



Greater Lyttonsville Sector Plan, Public Hearing

Completed: 2.10.16



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DESCRIPTION

The Public Hearing provides a more formal opportunity for the public to comment on the recommendations in the Greater Lyttonsville Sector Plan. The staff will record all of the testimony and return to the Planning Board in March with recommended actions.

DISCUSSION

Project Authorization

The County Council approved the Greater Lyttonsville Sector Plan to be started in May 2012. Following a two-year delay due to the large volume of master plan efforts, the Plan was relaunched in May of 2014 under the direction of the County Council.

Planning Challenges

This planning effort was spurred by two future Purple Line light rail stations proposed for locations in Greater Lyttonsville. The Sector Plan examines ways to leverage proximity to these substantial public infrastructure investments, while preserving the integrity of area neighborhoods that have a rich history and a strong sense of community. It recommends ways of connecting residential, industrial and institutional districts, attracting mixed-use development and expanding parks, trails and open spaces. The Plan builds on the 2000 North and West Silver Spring Master Plan's goal to preserve this diverse community as a desirable place to live, work and play. Contained within this plan are recommendations for land use, zoning, transportation, ecology, sustainability, community design, community facilities and parks, trails and open space.

SUMMARY OF RECOMMENDATIONS

Description	Category
Preserve and enhance the community’s existing affordable housing by leveraging proximity to proposed transit stations with appropriate zoning.	Land Use
Expand neighborhood-serving retail opportunities and allow some residential development following construction of the Purple Line to activate the Lyttonsville Station area through a Commercial Residential Town (CRT) floating zone in a limited area along Brookville Road.	Land Use
Preserve industrial uses west, northwest and north of the Georgetown Branch Trail and CSX railroad tracks, while strengthening residential uses to the east.	Land Use
Increase compatibility between industrial and residential land uses with zoning that allows for proper transitions and buffering.	Land Use
Preserve the existing single-family residential neighborhoods by maintaining the current R-60 zoning classification.	Zoning
Rezone current R-H zones to a comparable R-10 zone or to a CRT zone where an increase in density is desirable due to transit station proximity.	Zoning
Allow for redevelopment of the Summit Hills Apartments and Spring Center commercial area with mixed-use zoning to adapt to market conditions and the anticipated Woodside/16th Street Purple Line Station.	Zoning
Implement roadway improvements, as discussed in Chapter 2 of this Sector Plan.	Transportation
Expand the Urban Road Code boundary, as discussed in Chapter 2 of this Sector Plan.	Transportation
Implement Purple Line light rail and construct both the Lyttonsville and 16th Street/Woodside Stations.	Transportation
Include “Harry Sanders” as part of the official Woodside Station name to honor the local Purple Line activist and his transit advocacy.	Transportation
Designate the entire Sector Plan area as a Bicycle-Pedestrian Priority Area.	Transportation
Implement specific pedestrian and bikeway improvements, as discussed in Chapter 2 of this Sector Plan.	Transportation

Design all roads within the Sector Plan area for shared use by motor vehicles and bicycles.	Transportation
Prioritize street tree planting along connecting streets with proposed bicycle lanes, sidewalks and stormwater management.	Environment
Bury overhead wires underground to avoid conflicts with street trees.	Environment
Incorporate vegetation into stormwater management facilities, when practical.	Environment
Apply Sustainable Sites Initiative (SITES) principles to new construction projects.	Environment
Integrate visible environmental site design strategies (stormwater management) that provide multiple benefits for water quality, habitat, and health, as discussed in Chapter 2.	Environment
Reduce impervious cover to maximize infiltration and/or green space.	Environment
When building new roadways or retrofiting roadways, incorporate stormwater management treatment in the right-of-way to create green streets and improve pedestrian experiences.	Environment
Utilize environmental site design for parks and open space as opportunities for community education and interpretation.	Environment
Provide stream buffers to open channels and waterways.	Environment
Encourage the use of alternative energy systems.	Environment
Create a public space network with a range of accessible open space types and sizes to reflect the area's diverse character and uses.	Community Design
Enhance connections, such as streets, sidewalks, trails and midblock pathways, to address the barriers between districts and destinations, including large blocks and difficult topography.	Community Design
Design streets for enhanced mobility for all users—people who walk, bike, drive and use transit.	Community Design
Design buildings and landscape elements to frame a vibrant public realm of walkable and active streets and public spaces throughout the area.	Community Design
Accommodate future growth by providing opportunities for sustainable development near the proposed light rail transit stations that is compatible with surrounding communities.	Community Design
Highlight the unique character and history of Greater Lyttonsville	Community Design

through new development and public space design.

Encourage and accommodate opportunities for creative placemaking, such as public art, parklets and events, to activate streets and open spaces. Community Design

Require a civic green/gathering space adjacent to the future 16th St/Woodside Purple Line Station when redevelopment of the Spring Center site occurs. Parks

Provide a central civic green urban park when Summit Hills redevelops. Parks

Provide a new urban greenway park and a new community use recreational park when Summit Hills redevelops. Parks

Study the potential to daylight Fenwick Branch (piped stream). Parks

Address community requests to expand Rosemary Hills-Lyttonsville Local Park and improve recreational facilities. Parks

Improve bicycle and pedestrian connectivity from Rosemary Hills-Lyttonsville Local Park to neighborhoods. Parks

Require a neighborhood green urban park/gathering space in the vicinity of the Lyttonsville Purple Line Station in conjunction with residential redevelopment. Parks

Provide short-term and long-term trail access to Rock Creek Stream Valley Park and the Ireland Drive Trail from Garfield Road. Parks

Establish a museum/interpretive space within the plan area where photos and artifacts from Lyttonsville's rich history can be preserved and made available to the public. Historic

Incorporate historically oriented interpretive signage, markers and commemorative art throughout the planning area, including in Purple Line stations. Historic

Establish a history and art advisory committee composed of Sector Plan area and vicinity representatives, M-NCPPC staff and other representatives of relevant organizations. Historic

Collaborate with nonprofit/county/private organizations to expand and enhance affordable housing opportunities accessible by mass transit. Affordability

Identify market rate affordable housing units suitable for inclusion in established affordable housing programs or rental agreements. Affordability

Enhance the industrial district's surroundings and marketability through business organization and advocacy. Affordability

OUTREACH

Staff has been working with other agencies including the Maryland State Highway Administration, Montgomery County Department of Transportation, Maryland Transit Administration, Housing Opportunities Commission, Montgomery County Department of Housing and Community Affairs, and staff of the County Council. In addition to the agencies, staff has been reaching out to stakeholders (including residents, businesses and property owners) to identify goals, and alternatives, and discuss preliminary ideas with the community. The following is a list of strategies:

To broaden the range of participants, a variety of additional choices of how to get involved and stay informed on the Plan were provided:

- Utilization of the following social and digital media tools:
 - www.montgomeryplanning.org/community/lyttonsville
 - Twitter: @Lyttonsville, #GreaterLP
 - Constant Contact e-mail newsletter
 - Planning Department Facebook page
 - electronic mailing list of the Silver Spring Regional Services Center
 - Posting short explanatory videos by the project team on the website

- Traditional outreach and engagement methods included:
 - "Pop-Up" outreach at popular locations to target specific groups including the Sunshine Series targeted to area businesses and the Monday Matter series (educational) targeted to residents and other stakeholders
 - Organizing additional small group meetings and interviews for focused discussion, with online alternatives
 - Extensive mailings to stakeholders within the Plan area

Staff also encouraged participation by reaching out to the following groups:

- Residents at various stages of life, from high-school students to young professionals to seniors and empty nesters, and all in between

SCHEDULE

The following schedule provides a timeline for the Plan:

- | | |
|---------------------|---|
| • Early Spring 2016 | Planning Board Worksessions |
| • Late Spring 2016 | Planning Board approves Greater Lyttonsville Sector Plan for transmittal to County Executive and County Council |
| • Fall 2016 | County Council public hearing |

CONCLUSION

Following the February 11, 2016 Public Hearing, the staff will summarize the testimony and prepare recommendations for review by the Planning Board at the first work session in March. The Staff looks

forward to completing the Greater Lyttonsville Sector Plan and transmitting the recommendations to the County Executive and County Council.

Attachments

- Correspondence
- Public Hearing Proof of Publication

MCP-CTRACK

From: jean2poodles <jean2poodles@gmail.com>
Sent: Tuesday, February 09, 2016 8:20 PM
To: MCP-Chair
Subject: Feb 11 testimony, Industrial area

RECEIVED
0179
FEB 10 2016

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

My name is Jean Redmond. I own a business on Garfield Ave.

I'm actually pretty happy with all the work you've done. After a rough start with the business community, we all learned how to communicate efficiently and effectively. Thank you.

(I also live in the community in a single family home backing up to Rollingwood. I like that part of the plan, too.)

I'll make this very short because I won't be able to attend the meeting.

Briefly, as I'm sure others will talk about the following points, any residential in the business community seems unnecessary and damaging. Especially crossing right into the business community at the corner of Brookville Road and Garfield Ave.

- 1) There is tons of amped up residential planned in the already residential neighborhoods.
- 2) Residential doesn't fit well in the business community according to both studies commissioned by zoning.
- 3) The business community is profitable and stable, and residential tends to destabilize according to one or both of those same studies.
- 4) The noise, trucks, sirens, and all night nature of the industrial area will not marry with residential. Spend one night there, and you won't want to live there.
- 5) For some reason, industrial zones are considered blank slates. They aren't. They contain all those businesses and services needed to keep our homes, cars, and lives running smoothly. Plumbers, electricians, car mechanics, tow yards, landscapers and many other important services need to be zoned industrial. If these industrial zones are chipped at and moved away, there will be unhappy consequences. Everything you need or want done will be less convenient, take longer, and be more expensive.

To focus on number 3: I personally know of a few Jim Dandy ideas for businesses on hold pending the residential encroachment, including a restaurant/sandwich Marvelous Market sort of place, a hamburger/sausage carry out operation, a food truck kitchen, and a garden and plant store/nursery. These and indeed other ideas are floated around by business owners because we are, after all, entrepreneurs, but no one wants to mess with the threat of residential.

Thank you for listening.

Jean Redmond

Sent from my iPhone

MCP-CTRACK

From: Christine Burgess <christinemburgess@gmail.com>
Sent: Wednesday, February 10, 2016 7:07 AM
To: MCP-Chair
Subject: Public Comment on Lyttonsville Planning Draft

To Whom It May Concern,

As residents of Woodside and Silver Spring, we are very supportive of many of the elements of the Lyttonsville Planning Draft. We are extremely supportive of plans to increase the walkability of the community. Generally, increasing pedestrian and bike access to an area increases an area's sense of community, ultimately making it a good place to live and do business. We also see an opportunity for redevelopment around the stations that is focused on best practices for mixed-use development.

Currently, inadequate and missing sidewalks discourage walking and cycling in parts of our community. Significantly, pedestrian connections across major corridors, such as 16th street, are lacking in key locations.

We have the following specific comments on the draft plan organized by page number:

Page 23 – Proposed Zoning

We are in favor for mixed use zoning by the station. **Mixed use** would provide residences with the opportunity to build a community while having access to shopping etc.

Page 42 –

Your plan for 16th street is wonderful! Having a separated bike lane will make it much safer for a large number of bikers to access businesses in the area. This will also minimize the perceived separation of Lyttonsville with Woodside as 16th street is currently not easy to cross as a biker or as a walker. The increased greener is also so valuable. Even at rush hour, 16th does have excess capacity and this plan is a wonderful way to make use of that. Generally, the increase in bike lanes, separated bike lanes, and sidewalks are very positive in the plan.

Page 72 –

Creating an enhanced crossing on 16th street would help better connect communities on both sides of 16th street.

Sincerely,

Christine Burgess and Lenny Tinker

1605 Wilson Place Silver Spring 20910

MCP-CTRACK

From: Joel Teitelbaum <joelanthro2@gmail.com>
Sent: Wednesday, February 10, 2016 10:13 AM
To: MCP-Chair
Subject: My Individual Testimony on Greater Lyttonsville Sector Plan

To: All M-NCPPC Planning Board Commissioners. Feb 10, 2016

From: Joel M. Teitelbaum, Residential Family Homeowner
2228 Richland Street, Silver Spring, MD. 20910 Tel. 301-589-2340. E-mail Address: joelanthro2@gmail.com

Please Accept, Review, and Reply to: My Written Testimony (in Tandem with my Oral Testimony) for February 11, 2016 Public Hearing on the Greater Lyttonsville Sector Plan - accepted for Review by Planning Board December 18, 2015.

My Public Hearing Theme: "WE ARE ALL LYTTONSVILLERS".

COMMISSIONERS: Please either reject outright and make major reductions agreeable to our residential community, for very excessive Densification/Over Re-Zoning planned for 3 residential neighborhoods in RESIDENTIAL DISTRICT #2 in 'final' Working Draft of the Greater Lyttonsville Sector Plan. These entirely residential neighborhoods are: Lyttonsville; Rosemary Hills; a portion of Rock Creek Forest neighborhood inside this problematic Sector Plan's arbitrary boundary lines.

A. The most recent 2010 U.S. Census describes the population of Residential District #2 as containing about 2000 souls. Greater Lyttonsville Sector Plan's densification Agenda for this small Western Segment residential area does not take this data into account. Its recommended large-scale redevelopment is wholly inappropriate to our Statutory status as community of three SUBURBAN neighborhoods. [The much larger apartment complexes along 16th Street Extended corridor contain 6000+ occupants in District #1 which need to be treated separately from District #2]. Using scientifically unacceptable method the Demographics Chapter of this Sector Plan describes only crudely AVERAGED data-points (percentages) across the Sector's total population. Demographic Chapter frequencies and bar-graphs fail to show distinctly different characteristics of these two disparate residential area populations. The far smaller number of people residing in District #2 comprise mostly families with/without children dwelling in single family homes or in large single family apartments. Our local residents' familial nature is buried by the falsified averaging with a three times larger population of District #1 comprised mainly of apartment-renting single younger adults/few children whose characteristics dominate mistaken findings in this Sector Plan.

A pattern of in-attention to the facts courses through much of the current 'long-range' planning approach by M-NCPPC. A year ago senior planners announced that Montgomery County will experience a 40% increase in total population by 2040. They used this alarming figure to justify a pressing need for very large 'planned' densification within several new Sector Plan projects including the Greater Lyttonsville Sector Plan.

Planners (and the Planning Board Chair) said they based rapid population growth predictions on key computer model studies by a George Mason University Regional Research Center - which forecast a 40% increase in Metro-Area new jobs over the same time period - NOT a 40% population rise in our County!

In 2015, the George Mason U. Center severely down-graded its Metro-Area jobs forecast. Meanwhile, the State of Maryland - using well-established U.S. Census projections calculated that population of Montgomery County will increase approximately 17% between 2015 and 2040 - less than half the figure publicly announced by M-NCPPC leaders!

Evidently, there is a crucial disconnect in these two population predictions. Lately, M-NCPPC Planning Board Chair stated publicly that Montgomery County population growth rate is an "anemic" (sic) 22% projected to 2035. This much lower than before, but substantially higher than the Maryland State figure for Montgomery County over similar time-frame.

M-NCPPC population data projections need to focus on real accuracy so Master and Sector Plans can depend on them with confidence.

Using fallacious Demographic methods despite repeated requests by community members to analyze each District's population independently, this Sector Plan's Demographic results yield false, highly misleading population frequencies, then compare the wrong Sector frequencies to the averaged population characteristics of Montgomery County residents. No competent demographer would prepare such inadequate set of Demographics findings. [When challenged, Planning staff said AFTER this Sector Plan is approved they intend to perform a correct Demographic analysis even though the Sector Plan uses its Demographics 'drive' very high density housing redevelopment FARs]. Accurate demographic data and analysis is essential to projecting new apartment growth. Please instruct Sector Planners to use statistically accurate data in assessing growth for long-term (20+ year) Sector Plan.

[Note: I have frequently recommended to Sector Plan Team staff, to the Planning Board Chair and some Commissioners that Planning Department promptly hire and utilize an expert demographer, problematic ally so far to no avail].

B. A partial outcome of error-ridden population analyses for Montgomery County and Demographic Chapter, the 'final' Greater Lyttonsville Sector Plan makes recommendations that are grossly incompatible with our modest suburban residential community size and composition of households. My family moved here/remain in our home for nearly 4 decades because of the local well-integrated community - racially, ethnically and socio-economically way of life. We are part of a fine Majority-Minority community. But, the Sector Plan simply lacks any hint of our demographic conditions and progressive quality-of-life. The Sector Plan does not contain an Environmental Justice study required by Federal Law for new development projects linked too Federally-funded Transit Projects. I request and strongly recommend this Planning Board seek expert Legal Counsel and then contract/purchase an Environmental Justice Study by Census-skilled demographers. (See below).

This Sector Plan also ignores shared Residential District #2 families' desire for high quality public education of children in B-CC High School Cluster - which it puts at risk by avoiding issues of possible redistricting due to a potentially large rise in number of children living here when more density is created. This conflicts with Montgomery County's good check-and-balance democratic government and positive political-social system. In fine, this poorly designed and unacceptable Sector Plan does not fulfill necessary quality of life and Environmental Justice goals in its presentation to the Planning Board. I base this assessment on available Sector Plan information to-date. It also misses the adverse impacts on vehicular street and road congestion that large-scale redevelopment will bring, claiming that new bike lanes and availability of Light Rail will solve all that. Not very likely, given real-world conditions of roadways.

C. I must object - with real concern - to G.L. Sector Plan's 'sneak-through' re-zoning techniques aimed at 'forcing' excessive redevelopment by private Real Estate owners in Residential Area - District #2. Garden Apartment complexes [located on a few blocks constituting all of Lyttonsville Road in the middle of our existing residential areas] were improperly re-zoned for taller buildings with much smaller units, overwhelming and replacing existing Apartments containing larger family-sized units that are moderately-priced and/or subsidized rentals. I oppose the Sector Plan's last-minute insertion of thousands of square feet of commercial/retail space - via CRT Rezoning of Lyttonsville Apartments that is wrongly combined with Light Industrial zoned land-uses. These Light Industrial land plots closer to Brookville Road should be re-zoned separately from Residential District #2.

Specific to the Lyttonsville neighborhood, an egregious and wrong-headed redevelopment proposal in the Sector Plan has newly concocted SITE 8A. Sector Planners 'carved out' one part of Lyttonsville residential neighborhood at the very last minute in November 2015 and inserted it into a new District #3 where only CRT Re-zoning is applied. This major modification was slipped into a last-minute rewrite of previously published, well-understood Draft Sector Plans. New District #3 was first revealed publicly only weeks before Sector Plan's 'final' version was presented to Planning Board in Dec. 2015, a real fault.

Now called the "Lyttonsville-Brookville Road Station Area" - District #3 was created WITHOUT required notifications, public explanations, or collaborative efforts with the Lyttonsville Civic Association or residential/business community members. I request the Planning Board eliminate Sector Plan District #3 [the "Lyttonsville-Brookville Road Station Area"]

and restore both apartments (and much lower FARs) to Residential Area, District #2 to historical Lyttonsville residential neighborhood.

This newly concocted Working Draft SITE 8A presented to the Planning Board on December 18, 2015 purports to be a long-term (29+ years) field study. But process problems and highly evasive behavior by Planners with community fail in this goal.

This 'district boundary' change at the last minute required that extracting part of the Lyttonsville residential neighborhood and transferring it improperly into the District #3 'Station Area'. Occupants of two existing Lyttonsville apartments (plus a smaller plot) were then "recombined" with nearby plots of Light Industrial-zoned, business-use land right next to the Georgetown Branch Trail. Sector Planners used this highly questionable device to insert much higher CRT FARs on the improperly re-consolidated differently zoned properties - by creating a notional Site 8A. Site 8A is reconfigured as a larger expanse site for maximal new 'redevelopment' as if it were a single conforming plots of land, which it is not. Please reject.

D. These Working Draft changes are an unnecessary rewrite of the Greater Lyttonsville Sector Plan. Please take note, that when challenged on District #3 land transfer by neighborhood Civic Association leaders and residents in November 2015, Sector Planners claimed (falsely) that these two Lyttonsville apartments "had always been part" of a (never discussed with community) Light Rail "Station Area"/AKA the Sector Plan's which Planners have now renamed as the "Emerging Center". These last-minute changes were published only at the end of a badly flawed Sector Planning process, and then 'sprung' on our very surprised community! Despite our written and oral objections in November, the new District #3 "Station Area" was presented UNCHANGED to Planning Board as part of a 'long-term' Greater Lyttonsville Sector Plan + attached Errata. This drastic change in land-use is an inexcusable misuse of power.

The two residential apartments located on residentially-zoned land that were shifted into a new and incompatible Site 8A are:

1) Friendly Gardens - a cluster of Garden Apartments on Lyttonsville neighborhood land is owned and operated by a Quaker Church (Society of Friends) board of directors. It provides subsidized housing for low income families, many of whom were displaced during the Federally-assisted positive transformation of traditionally African-American Lyttonsville community in the 1960's - providing many new homes with running water and sewer and paved streets. This upgrading of a long-neglected local neighborhood well befits Montgomery County's progressive and equity-oriented actions on behalf of its existing family residents. It stands in strong contrast with careless over-development proposals in this new Sector Plan.

2) Claridge House - a high-rise apartment block at the corner of Lyttonsville Road directly adjacent to Friendly Gardens that was also built on Lyttonsville residential land since the 1960's.

Historically, these two rental apartment complexes were approved by Montgomery County and replaced previously occupied residences of Lyttonsvillers. Both apartment owners and rental residents are ongoing members of the historically African-American Lyttonsville neighborhood which has since achieved well-integrated racial and ethnic diversity, as well as public health and educational advancement for residents. Lyttonsville's previously cruel history of long-term exploitation and racial Segregation was replaced by positive Integration beginning in the 1950's and 60's, along with infrastructure improvements. Lyttonsville's ongoing success ever since the 1960's has inspired our modern community's name: "Greater Lyttonsville"! The three small suburban neighborhoods that surround Lyttonsville-Rosemary Hills Local Park and the Gwendolyn Coffield Community Recreation Center (built in Year 2000) have joined into unified suburban community.

E. As mentioned above, we form a Majority-Minority residential community [according to the U.S. Census] that Federal Law (and Maryland State regulations) mandate perform a formal "Environmental Justice" FTA approved study where and when a new federally-related Transit Project is planned. The Purple Line Project Final Environmental Impact Statement [FEIS] was prepared to fulfill this clear "Environmental Justice" mandate. Any new land-use redevelopment [including Transit-Oriented Development] around a Federally-funded Transit project also requires a thorough

Environmental Justice study showing minimization, mitigation, and compensation for all adverse development impacts such as high-density apartment plans in order to meet Federally (and State) required standards.

Yet, the Greater Lyttonsville Sector Plan - as presented to the Planning Board TOTALLY ignores this essential Environmental Justice requirement for a U.S. Census determined Majority-Minority communities like ours. The Purple Line Project's approved Final Environmental Impact Study [FEIS] determined this is the case. Sector Planners have been advised by community members to consult the FEIS/attachments and prepare a demographically accurate Environmental Impact Statement (EIS) based on demographic and social facts.

F. Prior published drafts placed all single family and apartment neighborhoods within the Sector Plan's Residential District #2, bounded by East-West Highway on the South; Grubb Road on the West; Leonard Drive and CSX Railroad on the East; and backs of apartments facing south along Lyttonsville Road, then continuing north of Kansas Ave to west side of the CSX tracks. All parts of Lyttonsville neighborhood belonged to District #2. Please assure residents District #2 will be made whole again.

The newly 'revised' Greater Lyttonsville Sector Plan tore off a segment of the Lyttonsville residential neighborhood from Residential District #2; residential plots were transferred it into a reconfigured Sector Plan, termed District, #3, and given a new title: LYTTONSVILLE/BROOKVILLE ROAD STATION AREA", AKA, Sector Plan's last-minute notion - "EMERGING CENTER".

I object to undisclosed insertion of an 'Emerging Center' in the Sector Plan, and ask the Planning Board to remove it. It lacks any reasonable rationale and has not been community vetted.

I request the Planning Board reverse the 'expropriation' of residential Lyttonsville apartment buildings and land by Sector Planners using a new-fangled AGENDA of DENSIFICATION. This AGENDA also drove last-minute creation of the so-called "Station Area-District #3" that misuses CRT Re-zoning codes to achieve excessive mixed-use high Density on existing residential neighborhood properties: Please totally eliminate 'Station Area - District #3 - from the G.L. Sector Plan.

The two Lyttonsville apartments (and other existing apartment complexes along Lyttonsville Road) re-zoned as CRT land for Mixed commercial and residential uses were subjected to this unfair transfer at the very last minute. Their residential zoning (R or CRN) for all previous Sector Plan publications that Planners shared with the Lyttonsville Civic Association and linked Civic Association leaders in Rosemary Hills and Rock Creek Forest. District # 2 Residential Area boundaries were presented by Sector Planners at public meetings for community residents and included the entire Lyttonsville neighborhood. Last minute removal of one part of Lyttonsville from Residential District #2, transferred to "Station Area" District #3, was NOT publicly communicated by Sector Planners despite ample opportunities to share it with us during Sector Plan "Office Hours" at Coffield Community Center on September 22nd and October 18th, 2015, and subsequently).

The Greater Lyttonsville Sector Plan Team's sheer misuse of CRT re-zoning and its transfer of Lyttonsville residentially-zoned apartment land to mixed-use in SITE 8A - with much higher FARs - is untenable. I insist that the Planning Board reverse this mishandled action once and for all. Please return land owned by both apartments to Lyttonsville neighborhood and reinstate them with far lower density residential zoning.

G. OVERALL, the Greater Lyttonsville Sector Plan emerges as a series of repetitious serious defects and faulty designs largely based on currently fashionable Urban Planning IDEOLOGY advocated by a NEW URBANIST movement which (it seems) grossly altered the 'mindset' of Greater Lyttonsville Sector Planners - at least since the start of 2015. [Self-evidently, this a NEW URBANIST approach began after installation of a new Planning Board Chairman beginning in late Autumn of 2014].

Dramatic NEW URBANIST changes were inserted into Greater Lyttonsville Sector Planning via 'Concepts' of CONNECTIVITY and TRANSIT-ORIENTED DEVELOPMENT (TOD) beginning in January 2015. Initially, Sector Planners failed in their attempt to force new roads through and around Lyttonsville-Rosemary Hills Local Park and insert new cut-through road segments in our residential neighborhoods in guise of "CONNECTIVITY". All proposed roads were rejected

by a unanimous vote of our community members at a Jan. 21 Sector Plan public meeting. At that event, the Planning Director publicly committed to everyone present to exclude ALL new 'cut-through' new roads from our neighborhoods in Residential Area, District #2. Later Sector Plan drafts reduced CONNECTIVITY to a low priority. But, TOD (Transit-Oriented Development) terminology is still heavily used (misused) as a theme to 'force' higher density redevelopment into the Greater Lyttonsville Sector Plan. For example, a new roadway off Lyttonsville Road right through private apartment property belonging to Friendly Garden (one of two apartments transferred into District #3 'Station Area') is retained in the December 18 Sector Plan document despite the Planning Director's publicly-stated commitment to remove it, and regardless of ongoing objections by Lyttonsville leaders. Please remove this 'street' off Lyttonsville Road from the Plan.

H. Later Sector Plan versions used terms for our residential areas such as: "Urban and Urbanizing areas" in place of the actual Suburban Legal and Statutory community status. Such NEW URBANIST changes expose this Sector Plan to a legal court challenge, de Jure and de Facto. Please pay attention. The November 2015 Working Draft introduced for the first time the OVERLAY of an "Urban Road Code" in most of District #2 residential community. Originally allowed only for streets in towns, cities and CBDs, the URBAN ROAD CODE was extended to future "Transit Station Areas". But, this Sector Plan wrongly includes ALL streets in and around residential Lyttonsville and the entire Lyttonsville-Rosemary Hills Local Park (which has no streets in it. Note: the Planning Director publicly stated Sector Plan must not include any new streets in or around the Park).

The URBAN ROAD CODE also overlays key suburban streets adjacent to the Park in Rosemary Hills and Rock Creek Forest neighborhoods. In light of the Planning Director's cancellation of new cut-through roads through/around our Local Park on Jan. 21, 2015), I request the Planning Board remove the URBAN ROAD CODE from residential neighborhood streets and Park.

I also call for removal of so-called "Lyttonsville-Brookville Road Station Area" [District #3] as shown in Sector Plan Working Draft (published November 2015 where it was described as a "town center" for our whole community - both residential and small business areas. It was revised as "Emerging Center" in the formal December 18 presentation to the Planning Board. The Working Draft also 'morphed' a future Purple Line Light Rail Station into a new community-wide "Transportation HUB" without adequate Planning investigation.

At the request of community members, the Planning Director agreed to remove this and other offensive "Urban Tone" portions of the Sector Plan along with excessive re-zoning to yield higher densities. 'URBAN' wording was edited out, but denser Re-zoning Codes and FARs this Urbanizing wording justified were retained in the final Sector Plan presented to the Planning Board, wrongly! I request Planning Board remove all excessive density FARs from this improperly revised 'final' Sector Plan document.

I. None of above items using "Urban or mixed use re-zoning" of residential areas were included in the Sector Plan's original Scope of Work from 2012. All were added or inserted starting only since 2015 based on a new 'mindset' from the Planning Department. These 'technical sounding' terminologies and confusingly changed codings clearly aim at larger-scale Densification via a CRT mixed-use apartments/commercial Redevelopment Agenda. As shown above, community member appeals to the Planning Director led to wording changes only. Ironically, quantitative high densification re-zoning FARs were retained, and perhaps even expanded! [Note: After Dec. 18 Planning Board acceptance of the Greater Lyttonsville Sector Plan for Review, both the Sector Team Leader and Planning Director told me Sector Plan will now return both transferred apartment complexes to the Lyttonsville neighborhood in Residential District #2. But, both insisted on keeping in the final Sector Plan their new, heavily-densified CRT re-zoned FARs. TOUCHÉ!] This new mode of evasion must not stand. Please restore both apartments with reduced density zoning codes with appropriate minimized FARs to Lyttonsville.

J. Above-mentioned mishandled Sector Plan Team designs are replete with sloppy technical mistakes by Transportation, Park, and History Sector Planners and by the Department's clearly unqualified 'Demographics' researchers. A seemingly forgetful Sector Plan Team Leader retained error-ridden Plan contents that contradict promises to our community; ongoing errors are routinely allowed by the Planning Director - despite her very different public commitments. The

Greater Lyttonsville Sector Plan's new 'add-on' VISION STATEMENT is laughably ironic. Please read it carefully; note its funny, oxymoronic content:

The newly concocted VISION STATEMENT was not included in the original Scope of Work or in any subsequent Sector Plan published drafts until it was introduced by the November 2015 "Working Draft" publication - which also brought in many other major defects such as calling future Lyttonsville Purple Line Station Area a "TRANSPORTATION HUB" and "TOWN CENTER" [since removed from final text as an 'accidental editing error'(!) only after community appeals to the Planning Board Chair].

District #3 was 're-invented' again as an "EMERGING CENTER" in the 'final' presentation to the Planning Board. I request the Planning Board remove all fakery-filled planning terminology.

K. The Greater Lyttonsville Sector Plan's newly dreamed-up VISION STATEMENT bears a new Motto (Theme) for the entire Sector Plan product: "PRESERVE, ENHANCE, AND EXPAND". This revealing and interesting triptych EXPOSES at long last built-in contradictions of this bungled Sector Plan product. Most of the Sector Plan's content focuses on a huge expansion in our small suburban community of new apartment square footage and building heights that more than double the current population (some 2000 souls) of residential neighborhoods.

-ove two thousands smaller new apartment units, plus even more square footage for multiple commercial businesses. If approved, these drastic new changes will completely alter our stable and coherent residential neighborhoods and degrade our small, well-integrated, pro-active community.

Large-scale apartment redevelopment densities and mixed-use re-zoning intended for cities or CBDs in this County would spell the end of the real-world Lyttonsville as we know it.

The "EXPANSION" Term contrasts vividly with and violates the Sector Plan Vision's First MOTTO term, to: "PRESERVE" our legally defined suburban housing and streets, the Local Park and regional Recreation Center, and community surrounds. The EXPANSION notion takes form as massive redevelopment that will also seriously undermine the Vision Statement's MOTTO term aiming to "ENHANCE" our local community.

L. The current Sector Plan (for the first time) lists a long series of very poorly-defined, not-budgeted amenities and greenery improvements, several of which are redundant in nature, and many of which are figmentary ideas. Most were either 'cherry-picked by Sector Planners from lists of individual community member inputs in 2014 "Image" public meetings, or pulled out of thin air by Planners addicted to a faulty GIS mapping system without actually checking out neighborhood realities on site. Thus, a cut-through Biker/Pedestrian Pathway design 60 feet wide was inserted on a 'claimed' DOT Right-of-Way until a Parks Department Boundary Survey showed it was partly located on Local Parkland. The Transportation Planner did not check legal Park boundaries by visiting on MRO land records located inside the Planning Department building, or by going to the field to inspect his presumed ROW next to this Local Park.

Most Sector Plan 'amenities' appear virtually worthless, as they lack follow-up and quantification of residents' real-world needs and preferences. So-called new 'amenities' fit neatly into a disturbing new picture of how this flawed Sector Plan was wrongly assembled. Planners' actions reflect a January 2016 publicly Quoted Claim by Planning Board Chair - often asserted by Sector Team Planners - stating [quite baldly] that intensive redevelopment density must be "THE PRICE PAID" for communities to receive even minimal new amenities. Also in public view is the specious claim that up to 20% more density can pack on top of a final Sector Plan, supposedly justified by the Sector Plan's own proposals to offer some new amenities. This truly preposterous notion was propounded publicly during a January 2016 Planning Board Sub-Division Staging review meeting which I attended. Taken together, we are faced with a determined POWER PLAY by Planners to increase densities beyond bearable limits. This approach reveals the underlying essence of 'one-sidedness' inherent in the 'revised' Greater Lyttonsville Sector Plan. I ask the Planning Board to reject all such inappropriate FARs/density insertions, once and for all.

M. On a lighter note, the poorly devised and unexpected first letter per word Acronym of this Sector Plan Vision's add-on Motto - PRESERVE, ENHANCE, AND EXPAND, reads as: PEE!!

As most U.S. adults know, 'PEE' is a parenting phrase for urination spoken in childlike way. Its presence does not add luster to a poorly designed and Oxymoronic Sector Plan like this one. If anything, it confirms its published incompetence.

But, when viewed in true context of this purportedly serious Sector Plan, the very idea that an acronym for the Greater Lyttonsville Sector Plan can be seen as childish 'PEE', points up how inappropriate are specific Sector Planners' proposals that are likely 'drown out' a local community like ours. These Sector Plan notions lack any sense of thoroughness and are incoherent [like the last-minute Motto and implied Acronym]. Many 'hurry-up' changes and last-minute 'drippy' editing to the Greater Lyttonsville Sector Plan Working Draft 'just-in-time' for presentation to the Planning Board show shoddy so-called site 'investigations and designs', and embarrassingly incorrect Planning Department research results as revealed by Plan's falsified Demographics, overbearing land-use FARs, URBAN roads, and misplaced parts of neighborhoods. What a shame.

Parenthetically, the New URBANIST 'concept' of TRANSIT-ORIENTED DEVELOPMENT (acronym TOD) "puts the cart before the horse" by promoting much denser redevelopment using Purple Line Light Rail project as an excuse. I dubbed this inversion "Redevelopment-Oriented Transit" acronym - ROT! As my joking acronym indicates the Sector Plan seems 'rotten'.

N. On January 21, 2015 it took unusual unanimous community resistance at a public community meeting held by Sector Planners to prevent the near-destruction of the Lyttonsville-Rosemary Hills Local Park when Planners tried to impose two 'out-of-the-blue' new "cut-through" roads in this Park and other 'road-openings' adjacent to the Park. This was their first effort at NEW URBANIST (buzzword) "CONNECTIVITY" in this Sector Plan. All the proposed cut-through roadways were publicly cancelled by the Planning Director at this public meeting after unanimous vote by attendees opposed to them.

Nevertheless, the Working Draft still contains one of these 'banned' cut-thru roads - from Lyttonsville Road through part of the Church-owned Friendly Garden Apartments to reach an area of Light Industrial privately owned plots behind it. The Planning Director has not keep her public commitment to us.

Please excise this unacceptable new 'cut-through' road item.

O. Apparently, Sector Planners and their superiors did not learn a valuable Lesson from the public failure of their 'concepts' on January 21 2015. Rather than changing their approach and truly collaborating with community members as promised after that debacle, Sector Planners turned away from their own promises of cooperative transparent information-sharing with residents and small business people. Instead, Sector Planners chose to 'double-down' to force in much higher density using devious devices that obscure their real goals from community members who honestly participated in several more meetings.

The misleading and inadequate Sector Plan results should be apparent to all Planning Board Commissioners who read this Greater Lyttonsville Sector Plan with an unbiased, critical eye. Multiple falsified details and missing portions characterize this Sector Plan. For example, an inexplicable 'blank space' - the entire Barrington Apartments Complex between Western and Eastern Segments of Sector Plan boundaries. Planning Board members need to question Planners on this and other glaring errors of omission and commission, and 'conceptual' fakery.

P. There are far too many problematic elements of the Greater Lyttonsville Sector Plan to make it at all viable. I have shown several egregious examples introduced surreptitiously (at the last minute) rather than in collaboration with our residential community members and Civic Association leadership. I see a persistent pattern of 'too-clever' Dissimulation and Evasion by Sector Plan Team's leader and Planning Department superiors that result in community-wide loss of trust in the CREDIBILITY of this Sector Planning process and M-NCPPC Planners. Many repetitive Sector Planning glitches and outright misuses call into question professional ethics in the Planning Department, especially this Sector Plan Team's leadership and approach.

As Planning Board Commissioners, sworn to uphold the fine and honest values of Montgomery County Government, it is up to you to bring an end to this crude and unpalatable pattern of Sector Planning behavior that also yields such bad outcomes. Please reject the Greater Lyttonsville Sector Plan as presented to you on December 18, 2015, and send it back to the drawing board. It's failure is partly a result of Planner mishandling compounded by wrongful, perhaps illegal, Planning decisions. Please follow up by making crucial changes in Sector Plan and top-down Planning Department leadership. You can save this valuable Montgomery County Planning Institution from itself, and prevent Sector Planning

from abetting further abuses in communities. Please lead with ethical actions to fulfill your Board-sworn duties regardless of your various points-of-view.

Sincerely,

Joel M. Teitelbaum

Sent from my iPad

Sent from my iPad

MCP-CTRACK

From: Winston Sale <rwinstonsale@gmail.com>
Sent: Wednesday, February 10, 2016 10:53 AM
To: MCP-Chair
Subject: Lyttonsville Sector Plan

I am a resident of Woodside and am writing in favor of the Lyttonsville Sector Plan. I believe that increased growth near public transit is essential to the future of the Washington metropolitan region and feel that the Lyttonsville Sector Plan intelligently provides for increased density in a transit-rich neighborhood currently dominated by car-oriented low-density uses.

I know many of my neighbors are concerned about increased density on 16th Street around the proposed Woodside Purple Line station. The strip mall on 16th is a relic and an eyesore. It generates light and smell pollution and I generally consider it to be one of the least desirable aspects of our neighborhood. Despite its proximity, I never walk there because 16th is so inhospitable to pedestrians and very few of the businesses there cater to my needs anyway. I find the idea of crossing a dedicated pedestrian bridge over the tracks, past the light rail stop and CC trail, and on to rows of quality shops and restaurants beyond to be quite appealing.

I am elated that the Purple Line is moving forward and feel that the Lyttonsville Sector Plan appropriately balances the needs of our neighborhood with those of our region.

Regards,
Winston Sale
8809 2nd Ave.
Silver Spring, MD 20910

MCP-Chair

RECEIVED
0173

FEB 08 2016

From: aesumner@comcast.net
Sent: Monday, February 08, 2016 9:07 PM
To: MCP-Chair
Subject: Accessibility for the Disabled in the Greater Lyttonsville Sector Plan

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear MCP Chair:

I am writing as a concerned citizen of Montgomery County who walks with 2 canes and 2 leg braces. I am specifically concerned about accessibility as it relates to the Great Lyttonsville Sector Plan.

The Greater Lyttonsville Sector Plan places a great deal of emphasis on walkability and walkable streets. Please make sure that the new trail and pedestrian connections are not simply ADA compliant but are usable for those with impaired mobility. This means access not just for those using wheelchairs but also access for those using canes, walkers and crutches. Often too much emphasis is placed on the width of the walkways without enough concern for the surface, pavers, brickwork and other forms of ornamental walkways which are treacherous when wet and impassible if the surface becomes irregular when they settle.

In addition, after a great deal of community effort, an elevator has been put into the design of the Lyttonsville Purple Line station instead of the long ramp originally proposed for this station which I believe would have been unsafe. Now that the station will be fully accessible, please be certain that the approaches to the station are equally accessible. It is essential that all the sidewalks and pedestrian connections be available everyone.

Best regards,
Anne E. Sumner, MD
4821 Montgomery Lane #105
Bethesda, Maryland 20814

MCP-Chair

From: Jeremy Marcus <jdmarcus01@yahoo.com>
Sent: Monday, February 08, 2016 10:11 PM
To: MCP-Chair
Cc: Rafe Petersen; Joy R. White; Jeremy Marcus
Subject: Public Comment on the Greater Lyttonsville Sector Plan of the Bethesda-Chevy Chase Cluster PTA (Public Hearing, Feb. 11, 2016, Item 7)
Attachments: B-CC Cluster PTATestimony - Lyttonsville Sector Plan (Planning Board) (02-08-16).docx

Montgomery County Planning Board Chair Casey Anderson:

Attached please find the public comment / written testimony for the record of the Bethesda-Chevy Chase Cluster PTA on the Greater Lyttonsville Sector Plan, Item 7 of the Montgomery County Planning Board February 11, 2016, Public Hearing. In case there is any trouble with the attachment, the testimony is also reproduced in full below. Thank you for your consideration.

Jeremy Marcus
Bethesda-Chevy Chase Cluster PTA co-coordinator

**Written Testimony of the
Bethesda-Chevy Chase Cluster PTA
Before the
Montgomery County Planning Board
Public Hearing: Greater Lyttonsville Sector Plan (Item 7)
February 11, 2016**

The Bethesda-Chevy Chase (B-CC) Cluster PTA presents this written testimony on the Greater Lyttonsville Sector Plan. We are gravely concerned that the plan fails to adequately consider the impact the recommended potential addition of 2000 housing units on the schools—both in terms of capacity and ethnic/socio-economic make-up—in the B-CC Cluster. (Unfortunately, we are not able to present live testimony, as well, because the first meeting of the Montgomery County Public Schools' Bethesda-Chevy Chase Middle School Boundary Study Advisory Committee is February 11, 2016, as well.)

We represent thousands of families that attend all nine (soon to be ten) schools in the Bethesda Chevy Chase Cluster: Bethesda-Chevy Chase High School, Westland Middle School,

Rosemary Hills Primary School, Rock Creek Forest Elementary School, North Chevy Chase Elementary School, Chevy Chase Elementary School, Bethesda Elementary School, Somerset Elementary School, and Westbrook Elementary School. And, as this Planning Board is well aware, a second middle school in the B-CC Cluster will open in August 2017.

On behalf of these families, we write to express our shock and dismay at the almost complete lack of analysis of the potential addition of approximately 2000 housing units would have on the B-CC Cluster schools. Out of 114 pages contained in the public hearing draft plan, less than a single page is devoted to the potential impact on our schools. That single page only offers a brief discussion of the capacity issues facing Rosemary Hills Primary School. It does not even acknowledge that students from the sector attend four (4) separate elementary schools in the B-CC Cluster: Rosemary Hills Primary School—whose students matriculate for 3rd grade to either North Chevy Chase Elementary School or Chevy Chase Elementary School—and Rock Creek Forest Elementary School. The addition of 2000 housing units will impact each of these elementary school. In addition, students will advance to either Westland Middle School or Middle School #2 and to B-CC High School.

Our schools simply cannot handle an increase in capacity of 2000 housing units. B-CC high school is poised to construct a 34 classroom addition imminently. Indeed, the Mandatory Referral was on the Planning Board's agenda earlier today. If approved and constructed, our high school capacity will be approximately 2,400 students. Think about that – 2,400 students on one of the smallest high school lots in the county. And yet, by the 2021-22 school year, Montgomery County Public Schools projects high school enrollment will exceed even this expanded capacity. Similarly, Rosemary Hills Primary School just completed an addition and is slated for a expansion/revitalization in 2023. Rock Creek Forest Elementary School just completed its expansion/revitalization last year and now has a capacity of over 700 elementary school students. Already, Rock Creek Forest is at capacity for the foreseeable future.

Moreover, the Greater Lyttonsville Sector Plan is not the only sector plan that may lead to increased enrollment in our schools. This Board has already approved increased growth

and development in Chevy Chase Lakes. And the Board is considering permitting increased housing units in the Bethesda Sector Plan and, although we do not believe it is within the B-CC Cluster boundaries, the Westbard Sector Plan. If growth in just one of these sector plans will exceed capacity of our schools, imagine the effect of them all, taken together.

We thus ask the Planning Board to provide a more detailed analysis of the effects of proposed increases in housing units in the Greater Lyttonsville Sector Plan to the B-CC schools. We also ask, as we did in our earlier testimony on the Westbard Sector Plan, that Planning Board, in cooperation with Montgomery County Public Schools, work to assess the overall potential impact of all Sector Plans under evaluation at a given time on the capacity of the schools and on the potential impact projected growth would have on the ethnic/socio-economic diversity in enrollment in the schools. As part of planning efforts, we implore this Board to look at the aggregate impact on schools of all the changes it considers.

To conclude, over enrollment at our schools is a significant problem that cannot continue to go unchecked despite our desire to attract growth and investment to our area. There are thousands of children that are affected every day by the decisions of this body. We ask that you do everything in your power to ensure that our schools are given adequate consideration during this process.

Thank you,

/s

Jeremy Marcus

Joy Romviel White

Rafe Petersen

Bethesda-Chevy Chase Cluster PTA Coordinators

Written Testimony of the
Bethesda-Chevy Chase Cluster PTA
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Thank you,

/s

Jeremy Marcus
Joy Romviel White
Rafe Petersen
Bethesda-Chevy Chase Cluster PTA Coordinators

MCP-Chair

From: John Ditt <johnditt@gmail.com>
Sent: Tuesday, February 09, 2016 11:02 AM
To: MCP-Chair
Cc: Banks, Erin
Subject: Greater Lytonnsville Sector Plan: Public Hearing Comment
Attachments: Hearing Comment Dittmeier - Alt Road Diet.pdf

Dear M-NCPPC,
Into the Public Hearing record, I submit the attached document that depicts an alternative road diet of 16th Street.

From my document:

'Many of those familiar with the road diet (Slide 2) have expressed concern of evening traffic congestion along northbound 16th Street and, consequently, on East-West Highway and Spring Street. The alternative road diet (Slide 3) utilizes the available State right-of-way width of approximately 102 feet at the Spring Center. It retains the three northbound lanes of 16th Street to preclude congestion during the evening peak period. However, the curbside northbound lane is available for metered parking at all other times; this parking will support the small retail businesses of the redeveloped Spring Center. The same lane includes a far-side bus stop at the entrance of the redevelopment.

The other elements of the Sector Plan's road diet remain: southbound sidewalk, landscaped median, a two-way cycle track and a wide sidewalk along the redeveloped Spring Center. Slides 5 through 10 are for reference.

For the sections of 16th Street between the Colesville Road and Spring Street, MNCPPC and SHA should develop cross sections, using the principle and elements of the above alternative.

It addresses the concern that the reduction of three northbound lanes to two lanes will cause congestion on 16th Street, East-West Highway and Spring Street.'

--
John Dittmeier
301.758.8834 (Cell)
johnditt@gmail.com

9010 Georgia Avenue
Silver Spring, MD 20910

Public Hearing Comment:
Alternative Road Diet for 16th Street
in the M-NCPPC
Greater Lytonnsville Sector Plan

By John Dittmeier

9010 Georgia Avenue (Woodside)

Silver Spring, Maryland 20910

johnditt@gmail.com

Discussion:

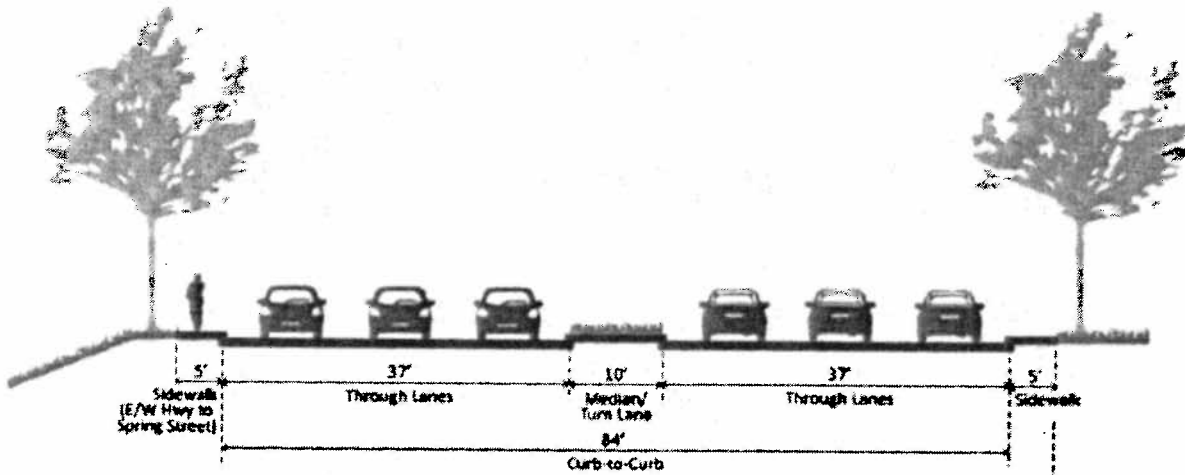
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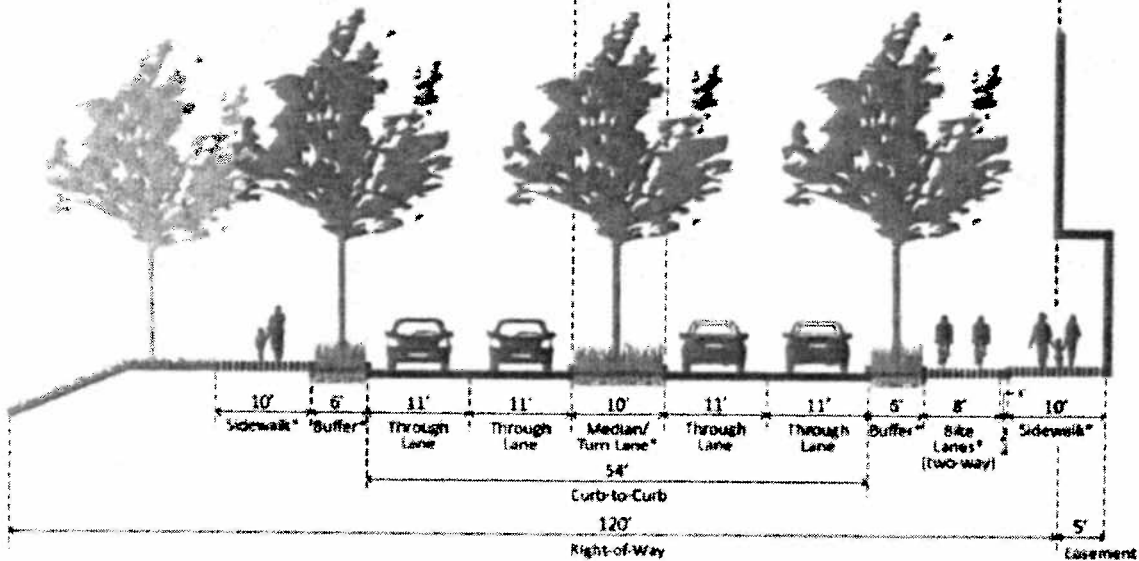
Cross Sections of the 16th Street Road Diet as proposed in the Sector Plan

16th Street (2nd Ave to East-West Hwy, Looking Northwest)
Existing Section



16th Street (2nd Ave to East-West Hwy, Looking Northwest)
Proposed Section: Separated Bike Lanes (two-way)

* Potential stormwater best management practices (BMPs) to be further studied



Cross Sections of 16th Street

At Spring Center Entrance

(Not to Scale)

Existing Cross Section

Vegetated Slope	Southbound Lanes			Median / Turn Lane	Northbound Lanes			Ingress/Egress Lane	Sidewalk	Landscaping
	12	12	12	12	12	12	12	12	6	= 102 Feet

Cross Section of Alternative Road Diet

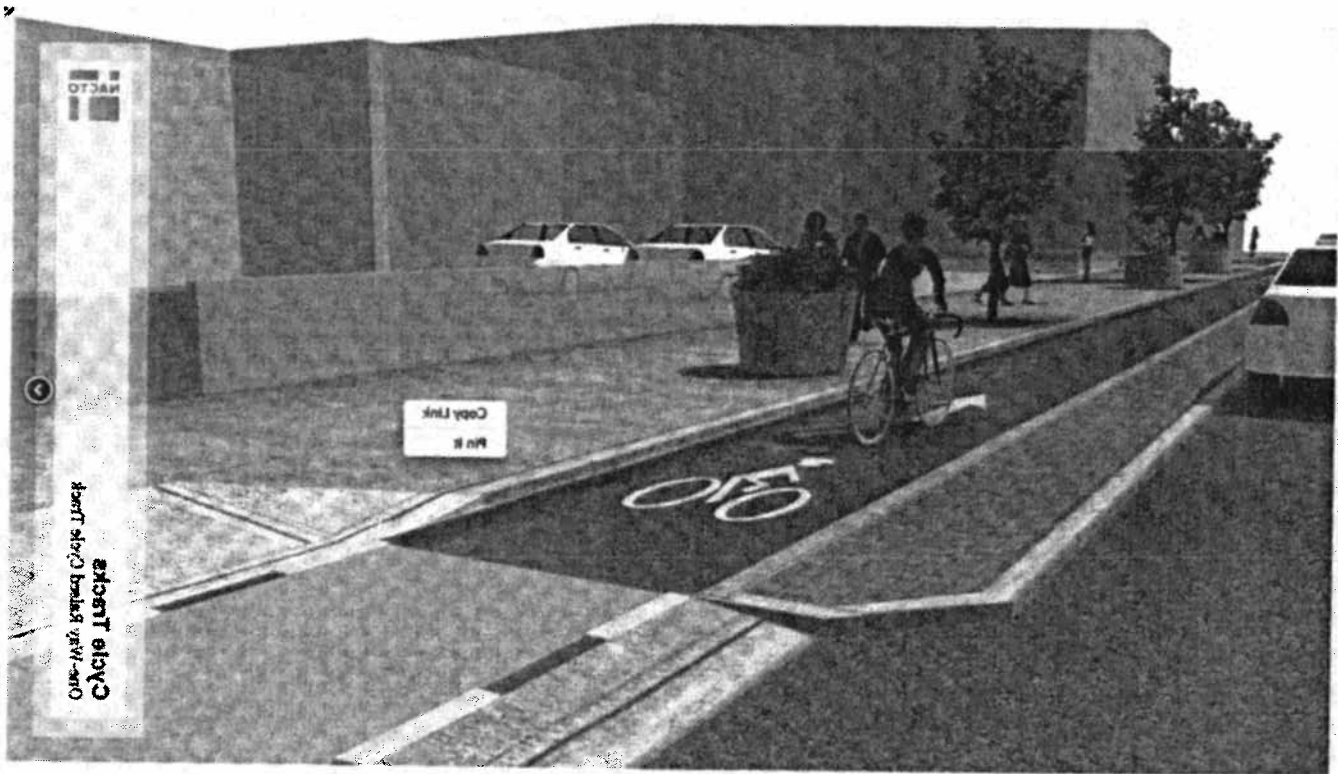
Sidewalk	Southbound Lanes	Median / Turn Lane	Northbound Lanes				Two-Way Cycle Track	Sidewalk	Small Retail	Residential
	12	12	12	12	13	4	12	13		= 102 Feet

Curb Height

Example of Cycle Track at a Bus Stop

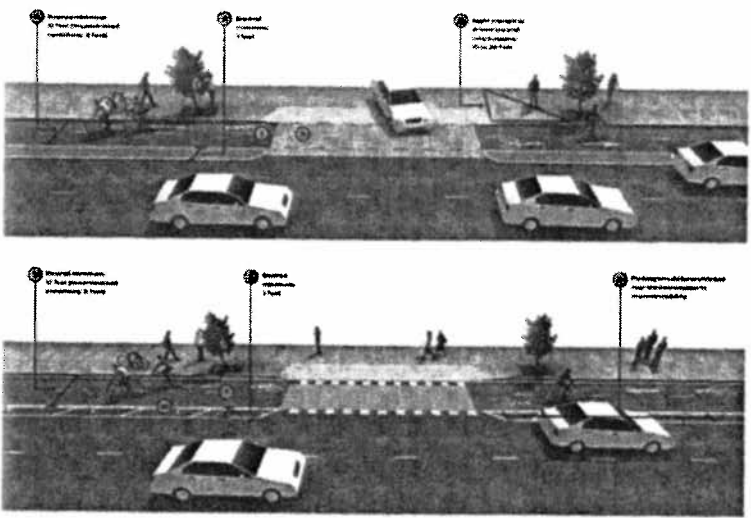


Example of Cycle Track With Buffer and at an Entrance

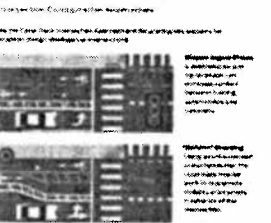


Design Guidance

- 1. Consider the width of the bicycle lane. A 12-foot wide lane is preferred over an 8-foot wide lane.
- 2. Consider the width of the bicycle lane. A 12-foot wide lane is preferred over an 8-foot wide lane.
- 3. Consider the width of the bicycle lane. A 12-foot wide lane is preferred over an 8-foot wide lane.
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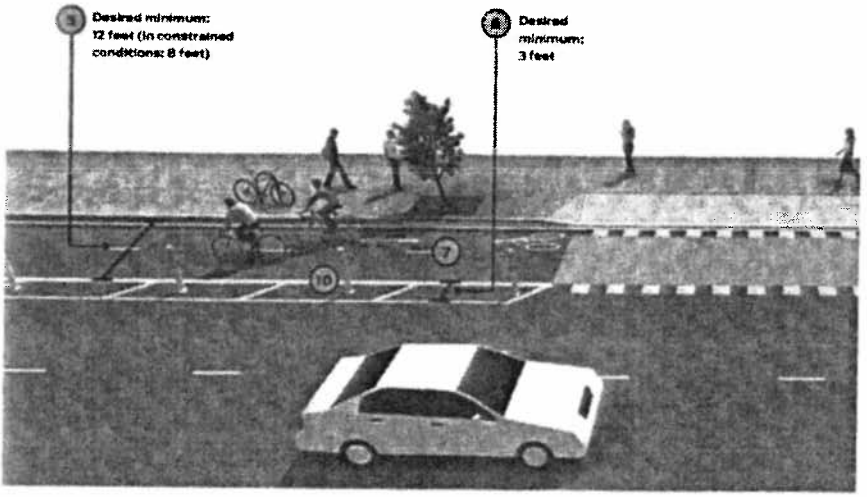
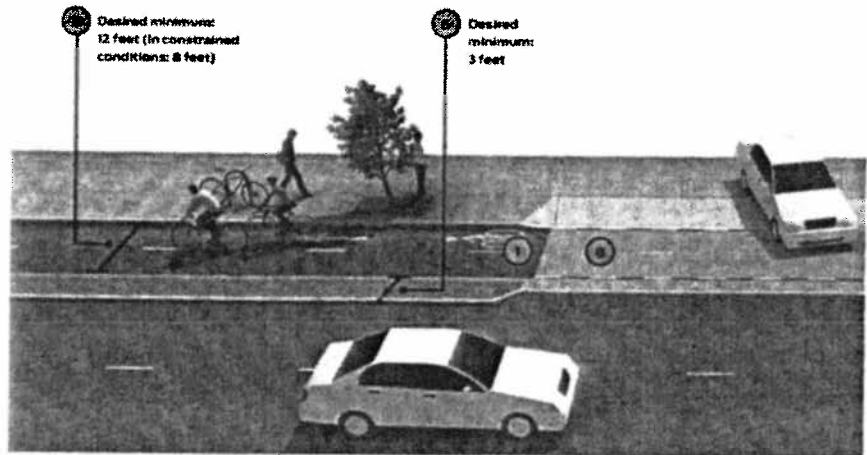


- 11. Consider the width of the bicycle lane. A 12-foot wide lane is preferred over an 8-foot wide lane.
- 12. Consider the width of the bicycle lane. A 12-foot wide lane is preferred over an 8-foot wide lane.
- 13. Consider the width of the bicycle lane. A 12-foot wide lane is preferred over an 8-foot wide lane.
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- 16. Consider the width of the bicycle lane. A 12-foot wide lane is preferred over an 8-foot wide lane.
- 17. Consider the width of the bicycle lane. A 12-foot wide lane is preferred over an 8-foot wide lane.
- 18. Consider the width of the bicycle lane. A 12-foot wide lane is preferred over an 8-foot wide lane.
- 19. Consider the width of the bicycle lane. A 12-foot wide lane is preferred over an 8-foot wide lane.
- 20. Consider the width of the bicycle lane. A 12-foot wide lane is preferred over an 8-foot wide lane.



Recommended Features

- 1. The desirable two-way cycle track width is 12 feet. Minimum width in constrained locations is 8 feet.⁴⁴
- 2. When protected by a parking lane, 3 feet is the desired width for a parking buffer to allow for passenger loading and to prevent dooring collisions.⁴⁵
- 3. A dashed yellow centerline should be used to separate two-way bicycle traffic and to help distinguish the cycle track from any adjacent pedestrian area.
- 4. Driveways and minor street crossings are a unique challenge to cycle track design. A review of existing facilities and design practice has shown that the following guidance may improve safety at crossings of driveways and minor intersections:
 - If the cycle track is parking protected, parking should be prohibited near the intersection to improve visibility. The desirable no-parking area is 30 feet from each side of the crossing.⁴⁶
 - For motor vehicles attempting to cross the cycle track from the side street or driveway, street and sidewalk furnishings and/or other features should accommodate a sight triangle of 20 feet to the cycle track from minor street crossings, and 10 feet from driveway crossing.
 - Color yield lines, and "Yield to Bikes" signage should be used to identify the conflict area and make it clear that the cycle track has priority over entering and exiting traffic.⁴⁷



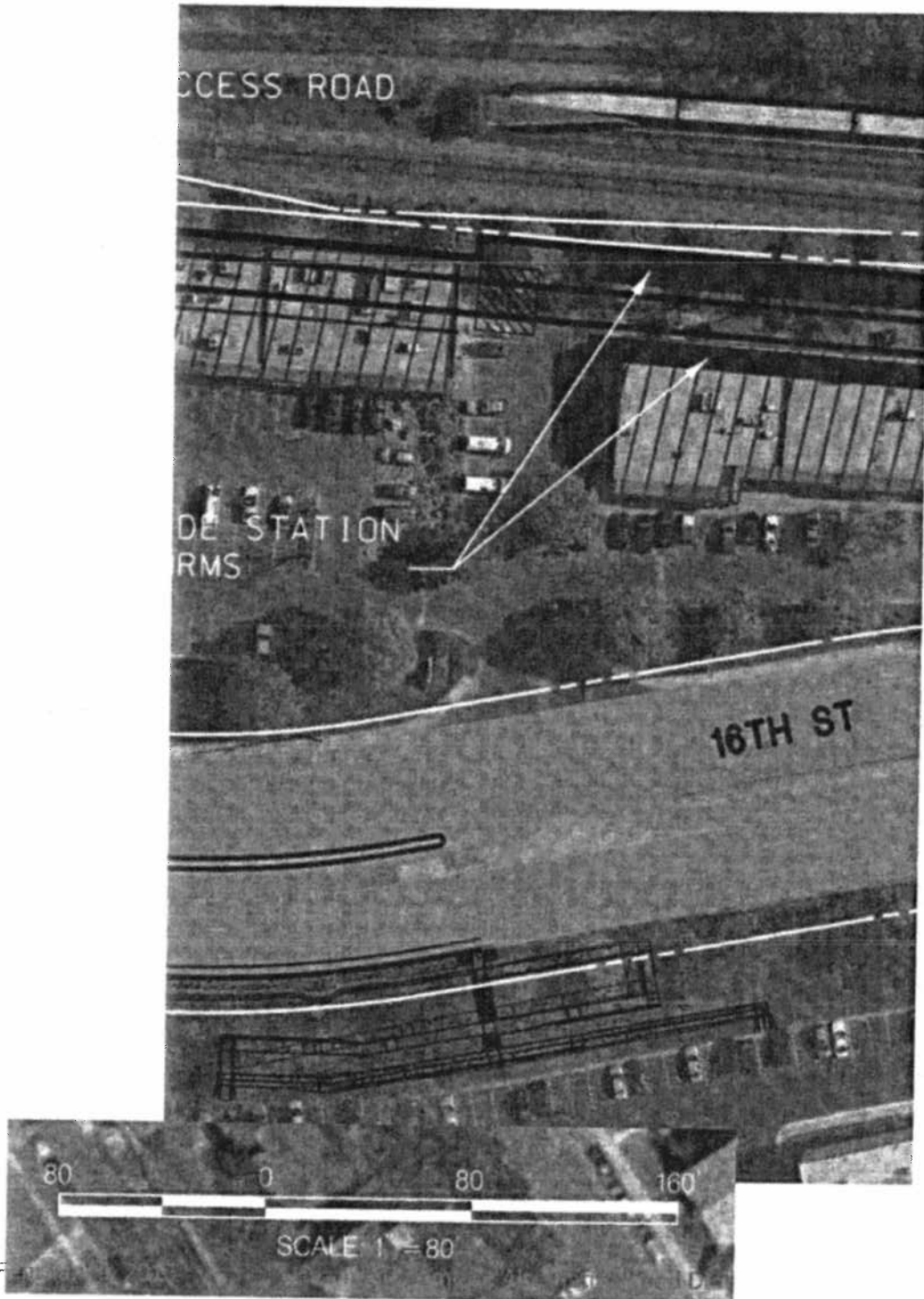
Bird's Eye Aerial Photo from Bing Maps



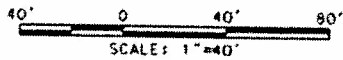
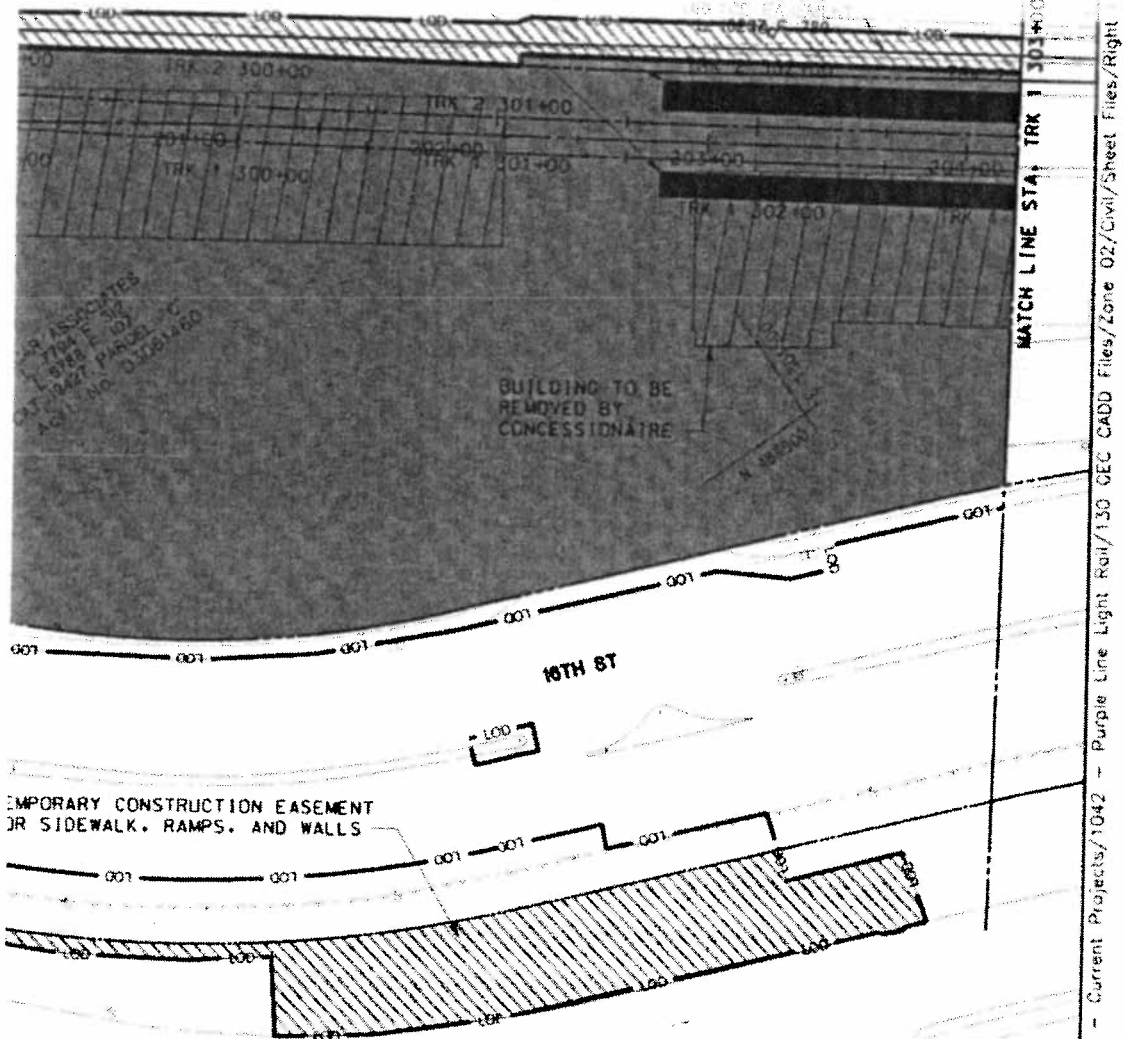
Sector Plan Rendering At Spring Center Entrance



MTA Purple Line Map At Spring Center Entrance



MTA Purple Line Right-of-Way At Spring Center Entrance



DTB DTB AAS CHECKED DATE: FEBRUARY 9, 2016	CONTRACT DRAWINGS PURPLE LINE LIGHT RAIL		CONTRACT NO. T-1042-0240
	RIGHT OF WAY PLAN STA. TRK 1 291+00 TO STA. TRK 1 303+00		DRAWING NO. RW-17
	DATE: JUNE 2014 SCALE: AS SHOWN		SHEET NO. 95 OF 425

RW21
 pw://mtapwint2/MTA_Pw_Data/Documents/00 - Current Projects/1042 - Purple Line Light Rail/130 CEC CADD Files/Zone 02/Civil/Sheet Files/Right

MCP-CTRACK

RECEIVED

FEB 08 2016

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

0169

From: Bryan McCann <bm85@georgetown.edu>
Sent: Monday, February 08, 2016 11:05 AM
To: MCP-Chair
Subject: Written Testimony on Greater Lyttonsville Sector Plan

Dear Planning Department,

Please consider this my submission of written testimony on the Greater Lyttonsville Sector Plan. Let me give you the bullet points first, and then a longer explanation.

- Density must be balanced by greater public investment in school capacity, traffic amelioration and recreational facilities
- The County should put an indoor Swim Center or comparable recreational facility in Lyttonsville
- Neighborhoods like Westbard need to accept their fair share of low-income housing and densification. If Westbard is spared because of political leverage while further costs are imposed on Greater Lyttonsville, residents of Greater Lyttonsville will be justifiably outraged.

I am a resident of a single-family home in the Rosemary Hills neighborhood and have lived here since 2003. My family and I chose this neighborhood for its schools, its accessibility to Metro, the presence of Rock Creek Pool, and the planned Purple Line. As is, the Sector Plan improves access to Metro and assumes completion of the Purple Line but threatens schools (and even potentially threatens Rock Creek Pool).

I have always supported the Purple Line and have often stood apart from many of my vocal neighbors on this issue, as well as on proposed changes to Rosemary Hills/Lyttonsville Local Park (RHLLP) and the planning of the BCC Cluster Middle School #2. As a scholar of urban history, I understand that urban neighborhoods grow and change over time. By virtue of our position between downtown Silver Spring and Bethesda, soon to be connected by light rail, we are living in an increasingly urban environment. I am not opposed to urbanization itself. But I want to make sure this neighborhood sees the benefits of that urbanization and is not forced to accept an unfair portion of the costs.

My neighbors who oppose change entirely are correct in arguing that the current Sector Plan imposes too many costs on Greater Lyttonsville and offers too few benefits. The densification allowed in the sector plan represents a huge increase in the population of the sector. Where are the plans for increased school capacity, traffic amelioration and recreational facilities?

Planning Department personnel have repeatedly suggested that private developers are unlikely to build to the new zoning capacity in the short term, and so the issues of school capacity and traffic amelioration are not pressing. (I have not been able to get anyone to take seriously the issue of recreational facilities, which I believe shows a lack of imagination.)

But this is deliberately short-sighted. If you don't expect private developers to take advantage of the new zoning capacities, then don't increase them so much!

Federal Realty has already given us clear evidence of the disingenuous position of private developers in the sector. They suggest that tripling the number of units will not increase the school population, because the units will be small and relatively upscale. This is complete hogwash. If you build more units, people with children will find ways to live in them. The county has no apparent plan for significantly increasing school capacity in the sector, or in the BCC cluster more broadly.

The bike path initially planned for RHLLP, connecting Lanier and Spencer Streets, should be restored to the plan. The objections of property owners adjacent to the path should not determine planning for the entire sector.

This issue notwithstanding, vocal opponents of the plan do raise good points. The Planning Department is trying to sell this plan to the neighborhood based primarily on artist renderings of sidewalk cafés on Brookville Rd.

I am not opposed to sidewalk cafés but I want to see more substantial upgrading of public infrastructure and recreational facilities.

Most of my neighbors oppose the Purple Line already, so they don't see that as a benefit. What other benefits does this sector plan offer to current residents? You've even taken out the short bike path!

If you include a county commitment to building a new indoor swim center in Lyttonsville, or some other comparable county recreational facility, local opposition to the plan will diminish immediately. Neighbors need to see more clearly how substantially increased density might benefit them. A sidewalk café is not enough.

The four county indoor swim centers are over capacity. Swimming is what Montgomery County does best. A new swim center in this area of the county would respond to rising demand, build on excellence and local preference and invest in the health of the population.

Discussions are underway for putting a new rec center at the former Silver Spring Library site. I'm not opposed to that. But it does show that the County CAN, in fact, still build recreational facilities. If it can be done in downtown Silver Spring, which already has the ice rink, the civic center, and Ellsworth Place, it can be done near the Lyttonsville Purple Line Stop, in an underserved neighborhood about to go through a building boom. (The Coffield Center is barely adequate for current needs, and is outmoded in many respects. It will be overwhelmed by proposed densification.)

I really believe you need to shift the conversation by showing that urbanization can bring benefits. And you need to find a way to make the county commitment that will live up to that rhetoric. If not, you'll be facing staunch opposition the whole way.

On that note, neighbors here are watching carefully what happens in Westbard. Greater Lyttonsville has a substantial share of low-income housing. Westbard has practically none. Marc Elrich seems poised to block any low-income housing in Westbard, and Roger Berliner seems to be aligned with him. Why should Greater Lyttonsville bear all the burden?

Respectfully,
Bryan McCann
Rosemary Hills

Written Testimony of the
Bethesda-Chevy Chase Cluster PTA
Before the
Montgomery County Planning Board
Public Hearing: Greater Lyttonsville Sector Plan (Item 7)
February 11, 2016

The Bethesda-Chevy Chase (B-CC) Cluster PTA presents this written testimony on the Greater Lyttonsville Sector Plan. We are gravely concerned that the plan fails to adequately consider the impact the recommended potential addition of 2000 housing units on the schools—both in terms of capacity and ethnic/socio-economic make-up—in the B-CC Cluster. (Unfortunately, we are not able to present live testimony, as well, because the first meeting of the Montgomery County Public Schools’ Bethesda-Chevy Chase Middle School Boundary Study Advisory Committee is February 11, 2016, as well.)

We represent thousands of families that attend all nine (soon to be ten) schools in the Bethesda Chevy Chase Cluster: Bethesda-Chevy Chase High School, Westland Middle School, Rosemary Hills Primary School, Rock Creek Forest Elementary School, North Chevy Chase Elementary School, Chevy Chase Elementary School, Bethesda Elementary School, Somerset Elementary School, and Westbrook Elementary School. And, as this Planning Board is well aware, a second middle school in the B-CC Cluster will open in August 2017.

On behalf of these families, we write to express our shock and dismay at the almost complete lack of analysis of the potential addition of approximately 2000 housing units would have on the B-CC Cluster schools. Out of 114 pages

contained in the public hearing draft plan, less than a single page is devoted to the potential impact on our schools. That single page only offers a brief discussion of the capacity issues facing Rosemary Hills Primary School. It does not even acknowledge that students from the sector attend four (4) separate elementary schools in the B-CC Cluster: Rosemary Hills Primary School—whose students matriculate for 3rd grade to either North Chevy Chase Elementary School or Chevy Chase Elementary School—and Rock Creek Forest Elementary School. The addition of 2000 housing units will impact each of these elementary school. In addition, students will advance to either Westland Middle School or Middle School #2 and to B-CC High School.

Our schools simply cannot handle an increase in capacity of 2000 housing units. B-CC high school is poised to construct a 34 classroom addition imminently. Indeed, the Mandatory Referral was on the Planning Board's agenda earlier today. If approved and constructed, our high school capacity will be approximately 2,400 students. Think about that – 2,400 students on one of the smallest high school lots in the county. And yet, by the 2021-22 school year, Montgomery County Public Schools projects high school enrollment will exceed even this expanded capacity. Similarly, Rosemary Hills Primary School just completed an addition and is slated for a expansion/revitalization in 2023. Rock Creek Forest Elementary School just completed its expansion/revitalization last year and now has a capacity of over 700 elementary school students. Already, Rock Creek Forest is at capacity for the foreseeable future.

Moreover, the Greater Lyttonsville Sector Plan is not the only sector plan that may lead to increased enrollment in our schools. This Board has already approved increased growth and development in Chevy Chase Lakes. And the

Board is considering permitting increased housing units in the Bethesda Sector Plan and, although we do not believe it is within the B-CC Cluster boundaries, the Westbard Sector Plan. If growth in just one of these sector plans will exceed capacity of our schools, imagine the effect of them all, taken together.

We thus ask the Planning Board to provide a more detailed analysis of the effects of proposed increases in housing units in the Greater Lyttonsville Sector Plan to the B-CC schools. We also ask, as we did in our earlier testimony on the Westbard Sector Plan, that Planning Board, in cooperation with Montgomery County Public Schools, work to assess the overall potential impact of all Sector Plans under evaluation at a given time on the capacity of the schools and on the potential impact projected growth would have on the ethnic/socio-economic diversity in enrollment in the schools. As part of planning efforts, we implore this Board to look at the aggregate impact on schools of all the changes it considers.

To conclude, over enrollment at our schools is a significant problem that cannot continue to go unchecked despite our desire to attract growth and investment to our area. There are thousands of children that are affected every day by the decisions of this body. We ask that you do everything in your power to ensure that our schools are given adequate consideration during this process.

Thank you,

/s

Jeremy Marcus

Joy Romviel White

Rafe Petersen

Bethesda-Chevy Chase Cluster PTA Coordinators

MCP-CTRACK

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FEB 08 2016

From: Bryan McCann <bm85@georgetown.edu>
Sent: Monday, February 08, 2016 11:05 AM
To: MCP-Chair
Subject: Written Testimony on Greater Lyttonsville Sector Plan

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

0169

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I have always supported the Purple Line and have often stood apart from many of my vocal neighbors on this issue, as well as on proposed changes to Rosemary Hills/Lyttonsville Local Park (RHLLP) and the planning of the BCC Cluster Middle School #2. As a scholar of urban history, I understand that urban neighborhoods grow and change over time. By virtue of our position between downtown Silver Spring and Bethesda, soon to be connected by light rail, we are living in an increasingly urban environment. I am not opposed to urbanization itself. But I want to make sure this neighborhood sees the benefits of that urbanization and is not forced to accept an unfair portion of the costs.

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Respectfully,
Bryan McCann
Rosemary Hills

On the draft proposal of Greater Lyttonsville Sector Plan

I believe that our neighborhoods are uniquely diverse, balanced and affordable; models that Montgomery County should seek to replicate in other areas inside the Beltway. Therefore:

---I object to the large increase in housing proposed for the properties near Lyttonsville Road and Grubb Road in the western part of our sector plan area and ask that the total number of new residences be limited to 400 new units.

---I oppose the re-zoning of these properties to the densities proposed in the draft plan and ask that they be given an FAR no higher than 1.5, the highest density usually allowed next to residential neighborhoods.

---I request that the effects of increased population on the Lyttonsville-Rosemary Hills Park and Gwendolyn Coffield Community Center be carefully considered and that resources be made available to enhance these valuable community assets.

Signed, *Contra + Bill Freeman*
2205 Rickards Street Silver Spring MD

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Signed, *Tommy + Anne Thomas*
2609 Spencer Rd, Chevy Chase, MD 20815

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Signed, *Shacke*
Shacke (Phoebe Lwisson)

MCP-CTRACK

RECEIVED
0262
FEB 08 2016

From: Anne Himmelfarb <annehimmelfarb@gmail.com>
Sent: Saturday, February 06, 2016 7:35 AM
To: MCP-Chair
Subject: February 11, 2016, Greater Lyttonsville Sector Plan public hearing
Attachments: written testimony.docx

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Please include the following statement in the written record of the Greater Lyttonsville Sector Plan public hearing on February 11, 2016. I have included the same testimony as Word attachment in case that format is preferable.

Thank you.

February 6, 2016

To the Montgomery County Planning Board:

I have lived in the Rosemary Hills neighborhood for 23 years and strongly oppose the increased density proposed in the Rosemary Hills/Lyttonsville sector plan.

I fear that the county plans to increase density without any commensurate increase in services. In other words, more people in this neighborhood will mean more crowding in schools, libraries, and parks and a more thinly spread police force.

I fear that the county is adding residential units to increase its tax base so it can pay for the Purple Line, and is adding units in this neighborhood in particular so it can project a larger Purple Line ridership. This logic is backward: a decision to build the Purple Line should follow from a demonstrable need and demonstrable available funding; the decision to build shouldn't drive the creation of need and funding.

I fear that the county mistakenly is treating our suburban neighborhood as an urban area and planning accordingly, and that it is imposing this vision from the top down without adequately considering residents' wishes.

In short, I urge you to scale back the density proposed in the sector plan and maintain the character of the neighborhood to the extent possible.

Sincerely,

Anne Himmelfarb

8801 Maywood Ave.

Silver Spring, MD

20910

MCP-CTRACK

From: Jason Kahn <kahn.jason.d@gmail.com>
Sent: Sunday, February 07, 2016 6:05 PM
To: MCP-Chair
Cc: Ekstrom Gretchen
Subject: Comments on Lyttonsville sector plan
Attachments: RCF development-planning board.pdf

Attached please find a letter about development in Rock Creek Forest. Thank you for your attention.

Jason Kahn
2712 Navarre Dr, Chevy Chase, MD 201815
kahn.jason.d@gmail.com

Dear Montgomery County Planning Board

Re: Greater Lyttonsville Sector Plan, Public Hearing

My family and I live in Rock Creek Forest (RCF), near the intended Purple Line route. We support the Purple Line, although we worry about the cost and the impact of construction. The Purple Line has also spurred interest in development around my neighborhood (in the area of the Rollingwood Apartments), and some of the proposed plans call for a tremendous increase in population density. This is of concern. Unfortunately I have commitments on the night of the public hearing so I am sending this letter instead of asking to testify.

My wife and I bought a house in RCF in 1994 when we moved to the area, and my family has remained here ever since for many reasons. Overdevelopment brings up existential issues for us that could threaten our quality of life, as detailed here:

1. The schools. My kids have attended altogether ten MoCo schools, ranging geographically from Takoma Elementary to Barnsley Elementary to Westland Middle. One of my sons went to the Blair Science magnet, my daughter went to the Eastern Humanities magnet. We value diversity in the schools. On the other hand, it has always been crucial to us that our default option is the BCC cluster, in which we can trust in safety and excellence. Our BCC cluster location is also a crucial element driving property values in the neighborhood. Any development plan that jeopardizes the retention of our neighborhood in the BCC cluster would be completely unacceptable to me and to all the other residents. Furthermore, our neighborhood provides essential ethnic and socioeconomic diversity to Westland and BCC. Finally, Rock Creek Elementary was just replaced, and over-development could overwhelm it just as it is getting on its feet.
2. The Rock Creek Pool. This neighborhood institution has been a center for our social and outdoor life. The pool management does its best to make the area as available as possible, while limiting access to the pool itself to members for reasons of crowding and safety. I am a member, but what I really value about the pool is that the grounds are a neighborhood magnet for walking, sledding, beach volleyball, basketball, and tennis. The idea has been floated that the pool could be eminent-domained to provide a middle or elementary school to accommodate increased density. This is insane. The plot is much too small, the neighborhood roads and parking are entirely inadequate to handle the increased traffic, the noise would change the entire character of the neighborhood, and losing the pool would crush the property values for the whole neighborhood. Furthermore, there is already a new middle school going up in Kensington. My neighbors and I, whether or not we are members, will fight tooth and nail against any changes to the status of the Rock Creek Pool.
3. The location and the traffic. We have great access to Bethesda, Silver Spring, and Washington DC, but as for much of the county, increasing traffic is a concern. Essentially all access to the neighborhood is via Brookville Road and East West Highway. Traffic is already a huge problem due to growth in Silver Spring and Bethesda, increased activity and security at the Walter Reed Annex (and the loss of through traffic in the Annex post-9/11), and the impact of the old Walter Reed moving to Bethesda Naval Hospital. Maybe you are aware that traffic in Bethesda can be bad sometimes, especially between 5 a.m. and 11 p.m. We already worry that the Purple Line could turn our neighborhood into a giant Metro satellite parking lot. Additional development could completely overwhelm the roads and make it impossible for us to come and go.
4. The Coffield Center and the Lyttonsville area. The Coffield Center is an essential resource for the community. My kids learned to ride their bicycles there and we have taken Tae Kwon Do there for the last 8 or so years. We see first hand that the Center area is constantly full of people of all ages and races enjoying all kinds of outdoor activities, sports, and community activities. I think the Center is to be credited for giving the kids something to do to keep them out of trouble. The Center is also where I have learned about the rich history of the Lyttonsville area. Overdevelopment could encroach upon the athletic fields, make access more difficult, overwhelm the capacity of the center,

and price out lower-income people who have lived in the Lyttonsville area for decades. The Rollingwood apartments are one of very the few places where lower-income people who want the best schools can live. We should strive to respect neighborhood history and maintain diversity.

I understand that the Rollingwood Apartments are private property and that the owners deserve to share in the increased property values in the area. I understand that it is in the world's best interest for new development to be dense, close in, and near transit. I believe that there could even be some benefits to the neighborhood if a modest increase in density led to healthier retail in the area. (The Purple Line might also help.) However, if development is too intense, our whole area will become a parking lot surrounded by gridlock and noise. Early proposals from the developer were completely unreasonable.

I ask that you and the Council proceed slowly. Let the Purple Line go in first. There is just no way that the neighborhood can survive increased density if everyone who moves in needs to drive wherever they go. Once the Purple Line and the new middle school are in place, we will have a better idea about whether there really is demand for more schools and housing, and what kind of parking and infrastructure changes will be needed to accommodate development. We should be humble about our ability to predict these things, as anyone who has driven on the ICC knows. After the Purple Line is built, any development should be phased in carefully, with attention paid to optimizing the mix of apartment sizes, minimizing impact parking and infrastructure, and minimizing the displacement of current Rollingwood residents.

Thank you very much for your attention to this matter and for your dedication to Montgomery County.

Sincerely,

Jason D. Kahn
2712 Navarre Drive, Chevy Chase MD 20815
kahn.jason.d@gmail.com

February 7, 2016

Rock Creek Forest Area



● = essentially all access roads

MCP-CTRACK

From: Jon Foley <jfoley5east@gmail.com>
Sent: Sunday, February 07, 2016 12:45 PM
To: MCP-Chair
Subject: Greater Lyttonsville Sector Plan
Attachments: Coffield Testimony.doc

Dear Mr. Anderson,

Attached is a statement from the Gwendolyn Coffield Recreation Center Advisory Board with respect to the Greater Lyttonsville Sector Plan in advance of the February 11 hearing.

Regards,

Jon Foley
Advisory Board member

We, the citizen members of the Gwendolyn E. Coffield Community Center Advisory Board, write to express our concern with the recently completed Working Draft of the Greater Lyttonsville Sector Plan.

The draft sector plan proposes zoning changes within the Greater Lyttonsville area that could increase the area's population by up to 4508 households. According to the statistics compiled for the Greater Lyttonsville Briefing Book, there are only 3240 households in the Greater Lyttonsville Planning Area as of 2010; hence, if implemented, the sector plan more than doubles the number of households in our area. This is on top of the large increases proposed in the recently-approved Chevy Chase Lakes sector plan and the ongoing redevelopment of downtown Silver Spring. The Coffield Center serves all these areas, but of particular concern is the population increase proposed by the Greater Lyttonsville plan: 2423 new units would be located within a quarter mile of the Coffield Center.

Given our membership on the Citizens Advisory Board, we are particularly concerned with the effect of such a large population increase on the Coffield Center. Even if only 1 person occupies each of the 4508 new proposed households, the population of our area would increase from 8120 (2010 Census) to 12,628, an increase of more than 55%. Given that many apartments will be occupied by more than one person, this increase will likely be even larger, both absolutely and in percentage terms.

Today the center is functioning at near capacity. Its physical infrastructure is heavily taxed, its rooms are often all in use simultaneously, and its staff is stretched in keeping up with current demand.

The availability of affordable recreational and cultural services at the Center is essential for this area. As noted in the Briefing Book, the population in the Lyttonsville Planning Area has a lower mean income than the county average and experiences almost twice the poverty rate of the county as a whole.

The very large population increases proposed by the sector plan will further stress the center and its staff.

We were disappointed, therefore, to read on page 38 of the plan that it recommends no renovations or expansions to the center, but instead suggests only that the needs of the center be assessed annually by the Montgomery County Department of Recreation, presumably in support of additional capital and operating budget requests during the normal annual county funding cycle.

We believe that this is an inadequate response to the foreseeable problems that will result from the implementation of the sector plan. Provisions must be made now to deal with these problems.

The center will need to increase its programming to provide for projected new area residents and it will need additional space in order to house these programs. Moreover, as the plan recognizes on page 97, the Greater Lyttonsville community has needs for new meeting space and for space for the Lyttonsville Museum. The center is the logical place at which to meet these needs.

We propose, therefore, that the paragraph on page 38 of the draft plan that references the center be rewritten to note the difficulties that the plan will cause the center and, to help the center deal with these problems, that the plan designate any future improvements or additions to the center "public benefits and amenities," eligible to be supported by projects seeking increased density under the optional development method. Related changes should be made to the table labeled "Capital Improvements Program" on page 97. In addition, we propose that the plan-recommend increases in the Department of Recreation's operating and capital budgets to fund additions to the center's programs and infrastructure so as to adequately serve the expanded Greater Lyttonsville community.

On December 8, 2015, the citizen members of the Advisory Board approved this proposal by a unanimous vote.

MCP-CTRACK

RECEIVED
0157

FEB 05 2016

From: Harris, Patricia A. <paharris@lercheearly.com>
Sent: Friday, February 05, 2016 1:29 PM
To: MCP-Chair
Cc: Dreyfuss, Norman; Presley, Amy; Fani-Gonzalez, Natali; Wells-Harley, Marye; Richard Mounts (rhmounts@icloud.com); Banks, Erin
Subject: Lyttonsville Sector Plan
Attachments: DOC099.PDF

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Chairman Anderson:

On behalf of Friends Non Profit Housing and Lyttonsville Land Company, attached please find a letter to be included in the public record of the upcoming Lyttonsville Sector Plan hearing. Thank you.

Pat

Patricia A. Harris - Attorney

Lerch, Early & Brewer, Chtd. ideas that work
3 Bethesda Metro Center - Suite 460 - Bethesda, MD 20814
Tel: (301) 841-3832 Fax: (301) 347-3756 - paharris@lercheearly.com
Bio: <http://www.lercheearly.com/team/patricia-a-harris>
Vcard: <http://www.lercheearly.com/team/patricia-a-harris-vcard>

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www.lercheearly.com



ideas that work

Attorneys at Law

3 Bethesda Metro Center, Suite 460

Bethesda, MD 20814

www.lerchearly.com

Patricia A. Harris

Tel. (301) 841-3832

Fax (301) 347-3756

paharris@lerchearly.com

February 5, 2016

By Electronic Mail

Casey Anderson, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Re: Lyttonsville Sector Plan – 2401 Lyttonsville Road (Parcel N918)
and Parcel P836

Dear Chair Anderson and Members of the Planning Board:

On behalf of Friends Non Profit Housing, the owner of 2401 Lyttonsville Road (Parcel N918) and Lyttonsville Land Company, the owner of Parcel P836 located immediately to the north of the 2401 Lyttonsville Road property (collectively the "Property")¹, please accept this letter in connection with the Planning Board's upcoming public hearing on the Public Hearing Draft of the Greater Lyttonsville Sector Plan (the "Sector Plan").

The 2401 Lyttonsville Road site comprises 4.17 acres and is improved with 84 affordable multi-family units devoted to low-income residents. Parcel P836 is comprised of 2.31 acres and is currently vacant. The Sector Plan recommends that the Property be rezoned to CRT 2.5, C-.25, R-2.5, H-70'. The owners are supportive of the Sector Plan recommendation for the Property and therefore do not intend to testify at the Planning Board public hearing. However, the owners respectfully request that they be provided the right to participate in any subsequent Planning Board worksessions in the event the Planning Board is considering a different zoning recommendation for the Property or is otherwise considering a recommendation that could adversely affect the future development potential of the Property.

In addition, we would like to briefly comment on the issue of stormwater management. We are encouraged by the Sector Plan's recommendations regarding stormwater management, specifically with respect to the stormwater management facility needed in connection with the work of the Maryland Transit Administrations ("MTA"). More particularly, we strongly support the position of the community that any stormwater management facility should be designed to also serve as a public amenity, which would include quality open space.

We appreciate the time and effort the Planning Board Staff has devoted in preparing the Sector Plan and look forward to the Planning Board's consideration of the Plan.

¹ The owners of 2401 Lyttonsville Road and Parcel P836 are affiliated.

Casey Anderson, Chair
February 5, 2016
Page 2 of 2

Sincerely,

A handwritten signature in black ink, appearing to read 'PAH', with a horizontal line extending to the right.

Patricia A. Harris

cc: Planning Boardmembers
Mr. Richard Mounts
Ms. Erin Banks

On the draft proposal of Greater Lyttonsville Sector Plan

I believe that our neighborhoods are uniquely diverse, balanced and affordable; models that Montgomery County should seek to replicate in other areas inside the Beltway. Therefore:

---I object to the large increase in housing proposed for the properties near Lyttonsville Road and Grubb Road in the western part of our sector plan area and ask that the total number of new residences be limited to 400 new units.

---I oppose the re-zoning of these properties to the densities proposed in the draft plan and ask that they be given an FAR no higher than 1.5, the highest density usually allowed next to residential neighborhoods.

---I request that the effects of increased population on the Lyttonsville-Rosemary Hills Park and Gwendolyn Coffield Community Center be carefully considered and that resources be made available to enhance these valuable community assets.

Signed,

E. Spurrin

Dec 20, 16

8502 N. 7th Ave

On the draft proposal of Greater Lyttonsville Sector Plan

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Signed,

Deanne Dominkowski

~ ~

On the draft proposal of Greater Lyttonsville Sector Plan

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Signed,

Frank Wampel
Doris Brock D.

MCP-CTRACK

From: Jay Corbalis <JCorbalis@federalrealty.com>
Sent: Thursday, February 04, 2016 4:03 PM
To: MCP-Chair
Cc: Ramsey Meiser; Robins, Steven A.
Subject: Federal Realty Comments re: Greater Lyttonsville Sector Plan
Attachments: Federal Realty Testimony Re Lyttonsville Sector Plan 2-11-16.pdf

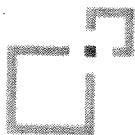
Dear Mr. Anderson,

Please find attached comments on behalf of Federal Realty Investment Trust regarding the Public Hearing Working Draft of the Greater Lyttonsville Sector Plan, which will be presented to the Planning Board at its upcoming February 11th meeting. Should you have any questions regarding this email or our comments, please do not hesitate to contact me.

Respectfully,

Jay Corbalis

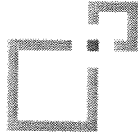
Federal Realty
INVESTMENT TRUST



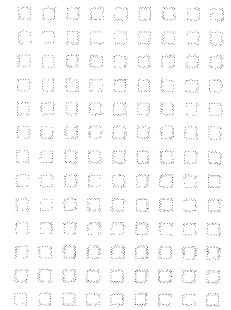
Jay Corbalis
Development Associate
1626 E Jefferson Street
Rockville, MD 20852
Direct: 301.998.8131
Mobile: 856.889.0540
jcorbalis@federalrealty.com

Unless expressly stated otherwise, this message is confidential and may be privileged. It is intended for the addressee(s) only. Access to this email by anyone else is unauthorized. If you are not an addressee, any disclosure or copying of the contents of this email or any action taken (or not taken) in reliance on it is unauthorized and may be unlawful. If you are not an addressee, please inform the sender immediately. No discussion, offer or agreement regarding any potential lease or other contract is binding on Federal Realty Investment Trust, nor should it be relied on by any third party, unless it is documented in a final lease or other written (not electronic) agreement signed by our authorized representative.

Federal Realty
INVESTMENT TRUST



FOUNDATIONS OF OPPORTUNITY



1626 East Jefferson Street
Rockville, MD 20852-4041
PH: 301.998.8100

February 2, 2016

The Honorable Casey Anderson, Chair
And Members of the Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

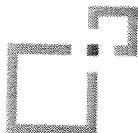
Dear Mr. Anderson and Members of the Board,

Federal Realty Investment Trust supports the recommendations contained in the current Public Hearing Working Draft of the Greater Lyttonsville Sector Plan. Federal Realty is a real estate investment trust specializing in the ownership, management and development of high-quality, retail based properties located in major coastal markets. The company is headquartered in Rockville and owns numerous properties in Montgomery County, including the 283-unit, 9 acre property containing Rollingwood Apartments, identified as properties 5a and 5b in the Residential Section of the Plan. In that capacity, we have worked together with Planning Staff and community representatives to develop a vision for our property that is aligned with the many important goals of the Plan.

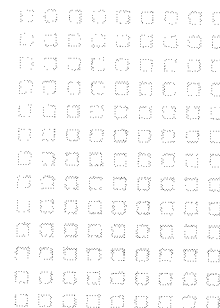
With its central location, attractive neighborhoods and welcoming community, Greater Lyttonsville is an area poised for certain growth. We believe the Plan offers a prudent course for accommodating expected growth while preserving and enhancing the community's strengths. Namely, the Plan allows additional housing to meet new demand while maintaining the character of single family neighborhoods and addressing community infrastructure. Striking such a balance is not easy, and was the result of sincere efforts by Planning Staff to solicit and incorporate input from a variety of voices within the community through successive drafts of the Plan.

In many ways, the recommendations for the Rollingwood Apartments site are a microcosm of the Sector Plan and the balance that it achieves. In our case, we worked with community representatives and Planning Staff to refine our initial plan in a way that reflected and balanced their priorities and concerns. Ultimately we arrived at a plan that will limit new development to the portion of the site closest to the planned Purple Line station and preserve a majority of the existing buildings in their current state. This balanced approach allows all of us to take advantage of new opportunities created by the Purple Line, while preserving the availability of the type of market rate workforce housing units that have historically attracted young families to Rollingwood - a key priority of both Staff and residents. In addition, the Plan would add approximately an acre of land to the existing Rosemary Hills - Lyttonsville Park by swapping unused land owned by the Parks Department along Lyttonsville Road with a portion of the property we own closest to the park. This is the proposal we presented to the community in a public meeting in

Federal Realty
INVESTMENT TRUST



FOUNDATIONS OF OPPORTUNITY



1626 East Jefferson Street
Rockville, MD 20852-4041
PH: 301.998.8100

September of last year, and this is the proposal for our property contained in the Greater Lyttonsville Sector Plan.

While the proposed recommendations contained in the Public Hearing Working Draft are a departure from where we started in the process, we are proud of the end result, and are genuinely appreciative of the collaboration with Planning Staff, Parks officials and community representatives that got us there. For both our site and the larger Lyttonsville Community, we believe the Sector Plan provides a blueprint for responsible growth, particularly given the presence of the Purple line and, at the same time, respecting the well-established community and its needs and desires. We respectfully urge the Planning Board to lend its support to that vision.

We will be available at the Board's worksession(s) to answer any questions or comments that may arise. Thank you for the opportunity to be heard.

Respectfully,

Jay Corbalis
Development Associate
Federal Realty Investment Trust

MCP-CTRACK

RECEIVED
0150

FEB 04 2016

From: Rachel Braun <rachelbraun@verizon.net>
Sent: Thursday, February 04, 2016 8:22 AM
To: MCP-Chair
Subject: Rising density in Rosemary Hills and Lyttonsville neighborhoods of Silver Spring

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

I live at 2107 Spencer Road, Silver Spring, in the Rosemary Hills neighborhood, and bought my house here in 1984.

I am VERY concerned about the proposed rising density for our area (Rosemary Hills and Lyttonsville).

Adding so many apartment units will significantly change the character of the neighborhood and bring a traffic density that will make even running an errand a tremendous journey. Our park lands and neighborhood pool are intermittently threatened by planners. We have already had to implement a stringent, unforgiving parking plan, very poorly administered by the county, leaving us skeptical of the county's interest in our well-being. Rising density could be the excuse MCPS needs to shift our neighborhood out of the Bethesda-Chevy Chase cluster.

The proposals to significantly urbanize this tiny neighborhood are threatening to the quiet, suburban life style that attracted us to this wonderful, vibrant neighborhood.

I am really confused as to why the Planning Department wishes to urbanize our neighborhood and overflow it with unwelcome apartment density.

Please cut back on the scale of the proposed changes.

Respectfully submitted,
Rachel Braun

2107 Spencer Road,
Silver Spring
301-588-5843

MCP-CTRACK

From: Rob Boston <robboston85@gmail.com>
Sent: Thursday, February 04, 2016 2:13 PM
To: MCP-Chair
Subject: Greater Lyttonsville Sector Plan

RECEIVED
OISY
FEB 04 2016

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

I'd like to offer some comments on the Greater Lyttonsville Sector Plan.

My family and I have lived in the Lyttonsville/Rosemary Hills neighborhood for 16 years. My wife and I raised two children here. Lyttonsville is a very special place. It's one of Montgomery County's most diverse neighborhoods, and it's steeped in history. It is also one that is closely knit. We know our neighbors in Lyttonsville -- and more than that, we help our neighbors. We look out for one another.

Because I have lived here so long, I completely understand why other people want to settle in Lyttonsville. It's an affordable neighborhood by Montgomery County standards, and it is served by some of the best public schools not just in the county or state but in the nation. We have access to a convenient Ride-On bus and are close to both downtown Silver Spring and downtown Bethesda.

The proposed Purple Line stop will only make the neighborhood more desirable. We know there will be some growth. However, growth that is not properly managed can lead to problems. Like many of the older, inside-the-Beltway communities, Lyttonsville is already densely populated. We have labored to create the proper mix of housing, and I believe we have achieved it. We are a mix of single-family homes and apartment complexes with some industrial use along Brookville Road. We encompass several different income levels. Some of our housing units serve low-income and senior populations. Unchecked growth could negatively affect these vulnerable communities.

We need a smarter approach. No one in our neighborhood expects that there will be no growth. However, many of us do believe that the current sector plan is too ambitious and too large for this neighborhood. We are already facing problems with traffic, congestion and increasing costs of living. Adding thousands more apartments and townhouses will only compound these problems. We simply cannot absorb this many new residents into our neighborhood without disruption. The current plan should be scaled back to a more reasonable level.

Managing growth is always a challenge. It can be especially difficult in a place like Montgomery County, a highly desirable place to live where the population places a premium on effective public services such as schools, libraries, parks and recreational facilities. We appreciate and understand the work the Planning Department does. But in this case, many in our neighborhood would prefer a scaled-back approach to development in Lyttonsville.

Thank you for your time; don't hesitate to contact me if you have any questions.

Robert Boston
8913 Pennsylvania Ave.
Silver Spring MD 20910
(240) 475-8991

On the draft proposal of Greater Lyttonsville Sector Plan

I believe that our neighborhoods are uniquely diverse, balanced and affordable; models that Montgomery County should seek to replicate in other areas inside the Beltway. Therefore:

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Signed,



Robert Urfsky 8508 Milford Ave., Silver Spring (Rosemary Hills)

On the draft proposal of Greater Lyttonsville Sector Plan

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Signed,

Susie + Stefan Awad

RECEIVED
0144
FEB 03 2016

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

MCP-CTRACK

RECEIVED

FEB 03 2016

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

From: Robert Firestein <bobby@ecoprint.com>
Sent: Wednesday, February 03, 2016 8:53 AM
To: MCP-Chair
Subject: Greater Lyttonsville Sector plan / Brookville Road Business
Attachments: bobbyletter042.pdf

Dear Planning Board Chair,

Attached please find my letter addressing the Greater Lyttonsville Sector Plan.

Should you have any questions please do not hesitate to contact me.

Sincerely,

Bobby Firestein

Robert W. Firestein | CEO

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February 3rd, 2016

M-NCPPC
8787 Georgia Ave.
Silver Spring MD 20910

Dear Planning Board Chair:

I am writing you today regarding the "Greater Lyttonsville Sector Plan", specifically how it affects the Brookville Road district and my company Ecoprint, Inc.

Ecoprint was founded in 1977 and operating in our current location since 1982. We are one of the larger business located in the Brookville road industrial area, employing nearly 30 full time and 10 part time people. Projected 2016 sales revenues are approximately \$5,000,000.00.

Ecoprint has always been an innovator during our nearly 40 years in business. In 2003 we became the first printer in the United States to purchase 100% of its electricity from wind farms. In 2005 we were the first in our industry to become Carbon Neutral.

For us, "sustainability" also means a stable, ethical company. We strive to be a good corporate citizen, supporting the communities where we live and do business. We are driven by principles of integrity and fairness, seeing our employees as partners in our success, and the success of our clients.

Our business operates 24 hours a day five days a week, with additional over time hours during weekends. The potential effect on additional local residents would be continual noise and traffic from delivery trucks bringing supplies and materials to our facility as well as deliveries heading out to clients. Newer residents may not tolerate our work schedule.

We have been fortunate not only to survive recent economic challenges but actually grow, not many companies can make that statement. Relocating for Ecoprint would potentially be our kiss of death, costing an estimated \$400,000 to \$500,000, not including lost revenue due directly to moving.

If we were put in the position of relocating it would unfortunately be worth entertaining closing our Brookville Road location and tucking the Ecoprint business into another metropolitan based printer. This would more then likely not be in the Montgomery County area, with current employees losing their positions with the new entity.

My apologies for not being present during this meeting, my business demands combined with being a single parent unfortunately do not allow much flexibility in my schedule.

Should you have further questions or comments please do not hesitate to reach out to me directly. I welcome your thoughts.

Sincerely,

Robert W. Firestein
C.E.O. / President

2618 Pittman Drive | Silver Spring, MD 20910 | ecoprint.com | p 301.589.6666 | f 301.585.3135



RECEIVED
0133
FEB 01 2016

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION



To: Montgomery County Planning Board Members
CC: Montgomery County Council Members

Steven Neil BRAUN

I, 1 believe that our neighborhoods are uniquely diverse, balanced and affordable; models that Montgomery County should seek to replicate in other areas inside the Beltway. Therefore:

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Sincerely Steven Neil BRAUN

(Name) Steven Neil Braun

(Street) 2107 Spencer Rd
Silver Spring, MD 20910

On the draft proposal of Greater Lyttonsville Sector Plan

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Signed, *Rachel Braun*
2107 Spencer Rd
Silver Spring, MD 20910

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Signed, *Michelle Pearson*

MCP-CTRACK

RECEIVED

FEB 01 2016

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

0127

From: Jane Ward <jbrward@gmail.com>
Sent: Sunday, January 31, 2016 10:27 PM
To: MCP-Chair
Subject: Public Comment on Greater Lyttonsville Sector Plan

The December 2015 public hearing draft on the Greater Lyttonsville Sector Plan demonstrates a lack of understanding of the impact of development on the schools as to make me suspect that the authors wanted to skirt this difficult topic entirely. I urge the county to conduct more research and analysis on the issue, talk to those planning Chevy Chase Lake and Westbard developments and MCPS, and be much more transparent with the public on the effects of this development on school use and capacity.

The draft mentions Rosemary Hills as a school located within the Greater Lyttonsville area and Woodlin as an out of boundary school enrolling some children who live there. Do the authors know that three other elementary schools (plus a middle and high school) enroll children who live in Greater Lyttonsville? These schools will certainly be impacted by development in Greater Lyttonsville and the report makes no attempt to ascertain facts, conduct research, or do analysis on the impact of the proposed development on those schools.

This is what the report does not mention:

- A very significant number of children who live in the sector attend **Rock Creek Forest Elementary School**. The school has recently had a new addition, but is already very close to capacity.
- After leaving Rosemary Hills, sector children attend both **Chevy Chase Elementary** and **North Chevy Chase Elementary**. Both are at or near capacity.
- Currently, Greater Lyttonsville children attend **Westland Middle School** and we know a new middle school will open for the B-CC cluster in 2019. What are potential impacts at the middle school level?
- **B-CC High School** will continue to receive all students from Greater Lyttonsville, yet it is projected to be over capacity again (even with its yet-to-be-built addition) by 2021.
- Development is planned at Chevy Chase Lakes, Greater Lyttonsville, and Westbard. All three developments would send students to the **B-CC cluster**. Is the planning board looking at these effects in total? If so, that information is not readily available.

I have noticed that the Westbard planning documents contain an appendix with an in-depth analysis on school impact. I would urge that such analysis be prepared for the Greater Lyttonsville plan and that such analysis take into consideration the growth projections and capital planning being undertaken by MCPS.

Finally, in their poorly-informed few paragraphs on school impact and potential capacity issues, the planning board draft includes an off-hand mention that the county could take the Rock Creek Pool site for a new

school. As a former member of a school site selection committee, I understand that potential sites are nearly impossible to find in this area. I am also a board member of Rock Creek Pool and can attest that it would not be willingly sold and that conversion of the site for a school would be rather unviable and prohibitively expensive given the hilly terrain and protected stream running through. The Westbard documents look extensively at school options, but make no mention of taking private recreation areas for school sites, even though there are several private clubs and green spaces (much more suitable for school construction) located within that area. This contrast makes the reference to Rock Creek Pool site as gratuitous and unnecessarily inflammatory.

Sincerely,

Jane Ward
Colston Drive
Chevy Chase, MD

(Rock Creek Forest neighbor)

On the draft proposal of Greater Lyttonsville Sector Plan

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Signed,



MCP-Chair

RECEIVED
0177

JAN 28 2016

From: EUGENIA PARK <EUGENIA.PARK@Inf.com>
Sent: Wednesday, January 27, 2016 8:14 PM
To: MCP-Chair
Subject: Lyttonsville plan? 16th St Lane reduction proposal

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

To whom it may concern,

I was assured at the meeting at P&P on January 19, 2016, all testimonials will be taken into account if not read into the record on the day of hearing. If this is not the case, please advise, I will register to testify.

I did not speak at the meeting as was stunned by the thought that instead of increasing number of lanes on 16th St, perhaps by designing an overpass, someone actually tried to persuade us, thinking adults, that by showing a picture of "neighborly paradise" lane reduction and approving more apartment development, between CSX, 16th St and Purple Line, will possibly reduce need for roads?!

Many neighbors of the Woodside Civic Association spoke in disbelief that 16th St, a major thoroughfare from Beltway I-495, directly connected to Interstate I-95, the entire East Coast corridor and White House, was proposed to be reduced from existing 3/4 lanes to just 2. Aside from the concern I share with my neighbors regarding environmental issue of pollution, standing/ idling cars create, the proposal will create more traffic jams, even on weekends as many people from Washington DC use I-495 / I-95 to visit home on weekends, as well as out of state visitors who may bring their families to visit the Nation's Capital. 16th

Aside from daily stalemate on 16th St during rush hours, at present time police and Ambulance sirens scream for 10-15 minutes asking for a passage between traffic in standstill (with 3-4 lanes in operation). With reduced lanes there will be no reasonable way for citizens to get help, almost impossible to get through traffic to nearby Holy Cross hospital or to and from the Beltway.

I am clearly against this proposal. It is not wise to say the least. 16th St. needs expansion, not reduction. Present project is not sustainable.

Best Regards,

Eugenia Park
301-346-5079

1703 Highland Dr.

MCP-Chair

From: Brian Stagg <brian.stagg@gmail.com>
Sent: Thursday, January 28, 2016 11:02 AM
To: MCP-Chair
Subject: Greater Lyttonsville Sector Plan Public Comments

RECEIVED

JAN 28 2016

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Please accept my comments below into the public record in support of the Greater Lyttonsville Sector Plan.

Thank you.

I am writing to support the changes in the Greater Lyttonsville Sector Plan, specifically as it relates to changes along the 16th Street corridor. I have been a resident of the Woodside neighborhood since 2009 and have eagerly awaited the Purple Line and the positive change it would bring to my community. As it exists today, 16th Street is a dangerous and inhospitable environment unless you are protected by 2000 pounds of aluminum and steel. Walking along the sidewalk or pushing a stroller along this busy highway is a harrowing task, to say nothing of the perils of trying to "share" the road on a bicycle with traffic that is often driving in excess of the speed limit due to an antiquated automobile-centric design. Redesigning 16th Street will allow the residents of Woodside and North Woodside better, safer access to the new Purple Line station, downtown Silver Spring and the District of Columbia.

I believe that reducing lanes will have a positive impact on the community, and will have no major impacts on traffic in this area. The temporary reduction of three lanes to two lanes on MD-193 over I-495 as the overpass is being rebuilt has not resulted in major impacts to normal travel times. When protected bike facilities and improved pedestrian features exist, more people will get out of their cars and choose other modes to get around in this area, taking cars off the road. The building of medians/buffers with trees will help make 16th Street feel more like a neighborhood thoroughfare and less like an interstate highway. Additionally the reduction in lanes will change driver behavior to slow speeding traffic down to safer speeds.

Reducing the lanes on 16th Street and building features to enhance and encourage alternative modes of transportation will make our community safer, healthier and more aesthetically appealing.

Brian Stagg
Woodside Resident

MCP-CTRACK

RECEIVED
8109

JAN 27 2016

From: Elizabeth King <bking2213@gmail.com>
Sent: Friday, January 22, 2016 8:11 PM
To: MCP-Chair
Subject: Fwd: sector plan testimony attached
Attachments: Sector Meeting 2.docx

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Comments on Rosemary Hills-Greater Lyttonsville Sector Plan Testimony attached.

On Fri, Jan 22, 2016 at 6:09 PM, Elizabeth King <bking2213@gmail.com> wrote:

—
Elizabeth N. King
2213 Richland St.
Silver Spring, Md. 20910
301-588-4408
240-988-4038
bking2213@gmail.com

Sector Meeting 2/11

My name is Elizabeth N. King, and I have been a resident of Rosemary Hills for the last 39 years. We bought our house on Richland St. as newlyweds and raised our family here. I worked as a teacher of math and science, specifically Environmental Science, for 36 years before retiring 10 years ago. I want to thank the Planning Board for the opportunity to comment on the Greater Lyttonsville Sector Plan.

After attending several neighborhood meetings with representatives of the Planning Board, I have come to believe that the increased density proposed in the plan will cause great harm to this unique and diverse community. Rosemary Hills has always been a racially, ethnically, and culturally diverse neighborhood. It was one of the chief characteristics that attracted my husband and me to this community long ago, and this richness continues to be evident today. The addition of 2000 new apartments so close by (near the proposed Lyttonsville Purple Line station) would completely destroy the suburban nature of our neighborhood.

Increased density proposed in this plan will also greatly increase the traffic in our neighborhood. Most of streets are narrow, having been constructed over 50 years ago, and were not designed to accommodate two-way traffic. In addition, many homes do not have off street parking, forcing residents and guests to park on the street. This requires a dance every morning and evening as residents

come and go to work as they take turns passing single file on our streets.

We spent many summer days for many years at Rock Creek Pool as our children were growing up. Not only did it provide exercise and camaraderie for the children, it also as a venue for parents to connect, welcome newcomers to the neighborhood, and increase the close bonds of our community. As seniors, we continue to use the pool each summer, and I would object to any proposal that would involve the destruction of Rock Creek Pool.

Open green space becomes increasingly valued as the urban nature of our community increases. Having taught Environmental Science for many years, I am well aware of the renewing efforts that green space can have on the physical and emotional health of human beings. Rosemary Hills-Lyttonsville Park is the only green space in our entire community. It is already heavily used, and any increase in the population of our neighborhood would stress this resource beyond its ability to thrive given the constraints of the budget.

I use the Coffield Center, our Community Center in the Park, several times a week. There are many meetings held there and an exercise class I attend twice a week. For many months in the last two years, classes were cancelled by leaks, which destroyed the hardwood floor. The Center is in need of repairs and upgrades. There is also always a shortage of funds for staff.

Considering all the of the issues presented in the Sector Plan, I hope the maximum FAR will be set at 1.5, the maximum generally allowed near single family homes. In addition, I hope that the total number of new units will be limited to 400 which is 1.5 times the number of units that are now in place. Preserve Rock Creek Pool, upgrade the facilities at the Coffield Community Center, protect our only green space, Rosemary Hills-Lyttonsville Park, and preserve the residential and suburban character of our community. The changes proposed in Sector Plan would destroy many of the characteristics of Rosemary Hills that drew so many of us to buy homes and raise our families here.

Respectfully,
Elizabeth N. King

MCP-CTRACK

RECEIVED
JAN 27 2016

From: Sharon Feuer Gruber <sharonhsgruber@gmail.com>
Sent: Sunday, January 24, 2016 10:54 PM
To: MCP-Chair
Subject: Lyttonsville sector plan written testimony

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear board:

Thank you for this opportunity to submit my written testimony regarding the Lyttonsville Sector Plan. I am deeply concerned about the impact of this plan as-is on our community currently and the surrounding neighborhoods, as well.

1) I believe that the increased density proposed in the plan will cause great harm to our unique and diverse community. The plan suggests converting the area near the Lyttonsville PurpleLine station into a dense urbanized core, with up to 2000 new apartment units. This area is part of the residential neighborhood and should remain essentially suburban. I object to the way this plan will alter the character of our community.

2) The plan will greatly increase traffic in our neighborhood. Our roads are narrow suburban streets that cannot accommodate hundreds of additional cars. We can barely make a left turn out of our neighborhood from Spencer Road to Grubb Road as is. Inevitably, even apartment buildings near public transit will invite traffic, as some residents will have vehicles, the people who work there will, and the many guests and individuals who provide services to those residences will have vehicles, as well. Although the staff has said that our intersections pass their traffic test, many of our roads are too narrow for two way travel and we already have to wait to pass single file. Furthermore, a recent report shows that the nearby major intersections of 16th Street and Georgia as well as East-West Highway and JonesBridge Road are already failing the traffic test. Adding more residents along Lyttonsville Road and Grubb Road will make this congestion much worse. My children are newly at or approaching the age in which I would want them to walk to friends' homes just across East-West Highway and/or Grubb Road, and an increase of traffic will make this challenging intersection untenable and outright dangerous to pedestrians.

3) I am deeply concerned about the effect of this many new residents on our already overcrowded schools. I believe that the plan could result in changes in school boundaries. This will significantly harm the community. Part of why we bought this house is for the desirable BCC Cluster that we are positioned in, and it will negatively impact our children's education, as well as drive down our property values if we are zoned out of that cluster. Our family's educational needs are sensitive, and we are confident that BCC is the right home school for us.

4) The RosemaryHills-Lyttonsville Park is already heavily used. This proposed population increase will certainly add to the use of the park, yet there is no plan to add resources or new open space. Additionally, the age of the children using the park is quite variable, and we could use an update of equipment to reflect some of the older children's needs (akin to the Wheaton Adventure Park). Over time it has become clear that more resources are critically needed, and additional users will only tax the already understaffed, under-resourced park.

5) Our Community Center is heavily used and needs many repairs and upgrades. Its Club Rec program is already oversubscribed and the county cannot provide the funds for needed staff. It is unfortunate that such a valued resource is not able to meet high community demand, and this is at the current level of local residents.

6) I object to the idea that Rock Creek Pool be destroyed to make room for a new school. This would be a horrible loss to our community. There already is a multi-year waiting list to become a member, as demand is so high. Shutting it down would be tremendous blow to this sector. The swim club is a meeting place for community members throughout the adjoining neighborhoods, and it makes a tremendous quality-of-life difference for our family and hundreds of others.

7) I believe that the businesses on Brookville should be protected and new businesses that directly serve the residents should be added. Additional walkable cafes, artists' lofts, and live-work space would be community assets.

I ask that the maximum FAR in this area be set at 1.5, the maximum generally allowed near single family homes. I ask that the total number of new units allowed on re-zoned properties be set to 400, allowing an increase of 1.5X the number of units currently in place.

Thank you.

Sincerely,
Sharon Gruber
2319 Peggy Lane, Silver Spring 20910

On the draft proposal of Greater Lyttonsville Sector Plan

I believe that our neighborhoods are uniquely diverse, balanced and affordable; models that Montgomery County should seek to replicate in other areas inside the Beltway. Therefore:

----I object to the large increase in housing proposed for the properties near Lyttonsville Road and Grubb Road in the western part of our sector plan area and ask that the total number of new residences be limited to 400 new units.

----I oppose the re-zoning of these properties to the densities proposed in the draft plan and ask that they be given an FAR no higher than 1.5, the highest density usually allowed next to residential neighborhoods.

----I request that the effects of increased population on the Lyttonsville-Rosemary Hills Park and Gwendolyn Coffield Community Center be carefully considered and that resources be made available to enhance these valuable community assets.



Mrs. Elizabeth King
2213 Richland St
Silver Spring MD 20910-2394

Signed,

Elizabeth A. King

RECEIVED
0108
JAN 27 2016

Signed
Bill Foley

*8816 Merrywood Avenue
Silver Springs 20710*

On the draft proposal of Greater Lyttonsville Sector Plan

I believe that our neighborhoods are uniquely diverse, balanced and affordable; models that Montgomery County should seek to replicate in other areas inside the Beltway. Therefore:

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OFFICE OF THE CHAIRMAN
THE NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

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Signed,

Scott E. Freestone

On the draft proposal of Greater Lyttonsville Sector Plan

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Signed,

Joyce M. Harrison

On the draft proposal of Greater Lyttonsville Sector Plan

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Signed,

Luke Foley
John Foley, 8816 Maywood Ave
Silver Spring 20910

On the draft proposal of Greater Lyttonsville Sector Plan

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Signed,

Luke Foley
8816 Maywood Avenue
Silver Spring 20910

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Signed,

Kathryn Bookler
8816 Maywood Avenue
Silver Spring 20910

On the draft proposal of Greater Lyttonsville Sector Plan

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Signed,

K
Mr. & Mrs. Leonard King
2213 Richmond St
Silver Spring, MD 20910-2334

On the draft proposal of Greater Lyttonsville Sector Plan

I believe that our neighborhoods are uniquely diverse, balanced and affordable; models that Montgomery County should seek to replicate in other areas inside the Beltway. Therefore:

~~X~~ I object to the large increase in housing proposed for the properties near Lyttonsville Road and Grubb Road in the western part of our sector plan area and ask that the total number of new residences be limited to 400 new units.

~~X~~ I oppose the re-zoning of these properties to the densities proposed in the draft plan and ask that they be given an FAR no higher than 1.5, the highest density usually allowed next to residential neighborhoods.

~~X~~ I request that the effects of increased population on the Lyttonsville-Rosemary Hills Park and Gwendolyn Coffield Community Center be carefully considered and that resources be made available to enhance these valuable community assets.

Signed,

Patricia Hurley
8701 Hilford Ave, SS, MD 20910

RECEIVED
00100
JAN 21 2016

OFFICE OF THE CHAIRMAN
THE MONTGOMERY COUNTY CAPITAL
PLANNING AND ZONING COMMISSION

On the draft proposal of Greater Lyttonsville Sector Plan

I believe that our neighborhoods are uniquely diverse, balanced and affordable; models that Montgomery County should seek to replicate in other areas inside the Beltway. Therefore:

~~X~~ I object to the large increase in housing proposed for the properties near Lyttonsville Road and Grubb Road in the western part of our sector plan area and ask that the total number of new residences be limited to 400 new units.

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~~X~~ I request that the effects of increased population on the Lyttonsville-Rosemary Hills Park and Gwendolyn Coffield Community Center be carefully considered and that resources be made available to enhance these valuable community assets.

Signed,

Nicole 8713 Maywood Ave
SS, MD 20910

On the draft proposal of Greater Lyttonsville Sector Plan

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~~X~~ I request that the effects of increased population on the Lyttonsville-Rosemary Hills Park and Gwendolyn Coffield Community Center be carefully considered and that resources be made available to enhance these valuable community assets.

Signed,

Chirica Fisher
8802 Maywood Ave
301-589-1559

On the draft proposal of Greater Lyttonsville Sector Plan

I believe that our neighborhoods are uniquely diverse, balanced and affordable; models that Montgomery County should seek to replicate in other areas inside the Beltway. Therefore:

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~~X~~ I request that the effects of increased population on the Lyttonsville-Rosemary Hills Park and Gwendolyn Coffield Community Center be carefully considered and that resources be made available to enhance these valuable community assets.

Signed,

- I object to destruction of Rock Creek Park.
Stephan Brauer

MCP-CTRACK

RECEIVED

JAN 08 2016

From: Shawn Siochain <SSiochain@engenderhealth.org>
Sent: Friday, January 08, 2016 3:19 PM
To: MCP-Chair
Subject: Greater Lyttonsville Sector Plan - rezoning problem

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

0039

Hi,

In reviewing the Greater Lyttonsville Sector Plan published online, the sector 12 zoning changes on page 88 seem extremely problematic.

Those areas are the only buffer between the industrial zone and the residential zone. They mostly contain trees and grass along the outer rim of the parking lot of the light industrial building on Linden Lane. Rezoning this buffer appears to be intended to allow the building of additional light industrial buildings between the parking lot and abutting the residential properties along Hale Place and Sharon Drive.

Rezoning to allow light industry to encroach further upon immediate residential areas would cause a number of serious problems. I hope that this damage to the community is considered appropriately before rezoning is enacted in order for commercial interests to destroy homes.

If not, I would greatly appreciate knowing who is responsible for this boondoggle.

Thank you,
Shawn

Shawn Siocháin, MSc
Director of Compliance, EngenderHealth

MCP-Chair

Subject: Comments on Draft Lyttonsville Plan

From: mmuranova@yahoo.com
Sent: Friday, January 08, 2016 11:41 AM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Subject: Comments on Draft Lyttonsville Plan

RECEIVED
0037
JAN 08 2016

OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Dear Lyttonsville Planning team,

I live in the Linden neighborhood close to the Brookville road and Warren Street - (bordering on the Lyttonsville neighborhood very close to the industrial zone). Unfortunately our experience with businesses in this area has not been the best. At least every couple of months there would be a truck unloading something in the middle of the night or having garbage trucks pick up trash at 5am which wakes me and my family up (we have made numerous noise complaints about this but with limited long term solution).

Not to mention going further towards Linden by the businesses along the train tracks - there is so much trash all over the ground and just overall dumping next to dumpsters. Is this something that the Planning Zone committee plans to address? Has there been any thought given to re-zoning this part of the Lyttonsville area or at minimum making it more neighborhood friendly/greener?

There seems to be zero recognition of these issues in the report and no improvements (such as more greenery or possible rezoning to mixed use). The Linden neighborhood is truly wonderful so it's unfortunately that irresponsible businesses in the industrial zone are littering the neighbourhood we have to live in. I would encourage your team to walk on Fraser Avenue (between Montgomery Street and Linden Lane) to see all the trash business leave behind.

Thank you,

Planning Department Releases Public Hearing Draft of Greater Lyttonsville Sector Plan Community invited to review latest version of Sector Plan before the public hearing on Thursday, February 11 in Silver Spring The Montgomery County Planning Department, part of The Maryland-National Capital Park and Planning Commission, has posted the Public Hearing Draft of the Greater Lyttonsville Sector Plan on the Department's web site. This posting follows the Montgomery County Planning Board's approval of the Working Draft as the Public Hearing Draft on Thursday, December 17, 2015.

The Public Hearing Draft reflects changes in response to issues that were raised by the Lyttonsville community over zoning classifications, district boundaries and language in the Plan Draft.

View the Public Hearing Draft of the Greater Lyttonsville Sector Plan. You can also obtain a copy of the draft at Montgomery County Planning Department headquarters (8787 Georgia Avenue, Silver Spring, MD 20910).

View the Staff Report for the December 17 Planning Board presentation, including an errata sheet.

Community Invited to Testify at Public Hearing The Board's public hearing on the Greater Lyttonsville Sector Plan is scheduled for Thursday, February 11 at 6:30 p.m. at the Planning Department headquarters (8787 Georgia Avenue, Silver Spring, MD) when the community is invited to comment on the Plan's recommendations.

Consult the Planning Board Agenda for details about the public hearing.

Time slots to testify are limited, so beginning 10 days in advance of the hearing date, the public is encouraged to go online to sign up to testify: http://www.montgomeryapps.org/planning_board/testify.asp.

In order to hear from as many people as possible, each speaker will only have up to three minutes to comment.

The public is also invited to submit comments on the Public Hearing Draft of the Greater Lyttonsville Sector Plan via email to mcp-chair@mncppc-mc.org. These comments will become part of the public testimony and public record for the Plan.

Plan Work Sessions and Council Action

Following the public hearing on February 11, 2016, the Planning Board will hold work sessions on the Sector Plan starting in March. The sessions will continue as needed for the Board to discuss the community testimony as well as issues Board members want to address.

At the conclusion of the work sessions, the Plan will be revised to reflect the Planning Board's direction before being transmitted to the County Council and County Executive as the Planning Board Draft. The County Council will hold a public hearing on the

Certificate of Publication

State Of Maryland }
County of Montgomery } SS

Sherry Sanderson, being duly sworn, says:

That she is Legal Advertising Representative of The Montgomery County Sentinel , a weekly newspaper of general circulation, published in Rockville, Montgomery County, Maryland; that the publication, a copy of which is attached hereto, was published in the said newspaper on

January 7, 2016

That said newspaper was regularly issued and circulated on those dates.

SIGNED:



Subscribed to and sworn to me this 7th day of January 2016 ,

01108919 00022721

MONTGOMERY CO PLANNING DEPT
8787 GEORGIA AVENUE
SILVER SPRING, MD 20910

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION NOTICE OF PUBLIC HEARING

PUBLIC HEARING DRAFT OF THE GREATER LYTTONSVILLE SECTOR PLAN

Pursuant to the provisions of the Land Use Article, Annotated Code of Maryland and Chapters 24A and 33A of the Montgomery County Code, the Montgomery County Planning Board of THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION hereby gives notice that it will hold a public hearing regarding the Greater Lyttonsville Sector Plan Public Hearing Draft. When adopted, the Plan will also amend The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended.

Thursday, February 11, 2016
at the Montgomery Planning Headquarters
8787 Georgia Avenue, Silver Spring, MD 20910

The Plan makes recommendations for land use and zoning within the Greater Lyttonsville Sector Plan area as well as recommendations intended to improve overall circulation, pedestrian connections and the network of bikeways for the Plan area, as determined by the County Council.

Copies of the Public Hearing Draft Plan are available online at www.montgomeryplanning.org/community/lyttonsville/ or at the Commission's Montgomery Regional Office Building at 8787 Georgia Avenue, Silver Spring, Maryland 20910, or at Silver Spring Library.

The purpose of the public hearing is to provide an opportunity for all interested persons to express their views. Persons wishing to testify in person at the public hearing are requested to notify the Planning Department's Public Information Line at 301-495-4605, or sign up to speak at the hearing using on-line registration at http://www.montgomeryapps.org/planning_board/testify.asp.

The Maryland-National Capital Park and Planning Commission encourages the involvement and participation of all individuals in the community, including those with disabilities, in the planning and review processes. In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the Maryland-National Capital Park and Planning Commission (M-NCPPC) will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs or activities. M-NCPPC works to make its facilities and materials accessible and to hold public meetings in locations that are, likewise, accessible. M-NCPPC will generally provide, upon request, appropriate aids and services and make reasonable modifications to policies and programs for qualified persons with disabilities (e.g. large print materials, listening devices, sign language interpretation, etc.) For assistance with such requests, please contact the M-NCPPC Montgomery County Commissioner's Office, at least a week in advance, at (301) 495-4605 or at mcp-chair@mncppc-mc.org. Maryland residents can also use the free Maryland Relay Service for assistance with calls to or from hearing or speech impaired persons; for information, go to www.mdrelay.org/ or call (866) 269-9006.

Written testimony may be submitted to: Chair, Montgomery County Planning Board, 8787 Georgia Avenue, Silver Spring, MD 20910. E-mail testimony may be submitted to MCP-Chair@mncppc-mc.org.