

Exhibit No. 11
2040 Comprehensive Plan

April 8, 2021

City Clerk's Office
Rockville City Hall
111 Maryland Avenue
Rockville, MD 20850

Re: Rockville 2040 Comprehensive Plan Update

Dear Mayor Newton and Rockville City Councilmembers:

The Coalition for Smarter Growth is the leading organization in the region advocating for walkable, bikeable, inclusive, and transit-oriented communities as the most sustainable and equitable way for the Washington, DC region to grow and provide opportunities for all. We are writing to express general support for the Rockville 2040 Comprehensive Plan Update.

We commend Rockville for embracing a vision for a "vibrant, multicultural, and socio-economically inclusive city." With 19,600 new residents projected to come to Rockville, it is important that the city plan for those residents in a way that is sustainable and inclusive. To do this, planning and policies must embrace walkability, promote transit-oriented development, and make use of existing resources.

Thus, we especially support Land Use Element Policy 3, to "allow diversification of the residential land use pattern in specific locations to meet varied needs, market dynamics, and high demand for all types of housing" and Land Use Element Policy 4, to "draft a new high-density residential zone for existing and new multiple-unit residential projects." We are also glad to see the Comprehensive Plan seek to make the most out of Rockville Town Center and Twinbrook Metro Station, and embrace walking, biking, and transit as key to community health and sustainable living.

The Comprehensive Plan should go further and think more ambitiously about allowing more types of housing in neighborhoods that currently only allow single family homes, especially directly across from the Rockville Metro station in East Rockville. By allowing a diversity of housing types in areas near transit, Rockville can create opportunities for more families and help improve overall housing affordability.

While we support improving the street grid to create a more connecting transportation network, we caution you from including language – such as in Transportation Element Policies 5, 7, and 8 – that would potentially lead to new highways and road widenings which would induce more driving and traffic and make streets less safe for all users. The best solution for traffic troubles is improved transit, walking, and biking; transportation demand management policies, and transit-oriented development.

One example of the opportunity to diversify the mix of housing, is the Rockshire Village Center. We support the Comprehensive Plan's recommendation for potential future residential development at the Center. This location has struggled for many years to be a successful retail

destination. The property has been vacant for an extended period and is well suited to make the transition from a commercial use to residential.

The Comprehensive Plan currently recommends applying the Residential Flexible (RF) designation for Rockshire Village Center to allow for such a change in use. Applying this land use category is an important first step towards the potential redevelopment of the site, one that advances important policies and objectives, such as addressing the regional housing shortage, allowing a diversity of housing types, and increasing Rockville's tax base. Under Rockville's ordinances, 12.5 percent of newly developed units on the site would be moderately priced dwelling units. In addition, the location has access to two Ride On routes and will allow elementary, middle, and high school students to walk just one-half mile to school along a safe sidewalk and a multiuse path.

For the above reasons, we urge the Mayor and City Council to support the Rockville 2040 Comprehensive Plan, including efforts to allow for residential land uses on the Rockshire Village Center property and other similar parcels.

Sincerely,

Jane Lyons
Maryland Advocacy Manager
Coalition for Smarter Growth

Sara Taylor-Ferrell

From: Jane Lyons <jane@smartergrowth.net>
Sent: Thursday, April 8, 2021 12:58 PM
To: mayorcouncil
Cc: Stewart Schwartz
Subject: CSG Comments on Rockville 2040 Comprehensive Plan
Attachments: 2021.04.08 CSG Comments on Rockville 2040 Comp Plan - Final.pdf

Good afternoon,

Please see attached for the Coalition for Smarter Growth's comments on the Rockville 2040 Comprehensive Plan. Thank you!

Best,
Jane

--

Jane Lyons (she/her) | Maryland Advocacy Manager
Coalition for Smarter Growth
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Your gift helps keep CSG's advocacy going! [Donate today!](#)



Rockville 2040 Comprehensive Plan

April 12, 2021

The Twinbrook Community Association thanks the Mayor and Council for this opportunity to provide feedback on the Planning Commission's Draft of the 2040 Master Comprehensive Plan of the City of Rockville. We also want to thank City planning staff for their efforts over the past 6 years. City staff formally met with Twinbrook residents at least three times since 2015 and have always made themselves available for questions in between meetings.

We encourage the Rockville City Council to approve the Planning Commission's Draft of the Rockville 2040 Comprehensive Plan. The plan represents nearly six years of neighborhood input and is a bold and necessary vision for the city and for Twinbrook as we move into the future. Many in Twinbrook, including the Twinbrook Community Association have been involved in the plan from day one and we believe the plan reflects the wishes of the community who involved themselves in the process.

Specifically, TCA agrees with all the recommendations for Twinbrook and Twinbrook Forest (Planning Area 8) in the planning areas portion of the 2040 plan and will highlight those we find most important and were commented on by neighbors as part of our outreach.

I. Land Use, Housing, and Economic Development

We applaud the inclusion of the Twinbrook Metro Station area and the Veirs Mill Corridor in the Land Use Policy map, to ensure that Twinbrook residents have access to flexible zoning arrangements that allow for growth and housing options. We think this is a smart and creative way to help address the city's and county's housing needs in the future as well as support the Metro and the hopefully soon to be built Bus Rapid Transit along Veirs Mill Rd. In particular, the residential/retail "nodes" highlighted in areas 2 and 3 are responsive to the community's request to be a more walkable neighborhood. Parts of Twinbrook near the metro and Twinbrook shopping center have a high "walk

score," but walkability drops off considerably as you move away from these areas. Adding retail to Area's 2 and 3 will give neighbors something they can walk to for their daily needs as well as support the future BRT.

The area around the Twinbrook Metro is an important one to our community. It connects us to the retail and services provided along Rockville Pike. We welcome transit oriented development that can connect the residential side of the tracks to the Pike in a meaningful way, including a pedestrian/bike crossing. This will also fulfill our shared goal of a truly walkable City. Project 6 remains the top priority of the neighborhood.

II. Transportation

The extension of Lewis Avenue to Fishers Lane (Project 2) is a project raised many times over the decades. We understand it has been controversial and there was limited support for it in the past; however, we believe the time has come to implement this improvement. With the recent and anticipated future development at Twinbrook Metro, it serves as another access point for the neighborhood. Residents see the city's implementation of much stronger traffic calming measures along Lewis Avenue as a mandatory precursor to community support if this project moves forward. We request further traffic calming measures to include speed cameras because the current traffic calming measures are not sufficient. We also request the city study other streets near Lewis Ave. to identify and implement traffic calming measures to alleviate the impact of traffic on those streets.

We strongly support the improvement of bus routes, stops, and shelters in Twinbrook (Other Policy Recommendations, page 335). Many of the Ride On stops do not have a shelter, and some are not accessible to individuals with disabilities. This should be addressed. We also support any efforts to increase the frequency and coverage to bus routes that serve the interior of our community such as Ride on 44 and 45. As the county moves forward with its design of the Veirs Mill BRT we think the city should take advantage of the county's planning efforts to make changes to Ride On buses so they help serve the future BRT as well as serving as a way to get around Rockville.

We look forward to the possibilities that the BRT will bring for innovation, economic development, and easing traffic congestion. We strongly support a BRT station at Atlantic Avenue (Project 1) as well as the extension of Atlantic through to McAuliffe should the shopping center redevelop (Project 5).

We cannot stress enough the importance of making further improvements to bicycle and pedestrian safety and access. We appreciate the city's efforts in 2020 at key intersections identified by the neighborhood and we look forward to working with the city to implement further improvements as envisioned by Project 10 and under Other Policy Recommendations.

III. Recreation and Parks

We are lucky to have access to our namesake brooks, parks, and recreation centers. TCRC is much beloved by many. We strongly encourage an investment in the Rockcrest Community Center, so that it may serve as a similar location for community meetings, programs, and sports. At a recent TCA membership meeting, support for project 8 was specifically mentioned as a need. Rockville's ballet program is highly regarded and a strength of the city's recreation program. Improving and expanding on this facility would be a benefit not only to Twinbrook but also the city.

IV. Historic Preservation/Place Making

Twinbrook has a rich history, and the founding of Twin-Brook along with the naming of streets within the development to honor World War II battles and important individuals is well worth acknowledging. We urge the inclusion of signage in Twinbrook and throughout the City to mark the history of a given community or neighborhood, including Twinbrook. We also support place making efforts in the community through the use of neighborhood welcome signs at key entry points and through the use of public art. We request this be added under the recommended city project section.

V. Cambridge Walk HOAs

The TCA appreciates that the Planning Commission restored the Cambridge Walk Townhome Communities to Planning Area 8. We share the Cambridge Walk HOA's general concern about the potential redevelopment of the properties at 5906 Halpine Rd (Twinbrook Community Church) and 5946 Halpine Rd. TCA supports adding housing to these properties, especially townhomes and "missing middle" housing. We are in contact with the Cambridge Walk HOAs and are committed to working together to find a solution that works for everyone. We believe that can best be accomplished if we all remain part of the same Planning Area.

This testimony doesn't focus on the other areas covered by the plan, especially the Elements section of the plan. However, TCA largely agrees with the overarching goals and policies recommended in the elements section and we believe that the recommendations for Twinbrook help support the overall vision as laid out in the rest of the plan. In conclusion, TCA urges the Mayor and Council to adopt the Planning Commission's draft of the 2040 Comprehensive Plan of the City of Rockville. Thank you.

Respectfully,

**Mike Stein, President
Twinbrook Community Association**

Sara Taylor-Ferrell

From: Tyler Abrams <tpabrams@gmail.com>
Sent: Sunday, April 11, 2021 10:04 PM
To: mayorcouncil; Tyler Abrams
Subject: Written Comments for Public Hearing on Rockville 2040 Comprehensive Plan Update

Hello - Firstly I would like to commend the Commission on a very thorough report and the very inclusive methods by which the plan was developed. It is very well done and the Commission should be proud of its work and its service to the City of Rockville.

I am writing specifically in reference to "Policy 14" of the "Land Use and Urban Design" of the Rockville 2040 Plan, also referred to as Area 1: The "Viers Mill Road Corridor" of Planning Area 8: Twinbrook and Twinbrook Forest. As a 10+ year resident of the City of Rockville and, more specifically, the south side of Grandin Avenue, east of First Street, I am adamantly opposed to the rezoning of my property from "Residential Detached" to "Residential Attached" and the threat this has on my street, and sense of neighborhood and community my family lives in. While I understand the general land use principles, guidelines, and policies that were used to generate this particular aspect of the Commission's proposal I fear that--in practice--the proposed rezoning of Grandin Avenue will be a detriment. I, like many of my neighbors, moved to this neighborhood as a result of recognizing its great charm-- it is a diverse, working-class neighborhood, where neighbors are friendly and respectful of one another and we very much appreciate the quaint, quiet nature of where we live. Each and every one of us who purchased a home here bought into the sense of neighborhood that it exudes. The relative density, relative home size, and relative lot size is consistent from block to block, making this feel like a cohesive place that we all call home. Homeowners here take pride in what is, in most cases, their largest investment. A great example of this is the large amount of home improvement that is ongoing throughout our neighborhood. The introduction of townhouses, duplexes, triplexes, and apartment buildings to our neighborhood--and our actual street, more specifically--would change the make-up of our neighborhood. It inherently would mean increased density, but also an influx of renters, who by their very nature do not have a "stake" in the neighborhoods or communities they live in. This would also contribute to a "transient" feel to our street, where occupants come and go on a regular basis and there are far fewer people and families who tend to stay for longer periods of time and contribute to the community and neighborhood we live in. This also would inevitably impact our property values, as the value of the homes on Grandin Avenue would become the value of the land rather than the value of the existing structure, as developers will want to move in to create denser building types and the homes we have worked so hard to upkeep and improve over the years will have no value anymore. It is also likely that traffic would increase as a result of increased density along Grandin Avenue, which already experiences excessive traffic and cars moving at excessive speeds. For these reasons, I am strongly opposed to this rezoning proposition.

Thank you for your consideration.

Tyler Abrams
915 Grandin Avenue, Rockville, MD
e: tpabrams@gmail.com
c: 301-938-4637

Sara Taylor-Ferrell

From: P. R. <81reed@gmail.com>
Sent: Sunday, April 11, 2021 1:28 AM
To: mayorcouncil
Cc: Alyssa Roff; rockvillebikerides@gmail.com
Subject: Rockville Comprehensive Plan Testimony - Vision Zero Consistency for Recommendation in Area 14

City of Rockville Mayor and Council:

Please accept this comment as written testimony for the City of Rockville's Comprehensive Plan. I am submitting comments on Planning Area 14 - Rockshire and Fallsmead, page 365. These comments are carbon copied to the liaisons to the City's Pedestrian Advocacy Committee and the City's Bike Advisory Committee as they relate to Vision Zero. I ask that these comments be forwarded to these committees.

As a career public servant in the transportation field, please note that these comments represent my and my family's own views and do not represent, reflect, or relate to the position of my employer.

In the referenced section, the draft plan includes the following transportation recommendation:

Study potential approaches to relieving congestion on Wootton Parkway, west of I-270, focused on smaller-scale projects instead of increased capacity through road widening and without encouraging cut-through traffic.

The city should investigate targeted solutions that would mitigate traffic congestion on Wootton Parkway at the most congested times of the day, without widening the entire roadway. Potential solutions may include adding left turn lanes and expanding the right-of-way immediately in front of the high school, so that turning school buses do not block traffic. (See also Action 7.2 of the Transportation Element)

Our family cannot support any recommendation for vehicular capacity improvements along this section of Wootton Parkway—including targeted turning lanes. As residents who move through the neighborhood at peak periods every day—by car, by foot, by scooter (kids), and by bike, both pre-and post pandemic—we are not troubled or impacted by any perceived congestion. There are surge impacts related to the school's bus operations and student arrivals, but these are limited to the surge period within only.

Our family and some neighbors appreciate the benefits of what some may perceive as inconvenient congestion, which forces drivers to move more slowly through an area with relatively high pedestrian and bicycle activity (including students). My 5 year old, 3 year old, spouse, and I (pushing our toddler in a stroller) prefer commuters, parents, and students driving through the area to drive slowly while we are crossing streets. At off-peak hours where drivers move too fast, my children have almost been hit by people who are not paying attention and driving too quickly, turning without attention, etc. near Hurley, Glen Mill, and Scott. We note that only one speed camera location—just outside the school—is employed as an enforcement tool. There are other monitor boards, (for example, near Dundee) but unfortunately these do little to impact actual speeds.

Beyond speed, additional turn lanes increase crossing distances, increasing the amount of time a pedestrian or bicyclist is located in a vulnerable environment at a crossing. Because the proposed improvements increase crossing distances, the current recommendation is inconsistent with the City's Vision Zero policy and should be removed. Drivers' convenience is important, but less important than preventing injuries and fatalities for our transportation network's vulnerable users--pedestrians, cyclists, scooterists, etc. It is important to reiterate that many students move about this area as pedestrians when school is in session.

Additionally, the benefit of capacity enhancements—including targeted improvements—is typically limited to the near-term. Many economists and researchers have noted the effects of induced demand for transportation facilities. An

improvement to a roadway may benefit capacity in the short-term, but in the long-term, the freed up capacity allows room for more drivers, who shift from other routes and transportation modes over to fill the newly provided space, re-establishing equilibrium (i.e. the previously congested state of affairs). To make the concept more concrete, think of a soda fountain. If one has been provided a big cup by a convenience store retailer, there's quite a bit of room in that cup to fill. Because the beverage is desirable and convenient, it's unlikely one would not fill the cup up all the way. Demand changes based on how large the roadway is (or, using the metaphor, how large the cup is). Thus, there will likely eventually be a return to existing congested conditions, rendering the improvements a poor choice for use of limited City funds.

I strongly encourage the Mayor and Council to reconsider the need of the noted recommendation based on Vision Zero. If it must remain, I offer the following edited recommendation for consideration:

Study the potential for approaches to relieving congestion on Wootton Parkway, west of I-270. Prohibit any solution inconsistent with the City's Vision Zero program. Prioritize the following approaches:

1. Coordinate with MCPS on transportation demand management (TDM) measures to discourage single-occupant driving to school, including:

- Limit student parking availability at the school to improve the use of bus service and promote and incentivize options like carpooling and parking lottery systems.*
- Implement a transportation demand management (TDM) agreement that ties the school's parking availability to roadway operations (i.e. employ a performance management program)*
- Restrict parent drop-offs to those with documented accessibility needs.*
- Implement a "late bus" program in the evening for students who need to stay at school past typical school hours for extra-curricular activities.*

2. Reevaluate signal timing to ensure current phasing programs best support the needs of peak and peak-of-peak (surge) needs.

3. Implement Intelligent Transportation Systems (ITS) solutions that support the needs of the school at surge periods to avoid widening roadways, making them less safe for students.

Any physical or geometric roadway improvement proposed for inclusion in the City's Capital Improvements Program (CIP) should be reviewed by the City's Bike Advocacy and Pedestrian Advocacy Committees for concurrence with the City's adopted Vision Zero program prior to advancing beyond preliminary design.

Many thanks for considering these comments and suggestions. I appreciate and commend the work of our City's municipal staff and elected officials.

Patrick Reed
Paulsboro Drive
81Reed@gmail.com

Sara Taylor-Ferrell

From: Martine Palmiter <mpalmiter@gmail.com>
Sent: Saturday, April 10, 2021 6:38 PM
To: mayorcouncil
Subject: Comprehensive Rockville Plan

Hi, my partner and I own two businesses (bike repair and bike sales) in Rockville (Evo Cycleworks and EvoRed/Bike Max)--on Taft Street and Southlawn. We live just outside of the Rockville limits, but shop and commute and care about Rockville as our home town.

My input concerns bicycling access. I would like to see more bike friendly lights/walkways/paths/access between the Carl Henn Millineum trail and the Rock Creek Park. Any help to connect safe bikeways is critical for commuters and residents. So so ideas---

Specifically, a ped/bike light crossing Rt 28 (Norbeck) at Grandin Ave (there is currently a crosswalk only but with two fast highway lanes, it's hard to cross).

There is a bike trail at E Gude and Rt 28 on the west side between E Gude and Avery, but it needs to continue and should connect to the Rock Creek Trail to Lake Frank parking lot somehow.-Right now it stops at RedGate park. Can part of Redgate park be used to create a nice outside perimeter for bike access to other parts of Rockville? Or to Lake Frank?

It's a stretch to ask this, but I would love to see a safe bike access (designated bikeway) on Southlawn Road from Gude E to the Rock Creek trail (right now it's industrial only--and there is a fence partition)

And can there be more bike access on Rt 28 between Avery Road and Norbeck shopping center? Add a paved path on the west side of Rt 28?

And much more bike signage please throughout rockville? For cyclists.

Can there be bike safe lanes on Crabbs Branch toward REdland Road (this takes a cyclist to Lake Needwood)? Right now bikes need to ride on the sidewalks.

Secondly---please make sure this plan continues to look at our diverse populations and acknowledge the historically Black communities in Lincoln Park for instance in any ways you can, or near Taft and First Streets--there needs to be more money and resources for those communities in general---safety, housing, groceries, etc. As well as the Twinbrook hispanic communities may also need Rockville to make sure that Rockville's plans do not run out local small businesses but make it affordable for the small businesses to stay and thrive.

Thanks, Martine Palmiter. Rockville, MD

Sara Taylor-Ferrell

From: RANDY A <ralton1997@msn.com>
Sent: Monday, April 12, 2021 9:51 AM
To: cityclerk
Subject: Fw: April 12 Public Hearing. Request for link-instructions

Speaker for April 12, 2021, request. I called the number provided on the City's website and they shared e-mail City Clerk. I hpe all is well. Please see message below.

From: RANDY A <ralton1997@msn.com>
Sent: Monday, April 12, 2021 9:31 AM
To: mayorandcouncil@rockvillemd.gov <mayorandcouncil@rockvillemd.gov>
Subject: April 12 Public Hearing. Request for link-instructions

This e-mail serves as my request to provide testimony (speaker) tonight before the Mayor and Council regarding the 2040 Comprehensive Plan/Planning Area 14. Please send the appropriate link and instructions. Thank you and Take Care; Randy Alton, 2309 Glenmore Terrace, Rockville, MD 240.476.8080

The following are my remarks for tomorrow night's public hearing regarding the 2040 Comprehensive Plan. I copied the text and made recommended changes in **blue** (below). The emphasis from my remarks seeks to first resolve the issues including parking for the church, HOA, and school). I also seek to define terms and solutions prior to considering any changes from a PRU to the staff recommended RF zoning. There are far too many unknowns and the absence of clear definitions will result in challenges and questions down the road. For example, Staff and the Planning Commission **did well** to use the word **significant** under the **Land Use Policy Map**. This is well intended given it seeks to provide something for the community but the hard work comes when we try to define this term by square footage, etc. The same with the **'and/or' clause** (neighborhood serving retail space **and/or** provide a **significant** gathering space) given previous attempts from submitted drafts of what this would look like in a design. The word **significant** must remain and strengthened to reflect the intent. For example, retail would be doomed with the lack of sufficient parking, reverting back for other uses. I also believe the and/or should not exist. There is nothing in this area, and the amenity was put in place to attract the original buyers for this property. I am recommending the language be specific as it relates to all possible scenarios that are intended as an amenity. The parking, prior to zoning changes should offer-up concrete solutions. There are also ADA concerns that might manifest themselves as a possible roadblock or financial burden to a 3rd party given the result of new construction or changes in the parking design yet to be determined. My greatest concern is the high school parking lots. The public record (Mayor and Council testimony before the BOE) reflect that the Wootton campus has safety and ADA concerns. I also amended the 2040 plan's statement about the student overflow parking. The student overflow parking came about from the 1999-2000 Rockville Planning Commission concerns. The 1999 Planning Commission members rejected the MCPS plan. I also don't support changing the PRU zoning because as stated during the 2018 Eureka Study results, the Rockshire Village Center is the only land area where an amenity can be provided for this side of I-270. I also believe the church, HOA, and the local school should first have acceptable solutions. Although not mandated, the shared parking is both a blessing and a curse. This unraveling of all these concerns is not possible. We made decisions to build within this corridor. That said, I believe the City should consider purchasing the Rockshire Village Center, similar to what

was done for the Chesnut Lodge Property. A petition supporting this proposal was launched last Thursday and has already received nearly 200 signatures.

Finally, in terms of decisions, I advocate for data-driven decisions for this Planning Area and for our City at-large. I have a sense there is consensus by the Mayor and Council to better provide the evolving technology to support a hard-working staff. To that end, the City regrettably never conducted a viable retail study for the Rockshire Village Center. The \$18,000 spent from the original \$50,000, allocated for the Rhodeside and Harwell study must **NOT be confused as a retail study.** **This study had a specific goal from the FY 19 budget.** Unlike Town Center, there was no Town Hall Meeting to save our retail when our center closed in 2012.

Therefore, to forgo retail for the Rockshire Village Center, to endure the loss my community has suffered choking our ability to come together, to have the door closed on our gathering location from the 70's on, to not recognize that these decisions will impact the Korean Presbyterian Church, the HOA, and the students and staff at the local high school and middle school, to stand silently and ignore the safety and ADA concerns, I have no inhibitions about standing alone and sharing what I feel is best for my community and best for Rockville.

Thank you for your time and service to our City. Randy Alton 2309 Glenmore Terrace

<https://www.rockvillemd.gov/DocumentCenter/View/40922/Comprehensive-Plan-Planning-Areas---PC-Approved-Draft?bidId=> P. 360-365.

Focus Area Recommendations P. 360

AREA 1 A1

Rockshire Village Center

Rockshire Village Center was a successful indoor retail mall when it opened in 1978 and remained viable for several decades, until recent market conditions in its vicinity changed. The neighborhood shopping center of approximately 52,000 square feet of interior space, all of which is currently vacant, was developed as part of the larger Rockshire planned development and is regulated under the Rockshire Planned Development zone (PD-RS). The site was anchored by a Giant supermarket that closed in 2012.

The shopping center has faced new competition in recent years, particularly with the development of Fallsgrove Village Center and Park Potomac, each about two miles away to the north and south, respectively. Proximity of these two newer shopping centers, each anchored by grocery stores, has divided the customer trade area that once supported the Rockshire Village Center. Today, its low-visibility location on Wootton Parkway, a mile or more from major intersections, is also not ideal since retail tenants make site selection decisions based on passing traffic counts and visibility, among other factors. Nonetheless, there remain significant sources of market demand, including from the residents of nearby neighborhoods and students at Thomas S. Wootton High School.

At Rockville 2040 meetings, and at community meetings held in 2019 regarding the future of this site, residents expressed preference for retaining at least some retail uses and/or a community amenity, and opposition to new development that would be exclusively residential. The PD-RS planned development zone for the Rockshire area allows for a mix of residential and commercial uses, but the approved PRU (Planned Residential Unit) project identifies this site only as a retail center. Any other uses require Mayor and Council approval through an amendment of the PRU and planned development zone. Prior comprehensive master plans, including the 2002 Plan, identified the site as appropriate for retail through the NC (Neighborhood Commercial) designation.

Parking at the vacant Rockshire Village Center is shared by deeded rights with the Rockshire community pool and Homeowner's Association (HOA) clubhouse and through private agreements between the property owners and an adjacent church at 800 Hurley Avenue and Wootton High School. The high school's use of the parking spaces is to accommodate overflow parking for students **and help mitigate the unsafe and non-ADA compliant parking configurations that currently exist on the high school campus**. In conjunction with any redevelopment proposal for the site, it will be important to determine how parking (?) these other functions will be accomplished. **(See 1999-2000 Rockville Planning Commission minutes)**

Key Issues The following issues were identified during the Rockville 2040 Comprehensive Plan effort: P.361

- **Desire to maintain residential character in the planning area;**
- **Concern over how future redevelopment of the Rockshire Village Center may occur; **fund a City Retail Study****
- **Need to improve traffic congestion on arterial roads, especially Wootton Parkway, and I-270 interchanges proximate to the planning area.**
- ***Resolve shared Parking provisions from the PRU for all stakeholders prior to moving forward with any zoning changes**
- ***Determine ADA changes as a result of new construction**
- ***Address local high school safety and ADA concerns as mitigated in-part by the current parking configuration for the upper and lower school parking lot**
- ***Move forward with Scott Drive Sidewalk funding (remove from Future Projects)**
- ***Consider City purchase of property to use existing structure as senior center, community center, small retail, and gathering location for residents (See Petition)**

Land Use Policy Map P. 362

The Rockshire Village Center property is planned for a mix of residential housing types with the potential for small-scale commercial uses under the RF (Residential Flexible) land **(provided the parking uses for the church, HOA, and school are defined under the initial)** use designation **found in the PRU**. Any new housing development should include **neighborhood serving retail space (amount_____)** and/or provide a **significant gathering space of at least 30% of the existing land area** that would be an asset to the broader community beyond the site to offset the loss to the community of the PRU and shared privileges. **Any changes to the retail space revert back to the City.**

Zoning Recommendation P. 362

Address the land use policy concerns related to parking under the PRU. Once these concerns are mitigated, move forward with proposal to Mayor and Council to Amend the approved planned development for the property to allow residential uses (preferably single-unit detached housing or townhouses) if the proposed residential development includes neighborhood-serving retail and/or community gathering space **and parking solutions for the church, HOA, and school.**

Urban Design Recommendations P. 362

Any new development at the Rockshire Village Center site should blend well with adjacent housing in terms of scale, massing, and height. Building heights adjacent and close to existing housing should complement existing conditions. Building heights may be slightly taller along Wootton Parkway, along the perimeter shared with the church, and within the interior of the site. Retail uses should have good visibility and/or visible signage from Wootton Parkway. Parking for the Rockshire HOA swimming pool must be provided in close proximity to the path connecting the site with the pool **and include a plan for this parking to be ADA compliant and sufficient in number to not adversely impact the community due to the major construction coming forward and changes that remove any safe harbor provisions given this request to make changes that benefit ADA access. Parking for the church and school to also be mitigated prior to zoning changes.**

Recommended City Projects P. 365

These projects or studies are recommended to be undertaken by the city in specific locations within the Planning Area.

PROJECT 1 P1 Create a safe pathway to Frost Middle School from the neighborhoods on the east side of Wootton Parkway. The pathway should not require walking unprotected through Wootton High School parking lots. **(Move to FY 22 Budget)**

PROJECT 2 P2 Study the potential for a community node at the intersection of Wootton Parkway and Hurley Avenue. (See Figure 6 of the Land Use Element)

PROJECT 3 P3 Work with Maryland Department of Transportation State Highway Administration (MDOT SHA) to explore additional traffic calming measures at the Falls Road/Maryland Avenue intersection and the Falls Road/I-270 interchange, especially the northbound I-270 exit ramp onto Falls Road. Attention should be given to bicycle and pedestrian safety measures. Coordinate measures with MDOT SHA as part of the I-495/I-270 Managed Lanes Study. (See also Action 8.4 of the Transportation Element)

PROJECT 4 P4 Coordinate with Montgomery County Department of Transportation to design and upgrade to current standards the sidewalk on Scott Drive, between Wootton Parkway and Veirs Drive. **(Move to FY 22 Budget)**

PROJECT 5 P5 Work with the Rockville community to determine what enhancements might be needed for Woottons Mill Park, such as stormwater management, stream bank restoration, trail improvements, and upgraded recreation facilities

Sara Taylor-Ferrell

From: Aleks Flaks <aflaks@gmail.com>
Sent: Monday, April 12, 2021 9:25 AM
To: mayorcouncil
Subject: Concern regarding Rockville 2040 Comprehensive Plan Update

Hello,

I'm writing to add my comment and concern regarding Planning Area 8 Twinbrook and Twinbrook Forest redistricting on Page 331 of the Comprehensive Plan , found

here: <https://www.rockvillemd.gov/DocumentCenter/View/40922/Comprehensive-Plan-Planning-Areas---PC-Approved-Draft?bidId=>

As a resident of the South side of Grandin Ave, east of 1st Ave I'm extremely concerned and very strongly opposed to redistricting Grandin Avenue from RD (Residential detached) to RA (Residential attached) for the following reasons

- Adding RA Multi Family dwellings, many of which will be permanently set aside for renters, would negatively impact the tight knit community that has developed within this Single Family home street/neighborhood by boosting % of transient residents to the neighborhood.
- The profitability of RA housing will incentivize developers to buy and demolish existing houses, many of which are old and unique, in favor of buidling RA housing which would further destroy the tight knit community, aesthetics, and the feel of this neighborhood.
- This rezoning will significantly impact our already overcrowded street parking. Each family can own 2 cars, with each RA dwelling having 2-4 families depending on location, our street can have as many as 8 new cars per dwelling that require parking on a daily basis plus, visitors, landlords, contractors, etc.
- This would significantly increase traffic on our narrow street and make it more dangerous. People already cut the corner of Viers Mills and 1st Ave by going down Grandin Ave and during rush hour they drive at very fast, unsafe speeds. This plan will increase the volume of this behavior. Many of our cars parked on the street have already been hit and this dangerous trend will go up with increased population density.
- Bus routes are limited, the above will not be noticeably offset by a percentage of residents using busses.
- RA housing would negatively impact our neighborhood's overall curb appeal, our neighborhood's aesthetics, and will ultimately hurt the value of our home/property.

Thank you,
Aleks Flaks
909 Grandin Ave, Rockville, MD
(516) 417-4463

Sara Taylor-Ferrell

From: Aleks Flaks <aflaks@gmail.com>
Sent: Monday, April 12, 2021 9:25 AM
To: mayorcouncil
Subject: Concern regarding Rockville 2040 Comprehensive Plan Update

Hello,

I'm writing to add my comment and concern regarding Planning Area 8 Twinbrook and Twinbrook Forest redistricting on Page 331 of the Comprehensive Plan , found here: <https://www.rockvillemd.gov/DocumentCenter/View/40922/Comprehensive-Plan-Planning-Areas---PC-Approved-Draft?bidid=>

As a resident of the South side of Grandin Ave, east of 1st Ave I'm extremely concerned and very strongly opposed to redistricting Grandin Avenue from RD (Residential detached) to RA (Residential attached) for the following reasons

- Adding RA Multi Family dwellings, many of which will be permanently set aside for renters, would negatively impact the tight knit community that has developed within this Single Family home street/neighborhood by boosting % of transient residents to the neighborhood.
- The profitability of RA housing will incentivize developers to buy and demolish existing houses, many of which are old and unique, in favor of building RA housing which would further destroy the tight knit community, aesthetics, and the feel of this neighborhood.
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- Bus routes are limited, the above will not be noticeably offset by a percentage of residents using busses.
- RA housing would negatively impact our neighborhood's overall curb appeal, our neighborhood's aesthetics, and will ultimately hurt the value of our home/property.

Thank you,
Aleks Flaks
909 Grandin Ave, Rockville, MD
(516) 417-4463

Judy Penny

From: Jessica Meade <meade.jessica@gmail.com>
Sent: Monday, April 12, 2021 11:00 AM
To: mayorcouncil
Subject: In support of the comprehensive plan for Twinbrook Neighborhood

To the Rockville Mayor and Council,

I live on the 900 block of Grandin that will be affected by the new zoning recommendations. We are pleased with the overall plans for the neighborhood. However, there was one oversight in the plan I believe needs to be addressed and that is the overflow traffic from Veirs Mill into the bordering neighborhoods that will inevitably be increased due to the plan to eliminate a lane from Veirs Mill.

Specifically I can speak to my block of Grandin (900). Pre-pandemic (and starting again recently) a great deal of traffic from northbound Veirs Mill diverts onto Woodburn and then onto Grandin in an effort to avoid the intersection of Veirs Mill and First Street (despite the sign saying it is not allowed). The 900 block of Grandin is a narrow, one-lane street with parking on both sides. The current speed limit of 25 is too fast for such a road, especially with the morning rush hour. We have had cars parked in front of our house hit 4 times. We have two children (under the age of 2) and there are many other neighborhood toddlers. It is already an extremely dangerous situation that will only get worse with the proposed changes to Veirs Mill.

Any plan regarding changes to Veirs Mill must include a plan for traffic overflow on the neighboring streets--whether that be speed bumps or changing some streets into one-way streets.

Thank you for your consideration,
Jessica Meade (907 Grandin Ave)

Sara Taylor-Ferrell

From: Leo Wagner <leopw62@gmail.com>
Sent: Monday, April 12, 2021 2:40 AM
To: mayorcouncil
Subject: Rockville 2040 Written Testimony

Esteemed Mayor and Council,

I am a lifelong Montgomery County resident and alumnus of Rockville High School, and am now a sophomore in college. Rockville is a city that appeals to many, which is clear from its rapid growth rate. Today, the city is more diverse than ever--be it racially/ethnically, in terms of renter/homeowner occupancy, housing arrangements and household sizes, or age. Unfortunately, the city's master plan and zoning code still frequently evoke a much more homogenous city, made for car-owning, middle-class white nuclear families in single-family homes. This hinders the aspects of Rockville that make it attractive to people of all walks of life--abundant housing serving various needs, walkable and tight-knit communities, and access to frequent, high-quality transit.

The Rockville 2040 master plan takes important steps towards prioritizing a more sustainable, equitable model of growth, centered around the city's transit corridors and welcoming new types of housing. I am encouraged by the upzoning measures currently proposed to add "missing middle" housing to the Veirs Mill corridor and portions of East Rockville, and am in complete support. As a resident of East Rockville, I would like to see even more robust upzoning, allowing for missing middle at least along the entirety of the Stonestreet corridor (all the way to Veirs Mill Road) and not just south to Croydon Avenue as is currently planned, and along Horners Lane north to Crabb Avenue, not just to the Park Road/Horners Lane intersection as currently envisioned. Access to centrally-located housing, near transit and a multitude of public spaces, job opportunities, and businesses, should be within reach of all socioeconomic levels. Preserving this proximity for the city's working-class residents that benefit from it today, particularly in its eastern half, is crucial. Anti-displacement measures should be considered, particularly in neighborhoods with many "informal SROs," or houses rented by a contingent of unrelated individuals (like East Rockville) due to a dearth of multifamily and affordable housing in the region.

I am disappointed by the continued preservation of exclusionary zoning in the West End. Whereas the eastern half of the city sees (albeit cautious) increases in residential density allowances along key corridors, the West End maintains exclusive single-family zoning, even along transit-friendly corridors like Montgomery Avenue or in close proximity of the city's downtown. I would like to see the Montgomery Avenue corridor, and the blocks bound by (at least) Van Buren Street, Jefferson Street, and Beall Avenue upzoned to the "RA" classification. By prohibiting the construction of missing middle housing, much of the area's new construction takes the form of "teardowns," with the resulting very large single-family home selling for upwards of \$1 million. Instead of two-six more affordable housing units built on a lot and letting two-six families benefit from West End schools and amenities that may not otherwise have the means to do so, just one (much wealthier) family is able to gain access.

Lastly, I would like to see stronger measures taken in regards to the plan's coverage of transportation. An effort to, where feasible, pursue the opening of neighborhood connecting streets is important, despite some neighborhood opposition. Traffic congestion in the city is caused, in addition to car dependence, by the suburban road network that does not give people in cars multiple, parallel routes to their destination. Opening up these neighborhood connectors to vehicular traffic should come with intense traffic calming measures, like narrowed lanes, landscaping, and even woonerf-like treatments, to reduce car speeds and neighborhood impact. Baltimore Road, particularly from Stonestreet Avenue to Norbeck Road, has narrow sidewalks inadequate for pedestrian loads, and is a frequent site for speeding. Ideally, a more comprehensive Vision Zero redesign of the street will be implemented, but in the short term even recommending the painting of parking lanes to limit the illusion of a wide road expanse, encouraging speeding, would help address the issue far more than enforcement. Prioritizing the corridor's transit infrastructure is also important, with

bus shelters and crosswalks needed especially at Taylor Avenue. For the eastbound stop, a bus bulb should be built to both narrow the street (discouraging speeding) and allow space for said shelter.

I urge a passage of the Rockville 2040 plan, ideally with additional pro-housing, tenant, and transit guidelines. This plan is key to ensuring that the city's youth can remain lifelong Rockvilleans if they so choose, while also keeping the city open for new neighbors.

Sincerely,

Leo Wagner
104 Charles St
Rockville, MD 20850