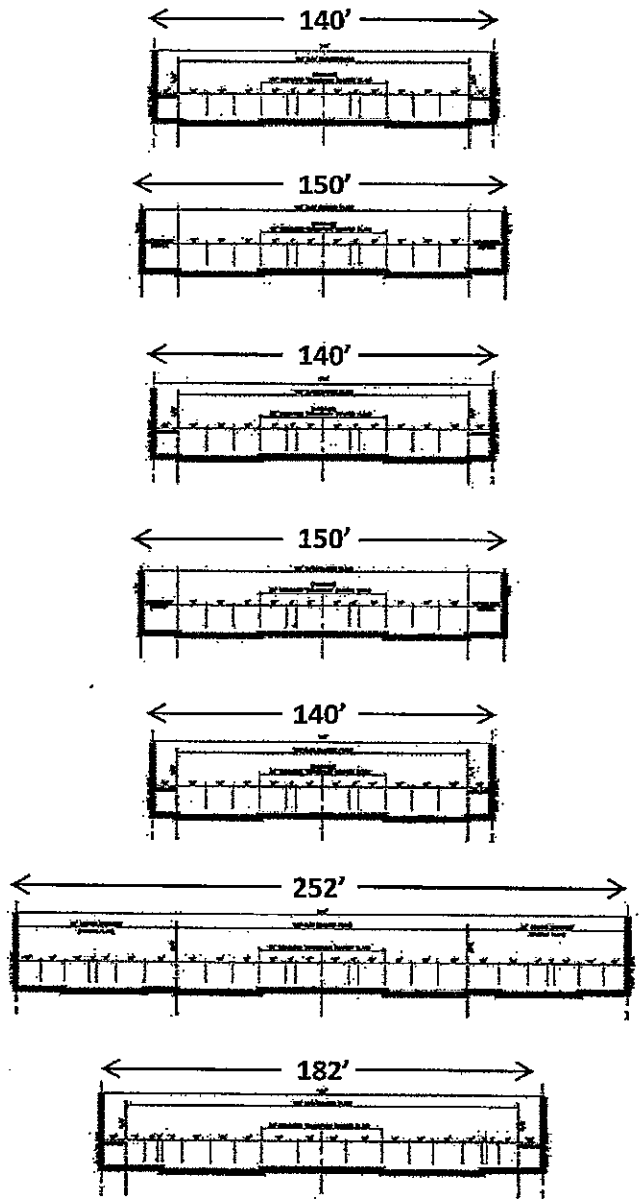






Proposed Rockville Pike ROW





GAITHERSBURG

I-370 TO
RIDGEMONT AVE

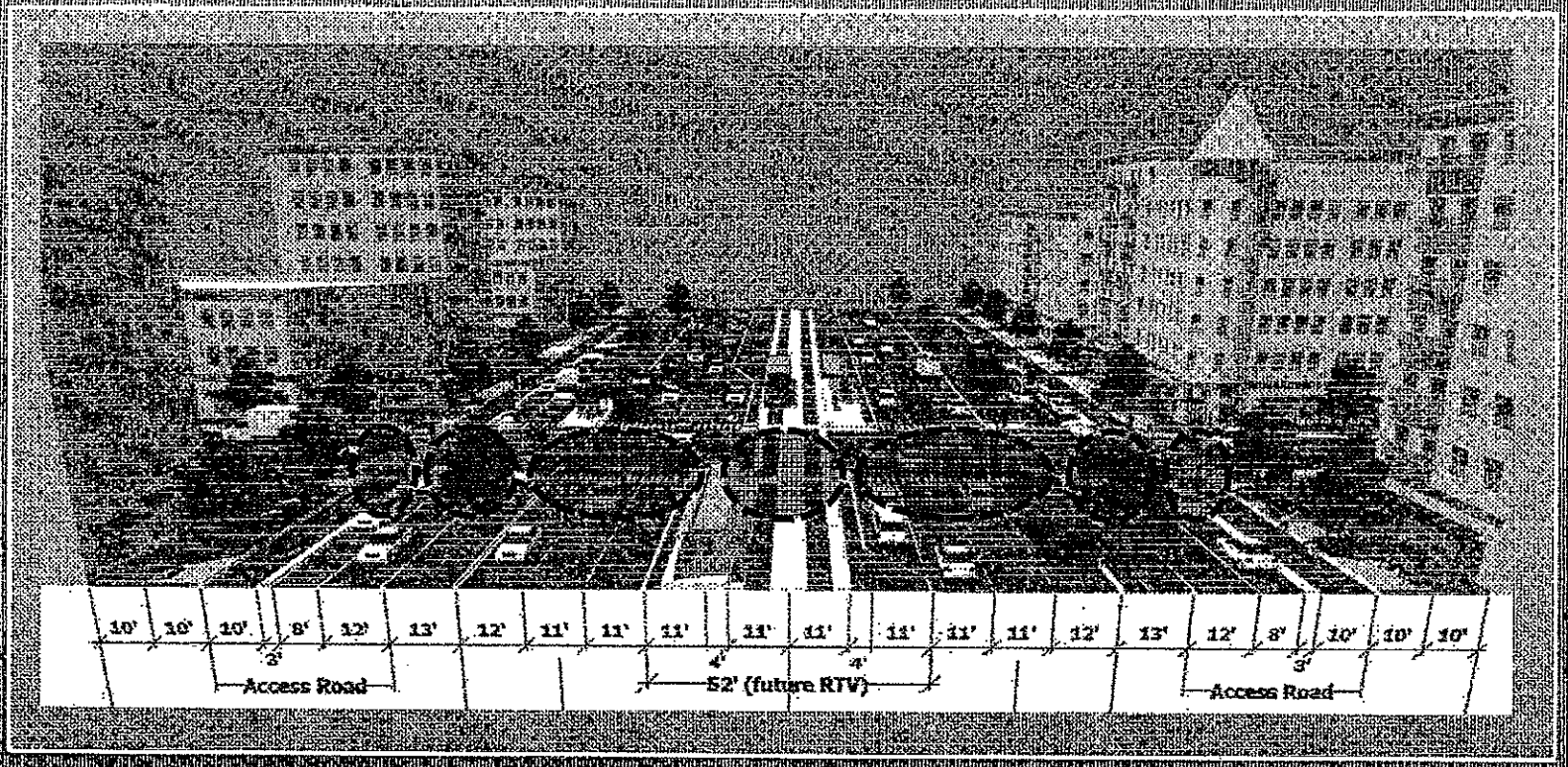
RIDGEMONT AVE TO
INDIANOLA DR

INDIANOLA DR TO
COLLEGE PARKWAY

NORTHERN ROCKVILLE

ROCKVILLE PIKE PLAN

7 Pedestrian Conflict Points

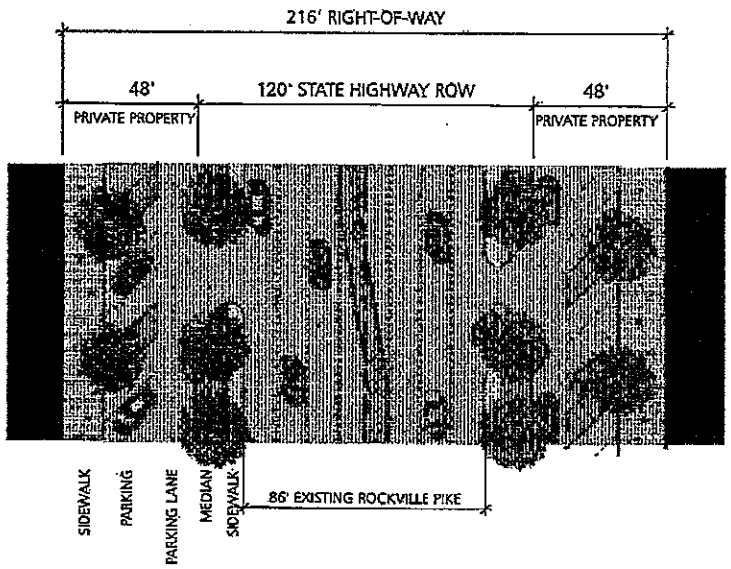


2 MINUTE WALK

EAST EFFERSON - 4 NEW LANES
ROCKVILLE PIKE - 4 NEW LANES
CHAPMAN AVE - 4 NEW LANES
Metro

216' Rockville Pike Right-Of-Way

Rockville Pike - Interim Condition
216' Right of Way

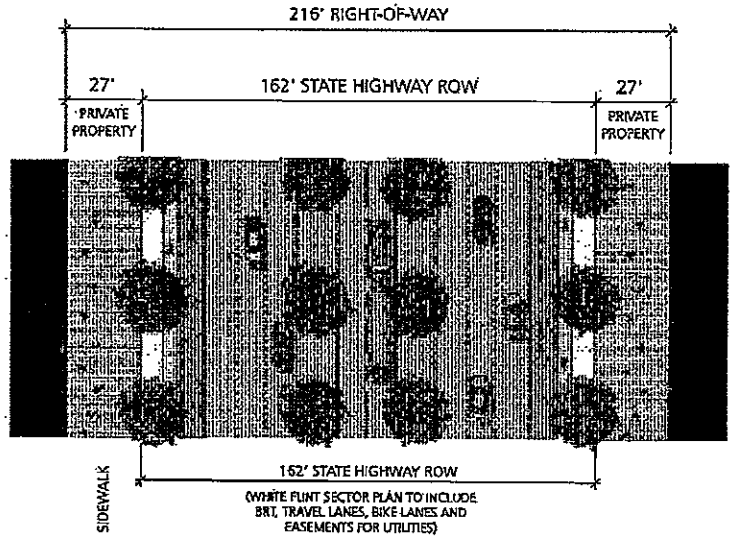


BF SAUL COMPANY & SAUL CENTERS
TORTI GALLAS AND PARTNERS

REIMAGINE TWINBROOK

216' Rockville Pike Right-Of-Way

Rockville Pike – Ultimate Condition
216' Right of Way



EF SAUL COMPANY & SAUL CENTERS
TORTI GALLAS AND PARTNERS

REIMAGINE TWINBROOK

Remove References To Jobs-To-Housing Ratio (image to be replaced)

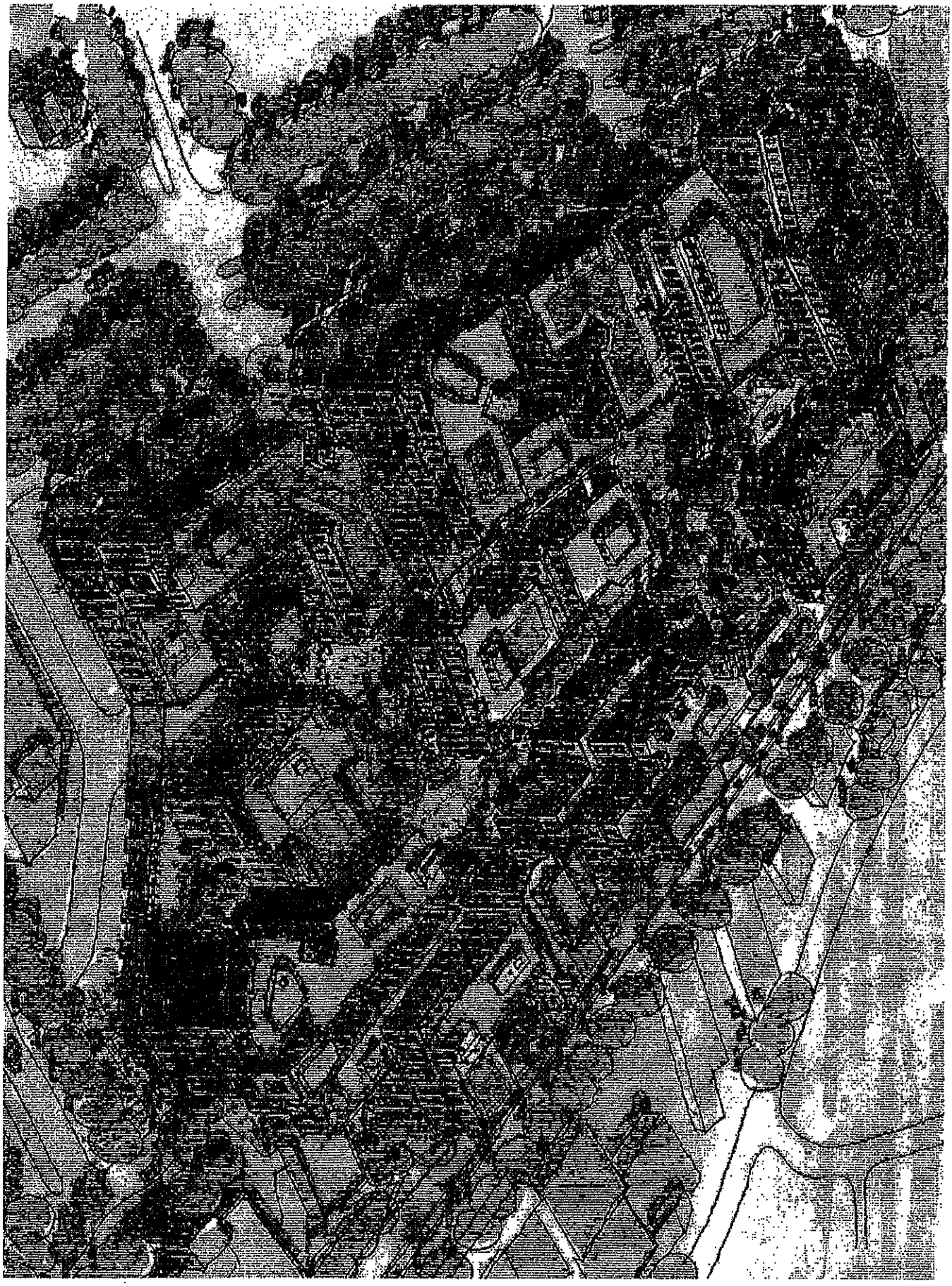
B. F. SAUL COMPANY

Exhibit 1

JOBS-TO-HOUSING RATIOS

South Pike Planning Area	5.03		
7/10-Mile Radius	4.95		
City of Rockville	2.93	2.88	2.80

SOURCE: RCLCO



Sara Taylor-Ferrell

From: Carol Hannaford <carol@claymaven.com>
Sent: Monday, April 11, 2016 7:19 PM
To: Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject: Please Oppose Widening the Pike to 252 feet

I am particularly concerned that widening Rockville Pike to 252 feet will make an already difficult-to-cross road even more so. I stated my concern about this a year ago.

I also mourn even more loss of green space. I don't believe that "green space" can be characterized by a patch of dirt with a small tree or two, surrounded by a curb. Green space is something I can walk on (or beside). It also has a variety of plantings in addition to a tree or shrub. If the Pike is widened to 252 feet, the chance of that happening is greatly diminished.

Signed,
Carol Hannaford
carol@claymaven.com
5718 Wainwright Avenue
Rockville, 20851-1944

Sara Taylor-Ferrell

From: Yovi Sever <yovisever@gmail.com>
Sent: Tuesday, April 12, 2016 9:55 AM
To: mayorcouncil
Cc: Lian; Rewital Chashper; Jonathan Chashper; Orit Greenberg; jose greenburg; lirons74@gmail.com; montrose.association@gmail.com
Subject: Rockville's Pike Plan
Attachments: Rockville Pike Plan_Letter.pdf

Madam Mayor and members of the Council,

My name is Yovi Sever and I, along with my wife Lian and our three children, live in the Montrose subdivision, less than 1 mile from the Rollins Rd. and Rockville Pike intersection.

Lian and I have lived in the County for more than 3 decades and we love living here. In 2010 we decided to sell our townhouse in Potomac and buy our current home on Evelyn Drive. Although we were very happy in our old neighborhood, we desired to live in a community that was amenity rich. The Montrose neighborhood was the perfect fit as it belongs to a great school cluster and was the perfect mix of urban/suburban which we so desired. We knew that our dream home needed to be within walking distance to shops and restaurants, grocery stores and Metro. We have that in the Montrose neighborhood!

Our young family often forgoes driving and takes advantage of all of the amenities offered on the Pike. The White Flint Sector Plan was a major part of our decision to move here. We are extremely excited by the development occurring all around us and all of the benefits that will come, and are now coming to fruition in Pike & Rose and other local projects. We love the idea that the Pike will be transformed into a place that can fulfill all of our quality of life needs and all within a short walk, bike or drive away.

The City's Rockville Pike Plan is particularly exciting. This plan, coupled with the White Flint Sector Plan, will have unimaginable positive impact on the local and regional economy bringing more jobs to our area, retaining current residents and bringing greater vitality with new residents. We appreciate the work, thought and effort that has gone into the creation of this plan.

Exactly one year ago I, along with friends and neighbors, attended a Council session and brought up the issue of the width proposed for the Pike within the City limits. We suggested that the planed width of the Pike (252 feet!) be brought to a "human scale" equal to that of our neighbors in White Flint. It appears that our suggestion and request did not resonate with the Council and that the plan is moving forward as proposed. This is very disappointing.

To be candid I am not only a resident of the City, I am a real estate professional. While I don't have any projects within the City nor does the company I work for (whom I am not representing in this correspondence), I am very much in tune with the development community's perspective of this plan. I don't mind sharing with you that most of what I hear about the Rockville Pike right-of-way proposal is not at all flattering to the City. I take issue with this because I have pride in where I live. I've attended many seminars on the future of urban planning and everything I've seen over the past 5 years moves urban design in the

opposite direction in which the City is now headed with the proposed road. By way of example, last year I was lucky enough to attend a lecture in Houston by Jeff Speck, a prominent urban planner leading the charge in smart growth and sustainable design, where he was invited to tell an audience of several hundred why Houston was a pedestrian disaster. In short it boiled down to street width. He showed slide after slide of poor design throughout the U.S. as examples of what not to do. I don't mean to insult but I have good reason to believe that, if the current plan moves forward, Rockville Pike will soon be amongst Mr. Speck's slides and that it will be much more than the local development community saying unflattering things about my home town.

An attractive boulevard is what we expect of the Plan but there is nothing attractive about a plan that centers on a road rather than the excitement that abuts it. The experience should not be about endless road pavement, medians and the like, rather the focus should be on shop windows, residences and the life that will flourish along this route. Widening the Pike to an equal width to the right-of-way in the White Flint Sector Plan achieves the best result while still providing enough space for Bus Rapid Transit (BRT) and bike lanes which are critically needed.

With regard to building heights at the core of the plan and adjacent to Metro, we all know that land in proximity to Metro is finite and should be utilized to its highest and best use. Bedroom community architecture such as low rise stick-built monolith boxes surrounding above grade parking is not close to highest and best use. Top grade institutional development like that found in Pike & Rose or all along the Rosslyn-Ballston corridor is precisely what belongs in the City's best locations. Developers should be incented to build our community the best office and mixed use development. Best in class development will drive the value of our City ever higher and will attract new businesses to come, existing businesses to stay and for City residents flourish. I urge you to reconsider the cap proposed for both office and mixed-use residential development in the Twinbrook area to that similar to our neighbors to the south and our competition in Northern Virginia.

This is an opportunity that comes once in a generation. I am imploring you to consider my kids and the next generation of City of Rockville residents and be forward thinking and do the right thing and send the plan back for revision. We want to be proud of our community and encourage the City to move forward with these exciting plans and refine them so that Rockville will continue to be the place we proudly call home.

Sincerely,

Yovi & Lian Sever
1719 Evelyn Drive
Rockville, MD 20852
240-535-0066
yovisever@gmail.com

Sara Taylor-Ferrell

From: Mike Stein <mkstn5@me.com>
Sent: Wednesday, April 13, 2016 10:07 PM
To: cityclerk
Cc: mayorcouncil
Subject: Rockville Pike Neighborhood Plan - Testimony

Dear Mayor Newton and Councilmembers Feinberg, Onley, Palakovich-Carr and Pierzchala,

I am a newly appointed member of Rockville's Traffic and Transportation Committee. The comments below are my own.

Thank you to City staff, Commissioners and elected officials who worked so diligently on the Rockville Pike Neighborhood Plan (Pike Plan) these past nine years. Your efforts and thoughtful input is appreciated. It is exciting to consider we are finally at the end of the road (pun intended).

My family moved to Rockville almost 12 years ago and we currently reside in Twinbrook, which abuts the South Pike portion of the planning area addressed in the Pike Plan.

I am generally supportive of the current draft of the Pike Plan, but have some concerns.

I am concerned that the lower density as called for in the Planning Commission's final draft will result in development that may ironically realize the fears of those afraid of the change and growth occurring in and around Rockville. Change and growth that will continue in the coming decades.

Some of the language created and agreed to by the Planning Commission will make it MORE difficult to realize the corridor planning principals agreed upon in the final draft plan. For example, the final draft Pike Plan advocates for "community design and development appropriate to Rockville." I've watched nearly all of the Planning Commissions meetings over the past year and a half and I understand that as a body this principal generally means to them "less growth", "less density" and "less development." This is reflected in the Commission's desire to lower building heights in the Plan to 7 or 10 stories from the currently allowed 150'. It is also reflected in increased automobile infrastructure in the form of access lanes in the South Pike portion of the planning area.

Unfortunately, the lowering of building heights and reserving space for access lanes will undermine the other principals laid out in section A of the Pike plan (page ES-4). This was clearly articulated by many at the Mayor and Council's public hearings on the Pike Plan conducted in 2015 as well as the April 11, 2016 meeting. Lessening the density around Twinbrook metro will make it harder if not impossible to get the "mixed uses and new neighborhoods" a place needs to be successful. New development might be primarily residential because there is not enough density (people) to support a mix of other uses. If the South Pike area does not have a mix of uses and continues to be dominated by the automobile it will not create "inviting conditions for the pedestrian and bicyclist." Lower heights and a 252' right of way will lessen the chances that "appealing parks and public open spaces for community gathering and activity" will be created. To the extent lower density causes people to drive more and puts more cars on the road the Pike Plan will not be "Environmentally friendly and sustainable." This may happen by causing people who would otherwise live close to metro to live an auto-dependent lifestyle elsewhere because not enough housing will be built near metro. Or, if the development around Twinbrook metro becomes primarily residential people who do move here may choose to drive to other areas for entertainment, jobs, etc. Lastly, the lower density caused by lower heights and a too wide Pike may

give Rockville a "distinctive character for Rockville's portion of the corridor" but as we heard at the April 11, 2016 meeting it may not be the distinction intended. At that meeting a realtor-citizen testified to the negative reputation Rockville is gaining based on some of the decisions made in the current draft of the Pike Plan. This is supported here: http://greatergreaterwashington.org/tag/Rockville+Pike/ and http://www.whiteflint.org/2016/03/28/were-not-fans-of-rockvilles-plan-to-widen-route-355-to-252-feet/ and http://beyonddc.com/log/?p=8886

I want to address three concerns regarding the plan:

1. **Building Heights - Revise the plan to remove mention of "lower" or "lowering" heights and the overly prescriptive 7 or 10 story maximum height in the South Pike planing area.**

The current 150' height currently approved for the planning area adjacent to Twinbrook metro is entirely appropriate for the city and area surrounding the Twinbrook metro. It is half the height allowed further south in White Flint and Bethesda. Higher heights near metro is sound economic, social and environmental policy.

The lower heights now proposed by the Planning Commission in their final draft may have long term negative consequences to new projects built in the South Pike area.

Take for example the recently completed Galvan project with the Safeway on the ground floor. The project is definitely an improvement over the previous use. The building itself is attractive and it puts more residents near Metro, but overall it is a bit of a confused project. Its retail frontage faces the Pike, which is expected given that developers have long coveted visibility to the more than 50,000 cars that travel the Pike each day. However, this is the only real "active" side of the building and it faces the most uncomfortable and hostile environment for pedestrians. It exposes pedestrians to the noise and pollution produced by the cars on the Pike. It's not the most pleasant place to be or even the easiest to get to on foot. The three sides that face quieter streets are almost entirely devoid of active uses. The side of the building facing Thompson ave is almost entirely a blank wall and loading docks. The side facing Chapman Ave contains: A large blank wall, a garage entrance, a lobby entrance and a glass wall with undetermined construction still ongoing. The side facing Bouic ave is slightly better in that the corner of Bouic and Chapman has a small public space and token entrance into Safeway but the remainder of that block is another glass wall looking into the Safeway store. This is better than the Thompson or Chapman sides but still monotonous and not a place that will entice anyone to linger. The Galvan contains many urban design elements but exists in an auto dominated place and tries to cater to both. It's a place that is an improvement over what existed before and is just "good enough." The Galvan project does not advance the effort of placemaking around Twinbrook and is not a place people will want to "be." It's a place people will go to to run an errand or go to sleep in their apartment. In that way, it fails basic placemaking tenets such as the ones found here: http://www.pps.org/reference/streets-as-places-how-transportation-can-create-a-sense-of-community/

It's disappointing one of the first projects around Twinbrook station turned out this way given that it could've been a taller building under Rockville's current zoning. The fact that JBG built at the lower heights as is 1900 Chapman, LLC might be due to current market conditions or other factors unknown to me. This underscores the need to keep the plan flexible so that when and if market conditions improve better places will be built. Under the current draft of the Pike Plan it is likely all new projects will disappointingly look a lot like the Galvan project - good enough and better than what was there before, but not projects that advance placemaking, which fosters long term viability. At worse, new developments will be almost entirely residential which will bring all the stresses of growth and change but none of the benefits. New residents will be more likely to own cars and drive if there is nothing to walk to and nothing to do around Twinbrook metro. If only multi family housing is built and there is nothing to activate the street it's possible the area will quickly decline before it reaches the end of its functional life (apprx 30-60 years).

These are the concerns I hear from those who resist new development and are more likely to be realized if the Plan inadvertently encourages "bad" development by lessening the density necessary to support the kind of projects that will get people out of their cars and the type of projects that will provide amenities to nearby residents.

The Planning Commission uses the term "human scale" to justify the lowered height requirements. I agree that buildings at 7 stories or less are "human scale." When I think of my favorite cities in this country or abroad one thing they have in common are building heights in the 4-8 story range. However, there is more that goes into making something "human scale" than just the height of the building. The design of the building counts just as much as its height in how it is perceived. For example, the two Duball buildings in Town center, including the recently completed "Upton" project and the yet to be built Phase II are prime examples of higher heights that maintain their human scale. Because these buildings are designed with very different architecture on each side and step back after several stories they appear human scale and not at all boring or intimidating as most people would expect when they think of 14-18 story buildings. I would love it if similar building were built around the Twinbrook metro.

2. **Rockville Pike Right of Way (ROW) - Remove the access lanes and narrow the building face to building face ROW from 252' to at least 216'**

The current width of the Pike from building face to building face in the current final draft of the plan is set at 252'. This is entirely too wide and not appropriate to Rockville and the other stated goals in the plan. A 252' ROW especially at the lower heights proposed by the plan is not "human scale." It is automobile scaled. This is painfully apparent when looking at the picture on page 4-5 of the draft Pike Plan. When I look at that picture all I can see are cars and space reserved for cars. It reminds me of this comic:
https://urbanful.org/2014/12/12/swedish-artist-captures-importance-complete-streets-one-image/ It illustrates just how little space is left over for pedestrians when you remove the infrastructure meant for cars in a typical environment primarily designed for the car. As articulated by property owners up and down the Pike, 252' will discourage if not prohibit them from redeveloping in the future. This means the access lanes and infrastructure for bikes and pedestrians may also never get built as the Plan states these would go in as redevelopment occurs. It is notable that the 1989 plan, which began as early as 1985 with direction from the then Mayor and Council and Rockville Pike Advisory Committee also recommended several improvements to the Pike to include: access lanes, mature trees at the edge of the Pike and the under grounding of utilities. 30 years later none of these improvements have been accomplished. Can Rockville afford to wait another 30 years?

I am also concerned with the long term fiscal impacts to the city for purchasing, building and maintaining the access roads as well as the inconsistencies of a 252' ROW to areas immediately to the north and south of the Plan area.

For these reasons, I support removing the access lanes from the Pike plan and narrowing the current proposed ROW.

I think it would be best to reserve the scarcest resource near Twinbrook metro, land, for people, not cars. The land should be used for buildings and infrastructure for pedestrians and bicyclists, not cars. It would be better to not add any lanes to the Pike and instead embark on a bold long range plan to work with state officials to redesignate and reclassify the Pike so that decades from now it will no longer be a road whose primary purpose is to move as many cars as quickly as possible through Rockville.

3. **Provide flexibility**
Wherever possible the Pike Plan should not be so prescriptive so as to lock in any particular type of future growth. To the extent possible it should be descriptive and maximize flexibility to account for the changing

market conditions and especially to the views and desires of future Rockville citizens. After all, it is our future residents who are the real long-term stakeholders in this plan. It is the children who currently live in Rockville but do not yet have a voice. It is the 21,500 residents the Metropolitan Washington Council of Governments projects to move to Rockville by 2040 who will live with the decisions made today (http://www.mwcog.org/uploads/committee-documents/ZV1ZV1lc20140410140523.pdf). It is for those who may not even be born yet! It is better to handle the details of future growth (land use, building height, etc) through other mechanisms such as the zoning code, which can be more responsive to changing conditions.

In summary, it is admirable that the current draft of the Pike Plan focuses on the "human scale." However, as stated above human scale is not just about building heights. Human scale is the perception brought about by the the relationship of the buildings to the street. It is about the perspective formed by the height of buildings and the width of the street. Human scale means the streets and buildings are welcoming to people and promote community. Human scale development exists when it exhibits strong placemaking. Human scale development is a place people want to be. A place people seek out to live, work and play. The current draft of the Pike Plan has many good things to say, especially with its discussion of design elements in Chapter 4, but I fear that the lower building heights and too wide Pike will overshadow the good things about the Plan and set the South Pike area down a development trajectory we may come to regret. This is a once in a generation opportunity to get it right.

I look forward to following the Mayor's and Council's coming work sessions on the Pike Plan. Thank you for the opportunity to provide input on this very important plan for the City.

Kind regards,

Mike Stein
13004 Atlantic Ave

LINOWES AND BLOCHER LLP
ATTORNEYS AT LAW

April 22, 2016

C. Robert Dalrymple
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bdalrymple@linowes-law.com
Heather Dihopolsky
301.961.5270
hdihopolsky@linowes-law.com

VIA EMAIL AND FIRST CLASS MAIL
Mayor and Council of the City of Rockville
Rockville City Hall
111 Maryland Avenue
Rockville, Maryland 20850

Re: Written Testimony Regarding the March 2016 Draft Rockville's Pike Neighborhood Plan

Dear Mayor Newton and Members of the City Council:

On behalf of B.F. Saul Company and affiliates ("Saul"), we are providing these written comments to supplement the oral testimony delivered by Saul representatives to you at the April 11th public hearing regarding the March 2016 Draft Rockville's Pike Neighborhood Plan (the "Draft Plan"). Saul owns significant property in the vicinity of the Twinbrook Metro Station in the South Pike area (east of Rockville Pike and west of the railroad tracks, from Halpine Road to just north of Congressional Lane). Saul continues to agree with the vision set forth in the Draft Plan which is summarized on Page ES-2: "the creation of a vibrant and comfortable mixed-use environment, more dense than the current mostly suburban levels, but less than fully urban; supported by strong public amenities and facilities, and complemented by a transportation network that will better support pedestrians, drivers, transit riders, and bicyclists". However, in order to make this vision a reality we believe several changes must be made to the Draft Plan's framework. Because the Mayor and Council are most imminently discussing the Rockville Pike right-of-way at their worksession on April 25th, this letter focuses solely on that issue; supplemental written testimony addressing other aspects of the Draft Plan (specifically, building heights, mix of uses, and adequate public facilities) will follow in due course.

The Draft Plan recommends the redesign of Rockville Pike as a multi-way boulevard utilizing a right-of-way that is 252 feet wide, with a 120-foot right-of-way for the State-controlled Rockville Pike (MD 355) flanked on both sides with 66-foot City of Rockville rights-of-way. Simply stated, this vast right-of-way for both regional and local transportation is a very outdated, suburban transportation concept that is the antithesis of the Draft Plan's intent to move the City strongly in the direction of an urban, walkable place. Aside from it being objectionable from an overall planning perspective, reviewing this purely from an operations perspective reveals a transportation concept that is inefficient and ineffective in moving vehicles and outright uninviting and dangerous for accommodating pedestrians and bicycles. We ask that the Mayor

**L&B 5700131v2/05709.0031

7200 Wisconsin Avenue | Suite 800 | Bethesda, MD 20814-4842 | 301.654.0504 | 301.654.2801 Fax | www.linowes-law.com

and Council once and for all reject this flawed transportation concept and instead adopt a right-of-way section for the Pike that furthers the Draft Plan's more urban, multi-modal intentions.

Multi-Way Boulevards: Theory vs. Reality

While the Draft Plan intends to support this proposed dual-purpose right-of-way with references to several successful "iconic" multi-way boulevards and streets throughout the world and as close by as K Street in Washington, DC, a closer look at these examples reveals that many of these multi-way boulevards, and specifically the provision of local access lanes to supplement through-traffic movements, are either being dismantled or significantly modified to focus more on accommodating pedestrian safety. It would be completely irresponsible for the Draft Plan to model Rockville Pike on antiquated design concepts that are now being adjusted in the jurisdictions in which they are located to mitigate the inherent flaws that cause conflict between vehicles and pedestrians.

K Street, Washington, DC: The District Department of Transportation ("DDOT") is in the process of planning for the reconstruction and revitalization of K Street. According to the K Street Reconstruction and Revitalization portion of the DDOT website, "The corridor's service lanes are an inefficient use of right of way that lead to severe traffic congestion and encourages parking violations. The combination of the corridor's geometry and typical traffic congestion results in significant vehicle-pedestrian conflicts and pedestrian safety issues."[1] DDOT has selected as the Preferred Alternative for K Street a two-way, two-lane median transitway, which would also include two 10-foot general purpose travel lanes and one 12-foot travel/off-peak parking lane in each direction; the local service lanes in this section would be dismantled.

Ocean Parkway, Brooklyn, New York: As part of New York City's Vision Zero effort, the intersections of Ocean Parkway with both Neptune Avenue and Church Avenue were named two of the top 20 pedestrian crash locations in the five boroughs of New York City. The City is in the process of creating and implementing safety improvements at these intersections, specifically focusing on installing "LOOK!" markings to alert pedestrians to oncoming traffic and other pedestrian improvements.[2]

Avenue des Champs-Elysees, Paris, France: This iconic road in Paris has been redesigned, dismantling the access roads in order to provide wider pedestrian sidewalks.[3]

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[1] http://ddot.dc.gov/page/k-street-reconstruction-and-revitalization

[2] http://www.nyc.gov/html/dot/downloads/pdf/2011-nyc-top-20-pedestrian-crash-locations.pdf

[3] Allan B. Jacobs, The Boulevard Book: History, Evolution, Design of Multiway Boulevards (The MIT Press 2002).

The Esplanade, Chico, California: The City is currently in the process of a study designed to analyze safety issues on the Esplanade roadway. The study seeks "to address traffic safety and operational concerns, enhance the corridor with complete street features, provide more facilities and safety for bicyclists and pedestrians…".[4]

As a general matter, and primarily due to the inherent conflicts between vehicles and pedestrians when multiple travel lanes intersect with pedestrian crossings and lines of sight are further compromised by street trees, signage, traffic control mechanisms, and the sort, American traffic engineering standards not surprisingly view multi-way boulevards as patently unsafe.[5] In fact, publications of the American Association of State Highway and Transportation Officials (AASHTO) actually discourage key features – side access roads and street trees – of multi-way boulevards.[6] Based upon these safety concerns alone, common logic and good governance dictates that the City should remove the multi-way boulevard from the Draft Plan and instead adopt a transportation concept and resulting right-of-way section that adequately addresses the need to move vehicles and pedestrians in a safe and efficient manner.

Financial Impacts

The multi-way boulevard concept places a huge unfunded financial burden on the City to purchase the additional right-of-way necessary for the local access roads, let alone the enormous costs necessary to build and maintain those roads. The economic reality is that this concept is infeasible, even assuming that some of the expense will be borne by developers who are redeveloping properties along the Pike. The likelihood is strong that there will be unfunded gaps between what would be built with private funds and what needs to be acquired and built with public funding, leaving an incomplete, inefficient, and ineffective transportation network along the primary corridor serving the City. Insufficient and inadequate financial modeling for this proposed transportation concept renders this Draft Plan incomplete. Even if the concept was desirable from a functional and operational standpoint, which it clearly is not, a complete analysis of the funding required for implementation of the concept must be done to determine if it meets the basic threshold of affordability.

Estimate of Land Acquisition Costs: In the staff report for the April 25, 2016 Mayor and Council worksession on the Draft Plan, Staff cited a study by VHB, an engineering consultant to the Montgomery County Executive's Transit Task Force, stating the land acquisition cost per mile of $4 million. However, we believe that the estimated total cost of acquisition of all of the

[4] http://www.chico.ca.us/capital_project_services/EsplanadeCorridorImprovementStudy.asp

[5] See Footnote 3.

[6] See Footnote 3.

land needed to achieve the Draft Plan's proposed access lanes is grossly underestimated. The land needed for the increased right-of-way is approximately 20 acres (126 feet in additional right-of-way width x 1.98-mile length of the Plan area x 5,280 feet in a mile x 2/3 (which is the portion of Plan area proposed to have access roads) / 43,560 (square feet per acre) = 20.16 acres). Recent sales comparisons along the frontage of Rockville Pike have exceeded $9 million per acre. Assuming the City would have to purchase half of the right-of-way, the land acquisition costs to the City could approach $90 million. This does not include any loss or disruption of business claims or court costs.

Construction and Design of the Access Lanes: The City has not produced a cost estimate for the construction of the Rockville Pike cross-section proposed by the Draft Plan. However, the Draft Plan (Page 5-5) does note that a study performed in 2011 for a previously proposed Pike cross-section indicated costs are likely to exceed $50 million.

Regional Impacts

Rockville Pike is a major regional commuter and economic development engine. In order for the Pike to maintain operational efficiency and contribute to the economic success of the City and region, it is important that the Pike have a consistent design and consistent operational characteristics as it traverses the County north and south. Simply put, it does not, and if it is implemented as suggested in the Draft Plan it will be viewed as a primary example of how jurisdictions in this area fail to work well with each other in comprehensive planning and delivery of infrastructure.

Consistency: The multi-way boulevard concept access roads proposed in the Draft Plan are inconsistent to what is planned and being constructed both to the north (Rockville Town Center) and south (White Flint) of the City. This will create a bottleneck at both ends of the City as traffic from the access roads has no option but to merge back into the main lanes leaving the City.

Lack of Utility: The main benefit of a multi-way boulevard, separating local and through traffic, will be more efficiently and effectively accomplished by the streets already proposed to parallel Rockville Pike – Chapman Avenue on the east side of the Pike and East Jefferson Street on the west side. Having the proposed access roads in addition to these planned roads is duplicative and totally unnecessary.

Place-Making

Connectivity/Walkability: At 252 feet wide, Rockville Pike will sever the City in half, creating a pedestrian safety hazard that will take the average healthy resident over a minute to cross. This

is the opposite of a safe, comfortable, pedestrian-friendly environment. Rockville Pike should be designed to promote walkability and multimodal transportation.

Open Space: The proposal for a 252-foot wide right-of-way necessitates that the most valuable area for economic return to the City in the entire planning area be dedicated to the automobile in the form of unnecessary access roads. This land is better used to increase the public amenities and open space in the Plan area that are critical to successful place-making. By reducing the right-of-way, Saul would be able to provide 30% more open space on its site than is required in the Draft Plan.

Retail Success: The staff report for the April 25th worksession indicates "from a land use and place-making perspective, there is a greater likelihood of having Pike-fronting businesses if there are access roads…". As an owner of more than 8 million square feet of retail, Saul can unequivocally disavow the accuracy of this unfounded conclusion. Successful retail is predicated on visibility. The access roads diminish visibility of the retail spaces fronting Rockville Pike by pushing them farther from the 55,000 cars that use Rockville Pike each day. The added distance and proposed additional row of street trees reduces visibility and will significantly diminish the viability of retail on the Pike. With way too much conflict resulting from this proposed road section, retail fronting the Pike will suffer and the opportunity to create a truly special mixed-use environment with activated street fronts will be crushed.

Vision Zero/Safety: The proposed 252-foot Rockville Pike width will take the average able bodied adult more than one minute to cross, without traffic. In addition, upon casual observation it creates no fewer than seven pedestrian/automobile conflict points. This design runs contrary to the City's recent commitment to Vision Zero, and at a time when established urbanized cities throughout the world are seeking to remedy the adverse pedestrian impacts created by access roads the City is looking to plan and design that which others are fixing. This runs counter to any form of logic or rational governance.

Public Opinion

Since the Draft Plan was last at the Mayor and Council several years ago, public opinion has overwhelmingly been in opposition to the proposed significant widening of Rockville Pike. In fact, during the public comment period from June 2014 to April 2015, the written testimony submitted, by more than a 5-1 margin (excluding duplicate testimonies) was overwhelming against the proposed 252-foot wide Rockville Pike right-of-way. This was one of the few issues that united stakeholders, with more than 270 individuals signing a petition against widening Rockville Pike to 252 feet. The following groups provided testimony against the proposed 252-foot wide right-of-way:

- Citizens (by a 5-1 margin, including one sitting Councilmember)
- The business community (e.g., the Rockville Chamber of Commerce)
- Environmental organizations (e.g., The Sierra Club)
- Non-profit organizations (e.g., The Friends of White Flint)
- Industry experts (e.g., Christopher B. Leinberger, Tom Gallas)
- Large Rockville Pike landowners (e.g., B. F. Saul and Affiliates, JBG, Federal Realty, Cohen Pike Holdings LLC, Congressional Village Associates, LLC, Gingery Development Group, Chesapeake Plaza, Edmonston Properties, LLC, Talbot Center Associates, LLC, Wintergreen Plaza, BMW of Rockville, and Hinton Properties)

At the April 11, 2016 Mayor and Council public hearing on the Draft Plan, public hearing testimony continued to be overwhelmingly against a 252-foot wide Rockville Pike. In addition, written testimony submitted through April 21, 2016 has been against the proposed 252-foot wide Rockville Pike right-of-way by a 22-3 margin, and a petition against the 252-foot wide Rockville Pike right-of-way has already garnered over 250 signatures in less than a month. When its constituents are so clearly and consistently asking the City's leaders to reject this Pike concept, the Mayor and Council need to listen and act in accordance with the desires of the City's corporate and residential citizens.

The proposed 252-foot wide right-of-way runs contrary to the Corridor Planning Principles in the Draft Plan that emphasize inviting conditions for walking and biking, appealing parks and public open space, multimodal transportation, and economic viability. Based on this and the overwhelming public support to reduce the proposed width of the right-of-way, Saul believes utilizing a 162-foot wide right-of-way, consistent with White Flint, in conjunction with a 216-foot build-to-line, will allow the City to better achieve the Draft Plan's Corridor Planning Principles while at the same time relieving the City of the financial burden attached to the multi-way boulevard suggestion. This would allow for a reasonably sized right-of-way, with buildings still set back to allow for wide sidewalks. In addition, Saul believes this configuration provides excellent results in the interim and ultimate conditions for Rockville Pike.

In summary, Saul suggests the following changes that should be made to the text of the Draft Plan to reject the 252-foot wide right-of-way and instead recommend a 162-foot wide right-of-way that is more conducive to vehicular travel, pedestrian and bicycle safety, and walkable and attractive streets:

- <u>Various:</u> Replace "Multi-Way" Boulevard with "Grand" Boulevard throughout the Draft Plan.

- Page ES-5 ("Transportation Policies" #1): Revise the opening paragraph as follows: "The core recommendation of this plan is to redesign and reconstruct Rockville Pike as a grand boulevard. A grand boulevard attempts to balance the competing need of roadway capacity, transit, street parking, bicycle accommodation, and pedestrian comfort. It consists of through lanes for traffic and transit, bicycle lanes, on-street parking, wide sidewalks, and green medians. The grand boulevard concept is crucial to meeting the transportation, place-making, and economic goals of the plan." Also, remove the first bulletpoint ("Separate local and regional trips.").

- Page ES-6 ("Land Use Policies" #2): Amend the last sentence to state "...will be reduced from that which is in the 1989 Pike Plan."

- Page ES-7 ("The Importance of Implementing the Plan"): In the second sentence of the first paragraph remove "creating service roads parallel to the Pike".

- Page 3-3: In the last sentence of the last paragraph delete "which separates fast-moving traffic from slow-moving traffic".

- Chapter 4: Re-write this chapter replacing the references for a "Multi-Way" Boulevard with a "Grand" Boulevard. Delete all language describing the access roads and instead state that local traffic will be separated from regional traffic by utilizing the proposed parallel street grid. Add language stating that regional, north-south consistency along Rockville Pike is anticipated to improve overall traffic congestion.

- Page 4-5: Replace Figure 4.3 with the illustration of the 162' right-of-way and 216' build-to-line proposed for Rockville Pike (Attachment 1).

- Page 4-41 ("Strategically Locate and Right Size Parking"): Remove the first sentence of the second paragraph ("On-street parking should be provided on the boulevard's access roads...").

- Page 5-5 ("Focus On Place-Making Near the Twinbrook Metro Station Early in the Life of the Plan"): Amend the first sentence of the second paragraph to read: "The City should be prepared to contribute to place-making in the South Pike early in the life of this plan by committing to building the road network, contributing to build a neighborhood park, and providing streetscape amenities such as attractive sidewalks, signage, benches, etc.".

- Page 5-8 through 5-9 ("Re-Design and Reconstruct Rockville Pike as a Multi-Way Boulevard": Replace "Multi-Way" with "Grand". Also, delete the entire section that discusses access roads.

Thank you for taking the time to review these written comments. Saul has been a committed, active participant in this process for a number of years, and as a major stakeholder in this area Saul looks forward to continuing to work with the City and the community to bring the Draft Plan's vision to reality. While this letter focuses on what is necessary to implement this vision in terms of the Rockville Pike transportation corridor, there are several other components of the Draft Plan in need of revision in order to fulfill this planned vision that will be summarized for the Mayor and Council in supplemental written submissions by or on behalf of Saul.

Very truly yours,

LINOWES AND BLOCHER LLP

C. Robert Dalrymple, HD

C. Robert Dalrymple

Heather Dlhopolsky

cc: Mr. Page Lansdale
Mr. John Collich
Mr. Todd Pearson
Ms. Cindy Kebba
Mr. David Levy

**L&B 5700131v2/05709.0031

Sara Taylor-Ferrell

From: Wanda Russ <wordpress@reimaginetwinbrook.com>
Sent: Monday, April 25, 2016 1:45 PM
To: Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject: Please Oppose Widening the Pike to 252 feet

I oppose the widening of Rockville Pike. I have lived in Rockville off Viers Mill road for 59 years. Widening Rockville Pike is crazy, stop cramming more housing and businesses and that will relieve the.issue of traffic.

Signed,
Wanda Russ
wandaruss@yahoo.com
927 Grandin Ave
Rockville, 20851

Sara Taylor-Ferrell

From: Yin Kong <ykong@monticello.org>
Sent: Monday, April 25, 2016 4:27 PM
To: mayorcouncil
Subject: Do not widen Rockville Pike

I would like to express my concern for the widening of Rockville Pike.
Having grown up in Montgomery County before earning a B.A. and Masters in Urban Design, I cannot tell you how excited I am for all the new urban development energy being focused on the Pike. I understand new development will bring new transit pressures to the area, but widening the pike is not the answer. Investing in public transit, encouraging walking and cycling will be our only sustainable solution, but people will not use these options if they feel intimidated by the scale of the Pike. Rockville still has a long way before achieving dense walkable scale, but we should be moving towards it, not away from it.

Please DO NOT widen the Pike.

Yin Kong
11716 Ambleside Dr
Potomac, MD 20854

Sara Taylor-Ferrell

From: Enid Light <enid530@aol.com>
Sent: Monday, April 25, 2016 5:30 PM
To: mayorcouncil
Subject: Rockville Pike

252 feet is too much!

Enid Light, PhD
8501 Hazelwood Dr
Bethesda Maryland 20814

Sent from my iPhone

Sara Taylor-Ferrell

From: Sheila Malcolm <malcolms20817@yahoo.com>
Sent: Monday, April 25, 2016 5:27 PM
To: mayorcouncil
Subject: Rockville Pike

I am writing to oppose the proposed widening of Rockville Pike. The proposed widening is way too much for this area and would make it dangerous for drivers and pedestrians alike.

Thank you

Sheila Malcolm

Sara Taylor-Ferrell

From: BMullican <coburg1@verizon.net>
Sent: Monday, April 25, 2016 5:21 PM
To: mayorcouncil
Subject: Twinbrook Comments on the Pike Plan

Importance: High

Dear Mayor and Council,
Please be aware of all comments made on the opposition or support of the width of Rockville Pike near the Twinbrook Metro Station. Please make sure you know the facts from the Maryland State Highway Administration and the Montgomery County's plan for the Pike. Rockville must coordinate and help provide continuity of the road.
I am concerned that accurate information is not always given to our community. You can see this by reading all the comment on Twinbrook Nextdoor.

I am unable to attend the meeting City Council meeting tonight. I encourage you all to read all the comments.

Thank you.

Brigitta Mullican
1947 Lewis Ave.
Rockville, MD

Post in General

Reimagine Rockville Pike & Twinbrook 1d ago

Dave Tucker from Twinbrook

Just an FYI about Reimagine Rockville Pike & Twinbrook, which you might see showing up in your newsfeed on Facebook (https://www.facebook.com/ReimagineTwinbr...). This group represents itself as a group acting as a community organization but in fact it's just a front group for B.F. Saul Company, a local real estate development firm. They're trying to convince residents to oppose certain plans by the city, citing safety, but their opposition to those changes is motivated because they would impact their bottom line. I just wanted to make sure everyone was aware of that and who was behind this group.

Shared with Twinbrook in General

Thank6Reply35

Marcia, Jamie, Richard, and 3 others thanked Dave

Steve Winkler from Twinbrook1d ago

Interesting. I went and looked at the link you posted. They're opposed to the widening of 355, probably because they're going to lose a portion of their properties on Rockville Pike which will affect their parking lots. Traffic is bad enough now and with all of the mixed use spaces going up, it will only get worse. It's frustrating going anywhere in and around Twinbrook from 5 to 7pm, especially the area around Edmonston, 355 and the Wooten Pkwy. By widening 355 and adding turn lanes and local lanes, it will alleviate grid lock during rush hour.

ThankRemove
Joan thanked Steve

Jeff Von from Twinbrook1d ago

And to compound on Steve's point, the space they will take away from alleviating traffic will be used partially to increase high-density residential, adding more cars to the mix. Not very imaginative at all, but the spin they put on it is quite imaginative, though thinly veiled... "adding green space!", etc. Typical.

ThankRemove
Joan thanked Jeff

Richard Gottfried from Twinbrook1d ago

Hi Dave and Steve
Thank you for posting this. The Twinbrook Citizens Association opposes B.F. Saul's plan. During the City of Rockville election, 2, 457 voters were opposed to BF Saul's project of building 11 Fifteen story apartment buildings on Rockville Pike as well. We all can write the Mayor and Council and say that you oppose BF Saul's plan to reduce Rockville Pike width!

ThankRemove
Joan thanked Richard

Peter Mork from Twinbrook1d ago

Yes, BF Saul is behind Reimagine Rockville Pike; I don't think they ever hid that fact. Certainly not at any of the meetings I attended.

Yes, they are a developer. That doesn't mean they don't have anything relevant to say.

We shouldn't oppose the Reimagine Rockville because BF Saul, a developer, supports it. (We should still distrust deceitful language used by Reimagine Rockville around "widening" the Pike.)

We should oppose the Reimagine Rockville proposal because it's the wrong solution for Rockville. In the short term, it exacerbates the traffic situation. In the longer term, it fails to account for automated vehicles (which will need space for pickup / dropoff).

ThankRemove
Jamie thanked Peter

J'ette Conaghan from Twinbrook1d ago

It's pretty amusing to "reimagine" something that wasn't imaginative to begin with. It's absurd.

ThankRemove
Joan thanked J'ette

Ermon Vandy from Twinbrook1d ago

I thought it was obvious that Reimagine Twinbrook was not a community group. That said, I like their plan.
Some points.
1) A wider Pike for a mile or so will not make much difference in the traffic, and might even make it worse at each end where it narrows again.
2) There is no inherent evil in a developer making a profit. If a reputable developer cannot make a good investment in a community, the community will not prosper. It is in their interests to provide the most attractive, successful plan they can devise. I understand that BF Saul has considerable experience in urban development.
3) Rockville is not a cozy little town. It is a major suburb of Washington DC with a station on the Red Line. We need to own that and maximize the potential.
4). I look forward to riding my bicycle and walking more in a more dense, vibrant community. One less car on the road.
5) We need those 11 story apartment buildings with their green spaces and retail stores. These 4 story blocks are monotonous and cannot provide the income needed for a major development.

Thanked!Remove
You, Rob, and Peter thanked Ermon

Peter Mork from Twinbrook1d ago

I think that the plan approved by the planning commission acknowledges 3) and 4). The mayor & council asked the planning commission to remove specific building height limits, which would address 5). I have asked the M&C to take it upon themselves to make the changes they requested of the planning commission.

In terms of 1), you are correct, changing the number of lanes of *through* traffic would be a horrible idea. The city studied the current traffic flow problems and determined that the afternoon is much worse because of people turning into and out of surface parking lots. Hence the addition of an access lane in the current draft of the plan. These access lanes are decidedly not through lanes.

(Finally, point 2). Agreed! As an advocate for affordable housing, I would like to see the possibility of taller buildings (increased profit) in exchange for more affordable dwelling units (decreased profit). We need to be able to balance the city's competing interests.)

Thanked!Remove
You and Ermon thanked Peter

Brigitta Mullican from Twinbrook1d ago

Rich Gottfried, please prove to me how you can state this "2,457 voters were opposed to BF Saul's project of building 11 Fifteen story apartment buildings on Rockville Pike." I am not aware of this.
You have been very negative about the proposed project and have held back information with our Twinbrook community by not information us that the B.F. Saul Company were coming to TCA to explain their plan. I can accept that you and I don't agree on smart grow and what should be built on the Pike, but being a leader of our community and holding information is very disingenuous. You should allow both side to be shared.
How many supporters did you report to the City of Rockville in your campaign funds report in November 2014? I did not see an overwhelming support of Twinbrook folks. You also ran a very negative campaign, which is an embarrassment to my community.
I did not hear 11 fifteen story apartment buildings proposed in the B.F. Saul project. I hear 10 building with some buildings being 5, 7 and 14 stories, with the larger building being closer to the Pike build line.

Edited 1d ago

EditDelete
Rob thanked you

Rob Crow from Twinbrook1d ago

Ha Ha Rich! Let's get back into reality. 11 fifteen story apartment buildings!!??? Really?? haha

Edited 1d ago

Thanked!Remove
You thanked Rob

Steve Winkler from Twinbrook1d ago

How is adding turn lanes and service lanes unfair to B.F. Saul? Does anyone think they're going to go out of business because they lost 30 feet off of one of their properties? I'm as much of a capitalist as anyone else, but let's not act like B.F. Saul's objections are for "the good of the community". They're objecting because in their view, it's not good for B.F. Saul which I don't give a rat's rear end about. If they care so much about the community, then they ought to care about the traffic nightmare hundreds of new condos along 355 are causing and not object to the legitimate use of eminent domain to fix it. The reason 355 has to be widened isn't to add more travel lanes. It's to add turn lanes and service lanes to alleviate all of the stop and go traffic from the constant strain of cars trying to tun on and off of the Pike.

ThankRemove

Brigitta Mullican from Twinbrook1d ago

Steve, you certainly aren't fair in your comments. It is pretty negative. Please share your comments in a more welcoming manner and not a rant. I enjoy hearing different point of views. We should have a balance of opinion from the community. The facts need to be accurate and fair. Rich is writing facts that are not true. The community need to hear the truth. Do you know what he means about the 2,457 voters? Are those all the Twinbrook voters? Is he claiming all these voters agree with him? I am certainly not a voter who agrees with Rich and have lived in Twinbrook over 50 years. I did not challenge our Rockville election results and ask for a recount as did Rich. I accepted the results.

EditDelete

Rob Crow from Twinbrook1d ago

There are some people that are under the misconception that the Pike Plan can work. I've been told by that it's not possible to widen Edmonston Dr. to 252' because of the train tracks. I'd welcome anybody to explain how it's going to work.

I was also at numerous M&C meetings when business owners on the Pike testified that the Plan will decimate their parking spaces. Just the other week, DarCars testified that it will ruin their business. The entire Strip Center just south of Edmonston will be forced to close because there

won't be one single parking space for their customers. If you don't believe me, take a look at Googlemaps and go 126' from the center of 355.

One reason 355 has to be widened is to make room for the BRT

Thanked!Remove
You thanked Rob

Mike Stein from Twinbrook20h ago

Reimagine Twinbrook is the name of BF Saul's vision for the property they own west of the tracks north of Halpine to the Party City store. Reimagine Twinbrook was the name they used at their first community outreach/charette a year and a half ago. There is no attempt by BF Saul to pass it off as something it isn't. They've been transparent all along.

The vision as represented in the renderings on their website reflects community input given at that initial out reach meeting.

Twinbrook continues to attract many new neighbors who are excited about the development occurring around the metro and look forward to the day they can walk or bike (not drive) to shop and dine.

Peter brings up a good point about autonomous cars. Something like 90% of cities have not yet begun to plan for their impact. IF they do arrive no one knows if they will solve all our traffic woes or make it worse because it incentives even more trips by car. But, most agree on one thing - that they will need less space. When in motion they will make more efficient use of road space because they can travel closer together and we will need much less parking. It's not hard to imagine repurposing a lane of 355 as a pick up and drop off lane. If that is not possible, then we will have lots of overbuilt parking structures that could be used for pick up and drop off.

The access lanes make a certain sense now given current conditions and driving habits but if we really want a future with less traffic, nicer public spaces and more amenities why would we build the roads today at great taxpayer expense? Note that these access lanes were planned for in the 1989 plan and almost 30 years later nothing has happened.

As the saying goes: "if you plan for cars and traffic you get cars and traffic. If you plan for people and places, younger people and places."

Thanked!Remove
You thanked Mike

Steve Winkler from Twinbrook20h ago

Brigitta - While I apologize for the snarky to my last post, I don't apologize for the substance of it. I am entitled to my opinion as much as anyone else on this thread so let me reiterate my position. The fact is Rockville is not N.W. Washington. I worked in N.W. D.C. for years and Rockville and K Street have a very different business / residential demographic and different traffic patterns. K Street is far more densely populated with far fewer retail shops so the comparison doesn't work - unless of course you plan on allowing the same building density as D.C. in the near future. I not only live in Twinbrook, but Rockville is an integral part of my territory (I am in sales) so I am in Rockville every day at different hours all during the week. My observation is that turn and local lanes are the best solution to alleviate congestion, especially during rush hour when there is a higher volume of commuter traffic and especially since more and more condos are being built right on the Pike. The allegation that these lanes will endanger pedestrians just isn't true. If anything, pedestrians are in more danger during times of the day (and late at night) when traffic is a bit lighter and drivers are traveling at higher speeds as we have tragically seen on Veirs Mill Road in Wheaton far too many times. In all the hours I am in Rockville - day, evening, weekends etc. - I never see large volumes of bike and pedestrian traffic on 355 that would justify unusually large side walks. I'm all for B.F. Saul and anyone else planning and building commercial projects to make a profit, but let's remember that they're doing what I would expect any commercial enterprise to do - put making a profit first and foremost before anything else. When we talk about "open spaces" with "amenities and parks", let's remember that this gives them a golden opportunity to lease commercial and residential spaces right on top of those same spaces (i.e. the park in Rockville Town Center). So I find this argument at best to be a bit disingenuous because it is in fact, profiting them. It is upon that basis that I think it is appropriate to question their motivation behind their opposition to widening 355.

ThankRemove

Mike Stein from Twinbrook19h ago

Steve, thanks for the thoughtful post above.

I agree with the earlier poster who stated there is nothing inherently wrong about the developer seeking profit. To make retail, parks and other nice... View more

Thanked!Remove
You thanked Mike

David Greene from Twinbrook18h ago

I think access/local lanes should be included no matter how wide Rockville Pike becomes.

At the last TCA meeting, B.F.Saul refused to estimate the number of apartments they will have, but based on the 1900 Chapman Ave project, I estimate the B.F.Saul site will have at least 2200

apartments. I'm pretty sure that's more than the number of houses in Twinbrook (not counting Twinbrook Forest).

So, when they say "Reimagine Twinbrook", they really mean imagine Twinbrook crammed into the tiny, land-locked, median strip between the train tracks and Rockville Pike, where zero apartments currently exist.

The B.F.Saul property has no east-side exit because of the train tracks, so without access lanes, all those people will exit directly onto the Pike. And since they are apartments instead of condos, expect a lot of turnover, with U-Hual trucks parked right on the Pike. Just look at Bethesda or Chevy Chase where so many delivery trucks double park right on the Pike.

From Edmonston to Halpine, the east side of the Pike currently has zero housing units -- no one lives in that entire stretch, so adding 2200 apartments will make a big difference.

Let's keep the access/local lanes. If we put buildings on that land, we will never get it back -- we will never get another chance to create access lanes, and the above-ground metro tracks already make it difficult enough to get around.

ThankRemove

Brigitta Mullican from Twinbrook18h ago

Steve Winkler ~ Since you wrote about DC, I thought I would share additional comments. K street is only one example for you to talk about. Access roads are a pedestrian safety issue on many multi-way boulevards. The Champs Élysées in Paris, France, has removed the access roads for this reason. Ocean Parkway was just named on of the top 20 most unsafe pedestrian roads in NYC because of the access roads. Chico, California, just spent $150,000 on a study because of the pedestrian safety issues on the Esplanade. If access roads don't work on K street that carries 25,000 cars a day how are they going to work on a road carrying 55,000 cars a day? Chapman Avenue extended is a new parallel road that solves the local traffic issue.
The City of Rockville should take advice from the experts and cities who have paid big bucks to study the same traffic, and pedestrian safety concerns Rockville has.

EditDelete

Richard Gottfried from Twinbrook18h ago

Brigitta

I thought that one of the rules on Nextdoor Twinbrook was no personal attacks.

I was talking about the BF Saul Project and not about whatever nonsense you were talking

about.

Also, please state when you talk about BF Saul project whether you are writing the response or not and if not, please quote your sentences which are from the BF Saul

Handbook and then give the person the credit that you are quoting so that you are not plagiarizing someone else's words who are feeding the responses to you since what you are writing as a response is clearly not coming from your own words.

I hope that the moderators of this list serve removes you from nextdoor twinbrook for your personal attacks.

Fyi

Rich

ThankRemove

Marilyn Broderick from Twinbrook17h ago

I admit I am thoroughly confused. Some of the posters have used the acronym "M & C". Who or what is M & C"? Thanks in advance.

ThankRemove

Steve Winkler from Twinbrook16h ago

Mike Stein - The sidewalks in and around most of these mixed use buildings seem to be working just fine as far as I can tell (e.g.'s Town Center, King Farm, Pike & Rose, Crown etc.) But the cost of leasing retail space in those centers for a privately owned small business is astronomical compared to an older strip mall. I know this because I am in sales and talk to mom & pop businesses all day every day, all over Montgomery Co. in just about every mixed use building or strip mall you can think of. I pull in and out of their parking lots, park on meters, in garages and see where there is a lot of foot traffic, as well as where there is almost none. If 355 becomes an unending cavalcade of new mixed use buildings up and down the Pike, you will have an epidemic of blight. Even though the national and local chain stores and restaurants are able to pay higher per sq ft rates than mom & pops for these newer mixed use spaces, there aren't enough chain stores to support that kind of inventory because they're isn't enough business volume in the County. The reason for this is a sharp drop in the County's median income over the past 8 yrs due to job and income loss because of the County and the State's idiotic economic policies towards companies looking to move here OR moving out of here (all of the good, higher paying jobs are going to Virginia NOT Maryland). Some of the small businesses I talk to in places like King Farm tell me that there just isn't enough volume for them

in those centers to justify the rent and they are looking to move to strip malls that are closer to 355 and in most cases cheaper. Most of the people who live in these mixed use buildings are on the higher end of the County's median income bracket yet in many cases they are not frequenting these businesses in their buildings. That tells me that the people living in these mixed use condos are still DRIVING their cars around, not biking or on foot. A restaurant owner in a newer mixed use building recently told me that he gets no business from the local condo dwellers next to him and that all of his customers DRIVE there from other areas. This totally destroys your "if you build it [mixed use] they will bike and walk" theory. My point is that whereas I don't see hordes of pedestrians, runners, bicyclists etc. on 355, I do see traffic gridlock on the Pike that could be alleviated by more turn lanes and service roads.

ThankRemove

Steve Winkler from Twinbrook16h ago

Dave Tucker - Well said. I agree

ThankRemove

Steve Winkler from Twinbrook16h ago

Brigitta Mullican - Did the study include the many access roads up and down Rockville Pike that have been there for decades? And if so, what % of these tragic accidents was the pedestrian at fault as opposed to the driver? I drive in and out of these access roads all day every day and rarely ever see pedestrian or bicycle accidents. Most of the bicyclists and pedestrians I see are smart and very safe but from time to time I do see reckless bicyclists who endanger themselves because they don't obey basic traffic laws. We have had far more and far too many tragic incidents on Veirs Mill in Wheaton involving immigrants who, for whatever reason, don't observe even basic rules of safety when attempting to cross Veirs Mill. Most of these are either on blind hills or late at night. Yet, we don't see the same volume of accidents on 355, even with areas where we have existing turn lanes and access roads. So how will adding more access lanes and turn lanes increase pedestrian and bicycle accidents?

ThankRemove

Ram Malhotra from Twinbrook15h ago

Here is one observation about the Reimagine plan that is very annoying to me. On their old Facebook thread I asked BF Saul for a detailed diagram with exact measurements of the BF Saul alternative Rockville pike plan so I could do an apples to apples comparison with Rockville City's Rockville Pike plan. In Rockville City's Rockville Pike Plan their vision of what Rockville Pike would look like is clearly documented with clear measurements of all sidewalks, bike lanes, medians, roads, etc). In Rockville City's Rockville Pike Plan you know

exactly what your getting with respect to Rockville Pike.

When BF Saul published their diagram of their alternate vision for Rockville Pike, it did not provide exact measurements for every sidewalk, bike lane, median, etc.

Below is what BF Saul posted on Reimagine Twinbrook FB:

Hi Ram, this is what 216' would look like after BRT. Here's a link to learn more about why 216' is better for the Pike. http://ow.ly/10gPZ5

I'm very much interested in wider bike lanes and sidewalks along both sides of Rockville Pike. With Rockville City's Pike Plan it is really easy to envision lots of people using the plan's wide 10ft bike lanes on both sides of the Pike to bike cruise, jog, stroll, maybe even roller blade, or even use some new futuristic affordable segway type transport up and down the pike. I personally just started exploring riding up and down the pike and use any excuse possible to do so from running small errands to buy something or to meet up with friends for lunch. I have noticed that along the pike it's not always easy or convenient to find places to park and lock up my bike at various shopping areas. Biking on the sidewalks along the Pike is doable but it would be a much better experience if there were dedicated and wide bikes lanes.

Improving the biking experience along the Pike is definitely something that will appeal to the demographic that wants a lifestyle with less driving and more options for getting around town. If your living in a condo or apartment on the pike, your going to want to be able to just take a morning run or bike ride or even just stroll around and people watch. I personally think that if the pike has wider bike lanes and sidewalks, it provides people the ability to explore more of the pike and not just the BF Saul property. If it's easier to explore more of the Pike, then more folks will be enticed to live along the Pike and visit a wider range of businesses and not get bored. I really don't mind taller buildings and more interesting development...with the Rockville City plan it is pretty clear what you get as far as Rockville Pike. I really wish I could say the same for the BF Saul plan...the details are just not there and you shouldn't have to take look at their diagram and speculate anything. I really didn't like BF Saul's response that including all those details in their diagram would make it look too busy and to complicated to look at.

I also really like the idea (that folks have mentioned here) about planning for technology that is right around the corner like autonomous vehicles (AV). I believe I saw Beverly Hills City Council working on enabling their city to support AV with recently passed resolution.

http://www.beverlyhills.org/citygovernme...

I can understand that BF Saul's development plan at the expense of not widening the pike may be a driver to boost home values in Twinbrook. I live in Twinbrook so I understand this. I also understand that no real estate developer as a matter of principle and profit likes losing a portion of their land to eminent domain. I did see BF Saul's proposal for more green space and their

artistic rendering of their development project. I thought it was ok...It wasn't a wow factor for me. I think the new Tysons Mall Plaza area (Shake Shack location) is a "Wow" area.

In the beginning I was definitely more pro BF Saul development especially when they talked about their plan would provide more green space and is better for supporting multi modes of transportation....but now...after comparing the pike road diagrams honestly I'm really leaning toward Rockville city's plan because of the wider bike lanes and how they are positioned next to the main sidewalks. I guess I feel BF Saul is always going to develop their Twinbrook property to always maximize the return on their investment meaning if they think building more green space makes economic sense they will do it regardless of whether Rockville City's plan to widen the pike succeeds or not. I guess my thinking is if it's true that the Rockville population growth forecast are accurate, then BF Saul isn't going to be the only developer with plans for the Pike.

ThankRemove

Ben Berbert from Twinbrook8h ago

Ram Malhotra - I think a big reason you don't see specifics in BF Saul's plan is because it's an early concept. It's very expensive to produce detailed schematics and exact measurements of a project, and there's little incentive for BF Saul to do that right now because they don't even know how much land they will have to work with, nor do they know how tall their buildings can be. In roughly looking at a 252 wide cross section vs their proposed 216 foot section - I'm left to assume they maintain the same 10 foot wide bike lanes. The difference is 36 feet, If you remove the two access lanes at 11 feet each, you remove 22 feet, and have 14 more to remove. I can easily do that by either also removing the parking lane on both sides, or by cutting the 13 foot wide green between the main and access lanes in half to 6 feet on either side. The BRT, the 3 existing lanes, the parking OR outside medians, the bike lanes and the sidewalk would all remain. I personally don't think 252 vs 216 is even worth comparing. I personally advocate for something closer to 200 on all points south of Congressional Ln, widening maybe to the 216 further north where the ability to extend Chapman and Jefferson end.

I think the thing missing from this conversation is we're all trying to fix today's problems with a plan that won't be fully implemented for another 30+ years, and it would be a real shame to spend hundreds of millions of dollars on something that either may not be needed, or may not be desired in the future. It also makes me sad that this issue seems to have divided the community down such sharp lines. I don't think BF Saul cares as much as many of you give them credit for over this 18 feet of potential right-of-way that is in dispute from a piratical standpoint, especially if they are given the ability to build taller. What they care about is whether they feel like the project will actually be the anchor of future redevelopment into a more urban Twinbrook Metro core. It's similar to Federal Reality's dispute with the SHA over the width of Old Georgetown Road in front of Pike and Rose in White Flint - Federal Reality didn't care about the 10 extra feet a 3rd travel lane would take - they've already built their

southern buildings - but they did care about whether Old Georgetown Road was going to be 4 lanes with wider sidewalks and bike lanes vs 6 lanes wide for all vehicle traffic because they wanted their community to one day be part of a larger urban area rather than an isolated island surrounded by oversized roads.

In many ways, the name Reimagine Twinbrook is fitting for the exercise - you need to imagine the what if of 30 years from now, and visualize a very different MD 355 corridor with a much more mature and developed White Flint to the south, and a built out town center to the north. Right now the Pike acts as a regional shopping mall, but if you replaced most of the strip shopping centers full of busy national retailers with the type of mixed use development envisioned including thousands of housing units and hopefully thousands of new jobs (at this is the plan's goal with 7 or 13 stories, and with 190, 216 or 252 feet of pike), you will remove the draw for outsiders from other parts of the county to drive to the pike on a Saturday morning. Instead the stores and restaurants will survive on a balance of immediate neighbors, other residents of the corridor who took a bike, train, bus or car to the store, and a reduced number of regional residents. The sidewalks will be crowded, the bike lanes will be used, the traffic will be heavy but manageable with the network of new streets (south of Congressional ln) and with a little time and luck, Twinbrook will be one of many centers of activity in an urban corridor anchoring the economy of Montgomery County. Just look at Bethesda or Rosslyn-Ballston today. Traffic is often less congested outside of the short rush-hour periods there than it is in Rockville, and they have urban densities even higher than what is proposed by BF Saul.

I also agree 100% with the concept Mike Stein mentioned above - on induced demand. It's that classic build it and they will come mentality. Widen the roads and you almost certainly will invite more people to drive because you made it easy to drive. Widen the sidewalks, bike lanes, increase transit and manage the roads, and you will almost certainly start to change the transportation patterns. There are other ways to limit traffic too, such as revisiting the code to encourage lower parking minimums, creating transportation demand management districts that deliberately target residents and employers who want alternative transportation options, and revisiting the APF standards to measure total mobility rather than just vehicle capacity.

ThankRemove
Mike and Rob thanked Ben

David Greene from Twinbrook7h ago

Ben Berbert - Bethesda and Rosslyn do not have above-ground metro trains running right through the center of town.

The Twinbrook you imagine will be inaccessible to everyone in current Twinbrook because the tiny Edmonston bridge and the Twinbrook Parkway bridge will be overwhelmed.

Access/local lanes must be included because above-ground metro trains block all east-west travel -- you cannot walk, bike, or ride east of the B.F.Saul site.

ThankRemove

Rob Crow from Twinbrook7h ago

Marilyn, They're Mayor and Council meetings. There have been many business owners that have testified the access lanes will hurt or ruin their businesses. The reason is due to the loss of parking spaces. Everybody agrees that losing revenue is bad and we want successful businesses in our City.

Many people think the access lanes of the future will be the same as today. Nothing could be further from the truth. There will be two access lanes and they're both ONE WAY, one for parallel parking in front of a sand the other for turning into a destination. They are not planned for the type of use that we're accustomed to having, in fact, it's not likely they will be any further north than Rockville BMW on the eastern side of the Pike. The western side has the possibility of going all the way to Rt. 28, although in reality, it won't happen anytime soon.

Everybody, knows that B.F.Saul is trying to develop this land to make a profit. Since Saul wants to be profitable, the number one goal for them is to have a successful project. Since they're going to have underground parking and their plan is for their site to be a destination. They have no need for access lanes, if they needed access lanes for the success of their project, they would ask for them. Saul is a buy and hold developer, since they're in it for the long haul. They actually need to align themselves for what is best for what is in demand.

Mike Stein mentioned something that is also a well known fact. If you build the road, they will come. Since the Pike Plan is designed after streets in Paris, Barcelona, Brooklyn, etc. Does that mean Twinbrook as we know it will be completely re-developed into condos and townhouses 50-75 years. I've heard people tell me that will happen and I've always said "No way." Well, with a 252' Rockville Pike designed for cities with millions of people...I'm thinking differently.

That would truly be a shame, I happen to like my little piece of property with some land and I know with certainty that I'm not alone.

Thanked!Remove
You thanked Rob

Mike Stein from Twinbrook6h ago

Steve Winkler: Your point about new developments having high rents and attracting only national or local chains is well taken, but the reality is a little more complex. Developers seem to understand it is in their best interest to promote a mix of local and chain retail and have the

resources and creativity to find the right mix. This is especially true in a city like Rockville whose citizens and officials place a premium on protecting and promoting local businesses. It was a driving topic for the town center and the Planning Commission discussed it at many points when drafting the Pike Plan. A quick analysis shows that at the Terano and Alaire (JBG's completed first phase of the Twinbrook Station project) 5 of 7 retail establishments are "mom and pop" or otherwise local shops. The only big chains are Subway and L.A. Nails. Symmetry Salon is not only local retail (with its original store in Bethesda) but one whose business model is to house individually owned salons and spas. Rockville Town center's mix is 64% local and 36% national or "big" chains. Compare this to congressional plaza, which is 60% national or big chain and only 40% local and "mom and pop." Those percentages don't account for Congressional Plaza North which contains more chain stores: bed, bath and beyond, staples, petco, michaels, HH Greg, etc.

Part of the reason these new types of developments are so expensive is because there is more demand for them than supply. If no one wanted to live in these types of walkable developments they wouldn't be built or rents would be low - but that is not the case locally or nationwide. There is lots of pent up demand.

I would also note that the mid and north portions of the Pike Plan are where these older strip centers that house a nice mix of small and local businesses exist. The pike plan recognizes that this portion of the Pike will not redevelop for many decades, if at all. They will hopefully continue to house the mom and pops we all like. In addition, even the areas likely to see redevelopment (south pike) will take 30-60 years to complete. No one is going to come tomorrow and bulldoze everything within 1/2 mile of Twinbrook metro and put up new buildings. It will happen incrementally over a span of time only a few of us will even be around to see at the end. There should always be a stock of older buildings which may provide cheaper rents for small and local businesses.

Data at census.gov (http://factfinder.census.gov/faces/table...) shows median income in MoCo increasing since at least 2010:

2014: 98,704
2013: 98,221
2012: 96,985
2011: 95,660
2010: 93,373

I don't see a collapse there? In fact, it continued to increase even during the tough recent years pullback in federal spending.

Lastly, I don't disagree that most people don't walk or bike to businesses along the pike now. That is because every incentive is lined up to encourage people to drive. There is little residential along the pike. Surface parking is nominally "free" (there is no such thing as free parking) and plentiful and walking or biking anywhere is only for the dedicated and risk takers.

People like Ram, who make a conscious decision to do so. But if you make plans now to encourage future residents to walk or bike rather than drive everywhere that is what will happen. As I said above, if you plan for cars and traffic that is what you will get, but if you build the bike lanes, wide sidewalks, encourage the proper amount of density and mix people will get out of their cars.

ThankRemove

David Greene from Twinbrook6h ago

Rob - The access lanes are not only for the B.F.Saul site, they are for the stretch of Rockville Pike currently strangled by above-ground metro trains.

Bethesda and Chevy Chase also have plenty of underground parking, but carpoolers and delivery trucks still double park right on Rockville Pike. Getting through there is difficult, and they don't even have above-ground metro trains to deal with.

I was the only person to speak against B.F.Saul at the first public hearing. Everyone else just repeated the talking points from B.F.Saul's astroturf campaign.

If you want to keep access/local lanes, please speak at the final public hearing on May 16, or email your comments to mayorcouncil@rockvillemd.gov

ThankRemove

David Greene from Twinbrook6h ago

Mike Stein - To bike or walk from current Twinbrook you must still cross the tiny Edmonston bridge or the horrible Twinbrook Parkway bridge. You can also walk through the metro station, but it's still a long extra walk because above-ground metro trains block all east-west travel.

The metro tracks are similar to a river through the center of town -- no way across except by bridge or tunnel. But we don't get any scenic river-front walk.

ThankRemove

Mike Stein from Twinbrook6h ago

Ram: I think part of what might be frustrating is that neither the Pike plan or BF Saul's "Reimagine Twinbrook" are actual plans. BF Saul's renderings represent a "vision." The Pike Plan, as outlined in the executive summary, is a "vision"
"It establishes and communicates
a vision for how Rockville's

portion of the Rockville Pike corridor
and adjoining areas can be transformed
from an architecturally non-distinctive
suburban retail strip into an attractive
and vibrant neighborhood for shopping,
living, and working" (pg ES-1)

No one, not even the city knows what the configuration of the Pike will look like when and if the Pike is reconfigured for BRT. The State and County have only begun preliminary planning for BRT for the Pike.
The Pike is a state road for which the city has no control (but can influence through input). I wouldn't put too much stock on the measurements for the actual lanes contained within 355's right of way. The measurements for the access lanes, bike lanes and sidewalks are more legitimate but still only representative. The city has no actual plan that I know of on how to accomplish the vision of the Pike Plan with the access lanes.

The access lanes along with other improvements (more trees, undergrounding utilities, etc) to the Pike were included in the 1989 Plan (http://www.rockvillemd.gov/DocumentCente...) . Almost 30 years later there are no access lanes or improvements and no actual plan or identified funds to do so. The 1989 plan and the current draft plan state the access lanes, bike lanes, etc will only be built as development happens. This means at best they will only be piecemeal over the next 30-60 years, and maybe not at all if the Pike Plan discourages redevelopment. Even if the Pike Plan is approved tomorrow with the vision of the access lanes it will be a long time, if ever, before you or anyone can walk or bike in the nice environment depicted in the pictures in the Pike plan.

I worry the access lanes are an unnecessary expense for the city and may further delay or prevent redevelopment of our more dilapidated strip centers. Especially in the south pike area which is the only area the access lanes will serve and the only area currently ripe for redevelopment. Property owner after property owner up and down the pike have testified to the Mayor and Council and Planning Commission that the decreased density caused by the lower heights and reserving land for the access lanes will discourage any redevelopment. Maybe they are bluffing, but again I point to the 1989 plan, which the City adopted and has not spurred any new development. Maybe the lack of development can be wholly attributed to lack of market demand and it is only now that we are entering a time where redevelopment makes sense, but do we take the risk and possibly end up with another 30 years of no or poor redevelopment? That is a lose-lose situation for the city and our community.

Perhaps it makes more sense to change course and get rid of the access lane and devote community effort to pressing BF Saul and the City to make the best they can out of the new streets and open spaces that will be built as part of any new project (chapman extended, etc).

ThankRemove

Brigitta Mullican from Twinbrook5h ago

Mike,
Thank you for taking the time to comment to Ram. I fully support what you wrote. Having served on the Rockville Planning Commission during the 2002 Comprehensive Master Plan, I am aware of all the reiterations that go into the approved Plan. I sat through many pubic hearings for the Plan.
It is important that the community receive the CORRECT information. We are all not going to agree on all points. By State Law Rockville needs to updates its City Master Plan which includes all land uses.

EditDelete

Rob Crow from Twinbrook3h ago

David, You are missing a very, very, important point. B.F.Saul wants the land to be used as access lanes and convert that land into Green Space. The reason is simply because it's the highest and best use for their parcel. They also didn't mention how many units because they don't know. They have some very large tenants that want to be located at a Metro Station, so the plan is truly a mixed use Smart Growth design.

We all know the train tracks are a major inconvenience but that's not a valid reason for telling a landowner they need to build something that has no positive result. Once again, they are building for the future, have done studies. I would suggest that you do the same. For instance, how are you going to go from 180' to 252' from the beginning to the end of an intersection?

I wonder if Rich is going to come clean with his sending out false information.

ThankRemove

David Greene from Twinbrook54m ago

Rob, I appreciate your comments, and I assure you I did not miss any points. I'm well aware B.F.Saul has promised water fountains and parks if we give them more land, but I prefer access lanes.

I'm... View more

ThankRemove

Dave Tucker from Twinbrook15m ago

One thing I wanted to clarify - I think B.F. Saul has every right to weigh in on how this planning is decided. I don't really have an issue with that. Corporate interests, especially if it impacts their company, deserve a seat at the table so to speak. My issue is with their Facebook group, which I don't think is completely upfront about who's interests they're supporting (at least on their Facebook page anyway). Having seen a lot of people reacting to their promoted Facebook posts and sharing them, I simply want people to be aware of who is promoting that information and that it's coming from a developer rather than a group of Rockville citizens.

ThankRemove

Brigitta Mullican from TwinbrookJust now

Dear Dave Tucker,
My comments are coming from me. I have been following the Rockville Plan since 1999 as have others. Please don't insult folks who have been following the proposed plans. Remember the City has to consider all the property owners in the zoning and planning areas.
I am glad you agree that everyone has a seat at the table. We might not all agree, but the truth should be shared. One of the developer is the B.F Saul Company. Their proposed project is very close to where I live. I am supportive of it. I am transparent about my support. I appreciate the information posted on Facebook because it has provided information that has not been shared otherwise. I am not a developer. Let us get that straight. Thank you.

Sara Taylor-Ferrell

From: Tony Bur <anthony.bur@verizon.net>
Sent: Monday, April 25, 2016 5:35 PM
To: mayorcouncil
Subject: 252 feet, way too much

Mayor and Council,

Rockville Pike at 252 feet is much too wide. Think of pedestrians crossing this road. It will not be possible to cross in one light cycle. People will be trying to beat the light by running on yellow .

Anthony Bur
623 Muriel St.

Sara Taylor-Ferrell

From: Sheila Malcolm <malcolms20817@yahoo.com>
Sent: Monday, April 25, 2016 5:27 PM
To: mayorcouncil
Subject: Rockville Pike

I am writing to oppose the proposed widening of Rockville Pike. The proposed widening is way too much for this area and would make it dangerous for drivers and pedestrians alike.

Thank you

Sheila Malcolm

Sara Taylor-Ferrell

From: BMullican <coburg1@verizon.net>
Sent: Monday, April 25, 2016 5:21 PM
To: mayorcouncil
Subject: Twinbrook Comments on the Pike Plan

Importance: High

Dear Mayor and Council,
Please be aware of all comments made on the opposition or support of the width of Rockville Pike near the Twinbrook Metro Station. Please make sure you know the facts from the Maryland State Highway Administration and the Montgomery County's plan for the Pike. Rockville must coordinate and help provide continuity of the road.
I am concerned that accurate information is not always given to our community. You can see this by reading all the comment on Twinbrook Nextdoor.

I am unable to attend the meeting City Council meeting tonight. I encourage you all to read all the comments.

Thank you.

Brigitta Mullican
1947 Lewis Ave.
Rockville, MD

Post in General

Reimagine Rockville Pike & Twinbrook 1d ago

Dave Tucker from Twinbrook

Just an FYI about Reimagine Rockville Pike & Twinbrook, which you might see showing up in your newsfeed on Facebook (https://www.facebook.com/ReimagineTwinbr...). This group represents itself as a group acting as a community organization but in fact it's just a front group for B.F. Saul Company, a local real estate development firm. They're trying to convince residents to oppose certain plans by the city, citing safety, but their opposition to those changes is motivated because they would impact their bottom line. I just wanted to make sure everyone was aware of that and who was behind this group.

Shared with Twinbrook in General

Thank6Reply35

Marcia, Jamie, Richard, and 3 others thanked Dave

Steve Winkler from Twinbrook1d ago

Interesting. I went and looked at the link you posted. They're opposed to the widening of 355, probably because they're going to lose a portion of their properties on Rockville Pike which will affect their parking lots. Traffic is bad enough now and with all of the mixed use spaces going up, it will only get worse. It's frustrating going anywhere in and around Twinbrook from 5 to 7pm, especially the area around Edmonston, 355 and the Wooten Pkwy. By widening 355 and adding turn lanes and local lanes, it will alleviate grid lock during rush hour.

ThankRemove
Joan thanked Steve

Jeff Von from Twinbrook1d ago

And to compound on Steve's point, the space they will take away from alleviating traffic will be used partially to increase high-density residential, adding more cars to the mix. Not very imaginative at all, but the spin they put on it is quite imaginative, though thinly veiled... "adding green space!", etc. Typical.

ThankRemove
Joan thanked Jeff

Richard Gottfried from Twinbrook1d ago

Hi Dave and Steve
Thank you for posting this. The Twinbrook Citizens Association opposes B.F. Saul's plan. During the City of Rockville election, 2, 457 voters were opposed to BF Saul's project of building 11 Fifteen story apartment buildings on Rockville Pike as well. We all can write the Mayor and Council and say that you oppose BF Saul's plan to reduce Rockville Pike width!

ThankRemove
Joan thanked Richard

Peter Mork from Twinbrook1d ago

Yes, BF Saul is behind Reimagine Rockville Pike; I don't think they ever hid that fact. Certainly not at any of the meetings I attended.

Yes, they are a developer. That doesn't mean they don't have anything relevant to say.

We shouldn't oppose the Reimagine Rockville because BF Saul, a developer, supports it. (We should still distrust deceitful language used by Reimagine Rockville around "widening" the Pike.)

We should oppose the Reimagine Rockville proposal because it's the wrong solution for Rockville. In the short term, it exacerbates the traffic situation. In the longer term, it fails to account for automated vehicles (which will need space for pickup / dropoff).

ThankRemove
Jamie thanked Peter

J'ette Conaghan from Twinbrook1d ago

It's pretty amusing to "reimagine" something that wasn't imaginative to begin with. It's absurd.

ThankRemove
Joan thanked J'ette

Ermon Vandy from Twinbrook1d ago

I thought it was obvious that Reimagine Twinbrook was not a community group. That said, I like their plan.
Some points.
1) A wider Pike for a mile or so will not make much difference in the traffic, and might even make it worse at each end where it narrows again.
2) There is no inherent evil in a developer making a profit. If a reputable developer cannot make a good investment in a community, the community will not prosper. It is in their interests to provide the most attractive, successful plan they can devise. I understand that BF Saul has considerable experience in urban development.
3) Rockville is not a cozy little town. It is a major suburb of Washington DC with a station on the Red Line. We need to own that and maximize the potential.
4). I look forward to riding my bicycle and walking more in a more dense, vibrant community. One less car on the road.
5) We need those 11 story apartment buildings with their green spaces and retail stores. These 4 story blocks are monotonous and cannot provide the income needed for a major development.

Thanked!Remove
You, Rob, and Peter thanked Ermon

Peter Mork from Twinbrook1d ago

I think that the plan approved by the planning commission acknowledges 3) and 4). The mayor & council asked the planning commission to remove specific building height limits, which would address 5). I have asked the M&C to take it upon themselves to make the changes they requested of the planning commission.

In terms of 1), you are correct, changing the number of lanes of *through* traffic would be a horrible idea. The city studied the current traffic flow problems and determined that the afternoon is much worse because of people turning into and out of surface parking lots. Hence the addition of an access lane in the current draft of the plan. These access lanes are decidedly not through lanes.

(Finally, point 2). Agreed! As an advocate for affordable housing, I would like to see the possibility of taller buildings (increased profit) in exchange for more affordable dwelling units (decreased profit). We need to be able to balance the city's competing interests.)

Thanked!Remove
You and Ermon thanked Peter

Brigitta Mullican from Twinbrook1d ago

Rich Gottfried, please prove to me how you can state this "2,457 voters were opposed to BF Saul's project of building 11 Fifteen story apartment buildings on Rockville Pike." I am not aware of this.
You have been very negative about the proposed project and have held back information with our Twinbrook community by not information us that the B.F. Saul Company were coming to TCA to explain their plan. I can accept that you and I don't agree on smart grow and what should be built on the Pike, but being a leader of our community and holding information is very disingenuous. You should allow both side to be shared.
How many supporters did you report to the City of Rockville in your campaign funds report in November 2014? I did not see an overwhelming support of Twinbrook folks. You also ran a very negative campaign, which is an embarrassment to my community.
I did not hear 11 fifteen story apartment buildings proposed in the B.F. Saul project. I hear 10 building with some buildings being 5, 7 and 14 stories, with the larger building being closer to the Pike build line.

Edited 1d ago

EditDelete
Rob thanked you

Rob Crow from Twinbrook1d ago

Ha Ha Rich! Let's get back into reality. 11 fifteen story apartment buildings!!??? Really?? haha

Edited 1d ago

Thanked!Remove
You thanked Rob

Steve Winkler from Twinbrook1d ago

How is adding turn lanes and service lanes unfair to B.F. Saul? Does anyone think they're going to go out of business because they lost 30 feet off of one of their properties? I'm as much of a capitalist as anyone else, but let's not act like B.F. Saul's objections are for "the good of the community". They're objecting because in their view, it's not good for B.F. Saul which I don't give a rat's rear end about. If they care so much about the community, then they ought to care about the traffic nightmare hundreds of new condos along 355 are causing and not object to the legitimate use of eminent domain to fix it. The reason 355 has to be widened isn't to add more travel lanes. It's to add turn lanes and service lanes to alleviate all of the stop and go traffic from the constant strain of cars trying to tun on and off of the Pike.

ThankRemove

Brigitta Mullican from Twinbrook1d ago

Steve, you certainly aren't fair in your comments. It is pretty negative. Please share your comments in a more welcoming manner and not a rant. I enjoy hearing different point of views. We should have a balance of opinion from the community. The facts need to be accurate and fair. Rich is writing facts that are not true. The community need to hear the truth. Do you know what he means about the 2,457 voters? Are those all the Twinbrook voters? Is he claiming all these voters agree with him? I am certainly not a voter who agrees with Rich and have lived in Twinbrook over 50 years. I did not challenge our Rockville election results and ask for a recount as did Rich. I accepted the results.

EditDelete

Rob Crow from Twinbrook1d ago

There are some people that are under the misconception that the Pike Plan can work. I've been told by that it's not possible to widen Edmonston Dr. to 252' because of the train tracks. I'd welcome anybody to explain how it's going to work.

I was also at numerous M&C meetings when business owners on the Pike testified that the Plan will decimate their parking spaces. Just the other week, DarCars testified that it will ruin their business. The entire Strip Center just south of Edmonston will be forced to close because there

won't be one single parking space for their customers. If you don't believe me, take a look at Googlemaps and go 126' from the center of 355.

One reason 355 has to be widened is to make room for the BRT

Thanked!Remove
You thanked Rob

Mike Stein from Twinbrook20h ago

Reimagine Twinbrook is the name of BF Saul's vision for the property they own west of the tracks north of Halpine to the Party City store. Reimagine Twinbrook was the name they used at their first community outreach/charette a year and a half ago. There is no attempt by BF Saul to pass it off as something it isn't. They've been transparent all along.

The vision as represented in the renderings on their website reflects community input given at that initial out reach meeting.

Twinbrook continues to attract many new neighbors who are excited about the development occurring around the metro and look forward to the day they can walk or bike (not drive) to shop and dine.

Peter brings up a good point about autonomous cars. Something like 90% of cities have not yet begun to plan for their impact. IF they do arrive no one knows if they will solve all our traffic woes or make it worse because it incentives even more trips by car. But, most agree on one thing - that they will need less space. When in motion they will make more efficient use of road space because they can travel closer together and we will need much less parking. It's not hard to imagine repurposing a lane of 355 as a pick up and drop off lane. If that is not possible, then we will have lots of overbuilt parking structures that could be used for pick up and drop off.

The access lanes make a certain sense now given current conditions and driving habits but if we really want a future with less traffic, nicer public spaces and more amenities why would we build the roads today at great taxpayer expense? Note that these access lanes were planned for in the 1989 plan and almost 30 years later nothing has happened.

As the saying goes: "if you plan for cars and traffic you get cars and traffic. If you plan for people and places, younger people and places."

Thanked!Remove
You thanked Mike

Steve Winkler from Twinbrook20h ago

Brigitta - While I apologize for the snarky to my last post, I don't apologize for the substance of it. I am entitled to my opinion as much as anyone else on this thread so let me reiterate my position. The fact is Rockville is not N.W. Washington. I worked in N.W. D.C. for years and Rockville and K Street have a very different business / residential demographic and different traffic patterns. K Street is far more densely populated with far fewer retail shops so the comparison doesn't work - unless of course you plan on allowing the same building density as D.C. in the near future. I not only live in Twinbrook, but Rockville is an integral part of my territory (I am in sales) so I am in Rockville every day at different hours all during the week. My observation is that turn and local lanes are the best solution to alleviate congestion, especially during rush hour when there is a higher volume of commuter traffic and especially since more and more condos are being built right on the Pike. The allegation that these lanes will endanger pedestrians just isn't true. If anything, pedestrians are in more danger during times of the day (and late at night) when traffic is a bit lighter and drivers are traveling at higher speeds as we have tragically seen on Veirs Mill Road in Wheaton far too many times. In all the hours I am in Rockville - day, evening, weekends etc. - I never see large volumes of bike and pedestrian traffic on 355 that would justify unusually large side walks. I'm all for B.F. Saul and anyone else planning and building commercial projects to make a profit, but let's remember that they're doing what I would expect any commercial enterprise to do - put making a profit first and foremost before anything else. When we talk about "open spaces" with "amenities and parks", let's remember that this gives them a golden opportunity to lease commercial and residential spaces right on top of those same spaces (i.e. the park in Rockville Town Center). So I find this argument at best to be a bit disingenuous because it is in fact, profiting them. It is upon that basis that I think it is appropriate to question their motivation behind their opposition to widening 355.

ThankRemove

Mike Stein from Twinbrook19h ago

Steve, thanks for the thoughtful post above.

I agree with the earlier poster who stated there is nothing inherently wrong about the developer seeking profit. To make retail, parks and other nice... View more

Thanked!Remove
You thanked Mike

David Greene from Twinbrook18h ago

I think access/local lanes should be included no matter how wide Rockville Pike becomes.

At the last TCA meeting, B.F.Saul refused to estimate the number of apartments they will have, but based on the 1900 Chapman Ave project, I estimate the B.F.Saul site will have at least 2200

apartments. I'm pretty sure that's more than the number of houses in Twinbrook (not counting Twinbrook Forest).

So, when they say "Reimagine Twinbrook", they really mean imagine Twinbrook crammed into the tiny, land-locked, median strip between the train tracks and Rockville Pike, where zero apartments currently exist.

The B.F.Saul property has no east-side exit because of the train tracks, so without access lanes, all those people will exit directly onto the Pike. And since they are apartments instead of condos, expect a lot of turnover, with U-Hual trucks parked right on the Pike. Just look at Bethesda or Chevy Chase where so many delivery trucks double park right on the Pike.

From Edmonston to Halpine, the east side of the Pike currently has zero housing units -- no one lives in that entire stretch, so adding 2200 apartments will make a big difference.

Let's keep the access/local lanes. If we put buildings on that land, we will never get it back -- we will never get another chance to create access lanes, and the above-ground metro tracks already make it difficult enough to get around.

ThankRemove

Brigitta Mullican from Twinbrook18h ago

Steve Winkler ~ Since you wrote about DC, I thought I would share additional comments. K street is only one example for you to talk about. Access roads are a pedestrian safety issue on many multi-way boulevards. The Champs Élysées in Paris, France, has removed the access roads for this reason. Ocean Parkway was just named on of the top 20 most unsafe pedestrian roads in NYC because of the access roads. Chico, California, just spent $150,000 on a study because of the pedestrian safety issues on the Esplanade. If access roads don't work on K street that carries 25,000 cars a day how are they going to work on a road carrying 55,000 cars a day? Chapman Avenue extended is a new parallel road that solves the local traffic issue.
The City of Rockville should take advice from the experts and cities who have paid big bucks to study the same traffic, and pedestrian safety concerns Rockville has.

EditDelete

Richard Gottfried from Twinbrook18h ago

Brigitta

I thought that one of the rules on Nextdoor Twinbrook was no personal attacks.

I was talking about the BF Saul Project and not about whatever nonsense you were talking

about.

Also, please state when you talk about BF Saul project whether you are writing the response or not and if not, please quote your sentences which are from the BF Saul

Handbook and then give the person the credit that you are quoting so that you are not plagiarizing someone else's words who are feeding the responses to you since what you are writing as a response is clearly not coming from your own words.

I hope that the moderators of this list serve removes you from nextdoor twinbrook for your personal attacks.

Fyi

Rich

ThankRemove

Marilyn Broderick from Twinbrook17h ago

I admit I am thoroughly confused. Some of the posters have used the acronym "M & C". Who or what is M & C"? Thanks in advance.

ThankRemove

Steve Winkler from Twinbrook16h ago

Mike Stein - The sidewalks in and around most of these mixed use buildings seem to be working just fine as far as I can tell (e.g.'s Town Center, King Farm, Pike & Rose, Crown etc.) But the cost of leasing retail space in those centers for a privately owned small business is astronomical compared to an older strip mall. I know this because I am in sales and talk to mom & pop businesses all day every day, all over Montgomery Co. in just about every mixed use building or strip mall you can think of. I pull in and out of their parking lots, park on meters, in garages and see where there is a lot of foot traffic, as well as where there is almost none. If 355 becomes an unending cavalcade of new mixed use buildings up and down the Pike, you will have an epidemic of blight. Even though the national and local chain stores and restaurants are able to pay higher per sq ft rates than mom & pops for these newer mixed use spaces, there aren't enough chain stores to support that kind of inventory because they're isn't enough business volume in the County. The reason for this is a sharp drop in the County's median income over the past 8 yrs due to job and income loss because of the County and the State's idiotic economic policies towards companies looking to move here OR moving out of here (all of the good, higher paying jobs are going to Virginia NOT Maryland). Some of the small businesses I talk to in places like King Farm tell me that there just isn't enough volume for them

in those centers to justify the rent and they are looking to move to strip malls that are closer to 355 and in most cases cheaper. Most of the people who live in these mixed use buildings are on the higher end of the County's median income bracket yet in many cases they are not frequenting these businesses in their buildings. That tells me that the people living in these mixed use condos are still DRIVING their cars around, not biking or on foot. A restaurant owner in a newer mixed use building recently told me that he gets no business from the local condo dwellers next to him and that all of his customers DRIVE there from other areas. This totally destroys your "if you build it [mixed use] they will bike and walk" theory. My point is that whereas I don't see hordes of pedestrians, runners, bicyclists etc. on 355, I do see traffic gridlock on the Pike that could be alleviated by more turn lanes and service roads.

ThankRemove

Steve Winkler from Twinbrook16h ago

Dave Tucker - Well said. I agree

ThankRemove

Steve Winkler from Twinbrook16h ago

Brigitta Mullican - Did the study include the many access roads up and down Rockville Pike that have been there for decades? And if so, what % of these tragic accidents was the pedestrian at fault as opposed to the driver? I drive in and out of these access roads all day every day and rarely ever see pedestrian or bicycle accidents. Most of the bicyclists and pedestrians I see are smart and very safe but from time to time I do see reckless bicyclists who endanger themselves because they don't obey basic traffic laws. We have had far more and far too many tragic incidents on Veirs Mill in Wheaton involving immigrants who, for whatever reason, don't observe even basic rules of safety when attempting to cross Veirs Mill. Most of these are either on blind hills or late at night. Yet, we don't see the same volume of accidents on 355, even with areas where we have existing turn lanes and access roads. So how will adding more access lanes and turn lanes increase pedestrian and bicycle accidents?

ThankRemove

Ram Malhotra from Twinbrook15h ago

Here is one observation about the Reimagine plan that is very annoying to me. On their old Facebook thread I asked BF Saul for a detailed diagram with exact measurements of the BF Saul alternative Rockville pike plan so I could do an apples to apples comparison with Rockville City's Rockville Pike plan. In Rockville City's Rockville Pike Plan their vision of what Rockville Pike would look like is clearly documented with clear measurements of all sidewalks, bike lanes, medians, roads, etc). In Rockville City's Rockville Pike Plan you know

exactly what your getting with respect to Rockville Pike.

When BF Saul published their diagram of their alternate vision for Rockville Pike, it did not provide exact measurements for every sidewalk, bike lane, median, etc.

Below is what BF Saul posted on Reimagine Twinbrook FB:

Hi Ram, this is what 216' would look like after BRT. Here's a link to learn more about why 216' is better for the Pike. http://ow.ly/10gPZ5

I'm very much interested in wider bike lanes and sidewalks along both sides of Rockville Pike. With Rockville City's Pike Plan it is really easy to envision lots of people using the plan's wide 10ft bike lanes on both sides of the Pike to bike cruise, jog, stroll, maybe even roller blade, or even use some new futuristic affordable segway type transport up and down the pike. I personally just started exploring riding up and down the pike and use any excuse possible to do so from running small errands to buy something or to meet up with friends for lunch. I have noticed that along the pike it's not always easy or convenient to find places to park and lock up my bike at various shopping areas. Biking on the sidewalks along the Pike is doable but it would be a much better experience if there were dedicated and wide bikes lanes.

Improving the biking experience along the Pike is definitely something that will appeal to the demographic that wants a lifestyle with less driving and more options for getting around town. If your living in a condo or apartment on the pike, your going to want to be able to just take a morning run or bike ride or even just stroll around and people watch. I personally think that if the pike has wider bike lanes and sidewalks, it provides people the ability to explore more of the pike and not just the BF Saul property. If it's easier to explore more of the Pike, then more folks will be enticed to live along the Pike and visit a wider range of businesses and not get bored. I really don't mind taller buildings and more interesting development...with the Rockville City plan it is pretty clear what you get as far as Rockville Pike. I really wish I could say the same for the BF Saul plan...the details are just not there and you shouldn't have to take look at their diagram and speculate anything. I really didn't like BF Saul's response that including all those details in their diagram would make it look too busy and to complicated to look at.

I also really like the idea (that folks have mentioned here) about planning for technology that is right around the corner like autonomous vehicles (AV). I believe I saw Beverly Hills City Council working on enabling their city to support AV with recently passed resolution.

http://www.beverlyhills.org/citygovernme...

I can understand that BF Saul's development plan at the expense of not widening the pike may be a driver to boost home values in Twinbrook. I live in Twinbrook so I understand this. I also understand that no real estate developer as a matter of principle and profit likes losing a portion of their land to eminent domain. I did see BF Saul's proposal for more green space and their

artistic rendering of their development project. I thought it was ok...It wasn't a wow factor for me. I think the new Tysons Mall Plaza area (Shake Shack location) is a "Wow" area.

In the beginning I was definitely more pro BF Saul development especially when they talked about their plan would provide more green space and is better for supporting multi modes of transportation....but now...after comparing the pike road diagrams honestly I'm really leaning toward Rockville city's plan because of the wider bike lanes and how they are positioned next to the main sidewalks. I guess I feel BF Saul is always going to develop their Twinbrook property to always maximize the return on their investment meaning if they think building more green space makes economic sense they will do it regardless of whether Rockville City's plan to widen the pike succeeds or not. I guess my thinking is if it's true that the Rockville population growth forecast are accurate, then BF Saul isn't going to be the only developer with plans for the Pike.

ThankRemove

Ben Berbert from Twinbrook8h ago

Ram Malhotra - I think a big reason you don't see specifics in BF Saul's plan is because it's an early concept. It's very expensive to produce detailed schematics and exact measurements of a project, and there's little incentive for BF Saul to do that right now because they don't even know how much land they will have to work with, nor do they know how tall their buildings can be. In roughly looking at a 252 wide cross section vs their proposed 216 foot section - I'm left to assume they maintain the same 10 foot wide bike lanes. The difference is 36 feet, If you remove the two access lanes at 11 feet each, you remove 22 feet, and have 14 more to remove. I can easily do that by either also removing the parking lane on both sides, or by cutting the 13 foot wide green between the main and access lanes in half to 6 feet on either side. The BRT, the 3 existing lanes, the parking OR outside medians, the bike lanes and the sidewalk would all remain. I personally don't think 252 vs 216 is even worth comparing. I personally advocate for something closer to 200 on all points south of Congressional Ln, widening maybe to the 216 further north where the ability to extend Chapman and Jefferson end.

I think the thing missing from this conversation is we're all trying to fix today's problems with a plan that won't be fully implemented for another 30+ years, and it would be a real shame to spend hundreds of millions of dollars on something that either may not be needed, or may not be desired in the future. It also makes me sad that this issue seems to have divided the community down such sharp lines. I don't think BF Saul cares as much as many of you give them credit for over this 18 feet of potential right-of-way that is in dispute from a piratical standpoint, especially if they are given the ability to build taller. What they care about is whether they feel like the project will actually be the anchor of future redevelopment into a more urban Twinbrook Metro core. It's similar to Federal Reality's dispute with the SHA over the width of Old Georgetown Road in front of Pike and Rose in White Flint - Federal Reality didn't care about the 10 extra feet a 3rd travel lane would take - they've already built their

southern buildings - but they did care about whether Old Georgetown Road was going to be 4 lanes with wider sidewalks and bike lanes vs 6 lanes wide for all vehicle traffic because they wanted their community to one day be part of a larger urban area rather than an isolated island surrounded by oversized roads.

In many ways, the name Reimagine Twinbrook is fitting for the exercise - you need to imagine the what if of 30 years from now, and visualize a very different MD 355 corridor with a much more mature and developed White Flint to the south, and a built out town center to the north. Right now the Pike acts as a regional shopping mall, but if you replaced most of the strip shopping centers full of busy national retailers with the type of mixed use development envisioned including thousands of housing units and hopefully thousands of new jobs (at this is the plan's goal with 7 or 13 stories, and with 190, 216 or 252 feet of pike), you will remove the draw for outsiders from other parts of the county to drive to the pike on a Saturday morning. Instead the stores and restaurants will survive on a balance of immediate neighbors, other residents of the corridor who took a bike, train, bus or car to the store, and a reduced number of regional residents. The sidewalks will be crowded, the bike lanes will be used, the traffic will be heavy but manageable with the network of new streets (south of Congressional ln) and with a little time and luck, Twinbrook will be one of many centers of activity in an urban corridor anchoring the economy of Montgomery County. Just look at Bethesda or Rosslyn-Ballston today. Traffic is often less congested outside of the short rush-hour periods there than it is in Rockville, and they have urban densities even higher than what is proposed by BF Saul.

I also agree 100% with the concept Mike Stein mentioned above - on induced demand. It's that classic build it and they will come mentality. Widen the roads and you almost certainly will invite more people to drive because you made it easy to drive. Widen the sidewalks, bike lanes, increase transit and manage the roads, and you will almost certainly start to change the transportation patterns. There are other ways to limit traffic too, such as revisiting the code to encourage lower parking minimums, creating transportation demand management districts that deliberately target residents and employers who want alternative transportation options, and revisiting the APF standards to measure total mobility rather than just vehicle capacity.

ThankRemove
Mike and Rob thanked Ben

David Greene from Twinbrook7h ago

Ben Berbert - Bethesda and Rosslyn do not have above-ground metro trains running right through the center of town.

The Twinbrook you imagine will be inaccessible to everyone in current Twinbrook because the tiny Edmonston bridge and the Twinbrook Parkway bridge will be overwhelmed.

Access/local lanes must be included because above-ground metro trains block all east-west travel -- you cannot walk, bike, or ride east of the B.F.Saul site.

ThankRemove

Rob Crow from Twinbrook7h ago

Marilyn, They're Mayor and Council meetings. There have been many business owners that have testified the access lanes will hurt or ruin their businesses. The reason is due to the loss of parking spaces. Everybody agrees that losing revenue is bad and we want successful businesses in our City.

Many people think the access lanes of the future will be the same as today. Nothing could be further from the truth. There will be two access lanes and they're both ONE WAY, one for parallel parking in front of a sand the other for turning into a destination. They are not planned for the type of use that we're accustomed to having, in fact, it's not likely they will be any further north than Rockville BMW on the eastern side of the Pike. The western side has the possibility of going all the way to Rt. 28, although in reality, it won't happen anytime soon.

Everybody, knows that B.F.Saul is trying to develop this land to make a profit. Since Saul wants to be profitable, the number one goal for them is to have a successful project. Since they're going to have underground parking and their plan is for their site to be a destination. They have no need for access lanes, if they needed access lanes for the success of their project, they would ask for them. Saul is a buy and hold developer, since they're in it for the long haul. They actually need to align themselves for what is best for what is in demand.

Mike Stein mentioned something that is also a well known fact. If you build the road, they will come. Since the Pike Plan is designed after streets in Paris, Barcelona, Brooklyn, etc. Does that mean Twinbrook as we know it will be completely re-developed into condos and townhouses 50-75 years. I've heard people tell me that will happen and I've always said "No way." Well, with a 252' Rockville Pike designed for cities with millions of people...I'm thinking differently.

That would truly be a shame, I happen to like my little piece of property with some land and I know with certainty that I'm not alone.

Thanked!Remove
You thanked Rob

Mike Stein from Twinbrook6h ago

Steve Winkler: Your point about new developments having high rents and attracting only national or local chains is well taken, but the reality is a little more complex. Developers seem to understand it is in their best interest to promote a mix of local and chain retail and have the

resources and creativity to find the right mix. This is especially true in a city like Rockville whose citizens and officials place a premium on protecting and promoting local businesses. It was a driving topic for the town center and the Planning Commission discussed it at many points when drafting the Pike Plan. A quick analysis shows that at the Terano and Alaire (JBG's completed first phase of the Twinbrook Station project) 5 of 7 retail establishments are "mom and pop" or otherwise local shops. The only big chains are Subway and L.A. Nails. Symmetry Salon is not only local retail (with its original store in Bethesda) but one whose business model is to house individually owned salons and spas. Rockville Town center's mix is 64% local and 36% national or "big" chains. Compare this to congressional plaza, which is 60% national or big chain and only 40% local and "mom and pop." Those percentages don't account for Congressional Plaza North which contains more chain stores: bed, bath and beyond, staples, petco, michaels, HH Greg, etc.

Part of the reason these new types of developments are so expensive is because there is more demand for them than supply. If no one wanted to live in these types of walkable developments they wouldn't be built or rents would be low - but that is not the case locally or nationwide. There is lots of pent up demand.

I would also note that the mid and north portions of the Pike Plan are where these older strip centers that house a nice mix of small and local businesses exist. The pike plan recognizes that this portion of the Pike will not redevelop for many decades, if at all. They will hopefully continue to house the mom and pops we all like. In addition, even the areas likely to see redevelopment (south pike) will take 30-60 years to complete. No one is going to come tomorrow and bulldoze everything within 1/2 mile of Twinbrook metro and put up new buildings. It will happen incrementally over a span of time only a few of us will even be around to see at the end. There should always be a stock of older buildings which may provide cheaper rents for small and local businesses.

Data at census.gov (http://factfinder.census.gov/faces/table...) shows median income in MoCo increasing since at least 2010:

2014: 98,704
2013: 98,221
2012: 96,985
2011: 95,660
2010: 93,373

I don't see a collapse there? In fact, it continued to increase even during the tough recent years pullback in federal spending.

Lastly, I don't disagree that most people don't walk or bike to businesses along the pike now. That is because every incentive is lined up to encourage people to drive. There is little residential along the pike. Surface parking is nominally "free" (there is no such thing as free parking) and plentiful and walking or biking anywhere is only for the dedicated and risk takers.

People like Ram, who make a conscious decision to do so. But if you make plans now to encourage future residents to walk or bike rather than drive everywhere that is what will happen. As I said above, if you plan for cars and traffic that is what you will get, but if you build the bike lanes, wide sidewalks, encourage the proper amount of density and mix people will get out of their cars.

ThankRemove

David Greene from Twinbrook6h ago

Rob - The access lanes are not only for the B.F.Saul site, they are for the stretch of Rockville Pike currently strangled by above-ground metro trains.

Bethesda and Chevy Chase also have plenty of underground parking, but carpoolers and delivery trucks still double park right on Rockville Pike. Getting through there is difficult, and they don't even have above-ground metro trains to deal with.

I was the only person to speak against B.F.Saul at the first public hearing. Everyone else just repeated the talking points from B.F.Saul's astroturf campaign.

If you want to keep access/local lanes, please speak at the final public hearing on May 16, or email your comments to mayorcouncil@rockvillemd.gov

ThankRemove

David Greene from Twinbrook6h ago

Mike Stein - To bike or walk from current Twinbrook you must still cross the tiny Edmonston bridge or the horrible Twinbrook Parkway bridge. You can also walk through the metro station, but it's still a long extra walk because above-ground metro trains block all east-west travel.

The metro tracks are similar to a river through the center of town -- no way across except by bridge or tunnel. But we don't get any scenic river-front walk.

ThankRemove

Mike Stein from Twinbrook6h ago

Ram: I think part of what might be frustrating is that neither the Pike plan or BF Saul's "Reimagine Twinbrook" are actual plans. BF Saul's renderings represent a "vision." The Pike Plan, as outlined in the executive summary, is a "vision"
"It establishes and communicates
a vision for how Rockville's

portion of the Rockville Pike corridor
and adjoining areas can be transformed
from an architecturally non-distinctive
suburban retail strip into an attractive
and vibrant neighborhood for shopping,
living, and working" (pg ES-1)

No one, not even the city knows what the configuration of the Pike will look like when and if the Pike is reconfigured for BRT. The State and County have only begun preliminary planning for BRT for the Pike.
The Pike is a state road for which the city has no control (but can influence through input). I wouldn't put too much stock on the measurements for the actual lanes contained within 355's right of way. The measurements for the access lanes, bike lanes and sidewalks are more legitimate but still only representative. The city has no actual plan that I know of on how to accomplish the vision of the Pike Plan with the access lanes.

The access lanes along with other improvements (more trees, undergrounding utilities, etc) to the Pike were included in the 1989 Plan (http://www.rockvillemd.gov/DocumentCente...) . Almost 30 years later there are no access lanes or improvements and no actual plan or identified funds to do so. The 1989 plan and the current draft plan state the access lanes, bike lanes, etc will only be built as development happens. This means at best they will only be piecemeal over the next 30-60 years, and maybe not at all if the Pike Plan discourages redevelopment. Even if the Pike Plan is approved tomorrow with the vision of the access lanes it will be a long time, if ever, before you or anyone can walk or bike in the nice environment depicted in the pictures in the Pike plan.

I worry the access lanes are an unnecessary expense for the city and may further delay or prevent redevelopment of our more dilapidated strip centers. Especially in the south pike area which is the only area the access lanes will serve and the only area currently ripe for redevelopment. Property owner after property owner up and down the pike have testified to the Mayor and Council and Planning Commission that the decreased density caused by the lower heights and reserving land for the access lanes will discourage any redevelopment. Maybe they are bluffing, but again I point to the 1989 plan, which the City adopted and has not spurred any new development. Maybe the lack of development can be wholly attributed to lack of market demand and it is only now that we are entering a time where redevelopment makes sense, but do we take the risk and possibly end up with another 30 years of no or poor redevelopment? That is a lose-lose situation for the city and our community.

Perhaps it makes more sense to change course and get rid of the access lane and devote community effort to pressing BF Saul and the City to make the best they can out of the new streets and open spaces that will be built as part of any new project (chapman extended, etc).

ThankRemove

Brigitta Mullican from Twinbrook5h ago

Mike,
Thank you for taking the time to comment to Ram. I fully support what you wrote. Having served on the Rockville Planning Commission during the 2002 Comprehensive Master Plan, I am aware of all the reiterations that go into the approved Plan. I sat through many pubic hearings for the Plan.
It is important that the community receive the CORRECT information. We are all not going to agree on all points. By State Law Rockville needs to updates its City Master Plan which includes all land uses.

EditDelete

Rob Crow from Twinbrook3h ago

David, You are missing a very, very, important point. B.F.Saul wants the land to be used as access lanes and convert that land into Green Space. The reason is simply because it's the highest and best use for their parcel. They also didn't mention how many units because they don't know. They have some very large tenants that want to be located at a Metro Station, so the plan is truly a mixed use Smart Growth design.

We all know the train tracks are a major inconvenience but that's not a valid reason for telling a landowner they need to build something that has no positive result. Once again, they are building for the future, have done studies. I would suggest that you do the same. For instance, how are you going to go from 180' to 252' from the beginning to the end of an intersection?

I wonder if Rich is going to come clean with his sending out false information.

ThankRemove

David Greene from Twinbrook54m ago

Rob, I appreciate your comments, and I assure you I did not miss any points. I'm well aware B.F.Saul has promised water fountains and parks if we give them more land, but I prefer access lanes.

I'm... View more

ThankRemove

Dave Tucker from Twinbrook15m ago

One thing I wanted to clarify - I think B.F. Saul has every right to weigh in on how this planning is decided. I don't really have an issue with that. Corporate interests, especially if it impacts their company, deserve a seat at the table so to speak. My issue is with their Facebook group, which I don't think is completely upfront about who's interests they're supporting (at least on their Facebook page anyway). Having seen a lot of people reacting to their promoted Facebook posts and sharing them, I simply want people to be aware of who is promoting that information and that it's coming from a developer rather than a group of Rockville citizens.

ThankRemove

Brigitta Mullican from TwinbrookJust now

Dear Dave Tucker,
My comments are coming from me. I have been following the Rockville Plan since 1999 as have others. Please don't insult folks who have been following the proposed plans. Remember the City has to consider all the property owners in the zoning and planning areas.
I am glad you agree that everyone has a seat at the table. We might not all agree, but the truth should be shared. One of the developer is the B.F Saul Company. Their proposed project is very close to where I live. I am supportive of it. I am transparent about my support. I appreciate the information posted on Facebook because it has provided information that has not been shared otherwise. I am not a developer. Let us get that straight. Thank you.

Sara Taylor-Ferrell

From: Tony Bur <anthony.bur@verizon.net>
Sent: Monday, April 25, 2016 5:35 PM
To: mayorcouncil
Subject: 252 feet, way too much

Mayor and Council,

Rockville Pike at 252 feet is much too wide. Think of pedestrians crossing this road. It will not be possible to cross in one light cycle. People will be trying to beat the light by running on yellow .

Anthony Bur
623 Muriel St.

Sara Taylor-Ferrell

From: Vaile Walders <vwalders@gmail.com>
Sent: Monday, April 25, 2016 6:12 PM
To: mayorcouncil
Subject: ROCKVILLE PIKE

Please do NOT widen Rockville Pike in Twinbrook to 252 feet, it will negatively effect the look/feel of the area, it will eliminate green areas, it will be dangerous and difficult if not impossible to cross, it will increase the number of traffic choke points.

Vaile Walders
10401 Grosvenor Place #1222
Rockville, MD 20852
(301) 530-8624
vwalders@gmail.com

Sara Taylor-Ferrell

From: harry hashmall <harryhashmall@yahoo.com>
Sent: Monday, April 25, 2016 6:36 PM
To: mayorcouncil
Subject: Rockville Pike development

Dear Mayor and Council,

This is to inform you that I do not like the idea of widening Rockville Pike as wide as you are planning. How will the rest of Route 355 look in the future? What buildings will you be getting rid of in order to widen the road. How can the pike be widened around the area of the Metro Station in the future? The plan does not appeal to me at all. People are still going to want to drive their vehicles. Just because it may look good on paper doesn't mean that it will look good when it's finished.

I look around the area and see buildings upon buildings going up and see heavy traffic all over the place.

Sincerely,
Claressa Hashmall

Sara Taylor-Ferrell

From: Batia Barsever <batiabarsever@gmail.com>
Sent: Monday, April 25, 2016 6:50 PM
To: mayorcouncil
Subject: Against widening 355

I'm against widening 355 at Twinbrook!
It's very wrong idea!
Batia Barsever

Sent from Batia's iPhone

Sara Taylor-Ferrell

From: Rachel <gomette4@gmail.com>
Sent: Monday, April 25, 2016 7:17 PM
To: mayorcouncil
Subject: Do not widen the pike

Hi, I am another local person who is definitely against widening the pike. I want to live in a walkable neighborhood, not a highway!

Thanks,
Rachel Kaufman

Sent from my iPhone

Sara Taylor-Ferrell

From: Rhona L Pavis <wordpress@reimaginetwinbrook.com>
Sent: Tuesday, April 26, 2016 9:06 AM
To: Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject: Please Oppose Widening the Pike to 252 feet

Do NOT widen Rockville Pike. Stop allowing excessive building causing the congestion problems.

Signed,
Rhona L Pavis
rhonapavis99@yahoo.com
212 Brookes Avenue, #2
Gaithersburg, 20877

Sara Taylor-Ferrell

From: Jonathan Krisch <jonathan.krisch@gmail.com>
Sent: Monday, April 25, 2016 9:11 PM
To: mayorcouncil
Subject: Do not widen Rockville Pike as proposed

A ton of money for no improvement in pedestrian or auto travel. Back to the drawing board.

--
*****
Jonathan Krisch
jonathan.krisch@gmail.com
*****

Virus-free. www.avast.com

Sara Taylor-Ferrell

From: Daniel Hitchcock <hitchd2@gmail.com>
Sent: Monday, April 25, 2016 9:45 PM
To: mayorcouncil
Subject: Rock ville pike width

The current proposal to widen rockville pike to 252 feet is a very bad idea. It is already wide for pedestrians to cross. Making it wider will increase traffic congestion. In addition it works against your stated plans to make the area more walkable.

Daniel Hitchcock
11801 Rockville Pike
Rock ville MD

Sara Taylor-Ferrell

From: Caitlin Berczik <caitlinberczik@hotmail.com>
Sent: Tuesday, April 26, 2016 3:43 PM
To: mayorcouncil
Subject: Comment on Rockville Pike Development Plan

I know you're accepting comments on the Rockville Pike Development Plan, and I wanted to submit a few things for consideration.

First, let me say I really support this plan. I think the focus on making the pike more accessible to pedestrians and public transport is especially important to me. We are a one car household, and when my husband is away on business, I find it's almost easier for me to jump on the metro and go someplace further away than it is for me to go shopping on the pike! So, making the pike more attractive and easier to navigate without a car would be a great help for me and my family.

As a new homeowner in the area, I'm still getting to know Rockville, but I can say that the thing that I've enjoyed the most has been the large variety of small, locally-owned, "ethnic" restaurants in the area. I really love the cosmopolitan feel of the area. However, I live right in the town center and I've noticed a preference in new development there, and in other such developments such as the Rio or Pike and Rose, toward chain retail stores and restaurants. I was encouraged that the summary of the plan mentions trying to maintain the ethnic diversity of the Pike, and I'd like to echo that this is an important consideration to take into account for any redevelopment plan. The little mom and pop places where my husband and I enjoy anything from bubble tea to Peruvian chicken is what has made us really love our community, and I want to make sure that these community establishments are supported and are not pushed out by more nationwide chains.

The one thing that I did not, however, feel was adequately addressed was ensuring that economic growth in the area is equitable and inclusive and that assurances will be made to ensure that current residents will not find themselves priced out of the area or displaced by the pressures of gentrification. What steps are being made to ensure that there is a mix of housing at differing levels of affordability? I think too often development plans, such as these, attract property developers who swoop in and build million dollar luxury condos. I previously lived in Silver Spring, and saw this happen first hand when EYA developed a large plot of land selling town homes for between $750-$900k. Those condos were out of reach for even high-earning families. If you want to attract a younger, more dynamic crowd, there also needs to be a mix of housing options at a variety of income levels. Are you taking this into consideration and how?

Best,

Caitlin Berczik

Sara Taylor-Ferrell

From: Andrea Abrams <andycabrams@yahoo.com>
Sent: Wednesday, April 27, 2016 10:40 AM
To: mayorcouncil
Subject: Widening Rockville Pike

Please DON'T widen Rockville Pike to 252 feet. That is way too much. It is already a total of 6 lanes in Rockville, and that is enough!
Andrea Abrams, 13800 Marianna Dr., Rockville, MD 20853

Sara Taylor-Ferrell

From: BMullican <coburg1@verizon.net>
Sent: Wednesday, April 27, 2016 1:05 PM
To: mayorcouncil
Subject: Provide width consistency on Rockville Pike where possible

In my humble opinion B. F Saul Company has been open and upfront with their proposed plan. The Company has held many community meetings and have worked closely with my Twinbrook community and the City of Rockville to create a shared vision that benefits everyone. Questions or concern made on this post has been answered.
So far on "Nextdoor" a private social network for neighbors in Twinbrook there have been 49 posted comments on this subject. It shows Twinbrook neighbors are following this proposal closely. Some folks are very supportive and some are non-supportive of the proposed 17-acrea plan which will be affected by the width of Rockville Pike.
Of course, we are all concerned about changes in Rockville. I have seen the changes since 1965. Future development around the Twinbrook Metro need to be planned as well as other successful land use projects in the area. I want to see our Twinbrook Metro Station match up to some of the other Stations that have higher volume of travel. Washington Metropolitan Area Transit Authority need to improve our Twinbrook Station, but want higher ridership like in other stations. This will happen with new development near the Station. Hope Twinbrook and Rockville Metro Stations will prove to be beautiful long after I am gone. Rockville is a progressive City and people want to live, shop and work here.

Show All ↓

This is a Facebook post on the width of Rockville Pike

Brigitta Mullican

301-230-0890

Sara Taylor-Ferrell

From: Mike Stein <mkstn5@me.com>
Sent: Wednesday, April 27, 2016 10:15 PM
To: cityclerk; mayorcouncil
Subject: Rockville Pike Neighborhood Plan - Access Lanes

Dear Mayor Newton and Councilmembers Feinberg, Onley, Palakovich-Carr and Pierzchala,

I am a newly appointed member of Rockville's Traffic and Transportation Committee. The comments below are my own as a resident of Twinbrook.

I was encouraged by Monday's Mayor and Council work session on the Pike Plan. I thought it was a good discussion and I would like to offer a few thoughts on some of the points raised:

-There seems to be some concern, especially by Twinbrook residents that because the metro tracks cut off the neighborhood from the Pike that we must keep the access lanes. I fail to see the logic of how keeping north south access lanes helps east west traffic. To the extent it does it only helps alleviate traffic for those coming from Twinbrook. However, chapman extended along with the east west new streets between the tracks and the Pike should help tremendously.

-Mr. Simoneau advised that not having the access lanes would cause traffic to back up on the pike because of all the curb cuts you would need to access individual business sites. I disagree. In fact if the city wants any redevelopment that happens in the south pike area to be successful it must demand there be minimal curb cuts whether there are access lanes or not. There are already lots of curb cuts along the pike now. Future redevelopment should reduce the number. Cars, U-Hauls and delivery trucks should be able to turn on the new streets perpendicular to the Pike and access buildings through delivery bays or alleys. If developers are given enough height they can be creative in how cars and trucks approach their buildings, including alleys and dead end service streets.

-I also agreed with staff and those on the Council who recommended the city change the traffic standard that is part of the APFS. Rockville's standard is too suburban for what the city hopes to accomplish on the Pike. The standard and policy of not approving or rejecting each development based on the CTR seems wise. I also note that the County may further change its standard in the near future: http://greatergreaterwashington.org/post/30617/montgomerys-traffic-tests-for-new-developments-encourage-sprawl-but-that-could-change-soon/

-I was especially interested in the discussion regarding the intersection near Town Center that was at an "E" per the CTR when Town Center was being built. Staff thought it would quickly get to an F but instead found traffic has actually improved. I understand there are those who think this is solely due to high gas prices and current low prices may increase traffic. The literature paints a more complex picture dealing with changing mobility habits, telecommuting, demographics changes and others. See a recent article dealing specifically with the DC region: http://www.tpbne.ws/featured/population-up-but-area-travel-holding-steady/?utm_source=TPB+News&utm_campaign=ee76979d5f-TPBnews_2016-04-26&utm_medium=email&utm_term=0_1f6e95f469-ee76979d5f-

In short, the region continues to add people but is seeing vehicle miles traveled remain steady. One way to look at this is that the regions smart growth is working and will also work on the Pike. It is entirely possible those who fear the traffic from new residents and jobs may not see their fears realized. This positive outcome has a greater chance of succeeding if the city adopts the right standards and policies from the beginning such as:

-Removing access lanes and road infrastructure that encourages car trips
-Promoting good development that results in a true mix of us us so people don't have to drive from one place to the next
-Changing the traffic standards to at least match the county's standards in urban areas such as White Flint
-Changing our parking standards and lowering the parking minimum so that developers are not required to provide so much parking near metro.

Lastly, I would like to reiterate a point made in prior emails. While the renderings of the access lanes look nice on paper the reality will be quite different. It simply will not be as pleasant a place to bike or walk as it looks on the picture because of the noisy, fast cars on the Pike. This has been my experience in every big city I've been in. It is MUH better to focus street life and amenities (bike lanes, wide sidewalks, etc) on the interior streets like Chapman extended.

Thank you,

Mike Stein
13004 Atlantic Ave.

Sara Taylor-Ferrell

From: Sara Taylor-Ferrell
Sent: Monday, May 09, 2016 11:49 AM
To: wordpress@reimaginetwinbrook.com; Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject: RE: Please Oppose Widening the Pike to 252 feet

Ms. Roberts,

On behalf of the Mayor and Council, thank you for your comments regarding the Rockville's Pike Neighborhood Plan ("Plan"). Your comments will be placed in the official record and considered by the Mayor and Council as they deliberate all aspects of the Plan. The public record will remain open until May 23, 2016.

The Mayor and Council very much appreciate your feedback.

Thank you for contacting the City of Rockville.

Sara Taylor-Ferrell
City Clerk's Office

City of Rockville
111 Maryland Avenue
Rockville, Maryland 20850
Office 240-314-8282
Fax 240-314-8289

From: Catherine Roberts [mailto:wordpress@reimaginetwinbrook.com]
Sent: Friday, May 06, 2016 3:28 PM
To: Bridget Newton <bnewton@rockvillemd.gov>; mayorcouncil <mayorcouncil@rockvillemd.gov>; Mark Pierzchala <mpierzchala@rockvillemd.gov>; Beryl Feinberg <BFeinberg@rockvillemd.gov>; Virginia Onley <VOnley@rockvillemd.gov>; Julie Palakovich Carr <JPalakovichCarr@rockvillemd.gov>; cityclerk <cityclerk@rockvillemd.gov>
Subject: Please Oppose Widening the Pike to 252 feet

Dear Mayor and Council,
Next year I celebrate 40 years as a Rockville resident. I lived in an apartment on Rockville Pike, houses in Maryvale and Burgundy Estates, and now a condo at Americana Centre. I've seen a lot of change in these 40 years. Wintergreen Plaza was a field used by dirtbikers, there was no Metro, and a whale of an empty shopping mall graced the town center.

One constant is Rockville Pike. A vibrant shopping district then and now, the store faces change while the traffic and energy remains active and energetic. While making the area more user friendly is certainly a possibility and there are ways to do that, widening the Pike, creating multi-lanes like K Street in DC with landscaping like King Farm Blvd is NOT in the best interests of vehicular, pedestrian, and bicycle safety. More

lanes of traffic, cars turning onto service lanes, vegetation blocking drivers' ability to see pedestrians, all contribute to something that looks lovely on paper, and is dangerous for users.

Traffic and congestion are not appreciably greater than when I commuted to work at B-CC HS in the early 1990's or drove my children to the orthodontist across from White Flint in the early 2000's. The old slangy adage, "if it ain't broke, don't fix it" seems to apply here.

Why create a Barcelona or Paris, as the Master Plan alludes to? Why not treasure our treasure, Rockville Pike. And if you desire to spruce it up, do so, but not by widening it and creating road systems like European cities of a million or more people did in the 20th century.

Signed,
Catherine Roberts
cathylcpc@yahoo.com
118 Monroe Street #210
Rockville, 20850

Sara Taylor-Ferrell

From: Andrew Lockman <lockmanboy@gmail.com>
Sent: Monday, May 09, 2016 2:29 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Andrew Lockman
10703 Weymouth Street
Garrett Park, MD 20896

Sara Taylor-Ferrell

From: Melvin Thomas <melthomas000@gmail.com>
Sent: Monday, May 09, 2016 2:30 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

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Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Melvin Thomas
5230 Tuckerman Lane, #920
North Bethesda, MD 20852

Sara Taylor-Ferrell

From: Rheta Johnson <rheta.johnson@me.com>
Sent: Monday, May 09, 2016 2:31 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

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So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Rheta Johnson
8033 Cobble Creek Cir
Potomac, MD 20854

Sara Taylor-Ferrell

From: Aaron Ucko <amu@alum.mit.edu>
Sent: Monday, May 09, 2016 2:31 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

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So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Aaron Ucko
503 Pleasant Dr
Rockville, MD 20850

Sara Taylor-Ferrell

From: Dan Lantner <brisketeer@gmail.com>
Sent: Monday, May 09, 2016 2:32 PM
To: mayorcouncil
Subject: A walkable Rockville Pike - Please!

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and WALKING. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,
Dan Lantner

Dan Lantner
13 Lake Ct
Rockville, MD 20853

Sara Taylor-Ferrell

From: Behrad Behbahani <behradb@gmail.com>
Sent: Monday, May 09, 2016 2:32 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

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Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Behrad Behbahani
10201 Grosvenor Pl
Apt 422
N. Bethesda, MD 20852

Sara Taylor-Ferrell

From: Allan Hutchison-Maxwell <awm52@georgetown.edu>
Sent: Monday, May 09, 2016 2:35 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

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Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Allan Hutchison-Maxwell
1110 Fidler Lane
Silver Spring, MD 20910

Exhibit No. 61
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Kristi Cruzat <kcruzat@gmail.com>
Sent: Monday, May 09, 2016 2:43 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

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Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Kristi Cruzat
5802 Nicholson Lane, Apt 904
North Bethesda, MD 20852

Exhibit No. 62
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Barbara Goldberg Goldman <barbaragg@gmail.com>
Sent: Monday, May 09, 2016 2:46 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

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Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Barbara Goldberg Goldman
10030 Carmelita Drive
Potomac, MD 20854

Sara Taylor-Ferrell

From: Ana Sobalvarro <anamilenita93.ams@gmail.com>
Sent: Monday, May 09, 2016 2:51 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

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Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,
Ana Milena Sobalvarro

Ana Sobalvarro
12033 Devilwood Dr.
Potomac, MD 20854

Exhibit No. 64
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Taylor Williamson <rtwilliamson@gmail.com>
Sent: Monday, May 09, 2016 2:53 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

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So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Taylor Williamson
9600 Merwood Ln
Silver Spring, MD 20901

Exhibit No. 65
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Charlotte Cook <cookcharlottee@gmail.com>
Sent: Monday, May 09, 2016 2:56 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

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Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Charlotte Cook
10906 Bucknell Dr #1223
#1323
Wheaton, MD 20902

Exhibit No. 66
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Leif Neve <leifneve@gmail.com>
Sent: Monday, May 09, 2016 2:58 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

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So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,
Leif Neve

Leif Neve
4609 Roxbury Dr.
Bethesda, MD 20814

Sara Taylor-Ferrell

From: Stephen Kendrick <stephen.kendrick3@gmail.com>
Sent: Monday, May 09, 2016 3:00 PM
To: mayorcouncil
Subject: Please Support a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Stephen Kendrick
9215 Mintwood Street
Silver Spring, MD 20901

Exhibit No. 68
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Blanka Ilkovich <bilkovich@gmail.com>
Sent: Monday, May 09, 2016 3:07 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Blanka Ilkovich
11700 old georgetown rd
N. Bethesda, MD 20852

Exhibit No. 69
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Christine Manor <clm@clmanor.com>
Sent: Monday, May 09, 2016 3:16 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Christine Manor
910 Grandin Avenue
Rockville, MD 20851

Exhibit No. 70
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Robbie White <robbinewhite@gmail.com>
Sent: Monday, May 09, 2016 3:26 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Robbie White
1401 Billman Ln
Silver Spring, MD 20902

Sara Taylor-Ferrell

From: Blanka Ilkovich <bilkovich@gmail.com>
Sent: Monday, May 09, 2016 3:07 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Blanka Ilkovich
11700 old georgetown rd
N. Bethesda, MD 20852

Sara Taylor-Ferrell

From: James Smirniotopoulos <medpixman@gmail.com>
Sent: Monday, May 09, 2016 3:33 PM
To: mayorcouncil
Subject: Rockville Pike Redevelopment

Dear Mayor and Council:

We appreciate your commitment to the redesign of Rockville Pike in Twinbrook.

One important consideration, however, must be the safety of pedestrian crossings - including the time it takes to traverse a widened road.

If the North-South traffic is stopped for a time sufficient to cross the road - you will have effectively eliminated the potential advantages afforded by the extra lanes.

The northern Pike design could be improved to follow the lead established by the County's plans for the White Flint segment - which is narrower at 216 feet total, with 27 foot wide sidewalks on each side.

The Twinbrook street grid, with parallel access on either side of Rockville Pike, improves traffic efficiency - but without creating the pedestrian barrier of an unwieldy and overly wide avenue.

We urge you to match the plans already approved for the southern end of the Pike in Montgomery County.

Thank you,

James G. Smirniotopoulos, MD

"A man travels the world in search of what he needs and returns home to find it."
George A. Moore 1852-1933

"Curiosity, the overwhelming desire to know, is not characteristic of dead matter."
Isaac Asimov 1920-1992

Google Voice 530 MEDPIX1 (530) 633-7491 [No Solicitations]
YouTube Channel - http://www.youtube.com/user/TheMedpixman

Exhibit No. 73
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From:	Anthony Downs <ajdowns@gmail.com>
Sent:	Thursday, May 05, 2016 11:45 AM
To:	Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject:	Please Oppose Widening the Pike to 252 feet

I do not support widening Rockville Pike. Rockville Pike should not become a highway. Making it wider will also increase the natural speed that drivers go, which will further endanger pedestrians as well as other drivers.

Signed,
Anthony Downs
ajdowns@gmail.com
1309 Clagett Drive
Rockville, 20851

Sara Taylor-Ferrell

From:	Brian Persse <bpersse2@gmail.com>
Sent:	Thursday, May 05, 2016 11:25 AM
To:	Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject:	Please Oppose Widening the Pike to 252 feet

While I do not support developers in general due to the fact their new buildings are the cause of overcrowded schools and bad traffic, I do think that widening 355 to 250+ plus feet is not a feasible plan. I really want a walkable neighborhood near metro and, I really want the strip malls torn down to create a mixed use space (hopefully with a good brewpub). I worry about my mother-in-law walking with my son, and her being able to cross in time, as she is elderly. I say this as a genuine, concerned citizen.

Signed,
Brian Persse
bpersse2@gmail.com
13216 Midway Ave.
Rockville, 20851

Sara Taylor-Ferrell

From: Mike Stein <mkstn5@gmail.com>
Sent: Thursday, May 05, 2016 7:42 PM
To: cityclerk; mayorcouncil
Subject: Rockville Pike Plan - Mayor and Council 2015 Suggested Edits

Dear Mayor and Council,

In its April 1, 2015 letter to the Planning Commission, the Mayor and Council requested the Commission make 47 changes: http://www.rockvillemd.gov/DocumentCenter/View/15294

I think all of the changes suggested were good and necessary. I was disappointed when the Commission decided against accepting many of the suggestions. I was especially disappointed that the Commission neglected to adopt the following changes:

4) Vision Zero - It was suggested that the Commission add a Vision Zero statement to the Pike Plan.

The Commission agreed to the concept but declined to use the term "Vision Zero" Vision Zero continues to gain traction in communities throughout the United States, especially in the DC region, including Montgomery County. Vision Zero does not commit the city to any particular set of actions, but using the term will align us with other nearby jurisdictions and hopefully send a stronger message that Rockville is also serious about reducing pedestrian and bicyclist fatalities.

8) Page ES-4: Under the heading Multi-Modal Transportation: We recommend that the numbering be re-ordered so that "Safe and accessible pedestrian and biking infrastructure" is # 1and "Smooth and safe vehicular flow" is #5, to emphasize priority on pedestrian and bicyclists.

I agree that smooth and safe vehicular flow should be last and safe and accessible pedestrian and biking infrastructure and experience should be first with each of the other principles moving up one spot. If Rockville is serious about getting people out of their cars, transitioning portions of the pike from an auto-dominated, reducing vehicular congestion and being environmentally responsible the plan cannot prioritize cars above all else. This "windshield perspective", which I will say more about in a later e-mail, will only serve to undermine the other elements of the plan.

I also suggest making the changes to Section A:

1. Mixed uses and new neighborhoods (if this is successful everything else in the principles should follow)

2. Environmentally friendly and sustainable (mixed uses and new neighborhoods are generally environmentally friendly and sustainable but moving this to #2 will also serve to reinforce #1 by hopefully ensuring that within a mixed use environment Rockville is making the most environmentally friendly and sustainable choices)

3. Appealing parks, and public open spaces for community gathering and activity (consider stressing public open spaces)

4. Inviting conditions for walking and biking (I think this is very important but also think that if the first three are accomplished it will by default create inviting conditions for walking and biking

5. Combine current # 1 and #6 into one statement such as: Community design and development that strives to present a distinctive character for Rockville's portion of the corridor

6. Development that is supported by commensurate growth of infrastructure.

In addition to the above, I encourage the Mayor and Council to make your previously suggested changes to the plan prior to hopeful adoption of the Plan later this summer.

Thank you,

Mike Stein
Atlantic Ave.

Exhibit No. 76
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Jennie Gosche <Jenniegosche@netzero.net>
Sent: Monday, May 09, 2016 3:56 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Jennie Gosche
3333 University Blvd. W#309
Kensington, MD 20895

Exhibit No. 77
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Andrea Cimino <cimino.andrea.m@gmail.com>
Sent: Monday, May 09, 2016 4:24 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Andrea Cimino
3913 Hampden St
Kensington, MD 20895

Sara Taylor-Ferrell

From: Herbert Stone <herbstone@verizon.net>
Sent: Monday, May 09, 2016 4:33 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,
Herbert Stone

Herbert Stone
6011 Shady Oak Lane
Bethesda, MD 20817

Sara Taylor-Ferrell

From: Feisal Alykhan <alykhan1789@hotmail.com>
Sent: Monday, May 09, 2016 4:34 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Feisal Alykhan
10201 Douglas Avenue
Silver Spring, MD 20902

Exhibit No. 80
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From:	Dlhopolsky, Heather - HXD <HDlhopolsky@linowes-law.com>
Sent:	Monday, May 09, 2016 5:02 PM
To:	mayorcouncil
Cc:	David Levy; Cynthia Kebba; Bridget Newton; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; Mark Pierzchala
Subject:	Written Testimony re: Rockville's Pike Neighborhood Plan (specifically focusing on building heights, mix of uses, and adequate public facilities)
Attachments:	201605091649.pdf

Mayor Newton and Members of the City Council,

Attached please find written testimony that we are submitting on behalf of B.F. Saul Company and related affiliates regarding the Rockville's Pike Neighborhood Plan, and specifically addressing the topics of building heights, mix of uses, and adequate public facilities. We hope that you have an opportunity to review this in advance of this evening's worksession, and will be bringing along hard copies to the worksession this evening as well. We look forward to the discussion.

Thank you.

Heather

Heather Dlhopolsky
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

LINOWES AND BLOCHER LLP
ATTORNEYS AT LAW
CELEBRATING 60 YEARS OF BUILDING COMMUNITIES

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LINOWES AND BLOCHER LLP
ATTORNEYS AT LAW

May 9, 2016

C. Robert Dalrymple
301.961.5208
bdalrymple@linowes-law.com
Heather Dlhopolsky
301.961.5270
hdlhopolsky@linowes-law.com

VIA EMAIL AND HAND DELIVERY
Mayor and Council of the City of Rockville
Rockville City Hall
111 Maryland Avenue
Rockville, Maryland 20850

Re: Written Testimony Regarding the March 2016 Draft Rockville's Pike Neighborhood Plan

Dear Mayor Newton and Members of the City Council:

On behalf of B.F. Saul Company and related affiliates ("Saul"), we are providing these written comments to supplement our oral testimony delivered to you at the April 11, 2016 public hearing and written testimony previously submitted to you on April 22, 2016 regarding the March 2016 Draft Rockville's Pike Neighborhood Plan (the "Draft Plan"). Our April 22nd letter (a copy of which is attached for convenience) specifically addressed the issue of the Rockville Pike right-of-way; the present letter addresses all other concerns of Saul and supplements the earlier oral testimony. The common thread to all of Saul's testimony relating to the Draft Plan is that Saul generally agrees with the visions of the Draft Plan for a more urbanized, walkable mixed-use Rockville Pike Corridor with strategically located green and open public spaces and public amenities, but disagrees with many of the implementation regulations and recommendations that are inconsistent with the primary vision.

As previously established, Saul owns significant property in the vicinity of the Twinbrook Metro Station in the South Pike area (east of Rockville Pike and west of the railroad tracks, from Halpine Road to just north of Congressional Lane) (the "Saul Property"). The vision set forth in the Draft Plan is summarized on Page ES-2: "the creation of a vibrant and comfortable mixed-use environment, more dense than the current mostly suburban levels, but less than fully urban; supported by strong public amenities and facilities, and complemented by a transportation network that will better support pedestrians, drivers, transit riders, and bicyclists". To make this vision viable, Saul believes several changes must be made to the Draft Plan's framework, broken down into four broad categories: 1) building heights; 2) mix of uses; 3) adequate public facilities; and 4) the Rockville Pike design and right-of-way (the sole topic of our April 22nd letter).

**L&B 5698834v6/05709.0031

1. **Building Heights**

The current Mixed-Use Transit District (MXTD) zoning at the Twinbrook Metro Station allows for 150-foot tall (approximately 14-story) buildings. The Draft Plan suggests significantly reducing these heights, recommending "generally mid-rise" development. Reducing building heights at the urban convergence of the City's economic development "ground zero" – Metro and the Pike – is the antithesis of smart growth, will put the City at a disadvantage regionally, and will stunt the economic future of the City, resulting eventually in either higher taxes for its residents or lower levels of fundamental services. Furthermore, the Draft Plan recommends a maximum height of 10 stories for non-residential buildings and 7 stories for residential buildings, but this is not conducive to sustainable redevelopment that will attract business, residents, and visitors that make a city successful; on the contrary, this will produce lower quality wood frame buildings. The Draft Plan should retain the building heights that were carefully considered for the MXTD Zone when the City undertook a comprehensive revision to its Zoning Ordinance several years ago.

The following changes to the Draft Plan are necessary to align the Draft Plan's vision with reality:

- Page 1-2: In the last sentence of the second paragraph remove "and it lowers the maximum building heights near the Twinbrook Metro Station from the 2009 ordinance's Mixed-Use Transit District (MXTD) maximum heights".

- Page 4-22: In the Land Use Plan (Figure 4.16), extend the "Core" frontage west to the Pike. There is no reason that the western half of the block adjacent to Rockville Pike should be treated differently than the eastern half of the block facing the Twinbrook Metro Station.

- Page 4-25 through 4-26 ("Regulate Building Height By Location"): In the last sentence of the second paragraph remove "but generally mid-rise". In the third paragraph remove "particularly if occupied by non-residential uses that could complement the multifamily dwelling units that are currently planned near the Metro station". Remove the first sentence of the fourth paragraph ("Community input to the planning process suggests that no more than 10 stories is suitable for Rockville within proximity of the Metro station.").

- Page 4-35: Delete the second bulletpoint ("More building stories are allowed in the Core if the uses in the building are non-residential (up to 10 stories) than if the uses are primarily residential (up to 7 stories). This is intended to encourage office, retail, other commercial, civic and institutional uses near the Metro station and complement the residential development in that area."). A baseline height of 7 stories for residential uses

adjacent to the Twinbrook Metro Station is completely antithetical to every principal of transit-oriented development. Reducing building heights to 7 stories will actually result in projects that are less than 7 stories. This has been discussed in previous testimony but, as a reminder, the type of construction utilized varies dramatically for buildings of 6 stories or lower (which are typically "stick built" wood construction over 1 level of concrete podium) and buildings above 6 stories (requiring higher-grade construction materials that are considerably more expensive).

In addition to the technical issues with the height recommendations, the economics of redeveloping existing income-producing properties at the suggested heights is so marginal that it is unlikely to result in financeable redevelopment. The realities and economics of construction greatly reduce the feasibility of buildings that are between 7 stories and 9 stories in height. In addition, maintaining the long-term quality of buildings that will be constructed at this urban location demands the higher grade of construction utilized in high-rise buildings, and the economies of scale simply will not support buildings limited to 7 stories in height. Thus, sound urban planning and economic feasibility, two principles that are consistent with the vision of the Draft Plan, will be significantly hampered and compromised if the Mayor and Council approve such drastic reductions in allowable building heights. The City's desire for office and other non-residential uses near the Twinbrook Metro Station will better be achieved if the City looks to a toolkit of incentives to encourage these uses (see (2) below on Mix of Uses for further discussion of possible incentives).

2. <u>Mix of Uses</u>

The Planning Commission has primarily addressed their concern that development in the Rockville Pike Plan area contains a mix of uses by proposing that a jobs-to-housing ratio target be established for the Plan area, and that every development proposal be analyzed to determine if it contributes to the desired ratio. While Saul is supportive of fostering a mix of uses to support vibrant, active places, the Planning Commission's suggested approach is well-intentioned but misguided. The Draft Plan should contain qualitative language that a mix of uses is encouraged and that even, for example, in purely residential projects activating uses should be placed at street-level. However, imposing an inflexible, quantitative metric such as the ratio in the Draft Plan will artificially constrain development. Previous studies which have included a jobs-to-housing ratio in order to determine a balance of uses have been commissioned on a regional, macro scale, for example for the greater Atlanta area.[1] This metric is not intended for small planning areas such as a portion of the City of Rockville. A mix of uses is best achieved through use of progressive policies and incentives designed to allow the market to decide what is viable

[1] http://www.tandfonline.com/doi/abs/10.2747/0272-3638.23.8.728?src=recsys&#.VzDNn1zD-JA

and desirable.[2] The following additional changes to the Draft Plan are necessary to reflect that a mix of uses is better achieved through incentives and policy changes:

- Page 4-32 ("Existing Conditions"): Remove the first bulletpoint.
- Page 4-33 ("Recent Trends"): Delete the third sentence in the first paragraph ("Over time, and without a change in the market conditions...").
- Page 4-34 ("Plan Policy"): Delete the first bulletpoint ("Establishment of a jobs-to-housing ratio target..."). Delete the sixth bulletpoint ("Specifically, in addition to addressing...").
- Page 4-35 ("Plan Policy"): Delete the second bulletpoint ("More building stories are allowed in the Core..."). Delete the fifth bulletpoint ("A report on the status of plan implementation, including an analysis...").

3. Adequate Public Facilities

The City's Adequate Public Facilities Ordinance (APFO) and Standards (APFS) set the regulations by which new developments are tested for adequacy of public facilities.

- Page 4-35 through 4-36 ("Ensure Adequacy of Public Facilities"): The last sentence of this section should be revised to state that "A development application shall be deemed to be consistent with this plan if it complies with the City's Adequate Public Facilities Ordinance and Adequate Public Facilities Standards".

4. Rockville Pike Design and Right-of-Way

As discussed in detail in the April 22nd letter and Saul's oral testimony on April 11th, utilizing a 162-foot right-of-way, consistent with White Flint, in conjunction with a 216-foot build-to-line, will allow the City to better achieve the Draft Plan's Corridor Planning Principles while at the same time relieving the City of the financial burden attached to the Multi-Way Boulevard suggestion.

Thank you for taking the time to review these written comments. We have been committed, active participants in this process for a number of years, and look forward to continuing to work

[2] For example, Montgomery County's MOVE program, designed to encourage businesses to relocate to the County. http://www.choosemontgomerymd.com/programs-incentives/financial-tax-incentives/move-program/#.VzDjM1zD-JA

with you and the community to bring the vision within the Rockville's Pike Neighborhood Plan to reality.

Very truly yours,

LINOWES AND BLOCHER LLP

C. Robert Dalrymple, HD

C. Robert Dalrymple

Heather Dlhopolsky

Enclosure

cc: Mr. Page Lansdale
Mr. John Collich
Mr. Todd Pearson
Ms. Cindy Kebba
Mr. David Levy

**L&B 5698834v6/05709.0031

LINOWES AND BLOCHER LLP
ATTORNEYS AT LAW

April 22, 2016

C. Robert Dalrymple
301.961.5208
bdalrymple@linowes-law.com
Heather Dlhopolsky
301.961.5270
hdlhopolsky@linowes-law.com

VIA EMAIL AND FIRST CLASS MAIL
Mayor and Council of the City of Rockville
Rockville City Hall
111 Maryland Avenue
Rockville, Maryland 20850

Re: Written Testimony Regarding the March 2016 Draft Rockville's Pike Neighborhood Plan

Dear Mayor Newton and Members of the City Council:

On behalf of B.F. Saul Company and affiliates ("Saul"), we are providing these written comments to supplement the oral testimony delivered by Saul representatives to you at the April 11th public hearing regarding the March 2016 Draft Rockville's Pike Neighborhood Plan (the "Draft Plan"). Saul owns significant property in the vicinity of the Twinbrook Metro Station in the South Pike area (east of Rockville Pike and west of the railroad tracks, from Halpine Road to just north of Congressional Lane). Saul continues to agree with the vision set forth in the Draft Plan which is summarized on Page ES-2: "the creation of a vibrant and comfortable mixed-use environment, more dense than the current mostly suburban levels, but less than fully urban; supported by strong public amenities and facilities, and complemented by a transportation network that will better support pedestrians, drivers, transit riders, and bicyclists". However, in order to make this vision a reality we believe several changes must be made to the Draft Plan's framework. Because the Mayor and Council are most imminently discussing the Rockville Pike right-of-way at their worksession on April 25th, this letter focuses solely on that issue; supplemental written testimony addressing other aspects of the Draft Plan (specifically, building heights, mix of uses, and adequate public facilities) will follow in due course.

The Draft Plan recommends the redesign of Rockville Pike as a multi-way boulevard utilizing a right-of-way that is 252 feet wide, with a 120-foot right-of-way for the State-controlled Rockville Pike (MD 355) flanked on both sides with 66-foot City of Rockville rights-of-way. Simply stated, this vast right-of-way for both regional and local transportation is a very outdated, suburban transportation concept that is the antithesis of the Draft Plan's intent to move the City strongly in the direction of an urban, walkable place. Aside from it being objectionable from an overall planning perspective, reviewing this purely from an operations perspective reveals a transportation concept that is inefficient and ineffective in moving vehicles and outright uninviting and dangerous for accommodating pedestrians and bicycles. We ask that the Mayor

**L&B 5700131v2/05709.0031

and Council once and for all reject this flawed transportation concept and instead adopt a right-of-way section for the Pike that furthers the Draft Plan's more urban, multi-modal intentions.

Multi-Way Boulevards: Theory vs. Reality

While the Draft Plan intends to support this proposed dual-purpose right-of-way with references to several successful "iconic" multi-way boulevards and streets throughout the world and as close by as K Street in Washington, DC, a closer look at these examples reveals that many of these multi-way boulevards, and specifically the provision of local access lanes to supplement through-traffic movements, are either being dismantled or significantly modified to focus more on accommodating pedestrian safety. It would be completely irresponsible for the Draft Plan to model Rockville Pike on antiquated design concepts that are now being adjusted in the jurisdictions in which they are located to mitigate the inherent flaws that cause conflict between vehicles and pedestrians.

K Street, Washington, DC: The District Department of Transportation ("DDOT") is in the process of planning for the reconstruction and revitalization of K Street. According to the K Street Reconstruction and Revitalization portion of the DDOT website, "The corridor's service lanes are an inefficient use of right of way that lead to severe traffic congestion and encourages parking violations. The combination of the corridor's geometry and typical traffic congestion results in significant vehicle-pedestrian conflicts and pedestrian safety issues."[1] DDOT has selected as the Preferred Alternative for K Street a two-way, two-lane median transitway, which would also include two 10-foot general purpose travel lanes and one 12-foot travel/off-peak parking lane in each direction; the local service lanes in this section would be dismantled.

Ocean Parkway, Brooklyn, New York: As part of New York City's Vision Zero effort, the intersections of Ocean Parkway with both Neptune Avenue and Church Avenue were named two of the top 20 pedestrian crash locations in the five boroughs of New York City. The City is in the process of creating and implementing safety improvements at these intersections, specifically focusing on installing "LOOK!" markings to alert pedestrians to oncoming traffic and other pedestrian improvements.[2]

Avenue des Champs-Elysees, Paris, France: This iconic road in Paris has been redesigned, dismantling the access roads in order to provide wider pedestrian sidewalks.[3]

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[1] http://ddot.dc.gov/page/k-street-reconstruction-and-revitalization

[2] http://www.nyc.gov/html/dot/downloads/pdf/2011-nyc-top-20-pedestrian-crash-locations.pdf

[3] Allan B. Jacobs, The Boulevard Book: History, Evolution, Design of Multiway Boulevards (The MIT Press 2002).

The Esplanade, Chico, California: The City is currently in the process of a study designed to analyze safety issues on the Esplanade roadway. The study seeks "to address traffic safety and operational concerns, enhance the corridor with complete street features, provide more facilities and safety for bicyclists and pedestrians...".[4]

As a general matter, and primarily due to the inherent conflicts between vehicles and pedestrians when multiple travel lanes intersect with pedestrian crossings and lines of sight are further compromised by street trees, signage, traffic control mechanisms, and the sort, American traffic engineering standards not surprisingly view multi-way boulevards as patently unsafe.[5] In fact, publications of the American Association of State Highway and Transportation Officials (AASHTO) actually discourage key features – side access roads and street trees – of multi-way boulevards.[6] Based upon these safety concerns alone, common logic and good governance dictates that the City should remove the multi-way boulevard from the Draft Plan and instead adopt a transportation concept and resulting right-of-way section that adequately addresses the need to move vehicles and pedestrians in a safe and efficient manner.

Financial Impacts

The multi-way boulevard concept places a huge unfunded financial burden on the City to purchase the additional right-of-way necessary for the local access roads, let alone the enormous costs necessary to build and maintain those roads. The economic reality is that this concept is infeasible, even assuming that some of the expense will be borne by developers who are redeveloping properties along the Pike. The likelihood is strong that there will be unfunded gaps between what would be built with private funds and what needs to be acquired and built with public funding, leaving an incomplete, inefficient, and ineffective transportation network along the primary corridor serving the City. Insufficient and inadequate financial modeling for this proposed transportation concept renders this Draft Plan incomplete. Even if the concept was desirable from a functional and operational standpoint, which it clearly is not, a complete analysis of the funding required for implementation of the concept must be done to determine if it meets the basic threshold of affordability.

Estimate of Land Acquisition Costs: In the staff report for the April 25, 2016 Mayor and Council worksession on the Draft Plan, Staff cited a study by VHB, an engineering consultant to the Montgomery County Executive's Transit Task Force, stating the land acquisition cost per mile of $4 million. However, we believe that the estimated total cost of acquisition of all of the

[4] http://www.chico.ca.us/capital_project_services/EsplanadeCorridorImprovementStudy.asp

[5] See Footnote 3.

[6] See Footnote 3.

land needed to achieve the Draft Plan's proposed access lanes is grossly underestimated. The land needed for the increased right-of-way is approximately 20 acres (126 feet in additional right-of-way width x 1.98-mile length of the Plan area x 5,280 feet in a mile x 2/3 (which is the portion of Plan area proposed to have access roads) / 43,560 (square feet per acre) = 20.16 acres). Recent sales comparisons along the frontage of Rockville Pike have exceeded $9 million per acre. Assuming the City would have to purchase half of the right-of-way, the land acquisition costs to the City could approach $90 million. This does not include any loss or disruption of business claims or court costs.

Construction and Design of the Access Lanes: The City has not produced a cost estimate for the construction of the Rockville Pike cross-section proposed by the Draft Plan. However, the Draft Plan (Page 5-5) does note that a study performed in 2011 for a previously proposed Pike cross-section indicated costs are likely to exceed $50 million.

Regional Impacts

Rockville Pike is a major regional commuter and economic development engine. In order for the Pike to maintain operational efficiency and contribute to the economic success of the City and region, it is important that the Pike have a consistent design and consistent operational characteristics as it traverses the County north and south. Simply put, it does not, and if it is implemented as suggested in the Draft Plan it will be viewed as a primary example of how jurisdictions in this area fail to work well with each other in comprehensive planning and delivery of infrastructure.

Consistency: The multi-way boulevard concept access roads proposed in the Draft Plan are inconsistent to what is planned and being constructed both to the north (Rockville Town Center) and south (White Flint) of the City. This will create a bottleneck at both ends of the City as traffic from the access roads has no option but to merge back into the main lanes leaving the City.

Lack of Utility: The main benefit of a multi-way boulevard, separating local and through traffic, will be more efficiently and effectively accomplished by the streets already proposed to parallel Rockville Pike – Chapman Avenue on the east side of the Pike and East Jefferson Street on the west side. Having the proposed access roads in addition to these planned roads is duplicative and totally unnecessary.

Place-Making

Connectivity/Walkability: At 252 feet wide, Rockville Pike will sever the City in half, creating a pedestrian safety hazard that will take the average healthy resident over a minute to cross. This

is the opposite of a safe, comfortable, pedestrian-friendly environment. Rockville Pike should be designed to promote walkability and multimodal transportation.

Open Space: The proposal for a 252-foot wide right-of-way necessitates that the most valuable area for economic return to the City in the entire planning area be dedicated to the automobile in the form of unnecessary access roads. This land is better used to increase the public amenities and open space in the Plan area that are critical to successful place-making. By reducing the right-of-way, Saul would be able to provide 30% more open space on its site than is required in the Draft Plan.

Retail Success: The staff report for the April 25th worksession indicates "from a land use and place-making perspective, there is a greater likelihood of having Pike-fronting businesses if there are access roads...". As an owner of more than 8 million square feet of retail, Saul can unequivocally disavow the accuracy of this unfounded conclusion. Successful retail is predicated on visibility. The access roads diminish visibility of the retail spaces fronting Rockville Pike by pushing them farther from the 55,000 cars that use Rockville Pike each day. The added distance and proposed additional row of street trees reduces visibility and will significantly diminish the viability of retail on the Pike. With way too much conflict resulting from this proposed road section, retail fronting the Pike will suffer and the opportunity to create a truly special mixed-use environment with activated street fronts will be crushed.

Vision Zero/Safety: The proposed 252-foot Rockville Pike width will take the average able bodied adult more than one minute to cross, without traffic. In addition, upon casual observation it creates no fewer than seven pedestrian/automobile conflict points. This design runs contrary to the City's recent commitment to Vision Zero, and at a time when established urbanized cities throughout the world are seeking to remedy the adverse pedestrian impacts created by access roads the City is looking to plan and design that which others are fixing. This runs counter to any form of logic or rational governance.

Public Opinion

Since the Draft Plan was last at the Mayor and Council several years ago, public opinion has overwhelmingly been in opposition to the proposed significant widening of Rockville Pike. In fact, during the public comment period from June 2014 to April 2015, the written testimony submitted, by more than a 5-1 margin (excluding duplicate testimonies) was overwhelming against the proposed 252-foot wide Rockville Pike right-of-way. This was one of the few issues that united stakeholders, with more than 270 individuals signing a petition against widening Rockville Pike to 252 feet. The following groups provided testimony against the proposed 252-foot wide right-of-way:

- Citizens (by a 5-1 margin, including one sitting Councilmember)
- The business community (e.g., the Rockville Chamber of Commerce)
- Environmental organizations (e.g., The Sierra Club)
- Non-profit organizations (e.g., The Friends of White Flint)
- Industry experts (e.g., Christopher B. Leinberger, Tom Gallas)
- Large Rockville Pike landowners (e.g., B. F. Saul and Affiliates, JBG, Federal Realty, Cohen Pike Holdings LLC, Congressional Village Associates, LLC, Gingery Development Group, Chesapeake Plaza, Edmonston Properties, LLC, Talbot Center Associates, LLC, Wintergreen Plaza, BMW of Rockville, and Hinton Properties)

At the April 11, 2016 Mayor and Council public hearing on the Draft Plan, public hearing testimony continued to be overwhelmingly against a 252-foot wide Rockville Pike. In addition, written testimony submitted through April 21, 2016 has been against the proposed 252-foot wide Rockville Pike right-of-way by a 22-3 margin, and a petition against the 252-foot wide Rockville Pike right-of-way has already garnered over 250 signatures in less than a month. When its constituents are so clearly and consistently asking the City's leaders to reject this Pike concept, the Mayor and Council need to listen and act in accordance with the desires of the City's corporate and residential citizens.

The proposed 252-foot wide right-of-way runs contrary to the Corridor Planning Principles in the Draft Plan that emphasize inviting conditions for walking and biking, appealing parks and public open space, multimodal transportation, and economic viability. Based on this and the overwhelming public support to reduce the proposed width of the right-of-way, Saul believes utilizing a 162-foot wide right-of-way, consistent with White Flint, in conjunction with a 216-foot build-to-line, will allow the City to better achieve the Draft Plan's Corridor Planning Principles while at the same time relieving the City of the financial burden attached to the multi-way boulevard suggestion. This would allow for a reasonably sized right-of-way, with buildings still set back to allow for wide sidewalks. In addition, Saul believes this configuration provides excellent results in the interim and ultimate conditions for Rockville Pike.

In summary, Saul suggests the following changes that should be made to the text of the Draft Plan to reject the 252-foot wide right-of-way and instead recommend a 162-foot wide right-of-way that is more conducive to vehicular travel, pedestrian and bicycle safety, and walkable and attractive streets:

- <u>Various:</u> Replace "Multi-Way" Boulevard with "Grand" Boulevard throughout the Draft Plan.

- Page ES-5 ("Transportation Policies" #1): Revise the opening paragraph as follows: "The core recommendation of this plan is to redesign and reconstruct Rockville Pike as a grand boulevard. A grand boulevard attempts to balance the competing need of roadway capacity, transit, street parking, bicycle accommodation, and pedestrian comfort. It consists of through lanes for traffic and transit, bicycle lanes, on-street parking, wide sidewalks, and green medians. The grand boulevard concept is crucial to meeting the transportation, place-making, and economic goals of the plan." Also, remove the first bulletpoint ("Separate local and regional trips.").

- Page ES-6 ("Land Use Policies" #2): Amend the last sentence to state "...will be reduced from that which is in the 1989 Pike Plan."

- Page ES-7 ("The Importance of Implementing the Plan"): In the second sentence of the first paragraph remove "creating service roads parallel to the Pike".

- Page 3-3: In the last sentence of the last paragraph delete "which separates fast-moving traffic from slow-moving traffic".

- Chapter 4: Re-write this chapter replacing the references for a "Multi-Way" Boulevard with a "Grand" Boulevard. Delete all language describing the access roads and instead state that local traffic will be separated from regional traffic by utilizing the proposed parallel street grid. Add language stating that regional, north-south consistency along Rockville Pike is anticipated to improve overall traffic congestion.

- Page 4-5: Replace Figure 4.3 with the illustration of the 162' right-of-way and 216' build-to-line proposed for Rockville Pike (Attachment 1).

- Page 4-41 ("Strategically Locate and Right Size Parking"): Remove the first sentence of the second paragraph ("On-street parking should be provided on the boulevard's access roads...").

- Page 5-5 ("Focus On Place-Making Near the Twinbrook Metro Station Early in the Life of the Plan"): Amend the first sentence of the second paragraph to read: "The City should be prepared to contribute to place-making in the South Pike early in the life of this plan by committing to building the road network, contributing to build a neighborhood park, and providing streetscape amenities such as attractive sidewalks, signage, benches, etc.".

- Page 5-8 through 5-9 ("Re-Design and Reconstruct Rockville Pike as a Multi-Way Boulevard": Replace "Multi-Way" with "Grand". Also, delete the entire section that discusses access roads.

Thank you for taking the time to review these written comments. Saul has been a committed, active participant in this process for a number of years, and as a major stakeholder in this area Saul looks forward to continuing to work with the City and the community to bring the Draft Plan's vision to reality. While this letter focuses on what is necessary to implement this vision in terms of the Rockville Pike transportation corridor, there are several other components of the Draft Plan in need of revision in order to fulfill this planned vision that will be summarized for the Mayor and Council in supplemental written submissions by or on behalf of Saul.

Very truly yours,

LINOWES AND BLOCHER LLP

C. Robert Dalrymple, HD

C. Robert Dalrymple

Heather Dlhopolsky

cc: Mr. Page Lansdale
Mr. John Collich
Mr. Todd Pearson
Ms. Cindy Kebba
Mr. David Levy

**L&B 5700131v2/05709.0031

Exhibit No. 81
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Rosemary Martin <rmartin1963@hotmail.com>
Sent: Monday, May 09, 2016 5:13 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Rosemary Martin
2811 Ivydale St
Silver Spring, MD 20902

Exhibit No. 82
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Jay KapLon <email2012@kaplon.org>
Sent: Monday, May 09, 2016 5:39 PM
To: mayorcouncil
Subject: Support for a really walkable Rockville Pike

Dear Mayor and Council:

I am thankful for your commitment to the redesign of Rockville Pike in the Twinbrook area, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet wide, the proposed Pike is just too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

Please eliminate the proposed access roads on Rockville Pike. As the current plan has it there are too many lanes of traffic to cross to reach the BRT. That will impact BRT use.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Jay KapLon
7981 eastern ave apt 115
Silver Spring, MD 20910

Sara Taylor-Ferrell

From: Marilyn Fioravanti <mjfioravanti@earthlink.net>
Sent: Monday, May 09, 2016 6:26 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Marilyn Fioravanti
152 Kendrick Pl Apt 14
Gaithersburg, MD 20878

Exhibit No. 84
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Jill Clarke <jill.clarke@gmail.com>
Sent: Monday, May 09, 2016 7:40 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Jill Clarke
315 Croydon Ave
Rockville, MD 20850

Exhibit No. 85
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Roger Paden <Rpaden@verizon.net>
Sent: Monday, May 09, 2016 7:55 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

If the accounts that I have read of the proposed redesign of Rockville Pike are correct, I fear that you are making a terrible mistake. It is a bad idea to design some portions of the Pike as a 252' boulevard while other portions will 'only' be 216. This is a recipe for gridlock. Moreover, such a wide street is effectively uncrossable. Rather than designing the Pike with cars in mind, you should be designing it with pedestrians in mind. Please bring the design in line with the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Thank you,
--Roger Paden

Roger Paden
2209 Richland PL
Silver Spring, MD 20910

Exhibit No. 86
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Arthur Liu <art.liu@gmail.com>
Sent: Monday, May 09, 2016 8:01 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Arthur Liu
King Farm Blvd
Apt C303
Rockville, MD 20850

Exhibit No. 87
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Barbara Blaylock <b.blaylock@verizon.net>
Sent: Monday, May 09, 2016 8:06 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Barbara Blaylock
6225 Mazwood Rd.
Rockville, MD 20852

Exhibit No. 88
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Nancy KapLon <Nancykaplon@gmail.com>
Sent: Monday, May 09, 2016 9:14 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike. Please eliminate the proposed access roads on Rockville Pike to make reaching the BRT in the middle more feasible for pedestrians.

I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Nancy KapLon
7981 Eastern Avenue, Apt 115
Apt 115
Silver Spring, MD 20910

Exhibit No. 89
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Johanna Wermers <johannawermers@gmail.com>
Sent: Monday, May 09, 2016 9:30 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Johanna Wermers
9712 Delamere Ct
Rockville, MD 20850

Exhibit No. 90
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Sharon Rentzel <serentzel@gmail.com>
Sent: Monday, May 09, 2016 9:33 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Sharon Rentzel
20912 Layton Ridge Dr
Gaithersburg, MD 20882

Exhibit No. 91
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Alan Dieringer <alandieringer@verizon.net>
Sent: Tuesday, May 10, 2016 12:42 AM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Alan Dieringer
5104 Battery Ln
Bethesda, MD 20814

Exhibit No. 92
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Dan Leggett <Dleggett@rcn.com>
Sent: Tuesday, May 10, 2016 6:42 AM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Dan Leggett
1811 Blueridge Ave
Sile, MD 20902

Exhibit No. 93
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Alice ODonnell <ajodonn@gmail.com>
Sent: Tuesday, May 10, 2016 3:17 AM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Alice ODonnell
Cold Spring Rd
Potomac, MD 20854

Exhibit No. 94
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Sally Watts <wattsal@gmail.com>
Sent: Tuesday, May 10, 2016 3:42 AM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Sally Watts
10508 Stable Lane
POTOMAC, MD 20854

Exhibit No. 95
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Susan Pontano <suznp@comcast.net>
Sent: Tuesday, May 10, 2016 9:04 AM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Susan Pontano
5227 Symphony Forest Lane
North Bethesda, MD 20852

Exhibit No. 96
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Sherry Stuesse <Sls@panix.com>
Sent: Tuesday, May 10, 2016 11:21 AM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks .

The plan should include periodic safe ways for pedestrians to safely cross the pike, such as overpasses or well lit Underpasses. I am tired of having to look out for pedestrians darting between cars when traffic is stopped. Your plan for more asphalt will only make this worse.

So I urge you to amend the design for Rockville Pike to include a more pedestrian friendly with more trees.

Thank you,

Sherry Stuesse
22 Watchwater Way
Rockville, MD 20850

Sara Taylor-Ferrell

From: Mike Stein <mkstn5@me.com>
Sent: Tuesday, May 10, 2016 2:49 PM
To: mayorcouncil; cityclerk
Subject: Pike Plan - Pedestrian and Bike crossover

Dear Mayor and Council,

In listening to last night's Mayor and Council's work session on the Pike plan I was pleased to hear many on the Council express their desire to include strong language to attempt to find a solution for connecting the Twinbrook neighborhood with the west side of the tracks. It was acknowledged this is a tough situation as a) it is expensive and b) there is limited room on Lewis avenue for any such connections to land. I propose 2 ideas for consideration:

1). A tunnel or bridge under Halpine rd where it dead ends at the tracks. Ideally, Metro would create another station entrance here but assuming that won't happen a bike/pedestrian tunnel (preferable) or bridge would be best. As someone who walks to Metro most mornings I can say that it takes about 3-4 minutes to walk from the entry to the start of the pedestrian way off of Halpine (Bethesda trolley trail) to the station platform. It's a much longer distance than it seems! If one wanted to go past the station to arrive at the property where fudruckers/Pizza CS, etc is that is another 3-4 minutes. Having a direct path under or over the tracks that connects Halpine could save pedestrians walking from most of Twinbrook up to 8 minutes to get to the Pike. This might encourage more to walk/bike.

2). The 2009 Twinbrook neighborhood plan set conditions that would allow for the light industrial area on Lewis to redevelop into more mixed use in the future should they choose. Perhaps the City could require any redevelopment that occurs be contingent on the study and implementation of a pedestrian/bike under or over crossing.

Mike Stein
Atlantic Ave

Exhibit No. 98
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Nitin Agarwal <nitinaw@hotmail.com>
Sent: Tuesday, May 10, 2016 10:31 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Rockville Mayor and Council,

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Nitin Agarwal
348 Market St E
Gaithersburg, MD 20878

Exhibit No. 99
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: William Cruce <WLRC@PANIX.COM>
Sent: Tuesday, May 10, 2016 11:10 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Rockville Mayor and Council,

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

William Cruce
22 Watchwater Way
Rockville, MD 20850

Exhibit No. 100
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: James Miller <Jmiller2@umd.edu>
Sent: Wednesday, May 11, 2016 2:20 AM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Rockville Mayor and Council,

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

James Miller
507 Elm Ave
Takoma Park, MD 20912

Sara Taylor-Ferrell

From: Christian Clough <cmclough@me.com>
Sent: Wednesday, May 11, 2016 9:24 AM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Rockville Mayor and Council,

Dear Mayor and Council:

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Christian Clough
8001 Carroll Ave
Takoma Park, MD 20912

Exhibit No. 102
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Stefano Stratakis <sstra1@gmail.com>
Sent: Wednesday, May 11, 2016 11:53 PM
To: Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject: Please Oppose Widening the Pike to 252 feet

Dear Mayor and Council, Please make sure that our community is easy to walk through! Also, widening the lanes to 252 feet only for them to taper back to 181 feet would cause a bottleneck for traffic and make commuting worse!

Signed,
Stefano Stratakis
sstra1@gmail.com
11710 Old Georgetown Road, Apartment 409
North Bethesda, 20852

Exhibit No. 103
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: June Kryk <jakryk@comcast.net>
Sent: Thursday, May 12, 2016 12:07 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Rockville Mayor and Council,

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

June Kryk
19423 Brassie Place #203
Montgomery Village, MD 20886

Sara Taylor-Ferrell

From: Barry Reff` <brreff@aim.com>
Sent: Thursday, May 12, 2016 4:56 PM
To: mayorcouncil
Subject: Rockville Pike Plan

If I wanted to live in a high rise building complexes right next to the road, I would move to Bethesda or Silver Spring.

The plan has a fatal error. What happens at the ends where traffic tries to get back into the 6 through lanes that will remain. I see huge backups on Rockville Pike at both ends.

This plan is a developer dream. Huge buildings that will require services such as utilities, schools fire protection, etc. without a need to provide adequate parking.Most people will still need cars to go to medical appointments, food shopping, if not to get to work. Given the recent construction of a 4 story building that had wood studs above the first floor safety of residents seems to be a low priority.

We have the Metro System right next to Rockville Pike so why would we need to pay for additional Bus Rapid Transit Lanes and associated protective barriers. We should be encouraging people to use the existing system.The Metro system has and will cost the residents a lot of money if it is not used by residents. Duplicating service by buses makes not sense.

A 10 lane highway would be just about impossible for people in wheelchair, crutches, and other mobility impairment to cross. I see very few people ever trying to walk along Rockville Pike. People do walk to the Metro train service from their homes.

Rockville planning should be coordinated with the county planning.. Having a huge 10 lane highway through the city makes no sense if it results in huge traffic tie ups - on northbound at the ends, in the evenings and another southbound in the mornings.

Barry Reff

Sara Taylor-Ferrell

From:	Bernard Vera-y-Aragon <bvera_Y_aragon@Hotmail.com>
Sent:	Thursday, May 12, 2016 7:33 PM
To:	Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject:	Please Oppose Widening the Pike to 252 feet

Dear Mayor and Council,
I have lived in the Twinbrook area for 20 years.
I am against the 252 Right of Way Project!!!!
Widening the Pike to 252 feet in Twinbrook works against the Pike Plan vision for an attractive, vibrant and pedestrian-friendly place with plenty of open space for people to enjoy.
252 feet would make the Pike as wide as I-270 and even harder for people to cross, especially children, the elderly and those with disabilities.
A wider road creates additional traffic chokepoints as the road widens in Twinbrook and narrows in other areas
I can be reached at 301-789-5120
Bernard J Vera-y-Aragon

Signed,
Bernard Vera-y-Aragon
bvera_Y_aragon@Hotmail.com
12919 Ardennes Ave.
Rockville, 20851

Sara Taylor-Ferrell

From: Vivienne Harrison <vivienneliu10@gmail.com>
Sent: Thursday, May 12, 2016 7:44 PM
To: Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject: Please Oppose Widening the Pike to 252 feet

Dear Mayor and Council,

I have lived in Rockville since 2007 and my family has live here for over 30 years.

I think widening Rockville Pike to 252 ft is not as effective as just widening it to 216 ft. First, I personally wouldn't feel safe to cross the pike due to too many traffic lanes. I will have to take couple rest in the middle of the pike in order to get through. Not safe and uncomfortable to do so. Second, 252 ft plan will actually make the traffic heavier since everyone will use Rockville Pike. I think a better plan is to not only widen Rockville Pike, we should also widen Chapman and Jefferson St to redirect/reduct the traffic on the Pike. That being said, 216 ft plan will make much more sense than 252 ft plan. Thank you for considering my request and opinion.

Best regards,
Vivienne Harrison

Signed,
Vivienne Harrison
vivienneliu10@gmail.com

Sara Taylor-Ferrell

From:	Jason Braverman <jasonrbraverman@gmail.com>
Sent:	Thursday, May 12, 2016 8:28 PM
To:	Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject:	Please Oppose Widening the Pike to 252 feet

Not only does 252 feet make the Pike as wide as I-270 and even harder for people to cross, especially children, the elderly and those with disabilities, but having access lanes creates unregulated moving into lanes of high speed traffic which will increase accidents and possibly fatalities. I've already totaled one car on 355, I'd rather not see other people destroy their cars or worse.

Signed,
Jason Braverman
jasonrbraverman@gmail.com
259 Congressional Lane, Apt 603
Rockville, 20852

Sara Taylor-Ferrell

From: Michele Shipp <micheleshipp1@hotmail.com>
Sent: Thursday, May 12, 2016 9:32 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Rockville Mayor and Council,

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Michele Shipp
22 Anna Ct
Gaithersburg, MD 20877

Sara Taylor-Ferrell

From: noreen bryan <noreen1945@yahoo.com>
Sent: Friday, May 13, 2016 12:21 PM
To: mayorcouncil
Subject: Testmony from the West End Citizen's Association (WECA) Re: Rockville Pike Plan
Attachments: Testimony from President of WECA re Pike Plan-16-05-13.docx

Dear Mayor Newton and Members of the Rockville City Council:

Thank you for providing the opportunity for citizens to share their views with you concerning the proposed Rockville Pike Plan. I look forward to testifying at the Public Hearing scheduled for Monday, May 19, 2016. With this message I am submitting my testimony for the record in advance of the hearing.

Very best regards,
Noreen Bryan
President
West End Citizen's Association

Testimony for Mayor and Council on Pike Plan 2016
From West End Citizen's Association
Public Hearing 16 May 2016

The Pike Plan is NOT a Plan. What you have before you is a wish list. Plans consider outcomes and consequences before recommending a direction for action. These are absent from the Plan. Based on my career experiences the Plan leaves me most concerned. Previously I participated in long range planning studies for aircraft and missiles conducted for the Secretary of the Navy. Many flashy designs were proposed but none were taken seriously without understanding the real outcomes-speed, range, payload, and the costs to field the weapons. Anything less would have been irresponsible with consequences of imperiling our nation's security and squandering its resources. Similarly, at a personal level it would be irresponsible for me to sign up for a big, new house without understanding its construction details, the community where it is located and whether or not the house will bankrupt me. And yet you are being asked to approve a Pike Plan that opens the Pike to massive redevelopment without understanding the outcomes, consequences or costs. This path has grave and real possibilities of severely degrading our community.

The Pike Plan is devoid of the essential facts. This applies to every element of the Plan, except the RT 355 roadway. A massive expansion of housing and wholesale revision of land use along the Pike are proposed, yet no metrics are established to measure the expected outcomes OR how this will affect Rockville. One of the most important questions is: How many new housing units and residents will the Plan bring to Rockville? The Plan does not answer this. Here is my estimate. The planned housing density of the Pike is comparable to Town Center, but the Pike area is 22 times larger. Doing the numbers this means that, if built to plan, the Pike will house 50,000 to 70,000 new residents, doubling Rockville's population. This calculation has been shared with Community Planning and Development Services and they do not dispute it.

The Plan is totally silent on how existing residents and businesses will be benefited or harmed. But it is not hard to see that there will be massive expansion in vehicles on the roads, more children who need to be educated in our limited classrooms, more residents who want to play soccer or baseball at the parks. Can the swim center serve twice as many people? To enact this Plan without understanding how the city and its residents will be affected is a recipe for disaster with a high probability that Rockville residents and businesses will experience a degraded quality of life and increased tax burdens.

Further, the Plan is silent about the quality of life for new residents? The fundamental vision of Rockville's Master Plan states that ***"Rockville will continue to be a city that offers an excellent quality of life."*** The Plan fails to address this vision

or show how the proposed Plan measures up. It recognizes that public services and facilities are essential, but fails to say what will be needed or what they will cost. Unless we plan today for new schools, new parks, new local transportation, an expanded police force, etc., they will not magically happen nor will they arrive through the benevolence of developers. Expansion of public services and facilities is a matter of public policy and commitment. Are we willing to put on blinders and try to bail ourselves out after the roads become impassible, the schools, already over capacity, become degraded, and our parks become severely overburdened? This is hard work. Good intents will not get us an excellent quality of life. It takes years of community struggle and financial planning to sort out what is needed and amass the resources to achieve this kind of massive expansion in population and public facilities that has never before been undertaken in Rockville's history. This is not just an incremental expansion that can be accommodated by stretching our existing infrastructure. AND LASTLY, WHO WILL PAY? Why should existing residents bear the burden for this expansion unless it can be shown to benefit them? It appears that the primary beneficiaries are the developers not the businesses or the residents of Rockville. Why would we want to do this? The Plan does not say.

Further, the Pike Plan is proposing to replace the dedicated, successful commercial/retail area we have today with a residential neighborhood where businesses are only a small component. This is a wholesale revision of land use with huge consequences. The character of the region will become primarily residential - in fact it will change the character of the city from mostly "residents" to renters; from folks vested in the community to a largely transient population. In spite of enormous potential consequences, the Plan fails to investigate the impacts on those with the greatest stake, namely the businesses and the residents who use them. Here are two issues of critical importance that must be, but have not been addressed, if we want businesses on the Pike to thrive.

- Businesses depend on customers being able to access their stores with relative ease. Patrons must be able to get to stores and park their cars when they arrive. The Plan fails to provide any evidence that people will be abandoning their cars any time soon. Wide sidewalks and bike lanes, while desirable, will not solve this problem. By replacing strip malls with mixed-use housing, the Pike Plan eliminates surface parking, yet does not address how many parking spaces are needed or where they will be located. Will all the cars park underground? Will each development provide the parking for its building? Is this the most efficient way or should centralized parking garages be created?? Parking is a make or break issue for small, local businesses. For example, I know that I no longer shop at Whole Foods since it moved to White Flint because parking is too hard and unpleasant.
- Destruction of the existing strip malls will cause massive upheaval to the existing businesses. Can these businesses survive and remain part of the Pike area? Probably not, without making provisions to help them. In building Town Center we constructed mixed-use residential over retail and lost most of the existing businesses in the process. What has the city learned about the

character of this renter population? Shouldn't we learn from that experience? Yet here, as elsewhere, the Plan is silent.

For all the reasons I have stated, and more that will be explained by other WECA testifiers, the WECA Executive Board opposes the Pike Plan and requests that you reject it in total. You may be feeling pressure to get this done, but the adverse consequences to Rockville are too far reaching. Giving developers the green light without addressing the impacts on Rockville or the required public services and facilities carries high risks for losing much of what we value about Rockville while saddling residents with a huge tax burden. Citizens are depending on you to stand up for us and do the right thing- deny the proposed plan and give directions for creating a new Plan that will benefit Rockville's residents and businesses.

REMEMBER THE ROCKVILLE MALL!!! As George Santayana said, "Those who cannot remember the past are condemned to repeat it,"

Exhibit No. 110
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Kira Austin <kiralynn.austin@gmail.com>
Sent: Friday, May 13, 2016 9:19 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Rockville Mayor and Council,

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Kira Austin
537 Thayer Ave
Silver Spring, MD 20910

Exhibit No. 111
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Nancy Kane <nekane1@verizon.net>
Sent: Saturday, May 14, 2016 3:45 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Rockville Mayor and Council,

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Nancy Kane
Weymouth
Bethesda, MD, MD 20814

Exhibit No. 112
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Nick Brand <n.brand@verizon.net>
Sent: Sunday, May 15, 2016 6:31 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Rockville Mayor and Council,

Thanks for working to redesign Rockville Pike to make it a better place for transit, bicycling and walking. For decades I have avoided driving out your way to shop or eat from Chevy Chase since it's been such a car-wilderness.

The proposed plan is somewhat better, but it's not going to make the area particularly walkable.... Just consider that at 252 feet wide, it will be wider than the monumental Champs Elysees in Paris! But without the Arch of Triumph at one end.....

Surely there's a way to make better use of the good street grid parallel to Rockville Pike to eliminate the proposed access roads, and to narrow other features to make the road friendly to all users, not just motorized modes. I gather White Flint just down the Pike already has such a template.

Many thanks for considering this,

Nick Brand
(Action Committee for Transit)

Nick Brand
district 18, precinct 721
chevy chase, MD 20815

Exhibit No. 113
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From:	Jack Gelin <gelinjac@gmail.com>
Sent:	Sunday, May 15, 2016 7:34 PM
To:	Sara Taylor-Ferrell
Subject:	Draft Pike plan statement M&C
Attachments:	Draft Pike plan statement M&C.docx

Sara, Please make five copies for this for the Mayor and Council for tonight's hearing on the Pike Plan. I will send you an additional attachment on two parks in New York City. Thanks, Jack Gelin

STATEMENT ON THE PIKE PLAN TO MAYOR AND COUNCIL BY JACQUES GELIN

Madam Mayor and Members of the City Council. Good evening, I am Jacques Gelin and I live at 105 South Van Buren St. in Rockville.

Introduction to the Pike Plan. Before you is a highly imaginative document called "Rockville's Pike Neighborhood Plan." It's the product of two consultants' reports that cost our taxpayers over $500,000, lots of work by the City's planning staff, and a detailed review by the Planning Commission. This is a serious matter. Look at the document's cover. It is a truly artistic creation, one that portrays a vision of the Pike, but an unreal one. It shows a broad avenue with a few automobiles, some low-rise buildings, a few bicycles, and some pedestrians. This vision of the Pike has been the product of years of work, many "listening" sessions, charettes, and meetings. The resulting product is something for everyone: commuters and developers to be sure, but also bikers, pedestrians and other visionaries who wish the City well. In short, there is something in the Plan for everyone. What's not to love?

What is absent from this picture is the planned ten lanes of traffic, a newly-redesigned road as wide as I-270 that divides a large portion of Rockville in two, carries automobiles, trucks and buses on what is one of the area's main commuter roads. The vision, however, fails to depict the many small locally-owned businesses and restaurants that have served as a principal shopping venue for Rockville that now line the Pike. They will be gone because they would not be able to afford the new high rents that they would be charge.

For or those who like to gamble this is Rockville's second big opportunity to roll the dice. The first time occurred nearly 50 years ago, just before my family came to Rockville. Rockville was then a small city, having grown from about 2,000 at the beginning of World War II, to about 40,000. When I arrived in 1968, the City's operating budget was a bit over $2.8 million; the City's last operating budget was $126.3 million. I was unable to obtain the City's population for 1968, but in 1960 it was slightly over 26,000; in 1970 it was over 42,000. Today the City's population is about 64,000. Growth can't be stopped. But it can and must be managed. And growth must benefit Rockville's citizens, not developers, who will build, take the money, and move on. We must never forget the **Statement of Purpose of the City's Master Plan,** which proclaims, in part, that **"Rockville will continue to be a city that emphasizes the characteristics of a small town community [and] offers an excellent quality of life."** Any plan for the Pike, or any other part of the City, must measure up to this ideal. Unless a plan protects and advances the interests of Rockville's citizens it cannot be accepted.

A bit of history. In the 1960s, Rockville was somewhat down-at-the-heels City. With the best intentions its civic leaders signed onto an exciting new vision for the City called "urban renewal." One enticement was that the grand vision for Rockville would be financed, in large part, by federal money, which is not real money. What actually happened was that nearly all of Rockville's old buildings were leveled, the City's downtown streetscape was replaced, and the

enterprise was crowned by an exciting new centerpiece: a massive fortress-like structure, called the Rockville Mall. We know what happened with that gamble: the anchor stores never came, the mall's small stores failed, and it went bankrupt. Finally, the Mall was demolished. But the damage had been done. Lots of Rockville's small city charm – which really did exist and could have been saved – was forever lost.

The Town Center. On the happy side, Rockville got a second chance. From the ashes of a failed urban renewal, and as the result of community effort, the City got a new, livable Town Center. Phase I of the town center has a new crown jewel, the county's main library which fronts on a civic plaza. Surrounding this area are low-rise residences built over new stores and restaurants. Unfortunately, because of hard economic times and some unlucky or poor planning, many of the original stores and restaurants failed; but they were replaced by other stores and restaurants. We can't really be sure whether Phase I has succeeded. Although the new buildings didn't sell as condominiums, they were remarketed as rentals. We get conflicting reports about the area's occupancy. On one hand, the buildings' owners tell us that the buildings are nearly fully occupied; on the other hand, at nightfall when one walks in the area the buildings appear mostly dark. What do you believe?

Phase I of the town center cost the City's tax payers a lot of money. For example, the City invested over $51 million for parking garages and for the innovative VisArts building. What is incontrovertible is this: Rockville has a big stake in the success of the Town Center. **The City cannot again afford to gamble and lose, because this time Rockville may not be so lucky.**

The Pike Plan that is before you is a siren song, one that would do credit to a fictional character created by Charles Dickens in his novel "David Copperfield." That character, you may recall, was a feckless, ne'er do well with boundless optimism. His name was Wilkins Micawber. Micawber, you will recall, faced recurrent setbacks in life met them with the same motto: "Something will turn up." Rockville has invested too much to use Micawber as its role model.

Unfortunately, the Pike Plan before you threatens the City's investment in the Town Center. First, because the Pike is Route 355, a state highway over which the City lacks control. The Pike is a **major commuter highway** that links areas north of this city, from the booming communities in Clarksburg and Gaithersburg, past Rockville, to the massive developments that have been created south of the City in the White Flint area, such as Pike & Rose, onward to Bethesda and to the District line. Let's be frank. The developers up and down the Pike are not interested either in Rockville or in the ideal expressed in the City's Master Plan. They either want to facilitate commuter traffic or gain riches by building along the Pike. And they do this without regard to what happens to the quality of life in Rockville. They regard this City has an obstacle to be overcome, and they regard to the small city values represented in its Master Plan as unrealistic and in today's world, as fanciful.

What is fanciful, I suggest, is not the idea embodied in the City's Master Plan, but the document labeled "Rockville's Pike Neighborhood Plan." To be plain, the Pike Plan is not a real plan, one that has been carefully and meticulously thought out, but rather merely a vision, one that threatens the citizens of Rockville with disaster. For starters, the Plan will enable the City's population to double by 50 to 70,000 along the Pike corridor, all in contradiction to the values in the City's Master Plan. Let me be plain. I do not contend that Rockville will not or should not grow; it can't remain the same size any more than the rest of the nation. When I was a boy the population of the United States was 130 million; it's now about 320 million. Growth will occur whether we like it or not. But to revert to literature, we can't allow it to "just grow" like "Topsy" in Harriet Beecher Stowe's novel, in "Uncle Tom's Cabin." We must plan for it. If we don't, Rockville's citizens will surely lose. All big, successful ventures require careful planning.

Careful planning is critical. Let me advert to the reconquest of Europe in World War II. This was a tremendous undertaking for a great cause, the liberation of millions of people from tyranny. By the summer of 1940, Western Europe had been conquered by Nazi Germany, which was enslaving and murdering millions of persons. The Allies had to reconquer Europe, but first they had to plan. They had to rearm, to raise armies and navies, and to train them. This took years of meticulous planning. Any failure to plan led to disaster. When without proper planning, a contingent of mostly Canadian soldiers, in 1942, raided the French coastal town of Dieppe, and within a few hours they met with disaster. They sustained 68% casualties. Few returned to England. The next year when the Allies invaded North Africa from the West and achieved victory in the east at El Alemein, they sustained serious setbacks at the hands of the battle-hardened Nazi Africa Corps before they triumphed. Poor planning and inexperience proved costly. Another lesson learned.

Before the Allies invaded France, in June 1944, the planners stockpiled immense supplies, transported hundreds of thousands of soldiers across the Atlantic, bombed key railroads, destroyed much of the enemy's air force, built artificial harbors called "mulberries" and towed them to Normandy. And to deceive the enemy as to where they would land the planners created a fictitious army under Gen. Patton. Despite all this, planning mistakes were made, our troops became mired in Normandy's hedgerows, bombing errors killed many of our own troops, along with innocent civilians, and an unexpected storm destroyed one of the mulberries threatening the Allies' supply line. Yet, because of meticulous planning and overwhelming materiel and manpower the Allies succeeded. Our top planner, Gen. Marshall, never achieved his dream of commanding troops in the field, but largely due to his efforts this massive undertaking succeeded. **Success is not based on good intentions and grand visions.** It didn't happen that way in World War II, and it won't happen that way along the two-mile section of State Route 355 that lies in Rockville.

Prior speakers have spoken to you about specific defects and shortcomings in the Plan's great vision. I will not repeat them here. But two critical defects must be addressed because together they threaten the quality of life that our Master Plan. These two attributes, together,

embody those qualities that have made Rockville the community in which we are proud: good schools and adequate parks.

Rockville's citizens must have adequate schools. Unless our City can offer good, uncrowded schools, people will not choose to live here. It's a plain fact that most of our schools are way over capacity. The City does not control school construction, the county does. This body's hope that by conciliating the county and lowering the APFO/APFS standards to the county's level the City would somehow get the construction it sorely needs may yet come to pass, but this is problematic and, in any event, lies in the future. After all, Rockville has to compete with other communities for school funds. The county, as well as the state, has financial problems, and neither entity can be counted upon to favor Rockville. To double the City's population **before** it actually gets a sufficient number of classrooms would be irresponsible. Remember Mr. Micawber.

Let's look at recent history. The county has shown its concern with the welfare of Rockville's residents by its recent action regarding the Carver bus depot site. We all know that the county, in the name of "smart growth," sold its bus depot site at Crabb's Branch to a developer. The county sold this land, however, without obtaining an alternative depot for the county's school buses beforehand. Needless to say, the county undertook this sale without adequately informing the City's residents; they proposed to "temporarily" install 250 buses, drivers' cars, and even a fuel facility, on land owned already owned by the Board of Education, the historic Carver site, and without considering the impacts on a neighboring residential neighborhood. In response, the affected Rockville community arose, united, garnered allies, and mounted a well-thought campaign against this project. The battle is ongoing. That community may ultimately prevail.

Elsewhere, in a fringe area of Bethesda that is not regarded as politically powerful compared to Chevy Chase and Potomac, the County Council recently approved a large-scale development plan called the "Westbard Sector Plan." This plan authorizes the construction of a number of high-rise commercial buildings and up to 1,200 additional residential housing units. You can be sure that the perceived interests of the residents of well-connected, affluent areas of Chevy Chase, Bethesda and Potomac will not be adversely affected. Their voices, unlike those in Westbard, are clearly heard in the councils of government. Such is life in Montgomery County.

Meanwhile, our county executive has concentrated his attention on the really big issue facing Rockville's citizens: the placement of the Confederate statue, which has stood in Rockville unnoticed for over a century.

For Rockville citizens who depend on the ideals expressed in the Master Plan, the moral is clear: don't count on a lot of help from the state, or the county. Rockville is in this alone.

The Pike Plan fails to mandate adequate parks. Rockville now has 1199 acres of parks, a decent amount. The City now boasts that no residents live further than a short quarter-mile walk from a park. Adequate parks are not a frill, but an amenity that cities great and small have recognized and fostered since they have been created. Let's look at New York City.

In New York City, in densely-populated Manhattan is **Central Park,** which was copied from the Bois de in Paris, Boulogne and Hyde Park in London. Central Park was designed in the Nineteenth Century by two world renowned landscape architects, Frederick Law Olmstead and Calvert Vaux. This park, the first landscaped park in the nation, is the most visited urban park in the nation, being visited annually by 35 million persons. Its creation required the eviction, in 1860 of 1,600 poor Irish residents and free blacks; otherwise the area was relatively uninhabited. This 843-acre park features, among other things, a large lake, seven smaller bodies of water, a zoo, many ball field, tennis courts, seven grassy lawn areas called "meadows," rambling areas, a famous ice-skating rink and an outdoor band shell. As the New York experience shows, parks not only create civic enjoyment, but value. Adjoining Central Park are luxury apartments and great museums -- the Metropolitan Museum of Art, the Museum of Natural History, the New-York Historical Society, along with other cultural sites. For those interested in finance, in 2005 the park's estimated value was $528.9 billion.

Across the East River, in Brooklyn where I grew up, a block away from our house was and remains a 40-acre ball field that had 13 baseball diamonds, some of which have been replaced by soccer fields. This area, called the "Parade Grounds," was originally a training ground for militias. Baseball stars Sandy Koufax and Joe Torre began their careers at the Parade Grounds. Adjacent to the north is the 585-acre **Prospect Park,** also designed by Olmstead and Vaux. This park has, among other things, a 64-acre lake, water courses, bridges, ravines, meadows, hills, a band shell, bridle and bike paths, ball fields, children's play grounds, a Quaker cemetery where Montgomery Clift is buried, and a zoo. The park, which contains Revolutionary War sites, including a battlefield, adjoins a 52-acre botanical gardens that is visited annually by 900,000 people. At the park's entrance lies the spacious Grand Army Plaza that features a memorial arch designed by McKim, Mead and White. Again this park like others helps create value. Along the park's west side are million dollar brownstones whose values are enhanced in large part by their propinquity to the park. In sum, parks are a civic amenity that create value and enhance the quality of citizens' lives. Parks must be cherished.

Doubling the City's population along the Pike corridor – as the Pike Plan would allow -- without mandating the creation of parks, would destroy this critical civic amenity and degrade the civic life of Rockville's citizens. The Pike Plan fails to mandate the creation of parkland as a prerequisite to intensive development. The answer I believe is clear. It's hard and expensive to build and maintain parks, but it is necessary. Creating parks along the Pike would be really hard and costly, since, among other things, the east side of the Pike is bounded by the above-ground Metro tracks and Amtrak rails. Only west of the Pike is land available for parks, and this land

will not come cheap. Rockville would either have to acquire and destroy existing residential communities, or acquire land from the Woodmont Country Club.

In large part, both Central and Prospect Parks were planned and built before the adjacent areas were developed, not after. If parks are not created before residential development takes place, they will never be. On that you can rely. The developers who are promoting the Pike Plan don't live in Rockville; they want to build, take their profit, and move on. Any plan that doesn't require developers to fund land acquisition for parks before they develop the area is unrealistic; think of Wilkins Micawber. Any development in Rockville as allowed by the present Pike Plan, without parkland, degrades the quality of its citizens' lives.

The Plan's proponents are spinning the tale that massive rental development will create affordable housing. This idea has two fallacies: the first is that this is a fiction that renting is affordable – for example the Wall Street Journal has reported that future rentals will cost millennials and others one-third of their income; renting is not cheap. You can rely on the fact that developers who don't have a stake in Rockville will take advantage of the fiction that doubling Rockville's population will add to the City's tax base and enable millennials to afford to live here. The second fiction is that by changing Rockville from an owner-dominated community to a rental one doesn't matter. It does. The new residents will mostly be transients. They won't have a stake in the community and don't mind living along a crowded, noisy thoroughfare because they don't plan to stay here, but will move on when convenient. Is this in Rockville's best interest? Remember that the Duball developers originally projected that their project would consist mostly of condominiums; then when the market changed their Upton building became rentals; then Duball got permission to make the units smaller and to cut the City's parking requirement. That should show you that developers seek only to maximize profits, which is not unreasonable for them; **civic leaders should be held to a higher standard: what is best of the citizens of Rockville.**

Proponents of the Pike Plan argue creating additional housing that will increase Rockville's tax base, which will somehow be cost free to Rockville's taxpayers, and will create affordable housing. None of these arguments can withstand analysis. For example, the Pike Plan fails to even discuss the amount of additional costs of infrastructure and services, such as police and fire protection that the additional development would require. Nor does the Pike Plan explain how the disruption of Route 355 during construction would be managed. Again, something will turn up. The notion that large scale development will pay for itself and may indeed reduce our citizens' taxes is also pure fantasy. In the real world there is no free lunch. In the past, development has never been cost free, and it would not happen now.

You may have observed, sadly, that in our most recent election only 16 percent of Rockville's residents voted. Why? The answer is that they are discouraged; they believe – not without reason -- that they can't match the power and influence of the developers and their high-priced lawyers and publicists and that they cannot rely on the Mayor and Council to effectively

represent them and preserve the essence of what Rockville has meant and what the Master Plan proclaims. That is why I appear here to urge you to prove that the voters are wrong. From past history and from what I have seen and heard lately I am not overly optimistic. Please prove me wrong.

In closing, let your decisions on plans for Rockville follow the lodestar that asks the following question: **does it promote the quality of life for Rockville's citizens?** A good Rockville Pike Plan must do that. This one does not. You can do better, and you must.

Jack Gelin

From: "Jack Gelin" <gelinjac@gmail.com>
Date: Sunday, May 15, 2016 10:24 AM
To: <gelinjac@gmail.com>
Subject: Randalls Island finally connected to the South Bronx

N.Y. / Region

Starving for Greenery, the South Bronx Finally Gets a Link to Randalls Island

By WINNIE HU and RICK ROJASMAY 14, 2016

Photo

The Randalls Island Connector links the South Bronx to the island, which held a cherry blossom festival this weekend. The pathway has seen steady use after opening in mid-November, following years of negotiation and construction. Credit Nicole Bengiveno/The New York Times

Runners and bicyclists zoomed across the landscaped corridor on Saturday, taking advantage of the breezy, sunny conditions to enjoy what many had long sought — a link connecting the South Bronx to Randalls Island.

They were trailed by power walkers and others who slowed to take in the scene and snap photographs of the flowering vines, shrubs and ornamental grasses that, along with the chirping birds, created an idyllic scene and masked the bustle of the busy streets nearby.

"It's like Central Park in the Bronx," Karen Olivares, 23, said while she strolled with her boyfriend. "This is like a secret getaway."

After years of delays, the Randalls Island Connector, which crosses over a narrow waterway known as the Bronx Kill, is finally a reality for Bronx residents who have long felt cut off from Randalls Island, one of the city's main recreation hubs. Though the connector opened to pedestrians and cyclists last year, local residents decided, with spring underway, to treat Saturday as an unofficial grand opening.

"This has been years in the making, and seeing people walking and biking over the Bronx Kill to Randalls Island makes it all worth it," said Maria Torres-Springer, president of the New York City Economic Development Corporation, which oversaw the project. "This gives Bronx residents access to all the amenities that Randalls Island has to offer, improving quality of life in the neighborhood and exemplifying our commitment to building strong and equitable communities across all five boroughs."

Photo

Melanie del Rosario of the Randalls Island Park Alliance, which will increase the number of free events

on the island this year, partly in anticipation of more foot traffic from the new connector. Credit Nicole Bengiveno/The New York Times

Before the connector was finished, the only direct route to Randalls Island by foot was a difficult crossing on the Robert F. Kennedy Bridge (formerly the Triborough Bridge) that required navigating steep steps or winding ramps alongside heavy traffic.

The new link, by contrast, is a wide, ground-level pathway that starts just down the street from the bridge and runs a quarter-mile under the arches of an Amtrak trestle and over a red pedestrian bridge. It is accessible to those with disabilities, has dedicated bike and pedestrian lanes and is flanked with lights and shrubs.

The eagerly awaited connector was originally scheduled to open last summer, but remained blocked off by a black metal gate and construction barriers. It was not completed until mid-November, long past the peak season for outdoor activities. Ian Fried, a spokesman for the Economic Development Corporation, said that extensive testing of the connector to ensure its safety had caused the delay.

The city proposed the $6-million project, which was paid for with local, state and federal money, in 2006 as part of a larger plan to create a South Bronx Greenway in an industrial swath of the borough. Work began in late 2013, following protracted negotiations over the easements needed to build the pathway, which runs through property that is owned by the state, but privately controlled.

"While separated from the Bronx by just a few feet of water, Randalls Island had for decades seemed distant to the people of the South Bronx," Ms. Torres-Springer said.

By The New York Times

The lack of easy access to Randalls Island — a 330-acre expanse of public parkland that includes wildflower meadows, a track-and-field stadium, baseball and soccer fields, and tennis courts — has long been a contentious issue in the Bronx. Residents of some parts of the borough, where rates of asthma, diabetes and obesity-related illnesses are high, lack sizable parks. The problem is particularly acute in the South Bronx.

Many residents have begun to make the connector part of their routines in recent months, taking advantage of an unusually mild winter. Bicycle commuters pass use it to pass through the island daily on their way to jobs in Manhattan or Queens.

Randalls Island now draws more than 3 million visitors a year, up from 1.7 million in 2012, according to the Randalls Island Park Alliance, a nonprofit group that maintains the parkland in partnership with the city's parks department. The island, which was joined with Wards Island by landfill, was once known primarily as a setting for asylums and hospitals before being developed for recreation beginning in the 1930s.

Aimee Boden, the alliance's president, said that her group had noted steady use of the connector, and recently installed a clicker with a motion-activated sensor to count the number of people passing through.

The alliance had increased the number of free events held on the island to 100 this year, up from 15 in 2014, partly in anticipation of increased foot traffic from the new connector, Ms Boden said.

Photo

A section of the connector, which is accessible to people with disabilities and has dedicated bicycle and pedestrian lanes. Credit Nicole Bengiveno/The New York Times

Among those events: a cherry blossom festival held on the island on Saturday. The alliance will also be offering programs that teach fishing and orienteering; bird-watching excursions and historical walking tours are planned as well.

On the Bronx side of the connector on Saturday, a celebration was organized by Jeanine Alfieri, an artist who lives nearby and considers the link a linchpin to efforts to transform a stretch of industrial waterfront in Port Morris, a South Bronx neighborhood that has attracted artists and new businesses in recent years.

Ms. Alfieri and other artists opened their studios for the day as part of the celebration, which also included a jazz concert and the staging of an original piece by Autumn Kioti, a performance artist. "This is really the community's celebration," Ms. Alfieri said. "We didn't get a chance in November when it officially opened."

Ms. Alfieri said she had not gone to Randalls Island in the past because she disliked the crossing. But recently, she said, she had been crossing the connector several times a week with her dog.

"It's beyond easy," she said. "It's just like walking out your front door and having Randalls Island in front of you."

Ms. Olivares, who lives in the Bronx, went to the connector with her boyfriend, Francisco Torres Jr., on Saturday morning after learning about the festivities from a flier posted at a nearby subway station. The couple said they had recently started running outdoors and were planning to take advantage of the new pathway on weekends.

Mr. Torres, a 37-year-old city bus driver, said he remembered when the ground he was walking on was piled high with trash, used tires and abandoned cars. "Now," he said, "it's like heaven."

Exhibit No. 114
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Sebastian Smoot <sebsmoot@gmail.com>
Sent: Sunday, May 15, 2016 1:13 AM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Rockville Mayor and Council,

At 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. People will NOT want to cross the Pike on foot and will drive to make short trips, thereby increasing traffic and congestion.

Please incorporate the recommendations made by the Coalition for Smarter Growth in your plans for Rockville Pike.

Thank you!

Sebastian Smoot
1200 Rainbow Dr
Silver Spring, MD 20905

Exhibit No. 115
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: John Kelly <jwkelly43@me.com>
Sent: Sunday, May 15, 2016 10:59 PM
To: mayorcouncil
Subject: Comments on Rockville's Neighborhood Pike Plan

To Rockville's Mayor and Council -

My purpose in raising these points is not to influence the decisions that the Mayor and Council make regarding Rockville's Pike Neighborhood Plan. Rather I'm hoping to make sure that the Plan includes sufficient information for the Mayor and Council to make good decisions that they can explain to the citizens of Rockville and those who currently depend on the Pike for shopping and employment. I have three major comments on the March 2016 Rockville's Neighborhood Pike Plan (Plan) prepared by the Planning Commission:

1. The Plan doesn't describe the financial impact on the City and County of transitioning the Pike from the major retail destination that it currently is to the mixed-use, pedestrian-friendly neighborhood proposed in the Plan.
2. The Plan focuses on impacts expected on neighborhoods that don't yet exist, but doesn't discuss the impacts expected on neighborhoods that currently exist.
3. The Plan discusses many broad steps that are required to implement it, but doesn't discuss, at a useful level of detail, the interdependencies between the implementation actions under control of the State, the County, and the City and the timing of their respective implementation actions.

The remainder of this message elaborates on these comments.

Fiscal Impact of the Plan on the City and County

The Plan proposes to transform the Pike from a highly successful retail destination to a mixed-use neighborhood, but doesn't discuss the financial implications of this transformation. At a minimum, the Plan should discuss the revenues that the City and County realize from the current uses of the Pike corridor within the planning area and the costs that the City and County incur to maintain those uses. The Plan should also project the revenues that the City and County should realize from the proposed uses within the Plan corridor as well as the costs to the City and County to create and maintain those uses.

Impacts on Existing Neighborhoods

The Plan doesn't discuss its impacts on the current Pike neighborhood nor on the other neighborhoods in Rockville and the adjacent areas of Montgomery County and beyond whose patronage has made the Pike a major regional retail destination. The Plan clearly assumes that the retail offerings in the new mixed use developments will be intended to support the residents of those communities. Over time as the transformation anticipated by the Plan takes place, there will be a major redirection of the current Pike-centric retail transportation pattern to a retail transportation pattern that links to other shopping destinations. This should be more explicitly discussed in the Plan.

Furhermore, unless the City takes explicit steps to ensure, or increase the likelihood, that current small businesses continue to be housed in the proposed retail zones of the proposed Pike neighborhoods, it is unlikely

that they will remain there. Town Center is a good example of how long-time businesses will be lost unless explicit steps are taken to prevent this.

Inadequate Discussion of Interdependencies of Implementation Responsibilities and their Timing

The Plan describes a variety of changes in transportation patterns and land use that will make the Pike Neighborhood less congested for vehicular traffic and more friendly and safe for pedestrians and bicycle riders. The Plan also seeks to increase the density of residents and employees who work in the neighborhood. The Implementation Chapter of the Plan makes clear that there are a number of interdependent actions that need to occur to realize the Plan's vision and identifies which levels of government are responsible for those actions. However, there is no discussion of the sequence in which these actions need to, or might, take place in order realize the Plan's vision.

The major transportation changes envisioned in the Plan, namely the transformation of the Pike into a "multi-way boulevard," are dependent on State funding decisions and on decisions by the County on developments on the Pike to the north and south of the sections of the Pike under Rockville's control. The City only controls decisions regarding the access lanes adjacent to the proposed Pike and the proposed street extensions (E. Jefferson and Chapman Streets) intended to create alternative transportation choices to the Pike. The County controls the expansion of school capacity, which is recognized as a potential limit to the expansion of residential capacity, but not in a sufficiently explicit manner. A reader of the Plan can't determine how the County's school expansion plans impact the timing of proposed residential developments.

The City's role in implementing the Plan's vision seems to be limited to finalizing the development constraints contained in the proposed Rockville Pike District Zone Ordinance; approving development proposals in accordance with that Ordinance, once it is adopted by the Mayor and Council; developing City parks in the Plan area; and expanding the water supply, wastewater, and storm water infrastructures required for new developments.

It would be helpful if the Plan discussed these interdependencies in greater detail and proposed different scenarios for how the Plan's vision might be realized under different assumptions regarding the timing of the various implementation decisions. For example, how far could the City go in implementing the Plan's vision using its own authorities before the State and County are willing to play their roles as envisioned by the Plan. Similarly, what would be the impact on the Plan's vision if the State agreed to a major upgrade of the Pike, before the City or County could agree on their respective actions.

It would be helpful if the Implementation Chapter of the Plan were revised and expanded to address these issues.

The Rockville Pike is not visually attractive, but serves as a major retail destination and employer for many residents of Rockville and the surrounding communities. The Plan for changing the Pike needs to be more respectful of this and more helpful to the Mayor and Council in making decisions that they can explain to those residents.

Respectfully,

Jack Kelly

T

Exhibit No. 116
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Kiril Fradkin <wordpress@reimaginetwinbrook.com>
Sent: Sunday, May 15, 2016 11:46 PM
To: Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject: Please Oppose Widening the Pike to 252 feet

Dear Mrs Newton,
Please reconsider the proposed size of the road. It's really too much .

Signed,
Kiril Fradkin
kiril_fradkin@yahoo.com
1712 Evelyn dr
Rockville, 208524127

Sara Taylor-Ferrell

From:	Breen, Nancy (NIH/NCI) [E] <breenn@mail.nih.gov>
Sent:	Monday, May 16, 2016 10:12 AM
To:	mayorcouncil; mayorcouncil
Cc:	RBAC Google Group
Subject:	RBAC advice on Pike plan

Honorable mayor and council members:

The Rockville Bicycle Advisory Committee supports the Rockville Pike Plan as a development strategy in the long term.

In the short term RBAC advises two interim measures:
1) the creation of 2-lane protected bike paths moving in the same direction as vehicular traffic on each side of MD 355.
2) a reduction in the number of driveways leading on to MD 355; too frequent driveways are unnecessary and pose a terrible safety hazard.

Respectfully,
Nancy Breen
Chair, RBAC

Sent with Good (www.good.com)

Exhibit No. 118
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Batia Barsever <batiabarsever@gmail.com>
Sent: Monday, May 16, 2016 10:41 AM
To: Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject: Please Oppose Widening the Pike to 252 feet

252 ft wide Rockville Pike is too much and unsafe.

Signed,
Batia Barsever
batiabarsever@gmail.com
12108 Hunters Ln
Rockville, 20852

Exhibit No. 119
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Eileen McGuckian <phileen3@verizon.net>
Sent: Monday, May 16, 2016 10:59 AM
To: cityclerk
Subject: Testimony on the Rockville Pike Plan
Attachments: the rockville pike plan.docx

Dear Madame Clerk,

Please accept the attached file as testimony for this evening's Mayor & Council public hearing on the Rockville Pike Neighborhood Plan.

Thank you very much,

Eileen McGuckian
11807 Dinwiddie Drive
Rockville, MD 20852

TO: Mayor & Council of Rockville May 16, 2016
FROM: Eileen McGuckian
FOR: Public Hearing Record, Rockville Pike Plan

To many people, particularly those who live outside of our city, the Rockville Pike IS Rockville. For positive or negative, this has been the entrance to Rockville for close to 300 years. Whether a pleasant country road or a clogged connector, the Rockville Pike still IS Rockville. So impressions and identification are worthwhile considerations.

What overall impression does the Mayor & Council want to project? A canyon between high rises, a jumble of places competing for attention, a speed-way to another destination? I hope that the Rockville Pike can continue to be more than this..... that it can convey its still-unique identity and long-term importance to our city and county.

It would not be difficult to use a bit of creative energy and remind the thousands of daily Pike travelers that this is no ordinary roadway. It was once an Indian path, a Colonial trail to the west, a route of military import, even the venue of a well-known airfield. A commercial venture in the early 19th century, the Rockville-to-Georgetown Turnpike served for decades as an escape route to freedom on the Underground Railroad and in the 1920s became the first paved road in Montgomery County. Small communities such as Halpine and Montrose oriented to this major thoroughfare, as do mid-20th century modern subdivisions like Hungerford, Rockcrest, and Congressional.

When Peerless Rockville published a historic and architectural guide to the Rockville Pike in the 1990s, a driver could visit landmarks of Rockville history along the road. Today we can still appreciate farms that once lined the Pike (Dawson and Lyddane-Bradley, now Woodmont Country Club), an airport that became a blockbuster shopping center (Congressional), a general store and proprietor's residence (now Dietles and adjacent house), schools (1909 Montrose and the County's first high school), Edmonston Bridge over the railroad tracks, Agricultural Fairgrounds that hosted thousands of Civil War soldiers, architectural gems of the 1970s and 80s, and of course St. Mary's two stunning churches and cemetery.

Every Plan adopted by the Mayor & Council must include a distinct positive identity tied to our history. I urge you to protect the dwindling number of historic sites remaining on the Rockville Pike, to ensure recognition of the Pike's rich history, and to take this opportunity to incorporate Rockville history into the latest Rockville Pike Plan.

Exhibit No. 120
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Meyer Katzper <lkatzper@msn.com>
Sent: Monday, May 16, 2016 12:00 PM
To: Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject: Please Oppose Widening the Pike to 252 feet

We oppose this plan.

Signed,
Meyer Katzper
lkatzper@msn.com
2 Locks Pond Court
Rockville, 20854

Exhibit No. 121
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Larry Giammo <larry@larrygiammo.com>
Sent: Monday, May 16, 2016 12:00 PM
To: mayorcouncil
Subject: proposed Rockville Pike Plan - document for the record
Attachments: Rockville Pike Plan - Planning Process and Basic Outcomes Metrics - Larry Giammo.pdf

Mayor and Council,

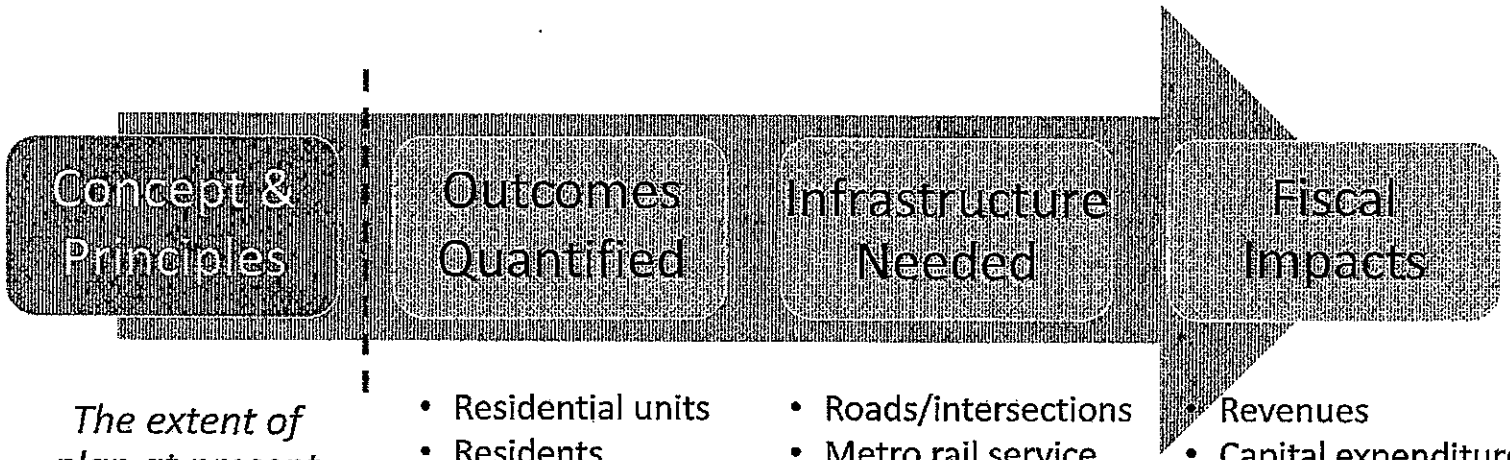
I plan to testify during the public hearing tonight on the proposed Rockville Pike Plan. I will refer to the attached two-page document during my testimony. Please add the document to the record on this matter.

Thank you,

Larry

Larry Giammo
larry@larrygiammo.com
301-213-5678

"Planning" for Significant Change



The extent of plan at present

- Residential units
- Residents
- School children
- Commercial space
- Office space
- Park/green space
- Auto trips
- Metro rail trips
- Bus trips

- Roads/intersections
- Metro rail service
- Bus service
- Schools
- Fire & rescue
- Police
- Water
- Sewer
- Other services

- Revenues
- Capital expenditures
- Operating expenditures

Exhibit No. 122
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Mike Stein <mkstn5@me.com>
Sent: Monday, May 16, 2016 2:15 PM
To: cityclerk; mayorcouncil
Subject: Pike Plan Public testimony

I am submitting the following written testimony that I hope to present at tonight's public hearing. It contains more than I will be able to say in 3 minutes. I will only be able to give a few highlights but wanted my extended comments on the public record. Thank you.

Good evening Mayor Newton and Members of the Council,

My name is Mike Stein and I reside at 13004 Atlantic Ave. I am a member of the Traffic and Transportation Commission but the comments I make tonight are my own. I have submitted several pieces of written testimony which I wish to summarize tonight:

-The Mayor and Council suggested several good changes to the Pike Plan in its April 1 2015 letter to the Planning Commission (47 in fact!). Some of the changes were accepted as is, some with alterations and some suggestions were rejected by the Commission. I believe this Plan will be a better one if the changes not accepted by the Commission are reintroduced prior to adoption by this body. Especially any of the changes that reprioritizes pedestrians, bicyclists and mass transit users over vehicular traffic as well as those changes that reintroduce the necessary added density new development will bring to the Pike, especially the South Pike area. The heights proposed at white flint are probably not appropriate for Rockville given the proximity of the Twinbrook neighborhood to the Pike but heights of 150' are appropriate and necessary to ensure the success of the mixed use development the City hopes to attract and to reduce the negative unintended consequences population growth might bring to our neighborhoods of single family residential, which I will speak to more in a moment.

-On the subject of access lanes it is my belief that the city should abandon this now outdated idea. I waffled back and forth on this for awhile but recently have come down on the side that the access lanes are not necessary and may be detrimental to the evolution of the Pike as it transitions from the automobile dominated environment it is today to the more urban and walkable neighborhood the city wants it to be as reflected in the Plan.
The access lanes were introduced in the 1989 plan and 30 years later have not been built. I have closely followed the city's discussion related to access lanes and it is my understanding that while the city has much of the easements necessary, it does not currently own any of the right of way to build the access lanes and has not identified any funds to purchase the land nor does the city have a plan to build them. I worry that keeping them in the plan will lead to more compromised development along the Pike such as we've seen with the Galvan and the single story strip development at the corner of Halpine and the Pike. Because these developments were built at lower heights than allowed and at set backs required for future access lanes the developments are a suburban/urban hybrid that doesn't quite achieve success at either. The developments are more difficult to access by car than what was there before and not much more pleasant or easy to access on foot or bike. I note that the congressional development is losing REI to the more urban Pike and Rose down the street.

I also think that many recent trends point towards the city not needing the access lanes for traffic mitigation in the future. Recently we learned a study was completed on new development up and down the Pike and it was found over 50% of new residents relied on a mode of transportation other than the automobile. Area wide, vehicular miles traveled has remained steady despite population increase. East west access is a concern of many in the city. Not only do north/south access lanes do nothing to fix east west access it ignores all the County is trying to do to fix the lack of east-west connectivity that has been an issue for decades. For example, the ICC was recently completed. The purple line should be completed by 2021. The county completed Montrose Pkwy west a few years ago and will likely build

Montrose Pkwy East in a few years. This should have a hugely positive impact on roads in Rockville, including Twinbrook Parkway, which sees most of its traffic from commuters outside the City. In addition, Montgomery County should continue to improve the street grid in its section of Twinbrook where thousands of jobs are being added at HHS and NIH. Longer term, hopefully BRT will serve to add redundancy to Metro on 355 and add capacity to Veirs Mill Rd in addition to connection two ends of the red line. Even Chapman ave is now extended to Old Georgetown and eventually will reach Randolph. It is important to remember new development happens over decades and will occur as these improvements to the transportation network are completed.

Without identified funds or a plan does it make sense for the city to commit itself to expensive access lanes? I think it is better to remain constant with what the county is doing north and south of Rockville. I think it is better for Rockville to focus its budget dollars not on new roads that may serve to induce more driving but on maintaining the infrastructure it already has, including rebuilding that infrastructure that is beyond its functional lifespan such as water and sewer mains. Should Rockville choose to spend money on new roads it should be on other parts of the proposed street network which are likelier to be more beneficial such as Jefferson extended.

I want to end by addressing some of the concerns of my neighbors many of who have previously testified on this and previous iterations of the Plan. There is a strain of thought I've heard repeated that says "if you don't build it they won't come." That Rockville shouldn't have to accommodate the thousands of new residents projected to live here by 2040. I submit that is an impossible argument. Unless you literally build a wall around Rockville (to be paid for, I guess, by those you keep out) you cannot actually stop people from coming here. The people have come, are coming and will continue to come. MWCOG recently upped their population growth projections for the region, including Rockville. If you don't plan for these people and provide a range of housing then new residents will overwhelm our single family neighborhood's by cramming into every nook and cranny they can find. In some places this is already happening.

I will use my own street as an example. I live about 3 blocks from Veirs Mill rd. The majority of houses between mine and Veirs Mill rd are rentals/and or de facto multi family housing. Many of these houses have been long term rentals but it's the recent evolution to multi family housing that is interesting. Take for example the neighbors immediately to my right. When we moved into our home in 2008 that house was owned and lived in by a woman who lived there since the mid 1950s. She raised a large family in that home but lived there alone for a number of decades after her husband died and kids moved away. When she finally was too frail to live in the house by herself her family sold it. It was bought by a young couple from Burma who live in the home with one set of parents and several other people from their community who may be just "passing through." The house across the street from them was a long term rental that housed a single family until it was converted into a group home that now houses several unrelated adults recovering from issues with substance abuse. The house next to that one is even more interesting. When we moved into our house this house was a rental lived in by a single mother and her children. After a couple of years that family moved and a new larger multi generational family moved in. Last year they moved out and the house went on the market. It was bought by a young woman who spent a couple of months doing major renovations to the inside. She is now renting out all the rooms to individuals. I am not sure how many people live there at any given time, but it's at least 4-5. Once or twice a month I see a u-haul truck and people moving in or out. Two doors down is a family who have owned their home for decades. The parents still live there as does their adult daughter, her husband and their children. The 5 houses to the left of me are all rentals. Two house single families and the rest house several unrelated adults.

Over the past couple of years, I have seen a number of houses within a couple blocks of mine go up for sale, bought, renovated, in some cases expanded only to see for rent signs go up in the front yard.

I love Twinbrook and think it is in a great location. I think it is wonderful that my neighborhood provides affordable housing to such a wide diversity of people all of whom have been fine neighbors. All of us are better off for being close to transit and major roads that provide easy access to nearby jobs and educational opportunities. But the transition I have seen in single family homes converted to de facto multi family housing has its drawbacks. The houses where several unrelated people live have more cars than you would expect if it was just a single family living in the home. At certain times during the week, especially evenings, our street is almost a solid wall of parked cars on both sides of the

street leaving not enough room for two cars traveling in opposite directions to pass each other. In addition, these rental properties are not professionally managed like new apartment buildings and in general the exterior of the homes are in various states of disrepair. The lawns are often overgrown and filled with trash. Where there is constant turnovers in rental homes you often see bulk refuse left on the curb awaiting pick up.

I don't think my street is unique. I see it all over Twinbrook. So, I ask those who wish to avoid building new housing for new residents is this the unintended consequence you wish on your neighborhood? Because it is happening and will happen if we don't build sufficient housing over the next few decades.

Other neighborhoods may see other unintended consequences. It may be that your neighborhood doesn't convert to multi family housing but instead sees housing prices skyrocket due to an imbalance in housing supply and demand. This may push out our long time residents especially those on a fixed income who may struggle to pay the new higher taxes that come with higher appreciation. It will also serve to kill the diversity so many of us in Rockville treasure. Lastly, if you don't build here where it makes the most sense because we have the metro, access to many good paying jobs and hopefully in the future BRT then you will push new residents to the outskirts of the city. To places like Olney, Germantown, Frederick, etc. Places where people will have to drive to and through Rockville to get to their jobs, shopping ,etc. This will cause traffic to be worse in the future not better.

In this way, the Pike plan and the upzoning it hopefully represents can be the single biggest protector of the neighborhoods so many of us love. I strongly encourage my neighbors both in Twinbrook and throughout the city to recognize the challenges future growth will bring and work proactively to find the most positive solutions. Solutions that not only accommodate this growth but also provides a return for the city's current residents in the form of additional and improved service. Thank you.

Mike Stein

Exhibit No. 123
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From:	Jennifer Timmick <jentimmick@gmail.com>
Sent:	Monday, May 16, 2016 2:25 PM
To:	mayorcouncil
Subject:	Testimony Regarding Rockville Pike Plan
Attachments:	Pike Plan Testimony_Timmick_2016-5-16.docx

Dear Mayor Newton and Members of the Rockville City Council,

Thank you for providing the opportunity for citizens to share their views with you concerning the proposed Rockville Pike Plan. I look forward to testifying at the Public Hearing scheduled for Monday, May 16, 2016. Attached to this message is my testimony for the record in advance of the hearing.

Regards,
Jennifer Timmick
4 W. Argyle Street
301-424-1262

Exhibit No. 124
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Batia Barsever <batiabarsever@gmail.com>
Sent: Wednesday, May 18, 2016 6:06 PM
To: Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject: Please Oppose Widening the Pike to 252 feet

widening the road to 216 feet is more reasonable and can accommodate bike lanes, BRT, and green space for the community .

Signed,
Batia Barsever
batiabarsever@gmail.com
12108 Hunters Ln
Rockville, 20852

TESTIMONY TO THE CITY OF ROCKVILLE ON THE PLAN TO WIDEN ROUTE 355
BY SIGURD NEUBAUER, FRIENDS OF WHITE FLINT BOARD MEMBER AND SMALL BUSINESS OWNER

Councilmembers, distinguished guests, ladies and gentlemen. My name is Sigurd Neubauer and I represent Friends of White Flint, a nonprofit organization with 1,350 supporters whose only mission is to ensure that the promise of the White Flint Sector Plan is fulfilled. I am on the board of Friends as a representative of the business community as my wife, Dr. Hannah Yecheskel, is the owner & founder of All Eyes on Rockville, - and don't you just love that name?! All Eyes on Rockville is a full-service optometry practice located on Rockville Pike and right across from the ongoing construction of the phase two of Pike and Rose.

These are indeed exciting times for the Pike District, its surrounding communities and local businesses.

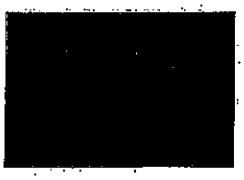
As you know, the Pike District/White Flint area is transforming into a walkable, transit-friendly, live-work-play community. As you also know, boundaries are artificial, and to residents, shoppers, and office workers, there is no boundary between the area of Route 355 in the Pike District and the portion that falls under City of Rockville jurisdiction. They view it as one continuous community. Everyone who has an interest in creating a vibrant community that fosters growth and livability must act in concert. We must work together to ensure that the Pike becomes a road that unites the east and west sides of Route 355 and unites the areas north and south of Montrose Road. None of us wants the Pike to become a vast plain of asphalt that separates rather than connects.

The City's proposal to widen Route 355 to 252 feet is dramatically different than the plan for Route 355 south of Montrose Road where it will be 181 feet wide. The bottleneck that will be created as people walk, drive, and bike south from downtown Rockville to the Pike District will be one that will quickly assume legendary stature as lanes shift and disappear. A traffic and safety problem of that magnitude will greatly diminish the communities and businesses north of Montrose as well as those in the Pike District.

These factors may also negatively impact our business. Therefore, "we want walkable streets and easy access to transit" is the cry heard from businesses and residents. Widening Route 355 to 252 feet will dramatically impede not only the appearance of walkability but also the actual ability to walk across and along Rockville Pike. It is logical to assume that if there is sufficient room to include broad sidewalks, bike paths, bus rapid transit lanes, and car lanes on a 181-foot-wide Route 355 as it passes through the Pike District, there is sufficient room for all of those essential components north of Montrose Road.

The Friends of White Flint very much hopes that the City of Rockville will choose walkability, consistency, and stability and not widen Route 355 to 252 feet. Thank you very much for your time and consideration.

Exhibit No. 126
Rockville's Pike Neighborhood Plan



COHEN SIEGEL INVESTORS

Eric L. Siegel, Manager
Tel: (301) 692-1900
Email: esiegel@csinvestors.com

May 16, 2016

Mayor and City Council
City of Rockville
111 Maryland Avenue
Rockville, Maryland 20850

Re: Rockville Pike Plan

Dear Mayor Newton and City Council members:

I am writing to you as a commercial property owner and longstanding stakeholder within the proposed Rockville Pike Corridor Neighborhood Plan ("Plan"). As the owner of several properties on or near Rockville Pike, including the Shops at Congressional Village Shopping Center, Congressional North Shopping Center, 121 Congressional Lane, and 143 Rollins Avenue, I have analyzed the details of the most recent 2016 draft Plan and wish to offer feedback in the spirit of ensuring that Rockville can be the best that it can be for all stakeholders, including residential, retail, commercial and those employed within its boundaries. (See Exhibit 7 which shows our properties depicted in green within ½ mile radius of the Twinbrook Metro station) I am also cognizant of the context of development around the City, both within and outside its borders and the clear impact that such development will have on this Plan and the quality of life of Rockville stakeholders.

As an initial matter, the concepts and vision presented in the Plan are laudable and offer a vision for Rockville that meets the growing demands of demographic shifts in our population, namely the growing number of older residents as well as millennial residents and workers. Moreover, a review of Rockville's Strategic Scan document reveals that approximately 20,000 new residents will live within Rockville's borders by the year 2040. As Chapter Two of the Plan document reflects, the 2014 population in the Plan Area is estimated at 3,500. Population is projected to more than triple to approximately 11,500 by 2040. Housing units during this same period are expected to increase from 1,790 units to 5,700 units. These roughly 4,000 units must be built along the Pike corridor given that there is no more land available in surrounding neighborhoods to build single family homes, townhomes or even multi-family buildings. Thus, potential housing shortfalls will prove to be an ongoing and growing challenge for the City.

1701 Rockville Pike • Suite B-20 • Rockville, MD 20852
301.692.1900 voice • 301.692.1901 fax

In addition, thousands more people will be working principally in office buildings in or surrounding Rockville. Accordingly, the challenge for the City will be to accommodate these growing numbers by providing appropriate housing opportunities, principally multi-family buildings, and office environments that are in close commuting distance to mass transit. Opportunities for multi-model transportation by foot and bicycle should also be enhanced to reduce the traffic demands on Rockville Pike. All of these issues lead to one conclusion: future infill development along the Rockville Pike corridor is the *only* way to ensure adequate housing and new and expanding tax base to meet the growing service and other demands on the City.

The critical need to increase the City's tax base

It is imperative that Rockville's vision for the Plan mesh with its need to increase the tax base of this City so that the growing demands placed on its services can be met. For example, the growing number of free lunch programs offered to school students suggests that Rockville is becoming a diverse socio-economic city. More demands are placed on social services and other programs. If all stakeholders are to maintain the same quality of life in the City, then it is imperative that more taxes be raised from its citizens. To do so requires the City to attract new residents. The only places left to accommodate these new residents are within the Rockville Pike corridor through infill redevelopment. This is the best way to ensure that the longstanding single family home neighborhoods throughout the City maintain the same neighborhood small town "feel" while at the same time protect the services and amenities offered in those and other neighborhoods through the growing tax base.

Put another way, the only alternative to growing the tax base is for the City to spend more money to maintain City services, money that the City does not have. Otherwise, the only option left for the City without a growing tax base is to reduce City services, which will negatively impact the quality of life that Rockville residents have come to enjoy and expect.

Building a significant number of housing units in the Plan area will address neighborhood housing shortages

I understand from speaking with several City officials, Rockville and county leaders and citizens/patrons who frequent our shopping centers that there is a growing problem with single family homes in Rockville neighborhoods taking on boarders. In some cases, several families may be living under one roof. This may be the result of the desire of such renters to attend the wonderful schools we have in Rockville, to avail themselves of City services and for home owners to receive additional income to cover increases in property taxes. Whatever the reason, the only way to eliminate or reduce *de facto* boarding houses in neighborhoods is to encourage landowners in the Plan area to build more housing, multi-family housing and affordable housing. It is a binary decision for the City: either the City pays to acquire land and build more housing to manage its inevitable population growth or the City incentivizes and/or relies on the private sector along the Pike corridor to build housing that does not negatively impact or change the historic fabric of surrounding Rockville neighborhoods.

Smart growth along the Pike corridor will meet APFO requirements

With this context in mind, it should also be noted that the current APFO and standards must be analyzed to ensure that they limit, on the one hand, unbridled development but incentivize, on the other hand, smart growth in a staged way to accommodate these growing population trends. The staging of development should be analyzed to ensure that the Plan can be implemented in the interim and then in total. While it may be true that growth along the Pike corridor close to Rockville Town Center may be limited at present due to school capacity constraints, the same is not true in the Walter Johnson School District, which includes south Pike properties close to Twinbrook Metro Station. Accordingly, those from the Westend of Rockville, for example, who are concerned that school capacity problems will be further strained by more development along the Pike can be comforted by the fact that the capacity of schools in the Richard Montgomery School District will continue to dictate housing growth more slowly (even though virtually all residents of multi-family housing close to the Rockville Metro station do not, and will not, have children). Development in the Walter Johnson School District can move forward because there still exists plenty of school capacity to absorb new housing development (again, even though virtually all multi-family residents living near Metro do not have children).

Building heights should be eliminated from the Pike Plan, particularly within ½ mile radius of Metro stations

Conceptually, the biggest concern that I have with the proposed Plan is that building heights on the west side of Rockville Pike within a one-half mile radius of the Twinbrook and Rockville Metro stops are not sufficient to (a) accommodate the future population demands on the City; (b) create adequate foot traffic to support the retail below these mixed-use residential buildings; and (c) incentivize people to move to these developments due to the lack of entertainment, restaurant and other nightlife within walking distance. Such entertainment and nightlife amenities are what create a sense of place and destination which draws residents and citizens to patronize. Without these amenities, newly constructed residential buildings will remain substantially vacant or will lease much more slowly, further undercutting the benefits from building residential buildings in the first place. To be truly urban along the corridor boundaries, many evening offerings need to be presented to office workers and residents alike. The Plan, as currently proposed, does not accomplish this.

In addition, through my years of studying smart growth and green, sustainable development throughout the country, one point continues to resonate: *within a one-half mile radius of mass transit, people will walk and bicycle more and forego using their cars.* Accordingly, it makes no logical sense to allow developments east of Rockville Pike directly adjacent to the Twinbrook Metro station (deemed the "Core") to be 14-15 stories but, on the west side of Rockville Pike, to only limit development to building heights of 7-8 stories ("Corridor"); 6-7 stories ("Center"); and 5-6 stories ("General"), respectively, when, those properties are within a one-half mile radius of mass transit. "Corridor" properties are literally across the street from "core" properties. While a gradual step down in heights is prudent as one moves closer to single story neighborhoods, certainly buildings directly adjacent to Rockville Pike and adjacent to main cross

streets within ½ mile radius of a Metro station should be permitted to go to 150 feet (or 14-15 stories) to maximize the building envelop. To see Rockville's vision become a reality and to accommodate the growing population base, it is important that the heights of building's within the one-half mile radius be to the maximum extent within reason. In this case, "reason" dictates 14-15 stories, just as it did in the current MXTD zone.

Put another way, in order to preserve the small town fabric of the surrounding neighborhoods, it is imperative that Rockville truly embrace the smart growth urban characteristics around its mass transit hubs. Subject to a meaningful approach to, or staging of, development that ensures that adequate public facilities exist to accommodate that development, greater heights around mass transit should be encouraged and not restricted.

Taller buildings along the Pike corridor promote more green and public spaces

Allowing taller buildings will also have the added benefit of providing more opportunities for green space and public amenities around buildings. In particular, the additional height will allow buildings to achieve the same square footage as lower buildings that are more spread out over the footprint of a given property. For example, a 14-story building built on the same property as a currently-zoned 7-story building could free up land to provide public amenity common space to enhance community engagement. From my experience, millennials prefer to live in smaller residential units where the building has multiple opportunities to meet and recreate in common areas. Allowing taller buildings would foster this trend in the living environment.

Taller buildings along the Pike corridor ensure the survival of retail tenants

Equally important, allowing for taller buildings along the Pike corridor will ensure a critical mass of residents to promote the survival of ground-floor retailers. Two examples come to mind. The retailers at Federal Realty's Pike & Rose development south of Rockville along the Pike have struggled because of the small number of residents frequenting retail and restaurant establishments on the first floor. While patrons from the area also shop and dine at Pike & Rose, retailers struggle to stay in business where there is not a critical mass of residents to patronize the establishments regularly. The comparisons to Rockville Town Center are striking. In its early years after redevelopment, retailers struggled because the number of residents close by was insufficient to support 24/7/365 retail opportunities. At the present time, after the build-out of more residential units and the inclusion of Choice Hotels, retailers are flourishing.

The impracticality of implementing most of the street grid system along the Pike corridor

While the street grid system is one means of reducing traffic on Rockville Pike, there needs to be more thought put into implementation of such a scheme. Why should a stakeholder divide up a current property into smaller parcels with new streets when rental income does not justify it? Clearly, requiring the installation of "A" and "B" streets through existing properties will result in lost building opportunity even under the current zoning regulations. Simply saying that new streets will yield better rents on the remaining commercial properties, because there will be more "street frontage" for retailers and restaurants, does not necessarily translate into reality. Our

experience is that retailers on the back side of Congressional Village Shopping Center pay significantly less in rent because of reduced visibility from the Pike. The same will hold true under this proposed street grid scheme. Accordingly, there will be overall less income as stakeholders receive less rents/square foot on less of a building footprint. One solution to incentivize stakeholders to implement this new street grid vision may be to offer additional building heights on those smaller blocks. This issue needs to be vetted further although my comments above about building heights within a one-half mile radius of mass transit apply equally here.

The need for better Pike signage and building visibility

On the issue of commercial retail, I am concerned that Rockville Pike's current designation as a regional destination for shopping and retail is lost with the proposed Plan. First, there is no place for national "big box" or other retail tenants in the Plan along the corridor. In addition, there is insufficient discussion in the Plan about required signage to promote commercial retailers along the Pike. Wayfinding signage for parking entrances off of the Pike on side streets is imperative because, as currently proposed, retail customers could easily become frustrated trying to find parking as they drive along the Pike toward a retail destination. Requiring parking entrances on side streets requires greater signage detail as well. It is conceivable that frustration with parking could lead to customers deciding not to return, which will negatively impact the quality of life in Rockville as stores begin to shutter. Wayfinding signage along the Pike roadway and more visible building signage will be critical to achieve success for these mixed-use projects.

In addition to signage, the trees along the proposed "boulevard" are too close together to permit adequate signage to be seen by oncoming traffic. The current mature tree population along the Pike has had a negative impact on the ability of customers to see stores and signs. I know this first-hand as a shopping center landlord. We have received numerous complaints over the years from tenants who are concerned that prospective customers cannot find them through the dense tree. This is an issue that must be addressed by the City.

Proposed 252' right of way is problematic for multiple reasons

Implementing a 252' right of way is virtually impossible due to financial impediments and State Highway Administration opposition

A glaring problem with the proposed 252' right of way is the feasibility of implementing it. As an initial matter, the existing public access easements are insufficient to allow the City to construct access lanes. Easements do not exist for the entire length of the Pike Plan area (See Exhibit 3). In addition, easements alone do not give the City the right to construct the access roads. The City must acquire the land along Rockville Pike necessary to build the access lanes. I understand that City staff estimate that it will cost the City approximately $14,000,000.00 to purchase 66 feet of land on either side of the Pike for a 2-mile stretch within the Plan area; this is approximately twenty (20) acres of land. (See Exhibit 4) Frankly, the City staff's estimate is grossly below what will be required to purchase that land at fair market value, assuming the City could do so. Given current fair market pricing for land along the Pike at $10,000,000.00 per

acre, the City would have to pay landowners approximately $200,000,000.00 just to purchase the land. This amount assumes that the City could acquire the land by eminent domain, which even if the City could avail itself of this process, would take many years to conclude and cost additional funds to litigate the question of fair market value for each property at issue. (Even at the unrealistic estimate offered by City staff, there is no evidence that the City could afford to pay that amount of money to purchase the land.)

Even assuming that the City could afford to buy the needed land to construct access lanes, the City would have to spend additional funds to relocate all of the underground and overhead utilities along the Pike which run the entire length of the corridor. I do not have pricing for this activity but must conclude that it would cost in the millions of dollars to complete for the entire 2-mile length of the Plan area. Again, even if the City had the money to relocate utilities and obtained the approval of the State Highway Administration to relocate them (which is suspect), the City would have to pay more money to construct the access lanes and implement the landscaping and parking plan associated with these new lanes. Funding for this phase would likely be in the millions of dollars as well. In sum, the City does not have the financial resources to undertake this construction effort, and private landowners who wish to develop along Rockville Pike cannot be expected to foot this extraordinary bill. Such a high price tag will certainly mark the end of redevelopment in the Plan area as landowners will have no incentivize to redevelop.

A further impediment to the proposed 252' right of way is the lack of cooperation from the State Highway Administration ("SHA"). The SHA would have to approve such a proposal and agree to cooperate and coordinate the effort since Rockville Pike is a state highway and will likely be impacted by such a project. It is likely that many feasibility studies, traffic studies and other discussions would have to be undertaken in order to even approve a design concept.

Given the current published priorities for state and federal funding in the State of Maryland, particularly involving infrastructure projects, I do not see how the access lane project will ever receive adequate priority for such funding. This again will leave the City to fund the entire project. In the end, it is not whether the access lanes are a good or bad idea from a pedestrian, bicyclist or motorist standpoint, what is important is whether the project can be implemented in reality. All of the above factors militate against support for access lanes in the Plan.

While I believe that requiring access lanes on each side of Rockville Pike is ill-advised, I have studied various alternative proposals offered by various stakeholders. Ultimately, I believe that the most reasonable alternative to no access lanes is to adopt the 216' right of way concept suggested by B.F. Saul, which I understand has already been submitted for your consideration. Both the interim condition and permanent condition, as proposed by B.F. Saul, appears feasible to implement and results in more pedestrian sidewalk areas along the Pike to allow Pike-facing retail and restaurants with outdoor seating and activities. (See Exhibits 5 and 6)

Traffic mitigation can be further accomplished by the widening of East Jefferson Street and Chapman Avenue as residents and workers in redevelopments along the Pike corridor will avail themselves of these alternate routes to avoid Rockville Pike traffic. (See Exhibit 8)

Pedestrian conflicts

The signage issue is not the only issue that requires more City focus to enhance the pedestrian, bicyclist and motorist experience along the Pike in order to foster robust retail opportunities. The City's proposed 252' right of way concept will undermine a positive experience for those traveling along and crossing the Pike. As for pedestrians, the 252' right of way is too far to walk to encourage them to cross the busy state highway. One estimate suggests that it would take more than one minute to cross Route 355 due to seven (7) pedestrian conflicts. (See Exhibit 1) The two additional curb cuts on each block to accommodate access lanes provide added pedestrian conflicts and will likely result in further accidents and injuries. (See Exhibit 2) This conclusion is contrary to the City staff's unsupported assertion at page 4-10 of the Plan that access lanes decrease the number of curb cuts.

The experience of K Street, Northwest in the District of Columbia is very instructive. The District Department of Transportation ("DDOT") conducted a study as part of its K Street Reconstruction and Revitalization Project. The DDOT study concluded: "The corridor's service lanes are an inefficient use of right of way to lead to severe traffic congestion and encourages parking violations. The combination of the corridor's geometry and typical traffic congestion results in significant vehicle-pedestrian conflicts and pedestrian safety issues." The District has reached this conclusion over a period of 30 years of experience with its access lanes along K Street. Rockville should learn from these lessons. (See http://ddot.dc.gov/page/k-street-reconstruction-and-revitalization)

More traffic congestion as cars enter and exit access lanes

The proposed 252' right of way will also lead to creating more traffic congestion and conflicts as cars enter and exit the access lanes. Cars would need to slow down from 45 mph to 15 mph to enter the access lanes and then accelerate to 45 mph again when merging into oncoming highway traffic. The stop and go traffic as these vehicular transitions take place will create further conflicts and safety hazards. It is inevitable that there will be vehicular queuing as cars attempt to leave the access lanes and enter the state highway portion of the Pike. The Plan provides no traffic studies or analysis to support City staffs' argument that the access lanes mitigate traffic.

Decreased visibility with another row of trees along the proposed "Boulevard"

As highlighted above, a 252' right of way with the proposed tree plan along the "boulevard" will add another row of trees to block pedestrian, bicyclist and motorist visibility as they approach buildings along the Pike. Retail merchants will suffer as frustrated patrons will not return or miss retail opportunities in the first place. Landscaping standards along the Pike should include bushes, flowering plants and low rise trees spaced farther apart from each other to allow for (1) the maximum visibility to buildings and store fronts along the Pike and (2) adequate Pike wayfinding signage for passersby. This is particularly important because Rockville's zoning ordinance requires construction of buildings to a "build-to" line at the front of the property closest to the Pike and minimizes set-backs from the property lines along the Pike corridor.

A thought about BRT

I offer a brief comment about the possibility of vehicular ("bus") rapid transit ("BRT") in Rockville's future. Apparently, there has been much discussion about a BRT coming down Rockville Pike from Bethesda to Shady Grove/Science City. Such a development would reduce automobile traffic needs and congestion, particularly if workers and residents live in multi-family buildings along this corridor. At present, the White Flint Sector Plan proposes a BRT down the center of the Pike. Whatever design is ultimately selected by the State and County, it is imperative that Rockville marry its corridor layout to the State/County design for the BRT location and roadway. Failure to do so will be a missed opportunity for Rockville. Perhaps most importantly, failure to marry the corridor configurations will only delay Rockville's meeting of its long-term vision and goals for the Pike corridor within its jurisdictional boundaries.

The Jobs to Housing Ratio should be eliminated from the Plan

The Plan contains language that suggests that the City should require a jobs-to-housing ratio be met for future redevelopment. This approach is misguided. First, the City cannot legislate demand for housing. Market forces and demand will drive what landowners build in the Plan area. The government can only provide economic incentives to encourage certain uses or mix of uses for a given property. Again, the City cannot afford to offer such economic incentives.

Also, many believe that a jobs-to-housing ratio is best used on a macro level involving large land areas and not meant for a micro-level analysis of small areas. The American Planning Association recommends at least a six-mile radius for such a study or planning benchmark.

CONCLUSION

Based on the points set forth above, I urge the City Council to take the following actions:

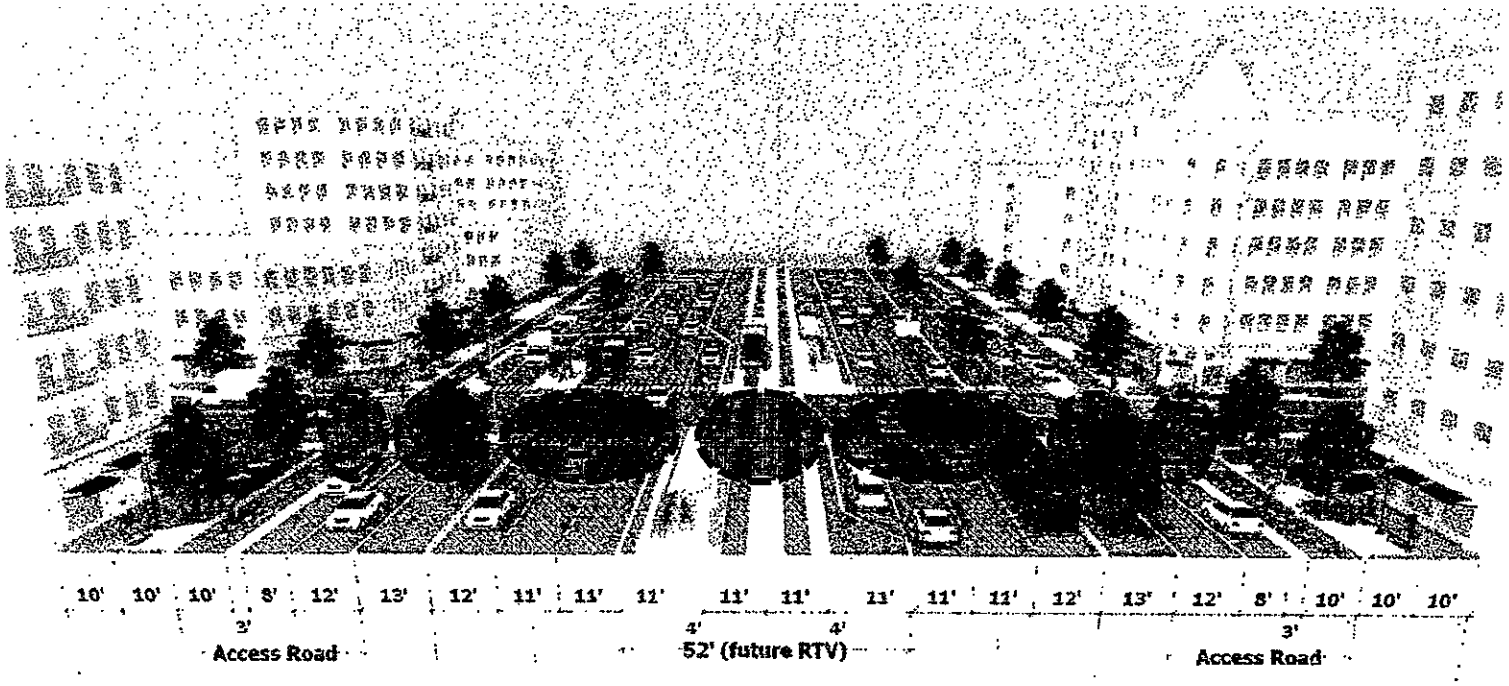
1. Eliminate building heights from the Plan so that the Zoning Ordinance revisions that will be developed and implemented at a future date can provide for building heights of up to 150 feet within a ½ mile radius of mass transit hubs;
2. Reject the proposed 252' right of way recommended by the Planning Commission and, if access lanes are desired, adopt the approach offered by B.F. Saul, which would create a 216' right of way in the interim and permanently along the Rockville Pike corridor; and
3. Eliminate any language in the Plan regarding a jobs-to-housing ratio.

Respectfully submitted,

Eric L. Siegel
Principal

Exhibit 1

7 Pedestrian Conflict Points



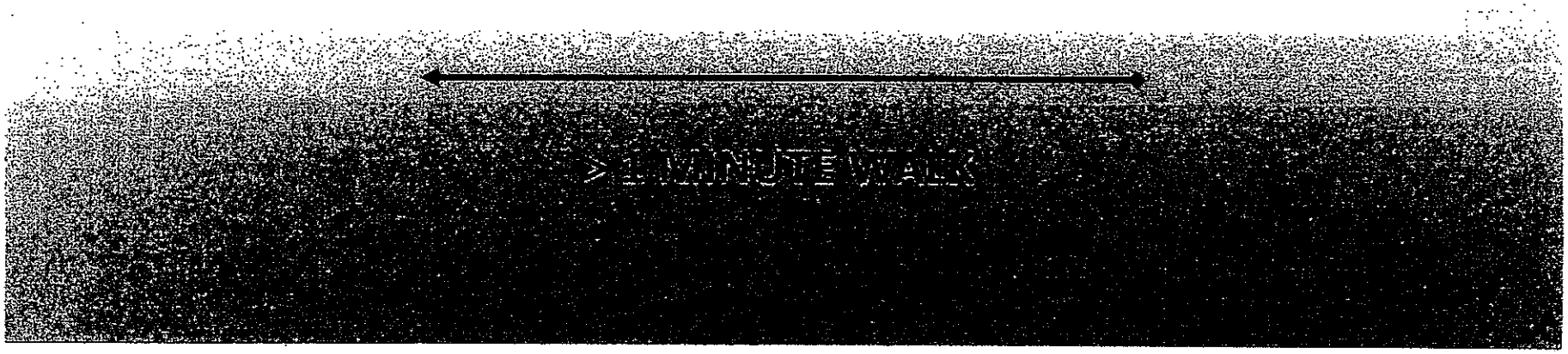


Exhibit 2

signals to maintain traffic flow along the Pike.

There are two recommended intersection traffic patterns that may be applied along the "typical" sections of the boulevard, identified below as Options 1 and 2. Each option has its own advantages for different circumstances. The choice for each intersection will be made at the engineering phase of plan implementation.

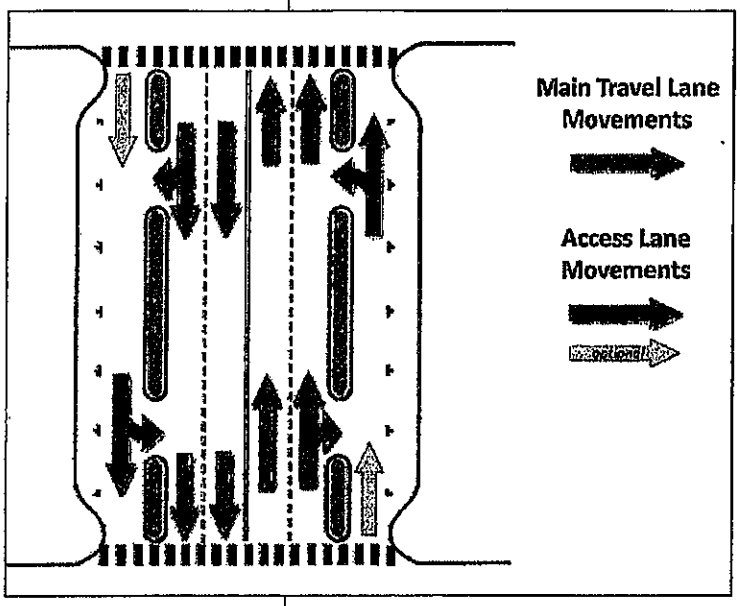


Figure 4.5: Typical Access Lane Operation Concept[5]

Option 1: (Figure 4.6)

- All turns are permitted directly from the main line at signalized intersections.
- Right turns are allowed from the access lanes, after stopping and yielding to main line turning vehicles.
- Vehicles in the access lanes may not turn left or continue straight through the intersection.

Option 2: (Figure 4.7)

- Traffic on the access lanes is able to proceed through or turn right at an intersection under signal control, but not turn left.
- Right turns are not permitted di rectly from the main roadway to a side street.

Note: Figures 4.5-4.7 are derived from Kinley-Horn and Associates, Inc. intersection graphic in Institute for Traffic Engineers, Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, March 2010.

- To access a side street from the main road, traffic would enter the access lanes prior to the intersection or stay on the main lanes to make a left turn.
- Traffic on the access lanes going through the intersection up to the next entrance from the main lanes would yield to the traffic entering the access lanes.

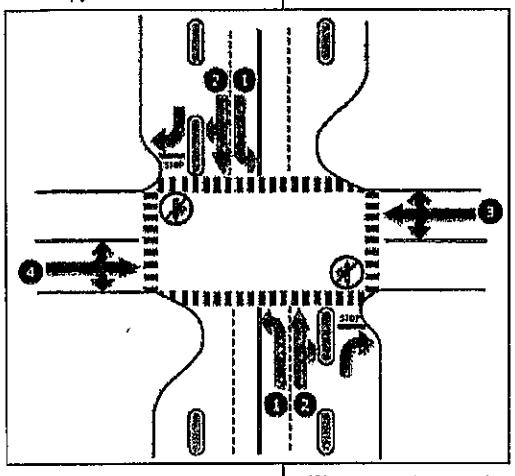


Figure 4.6: Intersection Option 1

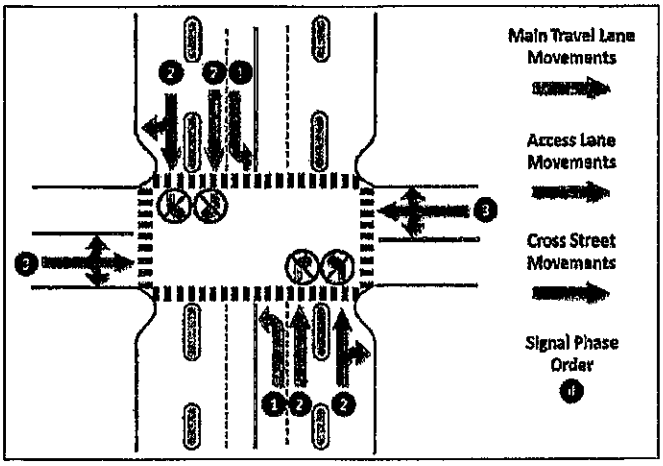


Figure 4.7: Intersection Option 2

[5] *Figures 4.5, 4.6 and 4.7 do not reflect the number of lanes for each function. These figures are only meant to show movement options. They are not reflective of the boulevard cross-section design.*

Exhibit 3

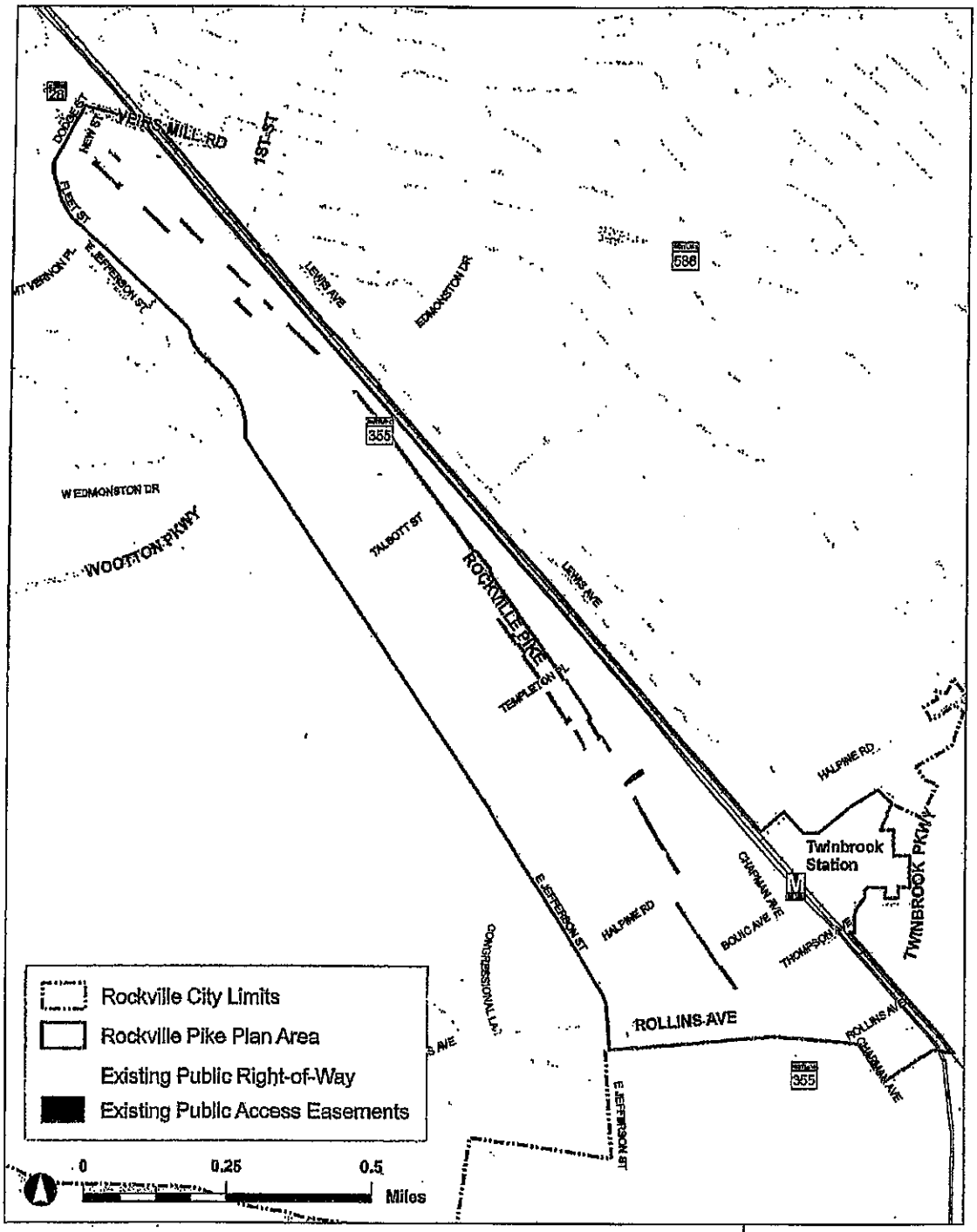
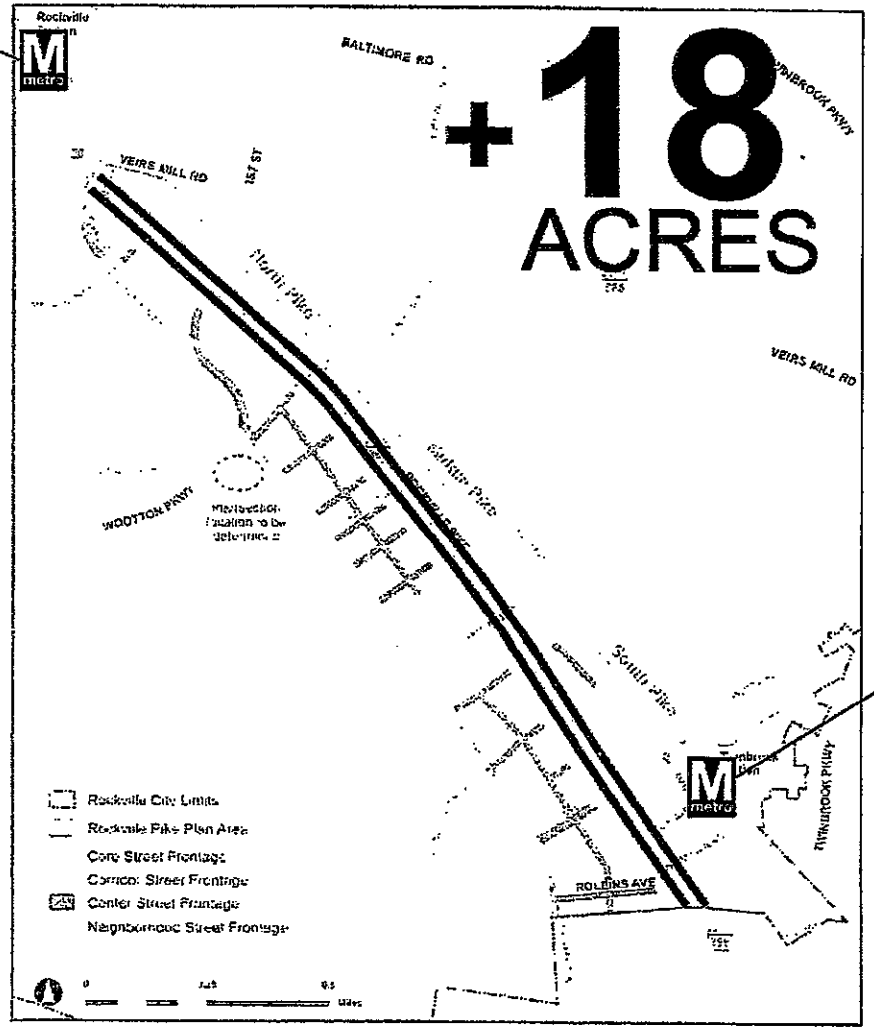


Figure 5.1: Existing Service Lane and Public Access Easements

Attachment 2

Map 1: Rockville Pike District Regulating Plan

Rockville Metro Station



Twinbrook Metro Station

LAND DEVOTED TO PROPOSED ACCESS LANES

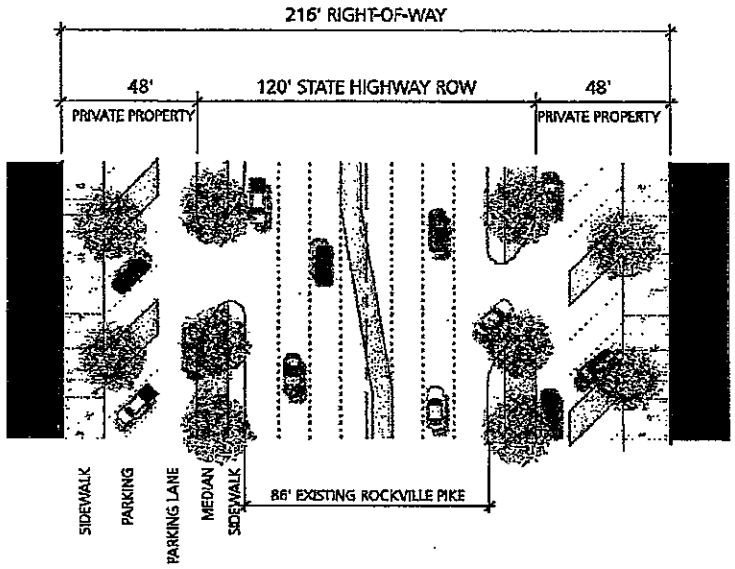
Exhibit 4

Attachment 3

Exhibit 5

216' Rockville Pike Right-Of-Way

Rockville Pike - Interim Condition
216' Right of Way



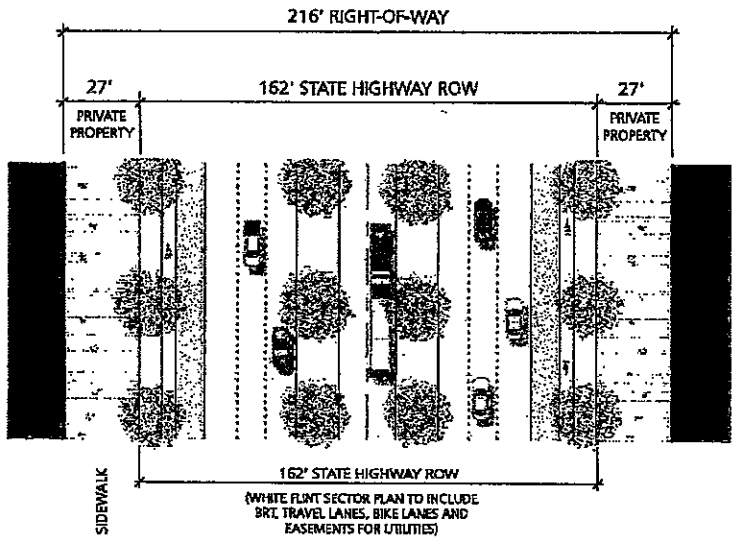
BF SAUL COMPANY & SAUL CENTERS
TORTI GALLAS AND PARTNERS

REIMAGINE TWINBROOK

Exhibit 6

216' Rockville Pike Right-Of-Way

Rockville Pike – Ultimate Condition
216' Right of Way

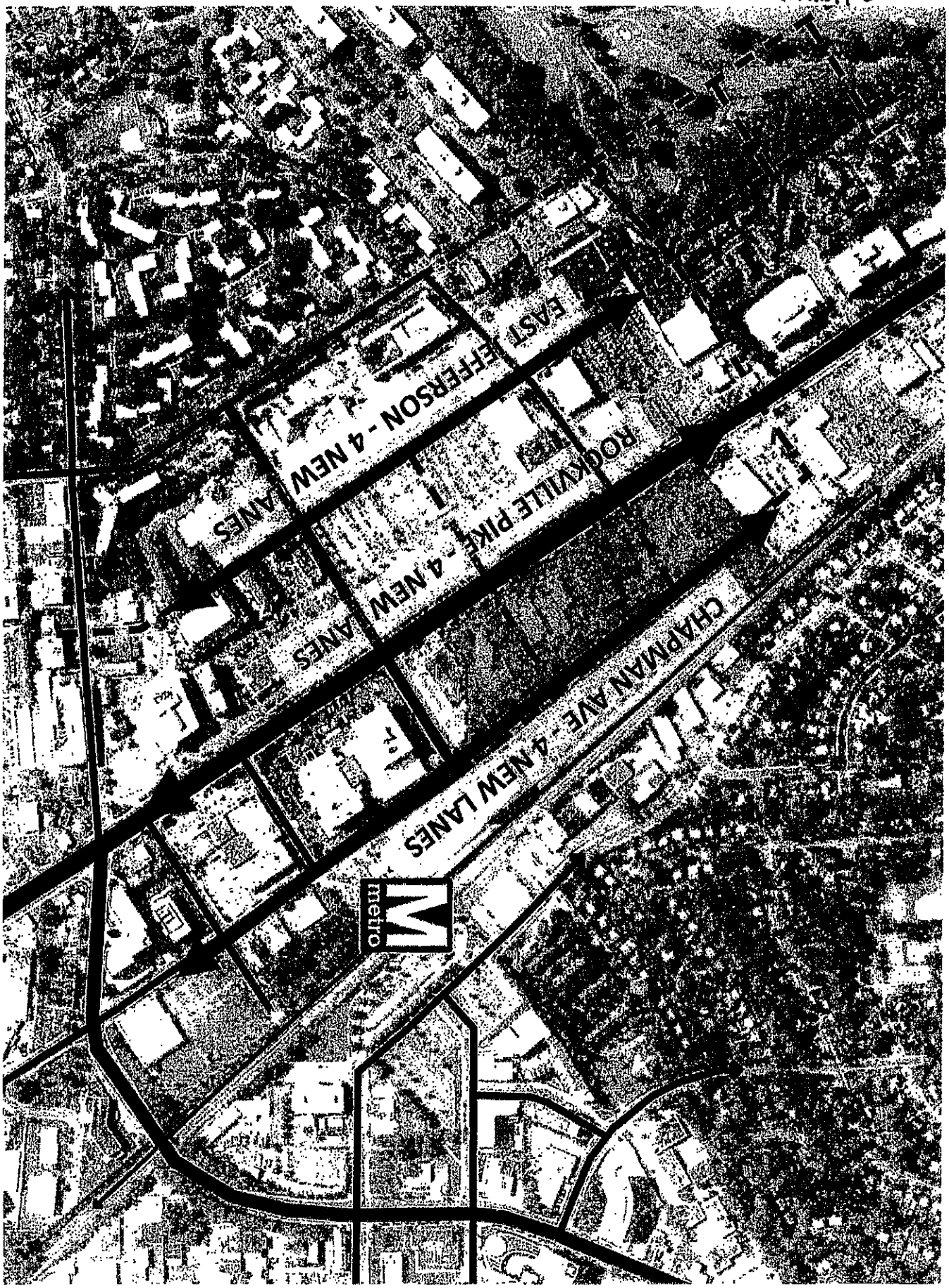


BF SAUL COMPANY & SAUL CENTERS
TORTI GALLAS AND PARTNERS

REIMAGINE TWINBROOK

Exhibit 7

Exhibit 8


EAST JEFFERSON - 4 NEW LANES
ROCKVILLE PIKE - 4 NEW LANES
CHAPMAN AVE - 4 NEW LANES
Rockville
N

Steven VanGrack Law, P.C.
2273 Research Boulevard, Suite 200
Rockville, Maryland 20850

Lerch, Early & Brewer, Chartered
3 Bethesda Metro Center, Suite 460
Bethesda, Maryland 20814

May 13, 2016

VIA HAND-DELIVERY
Mayor Bridget Donnell Newton and
Members of the Rockville City Council
City of Rockville
111 Maryland Avenue
Rockville, Maryland 20850

Re: Rockville's Pike Master Plan; 5946 Halpine Road

Dear Mayor Newton and Members of the Council:

We represent the owner of the property located at 5946 Halpine Road in the City of Rockville (the "Property"). (The Property is highlighted in yellow on an excerpt of Tax Map GQ563, attached as Exhibit A.) The Property is located immediately adjacent to, but outside of, the proposed boundaries of Rockville's Pike Master Plan (the "Pike Plan"). (See Property location highlighted in yellow on map attached as Exhibit B). The purpose of this letter is to request (i) that the proposed boundaries of the Pike Plan be expanded to include the Property, (ii) that in the Pike Plan the Property be replanned for multi-unit residential land use and (iii) that the Property be rezoned to the MXT (Mixed-Use, Transition) Zone.

The Property

The Property contains just under 22,000 square feet and is well-situated on the east side of Rockville Pike, only a short walk to the Twinbrook Metro Station.

The Property is adjacent on the west and south to the four to six story planned buildings (and five to seven story garage) of the Twinbrook Station mixed-use development. The Twinbrook Station development will contain residential, retail, and office space. Confronting to the southwest of the Property, that same Twinbrook Station development proposes a 12-story building site. Twinbrook Station is the Planned Development (PD-TC) Zone.

To the immediate east of the Property are townhouse developments known as Cambridge Walk I and II, in the RMD-10 Zone. To the north and northwest are single family homes and industrial properties. (See excerpt from the Zoning Map attached as Exhibit C.)

The Current R-60 Zoning Is An Error

The Property is currently zoned R-60. Considering the surrounding uses and zoning (as shown on the attached maps), retaining the R-60 zoning on the Property at the time of the comprehensive rezoning in 2009 and during the Twinbrook Neighborhood Plan in 2009, was either an oversight or error. This error can and should be corrected. Now is the time to do so. During the protracted pendency of the Pike Plan, representatives of the Owner have met with prior members of the Mayor and Council, who recognized that the R-60 zoning is not appropriate at this location. Likewise, meetings with City Staff have considered that the current zoning is an anomaly. From a land use perspective, and to correct this oversight, the future development of the Property should be replanned as part of the Pike Plan process.

The Design Concept

The design concept for the Property continues to evolve. The Owner envisions a multi-unit residential project on the Property. (See conceptual plan and cross-section attached as Exhibit D, including showing the proposed building in the context of its surroundings.) At three stories of apartments, such a development would serve as a transition from the four to six story buildings that are already approved as part of the Twinbrook Station project (on the south and west sides of the Property), to the existing townhouse development immediately to the east in the RMD-10 Zone. The Owner believes that the MXT Zone (Mixed-Use, Transition) would be appropriate for the Property to accomplish this type of residential project.

A multi-unit residential project would serve as a transition between the more intense Twinbrook Station mixed use development at the Metro Station, and the adjoining neighborhood. The design would step down building height in the immediate area from the Twinbrook Station planned development on the west, to the existing townhouses on the east side of the Property. This will represent a smoother transition of height and density than exists today or would exist with the current zoning.

The concept of the future building is envisioned as three residential levels over a partially sunken parking area. (See cross-section on Exhibit D.) The setback of the new building, on the Cambridge Walk side, would be designed to maintain the edge of the existing building on the Property, thus preserving the existing separation distance from

the adjacent Cambridge Walk townhouses. On the Twinbrook Station side, the building would move closer to the adjacent sidewalk. (See conceptual landscape plan on Exhibit D.) Vehicular access would be from Halpine Road. The future multi-family building would include green edges that would help soften the transition from higher density on the south and west sides of the Property, to lower density on the east side. The building is planned to have a number of different façade elements, so as to present the appearance of multiple structures or townhouses. Though not designed yet, Exhibit E shows pictures of existing developments that present the type of palette of design details and changes in form, color, and material that would be used in the proposed building to add interest in the facades and to break down the scale. (Exhibit F shows the Property today and its surroundings.)

The Owner has been pursuing contacts with representatives from WMATA to determine whether a portion of the land owned by WMATA adjacent to the Property can be integrated into the future redevelopment to provide a green area.

This request to expand the boundaries of the Pike Plan in order to replan and rezone the Property to the MXT Zone would help to further some of the important goals of the Pike Plan, and would remove an anomalous peninsula of R-60 land that projects in between the intense PD-TC Zone of Twinbrook Station and the RMD-10 Zone of Cambridge Walk.

The City Should be Able to Review a Specific Application

Without a change in zoning, the Owner's concept for development of the Property can never even be considered through the normal development review process. The current R-60 Zone does not allow the use. Even under the proposed MXT Zone, multi-unit residential is a conditional use, and must be recommended in a master plan.

The proposed rezoning really just enables the Owner to file an application for this proposed plan of development. In that application, all the attributes of the development can be shown and evaluated in the usual public process. But until then, all the descriptions of the proposed building and the site design are only hypothetical, because a real application cannot be filed and processed.

Once an application can be filed, then the specific site design can be subjected to review and evaluated for appropriateness in its content. Section 25.13.04.a. of the Zoning Ordinance is clear in giving authority to the Planning Commission to evaluate the design and "establish such development standards as deemed necessary to render such uses suitable and compatible with the surrounding uses and in accordance with the intent of

the plan." But to make this evaluation, the Planning Commission must have a validly filed application to consider.

Redevelopment Benefits

The redevelopment of the Property would encourage walkability and transit use—being located within five hundred (500) feet of the Twinbrook Metro Station. Just a little further beyond the tracks to the west are nearby commercial centers, including those that will arise in response to the new Pike Plan. The proximity to Metro and nearby commercial/office uses would negate much of the need for automobile usage by residents for both business and personal travel. The project concept does include a level of parking partially below grade. This provides the necessary amount of parking called for by the Code for the apartment units, after allowing the credit for proximity to Metro. No parking waiver would be needed for the concept as shown.

The redevelopment of the Property would provide more appropriate use/density in close proximity to Metro. Future residents of the proposed residential building on the Property could be employees in some of the new office buildings nearby, or those more distant that are serviced by Metro. New apartment residents may frequent the new retail uses in the Twinbrook Station community or further along the Pike for personal needs.

The proposed residential use of the Property will serve to activate the streets near the Twinbrook Metro. The new building will put more "feet and eyes on the street," thus making the area more active and vibrant. The activity on the street and the improvements and lighting will also make the community safer and more attractive.

Early in the Pike Plan processing, the Owner had made initial contacts with representatives from Cambridge Walk, and had attended a meeting with the Twinbrook Citizens Association in order to present the building concept that was proposed at that time.

Summary

For all the reasons above, we urge the City to (i) expand the boundaries of the Pike Plan to include the Property, (ii) recommend the Property for multi-unit residential land use and (iii) reclassify the Property to the MXT Zone. As with the other properties in the Pike Plan, the rezoning would be accomplished via the sectional map amendment that will implement the zoning recommendations of the Pike Plan. This will enable the Owner to make application for a specific project with a specific design, that can then be evaluated in the normal public review process.

We look forward to working with the City Staff, and the Mayor and Council as the Pike Plan moves forward.

Thank you for your consideration of these comments.

Very truly yours,

STEVEN VANGRACK LAW, PC

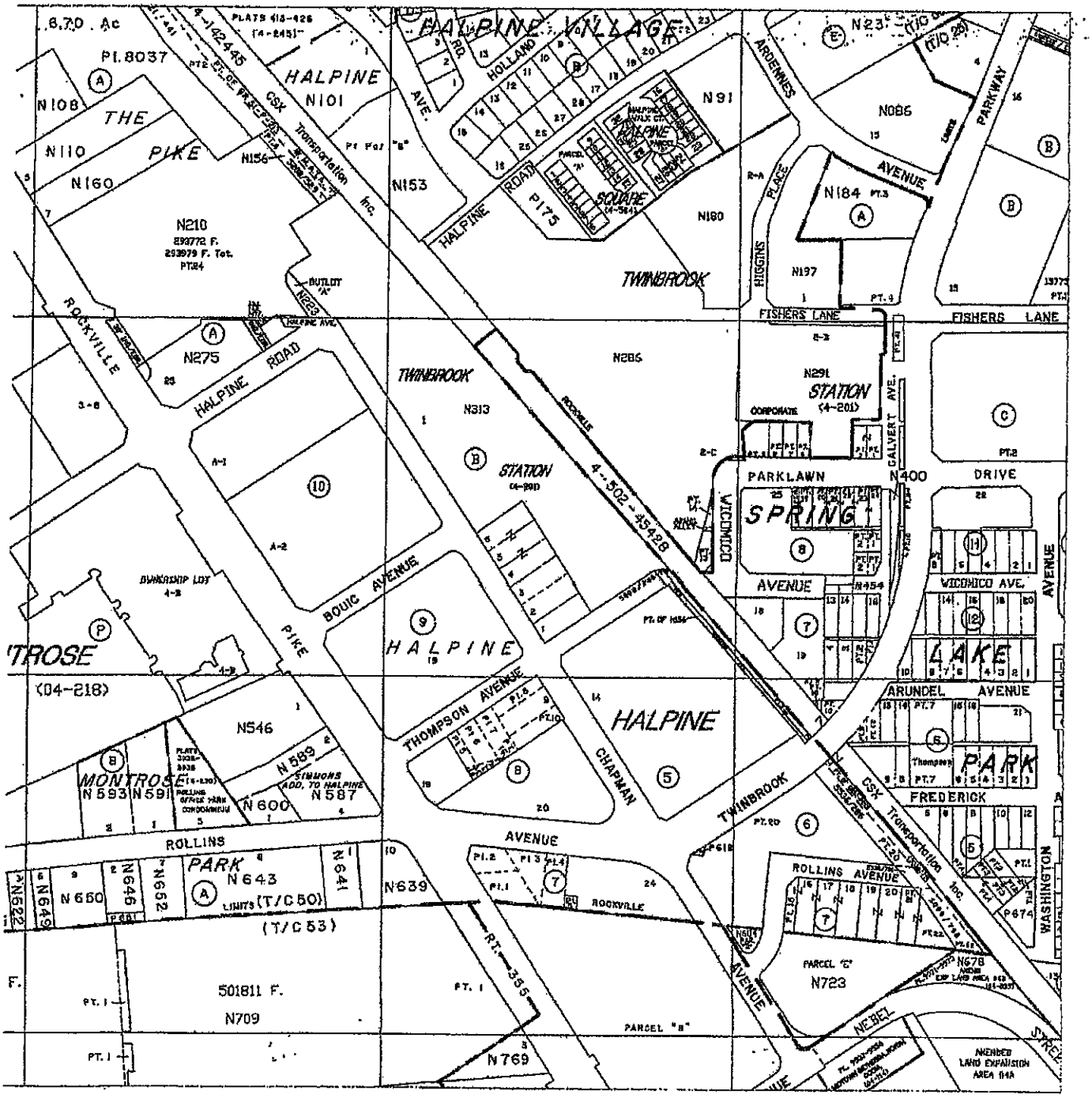
Steven VanGrack

Very truly yours,

LERCH, EARLY & BREWER, CHARTERED

William Kominers

WK/paj
Enclosures
cc: Mr. Zion Avissar
Ms. Susan Swift
Mr. James Wasilak
Mr. David Levy
Ms. Cindy Kebba
Mr. Joshua Sloan
Mr. William Landfair


HALPINE VILLAGE
HALPINE
THE PIKE
TWINBROOK
STATION
PARKLAWN
SPRING
LAKE
PARK
MONTROSE
ROLLINS PARK
HOLLAND RD.
HALPINE ROAD
ROCKVILLE PIKE
BOUIC AVENUE
THOMPSON AVENUE
CHAPMAN AVENUE
ROLLINS AVENUE
FISHERS LANE
ARDENNES PLACE
HIGGINS
CALVERT AVE.
WICOMICO AVE.
ARUNDEL AVENUE
FREDERICK
WASHINGTON
NEBEL STREET
CSX Transportation Inc.
RT. 355
PARKWAY
DRIVE
CORPORATE
BUSINESS PARK
SIMMONS ADD. TO HALPINE
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PARCEL "C"
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N709
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(04-218)
(T/C 50)
(T/C 53)
4-502-45428
INCLUDED LAND EXPANSION AREA 114A

EXHIBIT

A

Map 4: Rockville Pike District Regulating Plan – South Pike

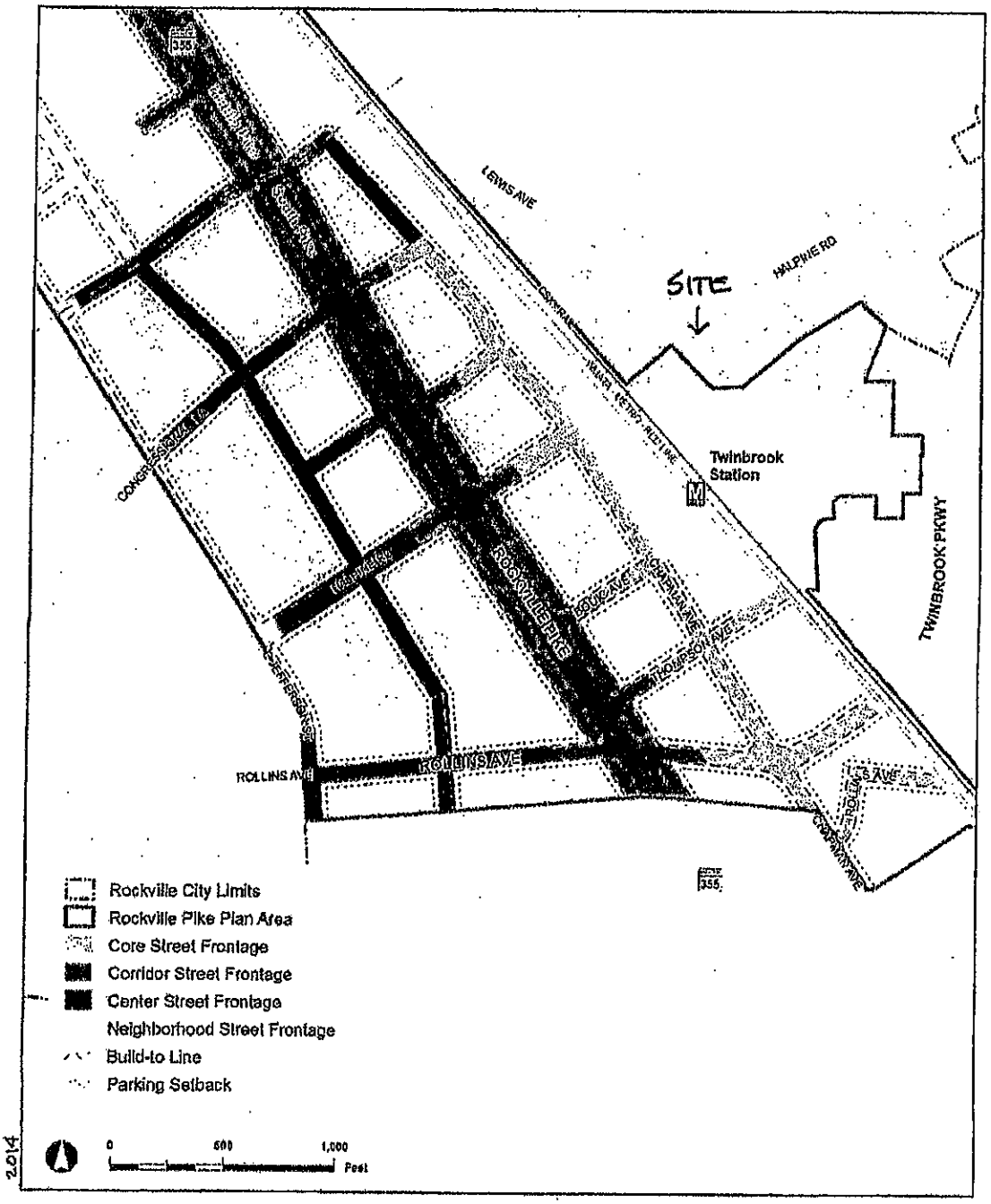


EXHIBIT
B

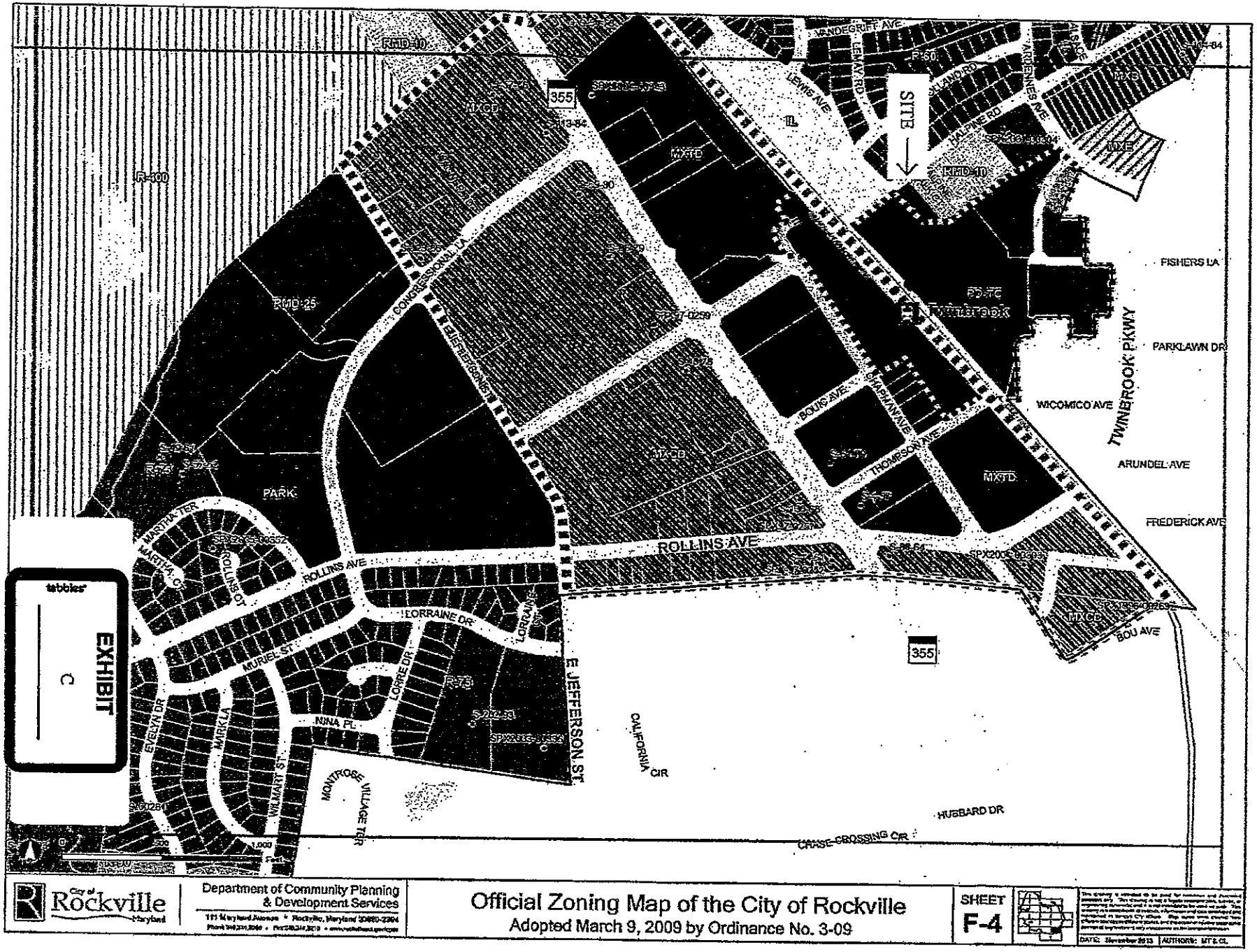
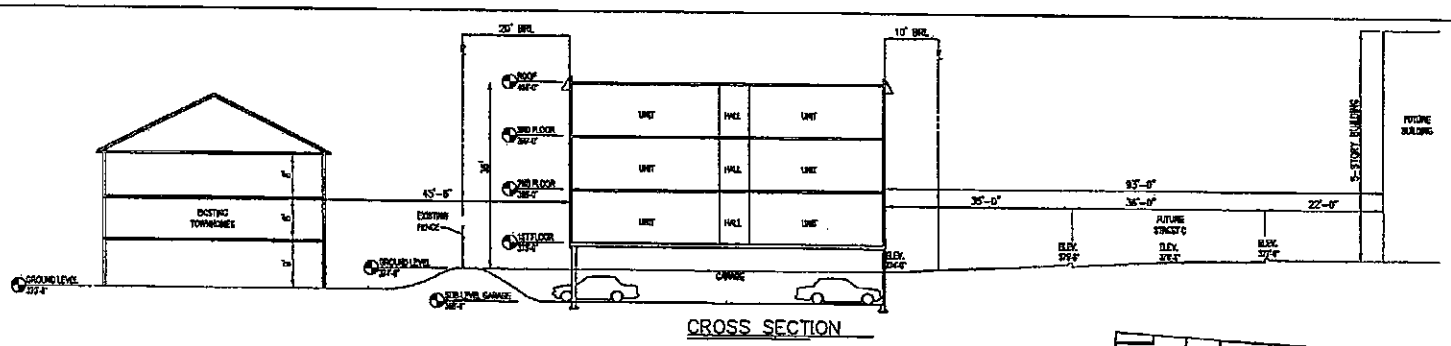
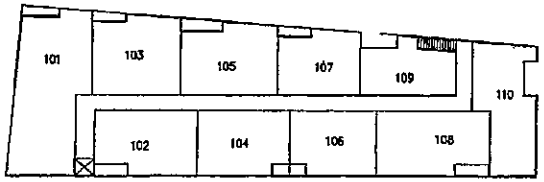


EXHIBIT
C
SITE
355
RMD-40
R-100
RMD-25
PARK
MXCD
MXTD
RMD-10
R-60
R-75
PD-TC
Twinbrook
CONGRESSIONAL LA
E JEFFERSON ST
ROLLINS AVE
LORRAINE DR
MURIEL ST
NINA PL
MARTHA TER
MARTHA CT
ROLLINS ST
BREWER DR
MARK LA
WILMART ST
MONTROSE VILLAGE TER
CALIFORNIA CIR
HUBBARD DR
CHASE CROSSING CIR
LEWIS AVE
VANDEGRIFT AVE
LEMAY RD
HALPINE RD
ARLINGTON AVE
BOUS AVE
THOMPSON AVE
FISHERS LA
PARKLAWN DR
WICOMICO AVE
TWINBROOK PKWY
ARUNDEL AVE
FREDERICK AVE
City of Rockville Maryland
Department of Community Planning & Development Services
Official Zoning Map of the City of Rockville
Adopted March 9, 2009 by Ordinance No. 3-09
SHEET
F-4

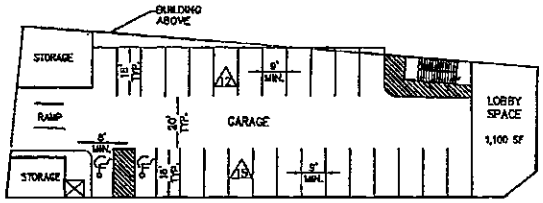


CROSS SECTION

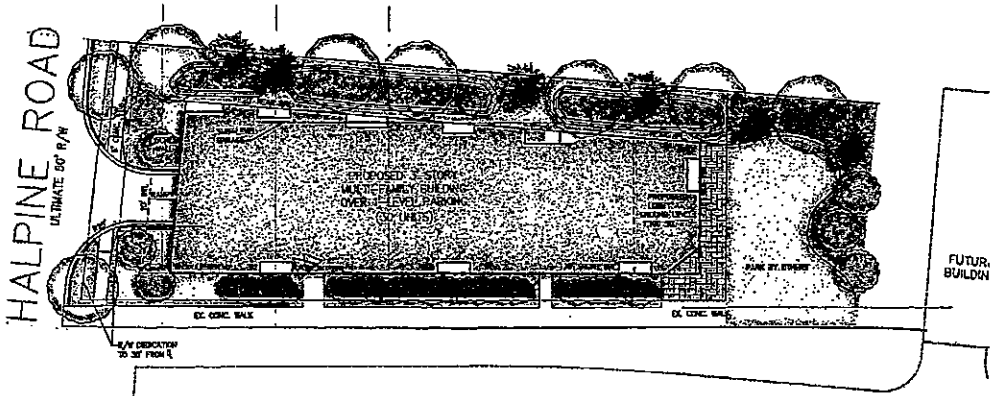
VICINITY MAP
SCALE: 1" = 2000'



APARTMENT LEVEL



GARAGE LEVEL



SKETCH PLAN

DEVELOPMENT ANALYSIS
HALPINE ROAD PROPERTY
VIKA USA

DEVELOPMENT TABULATIONS	MOST	MPD*	Proposed
Bldg. Ht.	35'	4 story (or 60')	5 story (65')
Open Space	30%	n/a	40%
Setback (side or rear)	0'	0' or 30'	30' or 20'
Setback - Public R/W	10'	n/a	10'
Setback from residential-rear	20'	n/a	20'
Setback from residential-side	10'	n/a	n/a
Setback from Build-to Line	n/a	0'	0'
Min. Ground floor-ceiling	n/a	30'	n/a

* Assumes Neighborhood Street designation for Halpine Road

PARKING TABULATIONS MAX. DENSITY WITH STANDARD 10% METRO REDUCTION ONLY			
No. Units	1 BR	Rate	Required
1BR	24	1/DU	24
1BR/DEN	6	1/DU	6
Total			30
10% Metro Reduction			3
Net Required			27
Provided			27

GRAPHIC SCALE
10 0 5 10 20
(IN FEET)
1 inch = 10 ft.

VIKA

HALPINE ROAD PROPERTY
TAX MAP GQ 83 PARCEL 176
ROCKVILLE, MD 20784
MONTGOMERY COUNTY, MARYLAND

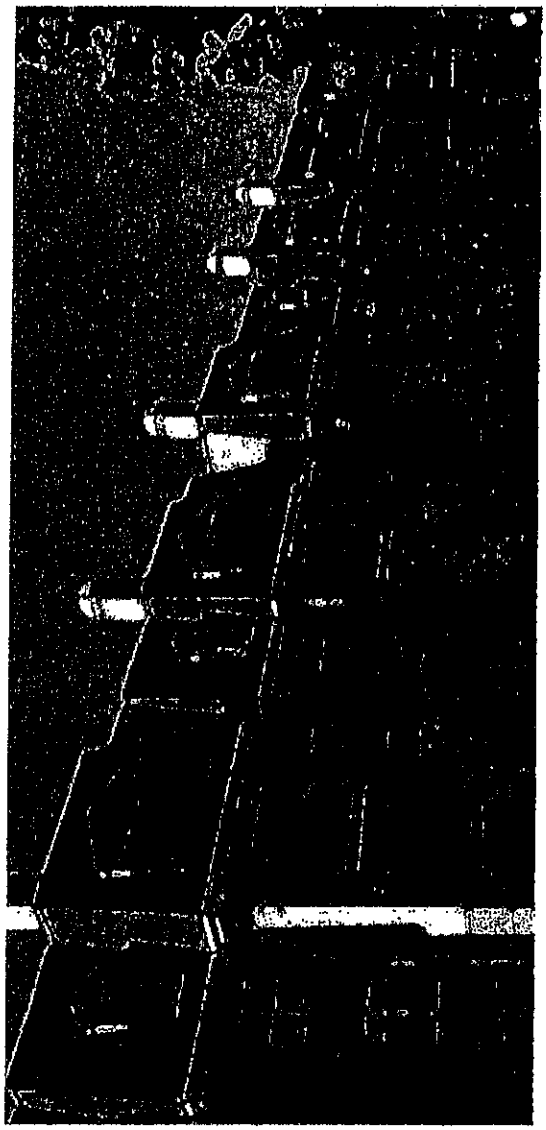
SKETCH PLAN

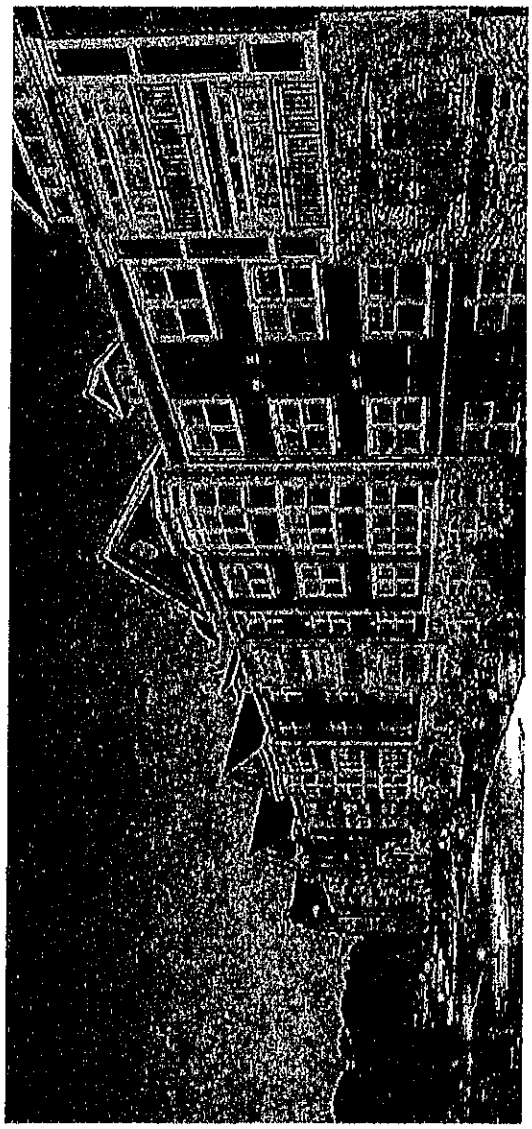
VIKA REVISIONS

DATE: 12/2/14
DES. KK
DWN. TSS
SCALE: 1"=30'
PROJECT/FILE NO. V1836
SHEET NO. 1

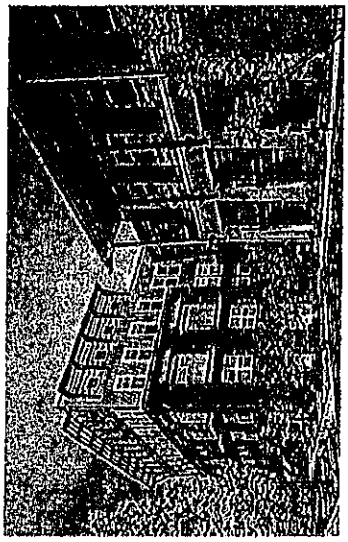
tabbies
EXHIBIT
D

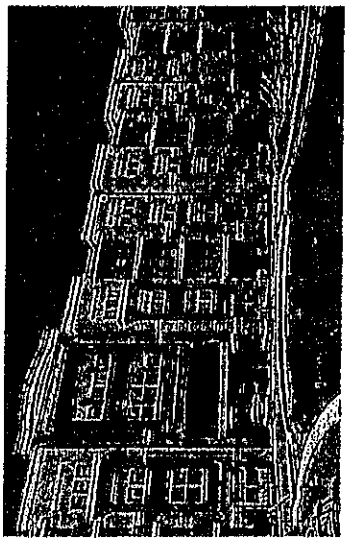
SKETCH PLAN
HALPINE ROAD
PROPERTY
TAX MAP GQ 63 PARCEL 175
ROCKVILLE, MD 20794
MONTGOMERY COUNTY, MARYLAND
VIKA REVISIONS
GRAPHIC SCALE

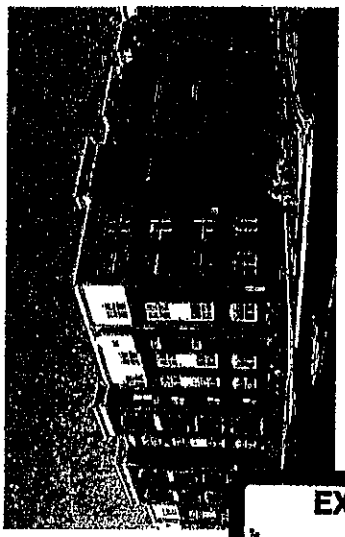




PRECEDENT IMAGES







PRECEDENT SITE IMAGERY

HALPINE ROAD PROPERTY
TAX MAP 6G 63 PARCEL 175
ROCKVILLE, MD 20784
MONTGOMERY COUNTY, MARYLAND

VIKA REVISIONS

DATE: JULY 3, 2007
DES. BY: DWM
DR. BY: TPD
SCALE: NTS
PROJECT/FILE NO. V1686
SHEET NO. 3

EXHIBIT
E

EXISTING SITE PHOTOS

VIKA

VIKA INCORPORATED
ENGINEERS PLANNERS LANDSCAPE ARCHITECTS SURVEYORS ENVIRONMENTAL SCIENTISTS
9500 RICHMOND HWY, SUITE 200, ALEXANDRIA, VIRGINIA 22306
PHONE: (703) 799-9500 FAX: (703) 799-9551
ALEXANDRIA, VA BLACKSBURG, VA

HALPINE ROAD PROPERTY
TAX MAP GQ 63 PARCEL 175
ROCKVILLE, MD 20784
MONTGOMERY COUNTY, MARYLAND

EXISTING SITE IMAGERY

VIKA REVISIONS

DATE: JAN. 3, 2001
DES. KK
DWN. TSS
SCALE: NTS
PROJECT/FILE NO. V1656
SHEET NO. 3

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EXHIBIT
H

My name is Andrew Sellman and I live at 411 West Montgomery Avenue, a single, detached home in the West End. I've been a Rockville resident since December 1998.

My concerns are with the lack of real planning elements for housing that are absent in the draft Rockville Pike Plan. The plan, as currently published, lacks many of the components that I would normally associate with a plan.

But my primary focus for my written testimony is to discuss housing, particularly rental units in Multi-Family Dwelling Units.

High-Risk and/ Rental Housing Concerns and Risks

How will rental pricing be affected by a sudden growth of rentals in the City?

Rental housing has become very expensive (% of income spent) in recent years compared to home owners.

I've been reading disturbing newspaper, magazine, and other periodicals that discuss the increasing costs of rental units compared to renters incomes. The percentages of renter incomes be allocated to rents has been steadily increasing and that is of concern, exceeding that of homeowners mortgages. This includes not only Millennials, but people forced out of their formerly-owned homes during the 2007-late 2009 'Great Recession' and the subsequent crash in home ownership AND LINGERING UNEMPLOYMENT several years beyond that.

Because of increasing rents, a percentage of former owners (now) renters cannot save enough money to purchase a home (if they wish to), due to a lack of savings needed to come up with 20% down payments and settlement fees. Higher rents make this problematic.

It seems reasonable to assume that the increased rents are in part due to the lack of new construction caused by the Great Recession. There is a greater demand by renters for housing than there are rental units; result could be increased rents because the market causes it (more demand than supply)

AND

Rockville is about to go on a growth path towards providing large numbers of rental units in MFDUs.

Providing more rental units should result in (not including inflation) lower rental rates for people looking for rental units in the City, particularly in the 2.2 mile-long area defined within the Pike Plan. It would appear to be a positive, *but is not without two major risks which are not even alluded to in the Plan*:

But there are risks to Rockville in increasing rental units in the city:

Risk #1: Sudden drops in rental rates due to increased competition.

An sudden increase in rental units coming into the market should cause MFDU owners to have more competition, potentially causing drops in rental rates available to customers. However, there is a risk

that by suddenly increasing rental units, the opposite of the current situation in Rockville could happen: Far greater supply of rental units than interested renters (more supply than demand). And Rockville isn't the only community going on a home-building surge – the city is in competition with adjourning communities with the Washington Metro area. To be competitive, MFDU owners may be pressured to lower rents below their ability to supply the level of service their renters expect. How do we keep enough renters paying enough rents at levels to make MFDU units well-run and economically-viable in the long-term by their owners?

Will a big increase in rental units in Rockville described in the Pike Plan result in vacant apartments? How does that affect the maintenance, safety, and security of these new buildings?

Risk #2 Future Recessions: The country has a recession about every 10 years and <u>Housing is the most important factor in our [past] economic recessions .</u> And we've had 3 recessions in the past 25 years!

1.) The next Recession

Recessions and Housing appear to be always happen in tandem, although either can cause the other. Certainly the Great Recession (2007-late 2009) was in large part due large numbers of sub-prime mortgages, it had a huge effect on employment, construction (including rental units), and the financial markets, including peoples savings. There have been (3) recessions, each about 10 years apart, that ended up affecting the economy:

1990-1991 Recession: Fear of Middle East War, but preceded by the Wall Street Crash of 1987 and subsequent Saving and Loan crisis of 1998

2001 Recession: bust of the 'Internet Bubble' (jobs, financial, company failures) and subsequent effects of the terrorist attacks of September 11, 2001

2008-2009 Recession: financial meltdown caused by sub-prime mortgages and Credit Default Swap (CDW)s caused massive lost of peoples savings, and a severe tightening of financial institutions ability to offer loans to business. Result was lost homes, dramatic increases in unemployment, and businesses unable to borrow money and stay in business.

Rockville is certainly vulnerable to the next Recession, and having large number of rental units would seem to make us more economically affected if a dramatic loss of jobs causes large numbers of renters to leave Rockville.

What is our contingency planning for supporting owners of MFDUs if large numbers of renters leave the area for alternative houses? Can the MFDUs be propertly maintained without a sufficient number of occupied units?

And WHEN (not IF) a recession happens during a building boom, could MFDUs go unfinished and unusable? What is the City's plan for such a contingency?

Risk #3: We lose having the primary population as long-term residents, who own homes and

have long-standing ties to their communities. Are we willing to risk having a major population of transient residents, both adults and children?

In place, we have the majority of the population as being shorter-term residents which includes families, singles, and seniors. They stay if their jobs are desirable or well-paying enough, or if Rockville provides the kind of life they like. But they are less likely to feel as part of a community.

Policing in High Rise Buildings

Is Rockville on a path to dramatically increase its patrol force to handle a bigger population prescribed in the Pike Plan, in particular taller rental units ?

Currently, .94% patrol officers/1000 citizens was the ratio presented to the M&C at the 26 April meeting. However, the concept of 'vertical policing' was discussed. In vertical policing, more officers are needed per citizen to effectively police. It is a quality of life factor that must be considered and planned for

What is the the new ratio of officers to citizens Rockville needs if we provide a significant increase in MFDUs and are we properly prepared to handle this increase?

Fire Protection in High Risk Building

Is Rockville prepared to take the safety risks of building above 7 floors (75')?

Generally, Fire Departments do not have the equipment to effectively fight fires about 7 floors. They depend upon the bulidings fire-suppression system to keep residents safe. There are no safety nets or helicopter rescues. And I do not believe there is a firm requirement for real fire drills for residential units.

Will Rockville's building codes be monitored so that residents above the 7th can be kept safe and alive in such an fire event?

Proper separation of fire and smoke resistant stairwells and possible 'fire refuges' on upper floors should be monitored and inspected during and after constructon of MFDUs.

I think the city would benefit from adding a Risk Management section to the Rockville Pike Plan to identify and mitigate the kinds of risks I've outlined.

Summary: We need to be sure that the Pike Plan isn't negatively affecting the quality of life AND SAFETY of our citizens.

A standard definition of a 'Plan' or 'Planning' can or can include the following:

1. An orderly or step-by-step conception or proposal for accomplishing an objective
2. A proposed or intended course of action
3. A systematic arrangement of elements; a configuration or outline
4. To formulate a scheme or program for the accomplishment or attainment

What seems to missing from the Pike Plan is a *step-by-step process for meeting the plan OR a scheme to accomplish the plan*. The current document is more of an long-term 'Vision' vice a plan.

High-Risk and Rental Housing: Concerns and Risks

•My name is Andrew Sellman and I live at 411 West Montgomery Avenue, a single, detached home in the West End. I've been a Rockville resident since December 1998.

•My concerns are with the lack of real planning elements for housing that are absent in the draft Rockville Pike Plan. The plan, as currently published, lacks many of the components that I would normally associate with a plan.

•But my primary focus for my testimony is to discuss housing, particularly rental units in high-rise Multi-Family Dwelling Units.

High-Risk and Rental Housing Concerns and Risks(2)

- How will rental pricing be affected by a sudden growth of rentals in the City?
  - Rental housing has become very expensive (% of income spent) in recent years compared to home owners.
  - And Rockville is about to go on a growth path towards providing large numbers of rental units in MFDUs.

High-Risk and/ Rental Housing Concerns and Risks(3)

There are likely risks to increasing the # of rental units in the city:

- Risk #1: Sudden drops in rental rates due to increased competition inside and outside the city.
  - Will a big increase in rental units in Rockville described in the Pike Plan result in vacant apartments? How does that affect the maintenance, safety, and security of these new buildings?
- Risk #2: Future Recessions: The country has a recession about every 10 years and <u>Housing is the most important factor in our [past] economic recessions .</u>
  - The country has had 3 recessions in the past 25 years, averaging about one every 10 years! And we are still recovering from the most recent of 2008-2009
  - How resistant to the next recession is the Pike Plan?

High-Risk and Rental Housing Concerns and Risks(4)

- What is our contingency planning for supporting owners of MFDUs if large numbers of renters leave the area for alternative houses? Can the MFDUs be propertly maintained without a sufficient number of occupied units?

- And WHEN (not IF) a recession happens during a building boom, could MFDUs go unfinished and unusable? What is the City's plan for such a contingency?

High-Risk and Rental Housing Concerns and Risks(5)

Risk #3: A more Transient Population without community ties.

- We lose having the primary population as long-term residents, who own homes and have long-standing ties to their communities.
- In place, we have the majority of the population as being shorter-term residents which includes families, singles, and seniors. They stay if their jobs are desirable or well-paying enough, or if Rockville provides the kind of life they like. But they are less likely to feel as part of a community.

Are we willing to risk having the major population of Rockville as transient residents, both adults and children?

High-Risk and Rental Housing Concerns and Risks(6)

- **Policing in High Rise Buildings**
  - Is Rockville on a path to dramatically increase its patrol force to handle a bigger population prescribed in the Pike Plan, in particular taller rental units?
  - In vertical policing, more officers are needed per citizen to effectively police. It is a quality of life factor that must be considered and planned for. April 26th
  - What is the the new ratio of officers to citizens Rockville needs if we build more high-rise MFDUs and are we properly prepared to handle this increase?

High-Risk and Rental Housing Concerns and Risks(7)

- **Fire Protection in High Risk Building**

Generally, Fire Departments do not have the equipment to effectively fight fires about 7 floors.

- Is Rockville prepared to take the safety risks of building above 7 floors (75')?
- Will Rockville's building codes be monitored so that residents above the 7th can be kept safe and alive in such an fire event?
  - Construction phase
  - After citizen occupation

Summary:High-Risk and Rental Housing

- I think the city would benefit from adding a Risk Management section to the Rockville Pike Plan to identify and mitigate the kinds of concerns/risks I've outlined.
- We need to be sure that the Pike Plan isn't negatively affecting the quality of life AND SAFETY of our citizens.

ROCKVILLE PIKE PLAN

Good evening Madam Mayor Members of the Council.

For the record my name is Nadia Azumi. My family and I reside at 6, Nocturne Court.

I presented my thoughts about 2 years ago to the Planning Commission with bullet points as I always have limited time at hand.

I had asked the following questions.

- Who is in charge and doing the feasibility studies.
- I would like to know how the infrastructure is going to materialize.

I was told that the team was going to get in touch with me and let me know. It never happened.

Since then with the upcoming Rockville Plan discussion I am asking 2 of the same questions and also a couple of more questions, in bullet points.

- Has there been studies on over populated schools?
- Has there been any studies on how will traffic be rerouted during construction and emergency situations?
- Has there been any study on increasing police force, and firefighters?
- Has there been any study on over populating Rockville?
- Has there been any study on water management?

These are all questions that I would sincerely like to know very clearly. After all we are paying taxes and would like to know the outcome.

None of the Pike plan documents have answers to these questions, and real evidence is not present. The Pike plan is incomplete and should not go forward at this point. It would drastically change the nature of this City without concrete analysis.

In my humble opinion this is an incredible vision. Reality is another thing. Can it be done? At the moment I am not so sure. Looking at the plan right now all the subjects that I mentioned have not been covered by real evidence.

Thank you for listening to our concerns.

West End Citizens Association (WECA)
Testimony for Mayor and Council re: Pike Plan
16 May 2016

Inadequate Provisions for Parks

My name is Patricia Woodward. I live at 111 North Van Buren Street. I am a past President of the West End Citizens Association (WECA) and a current member of WECA's Executive Board. I am here to testify for WECA. My testimony is directed to the inadequate provisions for parks in the proposed Pike Plan.

- Rockville residents take pride in the extensive, actively used parks throughout Rockville. Currently Rockville has 1199 acres of parks. If the Pike area is developed according to the Plan then 50,000 -70,000 new residents will be living along the Pike, thereby doubling Rockville's population. Yet the goal for parkland in the Pike area is only 10 acres, less than 1% of the park space available to residents in rest of Rockville. Without parks this will be a recreational desert and will put unreasonable burdens on the existing parks in Rockville.
- While the Plan requires developers to incorporate green space around their buildings, it does not require them to build or contribute to the creation of parks. Green space is desirable, but it isn't parkland. It will enhance the streetscape, but cannot fulfill the recreational purposes of parks.
- Thus, by design, the Pike Plan is proposing to create vast new neighborhoods with a significantly degraded quality of life. It will be a far less desirable place to live and will mean that its residents will seek to use Rockville's existing parks for ball games, tennis and swimming, thereby overburdening all of the City's parks. This is directly contradictory to the fundamental vision of the Comprehensive Master Plan which states, ***"Rockville will continue to be a city that offers an excellent quality of life, ..."***
- The consequences of few, if any, parks should have been explained in a straight forward manner in the Plan and today's citizens should have been made aware of the adverse consequences to them. [redacted]

- Further, the Plan fails to provide a strategy for making the proposed 10 acres of park a reality. Everyone knows that acquiring land for parks is a difficult and costly endeavor. Without a strategy and a funding approach it is highly unlikely that there will be any parks. It is certain that they will not happen after the fact. [redacted] Smart Growth to be truly smart would provide residents in dense housing areas with adequate green space and open land. [redacted] ll the developers should be required to contribute to a park fund to make this happen. No Loopholes
  NO EXCEPTIONS !!

On December 14, 2014, the WECA Executive Board adopted the following resolution. After recent discussions it remains in effect.

> **"WECA strongly supports parks as an essential attribute of any Rockville neighborhood. The proposed Pike Plan sets goals for parks but fails to identify where parks will be located and how the expensive land will be acquired. Without these provisions in the Pike Plan, parks are highly unlikely to ever exist."**

"Planning" for Significant Change

Concept & Principles

The extent of plan at present

Outcomes Quantified

- Residential units
- Residents
- School children
- Commercial space
- Office space
- Park/green space
- Auto trips
- Metro rail trips
- Bus trips

Infrastructure Needed

- Roads/intersections
- Metro rail service
- Bus service
- Schools
- Fire & rescue
- Police
- Water
- Sewer
- Other services

Fiscal Impacts

- Revenues
- Capital expenditures
- Operating expenditures

Basic Outcomes Metrics

Outcomes	**Within the Planning Area**	
	Currently	Result of Full Build-Out of Plan
Residential units		
Residents		
School-age children (K-12)		
Commercial space (square feet)		
Office space (square feet)		
Public park/green space (acres)		
Automobile trips – weekday morning – peak hour		
Automobile trips – weekday evening – peak hour		
Automobile trips – weekend – peak hour		
Metro rail trips per day – total to/from Rockville Metro station		
Bus trips per day – total to/from Rockville Metro station		
Metro rail trips per day – total to/from Twinbrook Metro station		
Bus trips per day – total to/from Twinbrook Metro station		

GOOD EVENING MAYOR AND COUNCIL AND CITY STAFF.

TONIGHT I WILL BE TESTIFING ON THE ROCKVILLE PIKE **NEIGHBORHOOD PLAN.**

YES I SAID THE ROCKVILLE PIKE **NEIGHBORHOOD PLAN** NOT THE B.F.SAUL REDEVELOPMENT PLAN. THE POINT HERE IS LET'S NOT MAKE THE ROCKVILLE PIKE NEIGHBORHOOD PLAN SPOT ZONING FOR B.F. SAUL'S REDEVELOPMENT BUT THE PLAN MUST ENCOMPASS THE WHOLE ROCKVILLE PIKE. YOU KNOW WHAT HAPPENS WHEN THE MAYOR AND COUNCIL TRY AND PERFORM SPOT ZONING LIKE IN THE EZ STORAGE LAWSUIT AGAINST THE CITY. IT COSTS THE TAXPAYERS THOUSANDS OF DOLLARS IN ATTORNEYS FEES.

LET'S NOT MAKE THE ROCKVILLE PIKE NEIGHBORHOOD PLAN ABOUT FOUR ISSUES:

THE ROAD ITSELF, ROCKVILLE PIKE IE THE WIDTH, NO ACCESS ROADS, BIKE LANES AND THE HEIGHT OF THE BUILDINGS.

INSTEAD, LET'S TALK ABOUT WHAT THE RESIDENTS WANT IN A NEIGHBORHOOD PLAN STARTING WITH OUR CURRENT MASTER PLAN WHICH STATES:

Rockville's Comprehensive Master Plan describes the broad vision for the City's future. It is the core philosophy that guides development, conservation and capital improvement projects to improve the quality of life in the Rockville community.

THE MAYOR AND COUNCIL NEED TO DISCUSS THE IMPACT ON ROCKVILLE'S QUALITY OF LIFE WHEN THERE IS A PROJECTION OF 50,000 TO 70,000 NEW RESIDENTS AS FORECASTED IN THIS PLAN.

PURSUANT TO THE MASTER PLAN, HERE ARE SOME OF THE PLANNING PRINCIPLES TO DISCUSS:

1. PROTECTION OF the character of its DIVERSE neighborhoods:

WE PROPOSE THAT THE NEIGHBORHOOD PLAN STATES THAT FOR ALL RESIDENTIAL UNITS THAT 50% OR MORE ARE OWNER OCCUPIED!

2. DevelopMENT OF a sense of a cohesive community that overcomes physical barriers and links neighborhoods
   WE PROPOSE THAT WITH THE PLANNED DENSITY AROUND THE TWINBROOK METRO STATION WITH ONLY TWO ACCESS ROADS THAT ARE AVAILABLE TO GET INTO AND OUT OF THE TWINBROOK NEIGHBORHOOD ONE ON TWINBROOK PARKWAY AND THE OTHER ON EDMONSTON ROAD THAT ANOTHER ACCESS BRIDGE BE AVAILABLE FOR CARS, PEDISTRIANS AND BIKERS EVEN EXPANDING THE TWINBROOK PARKWAY BRIDGE TO SIX LANES.
3. ProvisIONS FOR a diversity of integrated transportation options
   WE PROPOSE KEEPING THE ACCESS ROADS SO THAT FUTURE TRANSPORTATION OPTIONS WHEN THEY BECOME AVAILABLE CAN BE BUILT LIKE A TROLLEY OR A MONORAIL.
   WE WANT15% GREEN SPACE. WE WANT 15% MODERATELY PRICED BUSINESS UNITS AND MODERATELY PRICED RESIDENTIAL UNITS. WE WANT NEIGHBORHOOD SENIOR CLINICS.

4. HOW SHOULD WE PAY FOR THIS. DEVELOP A CITY OF ROCKVILLE YEARLY MOBILITY FEE TO COLLECT FROM THE DEVELOPERS TO PAY FOR FUTURE INFRACTURE NEEDS THAT WE ARE NOT THINKING ABOUT TODAY. FOR EXAMPLE, WHEN WE DOUBLE OUR CITY IN SIZE. CRAIG WILL COME TO US TO REPLACE OR ADD ANOTHER WATER TANK. HOW MUCH DOES THAT COST? WHO WILL PAY? THE RESIDENTS! I SAY NO. THE MOBILITY FEE. WHEN CRAIG COMES TO THE MAYOR AND COUNCIL AND ASKS TO PURCHASE LAND FOR A PARKING LOT FOR MORE GARBAGE TRUCKS WHEN GUDE DRIVE LOT IS FULL AND TO PURCHASE MORE GARBAGE TRUCKS WHO WILL PAY FOR THIS ?THE RESIDENTS! I SAY NO. THE MOBILITY FEE. WHEN THE CHIEF OF POLICE ASKS FOR MORE OFFICERS DUE TO MORE RESIDENTS WHO WILL PAY FOR THIS? THE RESIDENTS! I SAY NO. THE MOBILITY FEE. WHEN WE WANT TO HAVE A TROLLEY OR A MONORAIL WHEN THE BRT IS BUILT AND THE BUS PASSES ROCKVILLE BY WITH ONE STOP. WHO WILL PAY FOR THESE NEW

TRANSPORATION SERVICES THE RESIDENTS. I SAY NO. THE MOBILITY FEE. WE NEED COMMON SENSE LEADERSHIP ON THIS DECISION. WHERE IS THAT GUY! PLEASE NO NEED TO RUSH THIS.
LET'S MAKE SURE WE HAVE THESE AND OTHER ANSWERS TO NUMEROUS QUESTIONS ABOUT THIS PLAN ANSWERED BEFORE YOU RUSH INTO A DECISION ON THE WRONG ISSUES.

MY NAME IS RICHARD GOTTFRIED PRESIDENT OF THE TWINBROOK CITIZENS ASSOCIATION!

Steven VanGrack Law, P.C.
2273 Research Boulevard, Suite 200
Rockville, Maryland 20850

Lerch, Early & Brewer, Chartered
3 Bethesda Metro Center, Suite 460
Bethesda, Maryland 20814

May 13, 2016

VIA HAND-DELIVERY
Mayor Bridget Donnell Newton and
Members of the Rockville City Council
City of Rockville
111 Maryland Avenue
Rockville, Maryland 20850

Re: Rockville's Pike Master Plan; 5946 Halpine Road

Dear Mayor Newton and Members of the Council:

We represent the owner of the property located at 5946 Halpine Road in the City of Rockville (the "Property"). (The Property is highlighted in yellow on an excerpt of Tax Map GQ563, attached as Exhibit A.) The Property is located immediately adjacent to, but outside of, the proposed boundaries of Rockville's Pike Master Plan (the "Pike Plan"). (See Property location highlighted in yellow on map attached as Exhibit B). The purpose of this letter is to request (i) that the proposed boundaries of the Pike Plan be expanded to include the Property, (ii) that in the Pike Plan the Property be replanned for multi-unit residential land use and (iii) that the Property be rezoned to the MXT (Mixed-Use, Transition) Zone.

The Property

The Property contains just under 22,000 square feet and is well-situated on the east side of Rockville Pike, only a short walk to the Twinbrook Metro Station.

The Property is adjacent on the west and south to the four to six story planned buildings (and five to seven story garage) of the Twinbrook Station mixed-use development. The Twinbrook Station development will contain residential, retail, and office space. Confronting to the southwest of the Property, that same Twinbrook Station development proposes a 12-story building site. Twinbrook Station is the Planned Development (PD-TC) Zone.

To the immediate east of the Property are townhouse developments known as Cambridge Walk I and II, in the RMD-10 Zone. To the north and northwest are single family homes and industrial properties. (See excerpt from the Zoning Map attached as Exhibit C.)

The Current R-60 Zoning Is An Error

The Property is currently zoned R-60. Considering the surrounding uses and zoning (as shown on the attached maps), retaining the R-60 zoning on the Property at the time of the comprehensive rezoning in 2009 and during the Twinbrook Neighborhood Plan in 2009, was either an oversight or error. This error can and should be corrected. Now is the time to do so. During the protracted pendency of the Pike Plan, representatives of the Owner have met with prior members of the Mayor and Council, who recognized that the R-60 zoning is not appropriate at this location. Likewise, meetings with City Staff have considered that the current zoning is an anomaly. From a land use perspective, and to correct this oversight, the future development of the Property should be replanned as part of the Pike Plan process.

The Design Concept

The design concept for the Property continues to evolve. The Owner envisions a multi-unit residential project on the Property. (See conceptual plan and cross-section attached as Exhibit D, including showing the proposed building in the context of its surroundings.) At three stories of apartments, such a development would serve as a transition from the four to six story buildings that are already approved as part of the Twinbrook Station project (on the south and west sides of the Property), to the existing townhouse development immediately to the east in the RMD-10 Zone. The Owner believes that the MXT Zone (Mixed-Use, Transition) would be appropriate for the Property to accomplish this type of residential project.

A multi-unit residential project would serve as a transition between the more intense Twinbrook Station mixed use development at the Metro Station, and the adjoining neighborhood. The design would step down building height in the immediate area from the Twinbrook Station planned development on the west, to the existing townhouses on the east side of the Property. This will represent a smoother transition of height and density than exists today or would exist with the current zoning.

The concept of the future building is envisioned as three residential levels over a partially sunken parking area. (See cross-section on Exhibit D.) The setback of the new building, on the Cambridge Walk side, would be designed to maintain the edge of the existing building on the Property, thus preserving the existing separation distance from

the adjacent Cambridge Walk townhouses. On the Twinbrook Station side, the building would move closer to the adjacent sidewalk. (See conceptual landscape plan on Exhibit D.) Vehicular access would be from Halpine Road. The future multi-family building would include green edges that would help soften the transition from higher density on the south and west sides of the Property, to lower density on the east side. The building is planned to have a number of different façade elements, so as to present the appearance of multiple structures or townhouses. Though not designed yet, Exhibit E shows pictures of existing developments that present the type of palette of design details and changes in form, color, and material that would be used in the proposed building to add interest in the facades and to break down the scale. (Exhibit F shows the Property today and its surroundings.)

The Owner has been pursuing contacts with representatives from WMATA to determine whether a portion of the land owned by WMATA adjacent to the Property can be integrated into the future redevelopment to provide a green area.

This request to expand the boundaries of the Pike Plan in order to replan and rezone the Property to the MXT Zone would help to further some of the important goals of the Pike Plan, and would remove an anomalous peninsula of R-60 land that projects in between the intense PD-TC Zone of Twinbrook Station and the RMD-10 Zone of Cambridge Walk.

The City Should be Able to Review a Specific Application

Without a change in zoning, the Owner's concept for development of the Property can never even be considered through the normal development review process. The current R-60 Zone does not allow the use. Even under the proposed MXT Zone, multi-unit residential is a conditional use, and must be recommended in a master plan.

The proposed rezoning really just enables the Owner to file an application for this proposed plan of development. In that application, all the attributes of the development can be shown and evaluated in the usual public process. But until then, all the descriptions of the proposed building and the site design are only hypothetical, because a real application cannot be filed and processed.

Once an application can be filed, then the specific site design can be subjected to review and evaluated for appropriateness in its content. Section 25.13.04.a. of the Zoning Ordinance is clear in giving authority to the Planning Commission to evaluate the design and "establish such development standards as deemed necessary to render such uses suitable and compatible with the surrounding uses and in accordance with the intent of

the plan." But to make this evaluation, the Planning Commission must have a validly filed application to consider.

Redevelopment Benefits

The redevelopment of the Property would encourage walkability and transit use—being located within five hundred (500) feet of the Twinbrook Metro Station. Just a little further beyond the tracks to the west are nearby commercial centers, including those that will arise in response to the new Pike Plan. The proximity to Metro and nearby commercial/office uses would negate much of the need for automobile usage by residents for both business and personal travel. The project concept does include a level of parking partially below grade. This provides the necessary amount of parking called for by the Code for the apartment units, after allowing the credit for proximity to Metro. No parking waiver would be needed for the concept as shown.

The redevelopment of the Property would provide more appropriate use/density in close proximity to Metro. Future residents of the proposed residential building on the Property could be employees in some of the new office buildings nearby, or those more distant that are serviced by Metro. New apartment residents may frequent the new retail uses in the Twinbrook Station community or further along the Pike for personal needs.

The proposed residential use of the Property will serve to activate the streets near the Twinbrook Metro. The new building will put more "feet and eyes on the street," thus making the area more active and vibrant. The activity on the street and the improvements and lighting will also make the community safer and more attractive.

Early in the Pike Plan processing, the Owner had made initial contacts with representatives from Cambridge Walk, and had attended a meeting with the Twinbrook Citizens Association in order to present the building concept that was proposed at that time.

Summary

For all the reasons above, we urge the City to (i) expand the boundaries of the Pike Plan to include the Property, (ii) recommend the Property for multi-unit residential land use and (iii) reclassify the Property to the MXT Zone. As with the other properties in the Pike Plan, the rezoning would be accomplished via the sectional map amendment that will implement the zoning recommendations of the Pike Plan. This will enable the Owner to make application for a specific project with a specific design, that can then be evaluated in the normal public review process.

We look forward to working with the City Staff, and the Mayor and Council as the Pike Plan moves forward.

Thank you for your consideration of these comments.

Very truly yours,

STEVEN VANGRACK LAW, PC

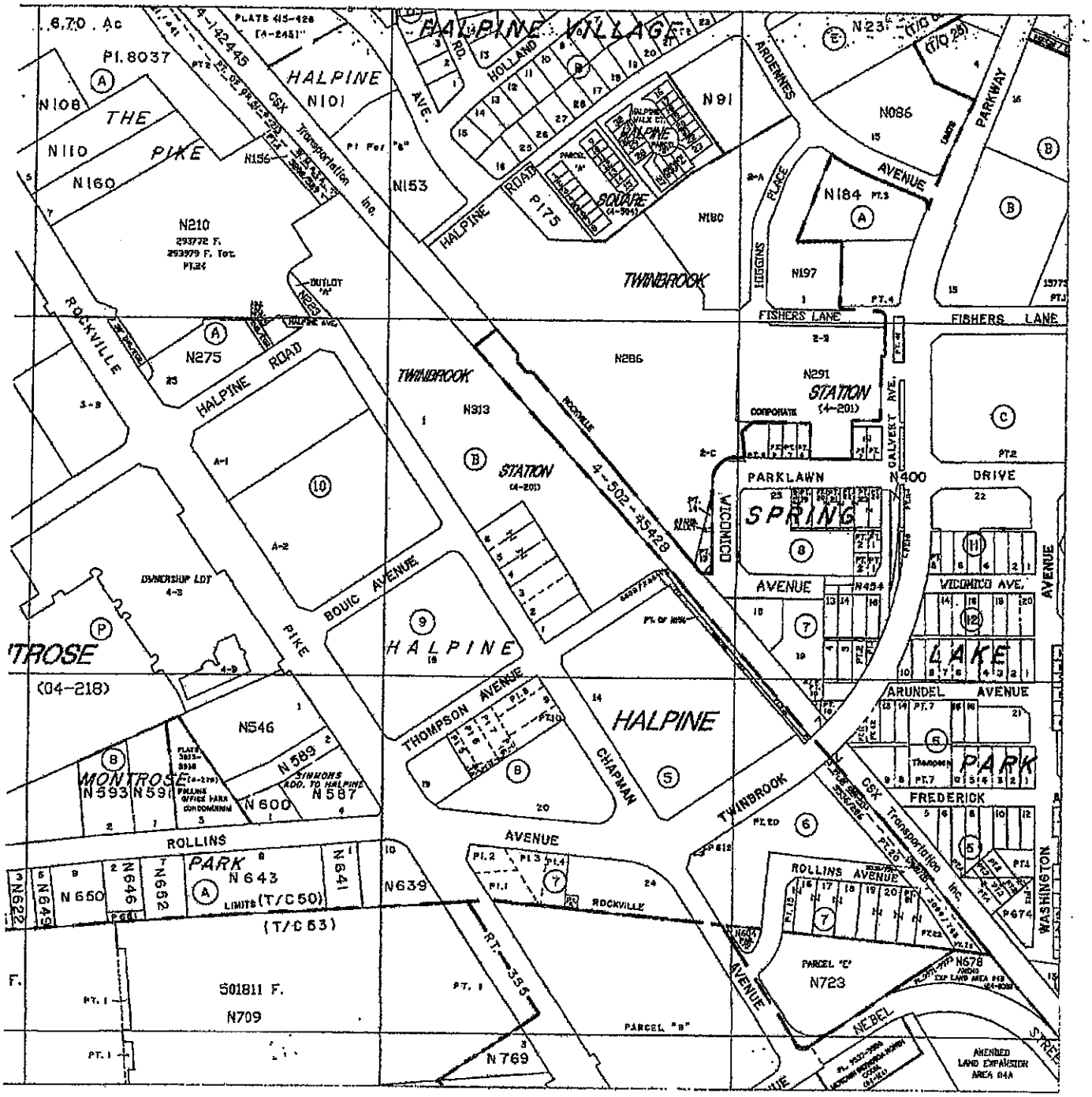
Steven VanGrack

Very truly yours,

LERCH, EARLY & BREWER, CHARTERED

William Kominers

WK/paj
Enclosures
cc: Mr. Zion Avissar
Ms. Susan Swift
Mr. James Wasilak
Mr. David Levy
Ms. Cindy Kebba
Mr. Joshua Sloan
Mr. William Landfair


HALPINE VILLAGE
HALPINE
THE PIKE
TWINBROOK
STATION
SPRING
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MONTROSE
ROCKVILLE
HALPINE ROAD
BOUIC AVENUE
THOMPSON AVENUE
CHAPMAN
ROLLINS
AVENUE
FISHERS LANE
PARKLAWN
DRIVE
ARUNDEL AVENUE
FREDERICK
WICOMICO AVE.
ARDENNES
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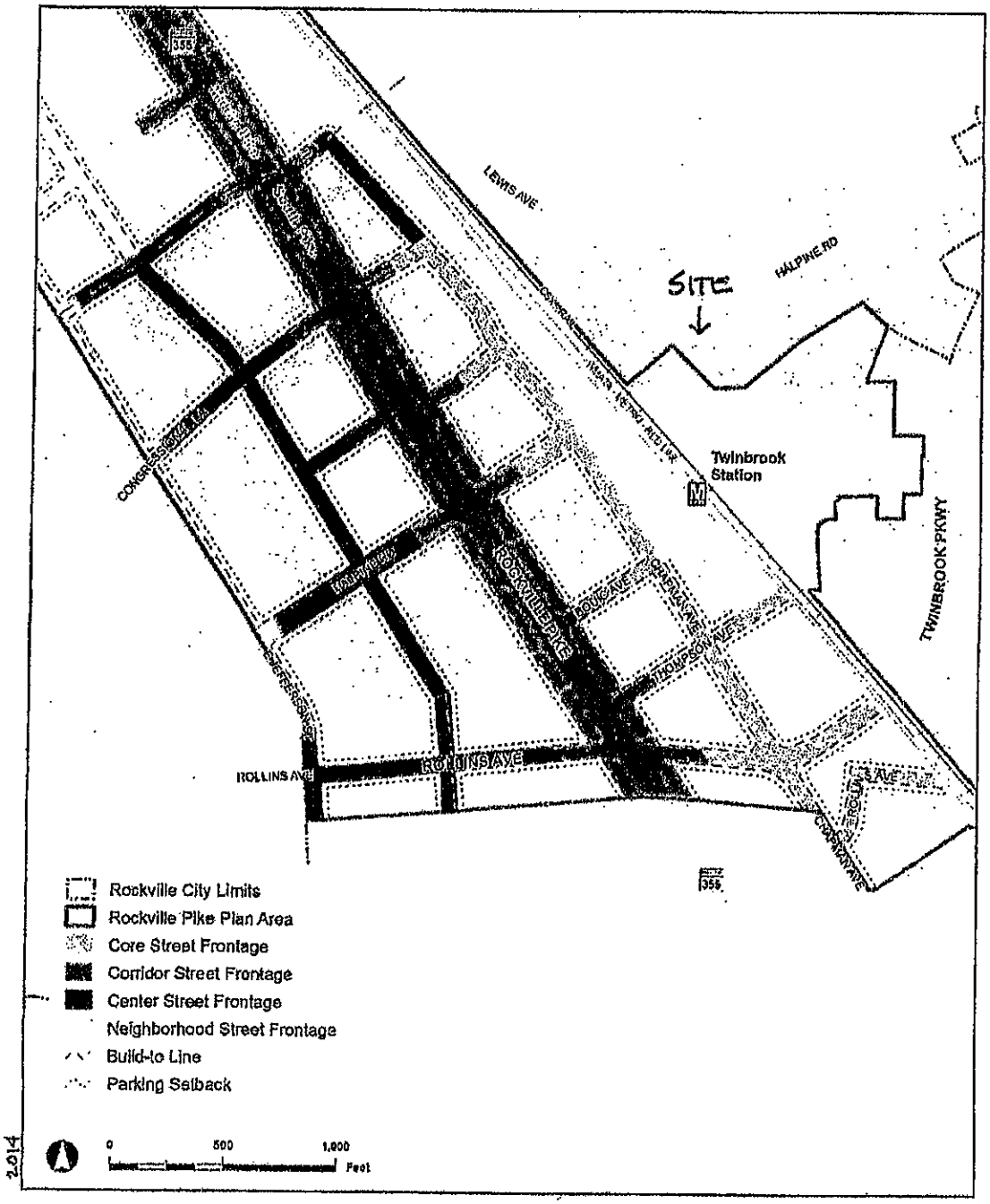
N313
N286
N291
N400
N454
N197
N184
N180
N175
N153
N156
N160
N110
N108
N101
N91
N086
N023
P.674
PARCEL "B"
PARCEL "E"
AMENDED LAND EXPANSION AREA 04A

EXHIBIT

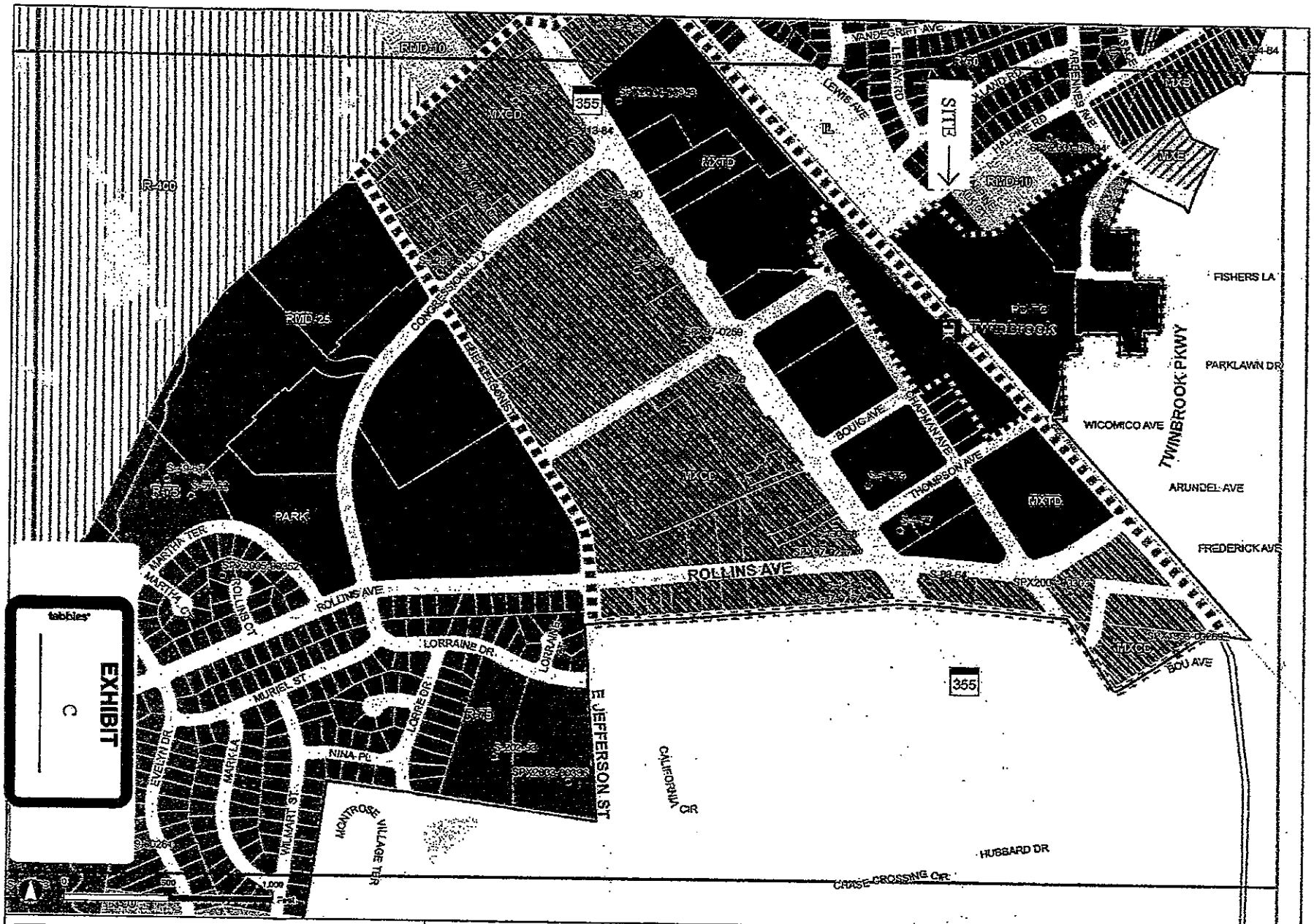
A

Map 4: Rockville Pike District Regulating Plan – South Pike



2014

EXHIBIT
B



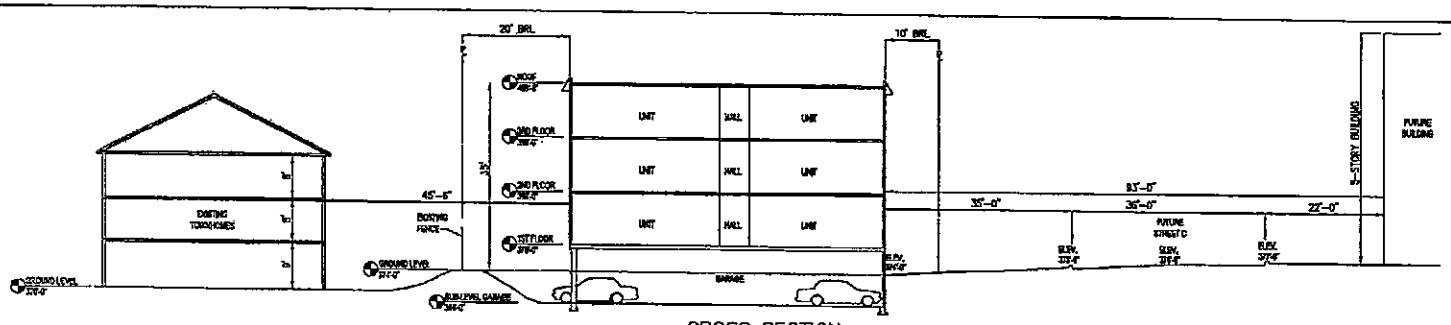
City of Rockville Maryland

Department of Community Planning & Development Services
111 Maryland Avenue • Rockville, Maryland 20850-2364

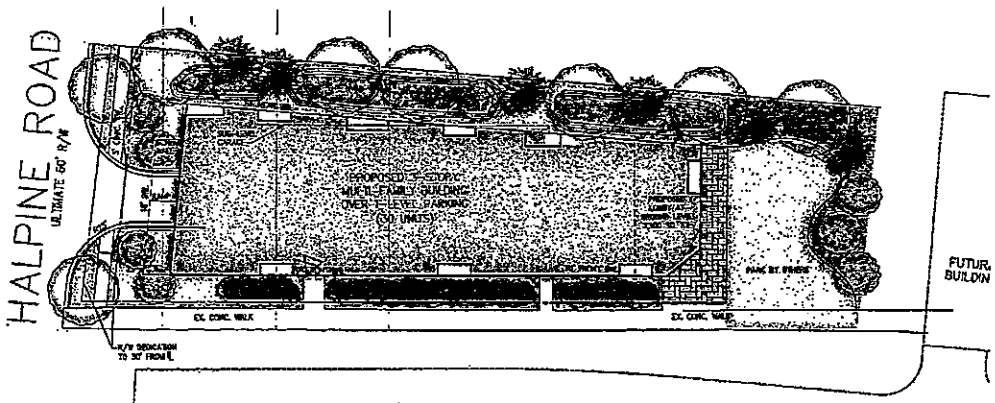
Official Zoning Map of the City of Rockville
Adopted March 9, 2009 by Ordinance No. 3-09

SHEET F-4

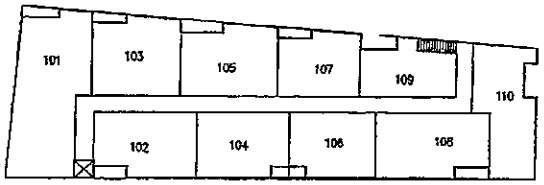
DATE: November 2013 | AUTHOR: MT & CL



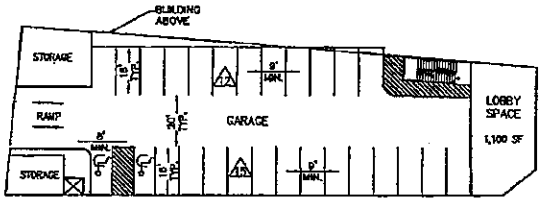
CROSS SECTION



SKETCH PLAN



APARTMENT LEVEL



GARAGE LEVEL

DEVELOPMENT ANALYSIS
HALPINE ROAD PROPERTY
VAC155A

DEVELOPMENT TABULATIONS	MAX	RPD*	Proposed
Bldg. Ht.	36'	4 story (or 60')	3 story (35')
Open Space	30%	n/a	40%
Setback (side or rear)	0'	0' or 30'	30' or 25'
Setback - Public R/W	10'	n/a	10'
Setback from residential-rear	20'	n/a	20'
Setback from residential-side	10'	n/a	n/a
Setback from Build-to Line	n/a	0'	0'
Min. Ground floor-ceiling	n/a	10'	n/a

* Assumes Neighborhood Street designation for Halpine Road

PARKING TABULATIONS MAX. DENSITY WITH STANDARD 10% METRO REDUCTION ONLY			
No. Units	# BR	Rate	Required
1BR	24	1/DU	24
1BR/DEN	6	1/DU	6
Total			30
10% Metro Reduction			3
Net Required			27
Provided			27

GRAPHIC SCALE

HALPINE ROAD PROPERTY
TAX MAP QQ 63 PARCEL 175
ROCKVILLE, MD 20784
MONTGOMERY COUNTY, MARYLAND

SKETCH PLAN

VIKA REVISIONS

DATE 12/2/14
DES. KK
DWN. KK
SCALE 1"=30'
PROJECT/FILE NO. VIKA
SHEET NO. 1

EXHIBIT D

HALPINE ROAD
PROPERTY
TAX MAP 00 63 PARCEL 175
ROCKVILLE, MD 20794
MONTGOMERY COUNTY, MARYLAND
SKETCH PLAN
VIKA REVISIONS
GRAPHIC SCALE
SCALE 1"=30'

VIKA

DESIGNERS PLANNERS LANDSCAPE ARCHITECTS ENGINEERS SURVEYORS

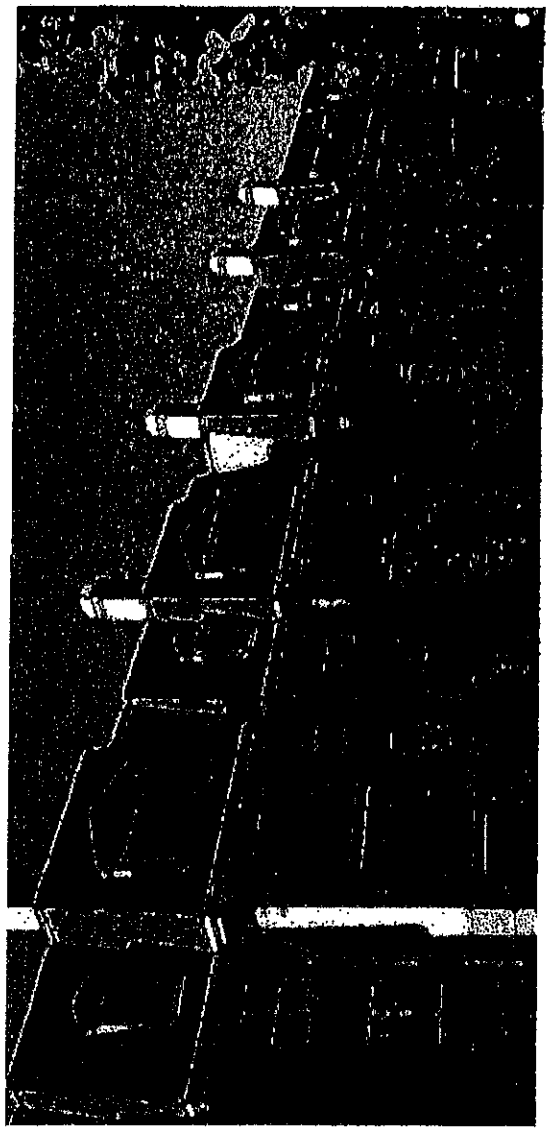
VIKA MARYLAND
8180 GREENSBORO DRIVE, SUITE 200 • BALTIMORE, MARYLAND 21240
(301)843-9700 • FAX (301)913-9267
MALVERN, PA CHARLOTTESVILLE, VA

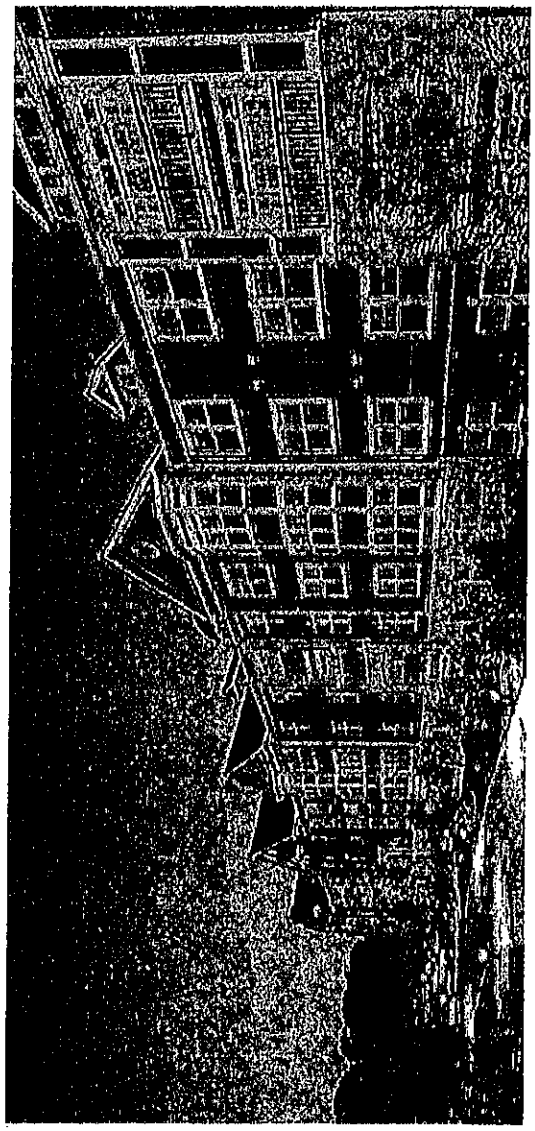
HALPINE ROAD
PROPERTY
TAX MAP GQ 63 PARCEL 175
ROCKVILLE, MD 20794
MONTGOMERY COUNTY, MARYLAND

PRECEDENT SITE
IMAGERY

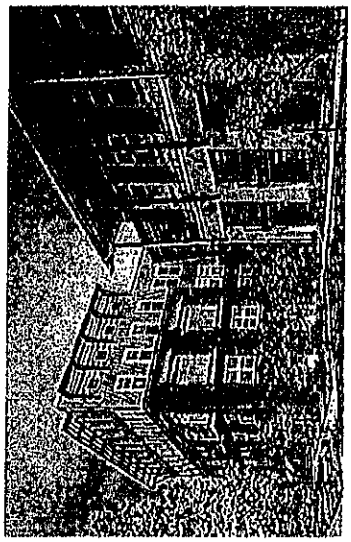
VIKA REVISIONS

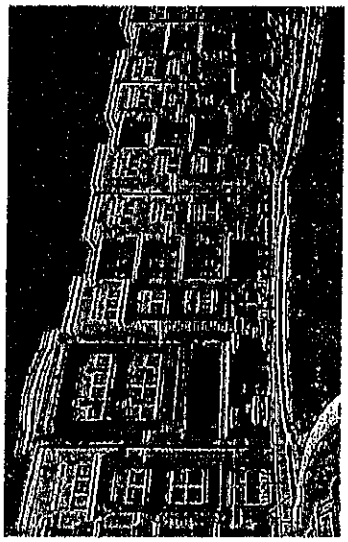
DATE: JAN. 3, 2007
DES. KK
DWN. TBB
SCALE: NTS
PROJECT/FILE NO. V1628
SHEET NO. 3

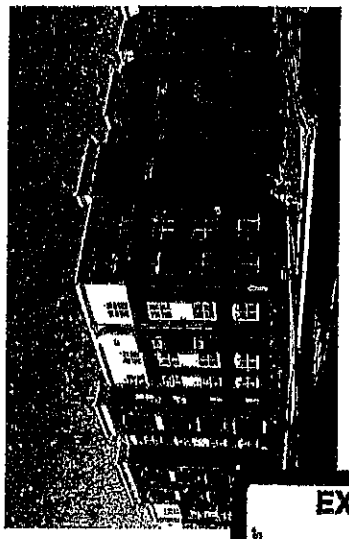




PRECEDENT IMAGES







EXHIBIT

E

EXISTING SITE PHOTOS

VIKA

DEVELOPERS • PLANNERS • LANDSCAPE ARCHITECTS • LAND SURVEYORS • SITE DESIGNERS

9500 MEDICAL CENTER DRIVE, SUITE 270
LANHAM-SEABROOK, MARYLAND 20706
(301) 459-3366 • FAX (301) 459-1851
WEBSITE: WWW.VIKA.COM
COMMITTED TO EXCELLENCE

HALPINE ROAD PROPERTY
TAX MAP GQ 63 PARCEL 175
ROCKVILLE, MD 20784
MONTGOMERY COUNTY, MARYLAND

EXISTING SITE IMAGERY

VIKA REVISIONS

DATE: JAN. 3, 2011
DES. KK
DWG. TSF
SCALE: NTS
PROJECT/FILE NO. V1856
SHEET NO. 3

EXHIBIT
H

Public Hearing by Rockville Mayor and Council on Proposed Rockville Pike Plan 16 May 2016

Marian Hull 529 Brent Road Rockville MD 20850

Exhibit No. 134
Rockville's Pike Neighborhood Plan

Mayor and Council Members

I have provided testimony to you on this plan before.

I continue to urge you to reject this plan as currently proposed for the following reasons.

The scale of the proposed Pike is outrageous: 3 times the width of the current roadway.

Proposed roadway is likened to boulevards as in several large European cities, but Rockville **is not** Paris.

The BRT located down center of the Pike:

Businesses that currently front along the Pike would be squeezed out of existence, especially properties along the east between First Street.& Templeton Place.

The ease of rapid transit south could encourage northern county residents to bypass Rockville businesses toward Pike & Rose & Friendship Heights.

Crossing this extreme expanse of roadway would challenge pedestrians:

In the Planning Commission's response to the Mayor's & Council's letter to the draft Pike Plan, a Washington Post article was quoted:

"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."

Able bodied persons would require nearly a minute or more to cross.
Prohibit crossing by physically challenged people.
Challenge residents in apartment buildings around Congressional Plaza that use Metro.

Waste of money - there are 2 existing major corridors moving vehicles south
Metro Subway serves to move persons

Rockville Pike is currently a direct route south and is used by Ride On Bus 46
I-270 route includes Ride On Express Bus 70 serving Germantown commuters
Metro Express Buses J7 & J9 serve Gaithersburg commuters
These routes should be run with greater frequency.

Better use of money is transfer more money to Metro to maintain its infrastructure and lower fares.

SUMMARY: There may be good purpose and justification to build BRT in some areas of our county. This plan does little to benefit the businesses and residents of Rockville.

State of Maryland Corridor Cities Transitway southern terminus is Shady Grove Metro Station.
The BRT in the western portion of Montgomery County should terminate at Shady Grove Metro, as well.
Better use of money is transfer more money to Metro to maintain its infrastructure and lower fares.

Exhibit No. 135
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Steven Corsini <scorsini10@gmail.com>
Sent: Wednesday, May 18, 2016 10:31 AM
To: Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject: Please Oppose Widening the Pike to 252 feet

Do you guys have nothing better to do than think of how to widen 355? Rediculous. Leave it the way it is!

Signed,
Steven Corsini
scorsini10@gmail.com
15705 sycamore grove court
rockville, 20853

Sara Taylor-Ferrell

From:	Michal Powers <wordpress@reimaginetwinbrook.com>
Sent:	Wednesday, May 18, 2016 10:55 AM
To:	Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject:	Please Oppose Widening the Pike to 252 feet

252 feet is too much for Rockville Pike!
Widening the Pike to 252 feet in Twinbrook works against the Pike Plan vision for an attractive, vibrant and pedestrian-friendly place with plenty of open space for people to enjoy.
252 feet would make the Pike as wide as I-270 and even harder for people to cross, especially children, the elderly and those with disabilities.
A wider road creates additional traffic chokepoints as the road widens in Twinbrook and narrows in other areas

Signed,
Michal Powers
mailmichal@yahoo.com
405 silver rock rd
rockville, 20851

Exhibit No. 137
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Meghan McAvoy <mcavoy.meghan@gmail.com>
Sent: Wednesday, May 18, 2016 1:31 PM
To: mayorcouncil
Subject: Support for a walkable Rockville Pike

Dear Rockville Mayor and Council,

I appreciate your commitment to the redesign of Rockville Pike in Twinbrook, to make the road an urban main street and a better place for transit, bicycling and walking. However, at 252 feet, the proposed Pike is simply too wide and will be a barrier to pedestrians. It will prevent creation of a unified transit-oriented community on both sides of the Pike.

The Pike should match the design in Montgomery County's White Flint plan which calls for a 216 foot wide boulevard, with 162 feet for cars, buses and bikes and 27 foot wide sidewalks on each side.

Your plan includes a good street grid, including streets parallel to Rockville Pike. This grid will allow for good circulation and eliminate the need for the proposed access roads on Rockville Pike.

So I urge you to amend the design for Rockville Pike to match that approved next door in Montgomery County.

Thank you,

Meghan McAvoy
1401 Blair Mill Road, Apt 709
Silver Spring, MD 20910

Sara Taylor-Ferrell

From: John Kelly <jwkelly43@me.com>
Sent: Wednesday, May 18, 2016 9:58 AM
To: mayorcouncil
Cc: Craig Simoneau
Subject: Expanding My Earlier Comments on the Pike Plan

I wasn't kidding this past Monday evening when I said that I'm glad I'm not you. If I were you, I would be overwhelmed with the variety of mostly well thought out, but also mostly very different, views on what should or should not happen along the Pike. I would also want the Plan to include the additional information mentioned in my previous testimonies and previous email. Namely, I would want the Plan to include:

1. An estimate of the likely changes in revenue and costs to the City (and maybe County) that would occur from converting the land uses along the Pike from the mainly retail shopping uses typical of the Pike today to the multi-use residential, retail, and other commercial uses envisioned by the Plan. As you'll note in my third point, these changes will be expected to happen over time as development occurs within the planning area.
2. A discussion of the impacts of the proposed Pike Plan on the existing neighborhoods in Rockville (and possibly on neighborhoods adjacent to Rockville). Although these impacts will also occur over time according to the pace of land use changes within the planning area, it would be useful to describe those likely impacts on Rockville's more residential areas. Although the Planning Commission and City planning staff might project this differently, I believe that a significant share of retail activity generated along the Pike by Rockville's residential neighborhoods will diminish as the Pike transforms from a principally retail destination to a series of multi-use neighborhoods. I'm not saying this is a bad thing. My wife and I and our neighbors will simply transfer our shopping destinations to areas with easy and free access to parking and the stores we want.
3. A discussion of the interdependencies of the actions needed to implement the Plan. I would also add the implications for the Plan on the timing of actions controlled by the State, Montgomery County, and the City of Rockville. I don't fault the Planning Commission or City planning staff for conforming to the normal approach to presenting a proposal for a community master plan. However, if I were the Mayor or a Councilmember, I would want to know more. Specifically, I'd like to know what decisions I need to make and within what timeframe. This suggests a different way of organizing and populating the Implementation chapter of the Plan to give the Mayor and Council a better sense of the consequences of the decisions that they make, or don't make, within certain specific timeframes. I'd like to suggest one way of doing this, although there may be other approaches that are superior to my suggestion. I suggest expanding the Implementation chapter to include a discussion of various scenarios along the following lines:
    - Scenario 1 - The City, County, and State delay the street and other public improvements projected in the Pike Plan, but the developments already underway and planned around the Twinbrook Metro proceed as proposed. This scenario and all those that follow would need to address the following issues:
        - Any limitations on the proposed developments caused by conflicts with APFO and lack of sufficient water supply, sewer, and storm water infrastructure.
        - Changes in transportation patterns along the Pike.
        - Changes in revenues received by the City and County as the developments build out and become populated.
        - Availability of public open spaces, including parks.
        - Changes in retail and service options available to surrounding neighborhoods.

        - Changes in other land use, transportation, and other characteristics considered important by planners, citizens, and elected officials.
    - Scenario 2 - The City proceeds with the implementation actions under its control and developments around the Twinbrook Metro proceed as proposed, but the County and State delay the street and other public improvements projected in the Pike Plan. As stated previously, this scenario and all the others would need to address the same issues identified previously.
    - Scenario 3 - The State proceeds with changes to the main roadway of the Pike according to the Plan recommendations, but the City and County delay the changes under their respective controls.

Maybe the best way to handle the scenario situation is to develop a model in which the decisions and actions for which the City, County, State, and developers are responsible are the inputs for which the timing is variable and the issues listed under Scenario 1 above are the outputs. This would demonstrate the interdependencies that are inadequately explored in the current Pike Plan document and give all the government decision-makers a better sense of the impacts that the timing and nature of their decisions will have on the likely developments within the Plan area. This information would also provide the foundation for better informed and more substantive discussions between the decision-makers from all the government entities involved in the Pike's development.

I honestly don't see how you can make good decisions with the information you've been provided thus far without some sort of analytic framework along the lines I suggest.

To repeat what I said at the outset, I'm glad I'm not you...unless, I were provided with a better analytic framework to make decisions.

Respectfully,

Jack Kelly

Exhibit No. 139
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From:	Ethan Goffman <goffmane@yahoo.com>
Sent:	Tuesday, May 17, 2016 7:52 AM
To:	mayorcouncil
Subject:	Sierra's Club Testimony for Rockville's Pike Plan
Attachments:	Sierra Club 2016 Rockville Pike Testimony.docx; Sierra Club Rockville's Pike Testimony 12.2014.docx

Dear Mayor and Council,

Attached is the full Sierra Club testimony, given yesterday in shorter form at the public hear. Also attached is the 2014 testimony.

Thank you very much.

Sincerely,

Ethan Goffman
523 N Horners Ln
Rockville, MD 20850
301-710-0230

SIERRA CLUB
FOUNDED 1892

Montgomery County Group

May 16, 2016

Dear Mayor and Council,

On behalf of the Montgomery County Group of the Sierra Club, I would like to offer the following comments on the March 2016 Rockville's Pike Neighborhood Plan prepared by the city's Planning Commission.

In December of 2014, I testified for the Montgomery County Sierra Club Group noting serious deficiencies in the Rockville's Pike plan submitted by the Planning Commission at that time (a copy of that testimony is attached). The plan did include some wonderful and necessary components, such as breaking up long blocks, moving parking behind or beneath buildings, and creating walkable pedestrian areas and separate bike lanes. Yet, as the 2014 testimony explained, there was not enough density around the Twinbrook Metro, the rebuilt section of Rockville Pike was excessively wide and likely to encourage more driving, and mandatory parking minimums were excessive and needed to be reduced or eliminated. Unfortunately, the current version of the plan maintains the same problems.

We agree with local transit and smart growth activists that the March 2016 plan will discourage walking, could lead to traffic chokepoints, and is out of synch with the White Flint Plan. For example, Greater Greater Washington, the leading smart-growth blog in the DC region, has criticized the Rockville's Pike plan, arguing that: "At 252 feet wide, the new Rockville Pike will be practically impossible for pedestrians to cross," and "transit oriented development doesn't work unless it's walkable." We note the many public comments that support this argument and agree that this portion of the Pike plan is contrary to the very heart of contemporary urban planning, particularly around the transit center, which should be designed as a pedestrian-friendly environment.

The proposed building height limits within a quarter mile of Metro are also out of synch with current planning principles. An article in *Bethesda Magazine* points out that "limiting new residential buildings to seven floors and new commercial or office buildings to 10 floors" is "a far cry from the 300-foot maximum building heights allowed by the county's 2010 White Flint Sector Plan." We recommend that the plan support significantly increased density in building structures while at the same time retaining the goal of human-scale development that allows residents to maintain a sense of community. Current urban design principles call for greater density near major public transit nodes.

The Washington area Metrorail System plays a critically important role our region. It enables businesses near Metro stops to thrive, allows residents to commute to and from work and to access cultural and recreation venues, and generally improves the quality of life we have here. It only makes sense, then, for Rockville to make the most of its two Metrorail stations. The

Rockville's Pike Plan should call for attractive and livable mixed use residential and commercial development around its Twinbrook Metrorail Station as is already occurring around the downtown Rockville Metrorail station. No development plan is going to lead to long-term success unless the people who live and work and shop in the neighborhood find it an attractive and even fun place. Please ensure that the plan produces a pedestrian-friendly neighborhood with an interesting and attractive design, including substantial parks and plazas.

Yet livability and density need not contradict each other. To fully capitalize on desired investment, density should be high enough around the Twinbrook Metro Station to incentivize developers to have 15% of their units be moderately priced. Adding more residential and appropriate retail buildings around the Twinbrook Station would help correct the housing-jobs imbalance that exists along Rockville Pike. This would alleviate the current necessity for excessively long commutes by car that only add to congestion. Creating a semi-urban bubble around Metro stations will allow Rockville to provide for the needs and desires of its growing number of residents of all income levels while allowing the bulk of the city to maintain its current character. Indeed, residents of housing near transit are more likely to live with fewer cars or with no cars at all, further decreasing congestion and helping the environment. In addition we recommend that all new structures provide for adequate electric car charging facilities to maximize the reduction of greenhouse gas emissions.

We remain hopeful that through this public review process, the draft plan will be amended to address these significant concerns. These have been at the center of public discourse in the city in recent years, and Rockville's citizens have voted, in the last two elections, for a city council majority that supports smart growth policies. In my 2014 testimony, the Sierra Club called for compromise, and we understand that no stakeholder can get everything asked for. Yet, after significant delays on a crucial project, it appears that few concerns of smart growth proponents have been addressed. The Montgomery County Sierra Club Group joins with others in urging the mayor, city council, and planning board to make significant changes to this plan before approving it.

Sincerely,

Ethan Goffman
523 N Horners Ln
Rockville, MD 20850
301-710-0230

SIERRA CLUB
FOUNDED 1892

Montgomery County Group

\Dear Mayor and Council,

The Montgomery County Sierra Club commends the Rockville's Pike plan for, in many ways, delivering a walkable, mixed-use transit-accessible plan that will greatly improve quality of life. Rockville's new town center is rightfully the pride of the city and the plan will deliver a similar vision up and down the pike. However, by limiting density in the core transit area, the plan misses an opportunity to deliver a semi-urban lifestyle to those who desire it, while helping to maintain Rockville's traditional suburban life for the majority of the city.

Some 140,000 new residents are expected to populate Montgomery County by 2030 (http://msa.maryland.gov/msa/mdmanual/01glance/html/pop.html) and the question is where to put them. The Montgomery County Sierra Club has opposed excessive growth on the I270 corridor, testifying against the Great Seneca "Science City" and damaging development in Clarksburg. Instead, we have supported growth in the eastern part of the county as well as "smart growth" around transit centers that would allow fewer and shorter car trips and preserve much of the county in its current state. The Rockville's Pike plan begins to contribute to that vision. However, greater density around transit would more powerfully follow a "smart growth" vision that limits traffic and leaves most residential areas untouched. An example of such a plan—although on a much larger scale than would ever occur in Rockville—is Arlington, Virginia. Despite adding 50,000 residents since 1996, Arlington has actually decreased its traffic (http://greatergreaterwashington.org/post/23318/as-arlington-booms-traffic-drops/). And Arlington has an urban character only directly around Metro Stations. Walk a few blocks from such stations and, due to intelligent planning, the landscape seamlessly becomes suburban residential.

How can such an environment best be accomplished, on a smaller scale, in Rockville? The Rockville's Pike plan should allow buildings taller than ten stories within a quarter mile of the Twinbrook Metro, the "Core" area of the plan. This "Core" area should be extended to a full quarter mile radius on the west side of 355. Finally, the plan should provide opportunity for increased density—although not as great as in the "Core" area—within a quarter mile of future Bus Rapid Transit stations.

Ideally, much of this density would be reserved for residential units, many of them priced for moderate incomes. Currently, the limited availability of such units has led to a housing crisis, forcing overcrowding in existing houses. For instance, when I did political canvassing in Rockville, many residents complained of nearby houses turned into rental properties packed with tenants, violating zoning rules and harming the character of neighborhoods. Yet, if the I270 corridor provides jobs—and it certainly does that—it also needs to provide places for employees to live. One bedroom apartments start at $1300 a month and move up from there. Individuals will therefore overcrowd existing housing or else move further out, leading to increased traffic. Multi-use, transit-oriented development is the only solution that reduces the number of car trips and avoids overcrowding in existing suburban neighborhoods.

Young people also increasingly want to live in semi-urban areas and are forsaking cars. Millennials would much rather live without automobiles than smart phones and other electronic devices (http://www.forbes.com/sites/michelinemaynard/2014/01/24/millenials-in-2014-take-my-car-not-my-phone/). Nationally, use of transit continues to climb as car use decreases. We should be doing what we can to keep young, highly educated professionals in the county, but many are being priced out or choosing to move to DC or Arlington where they can enjoy numerous amenities without a car. Indeed, 88% of new DC residents live without a car (http://greatergreaterwashington.org/post/24180/88-of-new-dc-households-are-car-free/). Rockville cannot attain these numbers, but we can certainly reduce the number of cars per family while recruiting future residents and providing for seniors who no longer wish to drive.

Indeed, declining use of automobiles means that traditional parking minimums are no longer applicable. Rather, they force residents to pay for such spaces, which can cost as much as $50,000 each, whether they are used or not. Parking guru Donald Shoup estimates that parking subsidies in 2002 cost this country between $127 billion and $374 billion. Subsidies and parking minimums simply encourage people to drive more, despite the harm to the environment, for instance in likely increasing asthma rates. Shoup calls parking minimums "an enormous public subsidy that makes driving less expensive than it should be, further skewing travel choices" (http://www.connectnorwalk.com/wp-content/uploads/The-High-Cost-of-Free-Parking.pdf). This is one case where the government, rather than intervening with an artificial minimum, should let the market decide.

We have one additional suggestion. The Rockville's Pike plan will result in 355 being extremely wide, making it difficult for pedestrians to cross in one light cycle. Given the plans to extend East Jefferson Street, it might be advisable to eliminate the access road on the west side of Rockville Pike and let East Jefferson serve this function. If there is a two-way separated bike path on the east side of Rockville Pike and separated bike lanes on both side of east Jefferson, the two-way bike path on the west side of Rockville Pike could also be eliminated. This would allow additional building space on the west side of Rockville Pike. In the current plan, the number of car lanes including the main lanes on 355, the access roads, and East Jefferson seems excessive and might actually encourage additional driving, when the plan should be encouraging walking, biking, and transit use.

Greater density around key transit areas, then, along with reducing parking minimums, will enable Rockville to maximize its many transit options—Metrorail, MARC, Ride on Bus, and the coming Bus Rapid Transit, as well as new bike lanes and improved walkability. While helping the environment, it will make Rockville a better place to spend time and meet people and help maintain the character of residential neighborhoods.

We congratulate Rockville on its visionary plan and hope it can be made even better!

Sincerely,

Ethan Goffman
523 N Horners Ln
Rockville, MD 20850

Sara Taylor-Ferrell

From: Steven J. Karr, AIA <sjkaia@comcast.net>
Sent: Wednesday, May 18, 2016 6:26 PM
To: Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject: Please Oppose Widening the Pike to 252 feet

Please include my 2/13/2015 email below to Mayor Bridget Newton in the hearing record. Thank you.

From: Steven J. Karr, AIA [mailto:sjkaia@comcast.net]
Sent: Friday, February 13, 2015 11:22 AM
To: Mayor Bridget Donnell Newton
Subject: Last night's Rock Pike Plan Work Session

Mayor Bridget,

I watched your work session from the warm comfort of my home last night and fully support your "cart before the horse" comments regarding the overall "roadway" concept of the Pike Plan, particularly the issue of the access roads relative to a full discussion of what Rockville wants "The Pike" to be.

One really has to question the validity of the access road concept as you did last night; although the proposed draft Plan reduces the overall "build to line" setback by a mere 9 feet from the centerline of the Pike from the '89 plan, the access road concept imposed by '89 Plan has generated nothing over the past 26 years but a random mess of haphazard access passageways, forcing building setbacks that contribute nothing to a sense of place other than reinforcing the typical suburban retail model of a parking lot in front of stores – my Rollins Center on The Pike project, completed in 2013 under the current '89 Plan is a perfect example. How much more "urban" & would it have been for me to push that new building up to the ROW line (or with a limited "setback" of say 12-16 feet for a substantial streetscape amenities, rather than site the building in the middle of a "parking" lot as it appears now - the result of the '89 "build to line" model & its intent to allow for "future" access roadways.

How much more exciting place making is going on along that portion of Md 355 when it passes through Bethesda? Chevy Chase? Friendship Heights? My fear is that the draft Pike Plan will achieve little to make Rockville's portion of Md 355 any more of a "place' than it is today – a haphazard assembly of buildings surrounded by asphalt. I do not believe that a rendered vision of a few trees & brick pavers in a strip along the ROW is going to change what we see today along the Pike in Rockville.

If you want to encourage the reDevelopment of aging properties along Rockville's portion of the Pike, you have to provide incentive or at a minimum, remove the obstacles that disincentive redevelopment - allowing more buildable ground is one way to make that happen, rather than over-regulate development with burdensome easements and/or takings for an extraordinary expensive roadway section.

I stand with you! Reduce the width of the roadway & reduce the travel speed! It works in downtown Bethesda, it works in Chevy Chase, it works in Friendship Heights, so why would that not in Rockville?

And when you get to the section on height, I believe that requiring a minimum height of 2 stories will be a great disincentive for any redevelopment of the smaller parcels along the Pike. Why does everything have to be at least 2 stories? If a 2 story minimum would have been imposed on my Rollins Center on The Pike property, you

would probably still be looking at an old shell station on the site as that property, like many others along the Pike, are too small or too "landlocked" to support 2 stories without placing the commensurate required parking in a structured parking facility – a very uneconomical solution for any "small parcel – mom & pop" redevelopment project.

As we all know, the real money is in the ground floor retail - allowing more ground floor retail development (especially by reducing the roadway cross-section) and flexibility for height/number of stories, will provide a great incentive to the "mom & pop" development community. Otherwise only the "big" players like Federal Realty, Bainbridge & JBG etc. will have the power to assemble the smaller properties for large, more massive, redevelopment. If that is what Rockville wants, so be it. My fear is that these cumbersome planning metrics will do nothing more for the Pike over the next 25-50 years than they have done for the past 26.

…just saying!

Signed,
Steven J. Karr, AIA
sjkaia@comcast.net
210 North Adams Street
Rockville, 20850

Sara Taylor-Ferrell

From: Benjamin <bcberbert@hotmail.com>
Sent: Thursday, May 19, 2016 10:51 AM
To: Bridget Newton; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; Mark Pierzchala; mayorcouncil
Subject: Rockville Pike Neighborhood Plan written testimony
Attachments: Pike Plan Testimony 5_19.pdf

Attached is my second formal written testimony on the Pike Plan. I appreciate the time and attention being paid to the community on this plan, regardless of your personal thoughts or the thoughts of the community.

I'm happy to answer any questions or clarify anything you don't understand.

Ben Berbert
5903 Saint Lo Avenue.

Rockville Mayor and City Council members,

I greatly appreciate the opportunity I have had to submit previous written testimony and to provide verbal testimony against the current Planning Commission version of the Rockville Pike Neighborhood Plan (Pike Plan), with particular concerns with their limited building heights within a half mile radius of the Twinbrook Metro station and the 252 foot wide building to building face with access lanes proposed for Rockville Pike. Although it may sound like a 'cheer-leader' and I do support much of what is proposed with the B. F. Saul development proposal, I am in no way being bought off by the developer or am in any sort of partnership with them, as much as many in my community want to believe. I instead am a resident of Twinbrook with a background in urban planning design and policy, and someone who's focus is on creating the type of socially, economically and environmentally sustainable and vibrant community that will protect my property values, and will be a desirable community for future residents and employers to locate.

Increasing building heights are something I sense has broader Council support, and is also something more easily adjusted through a zoning text amendment at a later time if this is a revision not adopted by the Mayor and Council, so I am focusing my efforts on why I strongly suggest establishing a maximum width for the Pike that is less than the proposed 252 feet is within the City's long term best interest. I have organized my letter in broad themes that I hope tell a story, and I apologize in advance for the length of the letter, but in trying to understand what the future may bring I think it's important to provide as detailed a picture as possible. It seems the main driving force on road width is focused on providing access lanes along the Pike, and many of the arguments for their necessity seem to be based on the current levels of traffic congestion, current driving habits, and an assumption that any and all new development will necessarily add additional cars to the road. I would like to challenge these assumptions and provide a few scenarios to consider that at a minimum would change the type of traffic new development would add to the Pike corridor and may actually net a reduction in congestion over time, and why it's better to ultimately provide less width between buildings for the Pike.

- **Loss of Auto-Oriented retail** – Almost all of the existing land uses along the Pike now are retail/service based, and they are all auto-oriented with ample free curb-front parking, drive-through windows, and multiple curb cuts onto the Pike. Many of these retailers create very high levels of vehicle turn-over in a very short period of time, and many of the retailers are drawing on a large geography of residents to patronize their business. The type of re-development proposed both by the Pike Plan, and by the land owners within the corridor would replace this auto-oriented, regional serving retail with vertical mixed use that would include a mix of uses. The type of retail that typically occupies the ground floor of mixed use buildings is often the type of retail that is geared toward fulfilling the needs of the residents and employers who are located above or next to the establishment, not the family 5 miles away in their suburban neighborhood. The worst of the congestion on the Pike now is evenings and weekends when everyone is running errands by car, but imagine if many of the errands are now run by foot, bike or bus, because the retailers on the Pike don't all provide convenient curb front parking.

  This is not to say there won't be some retailers/developers who provide an environment that creates a regional drawl such as Town Center, Pike and Rose, or the proposal by B. F. Saul for Twinbrook, but these major entertainment centers will be locally concentrated and located few and far between, limiting the regional drawl the larger Pike corridor will have. In Bethesda, the primary regional drawl is Bethesda Row/Bethesda Avenue, in Silver Spring it's the downtown surrounding theintersection of Ellsworth Dr. and Fenton St., in Arlington it's Pentagon City mall along the Rt 1 corridor and it's Clarendon/Clarendon Market Commons within the often talked

about Rosslyn-Ballston Corridor. Each of these places are a small component of an otherwise large, urbanized area, that is otherwise made up primarily of retail activity like small restaurants, local bars, dry cleaners, drug stores, banks, and other amenities that serve the needs of the upstairs residents and don't attract non-local drivers in mass.

- **Travel habits of the new residents/employers -** The new residential and office space will attract some single occupancy vehicles, but based on I and my friends own experiences (a 30something year old who was not long ago a 20something year old who lived in downtown Silver Spring and frequently visited friends in Bethesda and Arlington), we did not use our cars more than necessary (commuting maybe, errands infrequently). Most of us had a car, but walked/took the train to work, and would walk or take the bus on evenings and weekends to go out to eat/drink or to visit the local drug store. The car was used a few times a month to load up on big packs of paper towels and groceries. Even if a new resident used their car to commute, it's unlikely they would run additional local errands with them since auto-oriented errand running is optimized by the convenience of ample curbside parking or drive-through windows, not with structured (garage) parking and stores whose doors are oriented toward the street rather than a parking lot. Study after study shows the non-auto mode share in well-designed mixed use areas is much higher than in suburban areas designed with car access prioritized.

  If the city is committed to reducing auto mode share, there are numerous techniques to achieve this; including good road design (not access lanes) is one way. Providing incentives to property owners to promote transit use, requiring mode share goals before releasing building permits, and designing infrastructure that prioritizes bikes, pedestrians, and transit work. The APFO can also be amended to implement these goals with some regulatory teeth.

- **Regional context/new urban district** – The Pike Plan, and the Twinbrook Metro vicinity, is just a portion of a much larger area in south central Montgomery County that is transforming from auto-oriented suburban land uses to a more urban form. The County completed their vision for Twinbrook in the late 2000's including moderate amounts of new development potential, and new transportation options. The Twinbrook Plan led to the plan approved and being developed by JBG at the Twinbrook Metro station, and has created the opportunity for additional development on the east side of Twinbrook Parkway that would complement the existing concentration of office uses there. The County later adopted the transformative White Flint Sector Plan, setting the stage for a massive case study in turning 1970's suburbia into a 21st century edge city, and relies heavily on transportation infrastructure that places cars at a lower priority, and policies that promote a high non-auto mode share. Now activates are underway on White Flint II, which fills in the missing gaps between Twinbrook and White Flint, and includes the properties along Rockville Pike immediately adjacent to the City's southern boundary. It's highly likely White Flint II will mirror White Flint I in design and policy recommendations.

  All of these plans have a common theme of increasing housing and jobs, keeping the amount of retail steady, and implementing a whole new transportation network of local streets and alleys, protected bike lanes, and now dedicated bus rapid transit lanes (BRT). The Pike Plan before you now is a natural northern extension of all of these activities, and the land use and transportation decisions already made by the County (for good or for bad) will have a major impact on the Pike Plan area regardless of the decisions made by the City. I think it would greatly benefit the City to coordinate with, and adopt similar policies and visions as the County regarding transportation infrastructure (including roadway width), mode-share goals and regulations, land uses. There is

an opportunity to create Montgomery County's own version of the Rosslyn-Ballston Corridor of economic prowess if done correctly.

Also, contrary to what many in the community think, the Pike Plan does provide for new road facilities in the lower third of the Pike Plan area where the development pressure is highest. East Jefferson Street already exists, is well used today, and is planned for upgrades, a new north/south road between East Jefferson St and the Pike is shown for construction as properties redevelop, and Chapman Avenue which is less well used today, is planned for extensions north in the City (and south as part of White Flint II) for as far as the development pressures extend. Also lost in discussion is Montrose Parkway, just outside of the City, which is planned for completion. It's very likely Montrose Parkway will take a lot of pressure off of other east-west routes in the area such as Twinbrook Parkway. It's easy to argue the above ground train limits east-west movement which is true, but it's limiting that movement between just the Twinbrook neighborhood and the Pike, it would make little to no difference from a regional standpoint if there were more vehicle connections over the tracks as each road would either just serve that neighborhood or would connect to Viers Mill Road – which is all Edmonston Dr, Twinbrook Parkway and Montrose Parkway do and will do.

- **Alternatives to the current cross-section** – In the end, all of this gets down to what I would suggest the Mayor and Council consider as an alternative to the current 252 foot wide cross-section shown in the Pike Plan. I would ideally like to see the access lanes as proposed eliminated from the plan before adoption, and the adoption of a reduced width similar to, if not narrower than the proposed 216 feet that has been advocated for by B F Saul. If removal of the access lane language is not tenable, I suggest the Pike Plan can still recommend a cross-section at or under 216 feet that leaves open the possibility for access lanes or other vehicular improvements. The reality is changes to the road will not come quick or cheap, and time remains for ideas on the ultimate cross section to change as negotiations continue with the County and State over the fate of BRT and how access lanes will be provided. What can't change as easily is the total right-of-way width needed, as developers will need to know how much land to dedicate, and where to set their buildings as they move forward.

  Many of the elements shown in the proposed 252 foot right of way are wider than they need to be, and may be redundant, allowing most of the elements of the proposed 252 foot wide cross-section to actually fit in a narrower width. I think there's a lot more flexibility at around 216 feet of width than just what B F Saul is proposing, and hopefully that adds support to the desire to accept a narrower width. My idea is the Mayor and Council may not need to adopt a new cross-section now if there is not agreement, but rather amend the plans to request a certain number of feet of width in the plan (216 or fewer feet), with the ultimate cross-section to be determined later. Below are some of the elements I feel are too wide or are redundant, and how they can be made narrower to fit in less right of way.

  - The travel lanes shown in the cross-section include a 12 foot travel lane in the access lane, a 12 foot wide outside/right hand lane, and 11 foot wide middle and left lanes.
    - Reduce the access lane width from 12 to 10 feet, the target speed is only 25 mph and its purpose is for access, not through put.
    - Reduce the right lane from 12 feet to 11 feet to be consistent with new urban roadway design
    - Reduce the middle and left lane from 11 feet to 10 feet to be consistent with new urban roadway design

- The tree planting areas /medians between the main lane and the access lane are shown at 13 feet currently.
    - Reduce the medians to 8 feet (possibly even 6) and not compromise the green area needed for trees/storm water management, and still provide more than adequate areas for pedestrians to wait to cross the street.
- Left turn lanes are shown as 11 feet wide
    - Reduce the width of the left turn lanes to 9 feet, and subsequently reduce the medians between the BRT and the main travel lanes from 4 feet to 2 feet.
- Bike Lanes/Cycle tracks are currently proposed as 2 directional and 10 feet wide on both sides of Rockville Pike. Although this is an ideal situation, it may be redundant to bicycle facilities better located on East Jefferson and Chapman.
    - One space savings is to do one-directional bike lanes that are 6 feet wide, that mirror the direction of vehicle travel. The improved bicycle environment created by the new street extensions makes this possible.
- Consider a 4th multi-purpose lane rather than separated access lanes. A 4th lane can be used at all times, or just during peak times as a shared through and right turn lane, could be used to establish dedicated right turn lanes at select points, could be used for off-peak parking, and could in the future be converted into a permanent parking lane (if converted into a permanent parking lane, it can be narrowed, and the extra space given back to any reduction in the width of the bicycle lanes).
    - Replaces 33 feet of median and access lanes with a single 11 foot wide new lane
    - Closely mirrors the White Flint Plan and the B F Saul proposal

Again, the purpose is to not suggest there needs to be agreement on this right now, but rather to suggest a narrower corridor width that will be used to accommodate bikes, buses, pedestrians and cars as coordination in rebuilding the Pike continues. Even if you feel you do need to adopt a new cross-section, it can always be changed later; what can't be changed is the width the City starts to require of developers in the form of right of way dedication, and building façade placement.

No matter how you dress it up, the Pike is going to always be a very busy thoroughfare for transportation. I would suggest the Pike Plan do everything it can to encourage Chapman Avenue, and one or a couple of the perpendicular streets to be where to focus on retail, outdoor café's and amenity space be located, and let the Pike serve its purpose as the place to most efficiently move people and goods.

Benjamin Berbert
Mark Fisher
5903 Saint Lo Avenue

Sara Taylor-Ferrell

From: Kap Kapastin <kap@quantumco.net>
Sent: Thursday, May 19, 2016 11:47 AM
To: Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject: Please Oppose Widening the Pike to 252 feet

We believe that the 252 foot section is inconsistent with the urban grid pattern for the area around Metro; thus, we request that you reduce the right of way width to 216 feet in order to produce a superior overall plan for the Pike.

Signed,
Kap Kapastin
kap@quantumco.net
1488 Rockville Pike
Rockvile, 20852

Sara Taylor-Ferrell

From: Dave Carter <retiredbum97@comcast.net>
Sent: Friday, May 20, 2016 1:12 AM
To: Bridget Newton; mayorcouncil; Mark Pierzchala; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; cityclerk
Subject: Please Oppose Widening the Pike to 252 feet

I have lived in Rockville, Twinbrook to be exact, since 1992 and before then, had been a regular visitor since August 1971 when my parents (now both deceased) moved to Rockville from Oklahoma. The traffic has gotten progressively worse over the years. Rockville Pike during rush hour is a disaster; I try to avoid at all costs during rush hour. getting out of my subdivision onto Twinbrook Parkway can also be frustrating; I have waited as long as five minutes to turn onto Twinbrook Parkway because of cross-city commuters who live elsewhere. So it is not just a "Pike problem" as people are want to call it. It seems like everytime a jurisdiction widens a road, it just fills with more cars. So in my opinion, widing the Pike to 252 feet only begs the question: if traffic is bad now, how much worse will it be if the Pike is widened to 252 feet. Just look a few a miles away at 270; it was widened to alleviate the rush hour traffic jams and so what do we have now; the same traffic jam only with a lot more cars "jammed" onto more lanes. Widening the Pike is not the answer.

Signed,
Dave Carter
retiredbum97@comcast.net
2321 Pinneberg Avenue
Rockville, 20851

Exhibit No. 144
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From:	Robins, Steven A. <sarobins@lerchearly.com>
Sent:	Friday, May 20, 2016 6:37 PM
To:	cityclerk
Cc:	Robins, Steven A.; PP- Denise Peel (DPeel@peelproperties.com); PP- Scott Peel (SPeel@peelproperties.com); Joshua C. Sloan (sloan@vika.com)
Subject:	Emailing: Peel letter Rockville Plan
Attachments:	Peel letter Rockville Plan.PDF
Importance:	High

Please place this testimony into the Public Hearing record for the Rockville Pike Neighborhood Plan. I am submitting this testimony on behalf of Peel Properties, the Owner Representative for 50 West Edmonston Drive and 51 West Edmonston Drive. Thank you very much.

Steve Robins

Your message is ready to be sent with the following file or link attachments:

Peel letter Rockville Plan

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

--

Steven A. Robins - Attorney
Lerch, Early & Brewer, Chtd. ideas that work
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Vcard: http://www.lerchearly.com/team/steven-a-robins-vcard

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May 20, 2016

BY ELECTRONIC MAIL

The Honorable Bridget Donnell Newton, Mayor and
Members of the City of Rockville Council
c/o City Clerk's Office
Rockville City Hall
111 Maryland Avenue
Rockville, Maryland 20850

Re: Testimony on Behalf of Peel Properties on the "Rockville Pike Neighborhood Plan"

Dear Mayor Newton and Members of the Rockville City Council:

Our firm represents Peel Properties, the representative of the owners of property located at 50 and 51 West Edmonston Drive, Rockville, Maryland (the "Properties"). The Properties serve as the location for the M & T Bank (51 West Edmonston and identified in the North Pike-West Side) and a medical/general office building and other ancillary uses (50 West Edmonston and identified in the Middle Pike – West Side). The purpose of this letter is to provide comments on the Rockville's Pike Plan (the "Plan") as it relates to the Properties.

We find the Planning Commission's recommendation concerning the cross section for Rockville Pike troubling and one that the Mayor and Council should carefully consider. We appreciate the desire to make Rockville Pike more of an urban main street and a better place for transit, bicycling and walking. However, the width of the section (252' total build-to line) is simply too wide and will likely make pedestrian activity more difficult. It also will make a more unified development approach on both sides of the Pike a significantly more challenging task. The Pike section, as proposed, also will result in the right of way coming very close to the existing buildings on the Properties (approximately 13' on the 51 West

Edmonston site and as close as 6' on the 51 West Edmonston site. We join in support of testimony that would seek to reduce the width of the Pike section and create a more urban, transit and pedestrian friendly environment, while at the same time, advancing a section that is realistically achievable.

In addressing the height issue, we also endorse testimony that would suggest that the height limits recommended in the Plan generally are insufficient to accommodate and encourage desired redevelopment along the Pike. Mid-rise heights along Rockville Pike in locations like those afforded the Properties should not be considered a maximum. Human-scale is able to be achieved with greater heights together with excellent urban design and planning. We disagree with the statement in the Plan that heights in Rockville should not exceed 7 to 10 stories (if the property is in close proximity to Metro). There certainly are instances where greater heights can be accommodated, like for redevelopment of the Properties and still maintain the desired characteristics for the Pike – the Plan should not frustrate this opportunity. We would encourage that the Mayor and Council provide flexibility in the Plan to allow for this type of development activity, particularly with greater heights.

We appreciate the opportunity to comment on the Plan. Thank you in advance for your consideration of our testimony.

Yours truly yours,

Steven A. Robins

Cc: Scott and Denise Peel
Joshua Sloan

Exhibit No. 145
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From:	McGuire <robert.mcguire@verizon.net>
Sent:	Sunday, May 22, 2016 6:03 PM
To:	mayorcouncil
Subject:	Comments to the March 2016 Rockville's Pike Neighborhood Plan
Attachments:	May 2016 Comments to Mayor and Council on Pike Plan.docx

Attached please find comments to the Plan for inclusion in the public record.

Thank you,

Robert McGuire
301 762 1793

bob.mcguire@alum.mit.edu

Virus-free. www.avast.com

May 22, 2016

Comments to the Rockville Mayor and Council in support of Rockville's Pike Plan.

Following is an updated and expanded version of comments originally submitted on the **Draft Plan** on December 8, 2014.

I have read the report and agree with its analysis of the current condition of the **transportation** infrastructure along the Pike:

1. This State highway is at or over capacity.
2. It is not friendly (actually hostile) to pedestrians, bicycles, and transit.
3. Sidewalks and cycle lanes are narrow, interrupted, and directly adjacent to high speed traffic in many locations.
4. The road does not even serve automobile traffic well, with many driveways and few right turn lanes.
5. Doing nothing will lead to further decline and is not an option.

The following analysis is taken from **Figure 4.3: Typical Multi-Way Boulevard Street Section** on page 4-5.

The current Pike is 84' curb-to curb, consisting of 7 lanes: 3 through lanes in each direction and one shared left turn lane. In at least two locations (Wooton Parkway and Congressional Lane) there is an additional 8th right turn lane. The Pike is a State highway and will remain a major arterial for automobile and truck traffic for the foreseeable future. In fact, the State could add up to 3 additional lanes within its existing 120' right-of-way if it wished.

Beyond the State right-of-way, the City has a current **build-to** setback on each side of 135' from the centerline, for a total width of 270'. The Pike plan envisions simultaneously **narrowing the total build-to width** to 252' while widening the Pike's 84' footprint by adding the following amenities:

1. Bus Rapid Transit (BRT)	36'	(net increase per page 4-4 of plan)
2. Sidewalks	20'	
3. Bike lanes	20'	
4. Buffer Zones	20'	(see page 4-7)
5. Landscape Dividers	26'	(see page 4-7)
6. Access Roads	46'	

As to **land use,** I agree with each of the **Principal Land Use Policies listed** on page 4-21 and their supporting discussion. Wide sidewalks adjacent to attractive buildings on small blocks create a much more appealing environment than acres of asphalt. Of particular importance is ensuring that parks, schools, and other public essentials are planned for at the outset and that they are fully funded. Implementation will take many years, and it will be up to future citizens and public officials to ensure that all who benefit – developers, residents, businesses – contribute.

Some apparently believe that the pike is nearly perfect the way it is: small idyllic isolated strips of 'mom and pop' shops and restaurants, each surrounded by its own acres of convenient parking. I could not disagree more; I see it as a relic of the 1960/70s 'cars above all' mentality that wastes land, wastes energy and is ugly.

Ultimately, the worst thing the City could do is – ***nothing***. Debate could go on endlessly as haphazard redevelopment continues while waiting for the 'perfect' plan. Now is the time to begin implementing the plan for the Pike's future.

Robert McGuire
121 S. van Buren St.

301 762 1793

bob.mcguire@alum.mit.edu

Sara Taylor-Ferrell

From: STAR PROFSERVICES <starprofservices@gmail.com>
Sent: Monday, May 23, 2016 8:40 AM
To: mayorcouncil; Richard Gottfried; twinbrookpres@yahoo.com; STAR PROFSERVICES
Subject: Pike Plan

I supplement my comments at last Monday's meeting as follows.
I am opposed to any large residential buildings near the Twinbrook Metro stop. I am not opposed to townhouses, as 1900 Chapman offered after 3+ years if litigation. I am in favor of office/lab buildings to bring new businesses to Twinbrook. The new such building near completion behind FDA Hq Tower on Parklawn is exactly what is needed(Shanghai based firm apparently wanting to be part of new Pharma businesses).
I oppose widening Rkvl Pike.I oppose BRT as an invitation to have high scale development of residential, which we do not need nor want. Making Bus Rt 46 go from Milestone to Friendship HtsDC and having an Express46, similar to ArlingtonFairfsx Metro Bus Rt 9 going down Rt 1 from the Pentagon to Woodbridge, and a Bus Rt 9REX express should be a model. BRT has no purpose now or in the future.
We around Twinbrook like our single family neighborhood and intend to keep it that way. I will file suit against any threat to such as I have several times already.
Thank you in this matter.
Sam Shipkovitz
2027873936

Exhibit No. 147
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: Megan Haddock <meganahaddock@gmail.com>
Sent: Monday, May 23, 2016 9:42 AM
To: mayorcouncil
Subject: Pike Plan Comments

Dear Mayor Newton and Rockville City Council,

I am writing to express my views on the Rockville Pike Plan. I have been a resident of Twinbrook since 2009 and have followed the Pike Plan closely. I have also been participating in the Rockville 2040 discussions and am a recent graduate of the Rockville Leadership Program (formerly Rockville University) and want to emphasize that both of these programs have given me new and useful perspectives on the future of Rockville. Thank you for your consideration of my letter and your dedication to the public service of our city.

After careful consideration and discussion with some of my neighbors through regular small group discussions we have been hosting on the question of the Pike over the last 8 months, listening to presentations by city planning staff and BF Saul, and reading the plan itself, I find that I am no longer convinced that the current plan represents the optimal approach with regard to limiting building heights and implementing access roads.

My neighbor, Ben Berbert, has sent you a highly detailed and convincing letter outlining his objections to the access roads and limited building heights. Rather than repeat his arguments, I would simply like to state my endorsement of his comments.

I will add that the access roads might work were they part of a larger plan along the Pike, but given that they will not extend to the South in White Flint or to the North where the Pike narrows, it seems to be that this feature will only add to the traffic and congestion along the Pike. It makes more sense to me to emphasize use of the side/back roads that will be built as part of this plan (Chapman, for example) for use by cars, bikes, and pedestrians. This is where most bikers and pedestrians would prefer to walk, bike, or sit outside anyways, away from the busy noise of the Pike. The more room they are given to do so, and the more enjoyable that space is, the more likely they will be use these side streets.

The fact that the city would need to pay to acquire the land and maintain the roads is especially troublesome. The benefits of having the access roads really doesn't seem to outweigh the estimated costs.

With regard to building heights, I feel very comfortable with building heights that are higher than 7 stories close to the metro (though not all the way up the Pike). The city will need housing for it's growing population, and putting this housing near public transportation means that new residents will be less dependent on cars, as the Sierra Club has recently testified. Plus, if increased building heights mean that developers can add the green space and other features they have described in our plan, then this seems far preferable to blocks of buildings that are built out to the curb.

I find myself at odds with the Twinbrook Citizens Association's position and tone on virtually every front, but I do agree that the intersections of the roads leading out of Twinbrook and the Pike have not been fully addressed. This area could be usefully reexamined to sonsider dedicated right or left turn lanes, at least on the Twinbrook side of the Pike. Leaving Twinbrook on Twinbrook Parkway and Edmonston (our only two options) and attempting to cross the Pike or turn left can be a 10 minute ordeal which a dedicated turn lane might help to alleviate. If the city is planning to spend significant sums of money acquiring land, doing so near on the properties at these intersections so that they could be widened to include turn lanes would seem to be the most

beneficial. I'm aware that this has been discussed in other venues though it sounds like a resolution has not been reached.

Rockville is fortunately a place where many people would like to live and our city is going to grow. Those who object to all development seem to believe that we can keep people from moving in. I think attempting to limit growth is only going to make Rockville unaffordable and exacerbate the problem of people working here without being able to live here, which inevitably brings even more traffic to the area. What is astonishing to me is that many of the people who oppose development are those who don't live nearest to it, and who seem to have less of a stake in the outcome. As a resident of Twinbrook, I look forward to being able to walk or bike, not drive, to an area near my home where I can enjoy a nice meal or shopping experience with my family next to a Pike that I can cross in a reasonable amount of time. While the current Pike offers a significant number of shopping and dining opportunities, I don't enjoy or feel safe walking or biking near it. Density and access will improve the experience as it has in Bethesda and other similar areas.

I recognize that a great deal of effort and planning have gone into this plan by city staff and that asking the Planning Commission to alter this product is not appealing, but would encourage you to take practical steps to alter the plan and get it on the books soon so that we can get the work started.

With kind regards,
Megan Haddock
5918 Halsey Rd.
410-294-9779

Exhibit No. 148
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From: David Greene <dgreene80@yahoo.com>
Sent: Monday, May 23, 2016 9:57 AM
To: mayorcouncil
Subject: Please keep access lanes in the Rockville Pike Plan

Dear Rockville Mayor and Council,

Thank you for the opportunity to speak at several recent Mayor and Council meetings – I appreciate your kind attention, and here I summarize my concerns for your consideration:

- The access lanes separate local-traffic from through-traffic, allowing both to flow more smoothly. Removing the access lanes will force all local traffic into the through lanes, making traffic worse for everyone.
- Neighborhoods east of Rockville Pike endure more than our fair share of traffic because Rockville Pike separates us from Rockville, and above-ground Metro trains further limit our access to Rockville businesses. The access lanes give Twinbrook residents a fighting chance to do business in Rockville.
- Access lanes do not create backups – they simply allow local traffic to continue moving despite backups in the through lanes.
- The access lanes already exist today and they alleviate traffic congestion today. Removing access lanes will make traffic worse immediately, and will isolate Twinbrook even more as we wait years or decades for other traffic improvement measures, which may never arrive.
- Maryland controls Rockville Pike and does not care about our local traffic, so their traffic signals favor through-traffic. But Rockville controls the access lanes, so we should keep them and use them to help Rockville residents and businesses.
- If you approve a Rockville Pike Plan without access lanes, then the access lanes will be gone forever – we can never get them back.

Please keep the access lanes as proposed by the Planning Commission.

Sincerely,
David Greene
1405 Bradley Ave
Rockville, MD 20851

Sara Taylor-Ferrell

From: Caryl McNeilly <carylmcneilly@gmail.com>
Sent: Monday, May 23, 2016 12:18 PM
To: mayorcouncil
Subject: Please preserve Rockville Pike Plan WITH access lanes
Attachments: Will you be there tonight?

Importance: High

Dear Mayor and Council, I urge you to preserve access lanes in the Rockville Pike Plan.

Many of the objections you have heard are based on misleading claims circulated for more than a year by "Reimagine Twinbrook" (the B.F. Saul company), which has bombarded Twinbrook and surrounding neighborhoods with e-mails. pizza nights and other outreach to push their vision for development -- and encourage citizens to lobby you in support of it. A sample is attached, one of 13 messages from them just in April and May.

Two red herrings have been put forward that initially sound reasonable but do not make sense for Rockville on careful scrutiny:

Red herring 1 says that Rockville Pike should be the same width in Rockville as at White Flint. This makes no sense because Rockville has unique constraints. In the Montrose Road-Old Georgetown Rd-White Flint section of the Pike -- where the train tracks are underground -- relieving traffic congestion will rely on a network of east-west streets that cross Rockville Pike to keep traffic moving and divert pressure from the Pike. That is not an option in Rockville because of the above-ground train tracks and the country club flanking the Pike here! Access lanes -- which have been planned along the Pike in Rockville since Metro opened here -- are the key to relieving additional traffic. I encourage you to review and make part of the public record a link to the Kojo Nnamdi show from May 12, 2016: "Rockville Pike At A Crossroads" http://thekojonnamdishow.org/shows/2016-05-12/rockville-pike-at-a-crossroads?_ga=1.157328698.1643797861.1428760509 . It explains the challenges and need for access lanes in Rockville clearly and will be 16 minutes well spent for all citizens!

Red herring 2 says that the current plan would make Rockville Pike as wide as I-270, and hence more dangerous to pedestrians and bicyclists. That is a specious argument since access lanes are a common and effective solution in urban areas from downtown DC to Vienna (Austria). They promote safety by helping to separate pedestrians, bicyclists, deliveries, and local traffic from through-traffic.

Access lanes are crucial, and I urge you to preserve them in the Rockville Pike Plan.

Respectfully,
Caryl McNeilly
Twinbrook

From: Caryl McNeilly [mailto:carylmcneilly@gmail.com]
Sent: Monday, March 09, 2015 4:16 PM
To: mayorandcouncil@rockvillemd.gov
Subject: Please disregard my signature on the Rockville Pike "no to 252 feet" petition
Importance: High

Dear Mayor Newton and Council Members,

I signed a petition in haste believing it to be a grass roots effort by concerned neighbors to call for more careful consideration of future development along Rockville Pike. It has subsequently become clear from an overload of messages on two different community listserves that in fact the petition was circulated on behalf of a developer. I know from the comments of many others that I am far from alone in feeling that I was misled.

Therefore please disregard my signature on that petition. I encourage you to stick to the plan that has been developed by the City, preserving the future options for bike lanes, BRT and better pedestrian access on Rockville's section of the Pike.

Thank you for your service to the community,
Caryl McNeilly
Twinbrook

Sara Taylor-Ferrell

From: Adeyinka <adeyinka@reimaginetwinbrook.com>
Sent: Monday, May 23, 2016 12:43 PM
To: mayorcouncil
Cc: clerk
Subject: Rockville Pike Plan
Attachments: Petition.pdf

?Please see the attached petition in regards to the Rockville Pike Plan. Please enter the petition as part of the official record.

Thank you,

The Reimagine Twinbrook Team

Reject 252 Feet for Rockville Pike

Petition published by Reimagine Twinbrook on Mar 24, 2016

Background (Preamble):

The City of Rockville is considering a plan to widen Rockville Pike in the Twinbrook area to 252 feet, which would make it as **big** as I-270.

Despite extensive public testimony against widening the Pike to 252 feet, the Planning Commission is still recommending this excessive width to the City Council. Rockville residents and business owners are deeply concerned about this proposal and its impact on the safety and quality of our community.

Widening the Pike to 252 feet in Twinbrook works against the Pike Plan vision for an attractive, vibrant and pedestrian-friendly place for people to live, shop, work and play with plenty of open space for people to enjoy. A 252-foot right-of-way would take away scarce land that could be used for the creation of parks and open space, paving it over it for additional traffic lanes. Rather than creating a pedestrian-friendly boulevard, the Pike will be turned into an even larger multi-lane chasm that will make it even harder for people to cross, especially children, elderly and those with disabilities.

The proposed Rockville Pike widening will have negative consequences for the City's residents and its local businesses. The Pike Plan is our roadmap for the future of our City and we need to make sure a 252-foot wide Rockville Pike is not a part of that plan.

Please join us in advocating for a safe, vibrant and connected Rockville that prioritizes pedestrian safety, smart growth, and open spaces for the community over cars. Tell the Mayor and Council to protect the future of our City and reject the proposal to expand Rockville Pike to 252 feet.

Petition Text:

We, the undersigned residents of the City of Rockville, oppose widening Rockville Pike in Twinbrook as described in the current draft of the Pike Plan, and urge the Mayor and Council to reject this design concept.

Total signatures 271 (Signature comments can be viewed in the Appendix of this document)

#	Title	FirstName	Surname	Town/City	S/C/P	Region	Comment	Date
271	Mr.	Steven	Karr	Rockville	Maryland	USA	N/G	May 18, 2016
270	Ms.	Megan	Haddock	Rockville	MD	USA	N/G	May 18, 2016
269	Mrs	Diane	VanLonkhuyzen	Rockville	Maryland	USA	N/G	May 17, 2016
268	Mr.	James	Johnston	Rockville	MD.	USA	View	May 16, 2016
267	N/G	Rob	Crow	Rockville	md	USA	View	May 16, 2016
266	N/G	Raymond	Tse	N Bethesda	MD	USA	N/G	May 02, 2016
265	Mr.	Carter	May	Kensington	Maryland	USA	N/G	May 02, 2016
264	Mr.	David	Belgorodsky	Bethesda	Maryland	USA	N/G	May 01, 2016
263	Ms	Sheryll	Jones	Gaithersburg	Maryland	USA	N/G	Apr 29, 2016

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#	Title	FirstName	Surname	Town/City	S/C/P	Region	Comment	Date
262	Ms.	Sheila	Vasquez	Rockville	Maryland	USA	View	Apr 29, 2016
261	Ms	Kathy	Nguyen	Rockville	Maryland	USA	View	Apr 29, 2016
260	Ms.	Betty	Romero	North Bethesda	MD	USA	View	Apr 29, 2016
259	Ms.	Somcha	Luera	Gaithersburg	Maryland	USA	N/G	Apr 28, 2016
258	N/G	Andrew	Patz	North Bethesda	Maryland	USA	View	Apr 28, 2016
257	Ms	Heather	Kopf	Rockville	Maryland	USA	View	Apr 26, 2016
256	Ms	Ashton	Blair	Kensington	Maryland	USA	N/G	Apr 26, 2016
255	Mr.	Alexander	Lopez	silver spring	Maryland	USA	N/G	Apr 25, 2016
254	Dr	Rhona	Pavis	Gaithersburg	Maryland	USA	View	Apr 25, 2016
253	mr.	myron	lewis	Rockville	Maryland	USA	View	Apr 24, 2016
252	Ms.	Jordan	Jones	Rockville	Maryland	USA	N/G	Apr 24, 2016
251	N/G	Nick	Logan	Kensington	Maryland	USA	N/G	Apr 24, 2016
250	N/G	Rici	Rutkoff	Rockville	Maryland	USA	N/G	Apr 17, 2016
249	Mrs.	Katelyn	Baughan	Rockville	Maryland	USA	N/G	Apr 17, 2016
248	N/G	Judy	Fink	rockville	md	USA	N/G	Apr 17, 2016
247	Ms.	marla	hollander	kensington	Maryland	USA	N/G	Apr 17, 2016
246	Dr.	Thomas	Beard	Rockville	MD	USA	N/G	Apr 16, 2016
245	Mr	Shalom	Outmezguine	Silver Spring	Maryland	USA	N/G	Apr 16, 2016
244	Mr.	Ian	Blumgart	Kensington	Maryland	USA	N/G	Apr 15, 2016
243	Mr.	Gevorg	Torosyan	Rockville	MD	USA	N/G	Apr 15, 2016
242	N/G	Kathleen	Longton	Silver spring	Maryland	USA	N/G	Apr 14, 2016
241	Ms	Batia	Barsever	Rockville	MD, Montgomery	USA	N/G	Apr 14, 2016
240	N/G	N	Medrano	Rockville	MD	USA	N/G	Apr 14, 2016
239	N/G	Jason	Twining	Silver Spring	MD	USA	View	Apr 14, 2016
238	Dr.	Robert	Tremmel	Silver Spring	Maryland	USA	N/G	Apr 14, 2016

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#	Title	FirstName	Surname	Town/City	S/C/P	Region	Comment	Date
237	Ms.	Tracy	Empson	Rockville	Maryland	USA	N/G	Apr 14, 2016
236	Ms.	Susan	Sachs	Rockville	Maryland	USA	N/G	Apr 14, 2016
235	N/G	Susan	Spangler	Rockville	MD	USA	View	Apr 13, 2016
234	Ms.	robin	dinsmore	bethesda	Maryland	USA	View	Apr 13, 2016
233	Ms	Paula	O'Keefe	Rockville	MD	USA	View	Apr 13, 2016
232	Mr	Sefer	Gunay	ROCKVILLE	MD	USA	N/G	Apr 13, 2016
231	Mr	Joseph	Jordan	Rockville	MD	USA	View	Apr 13, 2016
230	N/G	Tatyana	Rivadeneira	Gaithersburg	Md	USA	N/G	Apr 13, 2016
229	N/G	Claus	Nielsen	Rockville	Marylanf	USA	N/G	Apr 12, 2016
228	Ms	Julie	Starling	Silver Spring	Maryland	USA	View	Apr 12, 2016
227	Mr	Jerry	Kivitz	Silver Spring	Maryland	USA	N/G	Apr 12, 2016
226	Ms	Nan	Kahn	Wheaton	Md	USA	N/G	Apr 12, 2016
225	mr	carlos	mora	rockville	montgomery county	Peru	N/G	Apr 12, 2016
224	Mr	John	Thomas	Rockville	Maryland	USA	N/G	Apr 12, 2016
223	Mrs	Elaine	Preston	Rockville	Maryland	USA	View	Apr 12, 2016
222	N/G	Marta	Lantella	kensington	Montgomery county, Md	USA	View	Apr 12, 2016
221	N/G	Tamara	Woolf	Gaithersburg	MD	USA	View	Apr 11, 2016
220	Mrs	Rita	Helgeson	Silver Spring	MD	USA	View	Apr 11, 2016
219	N/G	Eileen	kostaris	Gaithersburg	md	USA	N/G	Apr 11, 2016
218	Ms	Christian	Wood	Rockville	Maryland	USA	N/G	Apr 11, 2016
217	Ms	Kathy	Simonini	rockville	Maryland	USA	N/G	Apr 11, 2016
216	Mr	Richard	Helgeson	Silver Spring	Maryland	USA	N/G	Apr 11, 2016
215	Ms	Ann	Wagner	Rockville	Maryland	USA	N/G	Apr 11, 2016
214	N/G	Arthur	Leung	North Potomac	Maryland	USA	N/G	Apr 11, 2016
213	Dr.	Jennifer	Helgeson	Germantown	Maryland	USA	View	Apr 11, 2016

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#	Title	FirstName	Surname	Town/City	S/C/P	Region	Comment	Date
212	Mrs.	Tina	Li	Rockville	MD	USA	View	Apr 11, 2016
211	N/G	Elana	Woolf	Gaithersburg	Maryland	USA	N/G	Apr 11, 2016
210	Mr	Michael	Santavenere	Rockville	Maryland	USA	View	Apr 11, 2016
209	MR	Steve	Corsini	Rockville	Maryland	USA	View	Apr 11, 2016
208	Mrs	Olga	Sastoque	Rockville	Marylabd	USA	N/G	Apr 11, 2016
207	ms	kenia	almendarez	ROCKVILLE	maryland	USA	N/G	Apr 11, 2016
206	Mr	Ron	Ryan	Rockville	Montgomery	USA	N/G	Apr 11, 2016
205	Ms.	Gloria	Chu	Rockville	Maryland	USA	N/G	Apr 11, 2016
204	Mr.	Kyle	Althoff	Rockville	Maryland	USA	N/G	Apr 11, 2016
203	Mr.	Ruben	Levcovitz	North Bethesda	Maryland	USA	N/G	Apr 10, 2016
202	miss	trinh	ta	silver spring	maryland	USA	N/G	Apr 10, 2016
201	Ms	Frenchie	Young	Silver Spring	Maryland	USA	View	Apr 10, 2016
200	Mr	Chris	Lunn	North Bethesda	Maryland	USA	N/G	Apr 10, 2016
199	Mr.	Peter	Khanahmadi	North Bethesda	MD	USA	View	Apr 10, 2016
198	Ms	fernanda	mouco	Rockville	Maryland	USA	N/G	Apr 10, 2016
197	N/G	Ken	Kopczyk	Rockville	Maryland	USA	View	Apr 10, 2016
196	Ms	Chau	Nguyen	Rockville	MD	USA	N/G	Apr 10, 2016
195	Ms.	Rhonda	Mason	Rockville	Maryland	USA	N/G	Apr 09, 2016
194	Ms.	Debbie	Rockenhauser	rockville	maryland	USA	View	Apr 09, 2016
193	Ms.	Andrea	Abrams	Rockville	MD	USA	View	Apr 09, 2016
192	Mr	Steve	Warner	Silver Spring	Maryland	USA	View	Apr 09, 2016
191	N/G	Sophia	Xeront	Rockville	Md	USA	N/G	Apr 09, 2016
190	N/G	S	R	Rockville	MD	USA	N/G	Apr 09, 2016
189	Mr	Jason	Briner	Gaithersburg	Maryland	USA	View	Apr 09, 2016
188	Mr.	Stefano	Stratakis	North Bethesda	Maryland	USA	View	Apr 09, 2016
187	N/G	Gilbert	Chin	Olney	Maryland	USA	N/G	Apr 09, 2016

#	Title	FirstName	Surname	Town/City	S/C/P	Region	Comment	Date
186	Mr	David	Saltzman	Bethesda	MD	USA	N/G	Apr 09, 2016
185	Ms.	Qamar	Raheen	Kensington	Maryland	USA	View	Apr 09, 2016
184	Dr.	Christine	Chambers	Gaithersburg	Maryland	USA	N/G	Apr 08, 2016
183	Ms	Xiaoyu	Yan	Rockville	Maryland	USA	N/G	Apr 08, 2016
182	Dr	Annie	Stewart	Rockville	Maryland	USA	N/G	Apr 08, 2016
181	Ms.	Pamela	Baldwin	Olney	MD	USA	View	Apr 07, 2016
180	N/G	Danielle	Mitchell	Rockville	Maryland	USA	N/G	Apr 07, 2016
179	Ms.	Chelsea	Randall	Rockville	MD	USA	View	Apr 06, 2016
178	Ms.	Mara	Smith	Rockville	Maryland	USA	View	Apr 06, 2016
177	Mr.	Joshua	Zidek	North Bethesda	Maryland	USA	N/G	Apr 06, 2016
176	MS	Cathy	Roberts	Rockville	MD	USA	N/G	Apr 06, 2016
175	Mr.	Richard	Broderick	Rockville	Maryland	USA	View	Apr 06, 2016
174	Ms	Alicia	Bean	Rockville	Maryland	USA	N/G	Apr 06, 2016
173	Mr	Alexey	Krylov	Garret Park Estates	Maryland	USA	N/G	Apr 06, 2016
172	Mr	Kiril	Fradkin	Rockville	1712 Evelyn Dr	USA	N/G	Apr 05, 2016
171	Ms.	Leslie	Garber	Rockville	Maryland	USA	View	Apr 05, 2016
170	Ms.	Madeleine	Felley	Rockville	Maryland	USA	View	Apr 05, 2016
169	N/G	Brian	Barkley	Rockville	Maryland	USA	N/G	Apr 05, 2016
168	Mr.	Jeff	Tynes	Rockville	Maryland	USA	View	Apr 05, 2016
167	Ms.	Barbara	Hopkins	Silver Spring	Maryland	USA	View	Apr 05, 2016
166	mr	marshall	elbert	rockville	MD	USA	N/G	Apr 05, 2016
165	N/G	Katy	Lang	Arlington	Virginia	USA	N/G	Apr 05, 2016
164	N/G	Brooke	Isele	Silver spring	Maryland	USA	View	Apr 05, 2016
163	Mr.	Adam	Spensieri	Rockville	Maryland	USA	N/G	Apr 04, 2016
162	Ms	vicki	sandoval	rockville	Maryland	USA	View	Apr 04, 2016
161	Ms	Lia	Felker	Rockville	Maryland	USA	N/G	Apr 04, 2016

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#	Title	FirstName	Surname	Town/City	S/C/P	Region	Comment	Date
160	Mrs.	Suzanne	Maxey	Rockville	Maryland	USA	View	Apr 04, 2016
159	Ms.	Elye	Wong	Clarksburg	MD	USA	N/G	Apr 04, 2016
158	Mrs.	Jennifer	Swetlow	Rockville	Maryland	USA	View	Apr 04, 2016
157	N/G	Eric	Purdy	Washington	DC	USA	N/G	Apr 04, 2016
156	Mr.	Joseph	Dulany	Rockville	MD	USA	View	Apr 03, 2016
155	Mrs.	Emily	Caredeo	Rockville	Maryland	USA	N/G	Apr 03, 2016
154	Ms	Rebecca	Ho	Gaithersburg	Maryland	USA	N/G	Apr 03, 2016
153	Ms.	Allyson	Price	Kensington	Marylsnd	USA	N/G	Apr 03, 2016
152	Ms	Olga	Epifano	Rockville	MD	USA	N/G	Apr 03, 2016
151	Miss	Natasha	Harrison	Bowie	MD	USA	N/G	Apr 03, 2016
150	Mr	Albert	Yeh	Los Angeles	Ca	USA	N/G	Apr 03, 2016
149	Mr	Dan	Corwin	Rockville	Maryland	USA	N/G	Apr 03, 2016
148	Ms	Despina	Hangemanole	Rockville	MD	USA	N/G	Apr 03, 2016
147	N/G	Joel	Greenbaum	Rockville	Maryland	USA	N/G	Apr 03, 2016
146	Mrs	Andrea	Canales	Gaithersburg	MD, Montgomery	USA	N/G	Apr 03, 2016
145	Ms	melissa	glover	chevy chase	Maryland	USA	N/G	Apr 03, 2016
144	N/G	Danielle	McFall	Olney	MD	USA	N/G	Apr 03, 2016
143	N/G	Nicole	H	Rockville	MD	USA	View	Apr 03, 2016
142	Mrs	Judy	Harrison	Cabin John	Maryland	USA	View	Apr 03, 2016
141	Ms	Rebecca	Brown	Rockville	Maryland	USA	View	Apr 03, 2016
140	Ms	B.L.	Magruder	Rockville	Maryland	USA	N/G	Apr 03, 2016
139	N/G	Catherine	Poole	Rockville	MD	USA	N/G	Apr 03, 2016
138	Mr.	Riyad	Alie	North Potomac	Maryland	USA	View	Apr 03, 2016
137	Mr.	Byron	Harrison	Rockville	Md	USA	N/G	Apr 03, 2016
136	Ms.	Marilyn	Broderick	Rockville	Maryland	USA	N/G	Apr 02, 2016

#	Title	FirstName	Surname	Town/City	S/C/P	Region	Comment	Date
135	Dr	Alexey	Gorshkov	Rockville	Md	USA	N/G	Apr 02, 2016
134	Mrs	Adrienne	Malickson	Rockville	Maryland	USA	N/G	Apr 02, 2016
133	Dr.	David	Solomon	North Bethesda	5801 Nicholson Ln #1415	USA	View	Apr 02, 2016
132	Ms	Karen	Weiss	Rockville	Maryland	USA	N/G	Apr 02, 2016
131	Mr	Mike	McHugh	Gaithersburg	Maryland	USA	N/G	Apr 02, 2016
130	N/G	Pat	Cilento	Potomac	Maryland	USA	N/G	Apr 02, 2016
129	Dr.	Gregori	Kurtzman	ROCKVILLE	Maryland	USA	N/G	Apr 02, 2016
128	Mr	Noah	Karchmer	Frederick	Maryland	USA	View	Apr 02, 2016
127	Mrs	Suzanne	Henderson	Silver Spring	Md	USA	View	Apr 02, 2016
126	N/G	William	Reed	Rockville	Maryland	USA	View	Apr 02, 2016
125	Mr	Sam	Pohutsky	Rockville	Maryland	USA	View	Apr 02, 2016
124	Mr.	Matthew	Hermane	Rockville	Maryland	USA	N/G	Apr 02, 2016
123	Ms.	Margo	Katzper	Rockville	MD, MontgomeryCounty	USA	N/G	Apr 02, 2016
122	Mrs	Mary	Evans	Silver spring	Maryland	USA	N/G	Apr 02, 2016
121	Mr.	Henry	Voss	Gaithersburg	Maryland	USA	N/G	Apr 02, 2016
120	Mrs	Rita	Flygar	Rockville	Md	USA	N/G	Apr 02, 2016
119	Mrs	Heather	Eig	Rockville	Maryland	USA	N/G	Apr 02, 2016
118	Mr.	Lito	Velarde	Rockville	Maryland	USA	N/G	Apr 01, 2016
117	Ms	Ellen	Lloyd	Rockville	Maryland	USA	View	Apr 01, 2016
116	Mr.	William	MacTurk	Gaithersburg	Maryland	USA	N/G	Apr 01, 2016
115	N/G	Carol	Hannaford	Rockville	Maryland	USA	View	Apr 01, 2016
114	Ms	Jill	Schwam	Rockville	Maryland	USA	N/G	Apr 01, 2016
113	N/G	Rachel	Manu	Montgomery Village	Maryland	USA	N/G	Apr 01, 2016
112	Dr	Enid	Light	Bethesda	Maryland	USA	N/G	Apr 01, 2016
111	Mrs.	Susan	Ostrinsky	Derwood	Maryland	USA	N/G	Apr 01, 2016

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#	Title	FirstName	Surname	Town/City	S/C/P	Region	Comment	Date
110	N/G	Amy	Cuming	Kensington	Maryland	USA	N/G	Apr 01, 2016
109	ms	adelina	tschakert	rockville	maryland	USA	N/G	Apr 01, 2016
108	N/G	Karen	Cullen	Kensington	MD	USA	N/G	Apr 01, 2016
107	Mrs	Christine	Jones	Rockville	Md	USA	N/G	Apr 01, 2016
106	Mr	Stephen	Sabados	Rockville	Maryland	USA	View	Apr 01, 2016
105	Mr.	Ben	Irvin	Derwood	Maryland	USA	N/G	Apr 01, 2016
104	Ms	Kristine	Leary	Rockville	MD, Montgomery County	USA	N/G	Apr 01, 2016
103	Ms	Linda	Goldberg	Gaithersburg	Maryland	USA	N/G	Apr 01, 2016
102	Mr	Matt	Mason	Rockvile	MD	USA	N/G	Apr 01, 2016
101	Ms.	Nicolle	Singer	Silver Spring	MD	USA	N/G	Apr 01, 2016
100	N/G	Mary	Argerakis	Palm Coast	Florida	USA	View	Apr 01, 2016
99	Mr	Neill	Fitzpatrick	silver Spring	Maryland	USA	View	Mar 31, 2016
98	Mrs.	Irina	Yakubinskaya	Germantown	MD	USA	N/G	Mar 31, 2016
97	Mr	Richard	Arnold	Rockville	Maryland	USA	View	Mar 31, 2016
96	Dr	Jaclyn	Halpern	Rockville	Maryland	USA	N/G	Mar 31, 2016
95	's.	Catherine	Higgins-Bisnett	Rockville	MD	USA	N/G	Mar 31, 2016
94	N/G	Sheila	Malcolm	Bethesda	MD	USA	N/G	Mar 31, 2016
93	Mrs	Cristin	Taylor	Rockville	Maryland	USA	View	Mar 31, 2016
92	Mr	Romeo	Martinez	Gaithersburg	Maryland	USA	N/G	Mar 31, 2016
91	N/G	H	Singh	Rockville	maryland	USA	View	Mar 31, 2016
90	Ms	Connie	Yeh	Rockville	MD	USA	View	Mar 31, 2016
89	Mr	charles	laubhouet	Rockville	Maryland	USA	View	Mar 31, 2016
88	N/G	nancy	navarro	rockville	md	USA	N/G	Mar 31, 2016
87	Dr.	Judith	Soukup	Rockville	MD	USA	View	Mar 31, 2016
86	Mr.	Brian	Walker	ROCKVILLE	Md	USA	N/G	Mar 30, 2016

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#	Title	FirstName	Surname	Town/City	S/C/P	Region	Comment	Date
85	Ms.	Monique	Berg	rockville	MARYLAND	USA	N/G	Mar 30, 2016
84	N/G	Brian	Persse	Rockville	Maryland	USA	N/G	Mar 30, 2016
83	Mr	Chris	Caredeo	Rockville	Md	USA	N/G	Mar 30, 2016
82	N/G	gail	kelley	rockville	md	USA	N/G	Mar 30, 2016
81	Ms	Gloria	Miller	silver spring	Maryland	USA	N/G	Mar 30, 2016
80	mr	ali	chini	rockville	md	USA	N/G	Mar 30, 2016
79	Mr	Mark	Fisher	Rockville	Maryland	USA	N/G	Mar 30, 2016
78	N/G	Benjamin	Berbert	Rockville	Maryland	USA	View	Mar 30, 2016
77	N/G	Jonathon	Kopecky	Rockville	MD	USA	View	Mar 30, 2016
76	Ms.	Reshma	Crawford	Silver Spring	Maryland	USA	N/G	Mar 30, 2016
75	Ms.	Patricia	Russo	Germantown	MD	USA	N/G	Mar 30, 2016
74	Miss	Yin	Kong	potomac	Md	USA	View	Mar 30, 2016
73	Mr	Gregory	Cross	Rockville	Maryland	USA	View	Mar 30, 2016
72	Ma	Leah	White	Rockville	Md	USA	N/G	Mar 30, 2016
71	N/G	Herbert	Wahler	Rockville	Maryland	USA	N/G	Mar 29, 2016
70	Dr.	Donna	Morere ,	Rockville	Maryland	USA	View	Mar 29, 2016
69	Mrs	Nathaly	Goss	Rockville	Maryland	USA	N/G	Mar 29, 2016
68	Rabbi	Alana	Suskin	Rockville	Md	USA	N/G	Mar 29, 2016
67	Mr.	Marc	Strumpf	Rockville	Maryland	USA	N/G	Mar 29, 2016
66	Ms	Mary	Wilson	Rickville	Maryland	USA	View	Mar 29, 2016
65	Mrs	Katharine	Wahler	Rickville	MD	USA	View	Mar 29, 2016
64	Mr.	Spencer	Champagne	Rockville	Maryland	USA	N/G	Mar 29, 2016
63	N/G	Lois	Kietur	Bethesda	Maryland	USA	View	Mar 29, 2016
62	Mr	Jeff	Germain	Gaithersburg	Maryland	USA	N/G	Mar 29, 2016
61	Mr.	Andrew	Davis	Derwood	Maryland	USA	N/G	Mar 29, 2016

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#	Title	FirstName	Surname	Town/City	S/C/P	Region	Comment	Date
60	N/G	Roger	Chavez	Rockville	MD, Montgomery County	USA	N/G	Mar 29, 2016
59	Mr:	Brian James Torres	Matibag	Rockville	MD	USA	N/G	Mar 29, 2016
58	Mr.	Anthony	Bur	Rockville	Maryland	USA	View	Mar 29, 2016
57	N/G	Michael	Friddle	Rockville	Maryland	USA	N/G	Mar 29, 2016
56	Mr	Tom	Bozzo	Rockville	Md	USA	N/G	Mar 29, 2016
55	Ms	Stephanie	Bozzo	Rockville	Md	USA	N/G	Mar 29, 2016
54	N/G	jon	Krisch	Rockville	Maryland	USA	N/G	Mar 29, 2016
53	Mrs	Eileen	Pensinger	Potomac	Md	USA	View	Mar 29, 2016
52	Mr	Farrell	Sheehan	Rockville	Maryland	USA	N/G	Mar 29, 2016
51	Ms	Emily	Phipps	Rockville	Maryland	USA	N/G	Mar 29, 2016
50	Ms	kathy	caisse	montgomery village	Maryland	USA	View	Mar 29, 2016
49	Ms	Bianca	Morales	Rockville	Maryland	USA	N/G	Mar 29, 2016
48	N/G	Aliza	Lazo	Rockville	Montgomery County, MD	USA	N/G	Mar 29, 2016
47	Ms	Julia	Miller	Rockville	Maryland	USA	N/G	Mar 29, 2016
46	Ms	Demitra	Salteris	Rockville	Maryland	USA	N/G	Mar 29, 2016
45	Mr	Christopher	Riley	rockville	md	USA	View	Mar 29, 2016
44	Mr.	Eugene	Chay	Rockville	Maryland	USA	N/G	Mar 29, 2016
43	N/G	Jen	Crocker	Rockville	Md	USA	N/G	Mar 29, 2016
42	N/G	Gary	Robey	Rockville	Maryland	USA	N/G	Mar 29, 2016
41	N/G	Victoria	Davis	North Bethesda	Maryland	USA	N/G	Mar 29, 2016
40	Ms	Allah	Rakhi	Silver Spring	MD	USA	N/G	Mar 29, 2016
39	N/G	Brittany	Suarez	Rockville	Maryland	USA	N/G	Mar 28, 2016
38	Ms.	Sabrina	Mandell	Rockville	Maryland	USA	N/G	Mar 28, 2016
37	Mr.	Thomas	Leakan	Rockville	Maryland	USA	View	Mar 28, 2016
36	Mrs	Elizabeth	Braverman	Rockville	Maryland	USA	View	Mar 28, 2016

#	Title	FirstName	Surname	Town/City	S/C/P	Region	Comment	Date
35	N/G	Anne	Hanessian	Rockville	Md	USA	View	Mar 28, 2016
34	N/G	Kate	R	Potomac	Maryland	USA	N/G	Mar 28, 2016
33	Ms	Joan	Stewart	Rockville	Maryland	USA	View	Mar 28, 2016
32	Dr.	Arlyn	Garcia-Perez	Rockville	Maryland	USA	View	Mar 28, 2016
31	Mr.	Michael	Grant	Silver Spring	Maryland	USA	View	Mar 28, 2016
30	N/G	Mark	Schrieber	Miami	FL	USA	View	Mar 28, 2016
29	Mrs.	Suzanne	Phillips	Rockville	Maryland	USA	N/G	Mar 28, 2016
28	Mr.	James	Phillips	Rockville	Maryland	USA	N/G	Mar 28, 2016
27	Ms	Marcia	Livengood	Rockville	Md	USA	N/G	Mar 28, 2016
26	Mr.	August	Voorhees	North Bethesda	Maryland	USA	View	Mar 28, 2016
25	Ms	Kimberly	Cafri	Rockville	Md	USA	N/G	Mar 28, 2016
24	Ms.	Michelle	Fasci	Rockville	MD	USA	View	Mar 28, 2016
23	Mr	Kevin	Sorrentino	Rockville	MD	USA	N/G	Mar 28, 2016
22	mrs	Carla	Parks	Rockville	MD	USA	N/G	Mar 28, 2016
21	N/G	Olivia	H	Rockville	MD, Montgomery County	USA	View	Mar 28, 2016
20	Mrs	Chloe	Thomas	Rockville	Maryland	USA	N/G	Mar 28, 2016
19	Miss	Lauren	Menser	Rockville	Maryland	USA	N/G	Mar 28, 2016
18	Ms.	Marianne	Reiff	Rockville	Maryland	USA	N/G	Mar 28, 2016
17	Mrs.	Paula	Rossiasco	Rockville	MD	USA	N/G	Mar 28, 2016
16	Mr	STAVROS	STAVROU	Rockville	Maryland	South Africa	View	Mar 28, 2016
15	N/G	Alice	Filemyr	Rockville	Maryland	USA	N/G	Mar 27, 2016
14	Ms.	Gayle	Scott	Rockville	MD	USA	N/G	Mar 26, 2016
13	Mr	Barry	Dubrow	Rockville	MD	USA	N/G	Mar 26, 2016
12	Mr.	Yovi	Sever	Rockville	Maryland	USA	N/G	Mar 26, 2016
11	MS	Ermon	Vandy	Rockville	Maryland	USA	View	Mar 25, 2016

#	Title	FirstName	Surname	Town/City	S/C/P	Region	Comment	Date
10	Miss	Ana	Sobalvarro	Potomac	Maryland	USA	View	Mar 25, 2016
9	Dr.	Meyer	Katzper	Rockville	Md, Montgomery	USA	View	Mar 25, 2016
8	Ms.	Linda	Aksamit	Rockville	MD	USA	View	Mar 25, 2016
7	Ms.	Susan	Valiga	Rockville	Maryland	USA	View	Mar 25, 2016
6	Ms.	Brigitta	Mullican	Rockville	MD	USA	View	Mar 25, 2016
5	Mr.	Jeffery	Lynch	Rockville	maryland	USA	View	Mar 25, 2016
4	N/G	Vaile	Walders	Rockville	Maryland, Montgomery	USA	N/G	Mar 25, 2016
3	Mr.	James	Fylypowycz	Rockville	MD	USA	View	Mar 25, 2016
2	N/G	Jordan	Day	Bethesda	Montgomery county	USA	N/G	Mar 24, 2016
1	Ms	Sue	Tubbs	Potomac	Montgomery	USA	N/G	Mar 24, 2016

* N/C - field not collected by the author

* N/G - not given by the signer

* S/C/P - State, County or Province

* View - view comment

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Appendix: All signatures comments

268 James Johnston Back to signature list

Too much, too expensive, and unneeded

267 Rob Crow Back to signature list

252' will ruin a lot of small businesses as well as a lot of real estate

262 Sheila Vasquez Back to signature list

I am not in favor of expanding Rockville pike. I live in the twinbrook area, and always planned to pass this house onto to my children and grandchildren. It would be devastating if we had to move.

261 Kathy Nguyen Back to signature list

All that road space is unnecessary. Keep it as is!!

260 Betty Romero Back to signature list

wider sidewalks and ease of crossing intersections very important. Pedestrian and bike safety must be prioritize.

258 Andrew Patz Back to signature list

The stoplights are the issue. Extra lanes of traffic will have little effect when they stop every other block for an extended walk signal.

257 Heather Kopf Back to signature list

I live on this stretch of land and adding that many additionally lanes is ridiculous. That isn't the answer to the traffic problem.

254 Rhona Pavis Back to signature list

Congestion is too much, but the cause is poor zoning and planning allowing excessive new dwelling units. Widening the Pike will further destroy Rockville and is a major departure from character of Rockville and the Pike. LIMIT DEVELOPMENT. DO NOT WIDEN PIKE.

253 myron lewis Back to signature list

Vote Against making Rockville Pike wider!!!
Thank you..

239 Jason Twining Back to signature list

Silver Spring resident who works in Rockville.

235 Susan Spangler Back to signature list

I oppose widening Rockville Pike in Twinbrook as described in the current draft of the Pike Plan, and urge the Mayor and Council to reject this design concept.

234 robin dinsmore Back to signature list

Don't widen 355 in from Twinbrook to Rockville Town Center. Leave it as it is. Stop causing more overcrowding.

233 Paula O'Keefe Back to signature list

Please don't do this!!

231 Joseph Jordan Back to signature list

Lots of talk about smart growth and increasing density near public transportation. Let's see that talk put into action. Also, Pike width in plan is too wide.

228 Julie Starling Back to signature list

252 feet is too wide for any pedestrain or cyclist to safely cross. Please keep Rockville having a town feel. Don't turn Rockville Pike into an interstate.

223 Elaine Preston Back to signature list

Too wide. This is not consistent with the real needs and desires of the community.

222 Marta Lantella Back to signature list

please stop over production

221 Tamara Woolf Back to signature list

It's a horrible idea that potentially may ruin what has been achieved in the Smart Growth movement!!!

220 Rita Helgeson Back to signature list

this widening plan is not needed. this is a city not a big highway. all of this roadway will make it dangerous.

213 Jennifer Helgeson Back to signature list

Do not widen the road that much!

212 Tina Li Back to signature list

Rockville is moving towards a more and more pedestrian friendly neighborhood. This widening would definitely hinder the progress that's happened so far.

210 Michael Santavenere Back to signature list

This is horrible!

209 Steve Corsini Back to signature list

You people are total morons even considering this. Also, stop wasting time and money on things like "Rapid Bus Tramsit." First of all there is no such thing as a fast bus ride which makes the RBT an oxymoron in and of itself. And if you don't know what an oxymoron is, that's another reason you shouldn't be working for the government where you have the ability to make money spending decisions. Not to mention, there's already enough damn buses on the roads.

The overall proposed plan is in general, completely stupid. Just like making the bypass over Montrose was stupid- 355 nb and sb now has 1 less stoplight which cost us 1billion dollars, on a road which has a hundred other lights. You think the 1 less light made a lot of difference? Not to mention there were new lights added in the area all around the bypass to accommodate for the 1 light was removed. Haha. You people are morons. Stop wasting time and money, quit your jobs and leave public office. Please.

201 Frenchie Young Back to signature list

As rider of public transportation it's hard enough crossing 6 to 8 lanes safely widing the road like that is going to be disastrous

199 Peter Khanahmadi Back to signature list

I do not endorse this plan of widening Rockville pike to 252 feet. I live nearby this proposed change, I want to be living in a walkable area, not a highway. Please think of the residents.

197 Ken Kopczyk Back to signature list

Density + public transport, not more roads, is the answer.

194 Debbie Rockenhauser Back to signature list

NO expansion 252 feet for Rockville Pike, it is too much!!!

193 Andrea Abrams Back to signature list

Too much asphalt!

192 Steve Warner Back to signature list

I am concerned that the Pike is fast becoming a gilded slum, forcing people to look beyond Hagerstown due to a paucity of housing options.

189 Jason Briner Back to signature list

The more any road has been widened in order to supposedly alleviate congestion, the more people have used it and usually end up causing more congestion, not less.

188 Stefano Stratakis Back to signature list

Please make sure that our community is easy to walk through! Also, widening the lanes to 252 feet only for them to taper back to 181 feet would cause a bottleneck for traffic and make commuting worse!

185 Qamar Raheen Back to signature list

It's totally ridiculous ...

181 Pamela Baldwin Back to signature list

This would turn crossing the street on foot into a pedestrian bloodbath!

179 Chelsea Randall Back to signature list

My family has lived in Rockville since the 1940s. None of us want to widen Rockville Pike despite the traffic it experiences. We like the businesses that we have close to the Pike and believe that widening the road and destroying them would hurt our city's economy. There are other ways to divert traffic off of 355. This shouldn't even be considered.

178 Mara Smith Back to signature list

I do not want Rockville Pike to be widened!!! I've lived on the Pike for 25yrs and it's only gotten more crowded and congested in the last ten years. It's too much for one area and NOT a necessity. Please don't let this happen. It'll do more harm than help.

175 Richard Broderick Back to signature list

No to 252 ft.

171 Leslie Garber Back to signature list

252 is much too many feet for Rockville Pike We need to build up - A decent space next to a valuable metro is not being utilizled. IF we build up we can create green spaces -

170 Madeleine Felley Back to signature list

Keep Rockville quiet and calm

168 Jeff Tynes Back to signature list

Wider than the Champs-Elysees? Are you serious. This is a horrible, horrible plan.

167 Barbara Hopkins Back to signature list

I am against widening Rockville Pike to 252 feet. 216 feet is wide enough. I own a home in zip code 20851.

164 Brooke Isele Back to signature list

It will make the city way more dangerous

162 vicki sandoval Back to signature list

Yes, we know populated roads need attention but if the ICC were more affordable it wouldn't be necessary.

160 Suzanne Maxey Back to signature list

We need less traffic lanes, more bike paths and bridges that allow people to cross Rockville Pike safely. I like the intent but I do not agree with this plan.

158 Jennifer Swetlow Back to signature list

I currently live in Rockville, Md and Montgomery County my whole life. Now I am raising my own kids here in Rockville, and I WOULD PREFER to see a more pedestrian safe landscape rather than more vehicles. More vehicles in the area would increase traffic times (which is horrendous as is currently), air pollution, and negative environmental impacts. I thought the City of Rockville was going towards being a "green" city????

156 Joseph Dulany Back to signature list

This is not pedestrian friendly. This is not bike friendly. This doesn't look safe.
I would love if they built the rail and moved the existing road out a bit.

143 Nicole H Back to signature list

How are people supposed to cross a road that's the size of 270? What about the businesses - will they have to shut down? Has this plan be thoroughly thought out??

142 Judy Harrison Back to signature list

Keep our towns pedestrian and family friendly.

141 Rebecca Brown Back to signature list

As a recent homeowner to join the Twinbrook community, I am appalled at the idea that the safe & walkable community I chose to build a life in could be turned into just another high traffic suburb.

138 Riyad Alie Back to signature list

We need more pedestrian friendly city planning in Montgomery County. Increased mixed residential-commercial city centers combined with parks will benefit us all long term.

133 David Solomon Back to signature list

I walk and worry about my safety if this plan comes to be.

128 Noah Karchmer Back to signature list

No way! The Pike is already getting ridiculous

127 Suzanne Henderson Back to signature list

Rockville Pike doesn't need widening in one spot to cause problems either end. That is much too wide

126 William Reed Back to signature list

Your overdeveloping Rockville and Rockville Pike! All I see is Revenue for you, and gridlock for us! No Way!

125 Sam Pohutsky Back to signature list

This is gonna cause a lot of issues, imagine just how long this will mess up traffic for construction

117 Ellen Lloyd Back to signature list

We, the undersigned residents of the City of Rockville, oppose widening Rockville Pike in Twinbrook as described in the current draft of the Pike Plan, and urge the Mayor and Council to reject this design concept.

115 Carol Hannaford Back to signature list

I am primarily concerned about safety for pedestrians but I also oppose the loss of the small amount of green space that still exists.

106 Stephen Sabados Back to signature list

No concern is being shown for the citizens of Twinbrook Parkway and the surrounding neighborhoods.

100 Mary Argerakis Back to signature list

This is where I grew up. This is where my family still lives. To devert from the pike plan and build a 252 wide highway takes away from our community.

99 Neill Fitzpatrick Back to signature list

we need to keep are city safe

97 Richard Arnold Back to signature list

No to 252'!!!

93 Cristin Taylor Back to signature list

let's make Rockville a pedestrian friendly city. It's the way of the future.

91 H Singh Back to signature list

It is hard enough to cross Rockville Pike now. If it is made wider, it will take 4 times as long to cross. Keep the Pike pedestrian friendly! It is parallel to the Red line. Don't make it wider!

90 Connie Yeh Back to signature list

Do the city Mayor and city councilmen even use the walkways or is widening the roads for their sole benefit?

89 charles laubhouet Back to signature list

No, I love Rockville the way it is. Dont ruin it!!!!!!

87 Judith Soukup Back to signature list

252 feet is 25 car lines wide! Described in such terms, it is clearly horrific! I strongly oppose such a concept.

78 Benjamin Berbert Back to signature list

The Pike does not need to become I-270 2.0 with traffic lights!

77 Jonathon Kopecky Back to signature list

Walkability matters, and will only matter more in the future.

74 Yin Kong Back to signature list

Walkability should be a priority! Pls think of the project from a human scale.

73 Gregory Cross Back to signature list

Please don't turn Rockville Pike into another Tysons Corner.

70 Donna Morere Back to signature list

We really don't need a megahighway in the middle of Rockville. We need a more walkable city, not one where we need to catch a cab just to cross the street.

66 Mary Wilson Back to signature list

Please do not widen the Pike. It goes against walkable neighborhoods.

65 Katharine Wahler Back to signature list

It's beautiful on paper and I think on paper is as far as it should go! I hate the new Pike and Rose Center. It is not user friendly. I also miss Dave and Busters as my grandsons liked to go there with Grammy and pop pop. I'm sure you could find a more worthy cause to spend our money.

63 Lois Kietur Back to signature list

I do not support the widening of Rockville Pike to 252 feet.

58 Anthony Bur Back to signature list

This project is WAY over the top in relation to what is appropriate for Rickivile Pike. Let's start with what we have and beautify with landscaping and art. Let's extend E Jefferson St thru to Wooton Pkwy. Let's put in controlled pedestrian crosswalks on the Pike between Edmonston and Woodmont Golf Course. Forget about the trolley - what a waste of money. Let's make better use of the traffic lights to allow easier crossings for pedestrians and cross auto traffic. A lot can be done with what we have to make the Pike a better place..

53 Eileen Pensinger Back to signature list

This will be particularly dangerous for seniors and pedestrians. It won't be good for business either. I for one will seriously consider avoiding the area. This is a terrible idea!

50 kathy caisse Back to signature list

Do not build this. Look at Briggs chaney. Look at its pedestrian traffic and small town feel that was demolished by a thru highway.

45 Christopher Riley Back to signature list

I've been a twin brook resident my whole life. Keep twinbrook twinbrook. Expand it in Bethesda or dc. Not my neighborhood

37 Thomas Leakan Back to signature list

Rejecting

36 Elizabeth Braverman Back to signature list

More emphasis on public transit and pedestrian access instead please!

35 Anne Hanessian Back to signature list

Impossible for RM students to WALK home, as it is, already!!

33 Joan Stewart Back to signature list

Please reject this proposal !!!! We need to stay a walking community

32 Arlyn Garcia-Perez Back to signature list

Reject 252 feet for Rockville Pike

31 Michael Grant Back to signature list

So now that portion of the Pike is proposed to be an 8-lane parking lot instead of the existing 6-lane version?,...

30 Mark Schrieber Back to signature list

Good intent, poor execution

26 August Voorhees Back to signature list

Pedestrian access is vital to the health of the community

24 Michelle Fasci Back to signature list

Reject 252 feet for Rockville Pike

21 Olivia H Back to signature list

I have lived in Rockville for most of my life and I see no benefit to expanding 355 to the width of 252 feet. How is this going to affect local businesses? Will they have to shut down during the construction? Will they have to relocate? Who would be bearing the financial stress on the businesses from the expansion of 355? Will this affect the habitats of local wildlife and animals? Will this affect biodiversity? What about or carbon footprint? This is a completely selfish move of the Mayor and Council; they are being extremely inconsiderate of the citizens of Rockville and Montgomery County. I demand that The Mayor and Council do NOT move forward with plans of expanding 355 to the size of I-270. It's blasphemy.

16 STAVROS STAVROU Back to signature list

As a residents and homeowner in the City of Rockville, I am opposed to widening Rockville Pike in Twinbrook as described in the current draft of the Pike Plan.

11 Ermon Vandy Back to signature list

I do believe that 252 feet is too wide for Rockville Pike. There is no point in having it so wide for such a short stretch. It should not be so difficult to cross on foot.

10 Ana Sobalvarro Back to signature list

252 feet is NOT human scale. This goes against everything the county has been trying to work for.

9 Meyer Katzper Back to signature list

Grand plans do not necessarily benefit the public.

8 Linda Aksamit Back to signature list

Way too wide

7 Susan Valiga Back to signature list

This plan would be so out of place for Rockville. The Pike needs change-but not like this!

6 Brigitta Mullican Back to signature list

The width for the Rockville Pike should not be 252 feet. It needs to be more compatible to the rest of the Pike. Example, the approved plan for White Flint is not that wide. The City would need to pay for the Right of Way, cost of building the access road and maintain them. The developer has a plan that would pay for those cost for a slight change in the plan.
The Rockville Mayor and Council need to make sure we don't approve a plan that would cost the Rockville taxpayer for that wide road. The City would only have control of the access road. The Pike is a State Highway and not a City controlled street.

5 Jeffery Lynch Back to signature list

252 feet is way too wide.

3 James Fylypowycz Back to signature list

I'm retiring soon and escaping MoCo for a more tax friendly locale. This 355 proposal looks ridiculous.

Sara Taylor-Ferrell

From: Shawn Murphy <murphshawn@gmail.com>
Sent: Monday, May 23, 2016 1:58 PM
To: mayorcouncil
Subject: Rockville Pike Plan Feedback

Dear Mayor Newton and Rockville City Council,

I am writing to offer my feedback for the Rockville Pike Plan which will greatly affect the Twinbrook neighborhood. I have been a resident of Twinbrook for 8 years and have been following the Pike Plan for the past couple years. I had participated in the Rockville Pike walking tour with city officials and last year graduated from the Rockville University program. I really appreciate the city organizing these and enjoy participating in the discussion to shape the future Rockville vision.

I have had an open mind regarding dueling opinions on the plan. I have attended BF Saul presentations, listened to presentations by city staff, and followed citizen comments through a variety of resources. I have come to the conclusion the current plan does NOT represent the best approach with regard to limiting building heights and implementing access roads.

One of my concerns is the traffic on Rockville Pike. However, I do NOT believe making the road wider it will relieve traffic congestion. On the contrary, I firmly believe if you build more lanes for cars, then more cars will come to the area and we do NOT want more cars on Rockville Pike. Society is already becoming less car dependent in urban areas, so the plan should be more focused on paved areas for cyclists instead of cars.

Also, if the building heights are raised, the chances the developer will add more green space increases. Therefore, I support the lifting of the building height restrictions from the plan.

I also want to advocate the plan should include a new pedestrian bridge over the Metro tracks. I understand there are many obstacles (CSX, Metro..etc..) for this to become a reality, but I would like it stated in the plan as I feel it's important for the Twinbrook community.

To summarize I advocate for the following changes made to the plan:

*Lift building height restrictions

*More density to promote SAFE walking/biking/public transit

*More narrow pike to discourage cars coming through the area

I am sure you are receiving many comments from residents. However, I hope you will add more weight to the feedback from residents who live closest to the proposed developments. Since I live in Twinbrook, I want to be able to walk or bike, not drive, to an area near my home where I can enjoy a meal or shopping with my family next to a Pike that I can cross without updating my life insurance policy beforehand. Currently on Rockville Pike, I hate walking or biking near it or across it. I couldn't imagine it being even wider than it is now. Hopefully, more density will improve the experience as it has in other similar areas.

Thank you for your consideration of my letter and your public service to the City of Rockville.

Best Regards,

Shawn Murphy

13001 Atlantic Ave

703-258-5041

Bridget Newton

From: Suzan Pitman <suzanwp@gmail.com>
Sent: Monday, May 23, 2016 4:03 PM
To: mayorcouncil
Cc: Bridget Newton; Beryl Feinberg; Virginia Onley; Julie Palakovich Carr; Mark Pierzchala
Subject: Pike Plan
Attachments: Washingtonian Article on the Pike Plan.pdf

Dear Mayor and Council,

I apologize for waiting so long to register comments on the Pike Plan. I wasn't sure what to say, except that it doesn't "feel" right, and that's not a good enough argument to stop a major project so long in the works. I'm hoping you read the recent Washingtonian article on the Pike Plan, but I've attached it in case you've not seen it. My comments below refer to the article.

The author uses simple, but substantive, facts and urban design principles to turn what so many of us feel into a cogent argument against the current plan. The current Pike Plan, with all of its complexity and well-intended attempts to please everyone, will not get us to our over-arching goal of making things better for those who are already here while welcoming new residents to the place they want to be. I encourage you to think carefully about this plan. I have all confidence that we, and B.F. Saul, can do better.

You might know that I moved here from Texas a few years ago. What you probably don't know is that the only things I truly miss are flour tortillas and the deeply shared sense of place so prevalent in the South. Rockville's neighborhoods are relatively tight-knit, and recent incursions into the neighborhoods by unwanted and inappropriate development are bringing the neighborhoods together--we're working on the unified sense of place that the author speaks of in the article to the betterment of all of us, citizens and government.

I look forward to tonight's meeting, and wish you all the best as you navigate this complicated and significant issue.

Truly,
Suzan Pitman

BOULEVARD OF DREAMS? Can Rockville Town Center's plan [illegible] a Champs-Élysées, "boulevard" plan [illegible]

ROCKVILLE'S PIKE DREAM

City planners aspire to remake Montgomery County's main drag into a grand boulevard. Their current plan will only make it worse.

By Dan Reed

FOR A NEWISH SUBURB, ROCKVILLE HAS SURprisingly good Chinese food at Joe's Noodle House, an honest-to-goodness roadhouse in Hank Dietle's, and, for those who crawl to suburbia only for the big-box experience, a palatial Target. But when we think of Rockville, let's face it, we think of Rockville Pike, and when we think of the Pike, we think of traffic.

There have been times on the Pike when traffic was so bad that I tried to park my car and walk. On a run to an art-supply store during college, my roommate and I nearly get run over when a tourist tube of tracing paper rolled out of his bag as the light turned green. Later, I tried to visit F. Scott Fitzgerald's grave nearby in St. Mary's churchyard. Faced with nine lanes of cars, no crosswalk, and only an hour to cross the road, I gave up.

Nonetheless, the City of Rockville now says the Pike should be bigger. A plan submitted in March would make it 262 feet wide from building front to building front—more than twice the width of today's right-of-way and about 20 feet wider than I-270, which parallels the Pike a mile or so to the west.

Rockville Pike began as a Native American foot trail 10,000 years ago before European settlers turned its use to commerce, connecting tobacco farms to the Potomac River in Georgetown. In 1805, when it became a turnpike, people grumbled about how congested and badly maintained it was. In 1899, the Maryland Geological Survey dubbed it "one of the worst pieces of main highway" in the state. It wasn't fully paved until 1926, but in 1965 it was widened to four lanes, then in 1976 to six.

The case for enlarging it again is born of the best intentions. City officials envision the Pike as a grand boulevard—suburban Washington's answer to Barcelona's Passeig de Gracia. Rockville—and the county that surrounds it—wants to move past strip-mall sprawl to foster real street life. The city's plan features wide sidewalks lined with shops and restaurants, bike lanes, and buildings no taller than seven stories.

But that's about where comparisons to pleasant Europe in thoroughfares end. With three lanes of through traffic in either direction, parking and loading zones relegated to access roads, two sets of bike paths, and the county's proposed bus rapid transit running in its own channel, the resulting road will be so wide and complex that Usain Bolt would have trouble getting across before the light changes. (No fewer than four medians will divide the boulevard, presumably to give pedestrians a rest.)

Great urban streets, says Allan Jacobs, an urban designer and professor emeritus at Berkeley, allow pedestrians, bicyclists, and drivers to experience a single sense of place. This requires that motorists go more slowly and take in the "outdoor room" around them.

Photograph by EVE MAGLIS

According to that theory, a street's width should be one to two times the height of the buildings around it, or about 70 to 140 feet across to accommodate Rockville's seven-story structures. Without that proportional relationship, drivers focus on the horizon ahead and hit the gas—shops and shoppers be damned. Which is basically how Rockville Pike works today. Nothing in the new plan will change this.

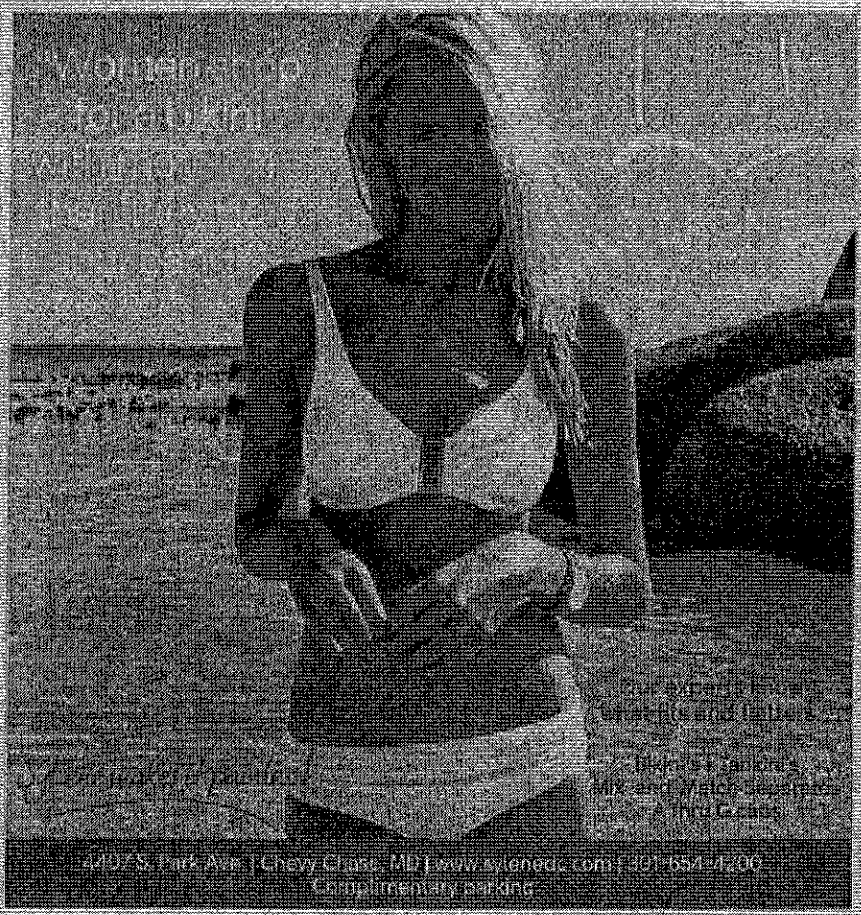
Planners are also ignoring evidence that traffic has been shifting away from the Pike over the past couple of decades. Some drivers have probably changed their route to I-270, which was expanded to 12 lanes in the 1990s; others may have jumped to the Red Line, which was extended to Rockville in the mid-'80s, or to the county's Ride On bus service. As the area has gained a quarter million residents since 1990, traffic between Route 28 and Montrose Road has actually fallen from an average of 69,000 vehicles a day in 1990 to just 46,000 last year.

Rather than widen the Pike, Rockville would do better to further divert local traffic away from it by creating an urban grid that would draw drivers into enclosing neighborhoods and get people out of cars altogether. Earlier this spring, under the banner SUBURBAN, NOT URBAN, Bethesda residents turned out to protest a proposal to turn a Westbard Avenue strip mall into a small town center. But everywhere in our region, suburban neighborhoods already thrive next to mini city centers.

This is what Montgomery County is thinking in its own plans to remake a section of the Pike between the White Flint area and the Rockville line. The county, too, wants to make a boulevard, but its plan lays out a new downtown grid in a horseshoe shape around White Flint, with a series of parks and a one-to-two-acre green space. The Pike itself will allow for Jacobs's sense of enclosure, with buildings up to 800 feet tall and a street just 180 feet wide.

Instead of investing in size, the City of Rockville should borrow its county counterparts' ideas about urban density. We may still complain about traffic, but at least we'd end up in a thriving place worth fighting traffic to get to. ■

Dan Reed, a transportation planner and recovering architect, writes Just Up the Pike, a blog focusing on Montgomery County. On Twitter, he's @justupthepike.



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McLean, VA 22102
cwlDS@gmail.com
703.448.1020
www.lcmedd.com

Exhibit No. 153
Rockville's Pike Neighborhood Plan

Sara Taylor-Ferrell

From:	Soo Lee-Cho <SLCho@mmcanby.com>
Sent:	Monday, May 23, 2016 4:55 PM
To:	mayorcouncil
Cc:	Kim Nordheimer (Kim@fordhamdc.com); Robyn Rogers (robyn@fordhamdc.com); Susan Swift; Jim Wasilak; David Levy; Cynthia Kebba
Subject:	Rockville Pike Joint Venture LP (t/a Wintergreen Plaza) - Comments in re Rockville's Pike Neighborhood Plan
Attachments:	2016.05.23 SLC ltr to M&C in re comments on Rockville's Pike Neighborhood Plan.pdf

Please see attached for submission into the record of the Rockville's Pike Neighborhood Plan.

Soo Lee-Cho
Attorney
MILLER, MILLER & CANBY
MM&C
CLIENT FOCUSED. RESULTS DRIVEN.
200-B Monroe Street • Rockville, MD 20850
T: 301.762.5212 ▪ F: 301.424.9673

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200-B MONROE STREET, ROCKVILLE, MARYLAND 20850 P: 301.762.5212 F: 301.762.6044 WWW.MILLERMILLERCANBY.COM
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GLENN M. ANDERSON (FL)
HELEN M. WHELAN (DC, WV)

MICHAEL G. CAMPBELL (DC, VA)
SOO LEE-CHO (CA)
BOBBY BAGHERI (DC, VA)
DIANE E. FEUERHERD
MICHAEL S. SPENCER

SLCHO@MMCANBY.COM

May 23, 2016

VIA EMAIL AND FIRST CLASS MAIL

Mayor and Council of the City of Rockville
Rockville City Hall
111 Maryland Avenue
Rockville, Maryland 20850

RE: Rockville Pike Joint Venture Limited Partnership t/a Wintergreen Plaza Shopping Center;
Comments in re March 2016 Planning Commission Draft of Rockville's Pike Neighborhood Plan

Dear Mayor Newton and Members of the City Council:

On behalf of our client, Rockville Pike Joint Venture t/a Wintergreen Plaza Shopping Center ("Wintergreen" or "Center"), thank you for this opportunity to provide comments on the City's latest draft of the Rockville's Pike Neighborhood Plan ("Pike Plan" or "Plan").

As stated in our oral testimony to you at the May 16th public hearing on this matter, Wintergreen is a vibrant, thriving shopping center located in the North Pike section of the Pike Neighborhood planning area. The Center is situated on a 9.76 acre parcel of land and has more than 150,000 square feet of retail space anchored by a Food Lion grocery store. The property has unparalleled frontage on three major roads, including 660 linear feet of frontage on the west side of Rockville Pike, 787 feet of frontage along Wootton Parkway and 820 feet of frontage on West Edmonston Drive.

Wintergreen has been monitoring the City's deliberations on a revised plan for Rockville Pike and providing input since the City first began this effort in 2010. In addition to submitting comments/concerns relating specifically to the Wintergreen property, the Center's owners joined numerous other City of Rockville landowners in the submission of a joint letter to the Mayor and Council dated February 9, 2015 that raised objections to the 252 foot right-of-way being proposed for Rockville Pike in the June 2014 version of the draft Pike Plan. As a general

comment, we are dismayed that the 252 foot right-of-way continues to be what is being pushed forward by the City and urge the Mayor and Council to reconsider the wisdom of creating a wider roadway for vehicles when the stated desire by all is to create a more walkable transit oriented environment along the Pike. We attach the entirety of the February 9, 2015 letter hereto since the points and objections made therein remain applicable and unchanged relative to the current March 2016 version of the draft Pike Plan.

In addition, although the property presents as a potentially ideal candidate for a signature redevelopment project especially based on its significant size (9.76 acres) and prime location (proximity to the Rockville Metro Station, future BRT access, frontage on three (3) prominent roads), a redevelopment scenario is something that is frankly not within Wintergreen's foreseeable future. As stated above, the Center – having recently completed a $1.2 million renovation of 9,500 square feet of leasable space in the area of the Center previously occupied by Ted's Diner – is clearly thriving. As such, as testified by Wintergreen previously, the building heights that continue to be proposed for the North Pike area in the current draft Pike Plan are simply not conducive to incentivizing redevelopment and do not make economic sense especially for a site like Wintergreen.

Moreover, we would note that the City's decision to bifurcate review of the draft Pike Plan and the District Code has made it extremely difficult for property owners to fully assess what impact the Pike Plan's general concepts and principles will in fact have on their properties. There are both interim and long-term potential impacts that property owners must assess that will be driven by whatever specific provisions are ultimately adopted in the District Code.

- For instance, the proposed right-of-way width of 252 feet that is proposed under the current draft Pike Plan will have a severe economic impact on Wintergreen in terms of loss of valuable on-site parking, as it will for many other properties all along the Pike. In a situation such as Wintergreen where there is no pressure to redevelop, the only way the City will be able to realize the roadway width envisioned by the Pike Plan is through condemnation proceedings. In doing so, existing lawful developments like Wintergreen may be initially deemed to be "grandfathered" in terms of compliance with parking requirements or other development standards. However, that status can change quickly in the City of Rockville, where a simple "change of use" to a portion of the site could require site plan approval. If so, the site would lose any previous "grandfather" status, unless current Zoning Ordinance provisions are otherwise modified. As such, careful attention to the District Code's provisions with regard to grandfathering language will be critical to provide necessary protection for existing viable/thriving developments along the Pike.

    - One way to potentially mitigate adverse impacts of the loss of on-site parking might be to allow any on-street parking that might result along the new roadway to offset or reduce future on-site requirements.

- Also, it is imperative that the District Code that is ultimately adopted allows the same mix of commercial uses that are currently allowed in the MXCD and MXTD zones such that existing tenants/users are not rendered non-conforming. We note that the last version of the District Code released for review by the City

in 2014 contained some discrepancies in this regard and would urge the City to take a closer look at this issue again.

- Finally, we would note that on page 4-40 of the current draft, the Plan mentions the need for a *streetscape plan* to implement recommendations of public space along the roadway which is needed for property owners to know what might be expected in terms of public open space compliance under a redevelopment scenario. To move forward with such a significant policy shift in land planning for Rockville Pike as proposed by the Pike Plan without such fundamental elements as a streetscape plan included, severely handicaps the ability of property owners to assess/predict the relative impacts that the Plan might have on their properties.

In conclusion, we would respectfully urge that the City take a more comprehensive holistic approach to its review and adoption of a new land use vision for Rockville Pike. One that takes into consideration all types of commercial properties along the Pike – those that might be ripe for mixed-use redevelopment in the short term as well as those that have long contributed to the economic vitality of the area and that remain poised to do so for the foreseeable future like Wintergreen. Such sites continue to benefit the City and its residents and, as such, deserve to be adequately protected under any Pike Plan that is ultimately adopted by the City.

Thank you for your consideration of these comments.

Sincerely yours,

MILLER, MILLER & CANBY

Soo Lee-Cho

Attachment

cc: Susan Swift
Jim Wasilak
David Levy
Cindy Kebba
Kim Nordheimer, Fordham Development Company
Robyn Rogers, Fordham Development Company

February 09, 2015

Mayor and Council of the City of Rockville
Rockville City Hall
111 Maryland Avenue
Rockville, Maryland 20850

Re: Written Testimony regarding June 2014 Draft Rockville's Pike Plan

Dear Mayor Newton and Members of the City Council:

We are providing these written comments to supplement our oral testimonies delivered to you regarding the Draft Rockville's Pike Plan (the "Draft Plan"). Together we own a large portion of land in the Draft Plan area and the majority of the South Pike area. Naturally, as major stakeholders, we have been closely following and participating in the discussions on the Draft Plan for several years. The vision of the plan -- "the creation of a vibrant and comfortable mixed-use environment" -- is one that we support. However, two of the central components of the plan, reduced building heights and the proposed 252' right of way for Rockville Pike, would limit the ability for redevelopment of vibrant mixed-use places, place an enormous financial burden on the City, and severely reduce the City's economic development potential.

The City of Rockville's projections show the City's population will increase by over 20,000 residents by 2040, and the City's employment base will grow by more than 30,000 jobs during the same period. The City's Comprehensive Master Plan has identified two areas that have the potential to accommodate this growth: (1) the Rockville Pike Corridor near the City's two metro stations representing "smart growth principles" and (2) further north along I-270 representing more "suburban sprawl" and leading to increased traffic and a reduced quality of life for Rockville residents (Attachment 1). The City already has a strong suburban core with a large inventory of single family homes. However, currently it only has one walkable urban area, Rockville Town Square, which has struggled with retail turnover because it does not have enough residential multi-family units to provide the 18-hour environment required by mixed-use developments. In order for the City to be competitive on a regional scale, it needs to ensure that it allows the building heights and multi-family place-making attributes necessary to transform the existing non-permeable parking lots and retail centers into thriving walkable transit-oriented options at its two metro stations. This will not only add diversity to the City's existing housing options, bolster Rockville's regional competitiveness, and provide the City with a large positive economic impact, it will also cement Rockville's place as a supporter of smart growth and environmental stewardship in the region.

The Draft Plan's vision of a vibrant mixed-use environment requires extensive place-making to transform the existing field of asphalt into a vibrant walkable area that will provide unique and diverse gathering places for the community to enjoy. The Draft Plan's proposal for a 252' right of way for Rockville Pike will severely reduce the amount of land, community gathering places, and green space available and necessary for place-making in an area that is already land constrained. Buildings without public and private amenities will not create a sense of place. In addition, the proposed 252' right of way limits the ability to create a cohesive community by creating a long-distance barrier that will prevent residents from safely and comfortably crossing Rockville Pike. This proposed framework does not provide ability for successful redevelopment and would ensure the status quo, limiting the City's economic development potential.

The proposed 252' right of way includes two 66' City owned portions, one on each side of Rockville Pike, to facilitate one lane local access roads. The local access roads will provide very little utility because, in large part, they cannot come on-line for egress at the same time, and they duplicate the proposed extensions of Chapman Avenue and East Jefferson Street. In addition, they reduce the amount of tax paying land available for place-making and come at an enormous financial expense to the City. Again, multi-family buildings with no public or private amenities (because of the dearth of space resulting from such a large right of way) have proven to be empirically unsuccessful and, consequently, do not incentivize existing commercial stakeholders to spend the large sums of money necessary to build.

Moreover, the Draft Plan indicates that the City has already acquired "Public Access Easements" on a large portion of the plan area (attachment 2). However, it is important to understand that the easements do not give the City the right to build a road but only to access and drive across the site. The City would be required to purchase the land for the local access roads from each landowner. In order to facilitate useful access roads throughout the entire Pike Plan area, the City would need to acquire roughly 18 acres at the same time, not including the smaller properties that would be rendered useless by the right of way (attachment 3). The recent comparable sales of land on Rockville Pike place land values in the $10 million per acre range resulting in a cost to the City of approximately $180 million, not including any litigation to address land values and by retail tenants who will complain about significantly reduced parking. The City will also have to fund the actual construction and maintenance costs of the roads.

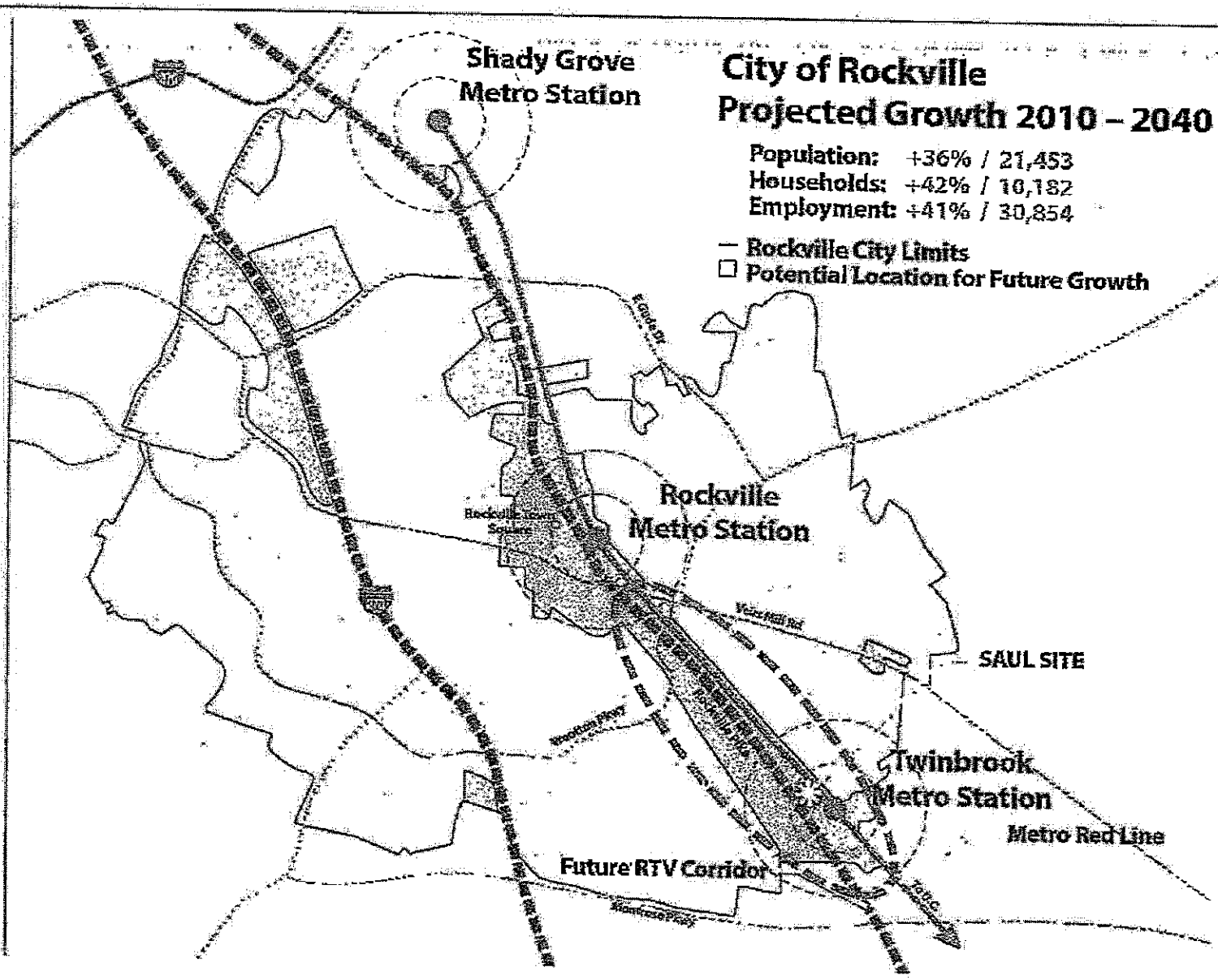
The Draft Plan states that "Rockville's portion of the Rockville Pike corridor can be transformed from an architecturally non-distinctive suburban retail strip into an attractive and vibrant location for shopping, living, and working". We believe this is true if the City will allow the increased building heights necessary to support a vibrant mixed-use area and reduce the Rockville Pike right of way providing the land required for appropriate place-making and a safer and more walkable environment for residents. With these changes, we look forward to partnering with the

City and community to transform the existing suburban retail strip centers (see, for example, attachment 4) into a world class mixed-use neighborhood (attachment 5).

Very truly yours,

City of Rockville Landowners
(See Attached Signature Pages)

cc: Ms. Cindy Kebba
Mr. David Levy
Ms. Susan Swift
Mr. Jim Wasilak



Attachment 1

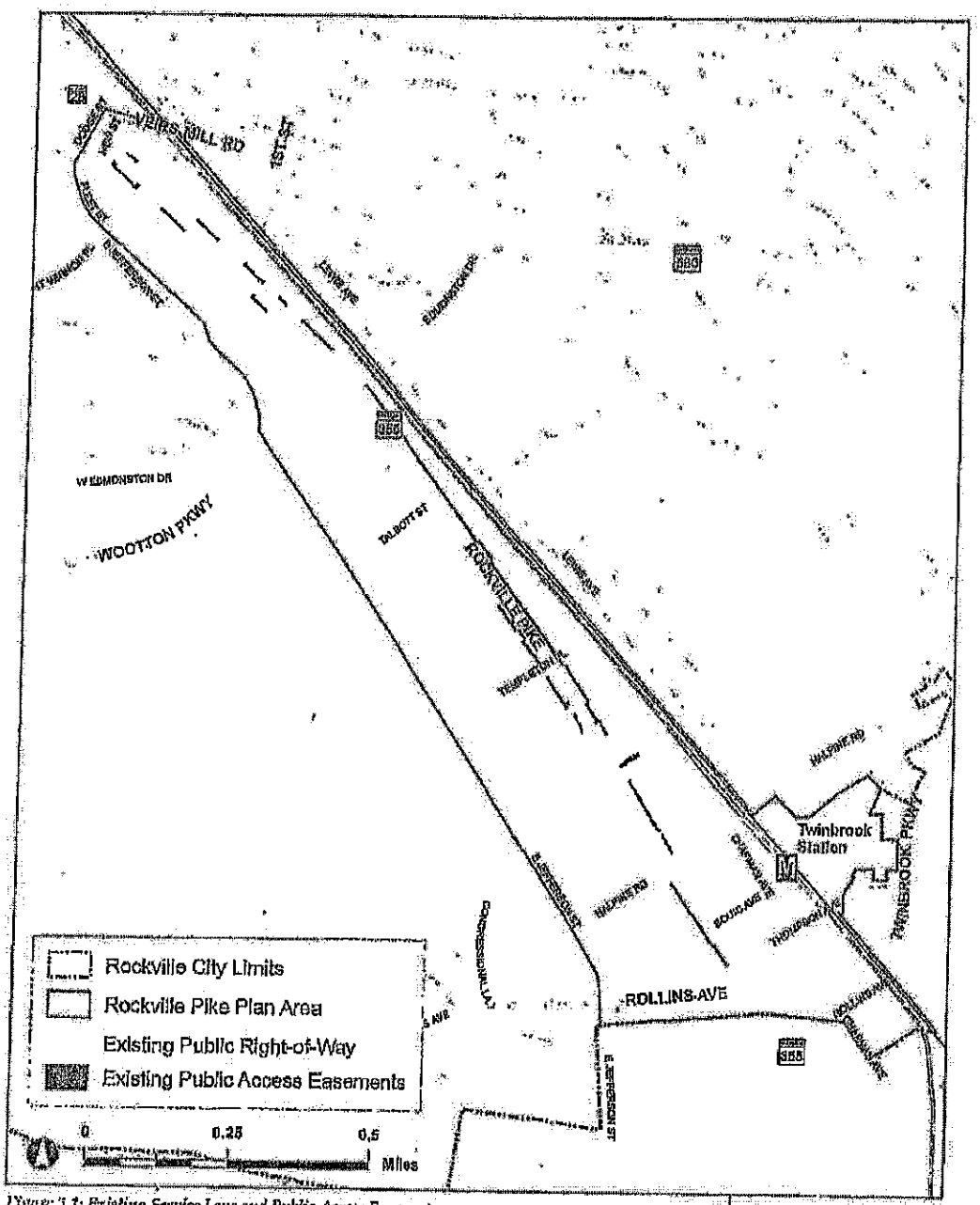
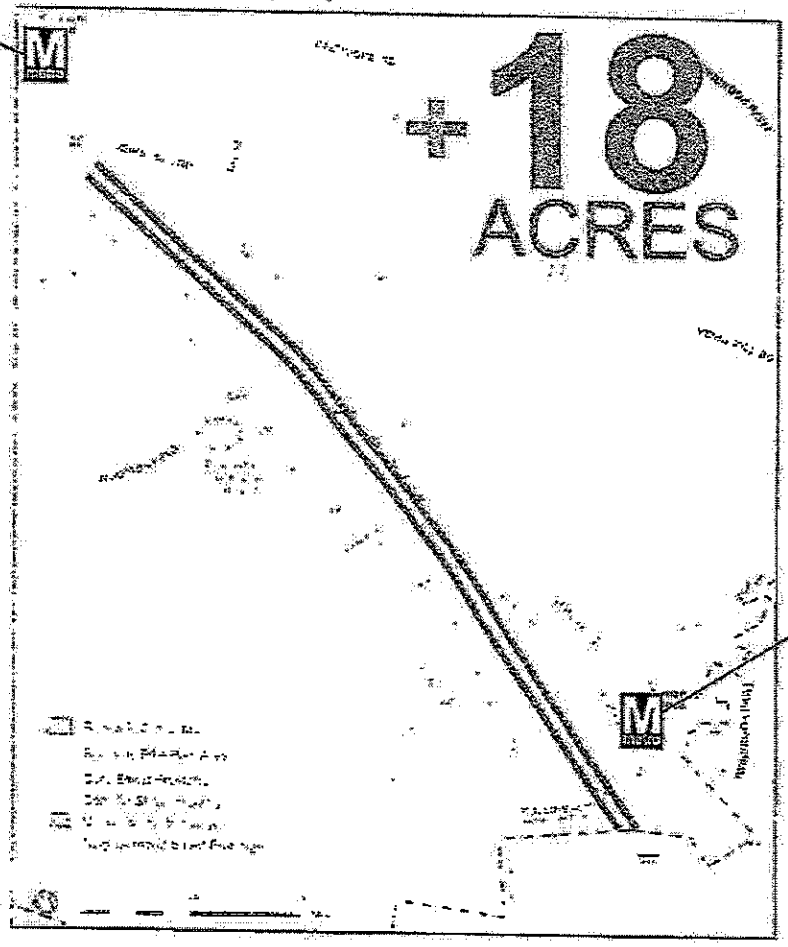


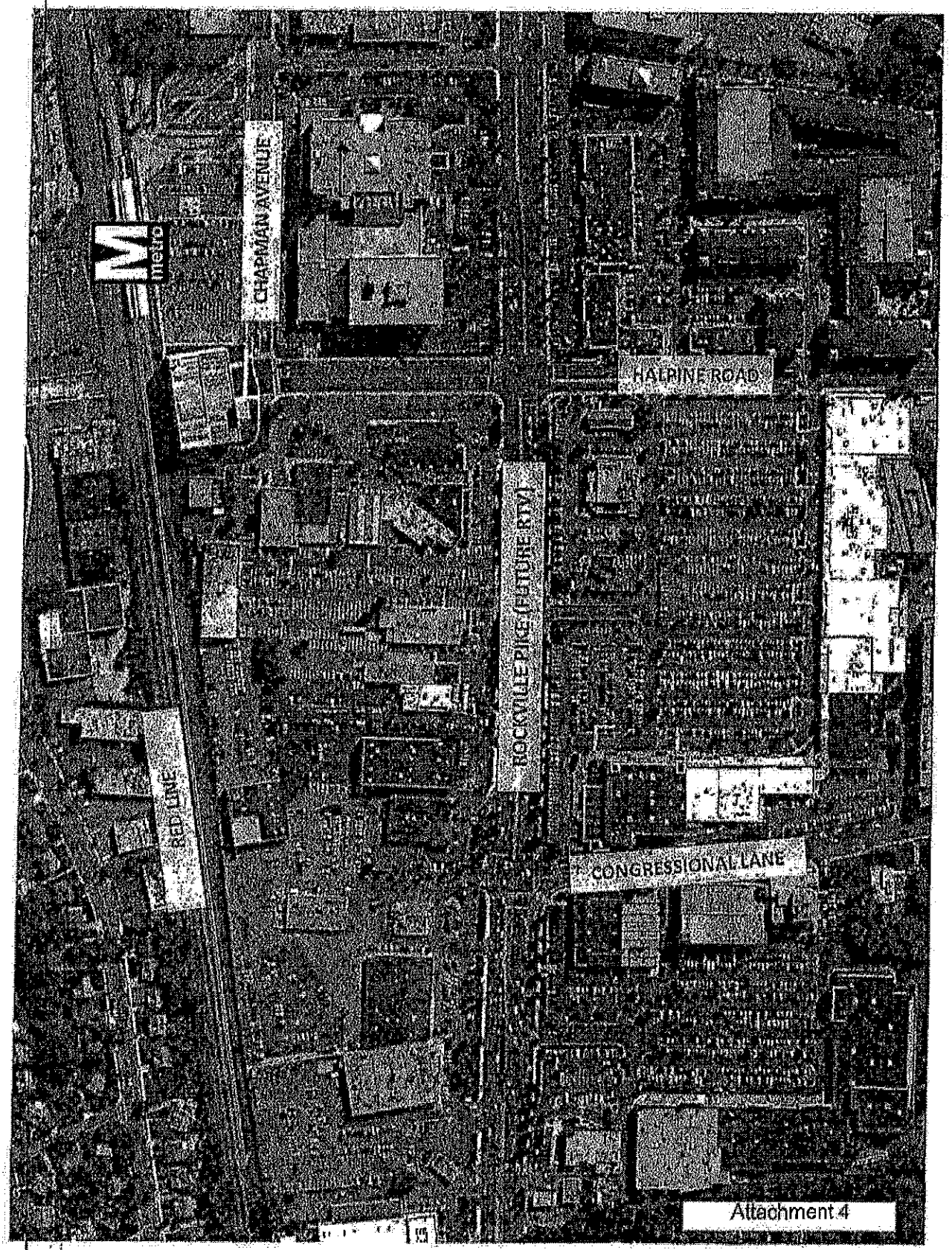
Figure 5.1: Existing Service Lane and Public Access Easements

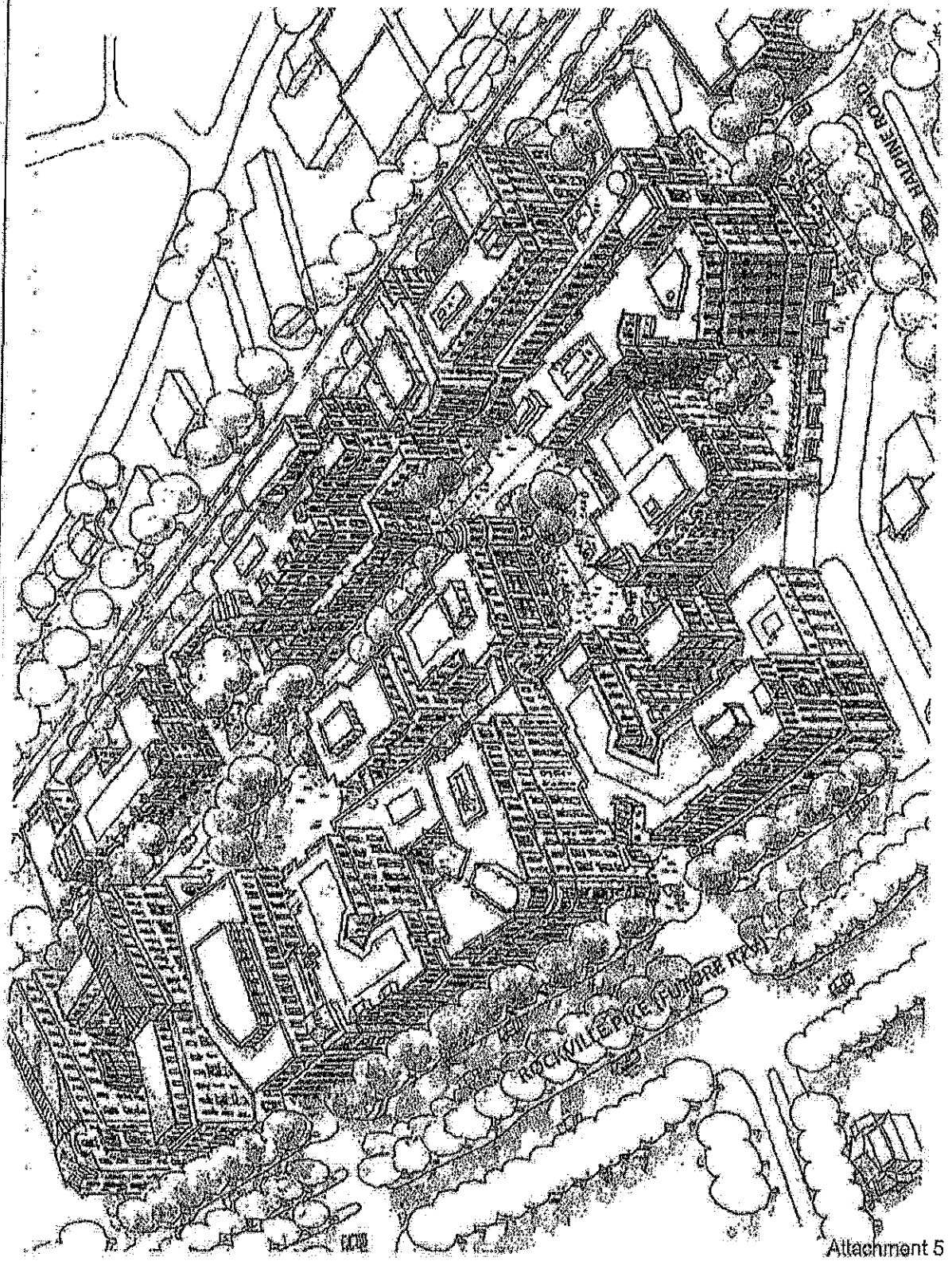
Attachment 2

Map 3: Rockville Pike District Regulating Plan



LAND DEVOTED TO PROPOSED ACCESS LANES


CHAPMAN AVENUE
HALPINE ROAD
ROCKVILLE PIKE (FUTURE RTV)
RED LINE
CONGRESSIONAL LANE
Attachment 4



Attachment 5

Signature page to Letter dated February 9, 2015 to Mayor and Council of the City of Rockville

1500 Rockville Pike LLC

By: _____

J. Page Lansdale, President

Rockville Pike Holdings LLC

By: _____

J. Page Lansdale, President

1592 Rockville Pike LLC

By: _____

J. Page Lansdale, President

We, the undersigned, join in the letter dated February 9, 2015, addressed to the Mayor and Council of the City of Rockville pertaining to the proposed Rockville Pike Plan.

Congressional North Associates Limited Partner, as owner of 1471 Rockville Pike
By: Congressional GP LLC, its sole general partner
By: Cohen Pike Holdings, L.L.C., its sole member and manager
By: CPH Members Corporation, its managing member

Date: 2/9/15

By: _____
Alan D. Cohen, President

Congressional Village Associates, LLC, as owner of 1701 Rockville Pike
By: Congressional South GP, Ltd., its Managing Member

Date: 2/9/15

By: _____
Ronald J. Cohen, President

121 Associates Limited Partnership, as owner of 121 Congressional Lane,
By: 121 Associates GP LLC, its sole general partner
By: Cohen Pike Holdings, L.L.C., its sole manager
By: CPH Members Corporation, its managing member

Date: 2/09/15

By: _____
Eric L. Siegel, Vice President

I, the undersigned, join in the letter dated February 9, 2015, addressed to the Mayor and Council of the City of Rockville pertaining to the proposed Rockville Pike Plan.

By: Federal Realty Investment Trust

John R. Tschiderer
Sr. Vice President, Development

Date: 2.10.15

Gingery
DEVELOPMENT GROUP

City of Rockville Landowners Written Testimony
February 9th, 2015

By: J. Montgomery Gingery

1001 Rockville Pike, Suite 503, Rockville, Maryland 20852
(301) 424-8800 fax: (301) 294-7910

SHELLHORN ROCKVILLE, LLC
t/a Chesapeake Plaza (1488 Rockville Pike, Rockville)

By: _____(SEAL)
Marc "Kap" Kapastin, General Counsel

EDMONSTON PROPERTIES, LLC

James F. Whalen
Managing Member

TALBOTT CENTER ASSOCIATES, LLC

James F. Whalen
Managing Member

[Signature Page Re: Written Testimony regarding June 2014 Draft Rockville's Pike Plan]

Rockville Pike Joint Venture Limited Partnership

t/a Wintergreen Plaza
815-895 Rockville Pike
Rockville, MD 20852

By: _____
Robert E. Sokolsky
General Partner

By: _____
Lowell E. Baier
General Partner

City and community to transform the existing suburban retail strip centers (see, for example, attachment 4) into a world class mixed-use neighborhood (attachment 5).

Very truly yours,

WHITE ROCKVILLE LLC. / Robert E. Dunsmuir
MANAGING DIRECTOR

City of Rockville Landowners
(See Attached Signature Pages)

cc: Ms. Cindy Kebba
Mr. David Levy
Ms. Susan Swift
Mr. Jim Wasilak

City and community to transform the existing suburban retail strip centers (see, for example, attachment 4) into a world class mixed-use neighborhood (attachment 5).

Very truly yours,

City of Rockville Landowners
Route 355 Properties, LLC
and BMW of Rockville

Louis A. Cohen

cc: Ms. Cindy Kebba
Mr. David Levy
Ms. Susan Swift
Mr. Jim Wasilak

Hinton Properties, Alex Associates & Flagship Inc.

785 Hungerford Dr. Rockville, MD 20850
PHONE (301.520.6750) Hintrod@aol.com

Sincerely,

Donnie V Hinton
President

The Rockville Chamber of Commerce supports the positions set forth in the foregoing letter opposing reduced building heights and the proposed 252' right of way for Rockville Pike. In particular, retail tenants/small businesses that the Chamber represents are concerned that a right of way of 252' will significantly reduce parking at shopping centers where they are tenants, which will be devastating to the viability of those businesses.

Brian E. Barkley, Legislative Chair
Rockville Chamber of Commerce

Sara Taylor-Ferrell

From:	JBRERX7@aol.com
Sent:	Monday, May 23, 2016 4:58 PM
To:	clerk
Cc:	cityclerk
Subject:	Rockville Pike Plan Comments from Environment Commission
Attachments:	05-23-16 REC Rkvl Pike Plan Comments20160523_16551838.pdf; 05-23-16 Written Comments submitted to M&C.docx

Feras,

Thanks for taking my call and the attachment contains our comments on the Rockville Pike Plan of which written comments are due today.

Regards,
John Becker
D: 301-852-9051

Environment Commission (REC)
111 Maryland Ave., Rockville, MD 20850
www.rockvillemd.gov

To: City of Rockville Mayor and Council
From: City of Rockville Environment Commission
Date: May 23, 2016

Re: Position of the Rockville Environment Chair to the City of Rockville Mayor and Council on the Planning Commission's May 2016 Draft of the Rockville Pike Plan.

The following is an update on the testimony presented to the Mayor and Council in 2014 by former Rockville Environment Commission Chair, Clark Reed.

The Environment Commission supports the Pike Plan and commends the Planning Commission for its vision to create a vibrant, mixed-use environment, with strong public amenities and a transportation network that will better support pedestrians, drivers, transit riders, and bicyclists.

It incorporates a number of environmentally sustainable elements that are consistent with Rockville's environmental protection laws, and with priorities set by the commission to improve the City's environmental performance. These were outlined in testimony submitted by the Rockville Environment Commission in April 2013.

We recommend the 30-year Pike Plan explicitly include strategies to increase the resiliency of buildings and roads to the impacts caused by increased climate extremes. The future we're planning for is the year 2045, and that future will be hot. Newly constructed buildings will have 50-year lifetimes and should be designed to the weather predicted for the latter part of this century.

Since 1900, Maryland's average annual temperature has increased about 2° F, while average precipitation has increased by 10%. If climate change progresses unchecked, we can expect average yearly temperatures to increase by 3-6° F in the winter and 4-8° F in the summer. Precipitation is expected to increase 20% in Maryland. These average temperature increases may seem small, but they mean more extreme heat in the summer and stronger, more damaging storms in all seasons. Rockville's built environment needs to be reinforced to prepare for these new temperature and precipitation patterns. Heavily urbanized areas like the Pike may need improved storm water strategies and design to accommodate greater storm intensity, above and beyond the requirements of the Maryland Storm water Act of 2007, which we presume are being
followed in the plan. But since this law does not address issues related to future climate, we recommend that the Planning Commission review current literature like the *"Comprehensive Strategy for Reducing Maryland's Vulnerability to Climate Change"* which is produced by the
Maryland Commission on Climate Change, and add appropriate measures to ensure that the Rockville Pike Plan is climate ready and protects our regional investment well into the future.

Another significant transformation we will see by 2045 is in the energy supply of commercial buildings. We are already in the midst of a major realignment away from carbon-based fuels towards clean renewable energy from the sun and wind. For millions of people, rooftop solar is cheaper in cost today than power supplied by utility companies. Studies predict that in a little over a year, the price of solar in Maryland will be equal to that of electricity generated by fossil fuels. 2016 is when solar will take off in our state. The Pike Plan should protect solar access to ensure tall buildings don't significantly block the solar access of small ones so that all buildings can generate their own power.
The revised March 2016 draft of the Pike Plan calls for building heights of no more than 10 stories near Metro stations. We believe this height maximum is too low. The Environment Commission supports building heights above 10 stores as this shall achieve higher densities necessary for promoting transit and other Smart Growth concepts. Taller buildings free up more space for developers to economically create larger and open space and park-like setting on the Pike, an amenity that would be critical to the 11,000 residents projected to live there by 2040.

We thank you for considering our comments on the Rockville Pike Plan. If you wish to comment or have questions on the above, please feel free to contact the Environment Commission through our Environmental Management Division Liaison, Erica Shingara.

On behalf of former Rockville Environment Commission Chair Clark Reed and the current Commission Members; respectfully submitted by:

John Becker

John Becker, Commission Chair

Cc: File, Rockville Environment Commission, Erica Shingara

Environment Commission (REC)
111 Maryland Ave., Rockville, MD 20850
www.rockvillemd.gov

To: City of Rockville Mayor and Council
From: City of Rockville Environment Commission
Date: May 23, 2016

Re: Position of the Rockville Environment Chair to the City of Rockville Mayor and Council on the Planning Commission's May 2016 Draft of the Rockville Pike Plan.

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Maryland Commission on Climate Change, and add appropriate measures to ensure that the Rockville Pike Plan is climate ready and protects our regional investment well into the future.

Another significant transformation we will see by 2045 is in the energy supply of commercial buildings. We are already in the midst of a major realignment away from carbon-based fuels towards clean renewable energy from the sun and wind. For millions of people, rooftop solar is cheaper in cost today than power supplied by utility companies. Studies predict that in a little over a year, the price of solar in Maryland will be equal to that of electricity generated by fossil fuels. 2016 is when solar will take off in our state. The Pike Plan should protect solar access to ensure tall buildings don't significantly block the solar access of small ones so that all buildings can generate their own power.
The revised March 2016 draft of the Pike Plan calls for building heights of no more than 10 stories near Metro stations. We believe this height maximum is too low. The Environment Commission supports building heights above 10 stores as this shall achieve higher densities necessary for promoting transit and other Smart Growth concepts. Taller buildings free up more space for developers to economically create larger and open space and park-like setting on the Pike, an amenity that would be critical to the 11,000 residents projected to live there by 2040.

We thank you for considering our comments on the Rockville Pike Plan. If you wish to comment or have questions on the above, please feel free to contact the Environment Commission through our Environmental Management Division Liaison, Erica Shingara.

On behalf of former Rockville Environment Commission Chair Clark Reed and the current Commission Members; respectfully submitted by:

John Becker, Commission Chair

Cc: File, Rockville Environment Commission, Erica Shingara