

Sara Taylor-Ferrell

From: Monica Berger <monica@gotthard.org>
Sent: Monday, March 22, 2021 5:11 PM
To: mayorcouncil
Subject: Rockville 2040 Comprehensive plan comment

Thank you for the opportunity to comment on the Comprehensive Plan. I am writing to suggest input to Environment Element, Goal 6, Policy 6: Promote holistic sustainable design or "green building..."

I would like to see the city lead the region on creating a biophilic environment. Notable nearby cities that have committed to becoming biophilic include Arlington and Richmond, VA, as well as Washington DC (see <https://www.biophilicities.org/partner-cities>). I would like to see Rockville specifically provide incentives for public, commercial and residential buildings to be built or retrofitted to coexist with nature. Two examples are building and retrofitting to **reduce bird collisions**, and **building green roofs**.

Bird fatalities from strikes on glass are a cause of bird declines in cities due to both reflective and transparent surfaces. Rockville has significant untreated glass surface area that is fatal to bird populations. Solutions ranging from simple to exquisite are available to make glass visible to birds and to thereby significantly reduce bird injuries and deaths. The webinar link below provides data and ideas taken from FLAP (Fatal Light Attraction Program). Specific ideas are offered from minute 32:00 to 42.

<https://www.youtube.com/watch?v=WCZSzYNd0bM&t=1950s>

I would urge you to include language in the plan's Environment Element regarding incentives to build bird safe.

I urge you also to include language regarding green roofs. Green roofs, as opposed to metaphorical "green building" mentioned in the Policy title, actually encompass plants to provide oxygen and clean air to people and animals, as well as habitat for pollinators and birds, without increasing a building's footprint. Many cities are embracing this concept, and I would like to see Rockville do so as well in the form of incentives in public and commercial construction. The webinar link below, from Steven Peck: Green Roofs for Healthy Cities, provides ideas and examples of how green roofs (and even green walls, and vertical forests!) can work. The real substance begins at about minute 4:00.

<https://www.youtube.com/watch?v=WhFj4qEafjE&t=1s>

Given that ALL humans on the planet rely on Earth to sustain us, it is everyone's responsibility to live in harmony with nature before it is really too late.

Thank you for your time.

Monica Berger
1007 Brice Rd

Sara Taylor-Ferrell

From: Kap Kapastin <kap@quantumco.net>
Sent: Thursday, March 25, 2021 4:27 PM
To: mayorcouncil
Cc: Clark Larson; David Levy; Andrea Gilles; Kominers, William
Subject: Rockville 2040 Planning Commission Draft Comprehensive Plan
Attachments: DOC032521-032521.pdf

Mayor and Council, please be advised that I am General Counsel for Shellhorn Rockville LLC, owner of 1460 and 1488 Rockville Pike (the "Shellhorn Pike Properties"). Please be further advised that I participated in the drafting of policy with respect to the Shellhorn Pike Properties by providing oral and written testimony to the Planning Commission and participating in discussions with Planning Staff. The upshot of working closely with Planning Staff was to provide reasonable flexibility regarding connectivity so as to ultimately benefit the redevelopment of the Shellhorn Pike Properties. That reasonable flexibility is implicit in the language that appears at Page 342, Planning Area 9 - Rockville Pike, Other Policy Recommendations, Transportation (highlighted on the attached), reflecting that the issue will be evaluated at the time of a development application for the Shellhorn Pike Properties rather than being mandated in a fixed and particular way out of context. Shellhorn Rockville LLC is satisfied with the language that appears on Page 342 of the Planning Commission Draft and would urge Mayor and Council to adopt the language as written. Thank you for your attention to this matter.

Respectfully,

Kap

Marc "Kap" Kapastin
General Counsel

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Other Policy Recommendations

The following additional items are recommended to address key issues and opportunities in the Planning Area.

- **Land Use & Urban Design**
 - Ensure that any amendments to the Twinbrook Commons Planned Development (PD-TC) are consistent with the policies of the 2016 Rockville Pike Neighborhood Plan and compatible with development in the Core portion of the planning area, west of the Twinbrook transit station. (See also Action 10.1 of the Land Use Element and Policy 15 of the Transportation Element)
 - Work with property owners to improve the function and aesthetics of the Pike, as outlined in the 2016 Rockville Pike Neighborhood Plan. (See also Policy 9 of the Economic Development Element)

Transportation

- At the time of development review for the properties at 1460, 1470, or 1488 Rockville Pike, a determination should be made by staff whether or how Chesman Avenue is extended. The exact location of the extension, as depicted in the 2016 Rockville Pike Neighborhood Plan, should not be construed as its final alignment.
- Continue to participate in the planning effort regarding the ultimate design of an MD-355 BRT line and its station locations within the city, including bicycle and pedestrian access. (See also Action 13.2 of the Transportation Element)
- Study potential locations for a bicycle and pedestrian facility over or under the CSX/Metro tracks, somewhere between Edmonson Drive and Twinbrook Parkway. (See also Action 18.5 of the Transportation Element)
- Advocate for Maryland Department of Transportation State Highway Administration (MDOT SHA) to allow a left-turn movement from eastbound Edmonson Drive onto northbound MD-355. (See also Action 8.6 of the Transportation Element)
- Advocate for MDOT SHA to allow a left-turn movement from westbound Twinbrook Parkway onto southbound MD-355, and from eastbound Rollins Avenue to northbound MD-355. (See also Action 8.7 of the Transportation Element)

- Advocate for the MDOT SHA to address congestion at the Veirs Mill Road (MD-588) and First Street intersection.

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Sara Taylor-Ferrell

From: Joe McClane <josephcmcclane@gmail.com>
Sent: Tuesday, March 30, 2021 2:24 PM
To: mayorcouncil
Subject: 2040 Comprehensive Plan
Attachments: Priorities Cover Letter.docx; Statement of Priorities.docx

Mayor and Councilmembers,

Attached please find an electronic copy of the testimony of the Cambridge Walk Communities submitted to you as part of the public comments on the 2040 Comprehensive Plan. I will also send a hard copy of this testimony via USPS. Please let me know if you need any further information.

Joe McClane
President
Cambridge Walk II Homeowners Association
216 Halpine Walk Court
Rockville, MD 20851
301-770-1926

CAMBRIDGE WALK COMMUNITIES
Halpine Walk Court
Rockville, Maryland 20851

April 2, 2021

Mayor and Council
City of Rockville
111 Maryland Avenue
Rockville, MD 20850

Dear Mayor and Council:

The Cambridge Walk Communities—Cambridge Walk (CWI) and Cambridge Walk II (CWII)—are located in the 5900 block of Halpine Road in the Twinbrook neighborhood. Both communities have been integral parts of the Twinbrook community for a quarter of a century.

This letter from both Cambridge Walk Communities is submitted as testimony in response to the public hearing of the draft 2040 Comprehensive Development Plan. This testimony has the overwhelming support of the residents of the 5900 block of Halpine Road (over 100 residents).

With reference to Planning Area 8, pp. 329-334 of the draft Plan, specifically Areas A9 and A10, we appreciate the Planning Commission's endorsement of retaining our communities in Planning Area 8 and their recognition of our long-standing inclusion of our communities in the Twinbrook neighborhood. We also appreciate their support and the wider neighborhood's support for retaining the 5900 block's residential character.

The 5900 block serves as a transitional area between smaller single-family homes and much larger multi-family buildings in adjacent blocks, with "missing middle" housing serving as the transition. The infrastructure on this block was designed over half a century ago to support a much lower density than currently. For example, when cars park on both sides of the street, Halpine Road has effectively only one traffic lane. The latest wording about zoning of our block in the draft 2040 Development Plan makes us very concerned about the possibility of poorly informed planning choices in the future that could lead to a serious degrading of our immediate neighborhood. If large buildings, as proposed, are shoehorned into the 5900 block plots offered for development, the block's infrastructure could not support it and its character would be ruined.

In view of this concern, the residents of our block have reached a consensus on three priorities that we would request you to address in the Plan and any further development reviews affecting our block. These priorities are enclosed with this letter for your consideration. We would be pleased to discuss these with you and answer any questions you might have. We have previously submitted to the Planning Commission a nine-page analysis of the impact of development on our neighborhood, along with petitions from our neighbors on the north side of Halpine Road, supplemented by oral testimony from a number of residents in support of our position.

CAMBRIDGE WALK COMMUNITIES
Halpine Walk Court
Rockville, Maryland 20851

Smart growth and wise planning should be tailored to the unique character, infrastructure, and quality of life of each block in our City. We strongly support a more nuanced plan for our block.

We appreciate the opportunity you have given us to voice our concerns about this very important plan for the future of our neighborhood.

Your sincerely,

Joseph C. McClane

Joseph C. McClane, President
Cambridge Walk II HOA

Joshua Sturman 17011

Joshua Sturman, President
Cambridge Walk HOA

Enclosure

**Statement of Priorities
From the Residents
of the 5900 Block of Halpine Road**

1. Future development should not impinge on the Tree Protection Area (TPA) located at the boundary between 5906 Halpine Road and the Cambridge Walk II community. Any redevelopment of the 5906 property needs to be located at a sufficient distance from this unique and valuable neighborhood amenity so not to affect negatively the health and viability of this important ecological zone and wider community resource. The immediate neighborhood will soon be one of the most densely populated areas of the City. The TPA is the only planned and award-winning native planting area in this neighborhood and needs sufficient sunlight, undisturbed soil, protection, and space to continue to thrive.
2. The scale, design, materials, and architecture of the 5900 block of Halpine Road—giving the neighborhood its character, charm, and livability—need to be preserved and protected in any future development. The façades of new buildings fronting on Halpine Road need to be set back appropriately and scaled to match the neighborhood’s traditional character and infrastructure. The property at 5946 Halpine Road should not be approved for multi-family dwellings until a future extension of Lewis Avenue would provide sufficient access to the property. The height and scale of buildings on this narrow parcel should be appropriate for the small size of the plot and should not exceed the height of the adjacent townhomes.
3. The City of Rockville must address a serious lack of public amenities in areas adjacent to the 5900 Halpine Road communities—areas that will soon become one of its most densely populated neighborhoods. For over a decade, our communities and others have been asking through the City’s capital requests process for a tot lot, dog park, and even public trash receptacles in the immediate neighborhood. All future development reviews need to study comprehensively (a) heavily-used Ardennes Avenue, Halpine Road, and adjacent roadways; (b) at-capacity local infrastructure; and (c) crowded schools. In our view, the 12500 block of Ardennes offers a poorly integrated and unattractive gateway to our section of Twinbrook. The consensus of the neighborhood is that this block of Ardennes, with its lack of adequate public spaces and infrastructure, reflects a planning failure that we do not want repeated on Halpine Road. Lastly, the City must recognize that segregating specific types of housing in our neighborhood would lead to economic and social segregation, which is detrimental to a neighborhood’s diversity and success. We need better transition between mega-blocks of apartment buildings and single-family homes.



March 31, 2021

Why the City of Rockville Should Allow the Proposed Pulte Homes Condo Flats Construction

I have served in the Twinbrook community in a pastoral role for forty-five years at Twinbrook Community Church (TCC), the last 24 years as Senior Pastor. I grew up in Rockville in the 1950's and early 1960's. As a young associate pastor of TCC, I was a homeowner and resident, living on Halsey Road in Twinbrook for eight years. Many of the members of our congregation are residents of the Twinbrook community. The thoughts shared in this letter are the unanimous view via an official congregational vote of all our church members. We are in support of the construction of the proposed Condo Flats project by Pulte Homes. We are also committed to the continuation of the church's ministry in the community after the sale of our property.

1) The Pulte Homes Condo Flats will fit into the community's current definition and need for METRO housing. The Condo Flats will help to solve the City of Rockville's stated goal of providing more accessible housing in the direct location of its METRO stations. This plan is clearly being achieved for housing all along the METRO corridors. The rationale has been, the closer to the METRO stations, the greater the capacity of accessible housing. This was a core rationale for the development of the Pulte Homes Condo Flats design from its origin. The 5906 Halpine Road properties, like the townhomes is less than 1000 feet away, "a quick three-minute walking distance from the METRO." In addition, the proposed Pulte Homes Condo Flats height is fifty-seven feet. The beautiful design and capacities are totally compatible with the existing architectural ranges of all the surrounding buildings, including the townhomes.

2) The Pulte Homes Condo Flats fit into the historical strategy of the immediate area. In the early 1990's, after the purchase of properties from Twinbrook Community Church, the building of townhomes along Halpine Road adjacent to the METRO was presented to the City of Rockville and the Twinbrook community. At that time, several of the adjacent single family homeowners across Halpine Road and the Twinbrook Citizens Association (TCA) resisted the higher density re-zoning request. They asserted that the townhome density and height would be detrimental to the area. Despite the concerns and opposition at the time, the townhouse development has become an integrated and positive component of the community.

The townhomes historically set the standard for the city's rationale for higher-density housing near the METRO. "A three-minute walking distance to the Twinbrook Metro" was then and now a prominent marketing strategy for the sale of these homes. This has been verified by my personal historic observations and by members of the church and friends who have moved in and out of these townhomes. It is our studied view that the Plate Home Condo Flats must be viewed aesthetically and technically as within the architectural classifications and thresholds of all the housing units along the SW side of Halpine Road and Ardennes Avenue toward Twinbrook Parkway.

3) The Pulte Homes Condo Flats were specifically designed with the goal of transitional, medium mixed density, METRO housing. Whenever a townhome in the neighboring community is put up for sale, or when we see an ad for nearby apartments, we always see them marketed with some reference to transitional METRO-parking-accessible properties. We have always viewed the apartments and the townhomes as medium mixed density Metro housing. The proposed Pulte Homes Condo Flats will also be less than 1000 feet from the Twinbrook METRO station and fit perfectly into this designation. The Pulte Homes Condo Flats were specifically designed to be in total harmony with these standards.

4) The Pulte Homes Condo Flats will greatly reduce community parking. The current daily allowable parking for Twinbrook Community Church and Twinbrook Christian DayCare is 120 spaces. The church provides daily parking for its day care and church staff. In addition, parking spaces are currently rented out to commuters at a 125% turnover rate. The estimated parking spaces for the Pulte Homes Condo Flats would be a significant reduction to the current parking usage.

5) The Pulte Homes Condo Flats will create new tax revenue. This is not a different tax revenue, but a never-before collected new tax revenue. Twinbrook Community Church (TCC) as a nonprofit church organization, has paid zero taxes on its 1½ acre lot and building for nearly 60 years, since the early 1960's. The real property tax rate for property in Rockville is \$1.1130 per \$100 of assessed value. The amount of that figure that goes directly to the City of Rockville is calculated at 0.2964 of \$100 of assessed value. If the average home sale for the Pulte Homes Condo Flats product at Tower Oaks is \$700,000, then the total tax revenue would be approximately \$7,791 per unit (\$700,000 ÷ \$100 of assessed value x \$1.1130 tax rate). This would mean that the proposed fifty-four market rate units could generate \$420,714 per year in new tax revenue if the sales prices are the same or close to the same as at their Tower Oaks project. The tax revenue from the proposed sixty-four condo flats would likely surpass the cumulative tax revenue of the adjacent townhomes.

6) The Pulte Homes Condo Flats will reduce traffic flow in the area. Twinbrook Christian DayCare (TCD), located at the same address as TCC, is currently approved by special exception for a daily two-way traffic flow pattern on and through its property from Halpine Road and Ardennes Avenue. This daily traffic pattern can accommodate 65 day care families and 105 K-6 elementary school families and staff. The Pulte Homes Condo Flats will all but eliminate this traffic flow on the property and along Halpine Road and Ardennes Avenue.

7) The Pulte Homes Condo Flats will have a low impact upon local school enrollment. The stated goal of the Pulte Homes Condo Flats is to attract empty nesters. As a result, the future owners of these Pulte Homes Condo Flats will likely not impact any of the growing need for school enrollment in the community, will reduce traffic, and not burden local infrastructure.

8) The Pulte Homes Condo Flats have already met all of the City of Rockville's building requirements. When our Church Council first discussed selling our property, we considered what kind of structures we wanted to follow our over half-century presence in the Twinbrook community. We studied many proposals by a wide range of builders. When we saw the pictures of the Pulte Homes Condo Flats, we came to understand that this same design had already been approved by and constructed in the City of Rockville. We think this should provide a level of comfort to the surrounding property owners. The medium density design and empty nester vision fit well within our growing and adapting neighborhood. We know change is a sensitive issue, yet we also have discovered that change can be exciting, wholesome and productive.

I hope these comments can be used as a positive and helpful rationale for the construction of the Pulte Homes Condo Flats at the corner of Halpine Road and Ardennes Avenue. If needed, I am available for further clarification.

Warm Regards,



John L. Bayles, Pastor



Heather Dlhopsky
hdlhopsky@wiregill.com
301-263-6275

April 5, 2021

Via Email (cityclerk@rockville md.gov; mayorcouncil@rockvillemd.gov)
Mayor Newton and Members of the City Council
City of Rockville
111 Maryland Avenue
Rockville, Maryland 20850

Re: Comments on Planning Commission's Approved Comprehensive Plan – For April 12, 2021 Mayor and Council Public Hearing

Dear Mayor Newton and Members of the City Council:

On behalf of Hines, we are submitting this letter with our comments on the Planning Commission's Approved Comprehensive Plan (the "Plan"), for the City of Rockville Mayor and Council's public hearing on the Plan on April 12, 2021. Hines is the contract purchaser and developer of the properties identified as 1800 and 1818 Chapman Avenue ("1800 Chapman"), and is in the process of negotiating a joint development with the Washington Metropolitan Area Transit Authority ("WMATA") for a portion of the 1700 Chapman Avenue WMATA-owned site ("1700 Chapman"), which serves the Twinbrook Metro Station. The 1700 Chapman and 1800 Chapman assemblage (collectively, the "Property") are located directly adjacent to the Twinbrook Metro Station. The development that Hines proposes for the Property will replace aging single-story buildings (one of which is vacant) and a stormwater management pond, none of which approach the highest and best use of the site given its immediacy to Metro, with a mixed-use project that will fill in this key missing piece in the Twinbrook area and that is supportive of many of the goals outlined in the Plan. For this reason and as outlined in further detail below, Hines is supportive of the general vision and specific recommendations for the Property and its vicinity as presented in the Plan.

Hines is partnering with WMATA on the proposed joint redevelopment effort in order to accomplish three goals:

- (1) Replace the existing stormwater management pond currently located on the 1700 Chapman site with an on-site stormwater management vault.
- (2) Design and construct a perimeter bus loop for passenger pick-ups and drop-offs on the east side of the Property. New bus bays will be located on the current bus loop just to the north of the Property.
- (3) Develop an approximately 440-unit multifamily residential project with approximately 5,870 square feet of ground floor retail on the west side of the Property, which will transform the four parcels currently comprising the 1800 Chapman assemblage – whose current uses are an aging and currently vacant one-story brick building and an auto body shop – into a mixed-use



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development with vastly improved streetscape, landscape, and public use space (including a north-south pedestrian connection along the east side of the proposed building, adding a route to the Metro Station for existing residents to the south), significantly improving the pedestrian experience to and from the Twinbrook Metro Station and enlivening the area.

Hines' proposal, which is currently in the Pre-Application Meeting ("PAM") phase, is supportive of many of the goals and visions outlined in the Plan, and conversely the Plan supports numerous aspects of the proposed project. Policy 10 of the Land Use Element states the goal to "[p]lan for additional growth near the Twinbrook Metro station," and more specifically to "[c]ontinue to develop the Twinbrook Metro station area and the south Rockville Pike as a major activity and growth center". (p. 34) As noted above, the sites comprising the Property are vastly underutilized given that they are the closest redevelopment sites to the Metro Station, and the proposed project will significantly improve the pedestrian experience along all sides of the Property for current residents, employees, and shoppers in the area. We note with respect to Policy 10 and its associated Figure 5 (Land Use Policy Map, Twinbrook metro station), an earlier version of the Plan located a future public park exactly on the Property itself, rather than as currently shown in Figure 5 at the intersection of Chapman and Bouic Avenues. As part of the Planning Commission's deliberations, the Commissioners relocated the park from the Property to this more general location, to denote the desire and need for a park in the vicinity of the Twinbrook Metro Station, but without identifying exactly which site it should be located on. Hines supports the current Plan's identification of the need for a park in the general area of the Metro Station.

Moving to the pedestrian realm, Hines' proposal is also supportive of Land Use Element Policy 11, "[i]ncrease the walkability of our existing and new neighborhoods." (p. 37) In the transportation realm, placing approximately 440 multi-family residential units directly adjacent to the Twinbrook Metro Station, the front doors of which will be fewer than 300 feet from one another, is directly supportive of Policy 10 of the Transportation Element, "[a]ctively support the transit services provided by WMATA, Montgomery County, State of Maryland, and Amtrak." (p. 69) More specifically, Policy 15 calls for improvement of "the Twinbrook transit station as an asset for the community," including design enhancements such as improved lighting and better pedestrian and bicycle accessibility to the station. (p. 77) The proposed project will provide widened and improved sidewalks on both Chapman and Thompson Avenues, as well as a north-south pedestrian connection along the east side of the project as public use space, available to pedestrians accessing the station. These improvements also support Policies 16 and 17, which call for pedestrian improvements in the City. (pp. 79-80) Further, the proposed project will include 15% moderately priced dwelling units, supporting Policy 10 of the Housing Element ("[m]aintain a Moderately Priced Dwelling Unit program and continue to add MPDUs to the housing stock as residential development occurs"). (p. 202)

With regard to discussion in the Planning Areas section of the Plan, the Property is located in Planning Area 9, Rockville Pike. (pp. 338-342) Figure 73 (Land Use Policy Map of Planning Area 9) identifies the OCRM (Office, Commercial and Residential Mix) land use category for the Property. (p. 341) For all of the reasons outlined above, Hines is supportive of this land use identification. As noted above, a future public park had been located on the Property itself, but



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the Planning Commission revised this, instead identifying "Project 3" as recommended in the general location of the green asterisk at the intersection of Chapman and Bouic Avenues. Hines is supportive of this revision, as it identifies the need for a park in the vicinity of Twinbrook Metro Station, a recommendation with which Hines agrees, but allows for flexibility in the location and manner by which it is to be provided.

Hines looks forward to following the Mayor and Council's discussions on the Plan, as well as to proceeding in the PAM process, with a forthcoming Project Plan and Level 2 Site Plan submission. We thank you for your consideration of our comments. Please do not hesitate to contact us should you have any questions or require any additional information.

Sincerely,

Wire Gill LLP

Heather Dlhopsky

cc: Andrew McGeorge, Hines
Zachary Barker, Hines

Sara Taylor-Ferrell

From: Michael Dutka <ditko86@gmail.com>
Sent: Tuesday, April 6, 2021 11:37 AM
To: mayorcouncil
Subject: Testimony for Rockville 2040 comprehensive plane update

Dear Mayor and Council,

The 2040 comprehensive plan update does a lot of things right, It moves away from single use zoning and embraces mixed use zoning, it allows for greater density particularly near transit stations and the overall goal of enhancing walkability within the city is admirable. However, there are a few places where the plan falls short. The amount of allowed density/height near the Rockville metro station is not enough. I think we could be a bit more ambitious with missing middle zoning in our single family neighborhoods citywide and directly across from the Rockville metro station in East Rockville we should really be pursuing zoning that would allow for apartment buildings in current single family only zones.

I know single family home owners often object to allowing multifamily structures in their neighborhoods, but speaking as a single family homeowner myself, I wholeheartedly embrace zoning changes that would allow a more diverse housing stock to exist in my neighborhood. Our single family neighborhoods can welcome a variety of housing types (including small apartment buildings and accessory dwelling units!) beyond the detached house and I think that will go a long way towards maintaining the inclusive/diverse character of Rockville that we all treasure. Many neighborhoods in Montgomery County that maintained single family zoning have changed drastically anyway, small modest homes are torn down and replaced with giant McMansions, or their value reaches astronomical heights because zoning constrains the overall number of homes that can exist in a high demand spot.

The 2040 plan as written is a good start but I think it can do more to ensure an adequate housing supply for future generations! Let's say Yes In My Backyard instead of Not In My Backyard!

Michael Dutka
713 Shetland Street
Rockville MD 20851

Sara Taylor-Ferrell

From: Heather Dlhopsky <HDLhopsky@wiregill.com>
Sent: Monday, April 5, 2021 3:40 PM
To: cityclerk; mayorcouncil; mayorcouncil
Cc: McGeorge, Andrew; Barker, Zachary
Subject: Written Testimony on Behalf of Hines for Mayor and Council 4/12/21 Public Hearing on Draft Comprehensive Plan
Attachments: 1800 Chapman Avenue Written Testimony on Draft Comprehensive Plan 4813-3344-2274 v.1.pdf

Hello,

On behalf of Hines, please see attached written testimony on the draft Comprehensive Plan, for the public hearing to be held on April 12th. Andrew McGeorge with Hines will also be testifying orally at the hearing.

Thank you very much.

Heather

Heather Dlhopsky
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Bethesda, MD 20814
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(301) 263-6275

Sara Taylor-Ferrell

From: Chuck Woolery <chuck@igc.org>
Sent: Tuesday, April 6, 2021 8:11 AM
To: mayorcouncil
Subject: RE: Comprehensive Plan

Dear Mayor and Council,

RE: Comprehensive Plan.

“Comprehensive”. I love that word! And its synonyms- holistic, complete, universal... Before the pandemic I had heard these synonyms used repeatedly by experts on C-Span when offering their recommendations to address virtually every national security threat (cyber, climate change, immigration, budget deficits, drugs, WMD proliferation, and violent extremism -- domestic or foreign).

Since losing my last professional job working on global issues on Capitol Hill in 2002, I’ve been a C-span junkie. I can listen full time while earning a living as a handyman, greening my own home, removing non-native invasive plants from city parks, and occasionally annoying city officials with my yard.

Pre-9-11, I had stressed such an approach regarding US biosecurity threats (pandemics, the loss of our antibiotic arsenal, and the inevitable evolution of all pathogens, bioweapons, and even war tactics...) in Congressional testimonies ('96 and '97) before the House Foreign Operations Subcommittee of Appropriations. It was obvious (then and now) that failing a ‘comprehensive’ approach ‘we the people’ would need to focus on three other words - prevention, preparedness, and urgency. Unfortunately, this rarely happens.

After the 2008 recession, experts began using a new phrase. They insisted we needed a “whole of government” or “whole of society” approach. Consciously or unconsciously, they knew this strategy had a monstrous hole in it (independent government agencies are rarely capable of dealing with interdependent threats) so their last recommendation was our need to build “resilience”. Tragically, we humans largely ignore the reality that every system and structure in the known universe (natural and human engineered) is irreversibly interdependent. So building resilience at local levels is vital.

"A human being is part of the whole, called by us 'Universe'; a part limited in time and space. He experiences himself, his thoughts and feelings, as something separated from the rest - a kind of optical delusion of his consciousness...restricting us to our personal desires and affection for a few persons nearest us. Our task must be to free ourselves from this prison by widening our circle of compassion to embrace all living creatures and the whole nature in its beauty. Nobody is able to achieve this completely, but striving for such achievement is, in itself, a part of the liberation, and a foundation for inner security." *-Albert Einstein. As quoted in Quantum Reality, Beyond the New Physics, p. 250.*

“Realize how to see. Understand that everything connects with everything else.” Leonardo de Vinci

Science and Western thinking tend to separate things - with the understandable intention of learning how things work -- so science, government, and people can fix things and/or profit from them. Unfortunately, without understanding the irreversible connections between **everything** – and abiding by this reality – any

approach to resolving problems at any level with independent government entities (agencies, cities, states, or nations) will generally be doomed to repeated disappointments, wasted money, diminished health, and squandered time.

Obviously, city government cannot undue this irrationality that is engineered into our state, federal, and global governance systems. But city governments and their citizens can build resilience – while investing in wise cost saving prevention efforts.

Before TED Talks were created, I toured the US giving talks to institutions of higher learning and civic associations regarding growing national security threats. I started with three lines on a simple graph. The 1st line represented the exponential growth of technology. The next, a linear line reflecting our capacity for gaining knowledge, and the last -- a flat lined government response to the first two lines. There was a spike on the last line shortly after 9-11. But, it later trended downward. Then it virtually stopped. About two years before Trump's election, a survey of our nation's own national security experts ranked our nation's "government dysfunction" as our second greatest threat (above Russia, China, Iran, Climate Change) just below terrorism.

Covid19 is still teaching us many things. Especially the need for comprehensive planning - and action. Given the inevitable local consequences of uncontrolled and growing global instability (economic, environmental, political, criminal, and infectious forces) we will inevitably face increasing local consequences to our health, wealth, and property.

It is within this context of building local resilience and making wise investments that I offer a draft resolution. It will rely mostly on Rockville citizens voluntarily transforming their yards to foster an all-volunteer-run, city-wide network of wildlife corridors between Rockville's 65 city parks.

The intention is to inspire citizens to look beyond our separateness as citizens and inspire similar networks in other neighboring communities as well. This resolution was inspired by a City Council member in Mt. Rainier, MD who passed a resolution earlier this year. With your support, Rockville could be Maryland's second Maryland 'corridor' city.

All homeowners, citizens, and families of the greater Rockville area would derive multiple benefits from it. The benefits of establishing wildlife corridors include a healthier and more sustainable environment by increasing pollinators and reducing pollution, increased personal community networking on multiple levels, healthier lives, reduced time and economic costs of yard maintenance over time, and saving taxpayer money by reducing city costs of removing yard waste. And all of this can be done right outside our own home's front and/or back door.

In your considerations on the Comprehensive Plan, I invite you to view a recent sixty-minute video featuring Doug Tallamy's work and author of *Bringing Nature Home*. https://www.youtube.com/watch?v=ho-zWwehT_E

Thank you for this opportunity! A draft resolution with a more detailed purpose and its intended results will follow. I look forward to hearing of your questions and sharing this initiative with others who are already involved in, or excited by its possibility.

"Making peace with nature is the defining task of the 21st century." **Antonio Guterres**, Secretary General of the United Nations

Chuck Woolery chuck@igc.org 240-997-2209
315 Dean Dr., Rockville, MD 20851

Sara Taylor-Ferrell

From: Ethan Goffman <goffmane@yahoo.com>
Sent: Tuesday, April 6, 2021 8:57 AM
To: mayorcouncil
Subject: Rockville 2040 Plan

Dear Mayor and Council,

As a Rockville resident and a member of both the Sierra Club and the Rockville Pedestrian Advocacy Committee, I would like to commend the city for all the pedestrian and bicycle safety initiatives and increased density near transit. These will not only save lives and lead to a healthier, friendlier city, but will coax people out of cars and help the environment.

I am still concerned that the density around transit stations in the Rockville 2040 plan is not enough. Providing taller buildings within a quarter mile of Metro stations is one of the best ways of encouraging public transit and walkable areas. With denser housing and mixed development, residents don't need to own a car or can easily get by with only one car. As a Maryvale resident, I am particularly concerned with the lack of density on the east side of the Rockville Metro station.

The greater DC area faces a crisis of affordable housing, and the jobs-rich I270 corridor in particular lacks housing. Thus, people are often forced to live further out, which means expensive vehicles and long commutes, as well as increased traffic congestion. It is also true that those who most benefit from increased density will not be testifying to the City of Rockville, as they do not currently live here, and will never do so if the housing is never built. Lack of density means we are prioritizing the perceived needs of current residents with the actual needs of people who in the near future could benefit from diverse housing near their jobs, and near Rockville businesses.

Dense, mixed-use development would even benefit those who currently oppose it, bringing amenities and walkability nearby. An example is my friend who chose to live near the Kentlands and now realizes she has to drive everywhere, packing her children into her van. She now wishes she had settled directly within a smart growth community where she could walk directly from her house to the grocery store, arts events, and other amenities.

It is also clear that NIMBYism has contributed to the disastrous housing and homelessness crisis in California. There, affluent residents have worked long and hard to prevent new housing near their current homes. The result has been a horrendous shortage of affordable housing, leading to a disastrous rate of homelessness. Writing in the *New York Times*, Farhad Manjoo decries the "Nimbyist urban mismanagement that is crushing American cities." As a result, the homeless population has mushroomed and San Francisco streets "are a plague of garbage and needles and feces."

While Montgomery County is a long way from this situation, there is still a crisis of affordable housing, and we do not want to edge closer. Rockville has the tools to alleviate the housing crisis and ease congestion by allowing more development near Metro.

Thank you very much!

Sincerely,

Ethan Goffman
523 N Horners Ln
Rockville, MD 20850
301-710-0230

Sara Taylor-Ferrell

From: Jonathan Robinson <jonathanmrobinson2@gmail.com>
Sent: Wednesday, April 7, 2021 9:00 AM
To: mayorcouncil
Subject: Written Comments on Rockville 2040 Plan

Dear Mayor and Council,

As a recent mover to Rockville from this past October, I'm excited to contribute my viewpoints on the plan to you all and maybe attend meetings in person in the coming months. The 2040 comprehensive plan update is a great start! It moves away from single use zoning and moves toward embracing mixed use zoning. It allows for greater density near transit stations and the overall goal of enhancing walkability within the city is a big thing (I would love more bicycle measures/protections but that is a mother matter). However, there are a few places where the plan could be improved. The amount of allowed density near the Rockville Metro station is not nearly enough.

Coming from DC, one of the reasons why our family moved to Rockville is for the relative affordability of housing in this part of the county and the wonderful restaurants, culture, and accessibility of the city. As an aside, here is my family's story:

<https://ggwash.org/view/80340/why-my-family-is-leaving-the-16th-street-heights>

There is still significant missing middle zoning in our single family neighborhoods citywide and the 2040 plan should directly address this. As an example, across from the Rockville metro station in East Rockville the city should pursue zoning that would allow for apartments in current single family only zoned areas.

I know some single family home owners object to allowing multifamily/unit buildings in neighborhoods, but as a single family homeowner myself, I DEFINITELY embrace zoning changes that would allow a more diverse housing stock to exist in my neighborhood (Hungerford). Single family neighborhoods should welcome a variety of housing types (ADU's would be a start but small apartments too). These kinds of developments would attract people from DC who want to stay in the region and are priced out of DC, the exact kinds of people who would love a revamped Rockville Town Square and enjoy all the amazing diversity and amenities Rockville has to offer.

The 2040 plan as written is a good start but I think it can be better. Any chance we get to build housing we should take it. Whether it's the Rockshire Shopping Center or abandoned shopping centers as a result of the pandemic.

Thank you for taking comments on the 2040 plan.

Sincerely,

Jonathan Robinson
1060 Curtis Place

From: Harris, Patricia A. <paharris@lercheearly.com>
Sent: Wednesday, April 7, 2021 8:59 AM
To: mayorcouncil
Subject: Comprehensive Plan - Written Testimony from Lerner
Attachments: Lerner Parcel 37 letter to M&C.pdf

On behalf of Lerner, the owner of Parcel 37 at the corner of West Gude Drive and Research Boulevard, attached please find a letter to the Mayor and Council regarding the Comprehensive Plan. Thank you.

Pat Harris

Patricia A. Harris, Attorney
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By Electronic Mail

**City of Rockville
Mayor and Council
111 Maryland Avenue
Rockville, Maryland 20850**

Re: Rockville 2040, Comprehensive Plan Update – Recommendations for Parcel 37 at the Southwest Quadrant of West Gude Drive and Research Boulevard

Dear Mayor Newton and Members of the Council:

Lerner Enterprises, the owners of a 6.5 acre vacant site located at the southwest quadrant of West Gude Drive and Research Boulevard identified as Parcel 37 (see attached map) (the "Property"), appreciates the opportunity to share its thoughts on the Rockville 2040 Comprehensive Plan recommendations for Parcel 37.

As you may recall, we presented a Project Plan briefing to the Mayor and Council early last summer for the development of the Property with a multi-family building and the project appeared to be well received. We are pleased that we will now be advancing the Project Plan, so we will be before you again later this year or early summer with the Project Plan.

The Property is part of the Fallsgrove Comprehensive Planned Development and thus is zoned PD-FG. The Comprehensive Plan appropriately designates the Property as OCRM (Office, Commercial and Residential Mix), which is intended as the most flexible mixed use category "allowing property owners a wide choice in mixing office, commercial and residential uses." We concur with this recommendation.

The Staff Draft of the Comprehensive Plan recommended requiring retail uses along the Property's West Gude Drive frontage and the northern half (approximately) of the Research Boulevard frontage. We testified against this recommendation at the Planning Commission noting the lack of a retail market and the physical impossibility of locating any structure at the corner of Research Boulevard and West Gude Drive given the major pipeline easement that runs across the entire northern frontage of the Property. We are pleased that the Planning Commission Draft of the Comprehensive eliminated the recommendation for retail uses on the Property. Instead, the Planning Commission Draft Plan identifies the intersection of West Gude Drive and Research Boulevard as a "potential community node" where local shops, restaurants, or services are encouraged. The Planning Commission Draft also recommends open space in this location.

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Lerner.com

It appears that the Draft Comprehensive Plan recommendation encourages, *but does not require*, local shops, restaurants and services. Assuming that this is the case, we are supportive of the Draft Comprehensive Plan recommendations and believe they accurately reflects the realities of the commercial market.

We look forward to bringing needed housing to this area of Rockville.

Sincerely,

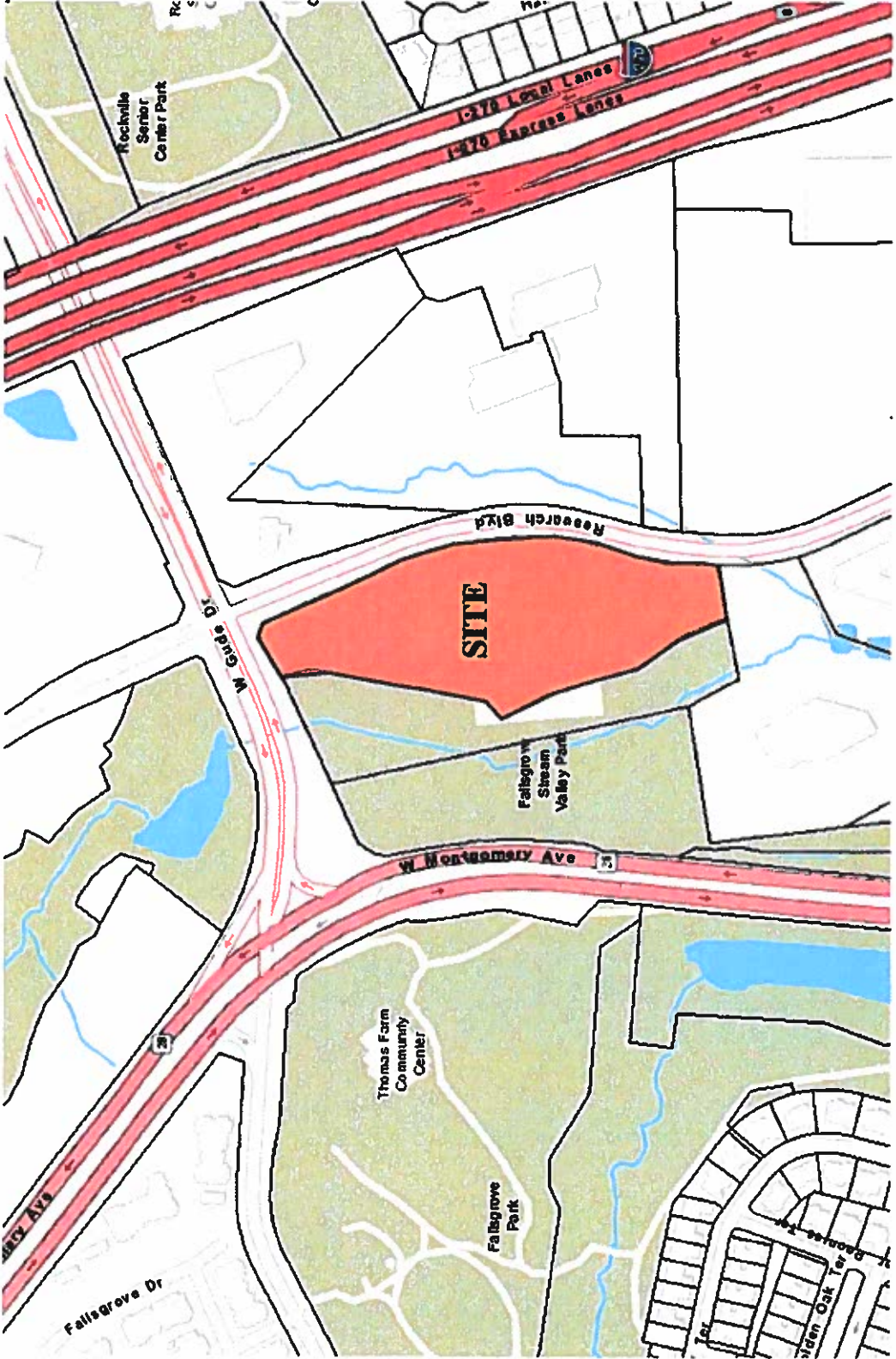
James D. Policaro

James D. Policaro, P.E.
Senior Vice President | Development

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**Key West Center
Location Map
(Not to Scale)**

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