

Attachment 4: Written Comments received to date

4-24-2018

DRAFT

Sierra Club testimony to MoCo Planning Board On Veirs Mill Corridor Master Plan

April 26, 2018

Good evening! I'm Dave Sears, Chair of the MoCo group of Sierra Club.

Overall, we are pleased and impressed with the current draft of this important plan.

Sierra Club's starting point in our review of such plans is – How will this plan help to address Climate Change? – which is the number one environmental issue facing our community and our planet.

In MoCo, one important way to address climate change is to work hard to give residents and workers more and better opportunities to get where they want and need to go without getting in the car and driving. This plan is consistent with that approach. The stated transportation goals (page 29) are commendable – “a safe, efficient, comfortable complete street that serves pedestrians, bicyclists, transit users and drivers.”

We applaud the focus on improving pedestrian and bicycling infrastructure.

We urge that the Planning Board push the County Council very hard to bring BRT to Veirs Mill Road as quickly as possible. And be sure that BRT includes dedicated lanes – without dedicated lanes, the R (for Rapid) is false advertising. A truly rapid BRT is the core of this plan; without BRT, the rest of the plan falls apart.

We know that this corridor is a state highway; and thus the State Highway Administration will need to be a willing partner in several aspects of plan implementation. Please let Sierra Club know where you think we could be helpful in urging SHA to do the right things to ensure plan success.

A second important way that MoCo can address climate change is to take full advantage of transit stations as locations for mixed use, mixed income, attractive, high density neighborhoods. Here we think the plan is too timid. Don't get us wrong – we are not suggesting that the BRT stop at the corner of Veirs Mill and Randolph should have Bethesda-level densities. But we do think it's imperative that the county take full advantage of our investment in a shiny new BRT by providing many more BRT customers who can easily walk to the BRT stations. These higher density neighborhoods at each of the corridor's six BRT stations will also make great locations for affordable housing (MPDUs and other) – enabling many lower income families to have access to first rate transit.

And speaking of housing – we applaud the plan's emphasis on the preservation of existing market-rate affordable housing.

One minor point about presentation – the plan has a section entitled “Environment.” This section focuses almost exclusively on tree canopy and stormwater management, which are certainly environmental issues – but hardly the only ones. A sentence or two at the front of this section needs to acknowledge that the plan’s transportation and land use proposals will help us address climate change, which is today’s number one environmental issue.

In all, this is a good plan. We think it could be made even better with a stronger push for higher density neighborhoods within walking distance of each of the six new BRT stations.

12607 and 12615 VEIRS MILL ROAD

Public Hearing Comments Veirs Mill Corridor Master Plan

April 26, 2018

Requesting Revised Zoning Recommendations: CRN-1.5, C-0.0, R-1.5, H-45

Good evening. My name is Tracy Grisez and I am speaking on behalf of properties located at 12607 and 12615 Veirs Mill Road, just north of Robindale Drive and adjacent to St. Jude's Church.

I am here before you to request a zoning change to CRN-1.5, C-0.0, R-1.5, H-45 at these properties, which collectively comprise just over 2 acres. The Corridor Plan otherwise proposes to maintain the current R-60 zoning for now. The modestly increased height and density under the CRN zone will support a tasteful townhouse neighborhood in an appropriate area of Veirs Mill Road, next to an institutional church use and across the street from a multi-family complex. The townhouses will provide diverse "missing middle" housing types and ensure appropriate transitions to the existing residential scale as desired by the proposed Plan (p. 13). This moderate increase in density is particularly appropriate near the proposed Bus Rapid Transit stop at Robindale Drive, as contemplated by Planning Staff.

The properties have been in our family for over 100 years. My grandmother was born and raised in the house located at 12615 Veirs Mill, closest to St. Jude's Church, and my uncle currently lives there. My great-grandparents bought that house from family in 1904. After my grandmother got married in 1947, her brothers built her the house right next door (12607) so she would stay close. She raised her own family of five children in that little brick Cape Cod. She lived there from the moment it was built until she passed away last June (2 weeks after her 90th birthday).

We never thought about a zoning change until after she passed away. It was through the estate appraisal process that we learned that her property as currently developed is no longer suitable for the neighborhood for a variety of reasons. The house is too small for the size of the lot, and having a driveway that directly accesses Veirs Mill Road is not ideal.

My grandmother welcomed the growth of her neighborhood on the east side of Veirs Mill Road in the 1960s, and she was lifelong friends with many of her neighbors. Although she was surprised by the later growth and changes in the neighborhood, she would have loved the idea of other young families having a chance to buy a house and raise a family on her land. So when I think about these properties and what will happen to them next, this is not merely a "financial" or "how to maximize profit" issue for us. This is about my grandmother's family, her legacy, and how to work with the county to "create" something that will endure – it's about passing the baton to the next generation, and the one after that. While losing her was not a welcome change, I nevertheless am now Trustee of her estate, and I have to sell her property. In light of that reality,

I want to do everything I can to ensure that something good, and positive and long-lasting comes from an experience that has been so difficult for our family.

I hope the Planning Board will agree that supporting the proposed CRN zoning for townhouses is consistent with the Corridor Plan's objectives and provides an opportunity to fulfill the need for housing diversity and reasonable density along this transit corridor. The townhouse proposal aligns perfectly with the Bus Rapid Transit ("BRT") and "missing middle" initiatives.

A sketch prepared by my planning firm VIKa shows a conceptual townhouse layout under the requested zone that fully respects the surrounding single-family homes by locating housing next to the church and along Veirs Mill Road, along with a generous buffer and open space separating the established neighborhood. The proposed design would also realign the vehicular access toward Adrian Street, eliminate unsafe access to Veirs Mill Road, and reduce conflicts for the BRT implementation.

My uncle and grandmother's properties (and the three other properties to the south –if desired by the owners) are the perfect spot to increase density and introduce the transitional-housing types the community needs--without disturbing the residential feel of the surrounding single-family neighborhoods. I can only request rezoning on behalf of our two properties. However, I respectfully encourage the Planning Board to consider rezoning all five properties between St. Jude's Church and Robindale Drive to the same CRN zone at this time. Doing so would allow for additional development in the future should the property owners so desire without imposing any burden or detriment to those homeowners now, and without creating the need for the Board to revisit this issue again in the future.

Thank you for this opportunity to share my comments with you.

Thank you for allowing us to express our concerns regarding the rezoning of the properties in the Robindale district.

Here are our concerns:

Infrastructure: Many of the houses in neighborhoods like those in the Robindale district are actually themselves “multi-family” housing, meaning more than one family may be living there or a family who is living there may be renting a portion of the home to others. Adding additional high density housing to the neighborhood would put an additional strain on the existing water and sewer infrastructure, which is pretty old.

Parking: Higher density housing means more cars. Currently the streets off of Robindale Drive, which is across from the apartments off of Veirs Mill Road are unfortunately serving as auxiliary parking for those residents. Every evening residents come and fill the streets with their cars and then walk back to their homes in the apartments. Adding higher density properties will only exacerbate the problem. For example, more often than not, there is never enough parking planned for townhouse communities. In addition, just like the single family homes in the neighborhood, there is the potential that these high density properties will become “multi-family” housing with potential renters needing a place to park.

“Missing Middle”: People who look for houses in the Robindale area are families looking for moderately priced housing. This is what this neighborhood offers. While not as affordable as the houses in the Veirs Mill Village area, this area in the county addresses the other kind of “missing middle” – the missing middle class homes where families live in a nice sized house with a yard where their children can play soccer, run around, and where birthday parties can be celebrated with cookouts in the backyard. Replacing these houses takes this inventory of mid-range priced housing out of circulation.

Character of the neighborhood: The Robindale district neighborhood is made up of single family homes. Popping high density housing in this neighborhood would stick out like a sore thumb and disturb the character of the neighborhood.

If the county does decide to rezone the properties in the Robindale district, please consider limiting the number of dwellings that will be allowed to be built to lessen the impact on the existing infrastructure and maintain the residential scale and character of the existing single-family residential neighborhood.

Sincerely,

Ilse Knippler
(property owner of 4710 and 4714 Adrian Street)

and

Terry Broderick
(daughter)



FOR ILLUSTRATIVE PURPOSES ONLY

Veirs Mill Road

Adrian Street

LYNOTT, LYNOTT & PARSONS, P. A.

ATTORNEYS AT LAW

11 NORTH WASHINGTON STREET

SUITE 220

JOSEPH A. LYNOTT (ret.)
JOSEPH A. LYNOTT, III
JAMES L. PARSONS, JR.

ROCKVILLE, MARYLAND 20850-4208

(301) 424-5100 (phone)
(301) 279-0346 (fax)
writer's e-mail:
jlynott@LLPlawfirm.com

April 20, 2018

Mr. Casey Anderson, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Rock Creek Woods Apartments - Veirs Mill Corridor Master Plan

Dear Mr. Anderson and Members of the Planning Board:

On behalf of Bullis Tract, LLC t/a Rock Creek Woods apartments ("RCW"), I am writing to request that the Planning Board rezone its property to the CRT zone to facilitate redevelopment to a higher density, multi-family use. The CRT zoning designation for this strategically located property at the northern gateway of the Veirs Mill Corridor is consistent with the land use principles and goals set forth in the public hearing draft of the Veirs Mill Corridor Master Plan (the "Plan").

The RCW property consists of two parcels totaling approximately 12.21 acres located on the southeast and southwest corners of Veirs Mill Road and Twinbrook Parkway. The property is immediately adjacent to the proposed Twinbrook Bus Rapid Transit Station recommended in the Plan and the Countywide Transit Corridors Functional Master Plan (2013). The southern portion of the property lies within three quarters of a mile of the Twinbrook Metro Station. The property is adjacent to Rock Creek Park to its east and the City of Rockville with a concentration of neighborhood serving retail uses to the north. The property is encumbered by two tributaries of Rock Creek, and the eastern portion of the property has rolling terrain with occasional abrupt grade changes.

The property is improved with nine garden apartment buildings housing 270 units. The project was constructed in the mid-1960s, and it is currently zoned R-20 (Multiple Family, Medium Density). The apartment buildings and associated mechanical systems are nearing the end of their useful life, and the apartment units are approaching the point of functional obsolescence. The supporting utility infrastructure of the project, most notably its aging water and sewer lines, are a frequent source of service interruptions. Despite substantial capital expenditures for repairs in recent years, they are in need of replacement.

LYNOTT, LYNOTT & PARSONS, P. A.

Mr. Casey Anderson
Montgomery County Planning Board
April 20, 2018
Page 2

Although the property has been well maintained, the project is lacking modern market necessities and amenities. Among other matters, the project lacks ADA accessibility, modern fire code protection, energy efficient construction, building security and storm water management and forest conservation protections. Because of the age and design of this 1960s era garden apartment project, the buildings and their apartment units cannot be physically retrofitted to modern standards, nor can the project be economically redeveloped or revitalized at the current development density.

In addition, none of the 270 units in the project are MPDUs because the project was constructed many years prior to the MPDU law.

The current draft of the Plan recommends retaining the project's R-20 zoning in order to preserve it as a source of market rate affordable housing. The Plan, however, indicates its support for a future local map amendment to rezone a portion of the project to permit higher density residential uses at this potential BRT station (see Plan, page 93). Retaining the R-20 zoning for even a portion of this unified project, however, effectively precludes the redevelopment or revitalization of the project as a practical and economic matter due to redevelopment costs and economies of scale. The project is presently built to the maximum capacity of the R-20 zone (.5 FAR), and it simply cannot be economically redeveloped as a multi-family project if the land is limited to the same density. Preserving the existing R-20 zoning will not only preclude redevelopment, it will guarantee the project's gradual decline into obsolescence and disrepair while depriving its residents of ADA accessibility, MPDUs, fire code and security protections and other modern amenities.

For the foregoing reasons, RCW retained the firm of Hord Coplan Macht to study the project and prepare conceptual redevelopment plans in a manner consistent with the land use principles enunciated in the Plan, namely: (a) maintaining market affordable multi-family residential development; and (b) recommending a zone appropriate for higher density development near commercial centers, Metrorail or future BRT stations. The enclosed concept site plan demonstrates how this property can be effectively redeveloped under the CRT zone with an FAR of up to 1.25 and a proposed building height of 75 feet to accommodate apartment buildings with garage parking and topography. The concept plan also illustrates how a redesigned modern apartment community can better protect the natural resources and green spaces of this uniquely situated property, while at the same time facilitating a significant increase in market rate affordable housing.

The zoning recommendation of this strategically located property to CRT will allow RCW to offer newly created MPDUs at a contribution rate of 15%, together with substantially more "market rate affordable" apartment units with a significant number of two and three bedroom units for families adjacent to public transit and neighboring retail development.

LYNOTT, LYNOTT & PARSONS, P. A.

Mr. Casey Anderson
Montgomery County Planning Board
April 20, 2018
Page 3

RCW is still owned by the same three families that developed the land more than 50 years ago. Stewardship of the project has now passed to a second generation. The owners anticipate maintaining the project in its current form for a period no less than three years following adoption of the Plan before proceeding with redevelopment.

For the foregoing reasons, RCW respectfully requests that the Planning Board recommend the rezoning of this property to CRT with an FAR of 1.25 and height of 75'.

Very truly yours,



Joseph A. Lynott, III

JAL,III/dk

Cc: Jessica McVary
Nancy Sturgeon
Luis Estrada
Miguel Iraola



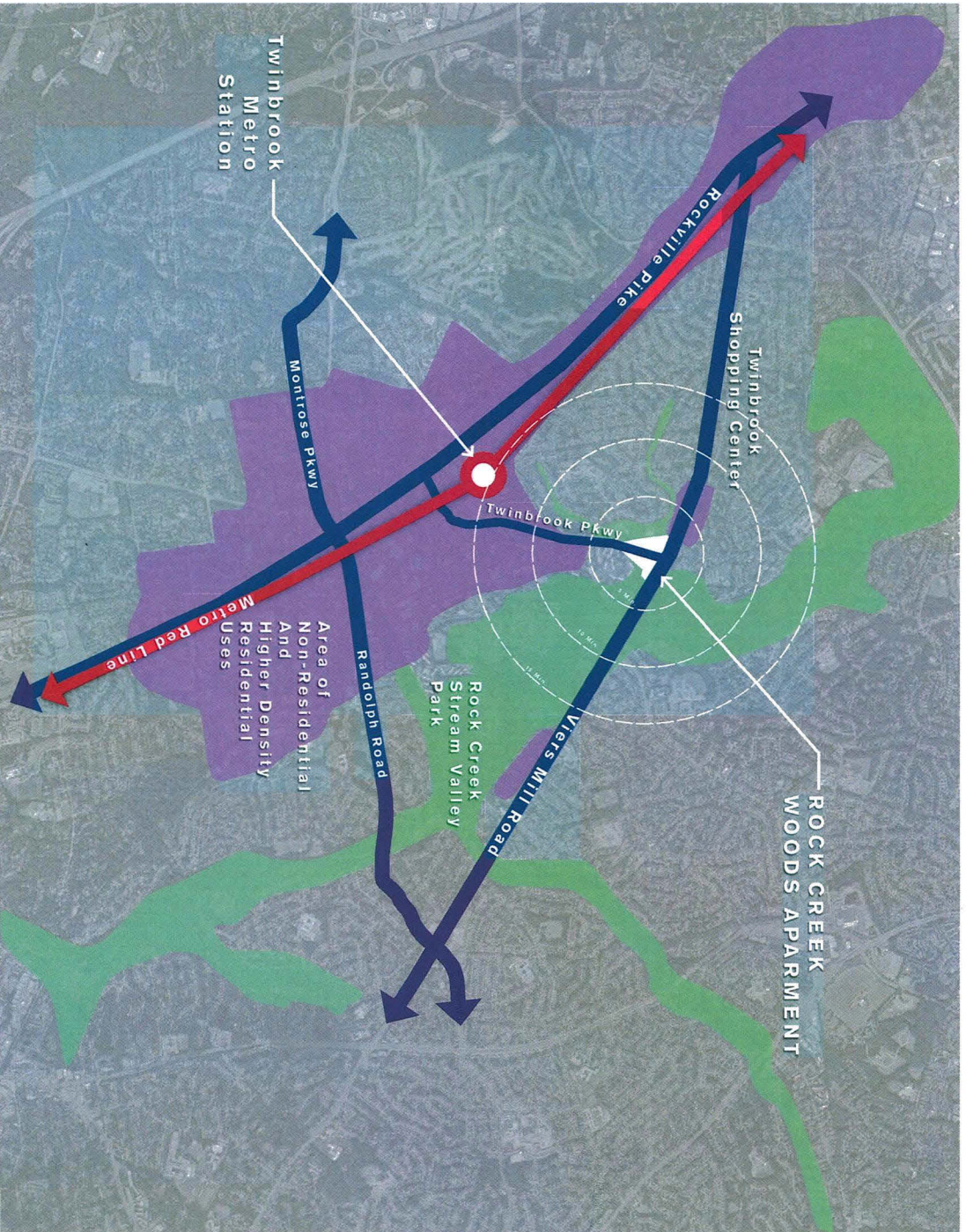
ROCK CREEK WOODS

Public Hearing Testimony (04.20.18)

BULLIS TRACT LLC.

hord | coplan | macht

LOCATION



Rock Creek Woods Apartments

Rockville, MD

BULLIS TRACT LLC.
April 20, 2018

hord | coplan | machi
© Hord Coplan Machi, Inc. 2018

LAND USES



Rock Creek Woods Apartments

Rockville, MD

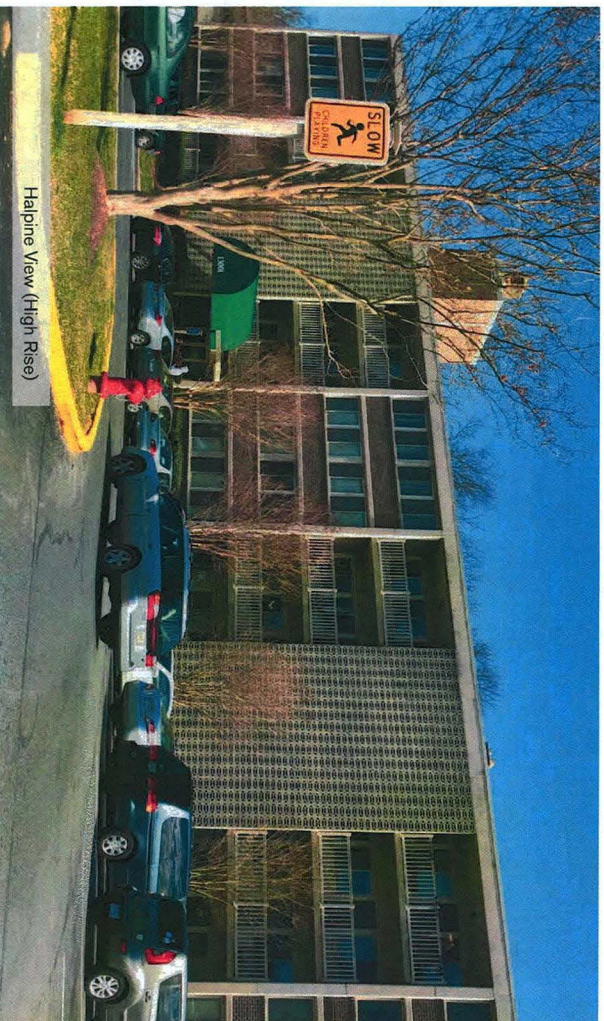
BULLIS TRACT LLC.
April 20, 2018

hard | coplan | machi

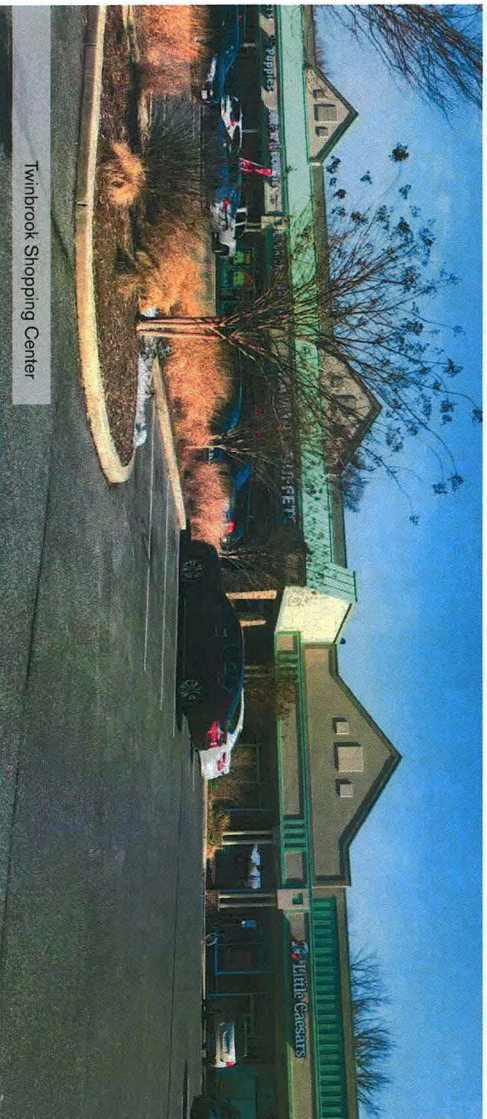
LAND USES



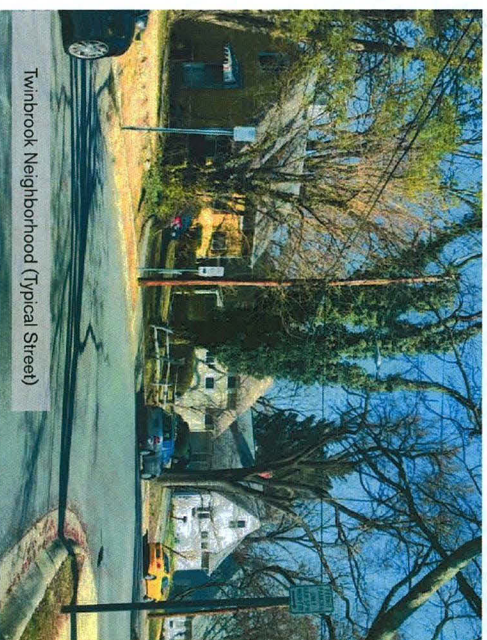
Twinbrook Community Recreational Center



Halpine View (High Rise)



Twinbrook Shopping Center



Twinbrook Neighborhood (Typical Street)

Rock Creek Woods Apartments Rockville, MD

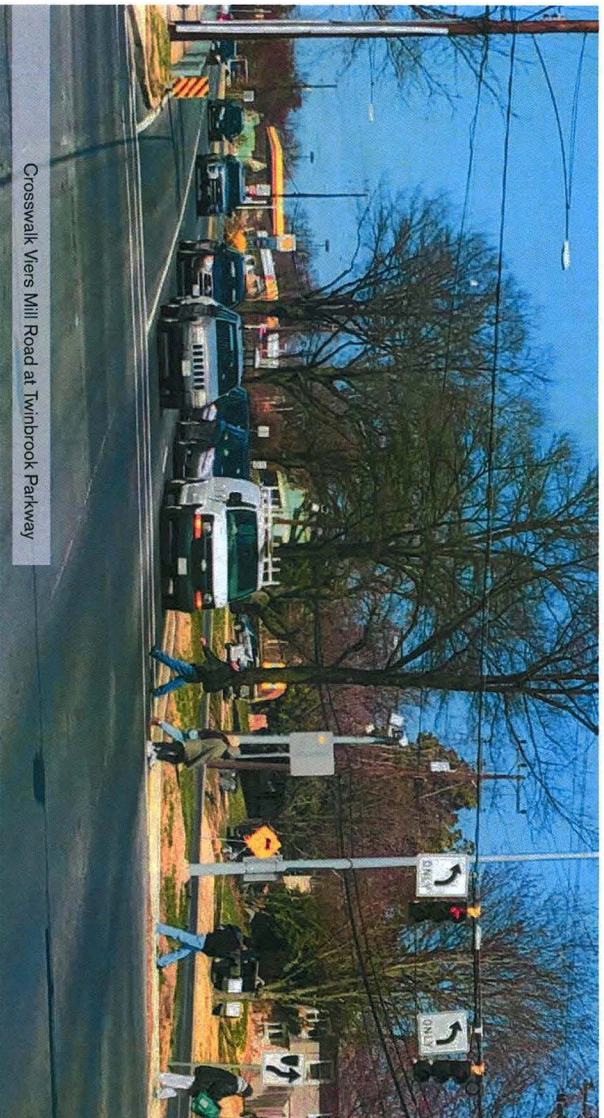
CIRCULATION



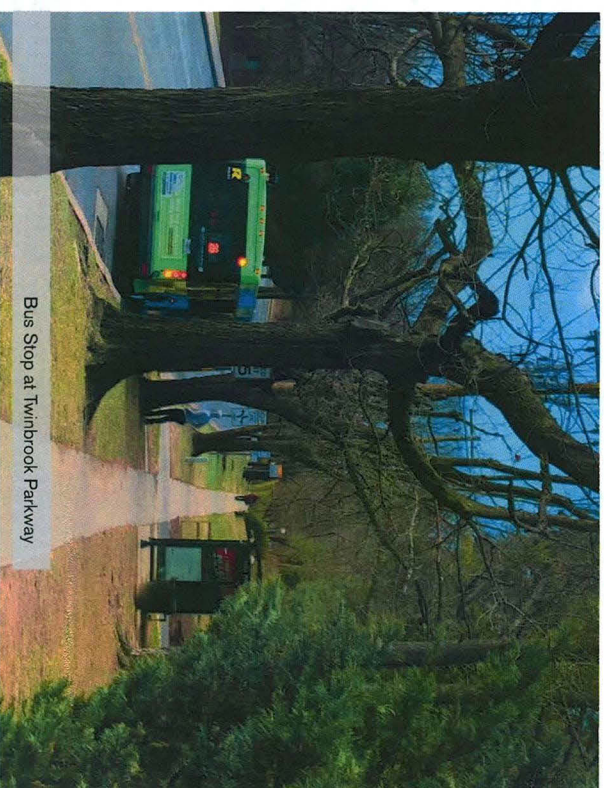
Rock Creek Woods Apartments

Rockville, MD

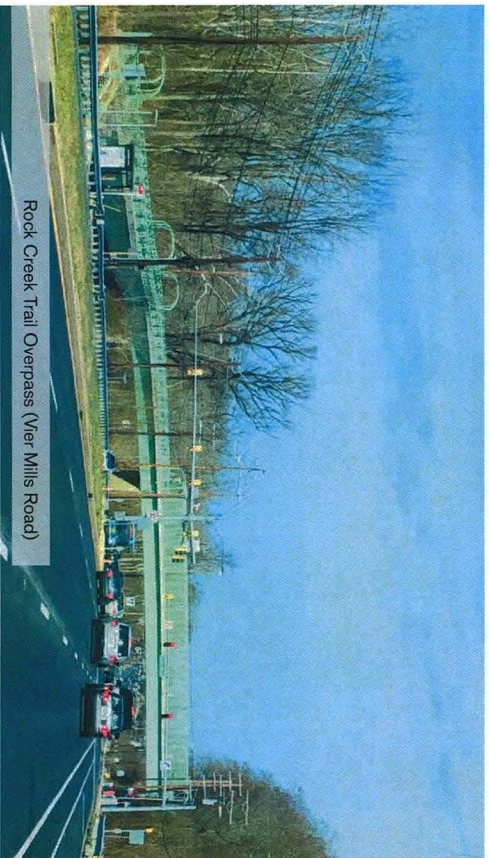
CIRCULATION



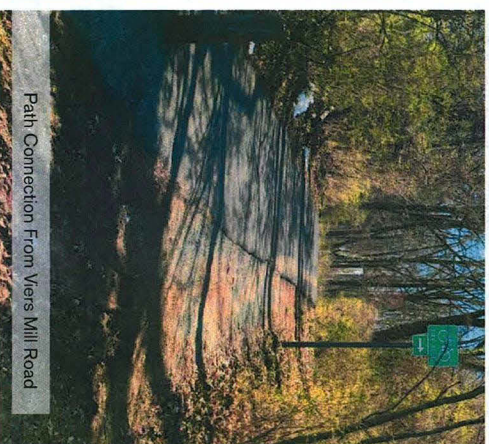
Crosswalk Viers Mill Road at Twinbrook Parkway



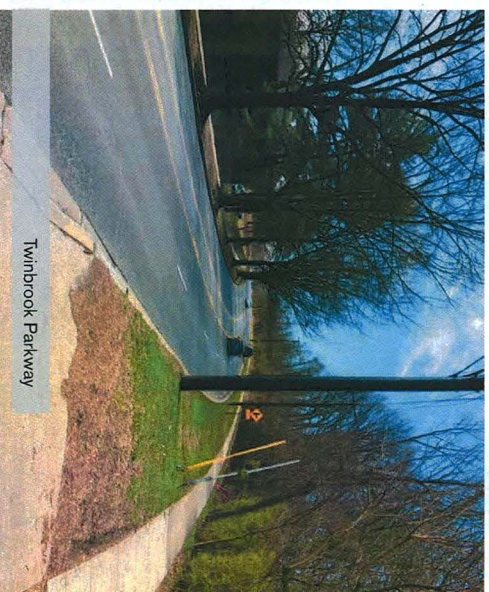
Bus Stop at Twinbrook Parkway



Rock Creek Trail Overpass (Vier Mills Road)



Path Connection From Viers Mill Road



Twinbrook Parkway

Rock Creek Woods Apartments

Rockville, MD

TOPOGRAPHY AND DRAINAGE



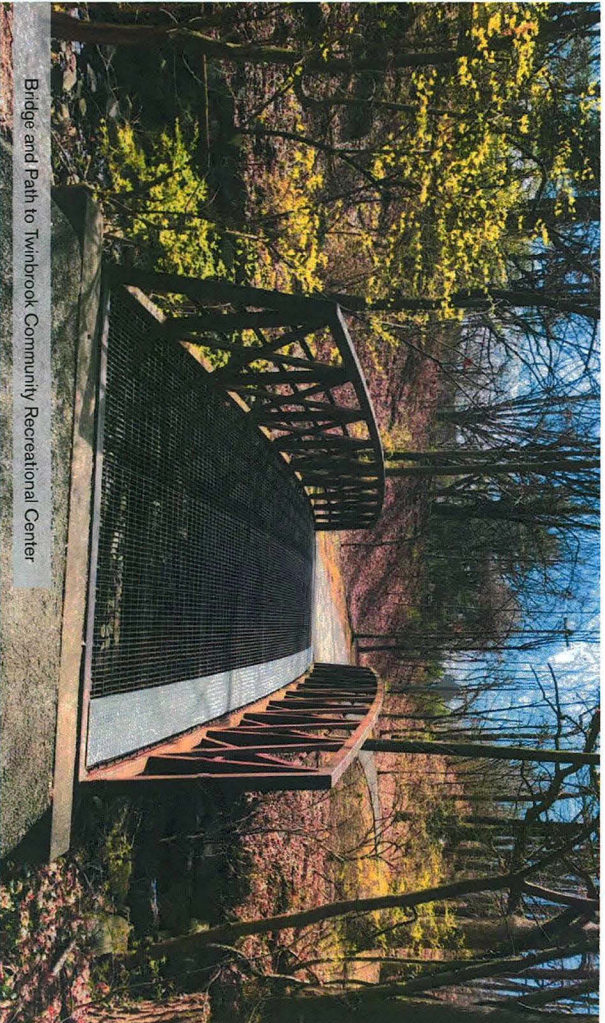
Rock Creek Woods Apartments

Rockville, MD

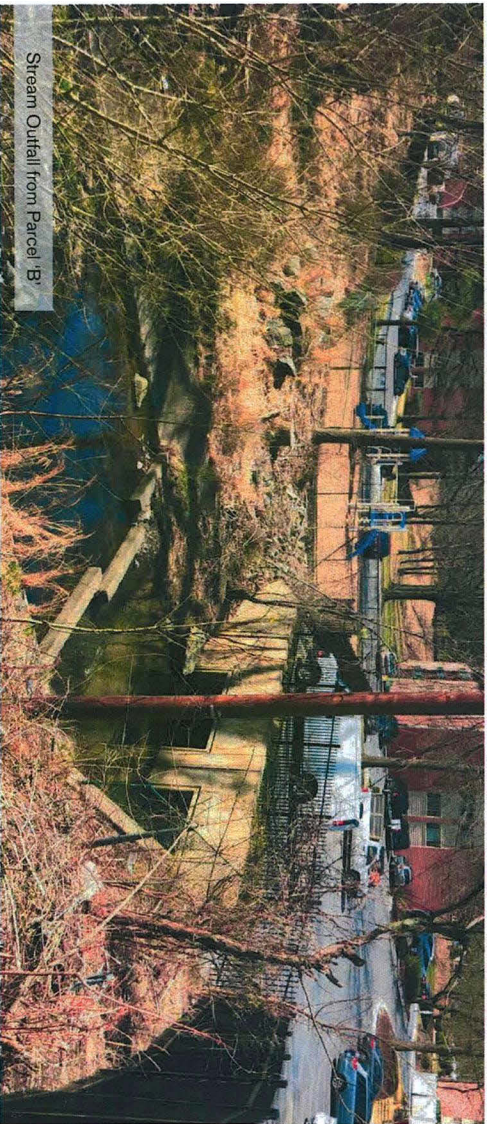
TOPOGRAPHY AND DRAINAGE



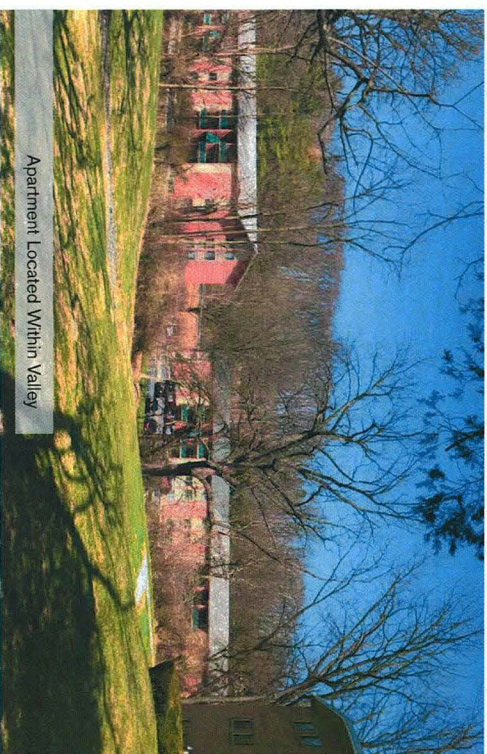
Stream Outfall from Parcel 'B'



Bridge and Path to Twinbrook Community Recreational Center



Stream Outfall from Parcel 'B'



Apartment Located Within Valley

Rock Creek Woods Apartments Rockville, MD

EXISTING SITE PLAN



Existing Conditions

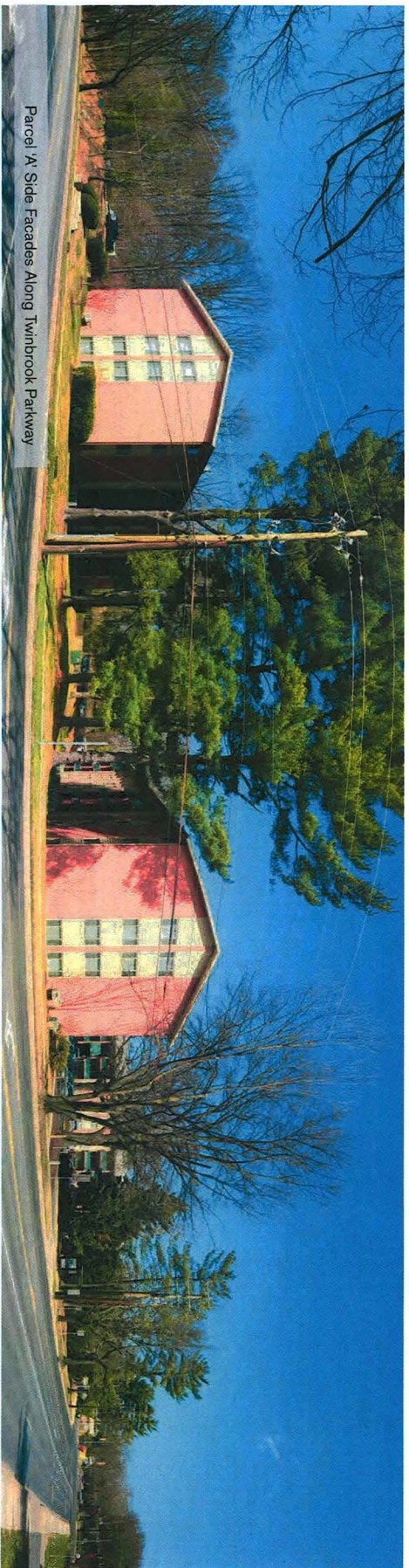
Gross Land Area: 12.21 AC
 Current Zoning: R-20
 Current Dwelling: 270 DU
 Current FAR: +/-0.5 FAR

GENERAL NOTES
 1. HOLD ALL BLDGS. ONE FOOT FROM BUILDING RESTRICTION LINES AND EASEMENTS UNLESS OTHERWISE NOTED.
 2. FOR PLACING CURB SEE DIVOS, C-24-C-1.
 3. ALL CONTRACTORS SHALL VERIFY ALL DIMENSIONS IN THE FIELD.

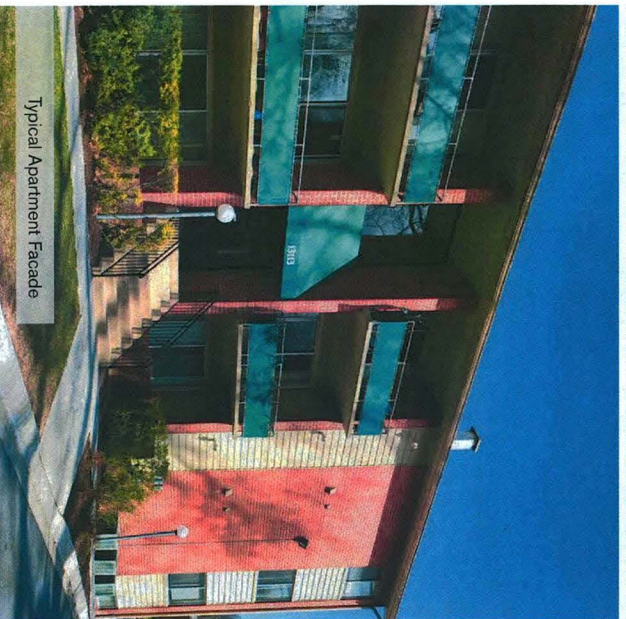
Rock Creek Woods Apartments
 Rockville, MD

BULLIS TRACT LLC. | **hord | coplan | mecht**
 April 20, 2018

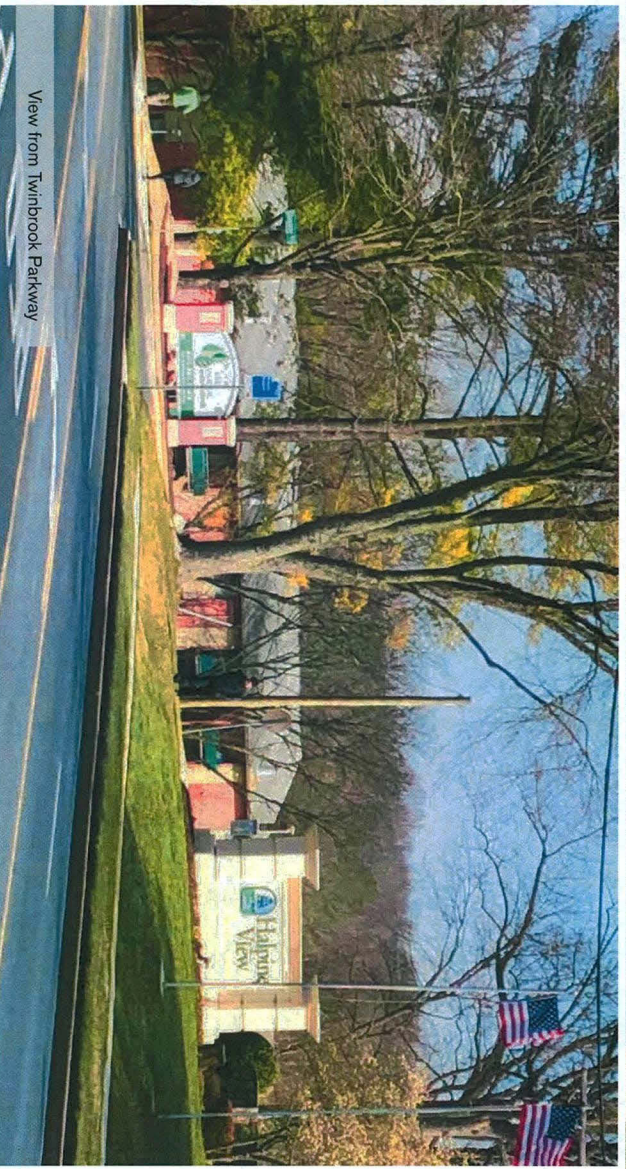
ARCHITECTURAL CHARACTER



Parcel 'A' Side Facades Along Twinbrook Parkway



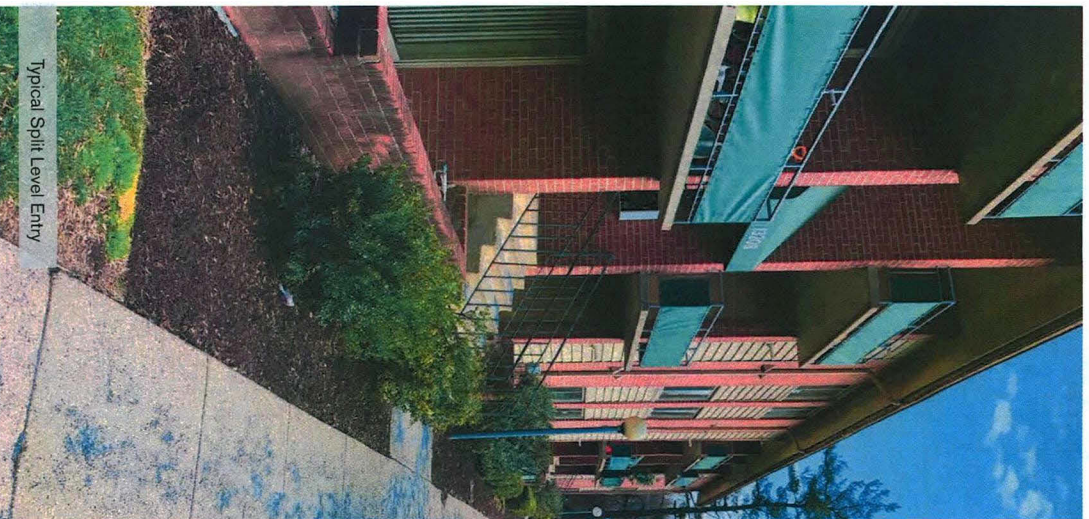
Typical Apartment Facade



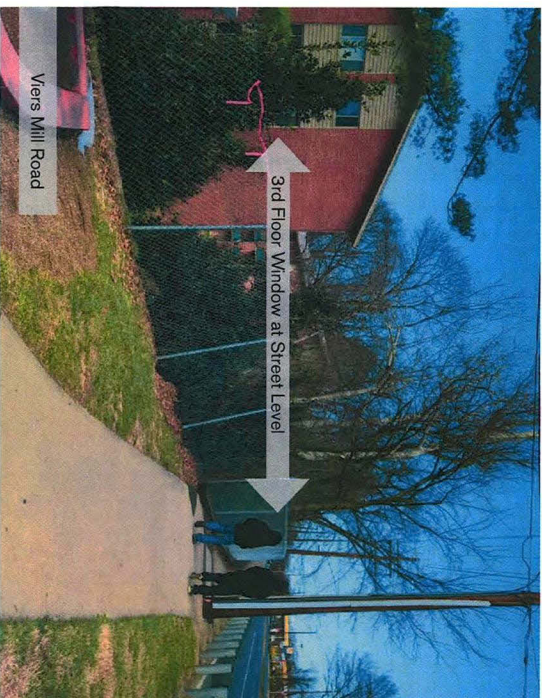
View from Twinbrook Parkway

Rock Creek Woods Apartments Rockville, MD

TOPOGRAPHY AND ACCESSIBILITY

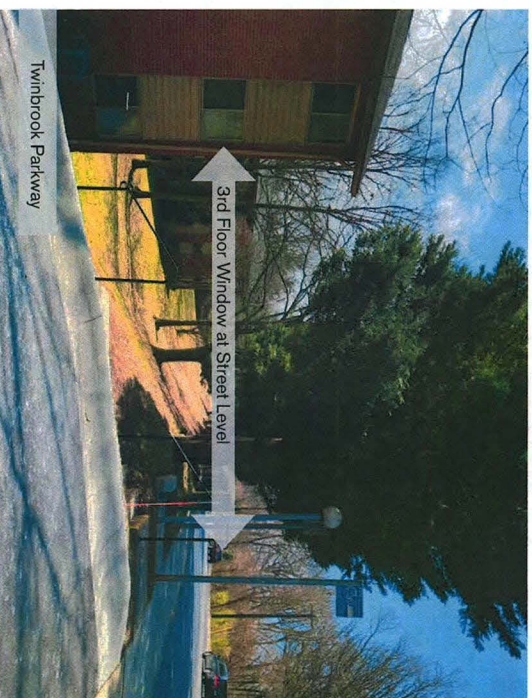


Typical Split Level Entry



3rd Floor Window at Street Level

Miers Mill Road



3rd Floor Window at Street Level

Twinbrook Parkway



Inaccessible Path Between Parking and Building

Rock Creek Woods Apartments

Rockville, MD

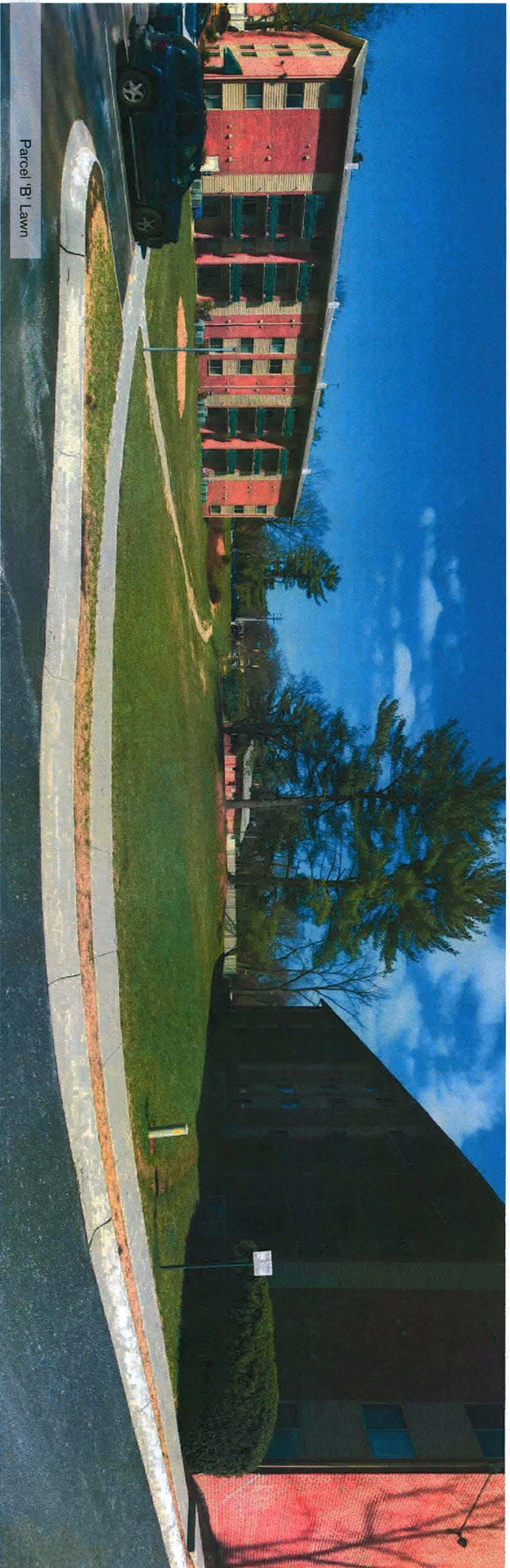
BULLIS TRACT LLC.

April 20, 2018

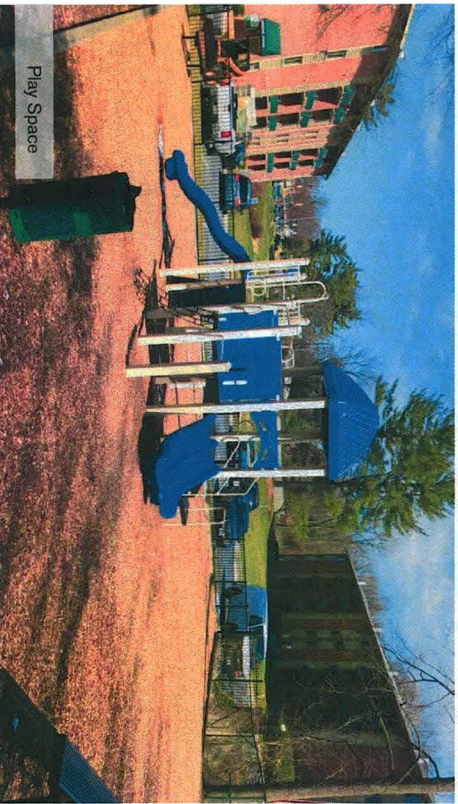
hord | coplan | macht

© 2018 Cowi Architects, Inc.

AMENITY SPACES



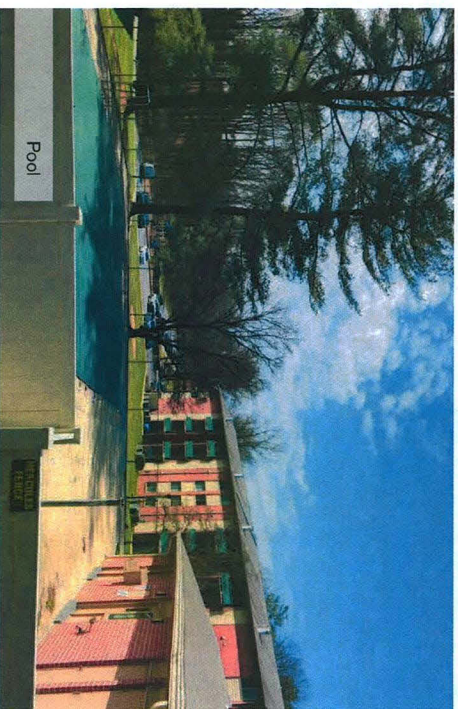
Parcel 'B' Lawn



Play Space



Typical Bike Rack



Pool

Rock Creek Woods Apartments

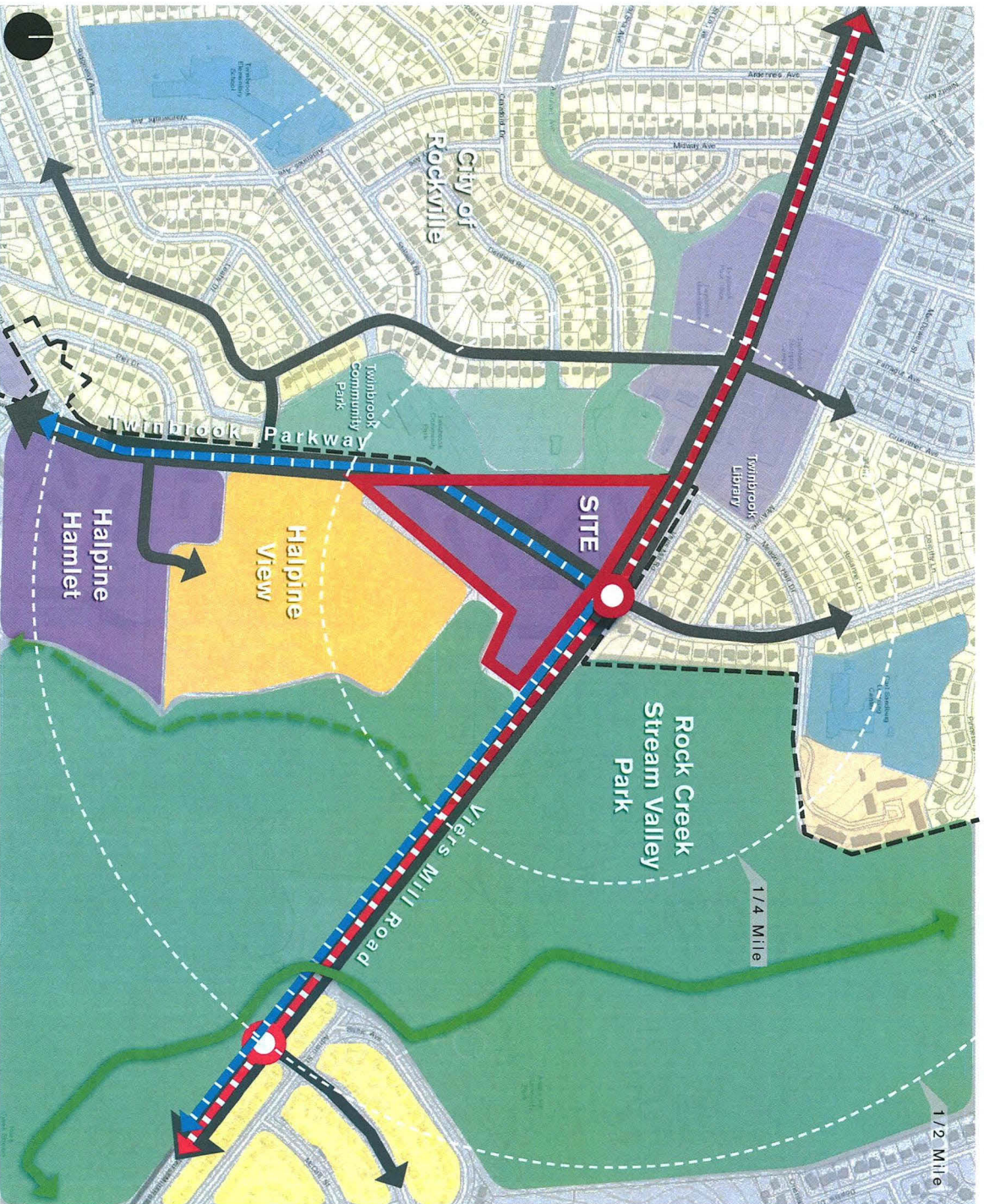
Rockville, MD

BULLIS TRACT LLC. | **hord** | **coplan** | **macht**

April 20, 2018

© Hord Coplan Macht, Inc. 2018

TWINBROOK DISTRICT Conceptual District Plan

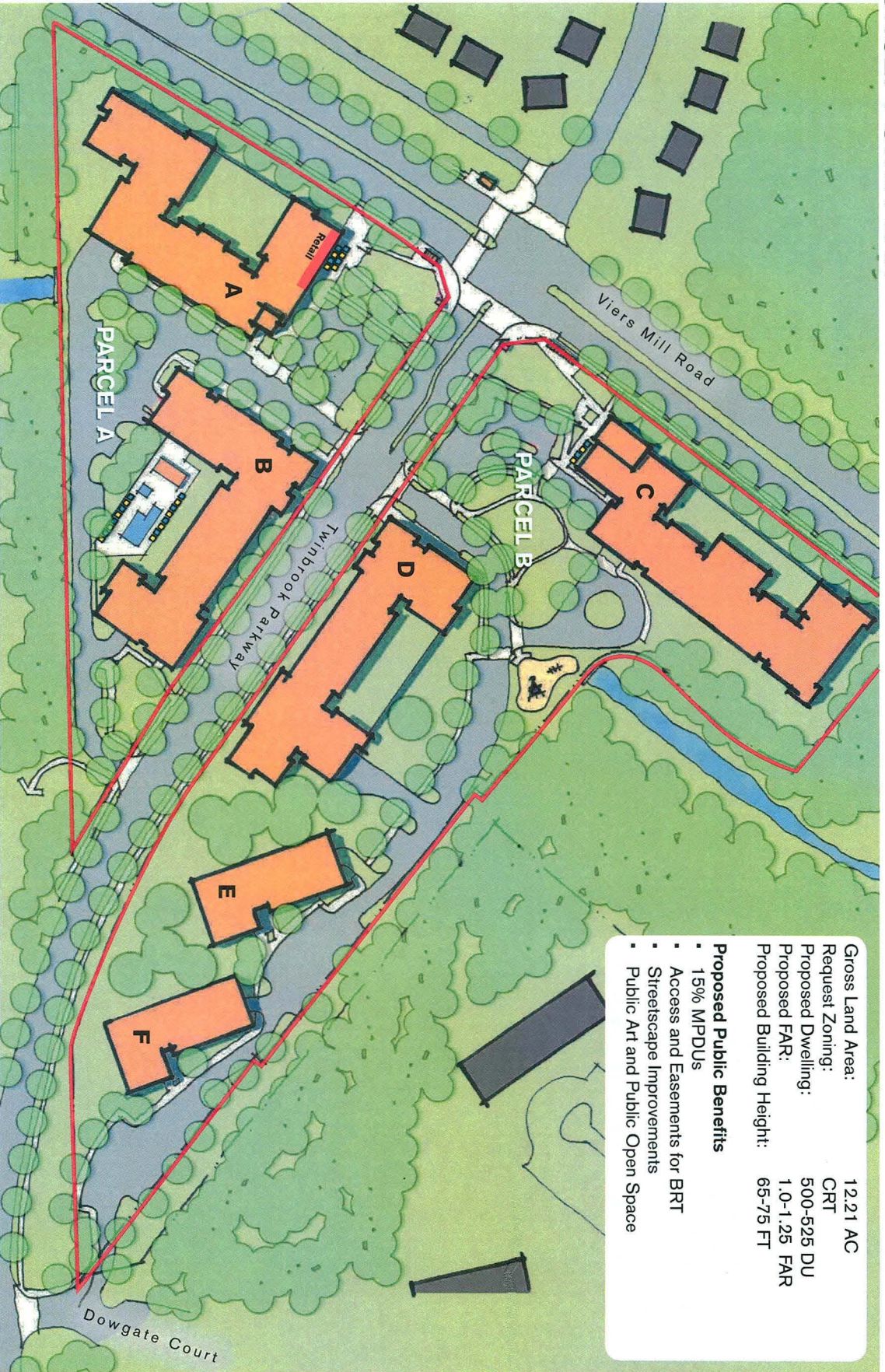


- Existing Rock Creek Trail
- Proposed Off-Street Trail
- Proposed Bike Lane
- Proposed Viers Mill BRT
- Mixed-Use Residential
- Multifamily Residential
- Single Family Residential
- Open Space

Rock Creek Woods Apartments

Rockville, MD

CONCEPT SITE PLAN



Gross Land Area:	12.21 AC
Request Zoning:	CRT
Proposed Dwelling:	500-525 DU
Proposed FAR:	1.0-1.25 FAR
Proposed Building Height:	65-75 FT
Proposed Public Benefits	
• 15% MPDUs	
• Access and Easements for BRT	
• Streetscape Improvements	
• Public Art and Public Open Space	

Rock Creek Woods Apartments
Rockville, MD

BULLIS TRACT LLC. | **hord | coplan | macht**
April 20, 2018 | © 2018 Cowi Architects, Inc.

LINOWES
AND BLOCHER LLP
ATTORNEYS AT LAW

April 26, 2018

C. Robert Dalrymple
301.961.5208
bdalrymple@linowes-law.com
Matthew Gordon
301.961.5233
mgordon@linowes-law.com

VIA EMAIL AND HAND DELIVERY

Mr. Casey Anderson, Chair
and Members of the Planning Board
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Halpine Park LLC's Written Testimony for the Montgomery County Planning Board
Hearing on the Veirs Mill Corridor Master Plan (the "Master Plan")

Dear Mr. Anderson and Members of the Planning Board:

On behalf of Halpine Park LLC ("Halpine"), owner of the Halpine View apartments located at 12813 Twinbrook Parkway, 13001 Twinbrook Parkway, and 5508 Dowgate Court in Rockville ("Halpine View" or the "Property" – shown on the attached tax map), we are submitting this letter as our written testimony for the Montgomery County Planning Board's (the "Planning Board") April 26th public hearing on the Master Plan (specifically, the Working Draft dated March 2018 – the "Public Hearing Draft").

The Property is located in the northeast quadrant of the intersection of Twinbrook Parkway and Halpine Road, and confronts the City of Rockville's municipal limits to the west of Twinbrook Parkway. The Twinbrook Metrorail station is approximately ½ mile from the Property, and the proposed Bus Rapid Transit ("BRT") station at the intersection of Twinbrook Parkway and Veirs Mill Road is located within ¼ mile of the Property. The Property consists of approximately 37.31 acres¹ and was developed with 564 garden-style apartments and ancillary surface parking in the mid-1960's. All of these dwelling units pre-date the County's Moderately Priced Dwelling Unit ("MPDUs") regulations and thus no MPDUs or other regulated affordable dwelling units presently exist at Halpine View. The Property is currently zoned R-30 (Residential Multi-Unit

¹ The Planning Board approved Preliminary Plan No. 11964054A on December 19, 2013, which allows for the abandonment of the unbuilt Aspen Hill Road Extended right-of-way that currently divides the Property such that this abandoned area of approximately 1.9 acres could be incorporated into the Property for redevelopment. This abandonment area was previously dedicated from the Property without consideration in 1964. Halpine is working with the County presently to negotiate the disposition of the abandonment area.

Mr. Casey Anderson, Chair,
and Members of the Planning Board – Veirs Mill Corridor Master Plan (Public Hearing Draft)
April 26, 2018
Page 2

Low Density – 30) pursuant to the Countywide District Map Amendment that took effect on October 30, 2014, stemming from the County’s comprehensive re-write of the Montgomery County Zoning Ordinance (Chapter 59 of the Montgomery County Code). The District Map Amendment confirmed the Property’s existing R-30 zoning which was last evaluated through the Approved and Adopted 1992 North Bethesda/Garrett Park Master Plan.

Halpine View has been successful as a rental community for many years; however, the age and condition of these dwelling units do not support continued long range investment by the owners. The cost of continued maintenance of these aging units is substantial given that many of these units do not have amenities that are comparable to many of the more recently developed multifamily housing properties in the near vicinity, with such amenities being necessary and critical to competitively respond to market demands. Given these circumstances, Halpine is seeking zoning and land use recommendations for the Property that will allow for a long-term redevelopment strategy for the Property to include new dwelling units (both market-rate and MPDUs) to replace existing improvements in a phased manner that will ultimately result in a project with the amenities and modern features that can compete for market share into the future. Rezoning the entire Property to facilitate a transit-oriented redevelopment would also result in enhanced pedestrian and vehicular connectivity, a centralized public open space, and conformance with environmental regulations that presently are not addressed (as the existing improvements pre-date many of the regulations now in effect, e.g., stormwater management, forest conservation, floodplain and wetlands, etc.).

Unfortunately, the Public Hearing Draft’s land use and zoning recommendations for the Property are premised upon a preservation approach that is not economically viable and thus would fail to produce the upgrade to the community that could yield numerous public benefits (regulated affordable housing, increased property value and tax revenue, an environmentally compliant project and stability through transit-oriented redevelopment with amenities, pedestrian and bicycle connectivity, and public open space). The Public Hearing Draft proposes to rezone approximately one-third (1/3rd) of the Property to the Commercial Residential Town (“CRT”) Zone to allow for limited redevelopment, while the remainder of the Property (approximately 353 dwelling units) would be preserved under the existing R-30 Zone. (Public Hearing Draft, pp. 92-95). Focusing only on the affordable housing issue, Halpine estimates that hypothetical redevelopment under the Public Hearing Draft’s recommendations (in that it is not economically viable or foreseeable) would yield approximately 98 regulated MPDUs. The Planning Board Draft’s recommendations for the Property are based upon a premise that is not correct as applied to Halpine View – “all of the multi-family residential units in the plan area are market-rate affordable to households earning between 36 percent to 71 percent of the Washington, DC metropolitan region’s area median income (AMI).” (Public Hearing Draft, p. 24). Significantly,

Mr. Casey Anderson, Chair,
and Members of the Planning Board – Veirs Mill Corridor Master Plan (Public Hearing Draft)
April 26, 2018
Page 3

the vast majority of dwelling units at Halpine View (97%) are currently achieving rents affordable to households earning between 75 to 80 percent of AMI, which is 10 to 15% higher than the MPDU rental rates established by the Department of Housing and Community Affairs (“DHCA”) for garden-style apartments. Moreover, absent the potential for a long-term redevelopment of the entire Property under the CRT Zone, the owners of Halpine View anticipate that these rents will only continue to increase as they rehabilitate and update units. Therefore, the Public Hearing Draft would preserve outdated dwelling units that do not function as MPDUs (with rental rates increasing in the years ahead) and produce approximately 98 regulated MPDUs.

In order to create nearly three (3) times as many regulated MPDUs at the Property, Halpine is proposing that the entire Property be rezoned to the CRT-1.5, C-0.25, R-1.25, H-85 Zone to allow for creation of new marketable and updated dwellings units (including 15% MPDUs) with an emphasis on 2- and 3-bedroom dwelling units. Under Halpine’s proposed zoning and land use recommendations, up to 282 regulated MPDUs would be provided through full build-out, which represents 50% of the existing unregulated dwelling units that make-up the Halpine View apartments. This is a substantial contribution of new MPDUs as opposed to the aging existing dwelling units at the Property that lack all of the amenities sought by residents and are currently renting at rates that exceed MPDU standards. In summary, rezoning the entire Property to encourage redevelopment under the CRT Zone will result in a significantly larger amount of new MPDUs, which is of greater value at this transit-oriented location than unregulated dwelling units that are currently renting at rates in excess of MPDU levels (with such rates expected to continue to escalate along the scale of affordability).

In addition to the affordable housing opportunity, providing a viable land use and zoning result through the Master Plan will allow a phased redevelopment of the Property that will bring many other benefits to this area that will not be generated if redevelopment is not made viable. The present Halpine View community, while it has been very successful over time, has no stormwater management facilities to speak of (and certainly does not have any modern day quality or quantity controls that new development will have). There is no meaningful pedestrian or bicycle connectivity either internal to the community or linking the community to the surrounding neighborhoods, parks, or transit. Furthermore, the existing improvements do not respect the important natural environmental features on the Property (e.g., the stream valley buffer), which a planned and phased redevelopment of the Property would incorporate and feature as an amenity.

Importantly, as summarized in Footnote 1 above, Halpine has unsuccessfully been trying to acquire the right-of-way for Aspen Hill Road extended that on paper bifurcates the Property and

Mr. Casey Anderson, Chair,
and Members of the Planning Board – Veirs Mill Corridor Master Plan (Public Hearing Draft)
April 26, 2018
Page 4

already has been approved under County law for abandonment. The hold up in this transaction relates to the consideration being asked by the County, which consideration is premised upon unrealistic highest and best use assumptions (with consideration in the seven figures being demanded notwithstanding that the land was dedicated by Halpine's predecessor at no consideration). While the Public Hearing Draft supports abandonment of the Aspen Hill Road extended right-of-way to facilitate redevelopment at the Property, Halpine proposes that this recommendation be modified to facilitate the final disposition of the abandoned right-of-way by the County by encouraging the creation of MPDUs as well as the shared use path recommended by the Planning Board as the appropriate consideration. (Public Hearing Draft, p. 93). To this end, Halpine requests that this Master Plan identify the County's disposition of this right-of-way to Halpine as a recommendation, with the value to the public being the inclusion of the abandoned right-of-way in the redevelopment of the Property and thereby allowing additional MPDUs to be provided as well as the Planning Board approved shared use path through the Property.

Last, Halpine proposes that the historical overview section in the Public Hearing Draft either be eliminated or clarified because it serves no planning purpose and would only tend to create confusion amongst stakeholders. More specifically, the Public Hearing Draft identifies Halpine View as being built by Carl M. Freeman as well as a brief description of the existing conditions at the Property. (Public Hearing Draft, p. 69). However, Halpine View, like other Carl Freeman multifamily projects developed in the 1950's and 1960's, is merely one of many mass produced multifamily projects created during this era that lacks any unique architecture or design that would support designation on the Montgomery County Master Plan for Historic Preservation (the "Historic Preservation Master Plan"). The fact that the Property was developed by Carl M. Freeman is not a legally meritorious basis for designation on the Historic Preservation Master Plan, which has previously been recognized relative to another multifamily project developed by Carl M. Freeman in Montgomery County.² To avoid this potential for confusion, and because it is unnecessary in the overall context of the Master Plan, we propose that the historical overview section relative to Halpine View be deleted (or if not deleted, modified to clearly indicate that the Master Plan does not recommend designation of the Property as a historic resource).

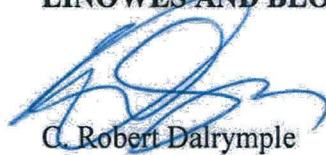
² By way of example, the Glenmont Forest Apartments (also known as Americana Glenmont) was previously evaluated for designation on the Historic Preservation Master Plan pursuant to the criteria in Chapter 24A of the County Code. Significantly, the Historic Preservation Committee previously reviewed historic preservation staff's recommendations relative to the Glenmont Forest Apartments and rejected all of staff's recommendations to place this site on Historic Preservation Master Plan. To this end, the Glenmont Forest Apartments were not designated as a historic resource through the Approved and Adopted 2013 Glenmont Sector Plan.

Mr. Casey Anderson, Chair,
and Members of the Planning Board – Veirs Mill Corridor Master Plan (Public Hearing Draft)
April 26, 2018
Page 5

We thank you for consideration of these comments, and we look forward to continuing to work with you, the Planning Staff and the community on the Master Plan. We will be present at the April 26th public hearing to supplement these comments with oral testimony. If you have any questions or require any additional information, please do not hesitate to contact us.

Very truly yours,

LINOWES AND BLOCHER LLP



C. Robert Dalrymple



Matthew Gordon

cc: Ms. Gwen Wright, Planning Director
Ms. Carrie Sanders, Area 2 Chief
Ms. Jessica McVary, Planner Coordinator
Ms. Nancy Sturgeon, Area 2 Supervisor
Mr. Luis Estrada, Planner Coordinator
Ms. Lisa Govoni, Research and Special Projects
Mr. Brian Alford, Grady Management
Mr. George Covucci, Halpine Park LLC

William Kominers
301-841-3829
wkominers@lerchearly.com

Elizabeth C. Rogers
301-841-3845
ecrogers@lerchearly.com

May 7, 2018

Via Electronic and Overnight Mail

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

Re: Veirs Mill Corridor Master Plan
Veirs Mill Shopping Center
12200 Veirs Mill Road

Dear Chair Anderson and Members of the Montgomery County Planning Board:

On behalf of VMR Associates ("VMR"), the owners and managers of the Veirs Mill Shopping Center located at 12200 Veirs Mill Road in Silver Spring, Maryland (the "Property" or "Shopping Center"), we provide the following comments on the Planning Board's Public Hearing Draft of the Veirs Mill Corridor Plan, dated April 2018 ("Public Hearing Draft"). The Property is described on page 79 and shown on page 84 of the Public Hearing Draft (*see* attached "Exhibit "A").

VMR is supportive of the proposed zoning change, which will encourage future redevelopment by allowing additional density for the Property. But VMR also requests changes to the Public Hearing Draft to provide adequate flexibility (for both short-term and long-run evolution) to best assure that the master plan's goals can be realized. In summary, VMR requests the following changes:

1. Equalize the density potentials of commercial and residential by rezoning the Property to CRT 1.25, C-1.25, R-1.25, H-75, to allow the maximum permitted density for the Property to be allocated more readily between either commercial and/or residential uses, based on market demands;
2. Provide sufficient flexibility to allow interim, incremental reinvestment in the Shopping Center without having to accommodate all end-state master plan expectations;
3. Ensure that the proposed transportation infrastructure improvements can be accommodated within the existing right-of-way so as not to physically interfere with the Shopping Center; and

4. Allow for determination of the exact configuration of open space to occur in connection with future, actual, redevelopment plans, rather than hypothetically in the master plan.

Our reasoning is outlined in greater detail below.

Background

The Property is located in the western quadrant of the intersection of Randolph Road and Veirs Mill Road (*see* Exhibit "A"). According to the Maryland State Department of Assessments and Taxation records, the Property has a site area of approximately 3.32 acres (or 145,054 square feet), and is currently improved with an approximately 47,886 square foot neighborhood-serving commercial shopping center. The Shopping Center has been serving the local community since the mid-1950's.

Requested Changes to Public Hearing Draft Plan

1. *Changes to Zoning Necessary to Provide Sufficient Flexibility to Allow Future Redevelopment to Respond to Market Conditions.*

The Public Hearing Draft recommends rezoning the Property from a combination of R-60 and CRT-0.75, C-0.75, R-0.20, H-45 to CRT-1.25, C-0.75, R-1.0, H-75. Recognizing that the Shopping Center is functionally all commercial and should be zoned commercial, VMR is supportive of the CRT Zoning, with its increased height and density that is recommended in the Public Hearing Draft. However, the commercial and residential density permitted should be equalized in the CRT zone. This flexibility is important to ensure in the future that redevelopment is better able to respond and adapt to market conditions that cannot be foreseen today.

To achieve the full height and density currently recommended by the Public Hearing Draft, or with the requested equalization, any project would need to go through the Optional Method of Development. This will add substantial associated costs and processing, including the requirement to provide a substantial amount of public benefits. This, along with other improvements recommended in the Public Hearing Draft (*e.g.* minimum of ¼ acre Neighborhood Green Urban Park, streetscape and transportation infrastructure improvements, minimum of 15% MPDUs (if proposing residential development) etc.), results in significantly increased overall costs of redevelopment, and correspondingly decreases the incentive to redevelop. Thus, in order to encourage redevelopment of the Property, which is integral to realizing the Public Hearing Draft's overarching goals, sufficient flexibility must be provided to facilitate the type of development that will be economically feasible at the time.

There will need to be adequate economic justification to encourage redevelopment of the existing, successful, income-producing Shopping Center, given all the costs that go along with redevelopment under the Optional Method (*e.g.* significant public benefits recommended by the master plan, as well as those required under the CRT Zone). Accordingly, **we are requesting that the Property be rezoned CRT 1.25, C-1.25, R-1.25, H-75**, to allow the Property to better respond to market conditions at the time of redevelopment.

2. *Need for More Flexibility to Encourage Creative, Interim Design Solutions and Continued Reinvestment in the Shopping Center.*

The Public Hearing Draft should retain maximum flexibility to encourage short-term, creative design solutions for existing uses like the Property, without requiring significant economic constraints. This is important for the ongoing economic viability of the Shopping Center. If the Shopping Center cannot evolve and move with the times, it risks lack of ongoing investment and resulting deterioration. Thus, the master plan should allow for small, incremental changes before reaching the end state, in order to allow this locally-serving Shopping Center to retain its vitality and ensure that it can continue to meet the needs of the surrounding community, until such time as large-scale redevelopment makes sense.

The master plan should not be an impediment to this interim reinvestment, and instead should embrace and encourage ongoing evolution. Accordingly, we recommend adding language to the Public Hearing Draft to provide specific flexibility for these types of incremental changes and to allow continued reinvestment to occur. Similar to what has been included in other comparable County master plans (e.g. Takoma/Langley Crossroads Sector Plan), we recommend adding the following provisions to the Public Hearing Draft:

- Section 2.2.2 on page 13: Allow for interim development, while not compromising the Master Plan's ultimate objectives and recommendations, which provides for growth opportunities, ongoing expansion, and physical upgrades for existing shopping centers/businesses/uses.
- Section 2.3.1 on page 21: Property owners will not be expected to relocate existing buildings, roads or access points to conform to the Master Plan for limited interim development.
- Section 4.3 on page 105: The CRT Zone specifically allows for the phasing of public benefits. The Planning Board should consider options for phasing public benefits and/or amenities commensurate with the size and scale of development so the cost of providing public benefits doesn't make interim development financially infeasible.

3. *Ensure that the Proposed Transportation Improvements do not come at the Expense of the Already Physically Constrained Properties in the Plan Boundary, Especially Those Properties Located at Prominent Corners.*

The Public Hearing Draft recommends the transformation of Veirs Mill Road into a multi-modal "complete street". To implement this recommendation, the Public Hearing Draft calls for a number of transportation-related improvements. While we recognize that the Public Hearing Draft references accommodating these improvements within the "existing right-of-way," we are concerned that the methods for implementing these transportation improvements may ultimately affect the frontage of the Property that exists today. Given the already limited size of the Property (and its prominent location at the intersection of Randolph Road and Veirs Mill Road), we want to be certain that the Public Hearing Draft is unequivocal that additional right-of-way will not be required for the implementation of any of the possible transportation improvements.

4. *Provide Sufficient Flexibility to Determine the Exact Configuration of Open Space in Connection with Future Redevelopment Plans.*

The Public Hearing Draft currently recommends the creation of a public open space of ¼ acre on the Property. VMR recognizes the benefit of open space on the Property in connection with any comprehensive redevelopment. However, the exact location and configuration of the open space should be determined at the time of redevelopment. The Master Plan should not be unnecessarily prescriptive in requiring either a certain land area or that all the public open space be provided in one central location. The siting, configuration, and size should be determined in the review of a specific development proposal, not a theoretical exercise. Several smaller, more intimate open space areas may ultimately be more successful, depending on the future redevelopment concept.

Conclusion

As one of the major commercial elements within the Veirs Mill Corridor Plan, future redevelopment of the Property is integral to achieving the goals and objectives outlined in the Public Hearing Draft. As has been recognized in other recent master plans, VMR is asking that the Public Hearing Draft, in addition to the long-term ultimate redevelopment, allow sufficient flexibility to encourage creative, interim design solutions that allow for incremental change. This is important to ensure that the Shopping Center is able to advance with the times, and continue to meet the needs of the surrounding community as they evolve. VMR is also requesting that the Master Plan not be unnecessarily prescriptive and rather, provide sufficient and clear flexibility to allow any comprehensive redevelopment of the Property to respond to future market demands.

We appreciate the Board's consideration of this request, and ask that this letter be included in the record for the Public Hearing Draft.

Sincerely,
LERCH, EARLY & BREWER, CHTD.



William Kominers



Elizabeth C. Rogers

Enclosures

cc: Ms. Carrie Sanders
Ms. Nancy Sturgeon
Ms. Jessica McVary
Mr. Alan Levin
Mr. Brett Schneider
Mr. Michael Sanders, Esq.

EXHIBIT "A"

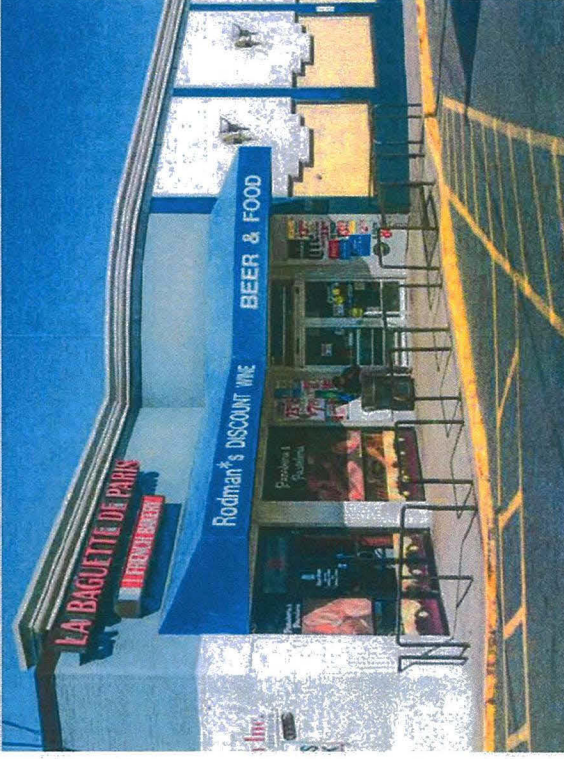
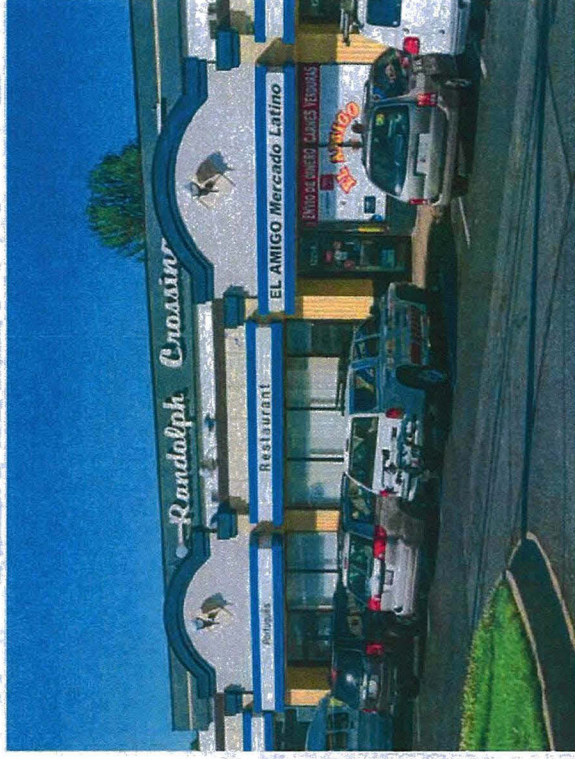
Veirs Mill Village

Veirs Mill Village is a neighborhood-serving retail center constructed in the mid-1950s that comprises approximately 50,000 square feet of commercial uses on a three-acre site. Tenants include Rodman's, La Baguette de Paris, Dunkin' Donuts, Rite Aid, local restaurants and a laundromat. The site is owned by one property owner, VMR Associates, and is zoned CRT-0.75, C-0.75, R-0.25, H-45 and R-60.

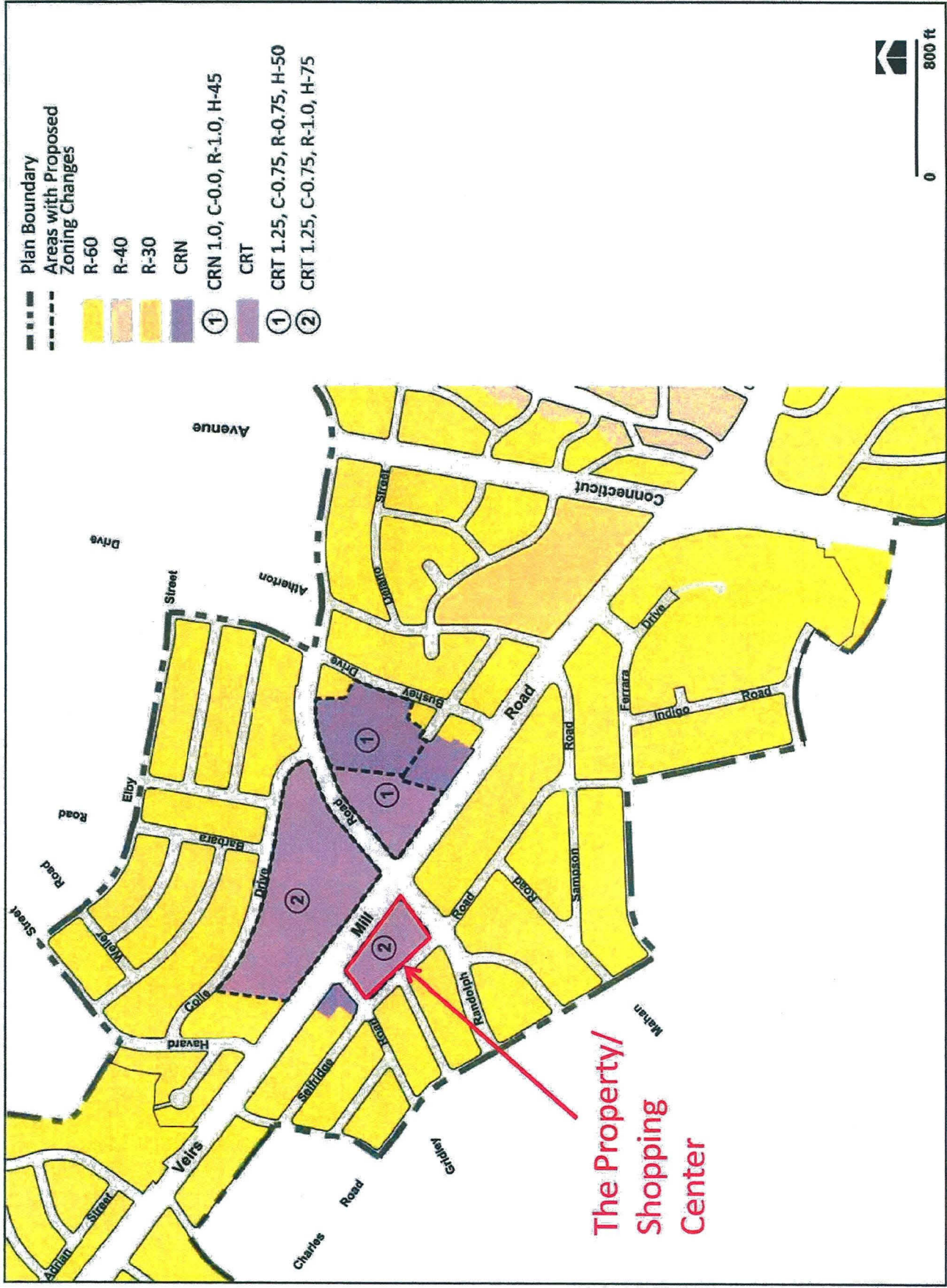
Veirs Mill Village is significantly smaller than Stonemill Square, but redevelopment of the site could provide an opportunity to introduce smaller scale, transit-oriented improvements. Future renovations could improve walkability, introduce limited housing and provide community amenities, including a publicly accessible open space or plaza. Redevelopment could also improve the relationship between the site and the surrounding residential community.

Recommendation

- Rezone the properties at the existing Veirs Mill Village from Residential-60 and Commercial Residential Town (CRT-0.75, C-0.75, R-0.25, H-45) to CRT 1.25, C-0.75, R-1.0, H-75 to encourage mixed-use development, including housing units to provide neighborhood serving amenities as well as new residential options.



Map 20: Connecticut / Randolph Proposed Zoning



Email

Viers Mill Master Plan

Email

From  parryshana@hotmail.com

To  <MCP-Chair-MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mmcpc-mc.org;  MCP-Chair@mmcpc-mc.org

Cc

Subject Viers Mill Master Plan

Date Sent **Date Received** 4/26/2018 1:26 PM

I am writing in support of creating bike lanes for Viers Mill Rd.

This is a major artery connecting Wheaton and Rockville and it makes sense to have a safe/healthy option to travel between the two for work and errands.

Thanks in advance for your attention to this issue.

Paris D. Wilson

11716 Lytle St.

Wheaton, MD 20902

Sent from Mail for Windows 10

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

Email

The Veirs Mill Plan

Email

From  arseidman@gmail.com

To  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mnppcc-mc.org;  MCP-Chair@mnppcc-mc.org

Cc

Subject The Veirs Mill Plan

Date Sent Date Received 4/26/2018 5:56 AM

Dear MCL Chair,

I absolutely support the plan to have designated bike lanes and new green spaces along Veirs Mill Road. There have been five deaths so far this year on that road. It's dangerous for bikers and bike lanes are the wave of the future. More people safely biking means less carbon pollution, more people traveling in an affordable manner to new parts of Maryland they cannot otherwise access, and a better overall atmosphere. DC already has sped up their expansion of dedicated bike lanes; it's time for us to do the same.

Sincerely,

Andrew Seidman

Sent from my iPhone

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

Email

Support the Veirs Mill Master Plan

Email

From  Cawade67@gmail.com

To  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject Support the Veirs Mill Master Plan

Date Sent

Date Received

4/24/2018 12:33 PM

As a Montgomery County Resident and avid cyclist I fully support the Veirs Mill Master Plan. I love to ride and run errands in and around town. The proposed changes would help me get to Rockville safely. I always tend to spend more time and money when I bike which helps support our local economy.

/r

Chris Wade

Sent from my iPhone

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

Email

Veirs Mill Master Plan

Email

From  rnharriman@gmail.com

To  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mnppc-mc.org;  MCP-Chair@mnppc-mc.org

Cc

Subject Veirs Mill Master Plan

Date Sent

Date Received

4/24/2018 9:16 AM

Hello,
I was reading the Master Plan document from the planning commission regarding redevelopment of the roadway and surrounding area. As a parent in the Twinbrook neighborhood, it made me happy to see a protected bike lanes are a part of the project. I wanted to write to you to stress their ROI and urge their prioritization. A protected bike lane on Veirs Mill, later integrated into a wider network of protected lanes, could single-handedly make the redevelopment a success, as a safely (and efficiently) cyclable community has many positive knock-on economic and social effects.

I would even recommend looking to the work of the company below for guidance. They have done many urban planning projects around the world (including some in the US) and have collected real world data on these types of redevelopments. Protected bike lanes come up time and time again as THE solution for maximizing safety and increasing numbers of urban bicyclists.

<https://copenhagenize.eu/planning/> (I have no affiliation, but have been an avid reader of their blog for some years.)

Thanks,
Rob

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

Email

Veirs Mill

Email

From  neccabox@gmail.com

To  <MCP-Chair-MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject Veirs Mill

Date Sent

Date Received

4/23/2018 6:25 PM

Thank you for working to make it possible and safe to bike along Veirs Mill.

Sincerely,

Becca Knox

Forest Estates

Silver Spring md

20902

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

To: MCP-Chair <mcp-chair@mcppcc-mc.org>
Subject: Viers Mill Road corridor

I am writing to support having separate bike lanes on this heavily traveled road in my area. I ccycle throughout the Washington area, and safe lanes are a major concern of mine.

I hope this project will gain your support to be implemented soonest.

Frederic M. Smoak, CFA

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

Email

Veirs Mill Plan

Email

From  JRider@aipac.org

To  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mcppc-mc.org;  MCP-Chair@mcppc-mc.org

Cc

Subject Veirs Mill Plan

Date Sent Date Received 4/26/2018 12:04 PM

Great to hear that you are implementing a plan to improve safety for cyclists and pedestrians on Veirs Mill Road. Long overdue, but better late than never!

Thanks!

Jeremy Rider
Bethesda, MD

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

Email

Veirs Mill Corridor Master Plan

Email**From**  erinemillygray@gmail.com**To**  <MCP-Chair MCP-Chair>;  Clyde Dmontre;  MCP-Chair #;  mcp-chair@mnppc-mc.org;  MCP-Chair@mnppc-mc.org**Cc****Subject** Veirs Mill Corridor Master Plan**Date Sent****Date Received**

4/26/2018 12:01 PM

Good afternoon,

I would like to voice my support for the Veirs Mill Corridor Master Plan. Please find below my comments that you may present to the Planning Board on my behalf. Also, I commend your efforts on this project and wish I could help more.

Best,
Erin-----
Dear Planning Board,

I live just a few blocks from Veirs Mill Road at Twinbrook Parkway and I am very passionate about the safety of Veirs Mill Road as a cyclist and as a pedestrian. For two years, I cycled to my lab at the NIH campus using a stretch of Veirs Mill from Twinbrook Parkway to Gaynor Road/Parkland Dr. While there is a large shoulder on this 1.5 mile stretch, it is absolutely terrifying because of the speed of traffic. From the point where I turned on to Veirs Mill until I turned off, my heart would be pounding out of my chest. I have since given up cycling to campus because I now have a one year old son, who I cannot imagine leaving behind if I am hit and killed by a car.

Because this area is my neighborhood, I often attempt to walk on Veirs Mill. There are many sections that are simply inaccessible because there is no sidewalk. At one point, the sidewalk turns into a make-shift trail filled with trash. I also use the bus periodically and some of the bus stops are not safely accessible because there is no sidewalk. I could not believe it when I first saw it: a bus stop without a sidewalk. Where there is a stretch of sidewalk, it is often narrow and close to the road. For an area with such a high population, it is disappointing to see a lack of infrastructure for people who prefer not to use (or cannot afford) a car.

I am fortunate because I can afford a car and parking. Even so, I would love to have sidewalks and bike lanes in order to easily live without a car, for both my mental and physical health. I also hope to show my son by example that walking, biking, and riding the bus are safe, effective means of transportation. Although I can only speak for myself and my family, I imagine that the dense population that borders Veirs Mill would also greatly benefit from access to sidewalks and bike lanes. Please consider the livelihood of the people residing in these communities when considering the Veirs Mill Corridor Master Plan.

Thank you,
Erin Gray
Meadow Hall Dr.
Rockville, MD 20851

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

Email

Viers Mill Bike Path and Sidewalk Improv...

Email

From  aliceboarman@gmail.com

To  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject Viers Mill Bike Path and Sidewalk Improvement Plan

Date Sent

Date Received

4/26/2018 12:01 PM

Please support the Viers Mill Bike Path and Sidewalk Improvement Plan. Currently there are no safe places on this highway to accommodate walkers, runners, or cyclist. This is a heavily used corridor and improvements are necessary for drivers and both pedestrians and cyclist.

Thank you,

Alice Boarman

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

Email

Viers Mill Bike Lanes

Email

From  musicguy55@hotmail.com

To  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject Viers Mill Bike Lanes

Date Sent

Date Received

4/26/2018 12:01 PM

I strongly encourage you to approve the Viers Mill separated bike lane to help promote safe cycling and pedestrian safety in Montgomery County.

Roger Coleman

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

Email

Bicycle safety

Email

From  JamesReinhardt@hotmail.com

To  <MCP-Chair MCP-Chair> ;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject **Bicycle safety**

Date Sent **4/26/2018 12:01 PM** Date Received

Bicycle and pedestrian safety is important. I support improvements that provide for bicycle lanes and improve lights and signage for bicycle and pedestrian crossing.

Thanks.

Sent from Outlook

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

Email

Veirs Mill Corridor Master Plan

Email

From  eginexi@gmail.com

To  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject Veirs Mill Corridor Master Plan

Date Sent **Date Received** 4/26/2018 9:41 AM

As a resident of Wheaton and an avid cyclist, I would like to express my support for the Veirs Mill Corridor Master Plan. It is a good plan which, when funded, will make our community safer for walking and bicycling.

Thank you,
Elizabeth Ginexi
2132 Little Sorrel Way
Silver Spring, MD 20902

--
Liz Ginexi
email - eginexi@gmail.com
mobile - 240-354-4721

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

Email

Veins Mill corridor master plan - YES

Email

From  chris.crecelius@yahoo.com

To  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject Veins Mill corridor master plan - YES

Date Sent

Date Received 4/24/2018 7:53 PM

Montgomery Co.,

Approve and move forward on the Veirs Mill corridor master plan. Turning this car centric corridor into something friendly for pedestrians and bikes is in the best interest of the community and county. Do the right thing and make this happen.

Sincerely,

Dr. Crecelius

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

Email

support for Veirs Mill vision zero

Email

From  David Benack

To  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject support for Veirs Mill vision zero

Date Sent Date Received 4/24/2018 7:35 AM

Hi,

Incorporating bike lanes, sidewalks, and other vision zero components into the Veirs Mill area as it is in the Master Plan would change the area for the better. Please continue to support and push for complete streets that prioritize bike and pedestrian safety.

Best regards,
David Benack
Silver Spring

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

Email

Viers Mill Road Plan

Email

From  danrothberg2@gmail.com

To  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mcppc-mc.org;  MCP-Chair@mcppc-mc.org

Cc

Subject Viers Mill Road Plan

Date Sent Date Received 4/26/2018 12:04 PM

Hello,

Please note my support for improving the bicycling, pedestrian, and bus-rapid-transit infrastructure along the Viers Mill Road corridor. This is a critical link for Montgomery County.

Many thanks.

Daniel Rothberg
7222 Winter Place
Takoma Park, MD 20912


Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

Email

Veirs Mill Master Plan

Email

From  Ross Filice

To  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mcppc-mc.org;  MCP-Chair@mcppc-mc.org

Cc

Subject Veirs Mill Master Plan

Date Sent **Date Received** 4/25/2018 9:59 PM

Hi - I think many of the proposed changes look really great - protected bike cycle tracks, high speed bus transit, protected pedestrian areas, improved pedestrian access/crossings etc. This will go a long way towards improving quality of life, decreasing pollution and congestion, decreasing fatalities, and generally improving our county. I commend you for proposing a great looking plan. Thanks, Ross Filice

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
Page 1	

Email

Veirs Mill Master Plan

EmailFrom  tomjelen@gmail.comTo  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject Veirs Mill Master Plan

Date Sent

Date Received

4/24/2018 8:20 PM

To the MC Planning Chair and Committee:

As someone who commutes regularly to work between Wheaton and Rockville, I strongly support making improvements to Veirs Mill Road that will make it safer for pedestrians and cyclists. I also ride the Q2/4/6 Metro bus lines and support making improvements to enhance bus service in that corridor.

At present, there is no good way to get from Wheaton to Rockville by bike. Veirs Mill offers the most direct route, but not many people are brave enough to ride alongside 45 MPH traffic. No children or families would be willing to do that. The enhancements made in some stretches of the road (e.g. between Rock Creek Trail and Twinbrook Parkway) are inadequate. The bike lane isn't protected from the cars passing by at high speed and then the bike lane spills into traffic without warning right before it gets to Twinbrook Parkway (see attached photos). Most cyclists just take the sidewalk to avoid putting themselves in danger. That causes conflict with people walking on the sidewalk.

I support complete streets that accommodate cyclists, walkers, and transit. Too many people have been injured or killed just trying to cross the road. Cars need to go slower through our communities to avoid fatalities and to help make our community more livable.

Sincerely,

Tom Jelen

1905 Brisbane Street

Silver Spring, MD 20902

Attachments

File Name	File Size (Bytes)
IMG_20180404_081802.jpg	3,504,825




BIKE LANE

ASPEN HILL ROAD

BRIGGS & BRIGGS
THE QUALITY CONNECTION




BIKE LANE



Email

Please Enact the Following Vier's Mill Ro...

Email

From  morbarcon@verizon.net

To  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mcppc-mc.org;  MCP-Chair@mcppc-mc.org

Cc

Subject Please Enact the Following Vier's Mill Road Improvements

Date Sent

Date Received

4/26/2018 12:01 PM

Build a combination of 2-way protected bike lanes, sidepaths and neighborhood greenways for a continuous, safe, and low-stress bicycle route,

Build continuous sidewalks on both sides of the road,

Implement the proposed Bus Rapid Transit plan for Veirs Mill,

Add trees and landscaping to buffer people from cars,

Add new traffic signals, refuge islands and protected intersections that give people walking and biking priority for crossing the road,

Remove high speed turn lanes,

And reduce the speed limit to 35 mph.

Christopher Morris
 morbarcon@verizon.net

Attachments

File Name	File Size (Bytes)

Email

Viers Mill Road improvements

Email

From  jsdday@me.com

To  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject Viers Mill Road improvements

Date Sent **Date Received** 4/26/2018 11:59 AM

Dear MC County Council Chair

Glad to hear that the county plans to make major improvements to this important road.

I've driven, walked, and ridden buses and my bike on Viers Mill over the years. It is far from ideal, even for cars. Portions of the road are OK but it varies tremendously over its length.

I support the Vision Zero recommendations for Viers Mill Rd, including:

Build a combination of 2-way protected bike lanes, sidepaths and neighborhood greenways for a continuous, safe, and low-stress bicycle route,

Build continuous sidewalks on both sides of the road,
Implement the proposed Bus Rapid Transit plan for Veirs Mill,

Add trees and landscaping to buffer people from cars,

Add new traffic signals, refuge islands and protected intersections that give people walking and biking priority for crossing the road,

**Remove high speed turn lanes,
And reduce the speed limit to 35 mph.**

Jeff

Jeff Day
9908 Kensington Pkwy
Kensington, MD 20895

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

4/26/2018

Email: Making Veirs Mill Road Safer for Bikers and Pedestrians

Email

Making Veirs Mill Road Safer for Bikers a...

Email

From  cimino.andrea@gmail.com

To  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject Making Veirs Mill Road Safer for Bikers and Pedestrians

Date Sent

Date Received

4/25/2018 3:09 PM

Dear MNCPPC,

I am an environmentalist, health advocate and a regular bike commuter in Kensington and I am concerned about bike and pedestrian safety on Veirs Mill Rd. I support many of the ideas in the draft Veirs Mill Master Plan. Please support the proposed Vision Zero recommendations:

Build a combination of 2-way protected bike lanes, sidepaths and neighborhood greenways for a continuous, safe, and low-stress bicycle route,

Build continuous sidewalks on both sides of the road,

Implement the proposed Bus Rapid Transit plan for Veirs Mill,

Add trees and landscaping to buffer people from cars,

Add new traffic signals, refuge islands and protected intersections that give people walking and biking priority for crossing the road,

Remove high speed turn lanes,

And reduce the speed limit to 35 mph.

Sincerely,

4/26/2018

Email: Making Veirs Mill Road Safer for Bikers and Pedestrians

Andrea Cimino
3913 Hampden St
Kensington, MD 20895

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

Email

Support the Veirs Mill Master Plan

Email**From**  cadaverchris@gmail.com**To**  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org**Cc****Subject** Support the Veirs Mill Master Plan**Date Sent****Date Received**

4/25/2018 11:45 AM

To Whom It May Concern,

I am a resident of Montgomery County and I regularly use Veirs Mill Road with both my car and my bicycle. I fully support adding dedicated and protected bike lanes to help accomplish the Vision Zero Action Plan.

I know that adding dedicated lanes can be tough to sell because many people see it as a zero sum game, mistakenly thinking that if we add bike lanes, we will be reducing car lanes, or that as we improve bike infrastructure we will degrade car infrastructure. I urge you to work hard to communicate the facts of the situation with our community. Protected bike lanes make this road and our community safer for everyone. Encouraging people to walk, bike, and take mass transit means that we will have fewer cars on the road and reduce traffic.

Build a combination of 2-way protected bike lanes, sidepaths and neighborhood greenways for a continuous, safe, and low-stress bicycle route,

Build continuous sidewalks on both sides of the road,

Implement the proposed Bus Rapid Transit plan for Veirs Mill,

Add trees and landscaping to buffer people from cars,

Add new traffic signals, refuge islands and protected intersections that give people walking and biking priority for crossing the road,

Remove high speed turn lanes,

And reduce the speed limit to 35 mph.

Thank you for your time and consideration

**Sincerely,
Chris Irwin
Silver Spring, MD 20902**

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

Email

Support the Veirs Mill Master Plan

Email

From  petereriksson69@hotmail.com

To  <MCP-Chair-MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject Support the Veirs Mill Master Plan

Date Sent

Date Received

4/23/2018 10:29 PM

The master plan:

Build a combination of 2-way protected bike lanes, sidepaths and neighborhood greenways for a continuous, safe, and low-stress bicycle route,

Build continuous sidewalks on both sides of the road,

Implement the proposed Bus Rapid Transit plan for Veirs Mill,

Add trees and landscaping to buffer people from cars,

Add new traffic signals, refuge islands and protected intersections that give people walking and biking priority for crossing the road,

Remove high speed turn lanes,

And reduce the speed limit to 35 mph.

Peter Eriksson 5508 Dowgate Court #T2 Rockville MD 20851 Tel: (301) 984 7953 Internet email: petereriksson69@hotmail.com

Email

Veirs Mill Master Plan.

Email

From  david@drwv.info

To  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject Veirs Mill Master Plan.

Date Sent Date Received 4/23/2018 10:10 PM

I support the plan to build a combination of 2-way protected bike lanes, sidepaths and neighborhood greenways for a continuous, safe, and low-stress bicycle route.
 Build continuous sidewalks on both sides of the road,
 Implement the proposed Bus Rapid Transit plan for Veirs Mill,
 Add new trees and landscaping to buffer people from cars,
 Add new traffic signals, refuge islands and protected intersections that give people walking and biking priority for crossing the road,
 Remove high speed turn lanes,
 And reduce the speed limit to 35 mph.
 Thanks, David Webber

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

Email

Support for Vision Zero- Veirs Mill Waste...

Email

From  kirsten.goldberg@gmail.com

To  <MCP-Chair-MCP-Chair>;  Clyde Dmontre;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject Support for Vision Zero- Veirs Mill Master Plan

Date Sent

Date Received 4/23/2018 7:42 PM

Good evening,

As Montgomery County resident living near Veirs Mill Road, and someone who rides a bicycle, walks, or takes public transit, I am writing in support of the Vision Zero Veirs Mill Master Plan. This plan will make Veirs Mill Road safer and will protect people walking, biking and taking the bus. The Master Plan proposes dozens of Vision Zero recommendations including:

- Build a combination of 2-way protected bike lanes, sidepaths and neighborhood greenways for a continuous, safe, and low-stress bicycle route,
- Build continuous sidewalks on both sides of the road,
- Implement the proposed Bus Rapid Transit plan for Veirs Mill,
- Add trees and landscaping to buffer people from cars,
- Add new traffic signals, refuge islands and protected intersections that give people walking and biking priority for crossing the road,
- Remove high speed turn lanes,
- And reduce the speed limit to 35 mph.

Our county needs a lot of improvement in building more pedestrian and bicyclist friendly infrastructure if we are to compete with other places like Arlington County for business and residents. I don't even feel safe biking five miles to my job on our roads. Please consider supporting this plan for Veirs Mill Road and Bicycle Master Plans for other roads in the county.

Kirsten Goldberg
10414 Hutting Place
Silver Spring MD 20902

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

Email

Support Veirs Mill Master Plan

Email

From  pete.tomao@gmail.com

To  <MCP-Chair-MCP-Chair>;  Clyde Dimonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject Support Veirs Mill Master Plan

Date Sent Date Received 4/24/2018 10:55 PM

Chair Anderson and Planning Board Commissioners,

Veirs Mill Rd has long been unsafe for transit riders, pedestrians, and bicyclists. The current master plan update which adopts many VisionZero guidelines is key to creating a smart growth Montgomery and providing safe transportation access to underserved communities. 24% of Veirs Mill Corridor residents rely on transit to get to work and the corridor has the highest Metrobus ridership in the state of Maryland. We need safe streets that enhance access to transit and amenities. This plan is a step in the right direction. I hope you can support it.

Best,

Pete Tomao

Sent from my iPhone

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	

McVary, Jessica

From: Jason Fabritz <jason@bugbytes.com>
Sent: Monday, May 07, 2018 6:32 PM
To: McVary, Jessica
Cc: B. Amarilis Lugo de Fabritz
Subject: RE: Veirs Mill hearings
Attachments: Veirs Mill and Randolph Intersection Proposal.pdf

Dear Ms. McVary,

I wish to submit the attached additional testimony to the board regarding the Veirs Mill Corridor Plan.

I've attempted to be as brief and concise as I can. I would be willing to talk with the Planning Board if they had any additional follow-up questions regarding my thoughts.

I can provide a slightly better quality image than what is included in the attached PDF if that would be useful.

Thank you for your time.

Respectfully yours,

Jason Fabritz.

From: McVary, Jessica <Jessica.McVary@montgomeryplanning.org>
Sent: Monday, April 30, 2018 9:50 AM
To: B. Amarilis Lugo de Fabritz <amarilis@bugbytes.com>
Cc: Jason Fabritz <jason@bugbytes.com>
Subject: RE: Veirs Mill hearings

Good morning.

Thank you for attending the Planning Board public hearing last Thursday and for your comments. The public comment period will remain open through the close of business (5:00 p.m.) on Thursday, May 10th.

After the conclusion of the public comment period, staff will have a series of work sessions with the Planning Board. The topics covered in each of the work sessions will be based on the testimony received from the public. Therefore, we have not yet identified the specific topics that will be covered in each of the work sessions. We do, however, have work sessions tentatively scheduled with the Planning Board on May 17, June 7 and July 12.

The work sessions generally include a presentation by staff and a discussion between staff and the Planning Board. Having said this, Chairman Anderson does frequently permit interested parties to provide comments if they are interested in doing so.

We will send eLetter announcements prior to the work sessions to notify community members of the topics that will be covered in a specific work session. I believe that you are signed up for our eLetter, but if you would like to share the eLetter sign up with your neighbors, here is a [link](#).

Please feel free to contact me if you have any further questions. I really appreciate your continued participation in the planning process!

Best,
Jessica

Jessica McVary, AICP

Planner Coordinator, Area 2 Division
Montgomery County Planning Department
8787 Georgia Avenue, Silver Spring MD 20910
301-495-4723
Jessica.McVary@montgomeryplanning.org



From: B. Amarilis Lugo de Fabritz <amarilis@bugbytes.com>
Sent: Monday, April 30, 2018 9:27 AM
To: McVary, Jessica <Jessica.McVary@montgomeryplanning.org>
Cc: Jason Fabritz <jason@bugbytes.com>
Subject: Veirs Mill hearings

Dear Ms. McVary:

We attended the Veirs Mill hearings last week and found them highly informative. We were wondering:

- a. How long public comment period will last?
- b. Someone at the meeting mentioned there would be workshops scheduled on the topic too. When will they be, and what will their format be?

Thank you so much for your help,
Jason Fabritz and B. Amarilis Lugo de Fabritz
3910 Ilford Road
Silver Spring, MD 20906

This is an alternate proposal to the Veirs Mill Corridor Plan's recommendation to eliminate the proposed grade separation at Veirs Mill Rd. and Randolph Road from the 2004 Master Plan of Highways and Transitways. The plan (v. 3-16-18) on page 52 states "A grade-separated interchange at this intersection is inconsistent with the overall transportation goals of this plan, which seek to improve conditions for pedestrians, bicyclists and transit users on Veirs Mill Road and the surrounding communities". We wish to challenge this premise and demonstrate a grade separation design that is consistent with the plan's objectives and provides a superior solution than the status quo for all stakeholders.

Figure 17 from the corridor plan illustrates features of road treatments and alignments conceptually. However, it fails to illustrate how these features would be applied at the scale of the real intersection at Veirs Mill and Randolph. Therefore, we submit the following:

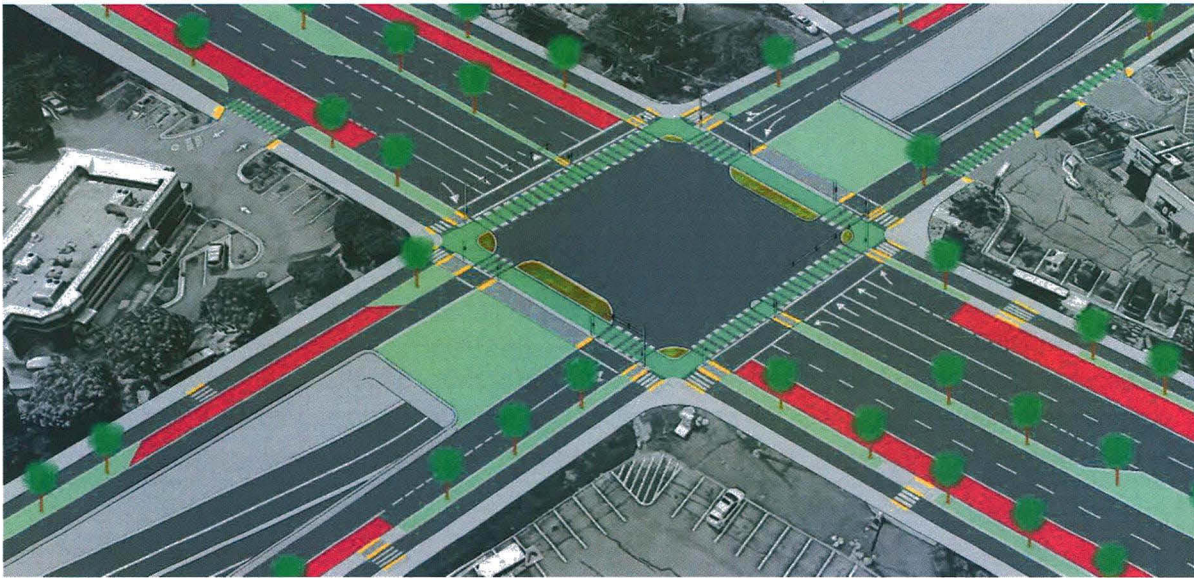


Figure 1, Vision Zero Concept with grade separation at Veirs Mill and Randolph, looking South from the North Corner (base map areal view credit: google maps).

This conceptual design incorporates the intersection treatments consistent with a protected intersection design. It provides for: countdown signals, high visibility crosswalks, pedestrian refuge islands, physical barriers separating bicycle lanes, curbed extensions protecting bicycle and pedestrian crossings, and dedicated lanes for transit. It is consistent with the lane alignments for Veirs Mill Road illustrated on Figure 11 from the corridor plan. Also, due to the grade separation, which eliminates Randolph thru traffic from light timing considerations, the number of left turn lanes from Veirs Mill road can likely be reduced to one lane for each turn as recommended in section 2.5.3: Street Network Recommendations. With incorporation of pedestrian refuge islands, the maximum number of lanes for a pedestrian to cross is reduced to a maximum of four.

We respectfully request that this design be included in the plan in some fashion, if at the very least as an alternative intersection recommendation.

Respectfully Yours,
Jason Fabritz.

From: Irene Briggs
To: [McVary, Jessica](#)
Subject: Viers Mill Road Vision Zero Plan
Date: Thursday, April 26, 2018 7:18:38 PM

Dear Ms. McVary,

I just completed reading the Viers Mill Road Master Plan. I am very excited about the changes that are planned. I use Viers Mill Road frequently and I am glad that safety issues will be addressed in this plan.

Sincerely,
Irene Briggs

Email

Viers Mill Road comments

Email

From  michaelpcarson@yahoo.com

To  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject Viers Mill Road comments

Date Sent Date Received 4/26/2018 11:59 AM

I fully support the plan to reduce the speed limit on Viers Mill Road to 35 MPH, add bike lanes and sidewalks. The Road is too narrow and traffic density is too high for cars to speed. Also my friend's son, a 19-year old graduate of Wheaton HS was killed in a fatal car crash turning onto Viers Mill Rd in Rockville.

Let's keep MoCo great and safe by redesigning Viers Mill RD and other similarly dangerous roads.

Sincerely,
Michael Carson
Silver Spring, MD

Sent from my iPhone

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

Email

veirs mill plan

Email

From  kigamin@gmail.com

To  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject veirs mill plan

Date Sent Date Received 4/26/2018 7:48 AM

Hello,

I am writing to express my support for the proposed Veirs Mill master plan. There are already many people walking and biking along Veirs Mill road---they just don't have any safe way to do so, even for just a few blocks. It was a scary experience for me as a woman to have to thread through tracks concealed in dense undergrowth, with no visibility from the road. This badly needs to change to make the neighborhood an appealing place to live, and to save lives.

I urge you not just to decrease the speed limit, but to enforce it too. We will need to give lots of reckless drivers and speeders tickets to get habits to change.

Thanks for your attention to this issue.

--

Kayla Gamin


Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

Email

Support for the Vier Mills Master Plan

Email

From  mark.flugge@worcester.oxon.org

To  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject Support for the Vier Mills Master Plan

Date Sent Date Received 4/23/2018 1:07 PM

As a Montgomery County father and cyclist, I support lowering the speed limit, add footpaths, separated cycle lanes, and other proposed improvements to the Vier Mills corridor.

I feel strongly that this type of approach is absolutely necessary to reduce deaths on our shared roadways.

Mark Flugge
mark.flugge@worcester.oxon.org
(202) 340-7528 (cell)

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

Email

Viers-Mill-Corridor

Email**From**  bob@summersgill.net**To**  <MCP-Chair-MCP-Chair>;  Glyde Dmonte;  MCP-Chair #;  mcp-chair@mnppcc-mc.org;  MCP-Chair@mnppcc-mc.org**Cc****Subject** Viers-Mill-Corridor**Date Sent****Date Received**

4/26/2018 12:01 PM

Mr. Anderson-

Thank you for the very thoughtful Viers-Mill-Corridor Master Plan.

On page 50 there is a picture of two children. One on a bike and one on a scooter. These are the people who matter most in planning for a safe street. The cyclist in the picture on 104 will benefit, but the plan shouldn't benefit him most of all.

The changes will succeed or not on whether it is safe for these children to use the facilities that are created. Can they get to school? Can they access the neighborhood? Are there places you wouldn't want your grandchild, child, or niece or nephew to cross?

The adult cyclist may be able to cross the road. But a child should be able to as well.

Thank you.

**-Bob Summersgill
Takoma Park, MD**

Attachments

File Name

File Size (Bytes)

Email

Veirs Mill Road Corridor Master Plan - co...

Email**From**  melwinagarcia@yahoo.com**To**  <MCP-Chair-MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org**Cc****Subject** Veirs Mill Road Corridor Master Plan - comment**Date Sent****Date Received**

4/26/2018 12:04 PM

Dear Planning Board,

I live approximately 1/2 mile from the intersection of Veirs Mill and Randolph Roads. The new proposed master plan for the Veirs Mill Corridor will impact my neighborhood and I wanted to share my comments on specific aspects the plan.

1. The bus rapid transit lanes proposed in the new plan are critical to maintaining the community's heavy reliance on the corridor for cross-county transit. As I'm sure you are aware, residents of all ages, from students to the elderly, rely on bus transit along Veirs Mill to reach their schools, jobs, local grocery stores, and other shops and services. There are limited alternatives (if any) to accessing locations along Veirs Mill for bus-riders.
2. The increased safety for pedestrians is also crucial and obviously closely linked to the heavy use of public transit along the corridor. Recent pedestrian fatalities near my neighborhood (at Mathew Henson Trail crossing) have made me acutely aware of the need for reduced speeds in some sections and improve crossing signs at all intersections.

I ask the Planning Board to carefully consider the optimal balance of these two aspects of the plan. The corridor needs to maintain efficient speeds to allow timely transit (without excessive slowing) while also offering maximum protections for pedestrians.

With Best Regards,**Melissa Garcia
3902 Havard St**

Email

Veirs Mill

Email

From  moalpha0@gmail.com

To  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject Veirs Mill

Date Sent **Date Received** 4/26/2018 11:59 AM

To whom it may concern:

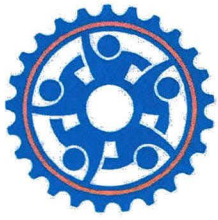
I no longer live there, but during the years that I commuted between the Norbeck area and Bethesda by bicycle, I had a string of bad experiences crossing Veirs Mill. Specifically, I witnessed one moderately severe rear-ender and many, many close calls when motor traffic stopped for me at the Turkey Branch signal. Other times, motorists simply didn't stop. Motorists' behavior is determined by their environment. The signals on Veirs--and I know this as a driver--all say, "travel fast and don't expect crossing traffic." This has to change or more people will die.

Respectfully,

Eric Wassermann, MD
Bethesda

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	



WABA
WASHINGTON AREA
BICYCLIST ASSOCIATION

Chair of the Montgomery County Planning Board,

My name is David Helms. I have been a resident of Montgomery County since 1994, currently residing in Four Corners. I am an avid bicyclist logging 8,000 miles last year. I have been a pedestrian and bicycle safety advocate for the Potomac Pedalers since 2016 working in coordination with Bike Maryland and Washington Area Bicycle Association (WABA).

I am writing in support of the Veirs Mill Corridor Master Plan and, in particular, of the Veirs Mill Road Vision Zero Report.

The combination of excessive speed for the road design, hilly sight-limited terrain, and the urban setting has resulted in over ten people killed in crashes in 10 years along the Veirs Mill corridor. In an 18 month period alone, two bicyclists were killed by vehicle drivers in the Henson Trail crossing at Turkey Branch Parkway.



Silver Spring is one of the most economically and culturally diverse communities in our nation and the Veirs Mill/University corridor specifically is the epicenter of this diversity; tragically, Veirs Mills is also a seismic faultline of traffic crashes in the county.

From an equity perspective, it is righteously appropriate that Montgomery County should undertake a revitalization of the Veirs Mill corridor as its first step to achieve our aim of zero traffic deaths. Nothing demonstrates social justice better than wide and well maintained sidewalks, safe streets, and green spaces where families gather together. The Veirs Mill Corridor Master Plan is the embodiment of social justice.

The proposed plan takes account of the current engineering issues in the Veirs Mill corridor and redesigns this public space to achieve balance of community transportation and quality of life needs which are inclusive of safe biking and walking, thus adhering to Vision Zero principles.

The Planning Department should be commended for applying the Vision Zero principles to the Veirs Mill Corridor Master Plan. Moreover, this report should serve as a model for all Transportation Master Plans that are developed in the future.

Very sincerely,

David Helms
Washington Area Bicyclist Association and
Potomac Pedalers
224 Whitmoor Terrace
Silver Spring, Maryland 20901
david.helms570@gmail.com

Chair of the Montgomery County Planning Board,

I write to record my strong support for the Veirs Mill Corridor Master Plan and the Veirs Mill Road Vision Zero Report.

The combination of excessive vehicle speed due to road design, hilly sight-limited terrain, and the semi-urban setting has resulted in over ten people killed in crashes in the past ten years along the Veirs Mill corridor.

In one 18-month period alone, two bicyclists were killed by vehicle drivers in the Henson Trail crossing at Turkey Branch Parkway. I have regularly used this trail crossing in the past and remarked on how precarious it is for cyclists and pedestrians as they try to navigate the wide lanes where some cars may stop while others speed through. We mourn the losses of Frank Towers and Mauricio Gutierrez Osorio; their deaths on this road should not be in vain. Design features such as HAWK signals, narrower lanes, and lower speed limits need to be used to keep people safe in this and other areas of Veirs Mill.

Instead of reacting when someone is killed on our roads, we should be proactive in taking steps to make them safer for all users. This plan is a move in that direction - the beginning of a better way for Montgomery County. The diverse community in this area includes many people who get around via transit and walking. I believe that these non-car users should count just as much as the drivers who use Veirs Mill Road and that their safety should be prioritized.

From an equity perspective, it is appropriate that Montgomery County should undertake a revitalization of the Veirs Mill corridor as its first step to achieve the Vision Zero aim of no traffic deaths by 2030. Nothing demonstrates a commitment to social justice better than wide and well maintained sidewalks, lower car speeds, safe streets, and green spaces where families gather together. It's very important that we use the design of the infrastructure to keep people safe. The Veirs Mill Corridor Master Plan is a great step forward towards an equitable, safe future.

I commend the Planning Department for applying the Vision Zero principles to the Veirs Mill Corridor Master Plan. This report should serve as a model for all Transportation Master Plans that are developed in the future.

Sincerely,

Allan Hutchison-Maxwell
1220 E West Highway
Silver Spring, MD 20910

Email

Support Veirs Mill Vision Zero Plan

Email

From  zcweinstein@gmail.com

To  <MCP-Chair-MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject Support Veirs Mill Vision Zero Plan

Date Sent Date Received 4/26/2018 12:04 PM

MCP Chair,

I support the Veirs Mill vision zero plan to add bus lanes and protected bike lanes to Veirs Mill Road. These improvements will promote pedestrian, cyclist, and driver safety while supporting the counties transit and environmental goals. Please act on this plan as quickly as possible. Thank you for your hard work making our county safer and more sustainable.

Sincerely,
Zach Weinstein

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

Email**Comments Regarding Veirs Mill Corridor ...****Email**

From  heidi.l.coleman@gmail.com

To  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject Comments Regarding Veirs Mill Corridor Master Plan and Veirs Mill Road Vision Zero Report

Date Sent Date Received 4/24/2018 9:31 AM

Chair of the Montgomery County Planning Board,

My name is Heidi Coleman. I have been a resident of Silver Spring since 1980, and I serve on the Montgomery County Pedestrian, Bicycle and Traffic Safety Advisory Committee (PBTSA). I recently retired, following a 35-year career with the National Highway Traffic Safety Administration (NHTSA).

I am writing in support of the Veirs Mill Corridor Master Plan and, in particular, of the Veirs Mill Road Vision Zero Report.

In February 2016, the Montgomery County Council adopted a Vision Zero Resolution. In November 2017, County Executive Isiah Leggett issued a Two Year Vision Zero Plan. The plan is significant. It seeks to achieve the ambitious goal of experiencing NO annual traffic deaths in Montgomery County by 2030. Moreover, most Vision Zero jurisdictions in the U.S. are cities, comprised primarily of urban areas. Montgomery County is a large and extremely diverse jurisdiction, comprised of a wide variety of areas, including urban, rural and suburban. I am not aware of any other county in the U.S. that has adopted a Vision Zero plan, so Montgomery County is breaking new ground.

Of course, adopting a two-year plan is only the first step. Montgomery County will not be able to eliminate traffic fatalities by 2030 simply by "doing the same old thing" or by doing "more of the same." To achieve the ambitious goals that have been set, it will be necessary to take very meaningful steps toward change. We must create a safe system. And this will require careful, thoughtful and well informed planning!

The development of the Veirs Mill Road Vision Zero Report is one such step. It carefully examines the dangers that are present on the Veirs Mill Road Corridor, and it strategically and comprehensively examines opportunities to improve the infrastructure and environment along that corridor, to prevent serious injuries and deaths from occurring in the future. Moreover, the report contains an added level of detail (which is critical), and includes such elements as lowering speed limits, improving pedestrian and bicycle crossings, improving the safety of bus stops, installing separated bike lanes, employing the use of sophisticated signals and lighting, etc.

The Planning Department should be commended for applying the Vision Zero Policy (which has been in place since early 2016) to its work. Moreover, this report should serve as a model for all Transportation Master Plans that are developed in the future.

Very sincerely,

Heidi L. Coleman
801 Philadelphia Avenue
Silver Spring, MD 20910
Heidi.L.Coleman@gmail.com

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

TESTIMONY TO MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION
re: DRAFT VEIRS MILL RD MASTER PLAN, April 26, 2018

My name is Randall Luttenberg. I live at (address) on the South side of Veirs Mill Road in the area identified in this plan as the “Newport Mill District”. I will be testifying on proposal sections 2.5 Transportation; 2.6 Parks, Trails, and Open Space; and 2.7 Environment.

I am here in enthusiastic support of the proposals in these sections of the Master Plan. With one reservation, I urge the Planning Commission not only to adopt these parts of the plan but to defend them as necessary and essential to meeting the Plan goals and addressing the critical and urgent issues of traffic, climate change, and economic development as well as pedestrian safety. Safe pedestrian and bike access, dedicated BRT lanes, and improved natural resource management would transform the communities along Veirs Mill Road into vibrant, safe, clean, healthy, accessible, and affordable places to live.

I have two sons ages 13 and 11. I want them to live as I did at their age, as independent and mobile as they can be, biking far and wide to meet their friends and explore their world, but our neighborhood is not designed to allow this. To illustrate: we live a mile from the intersection of University Blvd and Veirs Mill, the edge of the Wheaton business district, where there’s a shopping mall, grocery stores, a wide variety of restaurants and bars, and a movie theater that my family would patronize. There is, however, no practical and safe way for my family to walk or bike into Wheaton. That one mile requires us to use a car every bit as much as if we were travelling five miles, or ten. My concern for my boys is not really the burden on me to drive them, it’s the opportunities for independent living and exploration and experience that are lost to our children and our elderly neighbors and anyone else without access to a car. Furthermore, when you add the economic effects that access to transportation has on access to employment, lack of sidewalks, bike lanes, and adequate mass transit contributes measurably to poverty.

There’s not enough time for detail but I am equally passionate about support for the street network, transit, open space, and environmental sections of the draft Plan.

My only reservation is that I do not support the Montrose Parkway East extension. I recognize that this is beyond the scope of this hearing so I will simply state that I believe this Planning Commission as well as the County government must prioritize non-automobile transportation development over roads in order to reduce car usage, that this project will increase traffic

TESTIMONY TO MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION
re: DRAFT VEIRS MILL RD MASTER PLAN, April 26, 2018

rather than alleviate it, and that it represents an unacceptable further encroachment on the critical and fragile Rock Creek watershed.

Should Montrose Parkway East proceed I agree with the Master Plan recommendations to modify the project to add pedestrian and bicycle access, speed reduction, and other changes necessary to bring it up to the Veirs Mill Master Plan standards. To do otherwise would be to work at cross-purposes.

I want to conclude by offering my firm conviction that these transportation and environmental proposals are the most essential and significant portions of this Master Plan. Plans change and compromises are sought between draft and adoption, but I would suggest, strongly, that these sections should form the non-negotiable core of your plan. I am supportive of the land use changes, retail redevelopment and other portions of this proposal, denser transit-oriented development is the most logical way forward, but I would argue that these can always be addressed over time. When it comes to integrating transit and bike lanes and sidewalks into the project, now is the only window we have. Should the other parts proceed without the transit and environmental management improvements, the upzoning, retail redevelopment, the Montrose extension, or even BRT, this opportunity could be lost forever. We could easily lose the chance to improve entire communities. We will never be able to retrofit these into future plans.

This is the kind of visionary planning this body does best: building the framework that will guide decades of future development. I urge you today to identify the essential parts of this proposal and make sure that Veirs Mill Road becomes the accessible, safe, vibrant gateway it should be instead of the dangerous, dirty, decrepit road it has become.

Thank you for your attention and your work on this Master Plan.

Email

Veirs Mill Corridor Master Plan feedback

Email

From  jdschorr@gmail.com

To  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject Veirs Mill Corridor Master Plan feedback

Date Sent **Date Received** 4/26/2018 12:01 PM

I just want to email my support for improvements to the Viers Mill corridor. In particular, I would really like to see improvements for the East side of Viers Mill Rd between Havard St and Aspen Hill Rd. There really need to be a sidewalk on that side of the street and either a bike lane or just a wide shoulder.

There is currently no way to get to the Matthew Hensen Trail from the Stonybrook Estates area (south of Matthew Hensen Creek) without crossing Viers Mill at Gridley Rd. Even when cycling, there is no shoulder on the stretch of road between Havard St and Turkey Branch Parkway.

I appreciate all of the signals and signs that have gone up where Matthew Hensen Trail crosses Viers Mill, but I would really like a safe way to access the trail from the south side of the creek.

-Joshua Schorr

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	

Email

viersmill

Email

From  jfleming@nauticon.com

To  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mmcpc-mc.org;  MCP-Chair@mmcpc-mc.org

Cc

Subject viersmill

Date Sent Date Received 4/30/2018 11:30 AM

I support the Viers Mill Rd. renovation project in it's entirety .

Learn more about Nauticon <<https://youtu.be/yvANItggGDy0g>>

Jorge A. Fleming
Solutions Analyst
Nauticon Office Solutions
301-980-2204
jfleming@nauticon.com



Attachments

File Name	File Size (Bytes)
image001.jpg	3,678



111 Maryland Avenue | Rockville, Maryland 20850-2364 | 240-314-5000
www.rockvillemd.gov

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

May 7, 2018

Re: Testimony on Draft Plan for Veirs Mill Road Corridor

Dear Mr. Anderson:

This letter presents testimony to the Montgomery County Planning Board for your consideration, as you review the draft plan for the Veirs Mill Road Corridor area of Montgomery County. As you know, the Veirs Mill Road corridor runs from Rockville Metro to Wheaton Metro, with the Montgomery County portion being immediately east and adjacent to the City of Rockville. As such, the plan will have an impact on Rockville.

In general, we appreciate the desire to improve connectivity between transit and community uses and enhance the safety of the Veirs Mill Road corridor, and the introduction of limited areas for redevelopment. We support the conversion of this corridor into a safer, more walkable environment that can be served well by transit, particularly the proposed Bus Rapid Transit (BRT) route.

We offer the following comments:

Location of BRT Stations

The plan supports the location of a BRT station at Twinbrook Parkway, where the eastbound station would be within the County, and the westbound station (on the northern side of Veirs Mill Road) would be located within City limits. The City generally supports this location, but only if that placement does not preclude a station at the heavily used retail area further west, at Atlantic Avenue. These two proposed stations are relatively close together, but the City believes that a convincing case can be made for each one. However, if there is to be only one stop in this area, the City would support it being at Atlantic Avenue, and not Twinbrook Parkway. The Atlantic Avenue retail area is currently the site of the very busy Twinbrook Shopping Center and Twinbrook Mart which, at present, have the highest number of bus boardings and alightings in that immediate area. Even more importantly, the City's Twinbrook Neighborhood Plan identified this site for potential redevelopment into a mixed-use center, which the zoning now permits (as has been proposed for the centers around the Randolph Road/Veirs Mill intersection). Redevelopment of this nature would increase the already-high transit usage at this site.

Potential redevelopment of Twinbrook Parkway multi-family communities

Rockville recognizes that the multi-family residential communities on either side of Twinbrook Parkway offer an opportunity to retain and expand the supply of affordable housing in the area. We believe that phasing and staging of any new development will need to be monitored carefully to ensure that the necessary transportation and improvements to community facilities infrastructure are available to serve the increased population.

Schools and Community Facilities

As you are aware, one of the main impacts on school capacity in this area of the county has been due to changing demographic patterns, rather than simply new housing construction. With this in mind, Rockville also wishes to express as strongly as we can the importance of making sure that school construction will be budgeted to manage the growth that is projected in this area, both from new construction and demographic change. A significant number of Rockville children attend schools that serve this plan area, including, but not limited to, Twinbrook and Meadow Hall Elementary Schools; Julius West, Earle B. Wood, and Tilden Middle Schools; and Richard Montgomery, Rockville, and Walter Johnson High Schools. The multi-family residential areas located on both sides of Twinbrook Parkway currently lie within the Richard Montgomery High cluster and that school, together with Twinbrook Elementary and Julius West Middle, would be directly affected by any redevelopment of those communities. As you know, these clusters continue to experience over-capacity conditions. Please make sure that your plan, and other regulations (including the Subdivision Staging Policy) ensures that Montgomery County and Rockville children are attending schools that are not over-crowded.

Similarly, the Twinbrook Community Center (run by the city) and the Twinbrook Library (run by the county) are currently both well attended, and careful consideration will need to be given to their ability to manage future population increases.

Vision Zero: Corridor wide transportation study

We are impressed by this detailed study of the corridor, and its demonstration of commitment to improving safety. We look forward to collaborating with the County, and the State, to implement similar concepts in the city/county border area, and on the portion of the corridor within city limits.

In closing, we should like to express our appreciation to Montgomery County planner Jessica McVary, for her continuing collaboration with City staff on the Veirs Mill Road corridor projects. We look forward to working with you all in the coming years to improve the corridor for both the residents and those travelling through it.

Sincerely,



R. James Wasilak, AICP
Acting Director
Community Planning and Development Services

cc: City of Rockville Planning Commission