The planning board met in the auditorium of the Montgomery County Planning Department, 3787 Georgia Ave NW, Silver Spring, MD, at 6:00 p.m., Casey Anderson, Chair, presiding.

PRESENT

CASEY ANDERSON, Chair
GERALD R. CICHY, Commissioner
NORMAN DREYFUSS, Commissioner
NATALI FANI-GONZALEZ, Commissioner
MAREN HILL, Senior Planner
MARYE WELLS-HARLEY, Vice Chair
ATUL SHARMA, Planner Coordinator
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CHAIR ANDERSON: Okay. If we could get everybody to take their seat, we'll get started. While everybody's settling into their seat I just want to explain some of the ground rules for testimony.

If you are here with a group, we strongly encourage you to consolidate your testimony and have either one person speak for the group, or each of you can speak together. But try not to repeat each other.

And I'll try to accommodate it if people, want to go one after the other. So it all sort of is more effective coming in one place so you can communicate your message more efficiently and directly.

I generally will try not to cut people off. But I reserve the right to do that. Particularly if you're repeating points that have already been made.

I'll put you on the clock for three
minutes unless you're representing a larger group
here. And I bend over backwards to let everybody
get their points out. But I at some point have
to keep people moving along.

And that's not -- I should say, that's
not for our benefit, it's for the benefit of
everybody who came here to testify.

Because if I let some of the people
who are speaking early go on over the -- over
time, that means that people who are speaking
last are going to be here until 10:00 at night.

And we don't mind doing that. Because
that's our job. And that's why we're here. But, for the benefit of people I know who have to get
home and they have kids to take care of.

Or some of you may even be going to
another job or just getting home to cook dinner
and go to bed. We try to make that easy on
everyone. Or as we can while still giving
everybody a chance to speak their peace.

Maren?

MS. HILL: Thanks Casey. Good
evening. My name is Maren Hill. And I'm the planner for the Grovesnor-Strathmore Metro Area Minor Master Plan.

Item Nine this evening is the public hearing on the public hearing draft of the Grovesnor-Strathmore Metro Area Minor Master Plan. The public hearing was advertised in the Montgomery Sentinel Newspaper on May 25, 2017.

And before we begin the public hearing, we need to make note of the documents that will be entered into the public record in addition to the letters and emails that we've received thus far.

Which will be the 1992 North Bethesda Garret Park Master Plan, the Grovesnor-Strathmore Metro Area Minor Master Plan public hearing draft dated May 2017, the letter transmitting the public hearing draft plan to the County Council President, Roger Berliner, with the receipt date stamped on May 25, 2017, and a letter transmitting the public hearing draft plan to the County Executive, Isaiah Leggett with a receipt.
date stamped on May 25, 2017.

The staff recommends that the public hearing record remain open for two weeks from today, until the close of business on Thursday, July 13, 2017.

Finally, we are also scheduled to have our first work session on this plan with the Planning Board on July 13. The work session is tentatively scheduled for the evening.

CHAIR ANDERSON: Great. With hearing no objection to that, the record will stay open for two weeks.

So that means, by the way, that if you think of something that you didn't get a chance to say, or you'd planned to say but you ran out of time, you can still send us an email or a letter if you really want to be old school about it, and we'll still consider it.

Okay? So that means if you don't get it in tonight, don't worry. We'll still get it to the staff as part of the record. And we'll talk about it at the work session.
And it doesn't have to be fancy. Just type out and email. And that's just as good as something that's more formal.

So with that, I'm going to call up two groups of people who have asked to speak in groups. The first is the Fivesquares Group. Which is Ron Kaplan, Andrew Altman, Matthew Bell and Nancy Randall. I think.

If I missed any of that group, now's the time. And as I just explained, I'm -- since they're all in a group, one of them can speak for all of them.

Or they can each speak in a row. But they can't each speak for 15 minutes each. That won't work.

(Off record comments)

MR. KAPLAN: Hello. There we go. Thank you very much. My name is Ron Kaplan with Fivesquares Development.

Very quickly, I wanted to thank the staff for what is an extraordinary thorough and professional document. It's really a testament
to the quality and passion that you guys have.

And I'm just really impressed by it. And think it's a tremendous body of work. And to Gwen Wright for her leadership in understanding this precious resource and starting the process in the beginning.

So, very quickly. Just going to take a couple of minutes. As I said, Ron Kaplan. A lot of you know my background as Chief Investment Officer of Federal Realty.

Only reason that's important is Bethesda Row on the left was 100 percent about the creation of place. This is our passion as a company.

That was a ten-phased plan. It took 15 years to execute. We could have simply built buildings. We controlled all the land.

But what we built was community. And I think everybody knows the benefit when you do that.

It's a huge investment in infrastructure to do that. We have the density
that ultimately allowed and justified doing that.

   And it's really what we want to bring
to this opportunity. Different, completely.

But, really about creating community.

   Even at Clarksburg Premium Outlets
that just opened, two of the most gratifying
things about that, which is one awards is the
highest, best architecture outlet center, is that
it created a thousand full time and part time
jobs.

   But more then that is it created a
local gathering spot where people now go to some
of the art installations or the fountains. Or
even just the food offerings that weren't there
before.

   Similarly, Symphony Park on the other
side of Strathmore it's where we began our
partnership with Strathmore, really was about how
you do something with excellence in art to create
community. And it exceeded.

   My partner who will speak in a minute,
Andy Altman, and cofounder was the master planner
of 600 acres for London. Redeveloped the entire east end of London with 15 thousand units.

A 30-year plan, transit oriented, held as the best long term plan. All of these things have one thing in common.

Which is you invest up front with a lot of infrastructure and with a long term plan. Which is what Grovesnor-Strathmore is about. It is a 20-year plan.

We want to make a community of these disparate neighborhoods that exist in these high rises. And it's one of the reasons we're asking for more density is we'll get to it in just one second.

Only two more slides. I want to keep really on time here.

How does that process start for us? Outreach. Community. They live there now. What are they looking for? What will you benefit from?

We've had 30 meetings already. And we're only at the minor master plan. Thirty
community meetings, 750 calls. We have learned a lot.

And we've incorporated it. And we'll show you how we've incorporated it as we go through this.

I said that we think it's a great plan. We do. We really just think it needs a little bit more flexibility.

There are four specific points. Matt and Andy will touch on them. One is we really think that it should be a FAR of 3.0.

The amount of infrastructure that goes into this tight site, and as green as we want to make it, not just both with lead green, but actually open space.

We plan to dramatically exceed by at least 30 percent the Montgomery County standards for open space. As well as the bike requirements, requires a real investment.

And over 20 years, we think you have to. And you can easily without bad negative effects. We think you will create a better
community with more density there.

Number two, we really think, it's important that there be a third signature building. We think that the plan that Park and Planning came up with, we have revised our master plan based on recommendations they made, really actually improvements.

And very sincere in that. We thought we had the best planners. But you can always learn something from somebody, and we found ways to improve it. Sorry Matt.

But, there's the ability to have a third signature building here. And we'll show you that.

And we've studied it. And it doesn't have any adverse effect. And it really allows you to create more open space and taller, higher buildings.

There's something called the transition zone. We've focused a ton on this. This is the space directly across Tuckerman where Strathmore Park exists.
It's very important that that feel right and in scale. So we've committed to do four story buildings across from the four story buildings that are there.

It's really just about some very specific, how do you really create better building spaces and green spaces? And Matt will get into some flexibility in that transition zone.

And finally, we love green space. We love gathering spaces. It's what we do. And we think you can do that with a one acre civic green.

The plan requests a 1.25 acre civic green. And without boring people when you really master plan this, there isn't room to fit all of that extra quarter acre right there.

But as I said, we plan to exceed by over 30 percent the green space. It's just going to be a little bit more disbursed. But at least a minimum one acre civic green right there.

So, thank you very much.
CHAIR ANDERSON: Thank you.

MR. KAPLAN: And hopefully some of you had a chance to see, this was really community driven. I apologize. I forgot about this slide.

We did not know the community wanted retail amenities. And they do.

And so we are going to do incubator retail there. Arts, sculpture, integration and partnership with Strathmore.

And another thing we heard, HOAs have no meeting space. So we're going to create a meeting space at the base of the building stairways.

It's really great community feedback.

Thank you very much.

MR. BELL: Now is as good a time as any to mention that we were all at this location this morning and took a tour.

CHAIR ANDERSON: Mr. Altman, if you want?

(Off record comments)

MR. ALTMAN: Okay. Well, thank you
very much. I'm Andy Altman. I'm also the
cofounder of Fivesquares Development.

And although I'm new to Montgomery
County, I'm not new to the area. Ron emphasized
London, but actually I've been a planning
director under Mayor Anthony Williams in District
of Columbia in his first term.

Worked a lot on trans-oriented
development then. And I'm thrilled to be able to
work on this project here, trans-oriented
development in Montgomery County.

I too just want to really tremendously
thank the staff and Gwen and everybody. Because
it's been a tremendous pleasure to work with them
and their leadership, and producing a really
fantastic report, a really visionary report.

And I've done lots and lots of
reports. And it's a thrill to be able to see
something so thoughtful. It's wonderful.

I'm just going to hit on a few points.
Since Ron, just a little bit about the vision. A
lot of it was in what was presented by the staff.
But I think it's just important to point out as you'll see here that Grovesnor is very unique among the red line stops. It's a scarce resource as Ron said.

We want to maximize that for trans-oriented development. Complement existing business centers, Bethesda and NIH, and what's emerging, Pike and Rose, and retail.

But it is unique. And -- next. It's unique because it's actually surrounded by a greenbelt. And that's two things.

One is often and, you know, a ten minute walking radius of a TOD. You try to get as much density within that walking area.

But this is a very protected area. Whether that's 75 acres of Rock Creek Park, or Strathmore Music Center, or the Forest Preserve.

So what's really focused here is a focus density on the parking lot and the area of the metro site. And how do we maximize that density in a way that both is respectful to the area, but also truthfully it's got a very unique
identity.

And I think that also gives the neighborhoods a lot of protection that this development is going to be very contained within one part.

Up here are images that if you were out there today, so I won't dwell on this. But clearly, there's not a significant amount of green space right on the metro.

No real center there. Obviously it's a parking lot. No connection to adjacent neighborhoods. That's a point that was emphasized to us about connectivity.

There are developments here next to it. Meridian Tower, and Strathmore Park, and others. But how UA can connect in.

No established sense of place. And so how do we build something? Next. Next.

So, what's the project vision? Again, this is going to be very consistent with what you've heard.

We want to establish unique place
making. That was what the pop ups were about to give a feel for that.

This isn't just about putting residential buildings. That's kind of easy to do. The trick is how to make a place, create a center.

Create opportunities for small shops.

A central organizing open space as proposed in the Minor Master Plan amendment.

Practice spaces, the partnership with Strathmore. We were urged early on by the planning team, how do you bring live to this?

And Strathmore is a wonderful partner right there. Bringing them into the public spaces, the plaza for space, performance spaces.

Enhancing connectivity, the street grid, the streets and the block. These are the basic principals of smart growth. To create a community.

We want to create a community here.

Not just -- so density is important to that. But it's not just density. It's about place. And of
course, creating a significant amount of affordable housing inventory.

So what is our proposal? As Ron said, we really do applaud this master plan. We have some revisions that we think are modest that can be accommodated without creating significant additional impacts.

We think you could revise the plan for 3.0 FAR. We think that's consistent with smart growth policies. We want to promote those.

There as, you know very well, an imbalance between the supply and demand for land in the county, particularly at Metro Station. So we want to make sure we take advantage of that.

Support the heavy cost of infrastructure. That has to be done up front. That is the replacement of the garage, the place making, the storm water, the utilities, the streets.

These are all up front costs that have to be borne to create a place. It doesn't just happen. It's a very different market then
Bethesda.

This is a site that very much we want to create place, but it's not there today. And there's a huge expense to do that. Density is the incentive to do that.

We want to increase the affordable housing inventory. And you're going to hear from Matt and from Nancy and from Wells that we think we can accomplish that, that modest increase, without creating significant additional impact on the community.

To conclude, I just want to show, as Ron said, this is where we started out with our concept plan. And we'll walk you through it.

But we had a central organizing green space as you can see, public plaza off of the metro, bringing streets and blocks through. And a lot of community input through workshops. Lots and lots of needs in the community. Next.

Then the plan that was released in the Minor Master Plan amendment, we think is terrific. We applauded it. We looked at it
carefully.

The reorientation of the open space to create better light and just works better. The removal of the loop road, creates more opportunities for green space.

Putting connectivity through the WMATA garage so you can really have better access.

These are all great points.

It did remove one parcel where the pavilion building is to create the larger open space. And so we're trying to figure out how then some of the flexibility, because we want to create that.

We want to invest in that. But how do we do that? And we think that as I said, can be done to achieve. And this is our new concept, which very much mirrors the concept that's in your Minor Master Plan amendment.

This is what we want to build. This isn't a theoretical exercise for us. We are putting time and energy and investment. And we want to do this plan.
And we think with these modest changes, we can implement that. And we'll be thrilled to create this place and this wonderful opportunity in Montgomery County that's really trans-oriented development. Thank you.

CHAIR ANDERSON: Thank you.

MR. BELL: So, I just wanted to talk about some other proposals that we'd like to put forward for modifications that Ron outlined. The issue number two for us the location of the signature building zones.

This is a page from the Park and Planning proposal that shows two signature building zones there. And shows the maximum height for those zones up to 260 feet.

We've studied this site. We've studied, you know, how the development impact and the tall buildings can be accommodated with distances between them.

And we'd like to propose the following change where we expand the zone to include this dotted line. Where this zone that shields the
garage here could be also up to 260 feet.

And we've also added a 220 foot zone here that we'd like to propose on the sort of northern side. We've studied the shadow impacts of these as well.

And know that these proposals don't really. Because they're -- on the northern side don't have the impacts, any adverse impacts there.

So we'd like to ask for some flexibility relative to the signature building site locations.

Next is compatibility on Tuckerman. And this is a drawing from the plan talking about the area next to Strathmore Park, which are these buildings here, these four story buildings.

And with a 40 foot set back and then a 45 degree angle. We've looked at the constructability and the reality of this relative to the block that this building sits adjacent to.

So this is the proposed in the Park and Planning Plan. And this is Strathmore Park
with the Meridian Development here, which is 15 stories.

This is just a simplified diagram.

But on the right side here, this is one rendition we've studied of the plan of the angular setback as proposed in the plan.

It makes some very small courtyards in terms of constructability. So we'd like to have something that gives us a little bit more generous courtyard impact.

And to achieve that, we'd like to propose this. Which is a 45 degree angle from the center of the street here, going up.

So it would be four stories matching across the street of Strathmore Park, with a setback there. Then we get a generous courtyard. For livability reasons, we think that's much better.

And the view plane here is interesting in the sense that the view plane from the street across the way would only allow these two parts of this building to be visible.
We're proposing here that this building here be allowed to go up to 120 feet as compared to the 85 feet that was shown in the Park and Planning Plan. That's the 45 degree angle there.

This is the view plane. And only that much of a taller building would be visible. And mine you, this would be right next to the 15 story Meridian building.

So we feel that that would be compatible. And also more constructable. And also would give a street section for Tuckerman that is compatible with the existing context.

Then we show this here, the Meridian building and the sketch we made showing that. That's the compatible on Tuckerman. The zone that is in the plan stretches from here too here.

We thought it was a reasonable thing to do 75 feet, which is the distance from the corner of the 15 story Meridian building to Strathmore Park. And just to mirror that on the other side for consistency sake.
That seems like something that would be -- add a level of consistency to that and still protect that zone in there. So, we would like to see that revised, or given consideration for revision.

And then finally, for my part, the open space recommendation as Ron mentioned, modify from 1.25 acre of civic square to one acre of civic square. We have some examples to show at other places.

One of the challenges for us here, aside from the fact that we're exceeding the required open space, and we've calculated it here and it shows all the numbers. We have a variety of different spaces here that show what those are like.

But one of the things we're trying to do here is to make a buildable block here to screen the garage. And we have a 25-foot metro setback plus a garage.

And we'd want to put active liner units in front of a building that would be
developed there. So we've looked at that pretty carefully in terms of dimensions.

What that leaves us with is a dimension across here of about -- I think it's 140 feet across here. Which yields that into be a one acre square there which would allow both this site over here to be -- to have a constructable footprint as well as this site.

If the square got bigger, we would be forced to expose the garage. And we wouldn't have room for the liner units in the --

CHAIR ANDERSON: I hate to cut you off. But, I think we're getting in a level of detail right now that will probably be better for the work session.

MR. BELL: Okay. So just give me --

CHAIR ANDERSON: I think it's good to get all this out in public so just people understand what you're proposing. Which is one of the reasons I'm not, you know, cutting you off.

But we do need to kind of move it
along.

MR. BELL: Yes. And these are just some precedents showing some open spaces and the size of the open space with tall buildings and buildings that are analogous to the Strathmore -- to the Grovesnor context with tall buildings and medium sized buildings around it.

Some of them are local. That's an acre of green space at Elcore there.

MS. RANDALL: I'm going to keep mine very short.

(Off mic comment)


Using the files from your staff, the highway capacity manual files, we tested a FAR of 3.0 with the same assumptions. And we found that the road network can support this additional density.

We also looked at a potential road improvement at the intersection of Tuckerman and
-- North Tuckerman and 355. Certainly through
the process and the work sessions, we can contact
Park and Planning and work further with that and
with MCDOT.

But it works with or without that lane
use change. It was not a widening. It was just
lane use change and signal timing changes at that
location.

So, what we found was that using all
the same assumptions, all the different master
plans, this road network can support that
increased density up to 3.0.

(Off mic comment)

MS. RANDALL: Pardon? It would modify
the single lane coming in, I believe. I would
have to go back and take a quick check of it.
But, yes. Changes the lane use.

CHAIR ANDERSON: Okay. Thank you.

MS. RANDALL: You're very welcome.

CHAIR ANDERSON: The next group we
have who asked to speak together are Chris
Leinberger, Monica Jeffries Hazangeles, and I'll
apologize in advance for mispronouncing probably many names tonight, Charlie Scott and Steven Titelbaum.

Mr. Leinberger?

MR. LEINBERGER: How are you?

CHAIR ANDERSON: Nice to see you.

MR. LEINBERGER: Very good to see you.

Okay. My name is Chris Leinberger. I'm a Professor and Chair for the Center for Real Estate and Urban Analysis at George Washington University.

I'm here to speak in support of this project and the increased density. I'll also mention that -- oh, and I do have to tell you, just thank you for being on this planning commission.

It is a thankless job. I would not want to put up with these night meetings myself.

I have no connection to this project. I'm just here because I happen to believe that this is what's crucial for the future of our economy.
That this is where the economy is going to take place in this region. That it is far more socially equitable then the continued squelching of high density development.

The reason we have gentrification challenges is because we have zoned out high density development. So if you want to keep the rich and poor separate and in this continual battle that we have in this country, keep on down zoning.

But the most important thing from my own point of view is that this is the number one way we're going to address climate change. Is by building high density, walkable urban places.

One of the things about how this is going to happen, this is going to take what I would suggest is a drivable dense place. Which is what is here now, in spite of the fact that it's metro served, and turn it into a local serving, walkable urban place.

And you're going to see the percentage of car trips drop. You'll see a sense of
community that will be established.

And -- but what it takes is up front investment to create this high density walkable urban place that is vital to the community. And it needs density to make this happen.

And I'll end by saying that in this region, our research at GW shows that only 1.5 percent of the total land use is walkable urban. That's where 70, 80 percent of all development is now going.

That's why it's driving up the price. Because we've outlawed, we've made it illegal to build walkable urban in the other 98.5 percent of the land.

That's what's driving gentrification. That's why it's so hard to address climate change. Because we've made walkable urban places illegal.

We need to move that 1.5 percent up to 2 percent or 3 percent. It's not going to ever go to 5 percent. And that's where the future of our development will take place. And it's going
to be far more sustainable.

    So please increase this density. We
need to take advantage of these very few
locations we have that have metro rail service.
    Thank you.

    CHAIRMAN ANDERSON: Thank you. Ms. 
Hazangeles. Am I getting, am I anywhere close?

    MS. HAZANGELES: Yes. Very close.

It's Hazangeles. Good evening Chairman Anderson 
and the Board Members.

    Thank you for the opportunity to 
testify before you tonight. My name is Monica 
Jeffries Hazangeles.

    And I am the President of Strathmore.

And I bring you greetings from our CEO, Elliot 
Pfanstiehl, who is on travel today. But fully 
supports these remarks and the vision they 
convey.

    Seven years ago Strathmore first 
partnered with Ron Kaplan and the Symphony Park 
team with the joint goal of creating a beautiful 
new neighborhood at Symphony Park. And a
precedent setting arts integrated residential community.

Today, our campus and the Symphony Park residents are truly connected. And our green space is more alive then ever before.

Grandparents stroll across the law to attend backyard theater performances with their grandchildren. Neighbors out walking their dogs greet each other on the oval path.

Strathmore staff regularly welcome residents for lunch in our café. And extend invitations for special ticket discounts and receptions.

The Symphony Park HOA hosts its meetings at the Mansion. And our hills are literally alive with the sounds of music during summer outdoor concerts, which residents enjoy from their balconies.

Strathmore is proud to partner with FiveSquares and WMATA to bring this new community to the area surrounding the metro station. We are happy to support the proposed Strathmore
Square development.

Good and creative things happen when partners operate with a sense of responsibility to one another and to the greater community. We trust Ron Kaplan and his team to deliver on their promises.

They have demonstrated exceptional transparency, civil discourse and openness to input throughout their conversations with the community about this project. Mr. Kaplan and Fivesquares are engaged and creative partners who truly believe in the power of the arts to build community.

Together with Strathmore they sponsored the Metro Arts Walk, featuring nearly sculpture totems made by more then two hundred high school ceramics students. They lined an arts' pathway to Strathmore connecting it to the metro.

The summer pop up village featured Strathmore artists in residence, small business owners, and convenient retail in creative cubes
fashioned from an old metro car. We continue to collaborate with Fivesquares to envision how we might incorporate a connection to the arts at Strathmore Square.

One idea is to include ground level Strathmore classrooms for musical education on the village square, which might allow additional arts education activity, civic meeting space, maybe a night cap café hosting drinks with artists after a show, and music performance space for students.

Infusing what's important to the community into their lively and diverse projects is Fivesquares' genius. They really do listen and they really do care.

Again, we ask you to support the plan as well as Fivesquares' entire vision for what is possible at Strathmore Square. Thank you.

CHAIR ANDERSON: Thank you. And now for our friends from WMATA.

MR. TITELBAUM: Good evening. My name is Steve Titelbaum. I'm a senior real estate
advisor for the Washington Metropolitan Area Transit Authority, commonly known as Metro.

We are, of course, the owner of the land at the center of the study area for this Minor Master Plan amendment. As a land owner and as a transit provider looking to add riders, we are obviously a believer in transit oriented development.

Not so obviously perhaps, we are also a national leader among transit agencies in furthering transit oriented development. To give you some context, Metro has been involved with the following development projects along this branch of the red line in Montgomery County.

The land for the office building that sits over the bus station -- sits under the bus station at Friendship Heights, was sold by Metro.

At Bethesda we own the land in which the hotel, the Hyatt Hotel, the Three Bethesda Metro Center office building and the plaza sit.

At White Flint, we own the land on which the Nuclear Regulatory Commission is
located. The Harris Teeter grocery store, the
two apartment towers with a third apartment tower
proposed.

At Twin Brook, our land is leased to
a developer who is developing town houses and
retail. And at Grovesnor itself, we sold the
land south of the metro station for the
development of the town houses and the
residential high rise that are not located there.

The point is not to pat ourselves on
the back. The point is that our land has been
used for so many developments in this country
that are so organic that it's hard to remember
where we were before and how much better we are
now.

We believe this proposal furthers the
goal of using Metro to make Montgomery County a
better place. And in particular, to provide more
housing choices.

We support the proposal's emphasis on
maintaining the residential focus of the
Grovesnor-Strathmore area, its emphasis on
pedestrian and bike accessibility. And it's emphasis on good design and public space.

Perhaps the only material area we disagree with the study is on density. We think the site could accommodate more then is proposed.

In that regard, I would like to comment on the capacity of the metro station and the red line itself to support more ridership.

Let's start looking at the metro station.

Our internal goal for vertical circulation is to not exceed a .5 ratio. Which means the platform can be cleared of passengers in half the time or less before the next train arrives.

In 2015, when our study was done, the vertical circulation of Grovesnor was only .29. That's well below our standard.

One conservative back of the envelope analysis we did is that the Grovesnor station would need to add more then 27 hundred residential units within a half a mile to come close to the .5 standard. Similarly, fair gate
1 crowding and platform crowding are not issues at
2 Grovesnor.
3 Nor does the passenger load at
4 Grovesnor station indicate any capacity problem.
5 Our ridership in May of this year was 5,215
6 riders per day, down about eight hundred from the
7 all time peek in May 2009.
8 Ridership at Grovesnor is half the
9 ridership at Shady Grove, slightly less then the
10 ridership at Medical Center, just over half the
11 ridership of Bethesda, and less then two-thirds
12 the ridership at Friendship Heights. It's also
13 less then half the ridership at Silver Spring,
14 which I mention only because it's sort of
15 Grovesnor's twin station on the other leg of the
16 red line for turn around traffic.
17 Finally, antidotal evidence aside, the
18 red line itself is not over crowded. We use an
19 industry standard of five square feet per
20 passenger inside a train car.
21 Meeting our capacity is about 100 to
22 120 passengers per car. That's not crush
capacity. That's comfortable capacity.

Our 2015 study found the average maximum passengers per car on the inbound red line topped out at only 80 to 90 passengers per car. And only during the 8:30 to 9:00 a.m. peak of the peak. And only between Dupont Circle and Farragut North. There is plenty of capacity on the red line.

I hope this provides you with appropriate supporting information in making your decision. Please let me know if I can provide any further information. Thank you.

CHAIR ANDERSON: When we were preparing the Bethesda master plan, we had some questions about platform capacity in Bethesda. And I believe somebody from our staff talked to some staff at WMATA and got some very interesting, very detailed material on how you look at that.

Not just that .5 standard you talk about, how long it takes to clear the platform. But a pretty -- a much more detailed and thorough
elaboration of how you look at capacity in a real station.

I think that might be helpful.

MR. TITELBAUM: Sure. I can send the --

CHAIR ANDERSON: And we can make that available maybe even on the website so everybody can see how WMATA analyzes that question.

MR. TITELBAUM: Okay. I'll have somebody do that.

CHAIR ANDERSON: That would be great.

Thank you.

COMMISSIONER CHICHIY: I just had one question.

MR. TITELBAUM: Sure.

COMMISSIONER CHICHIY: The sketches show potential construction over the tracks north of the station and south of the station. The sketch plan, is that still viable? Or --

MR. TITELBAUM: We are not considering at this point any construction over the tracks.

COMMISSIONER CHICHIY: The plan that we
have shows potential of that. Is that a
difficulty?

    MS. HILL: I'm not exactly sure. But
I think that what the Planning Board Member is
speaking about is in one area we have potential
future air rights.

Which is not available in the --

    MR. TITELBAUM: Very hypothetical.
There's questions of land value, of practicality,
et cetera. That is not under consideration at
Metro right now.

    COMMISSIONER CHICHE: Is that
something that could be under consideration?

    MR. TITELBAUM: Everything can be
under consideration. But --

    (Laughter)

    COMMISSIONER CHICHE: Just wanted to
know. Okay.

    CHAIR ANDERSON: Okay. Thank you.
And I think that's it for this group. Thank you
all.

Could we get David Sears, Greg Ram,
Stewart Schwartz, Marilyn Bocke [sic], Jennifer Russell, and Sean Emerson. And I might call somebody else if we have one or more absentees, to fill the table.

That sounds like we got all six of those. Mr. Sears?

MR. SEARS: Hello. Great. Hi, I'm Dave Sears. I'm with the Sierra Club. You indicated you didn't want repetition. So I'll make mine a little shorter.

Because you've heard several people who have talked about maybe we could do more density and that would be one of the points from Sierra Club. That maybe we could do more density.

And one of the other points that I'll make, I'll do some of my presentation, but not the whole thing, will be greater emphasis on affordable housing.

But, in any case, as one of the earlier persons said, climate change. And so a piece of development at transit stations is it's
a great way to address climate change.

And generally, we think this plan is really good. We like the high density. We like affordable housing.

We urge the planning board to go beyond the standard 12.5 percent MPDU in this location. Because research has shown that people who live in affordable housing are less likely to use cars and more likely to use transit then their neighbors who are higher income.

We like the parks and plazas. We like the walkability. We like the reduced parking. We'd love to see even less parking. Because I think the real benefit of a neighborhood like this is that you're providing people with options to get around without their cars.

So they're right there at Metro. They have that option. And if we can really upgrade the pedestrian and the bicycle opportunities, then that means that the folks that are living there will have lots of good options other then driving.
We also mention energy efficiency.

And -- so, I think I've made, I think the basic points. So, I'll just underline the last two.

That this is a good plan. It would be even stronger if we provided higher density. And it would be even stronger if we provided a higher percentage of affordable units.

Thank you.

CHAIR ANDERSON: Thank you. Mr. Ram?

MR. RAM: Yes. Good evening. My name is Greg Ram. And I live just a mile and a half from Grovesnor-Strathmore Metro Station. I'm a daily rider of the red line.

I'm a member of St. Mark Presbyterian Church, which is located on Old Georgetown Road, less then a mile from the station. St. Mark is one of 26 congregations belonging to Action Montgomery. And I'm an active volunteer at AIM.

I and 25 members of St. Mark met with Mr. Andrew Altman last Sunday to discuss the development project. I offer this testimony this evening regarding the affordable housing
component of the project.

In both Bethesda and West Park sector plans, 15 percent MPDUs were required when additional density was approved. In Symphony Park, part of this plan area, 15 percent MPDUs were required and built.

There's ample precedent to require 15 percent MPDUs in Grovesnor considering the density proposed by staff for the two areas within the plan. Mr. Altman told us that we were req -- that Fivesquares is requesting additional density to the 3.0 FAR.

Fifteen percent MPDUs plus ten percent workforce units. Adela and Westpart agreed to provide shows that 15 percent MPDUs and additional workforce units as a reasonable requirement when a developer requires substantial additional density.

The higher AMI of workforce housing occupants allows for higher rents to be charged there by lessening the subsidy and financial cost of providing this affordable housing. These
requirements are particularly compatible with transit oriented development.

Most of the St. Mark members who met with Mr. Altman agree the need for transit oriented housing and the vision of making Grovesnor a community with some retail and mostly rental housing.

The density should only be approved though -- it should require this additional 15 percent and 10 percent workforce housing if it goes forward. Thank you.

CHAIR ANDERSON: Thank you. Mr. Schwartz?

MR. SCHWARTZ: Thank you. I'm Stewart Schwartz, Executive Director for the Coalition for Smarter Growth. We're a 20-year old organization first founded by the region's major conservation groups.

Pete Tomao is here with me. He's our man on the ground in Montgomery County doing smart growth education and advocacy.

But we consider this project so
important that I've joined you here in addition
to the work that we do in D.C. and Virginia. We
strongly support the master plan amendment while
also supporting even up to 3.5 MA -- FAR on the
Metro site, affordable housing and reduced
parking ratios.

We commend the staff, the developer,
the community, for what is an excellent plan.
Which gets nearly every detail right in terms of
parks and public spaces, bike and pedestrian
connectivity, and design mix of uses appropriate
for this particular Metro station, building
design concepts and more.

Metro stations are valuable assets.
And we won't be making any more of them for some
time, at least this side of the river. And we
have one more in Alexandria coming, but that may
be it for a while.

Therefore, we should make maximum use
of this investment to meet the tremendous need
for housing. Particularly in locations where
high capacity transit will significantly reduce
regional vehicle trips, vehicle miles traveled, and greenhouse gas emissions to fight climate change.

The surrounding area and community enjoys significant parks and open space. Making it all the more important that the County take full advantage of this site while providing the population to support great neighborhood serving amenities.

So in our testimony we cite many statistics including the 17 thousand unit increase in rental housing that you're needed, according to your rental housing study. A George Mason analysis that you need 62 hundred housing units overall every year to meet demand through 2040.

That you're having a huge increase in jobs over the next years in the I270 corridor, which this will provide access to. We've also noted that restricting housing production can create higher rates of displacement and higher rents.
We think the 2.5 FAR in the draft plan is somewhat artificially constrained by the projection of traffic at one intersection potentially in 2040. And doesn't take into account the bus rapid transit shared mobility, the decline in retail trips, and increase in telecommuting due to the internet or a robust transportation demand management that's possible, or the marketing for car free and car light households.

So we really urge you to look at the parking component of the plan and the impact on vehicle trips. And on housing supply and affordability.

If we could change it right now, we'd love to get rid of the one for one Metro parking replacement. I was talking to Richard Hoy, back in 1992, we were here in that battle before, and it almost put that other developer under.

And at the time we thought we had a promise that that would be more flexible and we would not have that anymore. And that Metro
would now be moving more to bike/ped
accessibility.

That said, moving forward, your own
parking ratios should be reduced, the minimums
certainly, to reduce the overall costs and reduce
driving demand from here.

So, looking back at affordable
housing, we see that if we go to 3.5 FAR, you
could get 206 units at 12.5 percent. Which is 63
more then you would get at the 2.5 FAR.

So we did talk to the developer. They
indicated very clearly the high cost of the
infrastructure they're being asked to provide,
including the parking.

And it certainly makes sense. This is
a high cost development with lower rents then
you're going to find in Bethesda.

So parking maybe one place we can
reduce costs. But certainly, if you can't go to
the 15 percent MPDUs, increasing the density with
good design will allow you to get far more
affordable dwelling units as part of the project.
Thank you.

CHAIR ANDERSON: Ms. Bocke? Is that you?

MS. LOCKE: Locke.

CHAIR ANDERSON: Locke?

MS. LOCKE: Yes.

CHAIR ANDERSON: Sorry. That was a typo on my list.

MS. LOCKE: My name is Marilyn Locke. I represent the Strathmore Park at Grovesnor

Condominium Association. Which is located directly across Tuckerman Lane from the proposed development site.

You’ve heard a lot of testimony tonight that supports development of that site. And I’m sure you’re going to hear more.

We at Strathmore Park are not opposed to development of the site. Rather, we are asking for reasonable development in keeping with the existing character of the neighborhood.

As you engage in working sessions and prepare your final recommendation for the County
Council, we're asking you to give serious consideration to several issues. The first is density.

The draft plan recommends a floor area ratio of 2.5. Although only eight acres are available for development, the FAR has been calculated based on the size of the entire Metro property.

As a result, the draft plan recommends development of more than 1.4 million square feet. We're asking the planning board to calculate the FAR based on the portion of the site that is actually available for development.

The second issue is building height. To accommodate 1.4 million square feet, the draft report recommends two, 260 foot tall towers and additional buildings with a height limit of 160 feet.

The actual physical height of the recommended buildings will be increased because the Metro site rises 30 to 40 feet above street level. Thus a 260 foot tall building will create
the impact of one that stands 300 feet.

This undercuts the draft report commitment that new development on the site should "sit within the context and established character of the community."

Except for the Meridian, a 15-story apartment building, all of the building along Tuckerman Lane, east of Rockville Pike, are three and four story townhouses, apartments, and condominiums. Towers of 260 feet are not in keeping with the neighborhood character of the communities in proximity to the Metro station.

The Bethesda/downtown plan imposes building height limits that range from 70 feet to 120 feet for many properties bordering established neighborhoods. If signature high rise buildings are incompatible with residential neighborhoods in a mixed residential urban setting, they most certainly do not belong in a residential community.

We're asking the planning board to provide similar height limitations for our
The third issue is lack of holistic planning.

Existing planned and anticipated development described in the Bethesda/downtown plan, Twin Brook sector plan, White Flint sector plan, and master plans for Rock Spring and White Flint Two, will have significant impacts on traffic that moves north/south along Rockville Pike, on streets that intersect the Pike, including Old Georgetown Road, Strathmore Avenue, and Grovesnor Lane, and the Metro red line. We're asking the planning board to evaluate the impact of the Grovesnor-Strathmore recommendations within the context of development to the north and south.

So I'll conclude by emphasizing what I said at the start. We are not opposed to development of the site.

Rather, we are asking for reasonable development. We're asking the planning board to fulfill the vision articulated in the 1992 master plan and repeated in the Grovesnor-Strathmore
minor master plan public hearing draft.

Development at this Metro station should fit within the context and established character of this community. Thank you.

CHAIR ANDERSON: Thank you. Ms. Russell?

MS. RUSSELL: Good evening. I'm Jennifer Russell. I'm here tonight as Vice President of Economic Development and Government Affairs for the Great Bethesda Chamber of Commerce, representing over 630 member business and non-profit organizations in Montgomery County.

I'm here to provide comments and recommendations in regard to this minor master plan amendment. As a planner, as an aside, and a keen observer of your processes, I'm really glad to see a minor master plan amendment of consequence come to fruition.

We endorse the concept for visionary development at the Metro. But, as many before me have said, we urge you to consider an enhanced
density of 3.0 FAR for the WMATA site.

Montgomery County has minimal
development -- minimal land left to develop. Yet
many people who grew up here want to stay.

This shouldn't be a problem since
development on top of Metro is the quintessential
expression of smart growth. I've heard your
Chair lament the fact that Montgomery County
needs housing, especially where density is
appropriate.

This remains one of the last red line
stops to be fully developed. Building density at
transit is essential. There's simply no where
else to go.

Development of a suburban metro
station typically presents between two and four
FAR with a mix of building heights. The Chamber
believes that a 2.5 FAR in this location is
somewhat short-sighted. And accordingly, we
support the 3.0 FAR.

With the opportunity of a higher
density, the developer will be able to nurture a
neighborhood like feeling for the community through robust amenities. Including a focus on the arts.

Importantly, building heights will start low on Tuckerman Lane to match the heights of Strathmore Park across the street. The proposal also features a civic green of at least one acre, including a village square, creating connections to Rock Creek Park where none exist today.

The buildings will step up in height to Rockville Pike, compatible with anticipated heights along the Pike. Fivesquares has brought local retail to the station.

Our Chamber represents a large number of small businesses which are the life blood of Montgomery County. A fact that most people don't realize.

And opportunities like the pop ups, which require little investment or long term commitment by the retailer, gives small businesses the opportunity to reach a new market
and expand their businesses.

Strathmore Square is not designed to be solely a dining or retail destination. It promises to be a gathering place with a vibrant public plaza to enhance connections to Strathmore and adjacent communities.

It's a win for this neighborhood.

Thank you for the consideration of the Chamber's remarks.

CHAIR ANDERSON: Thank you. Mr. Emerson?

MR. EMERSON: Good evening. My name is Sean Emerson. I'm here on behalf of the Action Committee for Transit.

I'll keep my remarks brief as I am largely reiterating what Mr. Schwartz and Mr. Sears already said. The Action Committee for Transit fully supports this plan and the goals of this plan.

We believe that the Grovesnor Metro site is especially suitable for new development given its location of the 355 corridor and it's
proximity to the entrance of the station
literally being on Metro property.

One area that we do see an opportunity
for improvement on this plan is to increase the
FAR to 4.0. We believe that trans-accessibility
and for housing is very important for this region
and for housing affordability.

As previous speakers already said,
housing near transit is highly unaffordable in
this area due to the lack of demand. And we
believe that increasing housing around transit is
the best to reduce the prices overall.

And we also are happy that increasing
the amount of density in housing near transit
would increase the number of MPDUs. Which would
in turn allow even more people to live affordably
near transit.

One thing we would also like to point
out is that traffic lanes on Route 55, Rockville
Pike have largely remained stagnant in the past
ten years. In 2006 the volumes were 55 thousand
vehicles per day according to State Highway
Administration data.

In 2016, the count at Strathmore Avenue was 52 thousand vehicles per day. Which is actually a slight drop.

We are very understanding of the neighbors concerns. But the traffic volumes on the roads have stagnated and suggest that this area can accommodate more development.

So in conclusion, we are in support of the plan. And we'd like to see additional residential density of the site to fully capitalize on the investment of Metro and improve the opportunities for housing for everyone in the region.

Thank you.

CHAIR ANDERSON: Thank you. Our next group is going to be Michael Kay, Wendy Calhoun, Paul Sexton, Kathleen Nepper, Lynn Parsons, and Howard Walker.

I think I could give this testimony for you probably.

UNKNOWN: Oh, I've got some new
material.

CHAIR ANDERSON: You've got -- oh, it is new material?

UNKNOWN: Oh, I'm excited.

CHAIR ANDERSON: You've been staying up all night writing new material.

UNKNOWN: Well see after he speaks.

I'll let you listen and see.

CHAIR ANDERSON: Okay. Okay. Are you going to take it out on me that you didn't have the opportunity to give this last week?

UNKNOWN: Yes.

CHAIR ANDERSON: Oh, okay.

UNKNOWN: In fact I started with that.

CHAIR ANDERSON: Okay. Very good.

But Michael Kay is first.

(Off mic comments)

MR. KAY: My name is Michael Kay. I'm President of the Symphony Park Homeowners Association.

I'm speaking to you tonight in my role as President of the Symphony Park Homeowners
Association. We ask that you approve the
development plans for Strathmore Square.

And with the additional density. And we think that it makes sense. I'm very familiar
with projects like this.

My family, my father in particular, developed the Bethesda Metro site. Which was the
first WMATA private partnership done with a land lease.

So, it was very similar. And I know what density does for a project and how it energizes an area. I was assistant project
manager on that project back in the early 80s when we built it.

Symphony Park was built within walking distance from the Strathmore Metro. Which is why many of us chose to live there.

Strathmore Square will add significant appeal to both current and perspective residences. Ron Kaplan, the Principal of Fivesquares was involved in the creation of Symphony Park over five years ago.
And I have worked with him in a number of capacities to make it a success as to what it is today. I think it is a one of a kind development.

And they have shown their dedication and their level of excellence with Symphony Park. They've also shown their commitment to bringing arts to the community.

When we all purchased our homes, we were given three year memberships to Strathmore. And we understand this will continue with Strathmore Square. And that also includes space for students.

And Montgomery County has very little land left for housing. Less then three percent in fact. So we need to find innovative ways for our children and grandchildren to live in the community where they grew up.

Putting greater density makes all the sense in the world. They're not making any more land. And this is a great stop that's underutilized.
Our community has seen the plans for Strathmore Square. And even with the greater density, we are confident that it will be developed with great sensitivity and respect for the surrounding communities.

Fivesquares has been true to their word. And I've worked with them, like I said, for over five years.

If there's any place more density is appropriate, it is on this red line stop. And on behalf of the Symphony Park Board of Directors, I would like you to approve the minor master plan amendment with greater density for Strathmore.

Thank you.

CHAIR ANDERSON: Thank you. Ms. Calhoun?

MS. CALHOUN: For the record, Wendy Calhoun from the Walter Johnson Cluster of PTAs.
Chairman Anderson and members of the board, the Grovesnor-Strathmore plan will worsen overcrowding in Walter Johnson schools.

The plans you have approved or are
considering in our cluster since the year 2000
include almost 30 thousand dwelling units. Which
will add over 18 hundred elementary students, one
thousand middle school students, and 11 hundred
high school students to our cluster.

    That's almost four thousand students.
And does not include students from natural
neighborhood turnover.

    While not exactly apples to apples,
the Clarksburg Master Plan allows for the
development of up to 15 thousand residential
units. And includes five future elementary
school sites and one future middle school site.

    We are asking for two elementary
school sites. Including a WMAL site, and one
middle school for almost 30 thousand units.

    James Song and Joe Gallahue (phonetic)
told you that the WJ Cluster needs a middle
school and two elementary schools to accommodate
growth. The dedication of land at WMAL for an
elementary school was much needed.

    And we think you and your very
dedicated staff for making that happen. This is real progress to help ensure the schools keep pace with development.

And we are extremely grateful. And yet we still need a middle school and another elementary school.

At the County Council hearing for the Rock Spring Master Plan, we heard from the developer's representative who suggested the site reserved in White Flint one is a viable elementary school site.

We disagree since it's been reduced from 4.2 acres to less then 4 acres. Although if adjusted back to the original acreage before the upcoming plan passes, it could work.

We also heard that Rocking Horse is a viable site for a Walter Johnson Middle School. We disagree.

MCPS never said that Rocking Horse would be available for the WJ Cluster. The Down County Consortium or another cluster is likely to need it for a secondary school since their needs
are significant too.

But when we disagree about those particular sites, I am sure that you agree, it is not in the best interest of taxpayers or their children, to let developers choose the location for our children to attend school with the only criteria being that it's most convenient to locate a school on a site that doesn't belong to them.

Now MCPS will soon begin a site selection study for an elementary school in our cluster. We have already asked them to expand that site selection to include a middle school site.

Once that study's complete, we should know where MCPS believes the best possible locations are for the school we need. If you reserve land in these plans, and MCPS determines that it is not usable or necessary, then the reservation should be released.

Let's leave the site selections to the educational professionals. We'd like you to work
with MCPS to balance growth with facilities.

Therefore, between Rock Spring, White Flint Two and Grovesnor-Strathmore sites currently under your consideration, we request that you mean potential school sites such as the Wilka Wilga (phonetic) site, Marriott, or Montrose Crossing.

Reserve acreage for an elementary and middle school. Require maximum dedication of that land and add space for additional fields for use by the high school students and/or existing a new high school.

Naturally, we don't expect you to find a school within this plan area. But we think it's only fair that developers in this plan and Rock Spring and White Flint make contributions that are proportional to their impact.

In the first White Flint plan, you recommended a tax district to refl -- to defray the transportation costs. Please ask the staff to research a three area tax district to pay for costs of school land.
If we don't name potential school sites now, while we can, we will lose the opportunity to economically find appropriate sites later for not just school children and their families, but all taxpayers.

Thank you for working to balance growth with facilities.

CHAIR ANDERSON: Thank you. Mr. Sexton?

MR. SEXTON: Hi everyone. Thank you for having me today. My name is Paul Sexton. I am a former Kensington Town Councilman and current member of the Kensington Developmental Review Board. And am a current Board Member on the Wheaton Kensington Chamber of Commerce.

CHAIR ANDERSON: You know, I apologize. I didn't realize you were here in an official capacity.

MR. SEXTON: I brought -- I'm not. I'm just throwing that in there for a little extra.

CHAIR ANDERSON: Oh, okay.
(Laughter)

CHAIR ANDERSON: All right. Well, I just need to know that. Because usually we have people that are here for other government bodies.

MR. SEXTON: Right. So I'm not. And I hope that forum cites that.

CHAIR ANDERSON: Okay. Good. Thank you for clarifying that.

MR. SEXTON: Yes.

CHAIR ANDERSON: Go right ahead.

MR. SEXTON: So, I am here in a couple of different capacities. As a Millennial, I would appreciate the opportunity for more affordable housing closer to home.

I grew up in Kensington. I have a business in Kensington. And there aren't a whole lot of options for people in the first couple of years of a career to buy anything.

So, it would be nice to have something closer to home. And not have to go all the way to Bethesda or to Rockville to find something that's affordable.
From a merchant perspective, I was
lucky enough to participate in the pop up market
that took place. And it was very interesting to
see the residents who came to pick up family
members who were community.

And just that there was something
there that had not been before. I would imagine
that in that segment of the neighborhood there
isn't really a lot of local shopping.

So, a few more options wouldn't hurt.
Even if they were temporary vendor places to have
local businesses or artists come.

The biggest thing that I experience
during my time on the Town Council and currently
on the Developmental Review Board is that it's
difficult to find a happy medium. I think that
if you are a member of an established
neighborhood, anything new coming in is
difficult.

And as far as Strathmore's development
affecting the neighborhood, my sister is
currently sitting back in the audience, and she
pushed me off a sled when we used to sled up at
Strathmore before they did that renovation.

So, that transition was hard for us.

But, there is always progress. And it's not
necessarily a bad thing as long as the developer
takes the time to hear from the community and
adjust their plans accordingly.

I don't think that it's possible for
there to be a project where there's 100 percent
consensus between a developer and a community.

But, I think Fivesquares' done a wonderful job so
far hearing feedback and adjusting.

And I'm sure that's something that
they're more then willing to continue to do. The
experience that I had with them at the pop up
again, was wonderful.

And I hope to continue to be involved
in those going forward. Thank you.

CHAIR ANDERSON: Thank you. Ms.
Nepper? Hit it one more time. It should light
up. If it does -- oh, there you go. Yes.

And just pull it a little. Pull it
towards you. It's not connected. So, we don't
have to worry about yanking it loose.

MS. NEPPER: Okay. All right. That's
how it works now.

My name is Kathleen Nepper. I own a
condominium that is part of the Grovesnor-
Strathmore Condominium Association located along
Tuckerman.

I am on the third floor. My unit
faces Tuckerman. This development will be across
the street from where I live.

As I listen to all the testimony, I'm
a supporter of the Sierra Club. I believe in
affordable housing. I use the Metro and value
the access I have to the Metro.

I am a high giver to the Strathmore
Music Center. Everyone who has spoken here
represents values that I share.

But I bought the place that I bought.
Not because it was a high rise, but because it
wasn't a high rise.

I love the birds that I see across the
street. I have seen wood ducks. I have seen
herons in the Catchman area. I know that's going
to be gone.

But when we hear about green space, I
don't think that green space is going to be very
many trees. And I think the character of what is
going to be across the street will change
radically.

I am prepared for that. But, as
everyone is in -- sitting around the table and in
the room and is encouraging a move toward a lot
of density, they're not across the street.

And I wonder -- I feel as though that
as I'm hearing all this testimony that all of the
problems of Washington, D.C. and the Montgomery
area are somehow focused on our little pi -- the
little piece of property across the street.

And it's seen as a way to address and
solve many of those. I'm concerned about the
problems that could be created by higher density.

I'm concerned about safety issues.
I'm concerned about pollution issues. I'm
concerned about traffic. I'm concerned about just the number of people that are going to occupy a very small piece of land.

And I would urge -- I appreciated that the proposal by the planning board, the staff, respected the fact that across the street is a four story set of buildings.

And some how or other 15 years ago or whenever it was, four stories was seen as a good way to build within our community. And now it's for some reason not.

I respect the fact that you are proposing to keep the site level consistent. But, now what I'm hearing is even more density.

And I'm asking, and I support everything that Marilyn had to say, Marilyn Locke who represents us a group. I would urge you to keep a rational, reasonable, thoughtful approach to this.

And remember that this for us is a neighborhood. It's not a business area.

CHAIR ANDERSON: Thank you. Ms.
Parsons?

MS. PARSONS: Hi. I'm Lynn Parsons.

I am a 30 plus year resident of Parkside Condominium, which is right across.

And I probably don't share the same views as the rest of the people who live close by. But, I am a big lover of wildlife and wild land and green space.

And in my lifetime that has disappeared very rapidly. We have a lot of people and we have to find a place to put them.

And I was so excited to read, I couldn't read the whole 70 plus pages. But, what I did read gave me hope that we can come up with a plan that will be exemplary for other communities.

So that we can learn how this many people can live in this world in a sustainable way. I've spent a lot of time the last couple of years trying to help children learn how to be better stewards of the planet.

And what I have discovered in the
green space in Rock Creek Park is that it's overrun with invasive. The green space that is in the spot behind the Metro station, other than the trees, is almost entirely invasive species.

And those poor birds that we want to keep around for a while, are not going to be able to find the insects that they're used to. Because that invasive growth is not supportive of the food that they need.

So, I see this as a possibility to start from scratch. I understand that they're planning to plant native species.

If they really truly do what they say they're going to do, I see that as a way to help the wild life in the park.

I drive an all electric car. And I had a tremendous challenge trying to figure out a way to charge my car, because Park Side has been around for a long time.

And so the infrastructure is old. This is an opportunity to look at the infrastructure and hopefully build it out.
I see new infrastructure going in where they put one or two charging stations, and say oh, good. We've done a great deal for the electric vehicles.

But, really electric vehicle owners need to have a parking space that they go to, park their car and plug in and go on about their lives. This idea of sharing electric vehicle charging spaces is not sustainable for the long run if many people get these cars.

So, I hope that there's some consideration about how -- I'm hoping for very limited parking. Because I would rather see most of the people that live there be pedestrians and bike riders.

But for those parking spaces that we do have, is there an easy way to get that electricity out there? I hope they're thinking about those kinds of things.

So, I see it as a great opportunity to again teach others around the area how to bring - - okay. Thank you.
CHAIR ANDERSON: Well, I didn't want
to cut you off. That should let you know you're
about out of time.

But if you wanted to finish that
though, you're welcome to.

MS. PARSONS: Ah.

(Laughter)

CHAIR ANDERSON: Or I'm not -- I'm not
-- it's not required. But I didn't want you to
feel like you were brought up short.

MS. PARSONS: I lost it. But, I think
you got the gist of it.

CHAIR ANDERSON: Okay. Very good.

Thank you. Mr. Walker?

MR. WALKER: Can you hear me? Yes, so
as not to repeat what's been said, my comments
are shortened.

It seems to me that Park and
Planning's recommendations and the County's
desires for high density around the Grovesnor
Metro station are without consideration of the
existing character of our neighborhood,
maintaining views, afternoon sun, loss of tree --
open green space, and -- which is reduced from
five acres now too about one and a quarter acres
as per the site plan, and the disruption that
would result from increased traffic congestion
and limiting parking.

By the way, as mentioned above,
protecting the existing character of the
neighborhood, maintaining views and sunlight, and
having more open space were taken directly from
the Park and Planning's PowerPoint presentation
to us in December 2016.

During one of the public meetings, a
WMATA representative said that the Grovesnor
Metro station was at maximum capacity for
parking. If this is the case, in reducing
traffic congestion that exists is truly a major
concern, why not increase the number of parking
spaces by hundreds or even thousands, and
actually help to reduce traffic?

The proposed size and density of the
development will only exacerbate the problem. I
suggest that the planning board reduce the size
of the development and increase the number of
available parking spaces.

This in my opinion would be a win/win
for all. Reasonable building density and
building heights and increased ridership would
allow a more reasonable approach to the whole
project.

Please don't ignore the concerns that
we've expressed. And also, the experts that the
developer has had come here speaking for him,
present great statistics and points of view.

But they don't address common sense
approach. Because they really don't live in the
immediate area of the project.

Thank you.

CHAIR ANDERSON: Thank you. I think
we'll take a couple minute break. But, I'll call
the next group so they can come up and get
settled while we're taking our break.

The next set of speakers will be
Richard Hoy, Doug Mitchell, Nathan Hedges, Penny
Clark, Natalia Gleason, and Tina Slatere.

(Whereupon, the above-entitled matter went off the record at 7:24 p.m. and resumed at 7:36 p.m.)

CHAIR ANDERSON: Okay. The mics are back on. And we're ready to go. If I could just ask -- folks, we'll never get out of here if everybody -- Jerry. Okay.

Okay. I hate to shut down everybody's networking. But, we need to get on with it.

Mr. Hoy, whenever you're ready.

MR. HOY: Thank you Commissioner -- Chairman Anderson and fellow Commissioners. I'm here in support of the Grovesnor-Strathmore Metro area master plan amendment.

And in particular the plans for Strathmore Square. As Stewart Schwartz from the Coalition for Smart Growth mentioned, I was here in 1992 commenting on the Grovesnor plan then and supporting for dense urban development.

That project from Potomac Investment Properties has succeeded. Yet the developer went
bankrupt through the long process and through the
cuts in attrition in the site that occurred
through the process.

Today we have an opportunity to bring
a great sense of energy and vitality to the Metro
site by maximizing density in a mixed use form on
the site. As so few -- so precious few areas of
our county are served by a metro station, we owe
all our residents a visionary and bold plan to
create a vibrant place for community building
through densities using a FAR of at least 3.5.

Density is not a dirty word to me or
to members of our younger generations who will be
the inheritors of what we decide here. What's
decided through this process. It's for them.
It's for Tristen here more then it is for me.

Tuckerman Lane provides a -- and in
particular if I can get down to some of the
details here, Tuckerman Lane -- I'm a retired
firefighter as you probably know, and a bicyclist
on the streets.

And I'm keenly aware of the dynamics
and the appeal or lack of it, of our street
network towards the alternative modes of
transportation. And Tuckerman Lane is an example
of a high speed, suburban freeway design that
just really strangles the site as a barrier.

So, by going an adjustment to the plan
by allowing more of a facade and better buildings
along Tuckerman Lane, we'll create, we'll
pedestrianize that street through density. So
density has an impact.

And it should. Buildings should have
an impact. And they should impact us in positive
ways. And this is what I see as going along with
Fivesquares' plan for a different facade and
approach to Tuckerman Lane.

The plans for this area should
maximize the physical and the virtual grid of
streets and pathways as creatively as possible
for the convenience of the public. And to reduce
car trips.

I ask that an elevated pathway be
constructed over the existing Woodship path that
connects the Metro site to Montrose Avenue in the Parkside neighborhood. It's over an existing path.

And I ask that a bike station is added to the plan. This is similar to what's at Union Station.

Also, a first class connection to the Rock Creek Trail. And finally, a bus pull off on the west side of Rockville Pike over the top of the existing pedestrian tunnel so that busses do not have to go into and cross the intersections at Tuckerman and Rockville Pike, but can drop off passengers on a route that would be faster and more convenient.

So this is about increasing the grid. And what Fivesquares will do with this site, if they have the resources with the density to do it, is to build a place like the place that I inhabit regularly, Bethesda Row.

I wish I had the time to tell you some of the stories of the interactions with the people I've met in what was built with the -- Ron
Kaplan's brilliance.

These are the people that write the book on urban design. And we really have an opportunity if we give them the resources to create a place that as Chris Leinberger says, will help to reduce the parochialism that is so corroding society today.

Thank you.

CHAIR ANDERSON: Thank you. Doug --

COMMISSIONER CHICHY: I have one just question. Given your fire and experience, the county is prepared for high rise buildings in terms of fire service and --

MR. HOY: Generally, yes.

COMMISSIONER CHICHY: Generally yes.

Okay. Is anything that needs to be reinforced in fire service?

MR. HOY: Staffing and resources.

COMMISSIONER CHICHY: Staffing and resources. Okay.

(Laughter)

COMMISSIONER CHICHY: All right.
MR. HOY: Well, that's a very important point. So, I'm glad you raised that point.

The Bethesda area had a premiere fire department years ago when I was hired by Bethesda. When the local fire departments were doing the high rise.

CHAIR ANDERSON: And of course since your retirement it's all been downhill from there.

(Laughter)

MR. HOY: It was probably after that. We had a fire department with three stations and over 120 staff with three ladder trucks and three engines.

And also, we had fire prevention staff. And then we had four people, four firefighters on the engines and trucks. We don't have that today. And we have more buildings.

CHAIR ANDERSON: Okay. Thank you. Mr. Mitchell. Push the button until it lights up. There you go.
MR. MITCHELL: I'm not wearing my smart growth patch. But I hope I support smart growth. I think I'm going to be pointing toward one element of what I would like to make sure we have so that this will be smart.

My name is Doug Mitchell. My family's lived in Strathmore Park since it was built in 2002. At that time WMATA's vision for development of Grovesnor was called an urban village.

But that mixed use vision has not come to pass. And it's not presented in this plan either.

So, residents of the study area will continue to rely on cars as well as on transit. There are amenities within walking and biking distance, I'm a big biker like you, as described in the plan.

I take full advantage of those. But note that they are all recreational and arts related.

For all other purposes, future
residents will have the same choice as they have today. Between transit or driving. And when they go by car, they will have to drive on Tuckerman Lane.

If the draft plans are higher, you can expect traffic volume on our loop of Tuckerman to increase by more than half. That's because density at this study's recommended level would increase the number of dwelling units by a minimum of 60 percent.

I doubt that Tuckerman Lane can absorb that. Here's why not.

One, Tuckerman is the only street access to Metro for busses, commuters, and parkers. You cannot approach Grovesnor in multiple ways as with most other stations.

Two, Tuckerman is the only street access to the music center used by event goers of all sorts, the Levine School and so forth. And three, Tuckerman is the study area's only through street. You saw that today.

So every resident has to travel on it.
This includes our five existing neighborhoods and the WMATA development.

On page 28 and page 25, the draft plan makes a general reference to these realities. But it doesn't confront them. Or even suggest where the development might have its points of ingress and egress.

Tuckerman's half mile loop has a finite capacity. And congestion is not confined to the intersections with 355.

Intersections in traffic flow internal to the street will only handle so much capacity. And a FAR of 2.5 may well be excessive. The draft plan identifies transportation demand management as a response to this problem.

But reducing the share of the trips made by a car is premised on two things. One, a development that's sufficient mixed use to meet residents needs on site, but that prospect already has been discounted by planners and developer alike.

And two, investment in connectivity
that will lead residents to walk and bike. They already have excellent connectivity from what I experience every day.

The threat to that connectivity and to the character of our neighborhood is traffic congestion and traffic hazards that were not planned for.

So, I use Metro regularly. I get that transit accessible development should put less pressure on area roadways then other forms of development.

But it adds pressure nonetheless. And the pressure in this case falls on the study areas sole through street.

I don't see how high density can be approved without accounting for the limits of traffic handling on Tuckerman. So I ask you not to approve the proposed density.

CHAIR ANDERSON: Thank you. Nathan Hedges?

MR. HEDGES: Good evening. Thank you first to the Commission for all of your thankless
My wife and I are neighbors of this development living at Indigo's Crossing Apartments on Tuckerman Lane. Our apartment is on the seventh floor. And we have birds waking us up every morning.

My wife and I are planning to raise a family in the neighborhood. We both walk through Grovesnor Park to get to the Metro which we take to work. We drive only on the weekends.

We love this area. We take walks to Grovesnor Park. We frequent a few local shops that we currently have around, most often Grovesnor Market for their produce.

With the tremendous reception received by the local vendors at the short term booths at the Grovesnor station, I think there's reason to be excited about the Strathmore Square development.

My wife and I believe that this development is all that is missing. A place where we can shop local businesses, enjoy a
coffee or a drink after work.

    Meet friends on the village green or
grab a bite to eat. That's exactly what
Strathmore Square can offer all of us in this
area.

    Learning about the project, I've seen
the necessity of a slightly higher density to
assure we have these amenities for years to come.
As a neighbor, I think it's essential to create a
sense of place.

    Changing a dismal parking lot into a
vibrant green space where we can meet friends and
where our kids can play. Or where we can listen
to live music from Strathmore affiliated groups.

    Building here just makes sense. I'd
much rather see it take public transportation
then have to sit in traffic.

    Montgomery County is growing and will
continue to grow. And it's better that it grow
here at a Metro station then a mile down the road
where people will have to get in their cars just
to get to the Metro.
Thank you for your considering the proposals brought to you tonight by the Fivesquares team. I appreciate their efforts to make this a special place for our neighborhood.

Thank you.

CHAIR ANDERSON: Thank you. Penny Clark?

(No response)

CHAIR ANDERSON: No? How about Natalia Gleason?

MS. GLEASON: Yes. Hello. My name is Natalia Gleason. Thank you so much for listening on what I think about this development.

That I have been excited about ever since I find that we have moved to this country three years ago. Originally from Budapest.

And I grew up in a very high density neighborhood without any scars. In fact I believe that I benefitted from it greatly.

And there's really it's not the quantity of the people, but the quality of life that architects and urban planners bring to it,
just like Strathmore Square. So, I would like to put in a support for this project.

I also think that this offers us a type of place that is missing from the landscape of Montgomery County. As much as it has to offer, I am yet to find a true piazza or a place where I do not have to worry at all about him being hit by a car.

And that I have -- and where we have this sort of retail experience that is quite unique. Because it's more like a market square as opposed to the cookie cutter retailers that pop up everywhere.

So, I'm very excited about the small business element of it. I'm very excited as a theater director about what is contribute to arts education and arts in general to an already vibrant artistic landscape.

I think that this project could really have the small enterprises which need to most have. So, this is one of the reasons why I would like to ask you to consider the density today.
And also, I spent two years of my life living across the street in the same development. And it has been very dangerous actually even just to get to the Metro with a four year old.

And it's not a pleasant walk. And it's very disjointed. And as a European, you pass all those people build around like to a Metro.

It's a lovely neighborhood, but it just doesn't cash in on what really a Metro could offer. And I think it will be great if you could build it the way it's proposed.

Because it's a place that I would like to retire in for example. Where I wouldn't have to relocate somewhere far far away. And I would have all the conveniences.

So, I like to support the future. And I think this is a good future to have around.

And it's about an hour away from my house. And because I consider my body a vehicle, I would walk that hour from home after commuting it.
And hopefully we'll have a bus as well that let's me get there. And I'm just excited.

It could be a destination that encourages people to walk really. To get out of their car and get closer to each other. That's how I see it.

I think it has much more benefits to offer by way more then risks. And those risks can be managed, I think. Thank you.

COMMISSIONER CHICHI: That was great remark.

MS. GLEASON: It's what I do.

CHAIR ANDERSON: Yes. Thank you.

Tina Slater is right here in the pink.

MS. SLATERE: Good evening Chair Anderson and Commissioners. I like this plan. I really like what the planning board did.

And the need for housing in Montgomery County cannot be denied. Millennials of course want to live near transit and so do downsizing seniors.

And if for lack of housing we push
people up and out of this county, we're going to get them back commuting on our roadways. But we're not going to get their property taxes.

I do like the concept of the civic green where people gather. I like that possibility of additional green space on top of the Metro parking garage. I also like the planned connectivity of sidewalks, bikeways and trails in the plan.

I want to talk about density. It's approved for 2.5 FAR. But I think 3.0 would be more appropriate.

The added density would give more units of workforce housing and moderately priced units. And I would also like to see it go above the 12.5 percent guideline.

And secondly, I thought the signature towers along Rockville Pike would become remarkable landmarks to define the gateway to north Bethesda.

And anybody living on the upper floors would have a panoramic view of the city. Which
would be something I'd like to be there to watch Fourth of July fireworks from up on those buildings.

And finally, as per energy, higher density housing also decreases energy usage by as much as 50 percent. Because walls are shared, the units maybe a little more compact, and there's shared heating and cooling units.

So, I think that's another benefit of this plan. And I think people will be very lucky to live adjacent Rock Creek Park and right next to the music center.

So I hope it will be built. Thank you.

CHAIR ANDERSON: Thank you. Did I miss anybody? Yes. Oh, go right ahead.

MR. MacGOWAN: Thank you Chairman and Commissioners. My name is Patrick MacGowan. I'm a resident of Symphony Park. And I'm here in support of the program.

I will tell you that Symphony Park is a beautiful facility. It's a beautiful
community. And the Kaplan Group, I think, has
done an amazing job with the green spaces, the
landscaping, the ponds, the fountains and the
trails.

And it really truly has created a
community where we can all come together. And
it's not just a bunch of neighbors that never see
each other.

What they've done as far as
integrating into Strathmore, I think -- or the
Strathmore Music Center, I think is done --
provided a great value to our group. Where we
actually view that as part of our community.

So to see them do this at the
Strathmore Square and integrate that into the
Strathmore also, I think is going to provide
great value to all of our communities in this
area.

And so, -- but we also recognize the
fact that in order to support the amenities
within those -- that community, you need to have
the density. You need to have people that would
be able to support the businesses and attend the
music events and those type of things.

So, from the Symphony Park, we intend
to use these amenities. We'd like to see them
supported long term.

And so we would be in very -- we'd be
very supportive of the 3.0 FAR. Thank you.

CHAIR ANDERSON: Thank you. Next
group is Bret Rolph, Amy Ginsberg, Jeanette
DeBrough, Megan Sexton, Thomas Bryan and Pat
MacGowan.

Oh, sorry. Just did Pat MacGowan.

All right. I'm just -- I'm confused.

(Laughter)

CHAIR ANDERSON: All right. In that
case we can also take Elizabeth Stuckle if she's
here. Or not. As the case may be.

Hi. Are you Mr. Rolph? No. Is Mr.
Rolph here?

(No response)

CHAIR ANDERSON: I guess not. Amy
Ginsberg I don't see. Jeannette DeBrough. Am I
pronouncing that right?

MS. DeBROUGH: Jeannette DeBrough.

CHAIR ANDERSON: Okay. Why don't you go right ahead whenever you're ready.

MS. DeBROUGH: Thank you. My name is Jeannette DeBrough. My family and I have lived at Strathmore Park Condos since 2015, a place that we bought because we wanted to downsize and we liked the idea of being near the Metro.

I want to say that I'm against the development as the proposed plan stands right now because of quality and environmental issue concerns.

The draft plan as it is written right now, envisions approximately 1,150 apartments of about 1,250 square feet each. The statistics however are misleading.

As the board knows, there is no such thing as a development that features only one size of unit or one type of configuration for the units. Developments consist of mixed sized units.
There is nothing to prevent a developer from building thousands of mini or micro dwellings as well as one bedroom units with a commensurate increase in the number of residents.

Now, even if only 1150 two bedroom units are built, if you estimate an occupancy of four persons per unit, that means an extra 46 hundred people will move into the neighborhood.

Since retail, schools, doctors, banks, et cetera, are not within walking distance yet, new residents will still require cars.

According to Mr. Kaplan, this is a project that could take about 20 years in most instances to establish a neighborhood with proper retail and services that benefit all of the residents so that the neighborhood is walkable.

You probably should anticipate a 15 to 20 year delay in the availability of those services. Which means that the development on such a scale will consign our neighborhood to years of gridlock and congestion.
If only half of the people living in those 1,150 apartments have cars, that still means an extra 575 vehicles on the road for that particular development.

The plan therefore must make reasonable attempts to meet the demands for what is going to be a need for parking for the foreseeable future. Until these small businesses are established.

I have heard comparisons and comments from Symphony Park residents. Basically, these don't hold water.

This is a development where the properties cost well in excess of a million point three dollars. To compare this to the kind of housing that is going to be put up at Strathmore -- at the Strathmore development is simply not comparable. It's apples to oranges.

Now, the current plan places two 260 foot high towers on the highest point of the land, with an additional 160 foot high buildings. We believe this will cause a lack of light, views
and air.

    And will diminish the interior of
living quality of the residents who exist -- who
live in the existing communities.

    Now I must say, the plan envisions a
civic green of approximately one and a half
acres. Although the developer now wants to cut
it down to one acre.

    The standard lot size in Montgomery
County in our zip code is between a quarter and a
third of an acre. That's about four houses, four
standard lots placed in that civic green.

    If you look at the amount of green
space that 46 hundred residents would have in
that one acre, it comes to about a three by four
square foot area. Which is the size of a small
throw rug.

    So for everybody who has desires to
congregate in the green, they better reconsider.
Especially if they have a large pet.

    If approved, the landscape will result
in significant cutting down of trees. And the
alteration of the physical landscape.

The pond, the surrounding green area will disappear. And right now that pond is the closest thing we have to an openly accessible market -- openly accessible park for the entire neighborhood.

The hundred of extra cars until we can get to the point where people are able to not walk to retail and other services, will add congestion, noise pollution, and air pollution.

And finally, the development seems to completely ignore the ongoing projects that are both to the north and to the south of us. And that are going to placed significant problems and stresses on existing infrastructure and schools.

For these reasons along I request that you reduce the area available for development and consider reducing the density. Which I know flies against what everybody else has said.

That you preserve as much existing green as possible. Because the current plan is simply not sufficient for the number of people
that are going to be placed there.

That you limit the building heights to keep them in line with current buildings. And that you follow the statement that laid out in the 1992 Grovesnor-Strathmore master plan, the development at this Metro station should fit within the context and established character of this community.

I ask this as a resident who really would like to continue living in this community and enjoying what the community does. We don't live at the Metro. We live in the neighborhoods around the Metro.

Thank you.

CHAIR ANDERSON: Thank you. Megan Sexton?

MS. SEXTON: Good evening everyone. Thank you for your time.

Strathmore Square is a project that came to my attention about six months ago. And I was immediately impressed by the plan, the design, the dedication of Ron and his team.
I am a current Kensington resident, which is about a mile and a half down the road. And I'm in the market to move.

My number one consideration for where I want to buy is proximity to Metro. This project blends the convenience of public transportation with, from what I have seen from the plans, the feel of a quiet community.

This is exactly the kind of place I would look to buy. The plans for Strathmore Square are absolutely beautiful and incorporate green space with convenient local shopping.

This is a community gathering place that we would all benefit from. Because of their proximity to Metro, I would encourage a higher density on this project.

There are very few places left to build this close to the Metro and cater to the work, life, play demand of the current market. This is absolutely reasonable to have a higher density for this particular project.

Remaining in Montgomery County is my
goal. And this is the type of housing and Metro
combination that is attracting me to this
community and what I am looking for.

Thank you.

CHAIR ANDERSON: Thanks very much.

Mr. Bryan?

MR. BRYAN: Good evening Commissioners. My name is Thomas Bryan. I'm
here tonight to express my support for Strathmore
Park, Strathmore Square. And to ask that you
increase density beyond the current
recommendation.

I am a new resident in the
neighborhood. I just moved less then three
months ago. I'm less then a mile away to the
gables of Tuckerman.

I had the pleasure of meeting the
Fivesquares development team at a town hall
meeting in my neighborhood. And was very taken
by the plans. Really enjoyed seeing their
community feel. And the commitment to working
with the community.
Although I have enjoyed my time in my three months in the area, and I find it to be a very pleasant area, I do find it a little frustrating to have to leave the neighborhood or get in a car to do something as simple as just get a quick bite to eat or to get a coffee.

I'm more used to some areas that are more walkable and having more options. Easier to get to Metro.

That's one of the best reasons why I think we should increase the density so that other people can live in housing that provide us with that type of -- those type of amenities that we need, walking to Metro, green space, a small neighborhood retail area, and a place to meet and relax with friends.

There isn't enough housing like this in the area. And Strathmore Square offers this whole package.

The greater the density the more opportunities everyone will have to live a sustainable lifestyle in a community setting. We
need to take advantage of this opportunity and
increase density beyond the staff recommendation.

Thank you so much.

CHAIR ANDERSON: Thank you. The last
group I have, I had already called Elizabeth
Stuckle, but if she missed out and wants to come
up now, that would be great. Assad Moushamin
(phonetic), Renee Dancez and Ryan Denaro
(phonetic).

If there's anybody else that thinks
they signed up but I didn't call them, now is the
time to come forward. And while I'm waiting for
-- I don't know.

Do we have anybody? Ms. Dancez. Okay.
While she -- while our one remaining speaker is
coming up and getting ready to sit down, I'll
just do a little bit of housekeeping here.

As I mentioned at the beginning, if
there's something you didn't get a chance to say
or if you think about something on your way home,
or while you're lying in bed tonight thinking
geez, I wish I'd said this, it's not too late.
You can send Maren or Atul an email. And they'll not only get it into the official record, but make sure that they respond to it as part of the work session.

And which brings me to the work sessions. These usually -- we try to do the hearings like this at night to maximize the chance that everybody can come who wants to say something.

The work sessions inevitably, we just have no choice really but to hold them during the day. But we still welcome you to come to the work session.

And you can follow the schedule. It will be on our website. Also, if you want to call Maren or Atul, they can keep you up to date on what the schedule is.

And if you come to the work session, when we get to a specific topic, usually I'll be able -- I always try to let people talk who want to weight in on specific subjects as we reach them.
You can't come here and just say -- talk about whatever you want to. That's what tonight's for. You can say whatever you want.

When we get through the work session, as we get to each subject or area of the plan, if there's anybody here that wants to address the board, we can usually accommodate that.

So, I invite you all to follow that process. And come here physically if you want to. And if you want to weigh in.

If you can't do that, you can watch it live online. Or we have it available on the website, you can stream it later at your convenience.

So there's other opportunities to participate is my point. Do you want to say something Maren?

MS. HILL: Just really fast. I will be sending out an email to our email list. So if you are not on that list and want to be, you can talk to me afterwards.

It has information from tonight and
will also have an announcement about the agenda

time for the work sessions and any future events.

    If you already get emails from me,
then you're probably on the list.

    CHAIR ANDERSON: Okay. Very good.

Ms. Dancez?

    MS. DANCEZ: Thank you for letting me
speak tonight. I think the one thing that I --
the one -- there's so many good things that have
been said here tonight that I'd like to echo.

    The one thing I would like to remind
everybody is that July and August of 2016 were
tied for the hottest months of the year in recor
-- excuse me, the hottest months in recorded
human history.

    So when density is simply a moral, an
environmental imperative. This is not -- this is
not something to mess around with.

    With have an amazing opportunity here
to take advantage of an extraordinary resource to
build an amazing community and development right
at a Metro center. This is exactly what we
should be doing.

I'm going to echo Sean Emerson's -- excuse me Epp's position that we suggest that the amount of density be increased to a ratio of 4.1 to take care -- to take advantage of this amazing opportunity.

And also because I think some folks didn't get to hear Sean say this. I apologize if I'm going to repeat this.

Traffic volumes on -- and this is from the Maryland State Highway Administration. And they county traffic volumes. That's their job.

Traffic volumes on Maryland 355 have actually remained stagnant and even declined slightly in the past ten years. In 2006 Rockville Pike carried about 55 thousand vehicles per day, just south of Strathmore Avenue.

And in 2016, which was a mere ten years later, the average for that same location was about 52 thousand vehicles per day. So actually traffic has actually gone down.

You provide people the opportunity to
live and work near transit, they will take it.
And they will use it. And they will get out of
their cars.

We've been very, very fortunate.
We've had a really mild June so far. But that's
not going to -- well, this is D.C. That's not
going to change -- that's going to change really
soon.

And I just ask that you would consider
again, as we head into the hottest, you know,
hottest summer of what could once again be the
hottest in human history that we consider that.

Thank you.

CHAIR ANDERSON: Thank you. And I
want to say thank you to everybody who came out
tonight. Whether you testified or not.

We appreciate each and every one of
you taking your time to be part of this process
no matter what your point of view might be.

Thanks very much.

(Whereupon, the above-entitled matter
went off the record at 8:09 p.m.)
CERTIFICATE

This is to certify that the foregoing transcript

In the matter of: Montgomery County Planning Dept.
Planning Board Meeting

Before: Montgomery County Planning Board

Date: 06-29-17

Place: Silver Spring, MD

was duly recorded and accurately transcribed under
my direction; further, that said transcript is a
true and accurate record of the proceedings.

[Signature]
Court Reporter

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