

May 4, 2016

VIA EMAIL (MCP-Chair@mncppc-mc.org)

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

Dear Chairman Anderson & Members of the Planning Board:

We write to reiterate our grave concern about the overall amount of density preliminarily approved for the Bethesda Downtown Plan and to request that the Board take action to reduce the density to a baseline amount that may be accommodated by local schools, transportation, and other infrastructure. The Board's "straw votes" have now approved density significantly in excess of what the Planning Department recommended in the May 2015 draft Sector Plan. As noted in the letter submitted by MCPS on March 24, 2016 and in the Planning Department's April 20, 2016 memo discussing updated traffic studies, Bethesda cannot support density anywhere near the levels approved by the Board to date.

The Board should start reducing the overall impact of the sector plan on school overcrowding, traffic congestion, and other issues by reconsidering the provisionally approved densities and heights of a number of specific properties identified by concerned citizens in the adjacent neighborhoods and by the Planning Staff. The attached petition identifies specific properties that should be reconsidered and reasons for reconsidering their proposed zoning. It currently has approximately 450 signatures (including both electronic and handwritten signatures) and continues to gather more. While the Plan may need additional density reductions beyond the properties identified in this list, this list is a good place to start.

We hope to have the opportunity to present the petition and its full set of signatures to you at the upcoming May 12 work session or at such time that the Board starts its efforts to reduce the overall density in the plan.

Sincerely,
Cecily Baskir & John Freedman
4408 Ridge Street
Chevy Chase, MD 20815

Cc: Gwen Wright (gwen.wright@montgomeryplanning.org)
Leslye Howerton (leslye.howerton@montgomeryplanning.org)
Roger Berliner (Councilmember.Berliner@montgomerycountymd.gov)
Mark Elrich (Councilmember.Elrich@montgomerycountymd.gov)
Nancy Floreen (Councilmember.Floreen@montgomerycountymd.gov)
George Leventhal (Councilmember.Leventhal@montgomerycountymd.gov)
Hans Riemer (Councilmember.Riemer@montgomerycountymd.gov)
Town of Chevy Chase Town Council (email only) (townoffice@townofchevychase.org)



This petition has collected
377 signatures
using the online tools at iPetitions.com

Printed on 2016-05-04

Support the Bethesda Sector Plan Rollbacks

About this petition

The Montgomery County Planning Board has provisionally approved a 50% increase in building capacity for downtown Bethesda -- from 23 to 35 million square feet. This is far more than necessary to promote smart growth in the area and will exacerbate school overcrowding and traffic congestion. Much of the new development will be at the "edges" of Bethesda far from the Metro station, where it will undermine the quality of life in long-standing, stable neighborhoods.

In response, concerned citizens have requested that the Planning Board rescind zoning decisions made for particular properties -- requests for reconsideration will be considered in May. Collectively, rescinding these zoning decisions will remove up to 4.5 million square feet of density from downtown Bethesda, reducing the overall impact of the sector plan on congestion and school overcrowding and will mitigate the impact of over-development on the surrounding communities.

I support the requests for each of the identified properties to be reconsidered and for the provisionally approved heights to be lowered. In addition, I support lowering the provisionally approved density, and oppose allowing additional density to be transferred to the identified properties that are adjacent to single-family homes.

1. The Jaffe Tower (6801-6807 Wisconsin Avenue): Upzoning this property and allowing a 145 foot building is inappropriate at the southeastern corner of the sector and across the street from single-family homes. This property should remain split zoned.
2. Parking Lots 10 (behind Moby Dick/Don Pollo), 24 (behind the Farm Women's Cooperative Market), 25 (between Maple/Highland) and 44 (behind Benihana): Upzoning these properties and allowing building up to 90 feet is inappropriate across the street from single-family residences. The upzoning would waste some of the last and largest chances to preserve open space/public park near downtown Bethesda. In addition, Parking Lot 41 (behind Clare Dratch) should also be kept as open space/public park.
3. Garden Plaza Building (7750 Old Georgetown Road): A building of 175 feet is inappropriate across the street from Bethesda Elementary School and its surrounding single-family residential communities.
4. ZOM Mid-Atlantic (7505-7511 Arlington Road & 4816-4910 Moorland Lane): A building of 75 feet is inappropriate across the street from Bethesda Elementary School and its surrounding single-family residential communities.
5. 7201 & 7121 Wisconsin Avenue: Buildings of 250 and 200 feet on either side of the Farm Women's Market are too tall and will cast the market and proposed park in permanent shadow.
6. 4508 Walsh Street (the Writer's Center): 90 feet is too tall for a property catacorner from single-family homes.
7. 4400 Montgomery Avenue (Bethesda Sport & Health): 120 feet is too tall for a property that backs

onto single-family homes.

8. 4300-4336 Montgomery Avenue: Upzoning these properties will undermine the opportunity to create a significant urban green space.

9. 7301-7313 Wisconsin Avenue (Air Rights Building): 250 feet is too tall for a property that backs onto single family homes, and will create a canyon effect with the Apex building across the street.

10. The Battery Lane Canyon (4857, 4858, 4887/4861, 4890, 4900, 4918-4938, 4949, 4998, and 5015 Battery Lane). 120 feet is too tall for Battery Lane, and allowing buildings of these heights will create a canyon effect on Battery Lane.

11. 4500 Block Avondale Street: The Planning Board has approved increases for these properties significantly higher than the 35 foot recommendation of its professional staff, which are inappropriate for properties that back onto single-family homes.

12. Cheltenham Drive (7725, 7735, 7803, 7809 & 7845 Wisconsin Avenue). 250 feet is too tall north and south of Cheltenham Drive, and allowing buildings of these heights will create a canyon effect both on Cheltenham and with the towers across Wisconsin Avenue.

13. 7900-8000 Block Wisconsin (7901, 7935 & 8001 Wisconsin Avenue). The Planning Board has approved increases for these properties of up to 200 feet, well over the 120 foot recommendation of its professional staff.

14. The Northern Gateway (8401 Wisconsin and 4715-4719 Chestnut): Upzoning these properties and allowing 120 foot buildings is inappropriate at the northeastern corner of the sector and on the same block as single-family homes.

Signatures

1. Name: Steve Seidel on 2016-04-01 13:58:30
Comments:

2. Name: Paatricia Burda on 2016-04-01 14:57:44
Comments:

3. Name: Russ Powell on 2016-04-01 18:21:55
Comments:

4. Name: KENNETH Rubin on 2016-04-01 20:20:52
Comments:

5. Name: Lauren Boccardi on 2016-04-01 20:25:20
Comments:

6. Name: Jane West on 2016-04-01 20:25:27
Comments:

7. Name: Stan Mayer on 2016-04-01 20:26:00
Comments:

8. Name: Virginia Ceaser on 2016-04-01 20:27:26
Comments: We have been "ground zero" for rapid and thoughtless overdevelopment throughout Bethesda. Please protect us from further density and the traffic, noise and pollution that accompanies it.

9. Name: Iris sherman on 2016-04-01 20:28:58
Comments:

10. Name: William Zellmer on 2016-04-01 20:43:45
Comments: I live in downtown Bethesda and am very worried about the impact of excessive commercial development on the quality of life in my neighborhood.

11. Name: Andrea D Harris on 2016-04-01 20:44:17
Comments: We need community-friendly development focused on 'edge properties', not developer-friendly zoning changes, density transfer schemes, or increased heights and densities. The future of Bethesda should not include development that pits neighbor against neighbor.

12. Name: Maj-Britt Dohlie on 2016-04-01 21:02:31
Comments: It's simply insanity to build like proposed with total disregard for already inadequate infrastructure in terms of roads/public transportation, schools, and lack of

parks and green space. The attack on edge communities will totally destroy quality of life in our neighborhoods.

13. Name: Barney Rush on 2016-04-01 21:07:03
Comments:

14. Name: Gerald Garfinkel on 2016-04-01 21:09:12
Comments:

15. Name: Robert and Mette Beecroft on 2016-04-01 21:14:36
Comments:

16. Name: Ann Wild on 2016-04-01 21:28:09
Comments: Decreased density is vitally necessary for at least two reasons: 1) to make Bethesda a truly livable space and not so overloaded with traffic that it becomes one major traffic jam and 2) to protect the edge communities from high density that will infringe on these neighborhoods in a way that would negatively and profoundly affect their livability. High buildings should not be approved at or near the borders of the great neighborhoods that abut downtown Bethesda.

17. Name: Cathy on 2016-04-01 21:32:42
Comments:

18. Name: Michael Robinson on 2016-04-01 21:33:56
Comments:

19. Name: Andrew Emmett on 2016-04-01 21:37:00
Comments:

20. Name: Georgia Guhin on 2016-04-01 22:21:41
Comments:

21. Name: Anne-Marie King on 2016-04-01 22:44:29
Comments:

22. Name: Monique Milhollin on 2016-04-01 22:58:29
Comments:

23. Name: Amanda Farber on 2016-04-01 23:06:56
Comments:

24. Name: Grace Palladino on 2016-04-01 23:25:41
Comments:

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25. Name: Evan Farber on 2016-04-01 23:41:29
Comments:
-
26. Name: Julia Randall on 2016-04-01 23:43:40
Comments:
-
27. Name: Laurie Haughey on 2016-04-01 23:45:57
Comments:
-
28. Name: Caroline Randall on 2016-04-01 23:48:13
Comments:
-
29. Name: Lynn Miller on 2016-04-02 00:10:25
Comments: Our schools, streets, and recreation centers are bursting at the seams right now. Adding more development without ANY neighborhood input is unconscionable. Don't destroy what made Bethesda so desirable. Yes, let's have growth but in the context of a full assessment with neighborhood input, not in this roundabout fashion!
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30. Name: Elizabeth Mumford on 2016-04-02 00:11:17
Comments:
-
31. Name: Gary Milhollin on 2016-04-02 00:13:03
Comments:
-
32. Name: Janine Weidow on 2016-04-02 00:14:57
Comments:
-
33. Name: Emma Connor on 2016-04-02 00:32:04
Comments:
-
34. Name: Caroline Michaelis on 2016-04-02 00:36:09
Comments:
-
35. Name: Paul Pavlica on 2016-04-02 01:21:05
Comments:
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36. Name: Judith McGuire on 2016-04-02 01:21:11
Comments:
-
37. Name: Mary C Moynihan on 2016-04-02 01:24:39
Comments:

-
38. Name: Kristen Lindberg on 2016-04-02 01:38:19
Comments: I agree wholeheartedly with this petition and am discouraged about the effects the already-insane pace of development has had on the quality of life of current Bethesda residents. Please make it stop! We need more green space, not more condos and traffic and crowding.
-
39. Name: Carolyn Elefant on 2016-04-02 01:53:51
Comments: I find it very ironic that I cannot build a tall house on MY private property due to socialist anti-mans ionization laws but developers can do whatever they want wherever they want with no restrictions on height or review if impacts on traffic and community. I've lived in Bethesda 24 years now but I'm starting to count the days until I can escape.
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40. Name: Martha Mohler on 2016-04-02 02:43:30
Comments:
-
41. Name: Carolyn Bou on 2016-04-02 04:22:20
Comments:
-
42. Name: Hilda Ederer on 2016-04-02 04:50:12
Comments:
-
43. Name: Karen Barbeta Anillo on 2016-04-02 08:46:31
Comments: Dont you dare without fixing the overcrowded schools issue!
-
44. Name: Kelly Volz on 2016-04-02 11:50:27
Comments: We need to really listen and consider the residents and community. No more pushing agendas down our throats and pretending this is what the community wants.
-
45. Name: Laura Kalick on 2016-04-02 12:43:21
Comments: With the additional traffic this will make section IV feel like a prison!
-
46. Name: Evan Hirsche on 2016-04-02 13:46:39
Comments: As a resident of Chevy Chase, and who will be directly affected by the building, I strongly oppose the Jaffe Tower as proposed. It is too tall, too big, and completely out of scale with the surrounding community. I do not oppose smart, appropriately-scaled development of the site, but this is anything but. Thank you.
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47. Name: Jodi Herman on 2016-04-02 13:47:46
Comments: Schools are already at and over capacity. Multi family housing is family housing. Please pay attention to the impact on our kids of development that doesn't provide for school growth.
-
48. Name: scott egloff on 2016-04-02 15:23:45

Comments:

49. Name: Leslie Hill on 2016-04-02 19:43:24
Comments:

50. Name: Dennis Carroll on 2016-04-02 19:46:27
Comments:

51. Name: Bridget Hartman on 2016-04-02 20:49:35
Comments:

52. Name: Jane Axelrad on 2016-04-03 02:10:09
Comments: It is critical that the Planning Board reconsider its provisional approvals of significant increases in building heights and density for the properties listed in the petition. The heights of these buildings and the densities are totally inappropriate given their location at the edge of a residential community and far from the Bethesda Metro.

53. Name: Helen Price on 2016-04-03 03:06:50
Comments:

54. Name: John Freedman on 2016-04-03 13:22:27
Comments:

55. Name: Cecily Baskir on 2016-04-03 15:00:54
Comments:

56. Name: Brad Haughey on 2016-04-03 16:54:08
Comments:

57. Name: Martha Marmo-Fernandes on 2016-04-03 17:33:04
Comments:

58. Name: Deborah Ingram on 2016-04-04 00:46:40
Comments:

59. Name: Brooke Haughey on 2016-04-04 00:48:44
Comments:

60. Name: Bryn Davies on 2016-04-04 16:21:27
Comments:

61. Name: Michael Fetchko on 2016-04-04 16:31:12

Comments: The Montgomery Count Planning Board must revisit their worksession decisions over the past year to reduce heights and densities handed out to developers in Bethesda's edge neighborhoods. Keep Bethesda from becoming just one more congested DC suburb.

62. Name: Holly Clemans on 2016-04-04 17:49:42
Comments: I am especially concerned with the additional heights and densities proposed for Battery Lane, an edge community that needs to keep it's parks, walkways and homes in sunlight.

63. Name: Tina Coplan on 2016-04-04 19:48:51
Comments:

64. Name: Nancy Patkus on 2016-04-04 20:11:32
Comments:

65. Name: David Ziegele on 2016-04-05 11:00:27
Comments:

66. Name: Rob Portman on 2016-04-05 15:13:31
Comments: We live across the street from the proposed Jaffe Tower and strongly oppose a building height of 120 feet so close to our neighborhood.

67. Name: Michele Johnston on 2016-04-06 17:55:55
Comments:

68. Name: Clara Monsma on 2016-04-07 01:26:24
Comments:

69. Name: Elizabeth Johnson on 2016-04-07 11:53:43
Comments: Zoning changes for tall buildings next to existing single family homes is not the right way to go.

70. Name: Alicia Bazan on 2016-04-07 12:29:54
Comments: The concerns of the communities of residents that will be affected by these constructions should be heard and addressed properly and timely.

71. Name: Alan Eicoff on 2016-04-07 15:39:28
Comments: The excessive awarding of density and height to developers, whose only concern is their bottom line, will have a detrimental effect on the quality of life in downtown Bethesda. I am by no means opposed to development but do not want to see the charm and lifestyle of the downtown area that we the residents moved here for turned into a Manhattan or Roslyn. Edge properties in particular should have much more limited development as they transition to areas of lower density with schools, libraries and single

family residences. I feel the recommendations of the trained urban planners in the development of the new sector plan should be heeded more than the desires of developers who for the most part have no vested interest in downtown Bethesda. While I recognize the need for affordable housing there are other areas proximate to the metro's red line available for development without trying to overcrowd downtown Bethesda and its infrastructure.

72. Name: Mary Flynn on 2016-04-07 19:28:39
Comments:

73. Name: Lydia Adelfio on 2016-04-09 15:17:09
Comments:

74. Name: Veena Kutler on 2016-04-09 15:20:03
Comments: Some development of Bethesda makes sense, but please be sensible about it and keep in mind quality of life, green space and traffic issues.

75. Name: Julie stanish on 2016-04-09 15:21:13
Comments:

76. Name: Deborah Zarin on 2016-04-09 15:22:13
Comments:

77. Name: Michael J Evenson on 2016-04-09 15:31:53
Comments:

78. Name: James Lobsenz on 2016-04-09 15:34:11
Comments: The Planning Board seems determined to make it extraordinarily difficult to access and leave our neighborhood. The Bradley/Wisconsin intersection is a disaster -- cars routinely wait multiple signals to get through. Walsh Street is not an alternative because Wisconsin South is often backed up. Leland is not an alternative because we no longer can go from Leland to Bradley. The Jaffe Tower only will compound these ongoing and worsening problems.

79. Name: jennifer brilliant on 2016-04-09 15:34:35
Comments:

80. Name: Joe Gitchell on 2016-04-09 15:46:57
Comments:

81. Name: Elizabeth Taylor on 2016-04-09 15:52:21
Comments: Please slow down this process so that you don't destroy our neighborhood.

82. Name: Joel Rubin on 2016-04-09 16:40:35

Comments:

-
83. Name: MB Dohlie on 2016-04-09 17:42:13
Comments: Planning and management are becoming increasingly bad in Montgomery County. Bethesda is becoming an increasingly less livable and attractive place to live and will lose out to other jurisdictions unless some real rethinking takes place.
-
84. Name: Alan Dieringer on 2016-04-09 17:44:32
Comments: This too much height for too few properties. What will the congestion be like if all properties build up to these heights...
-
85. Name: Cathryn Wolf on 2016-04-09 17:45:07
Comments:
-
86. Name: Jay P Siegel on 2016-04-09 18:35:22
Comments: I am additionally concerned about crowding on the Red Line. So many people are boarding in stops north of Bethesda that seats are often lacking in rush hour and at times even standing room is lacking. Trains already run every 1.5 min so it is not possible to add extra trains.
-
87. Name: Jim Clemans on 2016-04-09 18:41:27
Comments: The Plan density increases are way too much, especially around the edges.
-
88. Name: claire reade and earl steinberg on 2016-04-09 18:46:02
Comments:
-
89. Name: Beth Barnett on 2016-04-09 18:55:27
Comments:
-
90. Name: Paula Malozowski on 2016-04-09 19:11:30
Comments:
-
91. Name: Adam Hess on 2016-04-09 20:15:52
Comments:
-
92. Name: Stephan Lawton on 2016-04-09 20:25:25
Comments: Stop the ridiculous Jaffe Tower!!
-
93. Name: Jacqueline King on 2016-04-09 20:44:38
Comments:
-
94. Name: Marion Herz on 2016-04-09 20:51:27
Comments:

-
95. Name: Marilyn Lucht on 2016-04-09 21:00:56
Comments:
-
96. Name: Aloise Bozell on 2016-04-09 22:38:51
Comments:
-
97. Name: Mary Connelly on 2016-04-09 23:46:16
Comments:
-
98. Name: JULIET HART on 2016-04-10 01:25:53
Comments: I can't believe the planning board would act against the wishes of the population who pay some of the highest taxes in the area. It makes no sense unless they are in the pockets of the developers. I hope they will be more concerned about the welfare of the people than of the developer.
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99. Name: Haruhisa Ohtsuka on 2016-04-10 02:02:27
Comments:
-
100. Name: Grace Palladino on 2016-04-10 11:14:14
Comments:
-
101. Name: Anna Jenefsky on 2016-04-10 11:58:01
Comments:
-
102. Name: Aline Coudouel on 2016-04-10 13:25:48
Comments:
-
103. Name: FRANCES A PITLICK on 2016-04-10 14:38:52
Comments: The building heights above and beyond initial staff recommendations are outrageous. Assumptions that the resulting community will be pedestrian-friendly and that traffic will not be worse are sadly unrealistic.
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104. Name: Jean Shorett on 2016-04-10 15:03:50
Comments:
-
105. Name: Barbara Levitt on 2016-04-10 15:56:15
Comments:
-
106. Name: Rachel Waters on 2016-04-10 17:49:47
Comments:
-

107. Name: Abigail Marshall on 2016-04-10 19:50:06
Comments:
-
108. Name: Allan CHAUDHURI on 2016-04-10 20:11:30
Comments:
-
109. Name: Neil Tender on 2016-04-10 20:13:34
Comments:
-
110. Name: Adam Lloyd on 2016-04-10 20:17:38
Comments:
-
111. Name: Delores Thompson on 2016-04-10 20:17:47
Comments:
-
112. Name: Lawrence Stanley on 2016-04-10 20:18:29
Comments:
-
113. Name: Steve Bursten on 2016-04-10 20:18:54
Comments: Signed in behalf of owner George Larbi and manager Joe Brown
-
114. Name: Michele shuey on 2016-04-10 20:22:00
Comments:
-
115. Name: Carol Evans on 2016-04-10 20:22:10
Comments:
-
116. Name: Mary Boyle on 2016-04-10 20:27:39
Comments:
-
117. Name: Kayoko Shibata on 2016-04-10 20:31:50
Comments:
-
118. Name: Marsha S Mirsky on 2016-04-10 20:34:28
Comments:
-
119. Name: Judy James on 2016-04-10 20:38:51
Comments: This mania for big building has got to stop!! Thanks for sending this petition.
Judy
-
120. Name: Gerald Gallo on 2016-04-10 20:42:05
Comments:

-
121. Name: Shannon morse on 2016-04-10 20:49:11
Comments:
-
122. Name: Mary G Ryan on 2016-04-10 20:57:25
Comments: I am extremely concerned about this issue and the devastating effect it will have on Bethesda. I support the petition in all regards and urge reconsideration of the Zoning Board earlier decision
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123. Name: Patti Henshel on 2016-04-10 21:03:34
Comments:
-
124. Name: Richard Dangay on 2016-04-10 21:07:07
Comments:
-
125. Name: Shola Aboderin on 2016-04-10 21:20:48
Comments:
-
126. Name: Steve Wishnow on 2016-04-10 21:44:06
Comments:
-
127. Name: Chase Ryant on 2016-04-10 21:52:32
Comments:
-
128. Name: Tina Coppage on 2016-04-10 21:55:28
Comments:
-
129. Name: May Cheh on 2016-04-10 21:59:41
Comments:
-
130. Name: Theodore E Merrill on 2016-04-10 22:03:39
Comments:
-
131. Name: Scott Brand on 2016-04-10 22:24:37
Comments: This increase in density that is being proposed doesn't take in to account the quality of life for the people living in Bethesda. The density will make local travel difficult, crowd schools and Bethesda will lose any of its remain charm.
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132. Name: Peter Tassis on 2016-04-10 22:28:47
Comments:
-
133. Name: Danielle Spieglet on 2016-04-10 22:30:43

Comments:

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134. Name: Megan Donohue on 2016-04-10 22:30:58
Comments:
-
135. Name: Shar Ghavami on 2016-04-10 22:44:39
Comments:
-
136. Name: Heidi Kroll on 2016-04-10 22:47:31
Comments:
-
137. Name: Gila Ghavami on 2016-04-10 22:49:05
Comments:
-
138. Name: Philip Pardee on 2016-04-10 23:00:32
Comments: Please take the overdevelopment of Bethesda seriously. The character of the area is slowly being destroyed.
-
139. Name: Margaret McDowell on 2016-04-10 23:09:17
Comments:
-
140. Name: CR Camalier on 2016-04-10 23:12:25
Comments:
-
141. Name: AMy Wolverton on 2016-04-10 23:14:06
Comments:
-
142. Name: Sun Choi on 2016-04-10 23:28:01
Comments:
-
143. Name: Iris kesterman on 2016-04-10 23:30:54
Comments:
-
144. Name: Kaatherine Clemens on 2016-04-10 23:36:51
Comments:
-
145. Name: Marta Catalfamo on 2016-04-10 23:41:58
Comments:
-
146. Name: Hee Choi on 2016-04-10 23:52:14
Comments:
-

147. Name: Margaret Morrison on 2016-04-11 00:04:05
Comments:
-
148. Name: Neha Gada on 2016-04-11 00:06:38
Comments:
-
149. Name: harold zassenhaus on 2016-04-11 00:08:12
Comments:
-
150. Name: Margaret Dietrich on 2016-04-11 00:25:55
Comments:
-
151. Name: Janice McCall on 2016-04-11 00:49:55
Comments:
-
152. Name: Louisa Nickerson on 2016-04-11 00:50:00
Comments:
-
153. Name: Chris Mallin on 2016-04-11 00:51:21
Comments:
-
154. Name: Namita Kothary on 2016-04-11 01:04:04
Comments:
-
155. Name: Ferdinand Hassler on 2016-04-11 01:36:20
Comments:
-
156. Name: Mohamed Hendawi on 2016-04-11 02:04:22
Comments:
-
157. Name: Anna Haac on 2016-04-11 03:18:06
Comments:
-
158. Name: Aikojean Lane on 2016-04-11 04:19:21
Comments:
-
159. Name: George Larbi on 2016-04-11 06:04:53
Comments:
-
160. Name: Terrence Sauvain on 2016-04-11 11:46:14
Comments: Resident of the Arlington Rd North area.
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161. Name: Phyllis Blum on 2016-04-11 12:11:25
Comments:
-
162. Name: Steve Groh on 2016-04-11 12:22:51
Comments:
-
163. Name: Jeff Neil on 2016-04-11 12:36:58
Comments:
-
164. Name: Stephanie Singer on 2016-04-11 12:39:36
Comments:
-
165. Name: Diane Chapin on 2016-04-11 12:55:09
Comments:
-
166. Name: Erich Roessler on 2016-04-11 12:55:09
Comments:
-
167. Name: Jonathan Berman on 2016-04-11 14:06:44
Comments:
-
168. Name: Lois Levin on 2016-04-11 14:12:05
Comments:
-
169. Name: Brooke mallin on 2016-04-11 14:40:47
Comments:
-
170. Name: Scott Goldberg on 2016-04-11 14:48:49
Comments:
-
171. Name: James Murphy on 2016-04-11 15:27:37
Comments:
-
172. Name: james bailey on 2016-04-11 17:57:49
Comments:
-
173. Name: Mary Bailey on 2016-04-11 17:59:30
Comments:
-
174. Name: Lilibeth R Hocson on 2016-04-11 18:44:56
Comments:
-

175. Name: William Huff on 2016-04-11 23:55:29
Comments:
-
176. Name: Wendy Jasch on 2016-04-12 06:04:45
Comments:
-
177. Name: Ju Yun Choi on 2016-04-12 16:35:39
Comments:
-
178. Name: Carol smidts on 2016-04-12 16:57:10
Comments:
-
179. Name: Helene Bushwick on 2016-04-12 20:44:58
Comments:
-
180. Name: Diane Koch on 2016-04-13 02:20:16
Comments:
-
181. Name: Robin Sterrett on 2016-04-14 09:58:43
Comments:
-
182. Name: Joe and Lotty Rodriguez on 2016-04-14 13:41:19
Comments:
-
183. Name: JL Nix on 2016-04-14 20:01:49
Comments:
-
184. Name: Scott Fosler on 2016-04-15 17:05:57
Comments:
-
185. Name: Robin Sherman on 2016-04-15 17:32:36
Comments:
-
186. Name: Lisa Potetz on 2016-04-15 17:59:33
Comments:
-
187. Name: Robert Greenfield on 2016-04-15 19:22:36
Comments:
-
188. Name: Annette Bowen on 2016-04-15 20:25:23
Comments: Keep the residential protection edges to the commercial area.
-

189. Name: Susan Blacklow on 2016-04-15 21:30:44
Comments: Overbuilding is just that! Too much is simply too much. Please go back to sensible, and not unlimited, growth.

190. Name: Emmy Le Bigre on 2016-04-15 21:47:00
Comments:

191. Name: Lila O Asher on 2016-04-15 22:25:48
Comments: there is over building already

192. Name: Ann Wild on 2016-04-16 01:41:53
Comments: Stop allowing development immediately adjacent to the edge communities, making them far less livable.

I am particularly concerned about the 145-foot Jaffe (6801) Tower which is way too tall for the site, is at the southern end of Bethesda far from the Metro, and will negatively affect the immediately adjacent residents of the Town of Chevy Chase. Despite the step-down to 7 stories in the back and the very narrow so-called green buffer, Town residents living along very narrow West Avenue adjacent to the Tower as well as those living along the streets immediately nearby, and eventually all residents of the Town will be seriously negatively affected. Such excess development is hardly worth the cost to any adjacent neighborhood.

I am also concerned that the allowed 9-story buildings on Parking Lots 10 and 24 be lowered with a significant amount of buffering green space and some free parking.

193. Name: Ariel Flood on 2016-04-16 09:06:52
Comments:

194. Name: Maria-Luisa Rocca on 2016-04-16 10:56:18
Comments:

195. Name: Carol Keyes on 2016-04-16 21:58:55
Comments: Bethesda is over-crowded as it is. Don't make matters worse.

196. Name: Rob mcdowell on 2016-04-16 23:18:26
Comments:

197. Name: Susanne Reber on 2016-04-16 23:50:40
Comments:

198. Name: Linda Demlo on 2016-04-17 00:09:37
Comments: Please try driving through Bethesda during the daytime and see how miserable you've already made our lives. Don't make it any worse!!

199. Name: Diane Dorfman on 2016-04-17 00:50:03
Comments:
-
200. Name: Ellen Christy on 2016-04-17 02:04:40
Comments:
-
201. Name: Suzan Brereton on 2016-04-17 03:19:31
Comments:
-
202. Name: Henry H Gaffney Jr on 2016-04-17 17:23:22
Comments: I fully support this petition.
-
203. Name: Mary G Clay on 2016-04-18 03:40:38
Comments:
-
204. Name: Richard Lipinski on 2016-04-18 15:57:31
Comments:
-
205. Name: Carla Daeninckx on 2016-04-18 16:46:15
Comments:
-
206. Name: John Beale on 2016-04-19 02:31:29
Comments: The heights and densities on the east side of Wisconsin Ave bordering the Town of Chevy Chase provisionally recommended by the MC Planning Board are significantly higher than those recommended by their staff based on what the schools, streets and infrastructure can support. They are completely out of scale so close to a residential community of single family homes.
-
207. Name: Martha Jones on 2016-04-20 13:16:39
Comments: Chevy Chase MD
-
208. Name: Shelia Maness on 2016-04-21 04:12:24
Comments:
-
209. Name: Sylvia Cabrera on 2016-04-22 21:37:36
Comments:
-
210. Name: Philip Cabrera on 2016-04-22 21:41:47
Comments:
-
211. Name: Rich Lewis on 2016-04-25 14:21:21
Comments:
-

212. Name: dorsati sati madani on 2016-04-25 14:29:24
Comments: I fully support this petition and I ask that Montgomery County Planning Board reconsider the approved increases in building capacity for downtown Bethesda. I am very concerned that this increase will highly impact an already dense and very congested area and affect the quality of my and my neighbors lives.
thank you, sati madani, bethesda
-
213. Name: amy ross on 2016-04-25 14:29:53
Comments:
-
214. Name: Heidi Gertner on 2016-04-25 14:36:09
Comments:
-
215. Name: Caroline DeCesare on 2016-04-25 14:37:53
Comments: Developer control too strong. Too builder friendly without consideration of quality of life for people who live here. Stronger element of design requested.
-
216. Name: Marney Bruce on 2016-04-25 14:41:52
Comments:
-
217. Name: richard weiss on 2016-04-25 14:50:59
Comments: Do we want Bethesda to become another Tyson's Corners?? I hope not. Also, the traffic on Wisconsin Ave. will become even worse than it is now.
-
218. Name: Jim Roy on 2016-04-25 15:03:51
Comments:
-
219. Name: Nancy E Roman on 2016-04-25 15:09:09
Comments:
-
220. Name: Theresa Long on 2016-04-25 15:46:26
Comments:
-
221. Name: Jeanne Weiss on 2016-04-25 17:59:22
Comments:
-
222. Name: Linda Miller on 2016-04-25 18:03:59
Comments: As a long time resident, I fear that Bethesda is losing it's sense of place as a walkable, livable community focused on meeting the needs of it's residents. Now we may lose that "sense of place" which we highly value. Please take this into consideration when the Planning Board meets.
-
223. Name: Arthur Silver on 2016-04-25 18:13:35
Comments:

224. Name: Sarah Holden on 2016-04-25 18:27:33
Comments:

225. Name: Gaelle Dessus on 2016-04-25 18:28:27
Comments:

226. Name: Nancy Holland on 2016-04-25 19:30:17
Comments: Please limit density and height of development in Bethesda. We do not want or need a concrete canyon.

227. Name: Derrek Young on 2016-04-25 21:40:38
Comments:

228. Name: Moira Schoen on 2016-04-25 22:03:43
Comments: This heights are not compatible with road and school capacities.

229. Name: Roberta Hantman on 2016-04-25 22:40:34
Comments:

230. Name: Andrew Benzmiller on 2016-04-25 23:40:18
Comments: The *people who actually live here* deserve a say in these proposals.

231. Name: Eryq Ouithaqueue on 2016-04-26 00:47:27
Comments: I'm the owner of a Maryland IT consulting corporation and I live at 4707 Chestnut Street, just two doors down from the "Northern Gateway" properties at 4715/4719 Chestnut. I've lived in this house for over fifteen years, so I've seen a great deal of change in East Bethesda already.

I'm in favor of greater density in urban environments like ours, but there *must* be a buffer zone between large commercial properties and two-story single family homes. That buffer zone should consist of intermediate-height properties that provide a gradual "step up" to the taller properties bordering Wisconsin.

I urge you to follow the good guidelines set forth in the previous Sector Plan, and to not exceed its recommended heights for those blocks which border single-family homes in East Bethesda.

Thank you,

Erik Dorfman
President, Zeegee Software Inc.

232. Name: Amy Kirshner on 2016-04-26 01:59:36
Comments:

233. Name: Barbara and David Levitt on 2016-04-26 02:05:31
Comments:

234. Name: Deborah Stearns on 2016-04-26 02:18:18
Comments: I am a homeowner at 4707 Chestnut Street in Bethesda, MD. I have lived here for over a decade, and I value the mix of residential neighborhoods and commercial/mixed-use buildings in Bethesda.

However, there needs to be appropriate consideration of how to manage the transition between commercial or mixed-use properties and adjoining residential neighborhoods. The new proposed sector plan for Bethesda would allow for very tall properties to adjoin residential neighborhoods. The proposed heights would overshadow the nearby single-family homes and would not allow for a reasonable transition to the residential neighborhoods. I support the request to lower the heights of these identified properties, so as to create a buffer zone of intermediate-height buildings to create a transition from the taller commercial/mixed-use properties to single family homes.

Please consider following the model set forth in the previous Sector Plan by lowering the approved heights of those buildings that border on residential neighborhoods in Bethesda.

Thank you very much for your consideration.

Deborah C. Stearns, Ph.D.

235. Name: Marna tucker on 2016-04-26 02:38:54
Comments:

236. Name: Elisa Rosen on 2016-04-26 03:24:51
Comments:

237. Name: Christine Real de Azua on 2016-04-26 04:01:49
Comments:

238. Name: Amy Walker on 2016-04-26 07:20:14
Comments:

239. Name: Carolyn Elefant on 2016-04-26 09:15:32
Comments: How ironic - anti mans ionization laws took away my right to use my property as I wish yet builders can do whatever they want.

240. Name: Margaret Wiener on 2016-04-26 09:38:06
Comments:

241. Name: mary knight on 2016-04-26 09:43:38
Comments: !!!
-
242. Name: Debra feldman on 2016-04-26 10:40:20
Comments:
-
243. Name: Melanie Manfield on 2016-04-26 11:10:03
Comments: Please don't destroy the quality of life in the Bethesda/Chevy Chase edge communities.
-
244. Name: Susan Lass on 2016-04-26 11:32:09
Comments:
-
245. Name: Krsty on 2016-04-26 11:38:13
Comments: Stop the over whelming expansion of Bethesda. We live in Checy Chase Town and object to all the development of the single home business on montgomery Ave, 4332,4, and 6.
-
246. Name: David Tepper on 2016-04-26 11:50:46
Comments:
-
247. Name: Victoria Porter on 2016-04-26 12:00:26
Comments: I've lived in East Bethesda since 1981 and have watched the business district change dramatically over the years. Enough! All of the projects in this petition are too much.
-
248. Name: Kathryn Tenpas on 2016-04-26 12:41:08
Comments:
-
249. Name: Yvonne Bennett on 2016-04-26 12:55:02
Comments:
-
250. Name: Anjali Prakash on 2016-04-26 12:56:10
Comments:
-
251. Name: Allison crevello on 2016-04-26 12:59:59
Comments:
-
252. Name: Jeffrey Marqusee on 2016-04-26 13:14:33
Comments:
-
253. Name: Bonnie Endick on 2016-04-26 13:19:44
Comments:

-
254. Name: Dan Brown on 2016-04-26 13:28:28
Comments:
-
255. Name: Beth Van Gelder on 2016-04-26 13:36:40
Comments:
-
256. Name: Gautam Prakash on 2016-04-26 14:59:39
Comments:
-
257. Name: Marina Velikova on 2016-04-26 15:12:06
Comments: Extremely concerned about school overcapacity and road congestion. Some kids in the area have a 50+min bus commute to their local school every morning! Also, Wisconsin Ave traffic overflows into residential neighborhoods making them dangerous for outdoor play.
-
258. Name: Elizabeth Edlind on 2016-04-26 15:25:02
Comments:
-
259. Name: Deborah Borkowski on 2016-04-26 15:32:24
Comments:
-
260. Name: Rachel Loreto on 2016-04-26 16:08:17
Comments:
-
261. Name: Judith Graef on 2016-04-26 16:34:03
Comments:
-
262. Name: Linda Goldsmith on 2016-04-26 17:05:08
Comments:
-
263. Name: Downing Lu on 2016-04-26 17:10:35
Comments:
-
264. Name: Margaretta McKay on 2016-04-26 17:12:44
Comments: Overly high buildings, at the edges of established family-friendly neighborhoods, and relatively far from Metro will only serve to increase traffic congestion. We need the Planning Board to follow the recommendations of planning professionals and advocate for quality of life over quantity of tax revenues.
-
265. Name: Rebecca Ross on 2016-04-26 17:53:42
Comments:
-

266. Name: Maria Cecil on 2016-04-26 19:04:53
Comments:
-
267. Name: Kristen Best on 2016-04-26 19:22:25
Comments:
-
268. Name: Mary Beth Fletcher on 2016-04-26 19:25:57
Comments: I fully support the comprehensive comments provided in a recent letter by the EBCA.
-
269. Name: Poul Carsten stendevad on 2016-04-26 19:41:17
Comments:
-
270. Name: Paige Nerenberg on 2016-04-26 19:41:33
Comments:
-
271. Name: Lynn Lichtenstein on 2016-04-26 20:21:31
Comments:
-
272. Name: Bennett Fletcher on 2016-04-26 20:36:00
Comments: I've lived in Bethesda for over 25 years. High density developments will negatively impact on the character of Bethesda and will exacerbate already serious traffic and parking problems. I support the concerns described in this petition.
-
273. Name: Katya Marin on 2016-04-26 21:07:19
Comments: Bethesda area infrastructure -- roads, schools, public transportation -- is already at risk for failure, and development as proposed will almost certainly bring the quality of life down for Bethesda residents and visitors. Montgomery County owes it to its residents to listen to our cries for a saner and more reasonable approach to development.
-
274. Name: Steve on 2016-04-26 23:08:58
Comments: Idolatrous of property values, excessive reverence of high end is not acceptable and also unconscionable
-
275. Name: Shannon Savage on 2016-04-27 00:34:17
Comments: We need to preserve the old neighborhoods and not deny sunlight to our area.
-
276. Name: James and Mary Bailey on 2016-04-27 00:35:52
Comments: The impact on transportation and schools seems not to have been adequately considered
-
277. Name: Judith tikin on 2016-04-27 01:11:39
Comments:

-
278. Name: Julie Blum on 2016-04-27 01:13:12
Comments: This plan must not go forward. It would be extremely injurious to our neighborhood, the people that live in it, and the Bethesda as a whole.
-
279. Name: emily blum on 2016-04-27 01:42:24
Comments: Hi, I live on Middleton Lane and love love love having the view of the sunset and just the sun on my backyard and our neighborhood would miss that piece of sky greatly
-
280. Name: Colleen Fisher on 2016-04-27 02:24:53
Comments:
-
281. Name: Shelly Gehshan on 2016-04-27 06:37:13
Comments: I am strongly opposed to the new plan that will permit excessive density and height in Bethesda.
-
282. Name: David Jacobs on 2016-04-27 10:38:02
Comments:
-
283. Name: Karyn Wendelowski on 2016-04-27 12:23:22
Comments: I am strongly opposed to the revised plan that will permit excessive height so near a residential neighborhood.
-
284. Name: Doris Toolanen on 2016-04-27 14:02:42
Comments:
-
285. Name: Hannah lewis on 2016-04-27 14:47:57
Comments:
-
286. Name: Alessandra Brofferio on 2016-04-27 14:50:06
Comments: work session on 12 May
-
287. Name: Nicholas Jacobs on 2016-04-27 15:41:25
Comments:
-
288. Name: Svetolik Djurkovic on 2016-04-27 16:01:14
Comments:
-
289. Name: Stephen Long on 2016-04-27 16:18:47
Comments: Higher buildings and more density should be limited to the "Triangle" not along Wisconsin Avenue and East-West Highway where people live.
-

290. Name: Jessica Doran on 2016-04-27 16:25:17
Comments:
-
291. Name: J Mark on 2016-04-27 17:42:06
Comments: The proposed plan will change the neighborhood and increase parking and traffic problems. I am strongly opposed.
-
292. Name: James E Ford on 2016-04-27 19:22:38
Comments: The approved growth is unsustainable and will undermine quality of life i
-
293. Name: Nicole Brown on 2016-04-27 20:07:12
Comments:
-
294. Name: Holly Elwood on 2016-04-27 20:48:14
Comments: Please don't make our neighborhoods canyons and not vibrant communities! Please reduce the height allowances for the new buildings in downtown Bethesda!
-
295. Name: William Zellmer on 2016-04-27 21:41:22
Comments: I live on Arlington Road in Bethesda and strongly support the scale-backs outlined in this petition. I want this area to have long-term sustainability as a healthful, enjoyable place to live; the scale of development outlined in the petition is inconsistent with this imperative.
-
296. Name: Stephen Levitas on 2016-04-27 23:00:23
Comments: Please do not approve the erection of tall buildings immediately adjacent to single-family residences in East Bethesda on the east side of Wisconsin Avenue. Allowing tall structures on the west side of Wisconsin Avenue is fine with me.
-
297. Name: Tulin Levitas on 2016-04-27 23:03:31
Comments: I am against tall buildings being permitted on the east side of Wisconsin Avenue, overshadowing my neighbors' homes.
-
298. Name: Bruce Spiegel on 2016-04-28 00:53:07
Comments:
-
299. Name: Maggie Jacobs on 2016-04-28 11:47:12
Comments:
-
300. Name: Rose Edwards on 2016-04-28 15:37:30
Comments:
-
301. Name: Marta Schley on 2016-04-28 23:14:29
Comments: As 30 year residents of Bethesda on Middleton Lane, my husband and I agree with everything in this petition. I recognize that some growth is inevitable but not at

the expense of damaging the quality of life of those of us in single-family homes. Properties built on Avondale Street higher than the 35 foot recommendation of the Planning Board may completely overshadow our back yard and radically change our view. I don't want to live in Manhattan. We want Bethesda to remain a great place to live, not a place where the rights of the developers overshadows those of the residents.

302. Name: Linda brady on 2016-04-29 01:08:46
Comments:

303. Name: Mika Ikeda on 2016-04-29 01:40:26
Comments:

304. Name: Donna Westmoreland on 2016-04-29 12:43:17
Comments: I'm not opposed to development, but this is not smart development.

305. Name: Dorian Patchin on 2016-04-29 12:47:07
Comments: Planning Board - Please think about a 250 foot building next to your house before granting a change in height to developers in my East Bethesda neighborhood. I like growth and love living in a vibrant urban community - but this is not smart growth:

- Cheltenham Drive (7725, 7735, 7803, 7809 & 7845 Wisconsin Avenue). 250 feet is too tall north and south of Cheltenham Drive, and allowing buildings of these heights will create a canyon effect both on Cheltenham and with the towers across Wisconsin Avenue.
- 7900-8000 Block Wisconsin (7901, 7935 & 8001 Wisconsin Avenue). The Planning Board has approved increases for these properties of up to 200 feet, well over the 120 foot recommendation of its professional staff.

306. Name: Susan Hunt Freese on 2016-04-29 12:51:48
Comments:

307. Name: Steve Hipple on 2016-04-29 12:52:00
Comments:

308. Name: Judy Liss on 2016-04-29 12:54:29
Comments: Traffic is already a big issue in Bethesda and adding large buildings with more businesses and housing will exacerbate the problem. In addition, let's keep the skyline clear from clutter. Bethesda is a suburban community and those who live and visit it value the quaint community feel. Let's keep Bethesda accessible.

309. Name: Brad Piepmeier on 2016-04-29 13:03:40
Comments:

310. Name: Ivan Galic on 2016-04-29 13:07:41

Comments:

-
311. Name: Kenneth luzzatto on 2016-04-29 13:08:11
Comments: Way too many corporate transient tenants who done give a eff about the community!
-
312. Name: Naya Robitaille on 2016-04-29 13:19:15
Comments:
-
313. Name: Karin meadows on 2016-04-29 13:57:04
Comments:
-
314. Name: Patricia Kenney on 2016-04-29 14:11:05
Comments:
-
315. Name: Masha Kruskal on 2016-04-29 14:12:23
Comments:
-
316. Name: Sarah Mironcow on 2016-04-29 15:33:22
Comments:
-
317. Name: Paige Coulman on 2016-04-29 15:54:09
Comments:
-
318. Name: Mike May on 2016-04-29 16:12:55
Comments: Adding this much density without commensurate improvements to schools and infrastructure will have a deleterious impact on quality of life ultimately property values.
-
319. Name: Jen Ryan on 2016-04-29 16:53:17
Comments: Please do not increase the building heights to the proposed levels. This will severely reduce our home prices and continue to over crowd our schools.
-
320. Name: Kate Schoener on 2016-04-29 16:58:13
Comments: I support all if the comments above and strongly encourage reconsidering the increases in density that will substantially harm the long-standing residential communities in bethesda.
-
321. Name: Frank Scioli on 2016-04-29 17:08:46
Comments: Disgraceful. That there is so little green space in Bethesda.
-
322. Name: Jim Mccallum on 2016-04-29 17:17:36
Comments: Conquer Canyonization!

-
323. Name: David Saltzman on 2016-04-29 17:19:20
Comments:
-
324. Name: Fred Morse on 2016-04-29 17:30:51
Comments: The proposed development is irresponsible and not sustainable and will cause serious adverse impacts to life in these neighborhoods. I strongly oppose these development plans
-
325. Name: Adam Cowles on 2016-04-29 17:31:42
Comments:
-
326. Name: Joshua Groman on 2016-04-29 18:16:59
Comments:
-
327. Name: Nina Isaacson on 2016-04-29 18:24:47
Comments:
-
328. Name: Sydney Nixon on 2016-04-29 18:27:13
Comments:
-
329. Name: Michael Levin on 2016-04-29 18:27:50
Comments:
-
330. Name: Melissa Groman on 2016-04-29 18:36:35
Comments: Please do not approve any requests to increase building heights and density. Traffic congestion, school overcrowding, and pedestrian safety is causing Bethesda to burst at the seams.
-
331. Name: Lynn Cutter on 2016-04-29 19:27:05
Comments:
-
332. Name: Jeremy Boardman on 2016-04-29 19:38:54
Comments:
-
333. Name: Mark Abbott on 2016-04-29 20:19:28
Comments:
-
334. Name: Adam Hedd on 2016-04-29 23:35:18
Comments:
-
335. Name: Tom Craver on 2016-04-30 00:33:46

Comments:

336. Name: Stacy E Peterson on 2016-04-30 00:50:52
Comments:

337. Name: Jennifer King on 2016-04-30 01:13:24
Comments:

338. Name: Peter Goldstein on 2016-04-30 01:13:45
Comments:

339. Name: Cathleen Fromm on 2016-04-30 03:04:07
Comments:

340. Name: Stacy Kobrick on 2016-04-30 04:03:04
Comments:

341. Name: Karin Seidenstein on 2016-04-30 11:12:46
Comments:

342. Name: Margo Genderson on 2016-04-30 12:09:41
Comments:

343. Name: Yuehong Wang on 2016-05-01 01:05:52
Comments:

344. Name: Waverly Ding on 2016-05-01 01:33:42
Comments:

345. Name: John Kolakowski on 2016-05-01 01:48:30
Comments:

346. Name: Raymond Johnston on 2016-05-01 02:11:47
Comments:

347. Name: Don and Peggy MacGlashan on 2016-05-01 03:03:03
Comments: Get the density down to what the professional staff recommended.

348. Name: Lynn Weinstein on 2016-05-01 04:01:34
Comments:

349. Name: Deborah Vollmer on 2016-05-01 04:25:28

Comments: We need to scale back the heights and densities in the Bethesda Sector Plan, both because our local infrastructure simply will not support it, and because we need to protect neighborhood character and quality of life, both in Bethesda itself, and in neighboring residential communities. Parking lots 10 and 24, which are heavily used, and needed, should be saved for surface level parking in their entirety, or saved in part as parking lots, with the edges closest to the Town of Chevy Chase made into a park. There should be NO BUILDING on the parking lots themselves. And the low-profile buildings with Tudor style roofs in front of Parking Lot 10 should receive historic preservation and not be torn down. And this idea of trading densities is ridiculous, and serves no public purpose! Save neighborhood character, and preserve open space and green space! Communities, not Canyons! End the madness!

350. Name: jon gang on 2016-05-01 12:32:17
Comments:

351. Name: Marcie Sandalow on 2016-05-01 13:14:52
Comments:

352. Name: Bennett Lavenstein on 2016-05-01 13:42:09
Comments: Thoughtless overdevelopment out of proportion to the ratio of land/ open spaces and residential neighborhoods plus inappropriate unhealthy population growth due to unbridled greed by developers and idea that new developments will produce significant revenue for the county to offset decreased revenues in the budget from real estate upcounty. i.e building on the backs of bethesda and chevy chase for revenue purposes only and community services will not be able to take care of the expanded population. Go back to the drawing boards and get better urban planners and constituents involved as consultants before approving any new plans.!

353. Name: Lydia Adelfio on 2016-05-01 14:17:24
Comments:

354. Name: Valarie Barr on 2016-05-01 15:20:08
Comments:

355. Name: Jerzy Malesa on 2016-05-01 16:11:05
Comments:

356. Name: Krystyna Malesa on 2016-05-01 16:14:19
Comments:

357. Name: Adam friedman on 2016-05-01 16:58:41
Comments:

358. Name: Gretchen Koitz on 2016-05-01 17:00:23
Comments:

-
359. Name: Robert Weinstein on 2016-05-01 17:02:50
Comments: Please inform me as to how I can become more active in fighting this insane level of development.
-
360. Name: Tom Bonner on 2016-05-01 17:24:05
Comments:
-
361. Name: Gretchen Bonner on 2016-05-01 17:36:33
Comments:
-
362. Name: Lise Howard on 2016-05-01 18:43:55
Comments: The last thing Bethesda-Chevy Chase needs is more tall buildings. Let's focus instead on improving our over-stretched schools and clogged roads!
-
363. Name: Judith Gadol on 2016-05-01 21:50:21
Comments:
-
364. Name: Hugh Gusterson on 2016-05-02 02:14:37
Comments:
-
365. Name: Lauren Marx-Abel on 2016-05-02 11:17:45
Comments:
-
366. Name: Hannah Marqusee on 2016-05-02 11:47:39
Comments:
-
367. Name: Eden Segal on 2016-05-02 13:13:33
Comments:
-
368. Name: Maree Webster on 2016-05-02 13:41:48
Comments:
-
369. Name: Samira Bhandari on 2016-05-02 16:33:33
Comments:
-
370. Name: Patricia Shyu Vermillion on 2016-05-02 17:16:10
Comments:
-
371. Name: Bryce Vermillion on 2016-05-02 17:17:06
Comments:
-

372. Name: Allison Macfarlane on 2016-05-02 19:00:59
Comments:

373. Name: Claire Milam on 2016-05-03 01:53:28
Comments:

374. Name: Douglas Wolfe on 2016-05-03 14:44:11
Comments: The increase in building capacity, especially residential, is poorly and inadequately thought out. I support smart growth, but this is just growth. You cannot add residential and office properties of this magnitude without considering the existing infrastructure. Metro is already past its breaking point, and while it is admirable to promote living within walking distance of amenities, the truth is that the majority of new residents will ALSO drive. There is no excuse for failing to consider the obvious strain on already-packed roads that this new level of development will bring. There is FAR more to consider than whether developers would like to construct additional housing and office space, but this increased capacity plan considers none of that strain. This is unacceptable.

375. Name: Margaret T Henney on 2016-05-03 19:31:13
Comments:

376. Name: Thomas Muldoon on 2016-05-03 21:42:16
Comments: I am in the real estate business but even I know more is not always better. Let's maintain what makes Bethesda great, a smart mix between urban and suburban. The over development needs to stop.

377. Name: Kristina Muldoon on 2016-05-03 21:50:50
Comments:

Support the Bethesda Sector Plan Rollbacks

The Montgomery County Planning Board has provisionally approved a 50% increase in building capacity for downtown Bethesda -- from 23 to 35 million square feet. This is far more than necessary to promote smart growth in the area and will exacerbate school overcrowding and traffic congestion. Much of the new development will be at the "edges" of Bethesda far from the Metro station, where it will undermine the quality of life in long-standing, stable neighborhoods.

In response, concerned citizens have requested that the Planning Board rescind zoning decisions made for particular properties -- these requests will be considered in April or early May. Collectively, rescinding these zoning decisions will reduce the overall impact of the sector plan on congestion and school overcrowding and will mitigate the impact of over-development on the surrounding communities.

I support the requests for each of the identified properties to be reconsidered and for the provisionally approved heights to be lowered. In addition, I support lowering the provisionally approved density, and oppose allowing additional density to be transferred to the identified properties that are adjacent to single-family homes.

1. The Jaffe Tower (6801-6807 Wisconsin Avenue) – 145 ft.
2. Parking Lots 10 (behind Moby Dick) and 24 (behind Farm Women's Market) – 90 ft.
3. Garden Plaza Building (7750 Old Georgetown Road, corner of Arlington & Old Georgetown) – 170 ft.
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4317 Elen

Support the Bethesda Sector Plan Rollbacks

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T202 45A

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Simma Asher Kupchan	7105 Beechwood Dr. Cherry Chase, MD 20815		
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Gayle Hobson	PO BOX 500 Garrett Park, MD 20896	gayle.e.hobson@gmail.com	N
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Clair McLane

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T202 450

Ryan G. Wallach
7915 Glenbrook Road
Bethesda, MD 20814-2421

May 3, 2016

Montgomery County Planning Board
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

**Re: Old Georgetown Office Park Condominium, 7960 Old Georgetown Road
Bethesda, MD 20814**

Dear Chairman Anderson, Vice Chairwoman Wells-Harley, and Commissioners Dreyfuss, Fani-Gonzalez, and Presley:

I write to respectfully request that the Montgomery County Planning Board (the “Planning Board”) reconsider and reverse its April 28, 2016 approval of a zoning request from the owner (the “Applicant”) of one of the units in the Old Georgetown Office Park condominiums at 7960 Old Georgetown Road in Bethesda (the “Property”).¹ The request approved by the Planning Board more than doubles the population density (from C-.5 to C-1.25) and increases by nearly 50 percent the permitted height (from 35 feet to 50 feet) of a 36-unit commercial office park situated on a half-acre lot directly adjacent to single-family homes and a single family community. My wife, Shannon, my two daughters, Grace (7) and Hartley (5), and I live at 7915 Glenbrook Road Bethesda, MD, in the two-story house directly adjacent to the Property, and neither we nor, to my knowledge, any of the other home owners whose properties are adjacent to the Property ever received any notice that the Planning Board was even considering these changes.² I, therefore, request that the Planning Board reconsider its April 28, 2016 decision approving the Applicant’s request, consider this letter and the facts and law below, and allow me and any other interested parties to present additional evidence, in person or through

¹ See *Montgomery County Planning Board April 28, 2016 Meeting Video*, at 6:30:30 (“April 28, 2016 Video”), available at http://mncppc.granicus.com/ViewPublisher.php?view_id=2.

² Notably, despite the fact that the Applicant clearly is aware of the impact of its proposal on adjacent properties, as is evidenced by the fact that the Applicant specifically highlighted my house in the presentation made to the Planning Board, he never provided any notice to my family, or to my knowledge to any other adjacent property owner. Nor did we receive any notice from the Planning Board itself, the stated policy of which is that “[a]djoining and confronting property owners who will be affected by a subdivision or other development activity receive official notice.” Montgomery Cty. Planning Bd., *Mission of the Montgomery County Planning Board*, Participation, <http://www.montgomeryplanningboard.org/about/mission.shtm> (last visited May 2, 2016).

counsel, of the adverse impact the Applicant's request will have on the adjacent single-family properties and the Battery Park community.

Absent reconsideration and reversal, the new approved population density and height will be just the beginning of the creep of higher and more dense development along Old Georgetown Road, as counsel for the Applicant made clear in his testimony urging the Planning Board to consider increasing height limitations on all buildings along the West side of Old Georgetown Road,³ which would be in direct contravention of the Master Plan. Rather than creating an "attractive gateway leading to downtown Bethesda [that] provides access to the surrounding communities – providing a front door to these adjacent residential communities,"⁴ this approval, if it stands, will be the "gateway-drug" to developers applying for new zoning and building exemptions to create a towering wall of buildings that dwarf and cast a long shadow on the adjacent single-family homes and surrounding single-family communities. As the Planning Board Staff recognized, the approval of the zoning request will have a significant negative impact on adjacent properties and the neighboring single-family community and is inconsistent with the Master Plan's goals and criteria for Bethesda and Old Georgetown Road, the Planning Board Staff's recommendation and the Planning Board's own prior recommendation, and general zoning law and public policies. Accordingly, the Planning Board should reconsider and reverse its approval.

I. THE APPROVAL IS INCONSISTENT WITH THE MASTER PLAN'S GOALS AND CRITERIA FOR BETHESDA AND OLD GEORGETOWN ROAD.

In adopting the Master Plan, the Montgomery County Council established a "policy framework" to "guide the future direction of Bethesda-Chevy Chase."⁵ Pervasive throughout the Master Plan is a singular focus on "perpetuat[ing] and enhanc[ing] the high quality of life which exists in the Bethesda-Chevy Chase Planning Area" and to "which citizens of Bethesda-Chevy Chase are accustomed," and to maintain the "existing residential character and zoning of the Planning Area":

³ See April 28, 2016 Video at 6:28:30 (Statement of Counsel for Applicant) ("If you were agreeable to the 50 feet with say a 1.25 FAR, I believe it would make sense to just bump up the heights a little bit as you go along Old Georgetown Road on the West side."). Counsel for the Applicant went on to note that he has a client at the corner of Old Georgetown Road and Del Rey and implied that that client would be interested in being able to build higher. *Id.* at 6:30:56.

⁴ Maryland-National Capital Park & Planning Commission, *Comprehensive Amendment to the Bethesda-Chevy Chase Master Plan 57* (Apr. 1990) (hereinafter the "Master Plan"), available at http://www.montgomeryplanning.org/community/plan_areas/bethesda_chevy_chase/master_plans/bethesda_cc90/to_c_beth_cc90.shtm.

⁵ *Id.* at 1.

- “A major goal of this Master Plan is to perpetuate and enhance the high quality of life to which citizens of Bethesda-Chevy Chase are accustomed.”⁶
- “The key land use policy of the Plan is a reconfirmation of the existing residential character and zoning of the Planning Area.”⁷
- “A major goal of the Master Plan is to protect the high quality of life, the existing residential character, and the natural environment throughout the area.”⁸
- “This Master Plan seeks to provide guidelines that will protect residential areas. . . .”⁹

The “Visions and Concepts” section of the Master Plan sets forth the following “Goals and Objectives” for “Land Use and Zoning”:

2.12 Land Use and Zoning Goals and Objectives

4. Protect the high quality residential communities throughout the Planning Area, as well as the services and environmental qualities that enhance the area.
 - a. Reconfirm the zoning for the extensive single-family detached residential areas.
 - b. Maintain and enhance residential communities along major highways and arteries.
 - c. Maintain moderate scale, community-oriented, mixed use development at various locations.
 - d. Protect the environment, character, and cultural resources throughout the Planning Area.¹⁰

The Property is located on Old Georgetown Road, and as the Staff noted in its hearing testimony and recommendation, the Master Plan includes strong language about the “uses and

⁶ *Id.* at 1, 2, 17, 19 (“2.11 General Goals and Objectives. 1. Perpetuate and enhance the high quality of life which exists in the Bethesda-Chevy Chase Planning Area.”)

⁷ *Id.*

⁸ *Id.* at 29; *see id.* at 3 (“Thus the Plan makes the following recommendations [among others] which apply to the Planning Area at-large: 1. Reconfirm the existing single-family land use and zoning (r-60, R-90, and R-200) as appropriate for the major portion of the Bethesda-Chevy Chase Planning Area. 2. Endorse the maintenance and enhancement of residential communities through a program of Green Corridors along major highways.”).

⁹ *Id.* at 31.

¹⁰ Master Plan at 19.

compatibility along Old Georgetown Road going into Bethesda.”¹¹ Notably, the Master Plan explicitly states that “[a]long Old Georgetown Road and in the adjacent communities, the Plan seeks to retain the residential character and discourage certain types of special exception approvals.”¹² The Master Plan explains that:

Old Georgetown Road has a character, history, and location that put it in a unique position in Bethesda-Chevy Chase. . . . It functions as an attractive gateway leading to downtown Bethesda and provides access to the surrounding communities -- providing a front door to these adjacent residential areas. . . . An aesthetically pleasing boulevard with a residential character can create a positive image for visitors and local citizens alike.¹³

The Property technically is located in the Sector Plan for the Bethesda Central Business District, but is situated directly adjacent to a single-family community in the Mid-Bethesda – Northern B-CC Planning Area. The Master Plan expressly notes that one of the “important policies” for the Bethesda CBD Sector Plan is to “[p]rotect and buffer the surrounding residential neighborhoods,” and that the “Sector Plan establishes buffer land uses and height guidelines along the edges, *which have been enforced.*”¹⁴ In fact, as reflected in the *Bethesda Downtown Plan Staff Draft* from May 2015, all the properties along the West side of Old Georgetown Road starting at Wilson Road serve as a buffer to the single-family community they are adjacent to, and are restricted in height.¹⁵ Notably, the *Bethesda Downtown Plan Staff Draft* does not recommend *any increase* in the height of those buildings.¹⁶ Thus, granting special requests to increase the height guidelines along the edges of the Bethesda CBD Planning Sector, which is precisely where the Property is located, would defeat the entire purpose of the land use and height guidelines purportedly being enforced along the edges of the Bethesda CBD. Moreover, it would also be inconsistent with the Master Plan for the Mid-Bethesda – Northern B-CC Planning Area, which emphasizes that: “This Plan recommends reconfirmation of existing zoning throughout the area This *will ensure the continuation of the existing residential character and patterns so well established here.*”¹⁷ As explained in more detail below, allowing the

¹¹ April 28, 2016 Video at 6:29:00.

¹² Master Plan at 3.

¹³ Master Plan at 57.

¹⁴ Master Plan at 86 (emphasis added).

¹⁵ Maryland-National Capital Park & Planning Commission, *Bethesda Downtown Plan*, Staff Draft 69 (May 2015) (“*Bethesda Downtown Plan Staff Draft*”).

¹⁶ *Id.*

¹⁷ Master Plan at 51 (emphasis added). “Mid-Bethesda is a mature, stable area, predominantly zoned R-60 and R-90 Single-family detached homes are pervasive, except for multi-family housing of varying densities and townhouses at Pooks Hill.” *Id.*

Property to be further built up from its existing height would undermine the existing residential character and patterns so well established in the Battery Park community.

Based on the foregoing, it is clear that the Applicant's request cannot be squared with the plain language of the Master Plan. Approval of the Applicant's request is at direct odds with the goals, objectives, and policies set forth in the Master Plan. In particular, the Applicant's request is contrary to the Master Plan's goal to reconfirm the existing residential character and zoning of the single-family community adjacent to the Property, to protect the existing residential character of the Planning Area, and to perpetuate and enhance the high quality of life for area citizens.

And, although the Master Plan anticipates a moderate level of development, it makes absolutely clear that any such proposed level of development be implemented in a manner that supports "increased housing density and types in Sector Plan areas *and where compatible with nearby properties.*"¹⁸ It also makes clear that any such development "retain the residential character" of the area, "preserve neighborhood stability," and be "intended to assure the continuation of these strong communities." The *Bethesda Downtown Plan Staff Draft* confirmed that the "Goal" of the Plan is to "Preserve scale and character of designated areas *and ensure compatibility of new development with surrounding neighborhoods.*"¹⁹ Yet, as the Staff noted at the April 28, 2016 hearing, and as the Planning Board itself previously found, the Applicant's zoning request is incompatible with the nearby properties.

II. THE APPROVAL IS INCONSISTENT WITH THE PLANNING BOARD STAFF'S RECOMMENDATION AND THE PLANNING BOARD'S OWN PRIOR RECOMMENDATION.

As noted above, the Master Plan explains that any development that is under consideration must take into account impact on adjacent property owners. The Planning Board, in reviewing development applications, is obligated not only to ensure that such developments are consistent with the Master Plan, but must account for the impact on adjacent properties:

¹⁸ Master Plan at 2. That policy is reinforced in the Master Plan's Section 2.2 "Development Levels and Location Policies": "The Master Plan recommends a moderate level of development for Bethesda-Chevy Chase. . . . This objective assumes some of the following recommendations: 5. Support increased housing densities and types, *where compatible with nearby properties.*" *Id.* at 21 (emphasis added). In adopting a moderate development approach, the Master Plan expressly notes, in relevant part, that the "advantages of a moderate development approach include . . . Residential areas near business districts *can be better protected from commercial encroachment.*" *Id.* at 22.

¹⁹ *Bethesda Downtown Plan Staff Draft* at 70.

Planners review development applications *for consistency with the adopted master plan as well as impact on the environment, quality of design, compatibility with neighboring uses and the availability of public facilities (water and sewer, transportation, schools).*²⁰

In fact, the Planning Board Staff did precisely that in assessing the Applicant's request and recommending that the Planning Board not grant the height request and only modify the population density to the extent it reflected the current actual property's characteristics.

Specifically, according to the "Bethesda Downtown Sector Plan -- Public Hearing Draft May 2015" ("Public Hearing Draft") agenda item considered in "Bethesda Downtown Sector Plan, Work Session #11," after evaluating the Applicant's request, the Staff recommended: "No Change due to compatibility issues with SF neighborhood – Board concurred with Public Hearing Draft."²¹ More significantly, at the April 28, 2016 Planning Board meeting, itself, Robert Kronenberg, Chief of Area 1, testified that

As the Board discussed this earlier, given the location with single-family homes around it both as you lead up to it and in back of it, we really didn't feel like the height should be increased. The original 94 Plan had a lot of language about uses and compatibility along Old Georgetown Road going into Bethesda and we just didn't feel this was appropriate and even with the CR zone compatibility requirements would be in place regardless we still felt like the 35 feet was the appropriate height.²²

Moreover, the Public Hearing Draft noted that the Planning Board itself initially agreed with that recommendation.

At the April 28, 2016 meeting approving Applicant's request, however, the Planning Board provided no reasoned analysis or rational basis for changing its own prior position or rejecting the Staff recommendation at the April 28, 2016 meeting. Rather, the sole explanation voiced by one member of the Planning Board is that the property is owned by small businesses and she would like to see the property redeveloped. Even if it were true that small businesses own the property, there is no evidence whatsoever that the Property cannot be redeveloped under its current zoning, so that reason alone cannot support the Planning Board's approval, especially

²⁰ Montgomery Cty. Planning Bd., *Development Applications* (emphases added), <http://www.montgomeryplanning.org/development/> (last visited May 2, 2016).

²¹ Montgomery Cty. Planning Bd., *Bethesda Downtown Sector Plan -- Public Hearing Draft May 2015*, at 6, available at http://www.montgomeryplanningboard.org/agenda/2016/documents/Item7_BethesdaDowntownPlan_WorkSession1_1_StaffReport_042016.pdf.

²² April 28, 2016 Video at 6:28:55.

over the recommendation of the Planning Board Staff and the Planning Board's own prior decision.

III. THE ZONING REQUEST WILL HAVE A SIGNIFICANT NEGATIVE IMPACT ON ADJACENT PROPERTIES AND THE NEIGHBORING SINGLE-FAMILY COMMUNITY.

Our property, which is the property that is closest in proximity to the Property and the only property featured prominently in Applicant's slide presentation at the April 28, 2016 meeting, is only 20 feet away from the current building location and, as the pictures below demonstrate, would significantly be impacted if the Planning Board's approval is not reconsidered and reversed. First, as can be seen here, the Property already dramatically overshadows our two-story home.







Second, the two skylights facing the Property, which already are partially obstructed by the current building, likely would be completely obstructed with the additional height.





Third, access to sunlight in the back yard would be further restricted as the building sits directly to the East and Southeast of our property.



With the additional height and population density permitting a higher building to take up more of the Southeastern view, the building on the Property would significantly impact the amount of sunlight in our yard, especially in light of Applicant's counsel's testimony that the neighboring property owners along Old Georgetown Road may be permitted to build increasingly taller buildings.

Fourth, while Applicant's counsel indicated that there are 36 condo units that are all small businesses, which necessarily means that there is an almost continuous flow of visitors to the Property, there are only 24 parking spots for the owners, the tenants, and the hundreds of weekly visitors to the small businesses.





The result has been that visitors typically park in the neighboring single-family neighborhood when they can find legal parking, or simply illegally park on Glenbrook Road and block an entire lane and private driveways. Increasing the height and population density permitted will only exacerbate these problems, increasing congestion and traffic on Glenbrook Road and posing serious risks of danger to residents and visitors. And that does not even take into account the numerous delivery and service vehicles that are constantly parked illegally on Glenbrook Road because they are not permitted to enter the parking lot of the Old Georgetown Office Park.



In light of these facts, it can hardly be claimed that the increase in population density is compatible with the adjoining neighborhood or even the existing public facilities and services

supporting that increase. Section 2.23 Housing Development Objectives states that the “recommended level of housing development will place less emphasis on employment and more on housing in B-CC, both now and in the future. This could be accomplished under existing zoning in most cases with some density increases *where compatibility can be established.*”²³

Finally, it is not at all clear how the Property, which was zoned for a population density of C-.5 could legally have been developed to a C-1.0. The fact that it was developed above the permitted legal zoning limit is troubling in and of itself and likely would explain why the Property is already constantly busy, with owners and tenants, visitors, and delivery and service trucks present from the early morning all the way past 7:00 p.m. As it currently stands, the privacy and noise-abatement screening in place provides little comfort from the hustle and bustle at the Property. Permitting Applicant to add more units will result in even more tenants, visitors, and service vehicles at a Property that already cannot handle it.

When I purchased this property nearly six years ago, I did so fully aware that I was purchasing a property next to the Old Georgetown Office Park and that there would be occasional inconveniences. However, I also purchased the property with the knowledge that the Old Georgetown Office Park was zoned in a manner that restricted the future potential impact the building would have on my house and the adjacent Battery Park community. The Property is zoned CR Neighborhood, and abuts an R-60 single-family neighborhood. As the Montgomery County Planning Department’s website makes clear, “Once mapped with specific density and height limitations, *the zone provides certainty for residents about the type of development they can expect.*”²⁴ The Planning Board’s approval of Applicant’s request undermines that very certainty.

The Planning Board’s approval of Applicant’s request will also have significant negative impact on the adjoining single-family community of Battery Park. As an initial matter, I believe this would be the only building on this side of Old Georgetown Road from Arlington Road all the way out to Rockville (other than Suburban Hospital) that is directly adjacent to four single-family dwellings and would be over 35 feet. This would set a precedent for numerous other landowners to seek exceptions to their zoning limits in order to develop higher and higher buildings, and counsel for the Applicant left no doubt that others would soon follow. Moreover, as explained above, the additional height and population density will materially increase the already congested area on Glenbrook Road, posing dangers to our neighborhood’s children,

²³ Master Plan at 25. The Master Plan goes on to emphasize that to provide the recommended amount of additional residential development, more emphasis should be placed on housing in areas already zoned for higher density. *Id.* (noting that “increased emphasis will have to be placed on housing in or near the major employment centers, near Metro Stations, and in other areas zoned for higher density”).

²⁴ Montgomery Cty. Planning Dept., *Commercial Residential Zones*, http://www.montgomeryplanning.org/development/com_res_zones.shtm (last visited May 2, 2016).

pedestrians, and drivers. There is simply not enough parking for the Property to support the current number of owners, tenants, and visitors to the Property, let alone an increase.

IV. CONCLUSION

Based on the foregoing, it is clear that the approval is contrary to the goals, objectives, and policies of the Master Plan, contrary to the recommendation of the Planning Board's own Staff, contrary to the original decision of the Planning Board itself, and inconsistent with the residential nature of the adjacent single-family community. Moreover, neither the Applicant nor the Planning Board provided notice to adjacent property owners, and the Planning Board provided no reasoned basis for changing its prior determination and approving the request. Accordingly, I respectfully request that the Planning Board reconsider and reverse its approval, and instead affirm that the Old Georgetown Office Park is subject to a 35-foot height restriction and a population density no more than what it currently is actually developed to, which is an FAR 1.0 as I understand it.

Sincerely,

/s/ Ryan G. Wallach

Ryan G. Wallach

CC: Robert Kronenberg, Chief, Planning Area 1
Steven A. Robins, Counsel for Applicant
Mark Kramer, Applicant, 7960 Old Georgetown Road
Andy Hasselwander, President, Battery Park Citizens Association
Jason Wallach

Howerton, Leslye

From: Gregory Gertner <greggertner@yahoo.com>
Sent: Tuesday, May 03, 2016 3:00 PM
To: Howerton, Leslye
Subject: East Bethesda sector plan

Hello,

My name is Gregory Gertner, and I have lived in the East Bethesda neighborhood for over 10 years. We love it here for the obvious reasons: metro accessibility, restaurants/nightlife, and the walkable community. As such, I understand the desire of every construction firm to build here, and in order to maximize profits, build as high and as dense as possible. I am not against change, and I understand the inevitable march of progress. My desire is for smart growth and a reasonable height restriction. For example, 250' buildings at the corner of Cheltenham and Wisconsin would be a blight on our community, blocking out significant afternoon light, and bringing in a tremendous amount of traffic, making an already congested part of town even worse. The mixed use area of Bethesda (7770 Norfolk, Palisades, etc) can have the high rises, but the heights of the buildings should have a reasonable step down as you approach and cross Wisconsin Ave and get to the single family home neighborhood of East Bethesda. The Whitney is an acceptable height, and its step down onto Tilbury does not cause offense. But the prospect of a building that is more than twice as tall seems wrong.

If the actual building height were not bad enough, the population explosion that will accompany it will decimate our already crowded schools. BCC high school is about to expand for the second time in 12 years; and Bethesda Elementary just finished an expansion 6 months ago, and even now has little breathing room. The influx of apartments and condos will no doubt increase the number of students, stressing further a number of schools that have no significant ability to expand.

Please think twice about future construction projects in this neighborhood. The heights in the proposed plan are excessive, and the increase in traffic, population, and stress on infrastructure need to be studied and the costs to our community defrayed by the developer(s) and not by us the taxpayers whose property taxes are already exorbitant.

Sincerely,

Gregory Gertner

Gregory S. Gertner
4502 Highland Avenue
Bethesda, MD 20814
301-961-5020 (home)
202-270-4734 (cell)
greggertner@yahoo.com

Howerton, Leslye

From: Bernie Benson <berniebenson1010@gmail.com>
Sent: Tuesday, May 03, 2016 8:27 PM
To: MCP-Chair; Councilmember.berliner@montgomerycountymd.gov; Howerton, Leslye
Cc: contact@ebca.org
Subject: Scale back the Downtown Bethesda Sector Plan

Dear County Officials,

I am writing to express my deep concerns about the recent proposed changes to the Bethesda Sector Plan and the negative impact those changes will have on the quality of life in the East Bethesda neighborhood.

I am a 32 year resident of East Bethesda and have witnessed the tremendous growth of commercial development in Bethesda over those years. I am very concerned about and opposed to the recent changes proposed in the new Downtown Bethesda Sector Plan. I see many benefits for developers and no benefits for longtime residents and home owners.

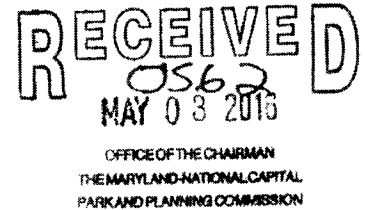
I urge the Planning Staff, Board, and County Council to scale back the Plan that allows increases in heights and densities - particularly on blocks adjacent to single-family homes, require greater step-downs and setbacks for buildings along our transition areas, enforce the concept of a substantial Greenway buffer along our edges, perform further studies on the impact to infrastructure: traffic, transit, parks, and schools, and finally, maintain the scale and charm of our neighborhood while updating downtown Bethesda's appeal and amenities.

I realize that some commercial development is inevitable. However, it is the job of government to serve the greater public good by taking the long view, supporting longterm communities, and applying constraints on unfettered commercial development. Please do not allow developers to slowly erode the very communities that originally attracted them to Bethesda.

Thank you for your consideration,
Bernard Benson
4609 West Virginia Ave.
Bethesda, MD.

MCP-CTRACK

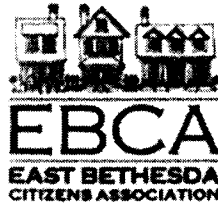
From: m.henney <m.henney1@verizon.net>
Sent: Tuesday, May 03, 2016 3:22 PM
To: MCP-Chair
Cc: berliner@montgomerycountymd.gov; Howerton, Leslye
Subject: Concern about the latest Bethesda Sector Plan
Attachments: EBCA Sector Letter - revised .docx



Dear Chairman Anderson, I have been a resident of East Bethesda for 66 years. I have seen so many changes! But none has been so disturbing as the current proposed increases in the building height and density of this Bethesda sector plan as that would diminish the quality of life for the residents of the single family homes in this neighborhood. There is real concern about health of the people that don't get enough sunshine as they live in the shadows of these high buildings. Attached is a copy of the EBCA letter which summarizes my concerns.

Very truly yours,

Margaret T. Henney
4607 West Virginia Avenue, Bethesda MD 20814-3615



April 17, 2016

Mr. Casey Anderson
Chairman, Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910
Via email: MCP-Chair@mncppc-mc.org

Cc: LeslyeHowerton, Montgomery Planning Department Staff
Councilmember Roger Berliner, Montgomery County Council

Dear Chairman Anderson:

The East Bethesda Citizens Association, EBCA, is one of the largest citizens associations in Montgomery County, Maryland. It was started in the 1930's and represents over 1,200 households east of Wisconsin Avenue, north of East-West Highway, west of Columbia Country Club, and south of Jones Bridge Road.

We are writing you today to ask that you reevaluate the following properties along Wisconsin Ave directly bordering our neighborhood:

- Avondale to Cheltenham Drive – East side of Wisconsin Ave. These properties should not exceed H-110 as set forth in the Staff Plan. Also we urge you to consider adding the small Parking Lot 41 to the Greenway concept. It would add connectivity to a sidewalk system already in place and will help protect the R-60 homes that are directly next to it.
- South side of Cheltenham Drive to Chase Avenue – East side of Wisconsin Ave. We are concerned with the increase from H-75-90 in the 1994 Sector Plan to H-250 in the 2015 Staff Plan and Board recommendation. This is an unacceptable height, and corresponding density, to be within one block of established single-family homes. Cheltenham Drive and Chase Avenue are already heavily travelled gateways into our residential neighborhood. A 250 foot building allowed 120 feet to the west of the Greenway will greatly negate the proposed enhancements of an open space area. The scale of any new buildings at these locations should be kept consistent to others along the East side of Wisconsin Ave (H-110 to H-120 as recommended in the Staff Plan).
- The Planning Board recommended increasing the proposed step-downs heights along Tilbury Street to a range of H-70 to H-110 (including H-90 for Lot 25). These heights are unacceptable to be abutting single-family homes. The Planning Staff recommendation of 35'-70' is more appropriate for these locations - if a sufficient Greenway is included.
- We greatly appreciate and support the Eastern Greenway (as well as Bike Priority / Canopy Corridor) concept along Tilbury Street. The Eastern Greenway concept is critical to provide a sufficient buffer between buildings and single-family homes. A stated goal of the Sector Plan is more open space and green space and this is the ideal location to implement that goal. We request that the width (in feet) of the setback/Greenway (as stated in the Greenway Tier definitions) be greater than the proposed height of the building step-downs along Tilbury

Street. In addition, the concept of the Greenway should be extended north to a more natural cut-off at Chestnut Street (which is also a proposed Bike Priority/Canopy Corridor)

- Chase Ave to Chestnut Street – East side of Wisconsin Ave. We do not support any additional heights and density above the Planning Department's recommendations of H-120 along Wisconsin Ave.
- We understand that Norfolk Avenue / Woodmont Ave on the West side of Wisconsin Avenue is set to be the gateway to the Woodmont Triangle Area and that the area is to be considered a High Performance Area. This implementation should not cross Wisconsin Avenue to the East in order to preserve scale and character along our residential border.
- We support the concept of a Civic Green along Cheltenham Drive west of Wisconsin Ave. Woodmont Triangle has minimal public open space and parks and is an area of rapid population growth. Veteran's Park is already frequently used to its maximum capacity. The Civic Green open area would be critical to support the goals of increased walkability, open space, green space, and to decrease the canyon effect of the surrounding current and proposed building heights.
- Our neighborhood consists of many residents who walk and bike throughout the Downtown Bethesda area, including families and children who walk and bike to school at Bethesda Elementary through the Woodmont Triangle Area (and across many busy roads). It is critical that this walkability, and pedestrian and bikersafety is given greater consideration in the implementation of this Plan.

We would like for the Planning Department and Planning Board to reconsider these locations, proposed heights and densities, and issues to better protect the encroachment of development on neighboring single-family residences in East Bethesda.

Sincerely,



President, EBCA president@ebca.org

Howerton, Leslye

From: Jonathan Tucker <jonathantucker2011@gmail.com>
Sent: Tuesday, May 03, 2016 1:35 PM
To: MCP-Chair@mncppc.mc.org; councilmember.berliner@montgomerycountymd.gov; Howerton, Leslye
Subject: Bethesda Sector Plan

Ladies and Gentlemen,

Recently, I found a flier at my door asking that I contact you to opine regarding proposed increases to density in downtown Bethesda. The intent of the flier was to stir up opposition to greater densities.

However, I wish to express my opinion in favor of greater heights and densities for downtown Bethesda including the borders of "East Bethesda." As a lifelong resident of 4604 Chase Ave., Bethesda, MD 20814, I favor growth in Bethesda.

For me, greater density and height creates a stronger and more vibrant community. I'd prefer more individuals to live in downtown walkable Bethesda than in northern Montgomery County.

I imagine that some of my vocal neighbors will protest taller buildings in Bethesda. These same neighbors howl every time a neighborhood tree is cut. How ironic then that density reductions in Bethesda would only lead to more development on fields, meadows and forested lands in other parts of Maryland. For the greater environmental good, Bethesda needs to grow.

As a concluding point, I'm certain that increased density allows for economies in public administration. For example, do we not wish to improve our Metro service? If increasing density results in 100 new Metro riders with a daily commute to DC, then Metro earns an extra \$7,000 per day or \$1.4 million per year. Public transportation networks rely on density. We will only be able to reduce the expense of public subsidies for WMATA if we allow higher density. The county is facing a budget shortfall. Density and the economies of scale reduce the per capita costs of services.

Thank you for review my comments.

Sincerely,

Jonathan P. Tucker

MCP-CTRACK

From: Lauren <lauren25017@aol.com>
Sent: Monday, May 02, 2016 2:24 PM
To: MCP-Chair
Subject: Sector plan

RECEIVED
MAY 02 2016
OFFICE OF THE CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Casey,

I am emailing to request that you do not allow excessive heights and densities in the east Bethesda neighborhood.

Lauren Weber

Sent from my iPad

RECEIVED
OSS 3
MAY 02 2016

MCP-CTRACK

From: Pryor Brenner <s3pbrenner@hotmail.com>
Sent: Friday, April 29, 2016 9:49 PM
To: MCP-Chair; Councilmember.berliner@montgomerycountymd.gov; Howerton, Leslye
Cc: contact@ebca.org
Subject: Concerned East Bethesda Resident

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

I am writing to show support for many of the points raised by the East Bethesda Citizens Association regarding the new zoning requests by commercial developers to increase the height limits East of Wisconsin. We live 1 block in from Wisconsin and do not want a 250' building to be right across the street from us. I agree with many of the talking points already submitted and don't feel the need to cut and paste them into this email.

The previous plans seemed much more reasonable in allowing a transition to the residential neighborhood. I was very alarmed with these new changes which are a result of corporate greed. Please don't let this become another news story of corporations and politicians working together while ignoring the citizens.

- Pryor Brenner

MCP-CTRACK

From: Jake Broder Fingert <jbfingert@gmail.com>
Sent: Saturday, April 30, 2016 9:59 PM
To: MCP-Chair; Councilmember.berliner@montgomerycountymd.gov; Howerton, Leslye
Subject: Bethesda Sector Plan

Dear Chairman Anderson, Councilmember Berliner, and Ms. Howerton,

I am a resident of East Bethesda. I recently bought a home at 4523 Middleton Lane where my wife and I hope to raise our young family. We love the neighborhood because of the proximity to downtown Bethesda and the neighborhood charm.

I am highly concerned about the proposed increase heights and density in the new Downtown Bethesda Sector Plan. I have been a strong supporter of the plan to date, but these changes seem excessive and will hurt the charming neighborhood that we love. Having buildings that are up to 250 ft at our doorstep is not something I can support, and I hope you will also oppose this plan and stick with the originally planned heights.

Thank you,

Jake and Margo Fingert

4523 Middleton Ln, Bethesda MD 20814

jbfingert@gmail.com

MCP-CTRACK

From: Wells-Harley, Marye
Sent: Sunday, May 01, 2016 12:06 PM
To: MCP-Chair
Subject: FW: Transportation issues in the Bethesda area and the DC Metro system: Bethesda Sector Plan and Subdivision Staging Policy

From: Melanie Manfield
Sent: Sunday, May 1, 2016 12:05:37 PM (UTC-05:00) Eastern Time (US & Canada)
To: Anderson, Casey; Fani-Gonzalez, Natali; Wells-Harley, Marye; Dreyfuss, Norman; Presley, Amy
Cc: Wright, Gwen; townneighbors@yahoo.com; Town Office
Subject: Transportation issues in the Bethesda area and the DC Metro system: Bethesda Sector Plan and Subdivision Staging Policy

Dear Montgomery County Planning Board members,

While I do wear other hats, I am writing today as an individual — a resident of Chevy Chase; a Marylander who grew up in the College Park/Hyattsville area.

We have serious transportation issues in the central Bethesda area. These include:

serious traffic congestion, including difficulties for emergency and rescue vehicles trying to get through in a timely manner;

undue traffic stress and dangers for bicyclists and pedestrians;

significant and troubling DC Metro system issues with safety, reliability, and capacity.

Why is this highly relevant now? Because it is my understanding that there is a draft Plan — part of a revised Subdivision Staging Policy — that would DROP LOCAL TRAFFIC STUDIES in five (5) urban (“Core”) areas of the County. In addition, this draft Plan proposes DROPPING THE COUNTING OF PERSON TRIPS in these five core areas. This knowledge is derived from online research, as well as attending a Public Meeting on the topic, led by Mr. Eric Greye, as well as attending a Working Session where the Board discussed this (both meetings were held earlier this month).

It would appear that a great deal of the rationale for this plan — as well as for the huge amounts of additional density proposed for the central Bethesda area — is based on the fictional premise that the DC Metro is high quality, safe, reliable, public transit system, with sufficient capacity.

I do not want to bore you with a litany of WMATA’s problems. Suffice it to say that we, unfortunately, do not have “high quality, safe, reliable public transit”, with sufficient capacity. Many of the Planning Board’s decisions appear to make the assumption that we do. I will quote just three of many, many recent pieces of information about this topic.

On April 28, “Dr. Gridlock” ended his column in the Washington Post, entitled “At the end of the tunnel, riders see only smoke”, as follows:

"The certainty for riders is that the commute will get worse before it gets better. The reasonable doubt is over whether it will get better."

Regarding safety: On April 18, Thomas Littleton, Associate Administrator of the U.S. Department of Transportation's Federal Transit Administration, wrote a letter containing the following information:

"During FTA's recent track integrity safety blitz, which concluded last week, our inspection teams identified critical concerns regarding fire/life safety and compliance with roadway worker protection (RWP) procedures on the WMATA Metrorail system. Although we are still compiling our final report from these inspections, the seriousness of these findings and a clear concern for public safety compel me to direct WMATA to take immediate action."

"Specifically, and as communicated to you Friday, April 15, the FTA is directing WMATA immediately to: (1) inspect and correct the degraded condition of fire/life safety equipment and features in the Metrorail tunnels, and (2) conduct a safety briefing for all employees who work along the right-of-way, operate trains, or authorize train movements to make sure they understand the rules in place to protect workers on the tracks."

Regarding fire/life safety, Mr. Littleton writes: "During our inspections . . . the FTA teams found numerous defects that could potentially impact the evacuation of a passenger train during an emergency.

. . . these defects include, specifically: a high percentage of partially functioning or non-functioning lights on tunnel walls — DISCHARGED AND EXPIRED FIRE EXTINGUISHERS [my emphasis] throughout the tunnels — out-of order emergency traction power shut-off switches and telephones — construction debris and material stored in emergency walkways and worker clear-up locations — missing, poorly secured, and filth-covered emergency and safety signage — and missing third rail safety cover boards. In combination with one another, these defects create a systemic safety condition that significantly limits WMATA's ability to manage a fire or smoke emergency in the tunnel."

Regarding reliability: On April 7, Andrew Metcalfe wrote an article in the Bethesda Magazine entitled: "Repairs to Fix Leaking Bethesda Red Line Tunnel Postponed Indefinitely". He wrote:

"Repairs were scheduled to begin next year, but now Metro spokesperson Sherri Ly says an estimated \$12.2 million project has been canceled. . . . Metro General Manager Paul Weidefeld said . . . that Metro received only one bid for the project and

'it was significantly higher than what we had estimated.'" Metcalfe continued: A 2014 presentation . . . noted "water infiltration in this section of Red Line has caused disruptions and has required extensive maintenance over the years to control it. . . . In the 2014 report, Metro noted one-third of the transit system's arcing insulators occur in the Bethesda tunnel and that Metro spends \$3 million to \$4 million in maintenance each year pumping, dredging and cleaning the tunnel

to keep switches in service and to prevent the arcing insulators."

"Metro has also said it is trying to coordinate the project with the Purple Line . . . in order to sync the repair work with construction of the Bethesda Metro station's south entrance elevator bank. The six-elevator system will transport riders between the Bethesda Purple Line and Metro stations."

Regarding capacity:

It is well known that many/most Metro rush hour trains come through Bethesda with 6 cars, rather than the 8 they are supposed to have. As I'm sure you are aware, this has been even more of a problem since the Silver Line opened. A shortage of functioning cars due to repairs, has been aggravated because cars were taken away for the Silver Line, leading to fewer available for the other lines. There are already capacity issues at the Bethesda station during rush hour. This is relevant to the Planning Board's work, because more growth will lead to more commuters attempting to utilize Metro, and more bodies packed in like sardines at rush hour.

Due to the length of this letter, I will defer writing about pedestrian and safety metrics, as well as traffic congestion, until a later date.

Thank you for your consideration.

Sincerely,

Melanie Manfield

MCP-CTRACK

From: Kathleen Landell <kclandells@verizon.net>
Sent: Sunday, May 01, 2016 2:32 PM
To: MCP-Chair; councilmember.berliner@montgomerycountymd.gov; Howerton, Leslye
Subject: Bethesda Development Plan

Dear

As a new resident (since 1st April) I am concerned about the development plans being considered by the Planning Board. Have studies been done to assess the impact on traffic, infrastructure, schools and green space? If so, where can they be accessed?

It would be a shame to spoil by overcrowding what is now a truly wonderful community.

Thank you.

Kathleen Landells
4977 Battery Lane – Apt. 708

MCP-CTRACK

From: Sandeep Dahiya <Sandeep.Dahiya@georgetown.edu>
Sent: Sunday, May 01, 2016 9:17 PM
To: MCP-Chair; Councilmember.berliner@montgomerycountymd.gov; Howerton, Leslye
Subject: Deep concern and anxiety of East Bethesda Resident about the proposed height and density restrictions

Dear Casey, Roger and Leslye

As a long-time resident of East Bethesda I have been disappointed and dismayed by ever increasing density and rise of High rise buildings. The overcrowding on our roads and schools is reaching a breaking point - all you have to do to see this is to try driving the 1 mile stretch of Wisconsin Avenue from Bradley Blvd to Jones Bridge road. The residents are being steam rolled by developers that ask for and get increases in height as well as density. I am writing to ask for your assistance in stopping this trend and to help us preserve the single-family neighborhood that over 1000 residents currently live in.

Sincerely

Sandeep Dahiya

MCP-CTRACK

From: Carole O'Leary <carole.oleary01@gmail.com>
Sent: Monday, May 02, 2016 8:44 AM
To: MCP-Chair; Roger Berliner; Howerton, Leslye
Cc: contact@ebca.org; Carole O'Leary; Marc Micozzi; Alicia Micozzi
Subject: draft Bethesda Sector Plan will ruin East Bethesda -add more pollution, more traffic, etc.

Greetings,

As an East Bethesda home owner (not renter) since 1984, I am writing to sharply protest what the Planning Staff has proposed for Downtown Bethesda, **particularly along the borders of East Bethesda.**

There is simply nothing rational that can explain the decision making of the Planning Staff (except perhaps longtime, close ties with the developers and no ties with the homeowners of Downtown Bethesda -especially East Bethesda). No Social Scientist or Environmentalist would ever recommend what the draft Downtown Bethesda Sector Plan propose. Why? Because what the Planning Staff proposes will significantly add to already existing, over-impacted density (human and traffic) and pollution in this small, compact area of MC, MD.

In reviewing the proposed Downtown Bethesda Sector Plan, it is clear that the Planning Staff has **no concern for** (or understanding of) the **additional** negative impact that the proposed plan will cause on Downtown Bethesda (and on East Bethesda in particular - i.e., a longtime residential zone). **Please note that this proposed new damage must be understood in the context of the permanent damage that the Planning Board has already caused to our Downtown Bethesda community - through longterm over-building projects that ignore density, scale, and human and environmental concerns.**

For example, **now** (not even in the future) I am often **trapped** in East Bethesda, unable to cross Wisconsin Ave (heading west) in my vehicle for several rotations of the traffic light (e.g., at Cheltenham and Wisconsin), unable to get across the intersection because the incredible high density traffic blocks the intersection for hours in the morning and evening.

Chairman Anderson, you need to reign in the Planning Board and amend this dangerous plan, which will ruin thousands of citizen's lives in an already over crowded (too high density) area -i.e. downtown Bethesda. Mr. Chairman, you need to address why the Planning Board (since I moved to the area in 1984) appears rank developers' interests first and citizens last. Why is this, Mr. Chairman? Can you explain the close (seemingly interlocked) interests of the Planning Board and local developers?

Mr. Chairman, need to explain (to us -the tax paying home owners) why the Planning Board's draft Sector Plan does not take into consideration the very real concerns of the tax paying home owners of downtown Bethesda, and East Bethesda in particular.

Mr. Chairman, you must be aware that the Planning Board did not conduct adequate studies on how this additional density will impact our already overly dense area (i.e. on traffic congestion -already DANGEROUSLY HIGH for drivers, pedestrians and bike riders alike), not to mention the further negative effect on BCC High School -which as you know has dropped way down in the ratings of MC high schools.

Mr. Chairman, County Council Member Mr. Berliner and Ms. Howerton, you need to put the breaks on this proposed plan, in order do a reality check. Please first start by personally walking the streets of East Bethesda (and those of already absurdly over-dense downtown Bethesda, to meet with residents and

begin to UNDERSTAND what the Planning Board has already done to our lives (as well as the damage the proposed sector plan will further do to our lives).

And finally, I would like to know why the Planning Board targeted East Bethesda (my area) for approval of **even greater heights and densities than the downtown area?** This is insidious, dangerous and destructive. The citizens of East Bethesda will not stand for it. You will hear more from us, the national and local media will hear from us, and we will seek legal counsel on this critical matter.

Thank you and I would appreciate a written response that thoroughly addresses my concerns (not some boilerplate response).

Sincerely,

Carole A. O'Leary, Marc Micozzi (spouse) Alicia Micozzi/daughter (owners)
4605 Chase Ave
EAST BETHESDA, MD 20814
301 654 4706

--

Sincerely,
Prof. Carole A. O'Leary
Senior Adviser and Co-Director

Iraqi Kurdistan Religious Freedom Study/The Middle East Cultural Mapping Project

An Initiative of the Interdisciplinary Program in Law & Religion at
Catholic University's Columbus School of Law and Michael Moran & Associates, LLC
Washington, DC 20064 and Chevy Chase, MD 20815

Tel.: (01) 301 675 9809, E-mail: Carole.OLeary01@gmail.com

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MCP-CTRACK

From: Rupal B <rupal.rab@gmail.com>
Sent: Monday, May 02, 2016 10:15 AM
To: MCP-Chair; Councilmember.berliner@montgomerycountymd.gov; Howerton, Leslye
Subject: communities not canyons.

Dear Sirs

as a resident of EBCA. it is of sadness that i have to write this email to you. i bet you all have wonderful homes in a wonderful communiies with no high rise buildings?

we already have some new building that are empty, would not make logical sense to fill these empty spaces before building new ones? And why do the new building have to be very high?

its nice to have new buildings but to have eyesores its not nice. these buildings will block natural sun light to residents who have houses nearby.

ta

R

MCP-CTRACK

From: Terry Long <longt21@comcast.net>
Sent: Thursday, April 28, 2016 5:25 PM
To: MCP-Chair
Subject: Objections to proposals for Bethesda CBD Plan

RECEIVED
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APR 29 2016

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

Dear Mr. Anderson,

As long-time residents of Middleton Lane, we would like to add our voices to the many others that have been objecting to the latest round of requests for greater building heights and density in the Downtown Bethesda Plan. The residents on our block have worked for more than a year to make our concerns known, and while we are pleased that many of our issues have been addressed, we see that in the working sessions, developers have continued to make requests for greater heights and density for many properties, including those along the East side of Wisconsin Avenue very close to single family houses. We are particularly concerned about the proposed redevelopment of the building on the corner of Middleton Lane and Wisconsin at a height of 195 feet. The Whitney apartment building, just across Middleton, is about 90 feet high. The proposed new building would be nearly as high as the buildings at the Metro Center and would tower over the Whitney and our block of single family houses.

In previous correspondence and testimony, we have made our objections known about the excessive heights and density proposed for a variety of projects along Wisconsin Avenue close to our East Bethesda neighborhood, as well as along Avondale. We have also voiced our support for adding to the Greenway. This includes making Parking Lot 41 part of this concept. We are concerned about properties along Montgomery Avenue that are proposed for a height of 120 feet. We understood that these properties would be parkland forming part of the Greenway, not tall buildings.

We ask again that the Planning Board consider the impact of excessive building heights and densities on our East Bethesda neighborhood which is so close to Wisconsin Avenue.

(Please include this statement as testimony for work sessions scheduled on April 28 and May 12)

Theresa and Stephen Long
4521 Middleton Lane
Bethesda, Maryland 20814
301-237-5578

MCP-CTRACK

From: Gusterson, Hugh <guster@email.gwu.edu>
Sent: Thursday, April 28, 2016 6:03 PM
To: Howerton, Leslye; Councilmember.berliner@montgomerycountymd.gov; MCP-Chair
Subject: Bethesda Development Plans

Councilmember Berliner, Chair Anderson, and Ms. Howerton,

I am writing to you about the Bethesda development plan. I'm a resident of East Bethesda, the neighborhood opposite the Walter Reed/Naval Hospital, and I'm deeply concerned that excessive and poorly planned development is rapidly destroying the quality of life in Bethesda, especially in East Bethesda.

Our schools are deteriorating because poorly planned development has brought increasing class size and rapidly deployed (and unpleasant) portable classrooms. They are at the very limit of their capacity, and now you are planning to allow still more development that will bring still more families with young children to the area.

And traffic congestion has passed a tipping point. It is not uncommon during rush hour to see a light change on Wisconsin, but only one or two cars go through it because the traffic on the other side cannot move. The expansion of the Naval Hospital has caused nightmarish traffic jams on Wisconsin and Jones Bridge Road from 3:30 in the afternoon (when I used to try to drive my kids to soccer practice etc); I cannot believe that you are contemplating allowing more development that will clog the roads of Bethesda with still more cars. This will not only diminish still further the quality of life of those who live in Bethesda; it will make any emergency response on our roads that much more difficult, with possibly fatal consequences.

I understand that you are moving toward exempting the developers from the limits in the Bethesda plan; instead, you should be freezing development in Bethesda until there is a plan to ease the congestion of our roads and schools. As someone who is politically active in my neighborhood, I hear endless complaints from neighbors that the people in Montgomery County making these decisions are out of touch with the people they are supposed to represent, and that they care more about the developers who donate to political campaigns. I hope you will pay attention to the concerns of local residents and do something about them.

sincerely,

Dr. Hugh Gusterson
4608 Fairfield Drive
Bethesda, MD 20814.

MCP-CTRACK

From: Fred Morse <fredmorse@maienergy.com>
Sent: Friday, April 29, 2016 1:27 PM
To: MCP-Chair
Subject: Development

I live in the Town of Chevy Chase and I am deeply concerned with development that will significantly and adversely impact this community. I wish to state my strong opposition to the following proposals:

- to convert 4332, 4334, and 4336 Montgomery Avenue from small businesses (all based in single-family houses) to zoning that would allow for a 120-foot building. These properties back onto the Capital Crescent Trail and single-family residences on Elm Street in the Town of Chevy Chase. Moreover, development of these properties is inconsistent with the Planning Department's goal of converting this stretch of Montgomery Avenue into a park. Fred – I will oppose this.
- to increase the maximum height limit for 7625 Wisconsin (Claire Dratch building) to allow a 195-foot building. The existing properties on this block are currently one to three stories, and this property backs onto single-family residences on Middleton Lane in East Bethesda. Fred – I will certainly oppose this.

Frederick H. Morse
6904 Ridgewood Avenue
Chevy Chase, MD 20815
cell phone 202-276-0518

MCP-CTRACK

From: David P. Notley <david_marcia.notley@verizon.net>
Sent: Thursday, April 28, 2016 11:58 AM
To: MCP-Chair
Subject: Work Session #11 on the Bethesda Downtown Plan

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APR 28 2016

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

Due to advanced age (this is my most convenient excuse) and poor time planning (probably a more realistic reason) I have arrived at this last minute, too late to write a detailed letter of my own, so I can only respond for Mrs. Notley and myself that we both support the past communications you have received from the EBCA (East Bethesda Citizens Association). We have been members of EBCA since shortly after we moved here in October 1973 with our two youngest sons who graduated from B-CC High School in 1976 and 1978. Our oldest son graduated HS in Schenectady in May 1973 just before I was transferred to AEC Headquarters here in Bethesda. One of the biggest attractions to moving to our present home at 4602 Chase Avenue here in Bethesda was the ease of being able to walk to so many services, the delights of urban living that much of the proposed commercial changes will put at risk. Neither of us is able any more to contribute much to the work of the EBCA officers and members but we have found over the years that their work on behalf of the entire community is right on.

Very Sincerely, David P. Notley and Marcia E. Notley

MCP-CTRACK

From: Keisha Gary <garykeisha@gmail.com>
Sent: Thursday, April 28, 2016 12:34 PM
To: MCP-Chair; Councilmember.berliner@montgomerycountymd.gov; Howerton, Leslye
Subject: Bethesda Downtown Plan

Dear Councilmember Berliner and Members of the Respective Planning Committee:

We are eighteen year residents and homeowners in the East Bethesda neighborhood. Our home is located on Chestnut Street, near the corner of Chestnut and Tilbury Streets. We have three children who have lived their entire lives in East Bethesda and currently attend Montgomery County Public Schools. We have enjoyed our time living in East Bethesda. We enjoy the ability have a walk-able, bike-able, and skate-able (we have hockey players) neighborhood, easily accessible to amenities. Our oldest kids have reached the age where they are exploring downtown Bethesda together or with their pre-teen and teenage neighborhood friends on foot, by bike, or roller blades. Our youngest enjoys play dates at the parks or hanging out at the bus stop in the mornings with her friends.

We understand that change happens. When we moved into the neighborhood there were residents who owned cars with fins, few children, O'Donnell's, and lots of icebox-type homes. Over the past eighteen years, we have watched the neighborhood change with more kids, larger homes, Chestnut Park apartments, the coming 8300 Wisconsin project, and electric cars. However, the proposals for increased building heights and density along the Wisconsin Avenue corridor are changes that we can not accept.

We are strongly opposed to the proposed increase of heights and density in the new Downtown Bethesda Sector Plan. In addition to the reasons outlined in the letter from EBCA, we particularly are concerned by three issues -- (1) infrastructure; (2) neighborhood intrusion; and (3) neighborhood change -- which will severely impact our family's life in East Bethesda if these proposed changes are implemented.

First, the current infrastructure can not support increased population density. The public elementary schools serving the Bethesda area (North Chevy Chase, Chevy Chase, and Bethesda Elementary Schools) just completed multi-million dollar classroom additions to alleviate K-5/6 overcrowding at the schools. BCC High School is about to embark on the second large renovation of the school in the past eighteen years to address overcrowding; the school system is also building another middle school to relieve the overcrowding at Westland Middle School, BCC's sole feeder middle school. These additions will be for naught if these height and density proposals are passed because none of the projections for school growth includes or accounts for changes caused by the proposed Bethesda Downtown Plan. The school system will just be throwing money down the rabbit hole because it will never build fast enough or build enough when it does build to keep up with the population growth. The current transportation situation also in Bethesda is a mess. Due to problems with Metro, people like us have returned to our cars to commute to work or for pleasure. Moreover, the Wisconsin corridor has not yet absorbed the additional traffic created by the base realignment of Walter Reed and Bethesda Naval Hospital. Some days, we can not exit our own neighborhood because of the traffic backups on Wisconsin Avenue. If there is an accident on Wisconsin, Jones Bridge or East-West

Highway, we just turn around and go home because of traffic tie-ups on our own street because of commuters trying to avoid the traffic jam by using streets in the East Bethesda neighborhood. Imagine adding hundreds of people to this mix. It is not tenable.

Second, the proposals do not adequately protect East Bethesda from intrusion caused by the building of these increased height and density structures. Obviously, the shadows of such large buildings over smaller shorter structures will block sunlight and change the ambiance of the neighborhood -- particularly for those of us who are close to Tilbury Street. For example, we see the lights from the new 8300 Wisconsin project in the evening and late at night. The structure is not fully occupied and operational with residents and the new grocery store, and we already feel the impact of its presence on our evenings. There is no way that enough parking can be built to cover the populations of these new buildings. We predict -- as it has happened with every new building constructed bordering this neighborhood -- illegal parking by residents, guests, builders, or customers of these projects in the neighborhood. With the 8300 Wisconsin project, Montgomery County refused to enforce parking rules on Chestnut Street against those who were clearly working on the 8300 Wisconsin project and were illegally parking in the neighborhood. With buildings of these heights and proposed densities there is no way that these problems can be avoided.

Third, the buildings envisioned by these proposals will change the character of the neighborhood. The proposed buildings will essentially separate large parts of the East Bethesda neighborhood from the rest of Bethesda, making the residents feel cut off. The footprint of these buildings will lead to the loss of public space in the neighborhood. Currently there are two small parks that separate the commercial properties along Wisconsin from the neighborhood along Tilbury Street. Obviously, there will be increased traffic in the neighborhood itself from these buildings. Most streets in East Bethesda can not handle two-way driving and parking currently. School buses have been in accidents in the neighborhood because the streets are too narrow. We will go from back-ups on Wisconsin to back-ups on Wisconsin and in front of our own houses on a daily basis. We will lose the things we like about the neighborhood -- bike-ability; walk-ability; and green space. All of these things plus the people living in East Bethesda makes it a great place to live. These proposed increased density and height issues will change the fundamental essence of the neighborhood.

We sincerely request that you consider our views and those of our neighbors before making these proposals the status quo for the future.

The Van Iterson family

MCP-CTRACK

From: James K McCallum <jim7807@icloud.com>
Sent: Thursday, April 28, 2016 1:34 PM
To: MCP-Chair
Cc: Gale McCallum; Suzanne; James K McCallum
Subject: To be presented to the public meeting today

It was good to see each of you during the recent successful campaign but we must talk about these concerns

Hi George, Roger (and Ike...I don't have his email..please forward), and of course Chris and Jamie, it was so good to talk with each of you at so many recent events. Congratulations to all!

I have lived at our little house at 7807 Chelton Road, across the road from BCC for many years now. Most of our neighbors are more recent arrivals to the area. Gale and I love sharing our knowledge and love for East Bethesda with them.

I am somewhat dismayed to learn about the planned proposals that have the potential to disrupt our great neighborhood...proposals that do not make sense, are not needed, and are so potentially damaging with no benefits for anybody except for those who can make a lot of money...without living here.

Growth is inevitable in such a preferred area but growth must be well planned in coordination with and cooperation with its residents. **Badly planned growth will simply damage future hopes and plans for further future growth.**

We all live, if somewhat uncomfortably, with increasing traffic downtown and especially the NIH and Navy complexes. In retrospect, it is clear that this could have been foreseen and planned for much better.

Living across the street from one of the premier high schools in the state is actually a pleasure because of all the energy, creativity and joy of the students. We understand the necessity to increase BCC's capacity to educate a growing population. Let's not further endanger the students' already traffic-foolish lives by creating denser, unrestrained traffic, including all from careless commuters who use our side streets by BCC HS as shortcuts.

For these and the many other reasons that are so well expressed by the EBCA formal comments, we cannot support and actually strongly oppose the excessive increased heights and densities proposed in the Downtown Bethesda Sector Plan. The Plan simply promises to disrupt the real neighborhoods where real people actually live.

Instead, we badly require more adequate and modern infrastructure such as better coordinated traffic signals, bike lanes, and preserved green spaces to increase our lives (and our values).

Let's not "canyonize" our lovely town. If we must build new structures, please support only growth that meet the needs but do not badly intrude on the great neighborhoods, as the proposed new "restrictions" would.

Thank you very much for scheduling and holding these public meetings. We as permanent residents and citizens appreciate being able to participate in decisions that will affect our lives and our valued neighborhoods.

In conclusion, Gale and I and our neighbors strongly oppose the proposed Plan as drafted for these reasons and for so many more that our EBCA has presented to you and will present at the meetings today in the future.

Thank you again for giving serious attention to our concerns.

Jim and Gale McCallum
7807 Chelton Road

Sent from my iPad

MCP-CTRACK

From: James K McCallum <jim7807@icloud.com>
Sent: Thursday, April 28, 2016 1:43 PM
To: MCP-Chair; George Leventhal
Cc: councilmember.berliner@montgomerycounty.gov; MCP-Chair
Subject: It was good to see each of you during the recent successful campaign but we must talk about these concerns

It was good to see each of you during the recent successful campaign but we must talk about these concerns

Hi George, Roger (and Ike...I don't have his email..please forward), and of course Chris and Jamie, it was so good to talk with each of you at so many recent events. Congratulations to all!

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Thank you very much for scheduling and holding these public meetings. We as permanent residents and citizens appreciate being able to participate in decisions that will affect our lives and our valued neighborhoods.

In conclusion, Gale and I and our neighbors strongly oppose the proposed Plan as drafted for these reasons and for so many more that our EBCA has presented to you and will present at the meetings today in the future.

Thank you again for giving serious attention to our concerns.

Jim and Gale McCallum
7807 Chelton Road

Robert B. Smythe
Marianne K. Smythe
4807 Wellington Drive
Chevy Chase, MD 20815

George H Diamond
Rev. Karen W Diamond
4825 Wellington DR
Chevy Chase, MD
20815

20 April 2016

The Honorable Casey Anderson, Chair

Montgomery County Planning Board

8787 Georgia Avenue

Silver Spring, Maryland 20910

RECEIVED

APR 28 2016

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

Email: MCP-Chair@innocpe-mc.org

Subject: RE: Proposal by Starr Capital for South Bethesda Master Plan, April 2016

Dear Chairman Anderson:

I am writing to you regarding an informal proposal that was made to residents of the Sacks Subdivision and other members of the Sacks Neighborhood Association on the evening of 18 April by Mr. Timothy Eden, on behalf of the Starr Capital partnership and other associated developers/property owners. The proposal that he presented to us has some attractive features, but also has certain design elements that my wife and I find objectionable, as do some other homeowners who were present.

As you know, we have been closely following the development of the new Bethesda Downtown Master Plan for some time. Let me outline the concerns that some of us have with the draft development plan presented to us by Mr. Eden. You may recall a letter sent to you on 30 April 2015 and signed by numerous Sacks residential property owners, which included the following statement:

"We are a long-established neighborhood (for more than 50 years) of single-family homes with trees, green space, and fairly stable ownership. Adjacent to us are condominiums and apartment buildings of three or four stories, which are stable and moderately-priced. We believe that this neighborhood has been, and remains, the kind of diverse residential community that Montgomery County should strive to maintain." We continue to hold this view, which is in stark contrast to the radically different high-density, high-rise urban area that the Starr Capital Development Plan envisions.

This plan's strongest point is that it includes the broader context of properties on both sides of Wisconsin Avenue between Leland Street and Bradley Boulevard. While that approach is useful for the perspective it provides, it would eliminate virtually all of the existing low-to-medium-rise apartment dwellings within those boundaries and replace them with large high-rise buildings of seven to fourteen stories that would in effect be huge urban walls to the immediate east and south of our R-60 subdivision of sixty single-family 2-3 story homes. This plan would eliminate the

Robert and Marianne Smythe

**cc: Montgomery County Council Member Roger Berliner
Mr. Timothy Eden, Partner, Starr Capital
Sacks Neighborhood Association members**

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APR 28 2016

MCP-CTRACK

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

From: Suzanne <sshwetz@gmail.com>
Sent: Wednesday, April 27, 2016 4:53 PM
To: MCP-Chair; Councilmember.berliner@montgomerycountymd.gov; Howerton, Leslye
Subject: East Bethesda Citizen Comments on Downtown Bethesda Sector Plan

Dear County Council, Planning Board, Planning Staff:

I am compelled to voice my concerns of the 2016 Downtown Bethesda Plan to the homes, residents, schools, infrastructure, and safety to the surrounding neighborhoods, in particular East Bethesda.

The proposed increase of heights and density in the new Downtown Bethesda Sector Plan by the Planning Staff is excessive and will adversely affect residents' quality of life, especially for "edge communities" such as East Bethesda. The growth allowed for in the Plan does not sufficiently account for greatly needed infrastructure and will lead to greater school overcrowding, congested roads, and not enough green/open/recreational space for residents.

Even today, traversing as a pedestrian and bicyclist into my neighboring Chevy Chase and Edgemoor has become increasingly dangerous. Never-ending development projects with mismanaged trucks, road closures, heavy equipment, frustrated drivers, and the continued car race on Wisconsin to the beltway with most driving well over the posted 25 mph signs, puts every person at risk -- daily.

I would expect the Downtown Bethesda Plan to recognize, respect and better manage the impact of growth to its citizens who live, work, go to school, and support its communities -- to have a community focus that goes beyond its core borders. I would expect the planning board and the council members to be sensitive to the needs of its cherished communities rather than openly granting concession after concession to developers. I would expect the Planning Board and the County Council to ask the Planning Staff to revisit and revise its current development plans. Thank you.

Below describes the concerns that has raised a red flag for many of us in East Bethesda.

- The **additional** heights and density granted to developers by the Planning Board are excessive and should not be supported.
- The Planning Staff and Board's height and density recommendations for the east side of Wisconsin Avenue between Cheltenham and Chase Ave (with heights up to 250 feet) - as requested by developers - are excessive and should not be supported.
- The Planning Staff and Board's height and density recommendations for the east side of Wisconsin Avenue between Chase Ave and Chesnut is excessive and should not be supported.
- Developers should be required to provide safe adequate passage for pedestrians during construction.
- It is critical that a generous Greenway to buffer properties next to single family homes be included in this plan. The first blocks of East Bethesda -- those abutting Wisconsin Avenue and East West Highway -- are "transition" areas. In addition, requiring greater building step-downs and set-backs bordering single family homes must be a priority. The development that takes place along Wisconsin Avenue and East West Highway can either create an effective buffer and welcoming feeling for Bethesda residents and visitors, OR, or as proposed, the development will overwhelm surrounding neighborhoods and destroy their charm and that of downtown Bethesda.
- The proposed development would greatly exacerbate the challenge of entering and leaving the neighborhood and negatively affect traffic for the entire Bethesda community and for commuters. Current heavy traffic/gridlock would become even worse and further endanger pedestrians and bikers who face a daily struggle to navigate around closed sidewalks and to use blocked crosswalks.
- With excessive heights also proposed for the west side of Wisconsin Avenue, we will end up with an uninviting canyon effect along Bethesda's "main street" and even inside our East Bethesda neighborhood. Traffic and pedestrian safety is extremely important with many children and families traveling through this area to Bethesda Elementary and other schools.
- Excessively tall buildings and greater density are similarly proposed for both sides of the busy East-West Highway to the south of East Bethesda where another canyon would emerge. East-West Highway is a serious bottleneck for residents throughout Bethesda and for commuters. Traffic and pedestrian safety is extremely important with two schools, Bethesda Chevy Chase HS and Our Lady of Lourdes ES, located there.

- Our schools are already overcrowded and underfunded, and will remain so even after the construction of Middle School #2 and the B-CC addition, because this Plan does not adequately incorporate increased enrollment projections from the new proposed additional density in Bethesda.
- Traffic in Bethesda is dramatically increasing, adding to commute times and decreasing walkability and bikeability. The number of accidents and near-accidents is increasing. Just this week, The Washington Post ran a story on the Metro "crisis" which has caused many Bethesda residents to abandon Metro in favor of their cars. Walking and biking is more difficult both because of the increased number of cars clogging Bethesda's narrow streets and because of impending Purple Line construction disruptions as well as constant and ongoing building construction disruptions.

Sincere regards,

Suzanne Shwetz
East Bethesda
7907 Sleaford Place

MCP-CTRACK

From: Elwood, Holly <Elwood.Holly@epa.gov>
Sent: Wednesday, April 27, 2016 5:15 PM
To: MCP-Chair; councilmember.berliner@montgomerycountymd.gov; lelye.howerton@montgomerycountymd.gov
Cc: Katya Marin; Linda Miller; Sarah Posner; ilana.knab@verizon.net; nayapapaya@gmail.com; kirt.suomela@pillsburylaw.com; Doug Wolfe; Elizabeth Zehner; Ilaya Hopkins; tishpahl@gmail.com
Subject: Please Reduce the Height Allowances in the Bethesda Sector Plan and Support Communities not Canyons!!

Hello all,

As an East Bethesda resident, who moved to the area in part due to the proximity to metro, I understand the need to build density and smart growth around our metro stops. But we also need to do this in a thoughtful way that considers the impact of this growth on existing residents and communities and on the infrastructure that serves us all.

When I first read the sector plan and provided comment on it (see my previous letter), I was concerned about the height allowances in the plan for buildings in Bethesda. But I understand that since then developers have fought for and gotten significant increases in height allowances. This is simply unacceptable and not reflective of the values and the ethics of the community in which we live together.

My two kids go to BCC High School, which is about to have its final expansion started. The School Board has stated that after this expansion to reduce crowding for our kids, there is nowhere left to build. We will be at capacity. It is simply fallacy to believe that in 8,500 additional single family units being added to downtown Bethesda, that few of these units will contain children eager to attend schools in our area. Our schools are very good and people know that and move with their kids into our area to be able to send their kids to them. And where will we put them? On the roof? Not to mention the already monumental choked traffic arteries that will be impacted severely as well, because while these folks will live near metro, they will also have cars and need to go places like all of us do.

We cannot capitulate to the developers and allow our communities to turn into Rosslyn or Tysons Corner. We are better than that and we need to act like it. Please help our communities live in harmony with our condo neighbors by helping to create setbacks and height gradations that take into consideration the neighborhoods edging Bethesda's downtown district. We can build a future Bethesda that is vibrant and cohesive and livable for all. We, your fellow citizens, are counting on you.

Sincerely,

Holly Elwood
4540 North Chelsea Lane
Bethesda, MD
20814

MCP-CTRACK

From: Nancy Scull <nancyscull@comcast.net>
Sent: Wednesday, April 27, 2016 5:39 PM
To: county.council@montgomerycountymd.gov; MCP-Chair
Subject: Please Support the Trails Plan

To all County Council members,

I have lived in Montgomery County most of my life, and I like to ride my bike on county parks' natural surface trails. The Parks Dept. now has a great plan to expand trails, increase access for all users, and link them up through the Loops and Links master plan. This would be wonderful for more children, families and individuals to enjoy County parks' trails; it would benefit not only the joy but also the health and fitness of parks' users of all ages.

Expanding the county's multi-use trail network and accommodating mountain biking on more trails, both existing and new, is the right thing to do. Already bikers, hikers and horses safely and sustainably share trails in much of the County and much of the nation, including on many properties managed by the National Park Service.

Please support and provide funding for the Parks Department's Loops and Links plan for park trails in the County.

Thank you very much for taking advantage of this important opportunity.

Sincerely,

Nancy Scull

MCP-CTRACK

From: Reb Rav <rravenal@gmail.com>
Sent: Wednesday, April 27, 2016 6:29 PM
To: MCP-Chair; Councilmember.berliner@montgomerycountymd.gov; Howerton, Leslye
Subject: Proposed Bethesda plan

I'm writing to express my dismay about the proposed building plan for Bethesda. The proposed height and number of large buildings in this area cannot be supported. These are single-family home neighborhoods, and loading them up with giant buildings in close proximity will have a huge negative impact on the community.

We're already grossly overcrowded in the area schools, and the roads are so congested that, during rush hour, it can take 45 minutes to move a few blocks on Wisconsin Ave. and Rockville Pike. Additional cars coming in and out of these neighborhoods will further decrease pedestrian safety. Many of these neighborhoods don't have sidewalks. Children routinely walk or ride their bikes in the road and have to cross busy major streets to get to school. We already have a problem with drivers not stopping for pedestrians, and many accidents and near-accidents have occurred. Adding thousands of residences and cars to this area will only increase this issue exponentially.

The density and height of these proposed buildings is WAY out of scale with the existing neighborhood.

I hope you will take the concerns of East Bethesda and other local neighborhoods into account when you finalize the plans. The allowable height of the proposed building should be kept to the original minimum, NOT increased to up to 250', per some requests. The desires of developers should NOT be given priority over the needs and wishes of the existing community.

Sincerely,
R. Ravenal
Highland Avenue

MCP-CTRACK

From: Ellen Rader <southbethesda@gmail.com>
Sent: Wednesday, April 27, 2016 7:04 PM
To: MCP-Chair
Subject: Starr Capital Project
Attachments: Sacks letter to the Board.docx

Dear MNCPPC Planning Board,

Please review the letter I have attached.

Thank you,

Ellen Rader

April 19, 2016

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

Email: MCP-Chair@mncppc-mc.org

Chairman Anderson:

I am residents of the Sacks Neighborhood in the South Bethesda District. I recently reviewed the attached South Bethesda Master Plan with Starr Capital that outlines the Planning Staff's recommendations for each block. This illustrative plan also includes several requests for additional height and density from property owners along Strathmore and Wisconsin seeking economic viability. I am generally supportive of this comprehensive approach as long as a few of my concerns are addressed. I am in favor of a plan that would result in over 3 acres of open space and tree cover, improved streetscape, environmentally sustainable buildings and regulated affordable housing. The plan needs to address the confusing and dangerous traffic conditions on Strathmore at Woodmont and Bradley. The green space that is to be provided needs to be easily accessed by the public and needs to be visible from the public streets and not set mostly internal to the structures proposed. Development along Strathmore needs to be compatible with any existing or proposed development on the opposite side of Strathmore.

Thank you.

Ellen Rader

MCP-CTRACK

From: rgllawson@aol.com
Sent: Wednesday, April 27, 2016 9:15 PM
To: MCP-Chair; Councilmember.berliner@montgomerycountymd.gov;
Councilmember.berliner@montgomerycountymd.gov
Cc: keithlawson14@comcast.net
Subject: Comments for Work Session #11 on the Bethesda Downtown Plan

TO: Members of Work Session # 11 on the Bethesda Downtown Plan

We, 30-year residents of East Bethesda, are astounded that the "plan" for Bethesda is to create a concrete canyon where the "shaded streets" are the result of skyscrapers rather than trees. If we had wanted to live in Manhattan, with all of the traffic and resulting pedestrian danger, we would have moved there. PLEASE do not allow Bethesda to become a "mini-Manhattan."

The astronomical increases in allowable heights and density that are proposed by the planning staff may be great in theory – but surely will be disastrous in practice. Existing close-in neighborhoods, like East Bethesda, will suffer greatly. Previously-sunny lawns of happy homeowners will fall into skyscraper-produced shade by mid-afternoon.

If increased density is essential to the continued success of Bethesda, then the density should be concentrated away from residential neighborhoods. Specifically, the plan should allow tall buildings (and 250-foot-tall buildings are VERY tall) only in the middle of the central business districts (like the Woodmont Triangle). New tall buildings will blend in well with the existing tall buildings. The plan should call for reducing the height limits from the middle of the central business districts towards the main roads of Wisconsin Avenue, Old Georgetown Road, and Arlington Road. Concentrating skyscrapers away from – rather than on top of – residential homes would accommodate new residents without destroying existing neighborhoods.

Most specifically, allowing 250-foot-tall buildings to line Wisconsin Avenue – particularly on the east side (where single-family homes are less than a block away) – will reduce greatly Bethesda's charm. Please scale back considerably the proposed height and density limits.

The increased traffic, additional school crowding, and the lack of adequate open space resulting from the "plan" will be bad for Bethesda's current residents. Equally importantly, these results will be bad for those whom the planning committee hopes to attract to Bethesda. Only the developers will win. Is that the plan?

Sincerely,

Keith and Robin Lawson
4607 Chase Avenue
Bethesda

MCP-CTRACK

From: Lisa and Pat Nevans Locke <nevlocke@gmail.com>
Sent: Wednesday, April 27, 2016 9:56 PM
To: MCP-Chair
Cc: CM Berliner; Howerton, Leslye
Subject: Bethesda Downtown Plan -- zoning proposals for East Bethesda

Dear Mr. Anderson,

As residents of Middleton Lane in East Bethesda, we are concerned about recent changes in the Bethesda Downtown plan that would place enormous buildings right next our residential street.

For the site of the small block of stores at the Wisconsin end of Middleton Lane, there is a proposal to allow a height of 195 feet. The alley and small public parking lot back up to the back yards of single-family houses on Middleton Lane. The Whitney Building is 90+ feet in height and already towers over our streets and yards.

We also wish to voice our objections to the proposals for the Montgomery Avenue properties (#s 4332, 4334, 4336) to any zoning allowing for the 120 foot height. It was our understanding that these properties would be part of the Green Space proposed by the Planning Committee, not a huge high rise building.

The residents of Middleton Lane are strongly opposed to these huge increases in heights for buildings bordering our residential neighborhoods. We have been working with the Planning Board's staff over the course of more than a year to try to ensure a Downtown plan that does not destroy the residential neighborhoods abutting downtown, which we believe is one of the stated objectives of the county. We thought planners had heard us when some earlier proposals were scaled back or taken out -- proposals that would have impacted our street, where block parties are held each year, children play in the street, and many neighbors walk, take Metro, or bike to work -- the kind of neighborhood the county wants to preserve.

Please do not rule in favor of these gigantic height increases for buildings that, if they follow the mold of several large projects currently sitting vacant in downtown Bethesda, will take years to build, remain unoccupied for years more, will tower over our streets and block access to sunlight.

Thank you.

Lisa and Patrick Nevans Locke
4507 Middleton Lane
Bethesda, MD 20814
301-961-8420

--

Lisa Nevans Locke
301/961-8420
nevlocke@gmail.com

MCP-CTRACK

From: Dmitry Pevzner <dpevzner@gmail.com>
Sent: Wednesday, April 27, 2016 10:09 PM
To: MCP-Chair
Cc: berliner@montgomerycountymd.gov; Howerton, Leslye
Subject: Bethesda Downtown Plan - Work Session

Dear Mr. Anderson,

We are writing this to express our concerns with the proposed increase of heights and density in the Downtown Bethesda Sector Plan. We are urging you to reconsider and make adjustments according to the recommendations made by the East Bethesda Citizens Association.

Thank you for your consideration.

Dmitry and Elena Pevzner

4516 Chestnut Street, Bethesda

MCP-CTRACK

From: Rich Deigan <rf.deigan@verizon.net>
Sent: Wednesday, April 27, 2016 10:30 PM
To: Howerton, Leslye; Councilmember.berliner@montgomerycountymd.gov; MCP-Chair
Subject: East Bethesda Development Plan

Dear Madams/Sirs,

We share in the concerns expressed to you all by the East Bethesda Citizen Association about the development currently under your consideration for the Wisconsin Ave. corridor. We feel that our small and quaint neighborhood is besieged by construction and congestion from all sides. We respectfully request that you lend an ear to the community and downsize the planned development for our zone along the lines suggested by the Association.

Best Regards,

Richard and Federica Deigan
8300 Tilbury Street
Bethesda MD 20814

MCP-CTRACK

From: Gale Awaya McCallum <gale301@comcast.net>
Sent: Thursday, April 28, 2016 2:04 AM
To: MCP-Chair; Councilmember.berliner@montgomerycountymd.gov; Howerton, Leslye
Subject: Save Bethesda: NO to high density !!!

Dear County Council, Planning Board, Planning Staff:

Please listen to the concerned citizens of the East Bethesda Citizens Association (EBCA) and act responsibly. Please vote NO to increased density.

Construction has already gone amok in Bethesda. Traffic is dangerous and horrendous.

Each time I drive across Wisconsin Avenue from East West Highway to Old Georgetown Road, I cringe thinking I may be broadsided or rear ended by another car. The lanes are not clearly designated because of the closing of one lane due to the construction sites taking precedence over the safety of citizens. Why has nothing been done?

We put up with closing of lanes and designating Pearl Street as a one way street for years due to the construction of the building on the site of the former Macdonalds. The building does not seem to have much occupancy. We need strategic planning and a vision to keep Bethesda from turning into DC.

I usually walk and take the metro but on the few times I drive in the Bethesda area, i have to allow as much as 30 minutes more because of the traffic volume. In addition, traffic lights are not coordinated within the Bethesda Downtown area. It sometimes takes 20 minutes to drive from the Bethesda metro station to the Giant market just a few blocks away. Cars are going through the side streets fronting schools to avoid the main roads. It's already extremely dangerous for pedestrians, especially students.

Delivery vehicles already park on East-West Highway creating traffic hazards every day for pedestrians and drivers. Clearly, planning was faulty/lacking in not requiring buildings to provide safe delivery access.

Higher density will continue to make Bethesda an increasingly dangerous place to leave and work and visit.

I support the messages submitted by the EBCA. We are counting on YOU to save Bethesda from irresponsible growth.

Sincerely,
Gale McCallum
7807 Chelton Road

MCP-CTRACK

From: Roxanne Russell <rox20814@gmail.com>
Sent: Thursday, April 28, 2016 8:18 AM
To: MCP-Chair
Subject: development plan for Bethesda

I am strongly opposed to the plans underway to increase heights and density in Bethesda. Traffic is already a nightmare downtown. Creating canyons of hi-rise apartment and condo buildings will only add to the frustration of getting around town. It will lead to increased automobile traffic and increased danger to pedestrians and bicyclists.

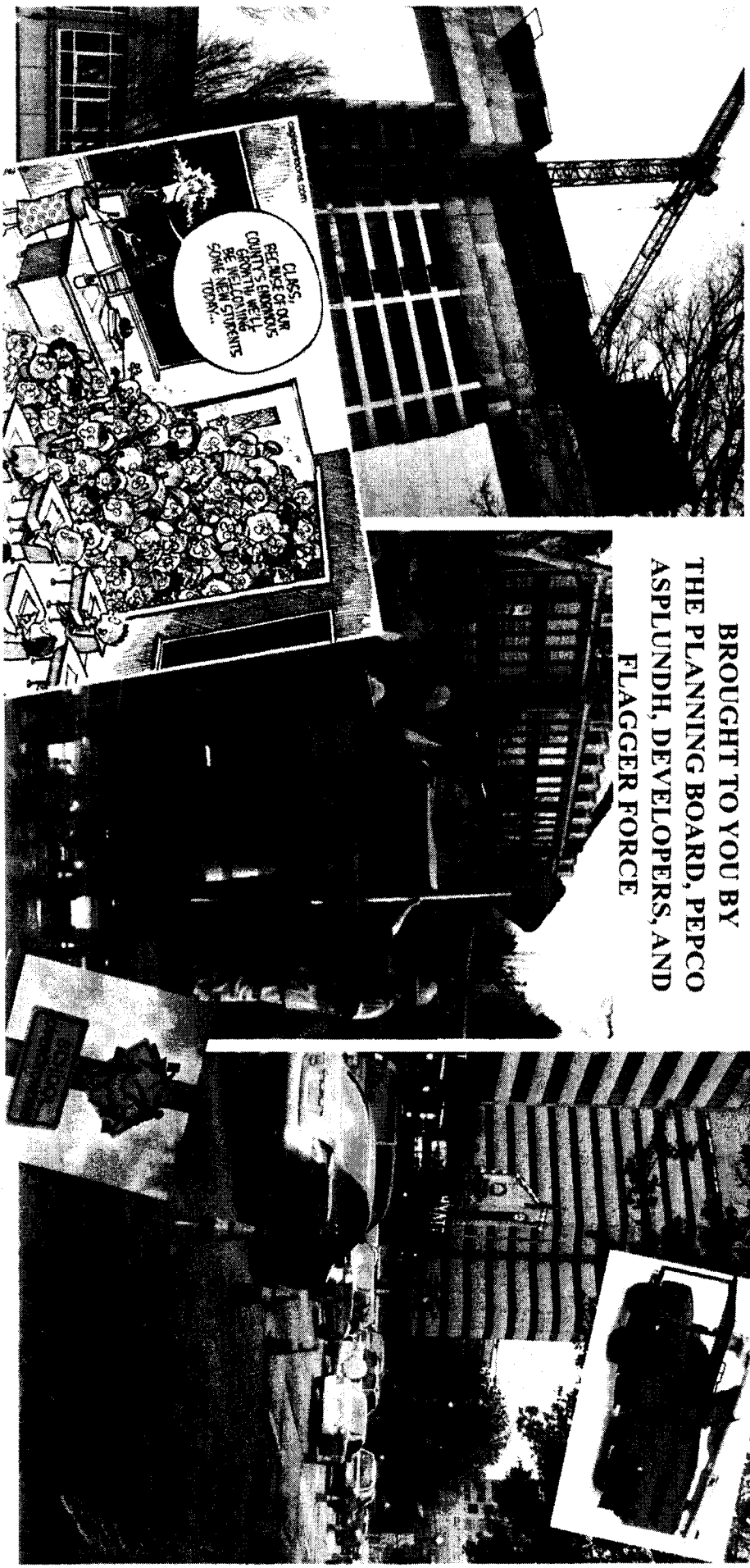
Bethesda is supposed to be a community its residents can LIVE in and enjoy. The new development plan will create overly built neighborhoods and negatively affect the quality of life especially for residents of East Bethesda.

I live across Jones Bridge Road from Walter Read, and already am suffering from the huge increase in traffic and noise caused by the expansion there. Just this morning I was awakened at 3:00 a.m. by garbage trucks dumping and lifting loads...with their clanging bells and bangs. Ridiculous and probably against local noise laws.

I fully support the letters submitted by EBCA .

Thought you would appreciate some new, more realistic promotional material for
Downtown Bethesda.

BETHESDA...
BROUGHT TO YOU BY
THE PLANNING BOARD, PEPCO
ASPLUNDH, DEVELOPERS, AND
FLAGGER FORCE



CLASS, BECAUSE OF OUR
COUNTRY'S FINANCIAL
CRISIS, WE'VE
BEEN HAVING
SOME NEW STUDENTS
SOME TODAY...

RECEIVED
APR 27 2016

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

MCP-CTRACK

From: Frank Vinik <frank_vinik@yahoo.com>
Sent: Wednesday, April 27, 2016 2:44 PM
To: MCP-Chair; Councilmember.berliner@montgomerycountymd.gov; Howerton, Leslye
Subject: Sector plan for downtown Bethesda

Dear Casey Anderson, Roger Berliner, and Lesye Howerton

I am write with great concern about the sector plan for downtown Bethesda. I have been a resident of East Bethesda for almost 15 years. I am greatly concerned by the increased height allowances requested by developers for the East side of Wisconsin Avenue. As you know, some homes in East Bethesda are less than a half block from Wisconsin Avenue. There needs to be adequate transition between high rise buildings and residential neighborhoods, just as there is on the Edgemoor side of Bethesda. In addition, I am concerned about the following issues:

1. Overcrowding of our schools - Developers are moving faster than the school system. Even with the addition of a new middle school, there will be overcrowding in our public schools. The quality of our public schools contributes greatly to our property values and quality of life. Allowing substantial additional residents before the school facilities are built is short sighted.
2. Traffic Congestion - The much publicized problems with metro have caused a decrease in ridership. It used to seem like smart growth to build high rise residences near metro stations. Now many of those people are returning to their cars. Wisconsin Avenue is already clogged at rush hour and we do not need additional development until we have the transportation infrastructure to support the new residents.
3. The height restrictions requested by developers are absurd - Developers like to play a ridiculous game where they ask for absurd height restrictions and then claim to be compromising when they get the heights they really want. I think the current Whitney apartment building should be the maximum allowable height.

I hope you will take my concerns into account. I do not have the political clout of developers, but you need to serve the interests of all stakeholders.

Sincerely,

D. Frank Vinik
East Bethesda

MCP-CTRACK

From: Martha Lewis <mbslewis@gmail.com>
Sent: Wednesday, April 27, 2016 3:24 PM
To: MCP-Chair
Subject: drastic increase of density immediately north of Bradley & Wisconsin

Please tell me:

1. the heights of the proposed structures which would face one another across Wisconsin Avenue; and
2. The specific hours during which sunlight would reach the sidewalks in front of the structures,

Thank you.

Martha Lewis

MCP-CTRACK

From: Jim Ford <jimford188@gmail.com>
Sent: Wednesday, April 27, 2016 3:39 PM
To: MCP-Chair
Subject: Reject Proposed Zoning Changes

Mr. Chairman:

I join with many other concerned citizens in urging you and the Board to reject two re-zoning proposals that are out of proportion with their neighborhoods and fly in the face of sound and sustainable development of Bethesda-Chevy Chase. These are:

o a proposed conversion of 4332, 34,36 Montgomery Avenue to allow construction of a 120 foot building. The proposal is entirely inconsistent with the Planning Department's goal of converting the block to a park.

o a proposed increase of the allowable height for 7625 Wisconsin Avenue to a maximum of 195'. That height gain would allow a building out of character with the existing buildings and overshadow nearby homes.

Please reject these proposals.

Sincerely,

James E Ford
4427 Walsh Street
Chevy Chase. 20815
301-657-2759

MCP-CTRACK

From: McGill Family <mpmcgill@bellatlantic.net>
Sent: Wednesday, April 27, 2016 3:53 PM
To: MCP-Chair; councilmember.Berliner@montgomerycountymd.gov; Howerton, Leslye
Subject: Proposed increase of heights and density in the new Downtown Bethesda Sector Plan

We strongly oppose the proposed increase of heights and density in the new Downtown Bethesda Sector Plan by the Planning Staff!

- The proposed increase of heights and density in the new Downtown Bethesda Sector Plan by the Planning Staff is excessive and will adversely affect residents' quality of life, especially for "edge communities" such as East Bethesda. The growth allowed for in the Plan does not sufficiently account for greatly needed infrastructure and will lead to greater school overcrowding, congested roads, and not enough green/open/recreational space for residents.
- The **additional** heights and density granted to developers by the Planning Board are excessive and should not be supported. Even now I can see nothing at the end of my road except a tall building that blocks out the sun, the moon, the **LIGHT**.
- The Planning Staff and Board's height and density recommendations for the east side of Wisconsin Avenue between Cheltenham and Chase Ave (with heights up to 250 feet) - as requested by developers - are excessive and should not be supported.
- The Planning Staff and Board's height and density recommendations for the east side of Wisconsin Avenue between Chase Ave and Chesnut is excessive and should not be supported.
- Developers should be required to provide safe adequate passage for pedestrians during construction. This is also currently not happening. Not to mention builders taking up most of the roadway as well so cars have difficulty getting by.
- It is critical that a generous Greenway to buffer properties next to single family homes be included in this plan. The first blocks of East Bethesda – those abutting Wisconsin Avenue and East West Highway – are "transition" areas. In addition, requiring greater building step-downs and set-backs bordering single family homes must be a priority. The development that takes place along Wisconsin Avenue and East West Highway can either create an effective buffer and welcoming feeling for Bethesda residents and visitors, OR, or as proposed, the development will overwhelm surrounding neighborhoods and destroy their charm and that of downtown Bethesda.
- The proposed development would greatly exacerbate the challenge of entering and leaving the neighborhood and negatively affect traffic for the entire Bethesda community and for commuters. Current heavy traffic/gridlock would become even worse and further endanger pedestrians and bikers who face a daily struggle to navigate around closed sidewalks and to use blocked crosswalks.
- With excessive heights also proposed for the west side of Wisconsin Avenue, we will end up with an uninviting canyon effect along Bethesda's "main street" and even inside our East Bethesda neighborhood. Traffic and pedestrian safety is extremely important with many children and families traveling through this area to Bethesda Elementary and other schools.
- Excessively tall buildings and greater density are similarly proposed for both sides of the busy East-West Highway to the south of East Bethesda where another canyon would emerge. East-West Highway is a serious bottleneck for residents throughout Bethesda and for commuters. Traffic and pedestrian safety is extremely important with two schools, Bethesda Chevy Chase HS and Our Lady of Lourdes ES, located there.

- Our schools are already overcrowded and underfunded, and will remain so even after the construction of Middle School #2 and the B-CC addition, because this Plan does not adequately incorporate increased enrollment projections from the new proposed additional density in Bethesda.
- Traffic in Bethesda is dramatically increasing, adding to commute times and decreasing walk-ability and bike-ability. The number of accidents and near-accidents is increasing. Just this week, The Washington Post ran a story on the Metro "crisis" which has caused many Bethesda residents to abandon Metro in favor of their cars. Walking and biking is more difficult both because of the increased number of cars clogging Bethesda's narrow streets and because of impending Purple Line construction disruptions as well as constant and ongoing building construction disruptions.

Are you trying to make Bethesda like Rosalyn where no one wants to go much less live? Even Gannet moved out!

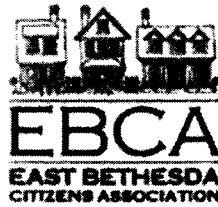
Michael & Kathleen McGill
4518 Cheltenham Dr
Bethesda 20814

MCP-CTRACK

From: John Savage <savagej@erols.com>
Sent: Wednesday, April 27, 2016 4:13 PM
To: MCP-Chair; councilmember.berliner@montgomerycountymd.gov; Howerton, Leslye
Cc: Shannon Savage
Subject: Development Plans for Downtown Bethesda--Ugh!
Attachments: EBCA Sector Letter - revised .docx

We are residents of East Bethesda and agree completely with the attached letter. Let's get the development under control and provide a liveable community for those who call Bethesda home.

John Savage
Shannon Savage



April 17, 2016

Mr. Casey Anderson
Chairman, Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910
Via email: MCP-Chair@mncppc-mc.org

Cc: Leslye Howerton, Montgomery Planning Department Staff
Councilmember Roger Berliner, Montgomery County Council

Dear Chairman Anderson:

The East Bethesda Citizens Association, EBCA, is one of the largest citizens associations in Montgomery County, Maryland. It was started in the 1930's and represents over 1,200 households east of Wisconsin Avenue, north of East-West Highway, west of Columbia Country Club, and south of Jones Bridge Road.

We are writing you today to ask that you reevaluate the following properties along Wisconsin Ave directly bordering our neighborhood:

- Avondale to Cheltenham Drive – East side of Wisconsin Ave. These properties should not exceed H-110 as set forth in the Staff Plan. Also we urge you to consider adding the small Parking Lot 41 to the Greenway concept. It would add connectivity to a sidewalk system already in place and will help protect the R-60 homes that are directly next to it.
- South side of Cheltenham Drive to Chase Avenue – East side of Wisconsin Ave. We are concerned with the increase from H-75-90 in the 1994 Sector Plan to H-250 in the 2015 Staff Plan and Board recommendation. This is an unacceptable height, and corresponding density, to be within one block of established single-family homes. Cheltenham Drive and Chase Avenue are already heavily travelled gateways into our residential neighborhood. A 250 foot building allowed 120 feet to the west of the Greenway will greatly negate the proposed enhancements of an open space area. The scale of any new buildings at these locations should be kept consistent to others along the East side of Wisconsin Ave (H-110 to H-120 as recommended in the Staff Plan).
- The Planning Board recommended increasing the proposed step-downs heights along Tilbury Street to a range of H-70 to H-110 (including H-90 for Lot 25). These heights are unacceptable to be abutting single-family homes. The Planning Staff recommendation of 35'-70 is more appropriate for these locations - if a sufficient Greenway is included.
- We greatly appreciate and support the Eastern Greenway (as well as Bike Priority / Canopy Corridor) concept along Tilbury Street. The Eastern Greenway concept is critical to provide a sufficient buffer between buildings and single-family homes. A stated goal of the Sector Plan is more open space and green space and this is the ideal location to implement that goal. We request that the width (in feet) of the setback/Greenway (as stated in the Greenway Tier definitions) be greater than the proposed height of the building step-downs

along Tilbury Street. In addition, the concept of the Greenway should be extended north to a more natural cut-off at Chestnut Street (which is also a proposed Bike Priority/Canopy Corridor)

- Chase Ave to Chestnut Street – East side of Wisconsin Ave. We do not support any additional heights and density above the Planning Department's recommendations of H-120 along Wisconsin Ave.
- We understand that Norfolk Avenue / Woodmont Ave on the West side of Wisconsin Avenue is set to be the gateway to the Woodmont Triangle Area and that the area is to be considered a High Performance Area. This implementation should not cross Wisconsin Avenue to the East in order to preserve scale and character along our residential border.
- We support the concept of a Civic Green along Cheltenham Drive west of Wisconsin Ave. Woodmont Triangle has minimal public open space and parks and is an area of rapid population growth. Veteran's Park is already frequently used to its maximum capacity. The Civic Green open area would be critical to support the goals of increased walkability, open space, green space, and to decrease the canyon effect of the surrounding current and proposed building heights.
- Our neighborhood consists of many residents who walk and bike throughout the Downtown Bethesda area, including families and children who walk and bike to school at Bethesda Elementary through the Woodmont Triangle Area (and across many busy roads). It is critical that this walkability, and pedestrian and biker safety is given greater consideration in the implementation of this Plan.

We would like for the Planning Department and Planning Board to reconsider these locations, proposed heights and densities, and issues to better protect the encroachment of development on neighboring single-family residences in East Bethesda.

Sincerely,



President, EBCA president@ebca.org

MCP-CTRACK

From: Jim Barnett <jimbarnettnews@gmail.com>
Sent: Wednesday, April 27, 2016 4:14 PM
To: MCP-Chair
Subject: Re: Confirming receipt of your email to the Montgomery County Planning Board

Thank you.

I am re-sending a revision after noticing some typos in my original submission:

To Whom It May Concern:

I have lived in East Bethesda near Bethesda Chevy Chase High School for 27 years. In that time, I have seen a lot of growth and improvements in the neighborhood. Along with those changes, however, there have been issues that don't always bring positive results.

I have studied the Bethesda Sector Plan, and I'm quite concerned about the proposal to increase the height and density of construction, especially for the so-called "edge communities."

While I like the feel of city living, things are getting to the breaking point. I am against additional height and density allowances granted to developers by the Planning Board. It is excessive.

I refer specifically to proposals involving East-West Highway to the south of East Bethesda, the west side of Wisconsin Avenue, the east side of Wisconsin Avenue between Chase Avenue and Chestnut, the east side of Wisconsin Avenue between Cheltenham and Chase Avenue.

I want to see a greenway to buffer properties next to single-family homes.

Traffic congestion on Wisconsin Avenue is going in the wrong direction. We want less gridlock, not more.

While you move forward with your plans, don't forget there are some of us who support progress but not at the expense of altering the things that make our neighborhood special.

Thank you,

Jim Barnett

Member East Bethesda Resident

On Wed, Apr 27, 2016 at 4:03 PM, MCP-Chair <mcp-chair@mncppc-mc.org> wrote:
Date: 4/27/2016

Subject: Confirming receipt of your email to the Montgomery County Planning Board

This confirms receipt of your email to the Montgomery County Planning Board. It will be distributed to staff and the Commissioners for the meeting.

Thank you.

Office of the Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910
(301)495-4605

MCP-CTRACK

From: Jonathan Chambers <jec20721@yahoo.com>
Sent: Wednesday, April 27, 2016 3:59 PM
To: MCP-Chair; Anderson, Casey; Dreyfuss, Norman; Fani-Gonzalez, Natali; Presley, Amy; Wells-Harley, Marye
Subject: Downtown Bethesda Sector Plan

Jonathan E. Chambers
North Bethesda, MD
April 27, 2016

Chairman Anderson and Commissioners of the Montgomery County Planning Board,

I am writing in regards to the ongoing Downtown Bethesda Sector Plan rewrite, specifically concerning the additional density and taller building heights currently being added to the Draft Plan. I *fully support* the Planning Board's parcel by parcel examination of maximum densities and height limits, making revisions where they make sense. For the most part, I am in agreement with the modifications made so far, although a handful sites remain where additional height/density is warranted.

As a millennial knowledgeable about sustainable urban real estate development, I fully appreciate the efforts being made to make Downtown Bethesda a more appealing, vibrant, affordable, and accessible place to live and work. While I do not currently reside in Downtown Bethesda, I actively keep abreast of development activity both in that area and other urban and urbanizing hubs in Montgomery County. I strongly believe that it is crucial for the County to make these areas more attractive to millennials in order to better compete with booming neighborhoods in Washington, D.C. (H Street, NoMa, Capitol Riverfront, U Street, etc.), Northern Virginia (Clarendon, Courthouse, Ballston, Eisenhower Ave., Reston, etc.), and Prince George's County (College Park, Hyattsville, National Harbor, etc.). The Purple Line and the revised Bethesda Sector Plan (as currently modified by the Planning Board) are solid steps in the right direction.

There has been a disproportionate and generally negative response to the new Sector Plan from residents at the extreme edges of (and well outside of) downtown Bethesda, mostly in the suburban single-family neighborhoods of Chevy Chase. I implore you to recognize the needs of *all* current and prospective residents and businesses of Downtown Bethesda and Montgomery County, in addition to those of this wealthier, more vocal population.

Downtown Bethesda is Montgomery County's economic engine (Silver Spring and Rockville notwithstanding). Over the past couple of decades, the County has had a shaky record of retaining and attracting major employers outside of the federal and biotechnology sectors. The CEO of Marriott International has publicly stated that Marriott will relocate from their current suburban headquarters in the Rockledge area to a more urban, Metro-accessible locale. Downtown Bethesda would have a considerable advantage over any other location in the region thanks to its plethora of amenities as well as its proximity to Marriott's current headquarters, but it is effectively out of contention.

Even if Marriott wanted to relocate to Downtown Bethesda, it could not, simply because there is no available space that can accommodate them (existing or planned). Bethesda has a very low office vacancy rate, which is theoretically a good thing, but when you consider the lack of large blocks of available space and the extreme paucity of high-quality Class A space, it's a serious problem.

The situation is hardly any better for prospective residents. While multifamily construction has really taken off in the downtown area over the past few years, rents continue to skyrocket. Apart from the *Flats at 8300*, there has not been a single building delivered (or under construction) in Downtown Bethesda with more than 250 residential units. The 12.5% MPDU policy is great, but the limited overall supply makes living in downtown Bethesda unaffordable for millennial singles (and couples) with entry-level salaries and student loan debt burdens, regardless of their profession.

While I strongly support higher densities in downtown Bethesda, I am not oblivious to the limitations created by the limited transportation infrastructure and school capacity (although the vast majority of households moving to Downtown Bethesda do not have school-age children). I understand that there must be some compromise. However, the densities, as published in the original Draft Plan, are well below that compromise level. The site-by-site revised densities are far more realistic.

When reconciling the total density with the total infrastructure capacity of the sector plan area, the likelihood that all of the approved density actually getting constructed should be factored in. It's fairly certain that *at least half* of the 35.2 million SF of total density in the revised draft of the sector plan, *will not* be built before the next sector plan revision in 20-25 years, barring any extremely unlikely outsized economic stimulus. Just up MD 355 in the White Flint district, nearly six years after the new sector plan was implemented, the area still has yet to reach 20% of total allowed density just in terms of *approved site plans*, much less what has actually been built or is currently under construction.

The planning staff has recently suggested that a one-way/ two-way street conversion and Arlington Road "road diet" may not be feasible with the additional densities added by the Planning Board. While, I fully support the addition of bike lanes to Arlington Rd., I do not support the conversion of the one-way Woodmont/East-West/Old Georgetown/Montgomery loop to two-way streets. The major issue here, particularly with regards to Woodmont and Montgomery Aves., is the terrible streetscape resulting from the poor design and layout of the properties fronting these streets, not the fact that they're one-way. The one-way street pair of Wilson and Clarendon Blvds. in the Clarendon and Courthouse neighborhoods of Arlington County, VA is arguably the most successful urban "main street" in the area, and is one of the most active, walkable, and active arteries in the entire area.

If the Planning Board ultimately does decide to reduce the Downtown Bethesda plan area's overall density back to the level of the Draft Plan, **the revised densities for individual sites should be retained**, even though the aggregate parcel density will exceed than the total allowed for the sector. I suggest the implementation of a scheme similar to the Staging Allocation Request limits in the White Flint. Every property in the Downtown Bethesda plan should be rezoned to a realistic level to support healthy growth—this has already been done at the work sessions. In order to pursue redevelopment, landowners must draw down from the overall 'pool' of total density as recommended in the Draft Plan. In the very unlikely event that the total density limit is reached during the Plan's time frame, the County Council can implement additional infrastructure and capacity improvements. This method will allow for robust development in Downtown Bethesda without straining public services and infrastructure.

I look forward to seeing a more vibrant, affordable, accessible, and desirable urban hub appealing to a wider variety of potential residents and employers from every background and sector. Thank you for your ongoing hard work and consideration.

Sincerely,

Jonathan Chambers

MCP-CTRACK

From: Dorian Patchin <dorian@doublecat.com>
Sent: Tuesday, April 26, 2016 5:14 PM
To: Howerton, Leslye; MCP-Chair; Councilmember.berliner@montgomerycountymd.gov
Subject: Don't Change Original Height Requirements Along Wisconsin Avenue

Dear Montgomery County Planning Commission,

I live at 7803 Tilbury Street 1 block east of Wisconsin Avenue. Basically behind the CVS that is between Cheltenham and Chase Streets.

Please do not allow a change to height requirements that allow builders to replace CVS with buildings that exceed the original allowable height (which I believe is 70 ft.). The East Bethesda neighborhood is a really nice place but you will completely blot out any afternoon and evening sun for those of us that live closer to Wisconsin Avenue. I'm all for growth in my Bethesda neighborhood but it must be done with thoughtful consideration of everyone involved, not just the commercial real estate owners and builders.

To allow 240 ft is ludicrous given how close the East Bethesda neighborhood is to Wisconsin Avenue, especially the houses along Tilbury Street and many of the cross streets that extend to Wisconsin Avenue!

I concur with all of the bullet points listed below:

- The proposed increase of heights and density in the new Downtown Bethesda Sector Plan by the Planning Staff is excessive and will adversely affect residents' quality of life, especially for "edge communities" such as East Bethesda. The growth allowed for in the Plan does not sufficiently account for greatly needed infrastructure and will lead to greater school overcrowding, congested roads, and not enough green/open/recreational space for residents.
- The **additional** heights and density granted to developers by the Planning Board are excessive and should not be supported.
- The Planning Staff and Board's height and density recommendations for the east side of Wisconsin Avenue between Cheltenham and Chase Ave (with heights up to 250 feet) - as requested by developers - are excessive and should not be supported.
- The Planning Staff and Board's height and density recommendations for the east side of Wisconsin Avenue between Chase Ave and Chesnut is excessive and should not be supported.
- Developers should be required to provide safe adequate passage for pedestrians during construction.
- It is critical that a generous Greenway to buffer properties next to single family homes be included in this plan. The first blocks of East Bethesda – those abutting Wisconsin Avenue and East West Highway – are "transition" areas. In addition, requiring greater building step-downs and set-backs bordering single family homes must be a priority. The development

that takes place along Wisconsin Avenue and East West Highway can either create an effective buffer and welcoming feeling for Bethesda residents and visitors, OR, or as proposed, the development will overwhelm surrounding neighborhoods and destroy their charm and that of downtown Bethesda.

- The proposed development would greatly exacerbate the challenge of entering and leaving the neighborhood and negatively affect traffic for the entire Bethesda community and for commuters. Current heavy traffic/gridlock would become even worse and further endanger pedestrians and bikers who face a daily struggle to navigate around closed sidewalks and to use blocked crosswalks.
- With excessive heights also proposed for the west side of Wisconsin Avenue, we will end up with an uninviting canyon effect along Bethesda's "main street" and even inside our East Bethesda neighborhood. Traffic and pedestrian safety is extremely important with many children and families traveling through this area to Bethesda Elementary and other schools.
- Excessively tall buildings and greater density are similarly proposed for both sides of the busy East-West Highway to the south of East Bethesda where another canyon would emerge. East-West Highway is a serious bottleneck for residents throughout Bethesda and for commuters. Traffic and pedestrian safety is extremely important with two schools, Bethesda Chevy Chase HS and Our Lady of Lourdes ES, located there.
- Our schools are already overcrowded and underfunded, and will remain so even after the construction of Middle School #2 and the B-CC addition, because this Plan does not adequately incorporate increased enrollment projections from the new proposed additional density in Bethesda.
- Traffic in Bethesda is dramatically increasing, adding to commute times and decreasing walkability and bike-ability. The number of accidents and near-accidents is increasing. Just this week, The Washington Post ran a story on the Metro "crisis" which has caused many Bethesda residents to abandon Metro in favor of their cars. Walking and biking is more difficult both because of the increased number of cars clogging Bethesda's narrow streets and because of impending Purple Line construction disruptions as well as constant and ongoing building construction disruptions.

Sincerely,
Dorian Patchin
East Bethesda Resident
7803 Tilbury Street, Bethesda, MD 20814

MCP-CTRACK

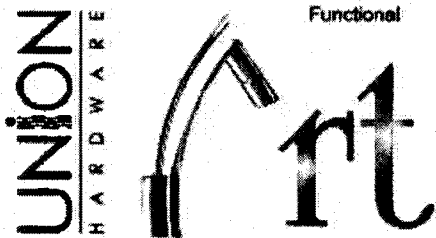
From: David Goldberg <davidg@unionhardware.com>
Sent: Tuesday, April 26, 2016 5:33 PM
To: Howerton, Leslye; MCP-Chair
Subject: Work session #11 - 7800 Block Wisconsin Ave.
Attachments: Park and Planing Worksession 11.ppt

Hi Leslye.

All things work for the best. After session 10 it seemed that it would be best to format the info for Power point slides. So, attached is the updated Power Point slides that I would like to present for the work session on Thursday.

Thanks as always.

david



Zoning Needs

7800 Wisconsin Ave Block Development

More isn't

Better....

Better is

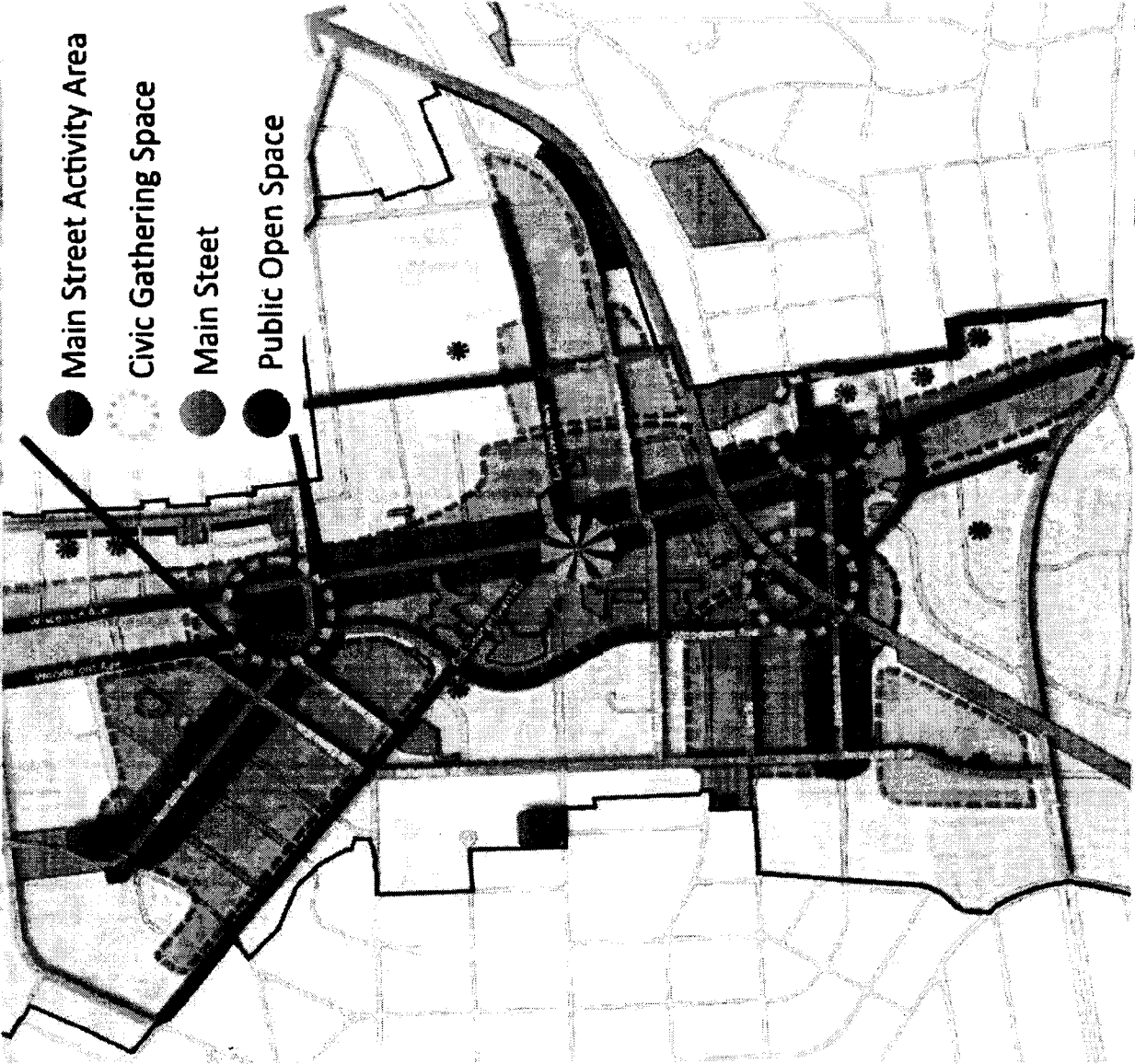
Better

Analysis

- Main Street Activity Area
- Civic Gathering Space
- Main Steet
- Public Open Space

- 3 Main streets
- 2 Main st. activity areas
- Large park area
- Civic gathering space.

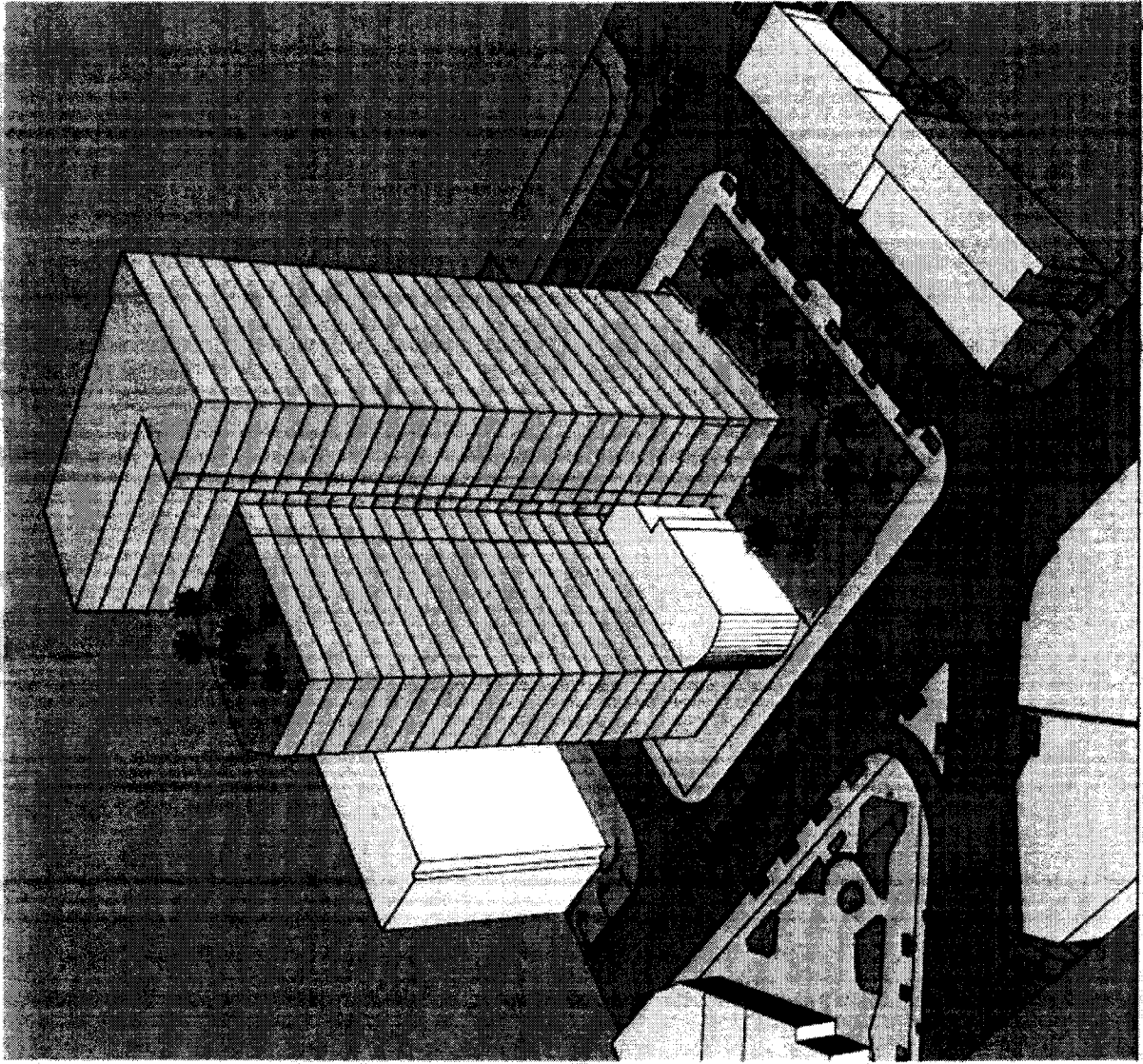
This block has it all.



Vision

Gateway Project Features:

- Extended Park.
- 9K ft. public black box theater.
- Outdoor dining.

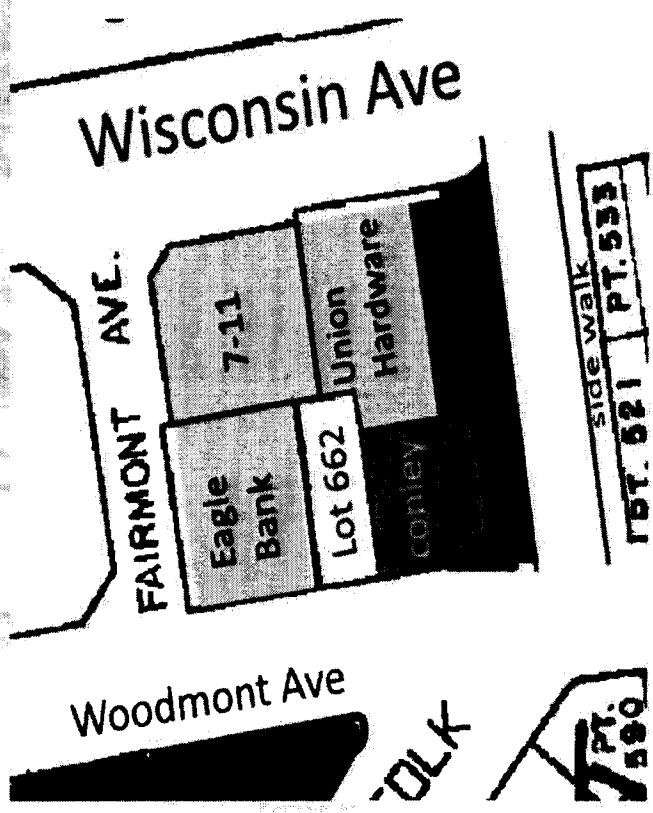


Needs

8 FAR

To have a chance to
Create the park at Conley.

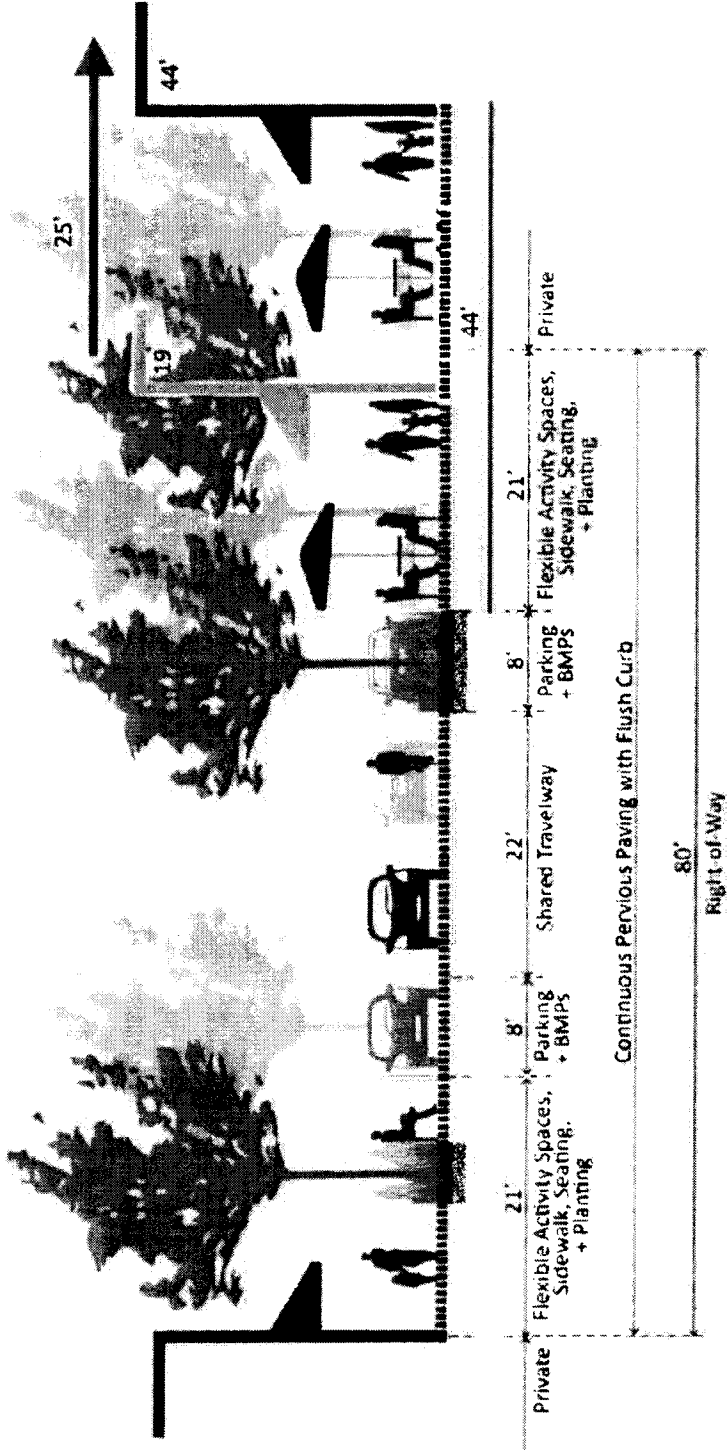
290' on Wisconsin Ave side to
create design setbacks.



	FAR 6	FAR 8
Conley Green Space		
GTA	6594	6594
Sellable Sq. Ft.	39,564	52,752
TDR Value @\$50.00	\$1,978,200	\$2,637,600
Current Value	\$2,000,000	\$2,000,000
Upside	(\$21,800)	\$637,600
		132%

Park

Norfolk Ave (Rugby Ave to Wisconsin Ave, Looking Northwest)
Proposed Section Long Term: Shared Street with Stormwater Best Management Practices (BMPs)



MCP-CTRACK

From: Nancy Holland <nancy.holland@rcn.com>
Sent: Tuesday, April 26, 2016 5:42 PM
To: MCP-Chair; Councilmember Berliner; Howerton, Leslye
Subject: Bethesda Downtown Sector Plan: Affordable Housing

Dear Mr. Anderson, Mr. Berliner, and Ms Howerton:

Thank you for all you do to make Montgomery County a vibrant place to live and work. Yours is no easy task to balance the desires of renters and residents of East Bethesda with the interests of developers. However, in looking at the proposed increases to heights and density along Wisconsin Ave. North of East-West Highway, I believe you are leaning too far in favor of developers. I strongly support the letters submitted by the East Bethesda Citizens Assoc. (EBCA.)

I support affordable housing in Bethesda. As I understand it, the plan for Moderately Priced Dwelling Units (MPDUs) does not work as intended. According to a casual conversation with Marc Elrich, he shared that few families can afford mortgage, condo fees, taxes, etc. and that after a few years these units revert back to the developer to sell at the market rate. It sounds like a win/win for developers and does nothing to provide affordable housing for people who most need it.

I can't follow the logic of the Planning Commission when it says it supports pedestrian friendly, bike friendly, walkable neighborhoods while considering increasing height and density of buildings which will overwhelm existing neighborhoods. Who wants to walk in a concrete canyon with no appreciable green space which is what Wisconsin Ave. is rapidly becoming.

Please do not support additional density in Bethesda. I fully understand that the Chair of the Planning Commission is appointed by the county council. The county council depends upon money from developers to get elected and it is a cycle (I don't know how vicious!)

Nancy Holland
4517 S Chelsea Ln
Bethesda, MD 20814
(301) 656-8754

MCP-CTRACK

From: Jim Barnett <jimbarnettnews@gmail.com>
Sent: Tuesday, April 26, 2016 6:04 PM
To: MCP-Chair; Councilmember.berliner@montgomerycountymd.gov; Howerton, Leslye
Subject: Public Reaction to Bethesda Sector Plan

To Whom It May Concern:

I have lived in East Bethesda near Bethesda Chevy Chase High School for 27 years. In that time, I have seen a lot of growth and improvements in the neighborhood. Along with those changes, there are been issues that don't always bring positive results.

I have studied the Bethesda Sector Plan and I am quite concerned and alarmed about the proposal to increase the height and density of construction, especially for the so-called "edge communities."

While I like the feel of city living, things are getting to the breaking point. I am against additional height and density allowances granted to developers by the Planning Board. It is excessive. I refer specifically to proposals involving East-West Highway to the south of East Bethesda, the west side of Wisconsin Avenue, the east side of Wisconsin Avenue between Chase Avenue and Chestnut, the east side of Wisconsin Avenue between Cheltenham and Chase Avenue,

I want to see a greenway to buffer properties next to single family homes.

Traffic congestion on Wisconsin Avenue is going in the wrong direction. We want less gridlock not more.

While you move forward with your plans, don't forget there are some of us who support progress but not at the expense of altering the things that make our neighborhood special.

Thank you,

Jim Barnett

Member East Bethesda Resident

MCP-CTRACK

From: Janine Weidow <janine.weidow@gmail.com>
Sent: Tuesday, April 26, 2016 6:20 PM
To: MCP-Chair; Howerton, Leslye
Subject: New downtown Bethesda sector plan - Bethesda resident feedback

Dear Planning Chair Anderson and Ms. Howerton:

I fully support the letters sent to you by the East Bethesda Citizens Association. To that end I ask you consider the following:

- The proposed increase of heights and density in the new Downtown Bethesda Sector Plan by the Planning Staff is excessive and will adversely affect residents' quality of life, especially for "edge communities" such as East Bethesda. The growth allowed for in the Plan does not sufficiently account for greatly needed infrastructure and will lead to greater school overcrowding, congested roads, and not enough green/open/recreational space for residents.
- The **additional** heights and density granted to developers by the Planning Board are excessive and should not be supported.
- The Planning Staff and Board's height and density recommendations for the east side of Wisconsin Avenue between Cheltenham and Chase Ave (with heights up to 250 feet) - as requested by developers - are excessive and should not be supported.
- The Planning Staff and Board's height and density recommendations for the east side of Wisconsin Avenue between Chase Ave and Chesnut is excessive and should not be supported.
- Developers should be required to provide safe adequate passage for pedestrians during construction.
- It is critical that a generous Greenway to buffer properties next to single family homes be included in this plan. The first blocks of East Bethesda – those abutting Wisconsin Avenue and East West Highway – are "transition" areas. In addition, requiring greater building step-downs and set-backs bordering single family homes must be a priority. The development that takes place along Wisconsin Avenue and East West Highway can either create an effective buffer and welcoming feeling for Bethesda residents and visitors, OR, or as proposed, the development will overwhelm surrounding neighborhoods and destroy their charm and that of downtown Bethesda.
- The proposed development would greatly exacerbate the challenge of entering and leaving the neighborhood and negatively affect traffic for the entire Bethesda community and for commuters. Current heavy traffic/gridlock would become even worse and further endanger pedestrians and bikers who face a daily struggle to navigate around closed sidewalks and to use blocked crosswalks.
- With excessive heights also proposed for the west side of Wisconsin Avenue, we will end up with an uninviting canyon effect along Bethesda's "main street" and even inside our East Bethesda neighborhood. Traffic and pedestrian safety is extremely important with many children and families traveling through this area to Bethesda Elementary and other schools.
- Excessively tall buildings and greater density are similarly proposed for both sides of the busy East-West Highway to the south of East Bethesda where another canyon would emerge. East-West Highway is a serious bottleneck for residents throughout Bethesda and for commuters. Traffic and pedestrian safety is extremely important with two schools, Bethesda Chevy Chase HS and Our Lady of Lourdes ES, located there.
- Our schools are already overcrowded and underfunded, and will remain so even after the construction of Middle School #2 and the B-CC addition, because this Plan does not adequately incorporate increased enrollment projections from the new proposed additional density in Bethesda.
- Traffic in Bethesda is dramatically increasing, adding to commute times and decreasing walkability and bike-ability. The number of accidents and near-accidents is increasing. Just this week, The

Washington Post ran a story on the Metro "crisis" which has caused many Bethesda residents to abandon Metro in favor of their cars. Walking and biking is more difficult both because of the increased number of cars clogging Bethesda's narrow streets and because of impending Purple Line construction disruptions as well as constant and ongoing building construction disruptions.

I urge you to consider the points raised above and ask that you stop the excessive heights and densities in the new downtown Bethesda Sector Plan.

Thank you,
Janine Weidow
Resident
East Bethesda

Sent from my iPad. Typos are the fault of autocorrect or Siri.

MCP-CTRACK

From: Levitt, David (CIV) <David.Levitt@usdoj.gov>
Sent: Tuesday, April 26, 2016 6:26 PM
To: MCP-Chair
Cc: bslevitt@gmail.com; cebaskir@verizon.net
Subject: Proposed Zoning Variances For Nos. 4332, 4334, and 4336 on Montgomery Avenue, and 7625 on Wisconsin Avenue

Dear Chairman Anderson,

We have heard that the Montgomery County Planning Board will soon consider allowing zoning variances for properties on Montgomery Avenue and Wisconsin Avenue (see header), which will allow developers significantly to increase the heights of buildings at these locations. We understand the properties on Montgomery Avenue are single family houses used as small businesses, which developers want to be able to convert to large office buildings. These proposed zoning variances are not as troublesome as the proposal to build a large building on West Avenue, or to convert the ground-level parking lots behind the Farm Woman's Cooperative to a park or (even worse) commercial space. They are troublesome, nonetheless, because they demonstrate that developers will never stop until they turn Chevy Chase and adjacent areas into high rise buildings with dense overcrowding. We know we join many long-time residents of Chevy Chase (we've lived here since 1978) in opposing these long range plans to destroy the historic character of the area. It is primarily residential and filled with children, and should stay residential and filled with children. Although we are not aware of specific facts concerning the proposed zoning variances on Montgomery Avenue and Wisconsin Avenue, because variance grants in these locations are likely to incentivize aggressive developers to seek more variances, we categorically request that the Planning Board recommend against the proposals. As we've said before in other emails to you, development is running wild in and adjacent to Chevy Chase and it is unlikely to stop unless people in political power like yourself "just say no." Accordingly, we urge the Planning Board to "just say no."

Thank you for your consideration. We will remain in touch with developments at the Planning Board level, and continue to lobby officials to protect Chevy Chase and adjacent areas from rampant over-development.

Sincerely,

Barbara and David Levitt
7100 Meadow Lane
Chevy Chase, Maryland 20815
301-656-9258

MCP-CTRACK

From: Adam Cowles <adam.cowles@starpower.net>
Sent: Tuesday, April 26, 2016 8:13 PM
To: MCP-Chair
Cc: Councilmember.berliner@montgomerycountymd.gov; Howerton, Leslye
Subject: Please stop the madness

Please stop approving taller buildings in Bethesda. Stop increasing the density. Stop creating a Wisconsin Ave Canyon. Stop allowing development to encroach into our neighborhoods.

EBCA's recommendations are a start, but I fear they don't go far enough. As it is now, Bethesda is overwhelmed with traffic, overcrowded schools, overcrowded mass transit, packed parking, noise pollution, and large buildings blocking the sun. Yes there is such a thing as over development.

Again please stop it, you're destroying the Bethesda I love.

Sent from Adam's iPhone

Sent from Adam's iPhone

MCP-CTRACK

From: james bailey <jj5bailey7@verizon.net>
Sent: Tuesday, April 26, 2016 8:32 PM
To: MCP-Chair
Cc: cebaskir@verizon.net
Subject: developer proposals

We oppose the developer proposals regarding these properties.

4332, 4334, and 4336 Montgomery Avenue
7625 Wisconsin (Claire Dratch building)

Sincerely,

James and Mary Bailey

4309 Rosemary St

Chevy Chase, MD 20815

MCP-CTRACK

From: GofDC@aol.com
Sent: Tuesday, April 26, 2016 8:53 PM
To: MCP-Chair
Subject: Proposed Starr Capital-Offutt Dynasty Trust project

Dear Chair Anderson

I am writing on the subject of a proposed redevelopment of the area between Wisconsin Avenue and Strathmore Street in downtown Bethesda. (Starr Capital and Offutt Dynasty Trust are advocating the project.) My wife Barbara and I hope that the project will not proceed. I believe that this subject is relevant to item 7 of the scheduled Thursday, April 28 Planning Board Agenda.

One reason we oppose the project is the traffic problem. This project would be very close to two of the worst intersections in the area, Wisconsin Avenue and Bradley Boulevard, and Bradley Lane and Connecticut Avenue--and considerably more density so nearby would inevitably make the situation substantially worse so long as Metrorail continues to have serious problems--just today, I heard Metrorail described as an unreliable form of transportation, on WAMU radio. I believe we must consider how people are going to report to work reliably.

A second reason to oppose the project is that it would entail demolition of some of the lower-priced housing in downtown Bethesda--and I think it improbable that the number of affordable housing units that would be built would equal or exceed the number of lower-priced units that exist there now. Furthermore, those who need lower-cost housing in the area would have a problem while the redevelopment is in process.

I believe that these issues are serious enough for substantial consideration, and I thank you for what must be difficult work in these times.

Yours truly,

Bill Goodman
4761 Bradley Boulevard
Chevy Chase, MD 20815

MCP-CTRACK

From: Julie <jblutik@aol.com>
Sent: Tuesday, April 26, 2016 9:08 PM
To: MCP-Chair
Subject: Developer Proposals

To Whom it May Concern,

I am a resident and homeowner on Middleton Lane in East Bethesda, just a few hundred feet from Wisconsin Ave.

I am writing to you to strongly register my extreme objection to any approval of development plans at 7625 Wisconsin Ave that would allow for 195 ft height limits. Such a height would be extremely detrimental to the quality-of-life of every home on our street - most especially ours, which is only one house away from the corner lot in question.

It is very disturbing that such plans are even being considered, and we will do all that we can to see that this does not happen. Our home, and our street are very precious to us.

Thank you for hearing me.

Sincerely,

Julie Blum
4534 Middleton Lane
Bethesda 20814

Sent from my iPhone

MCP-CTRACK

From: Brian Trackman <brian_trackman@yahoo.com>
Sent: Tuesday, April 26, 2016 11:19 PM
To: MCP-Chair; Councilmember.berliner@montgomerycountymd.gov; Howerton, Leslye
Cc: Brian Trackman; Karen Trackman; contact@ebca.org
Subject: Montgomery County Planning Board, Bethesda Sector Plan -

To: Casey Anderson, Chairperson
Roger Berliner, Montgomery County Council
Leslye Howerton, Planning Staff

RE: Montgomery County Planning Board, Bethesda Sector Plan

We write in regard to the current work developing the Bethesda long range development plan. As residents living in a single family home in East Bethesda neighborhood (South Chelsea Lane), we have a keen interest in the proposed development plan. We appreciate the opportunity to provide input to this process, which will have significant, direct impacts on us, on our children, our neighborhood and the Bethesda community.

We are concerned with the direction that the plan appears to be taking and oppose many of the requests for changes being sought by developers and other commercial interests to the initial proposal put forward by development staff.

Some months ago, we provided input to the planning staff by means of a survey. In general, we strongly supported the vision of sustainable development that prioritized the well-being of our community's environment and livability. Key to that goal was a coordinated approach whereby zoning standards were coordinated and rational. While the planning staff developed a proposal that largely adhered to these objectives, requested modifications to that proposal put forward by commercial developers detract from the vision for sustainable development, and are at odds with the long-term interests of the community, especially its residents.

We note the following:

Building Heights

The maximum building heights along the east side of Wisconsin are significantly higher than those along other streets that border residential areas. Compare west side of Old Georgetown (Battery Park neighborhood), and west side of Arlington (Edgemore). These are just two examples.

The maximum building heights along the east side of Wisconsin are significantly higher than those in many parts of the the "north downtown triangle" – an area that does not have single family homes and is already "commercial" at street level.

Battery lane already is dominated by existing apartment buildings, yet the development plan calls for maximum building heights there not to exceed 120 feet.

Why is our neighborhood subject to a different standard? Building heights in excess of 175 feet on the east side of Wisconsin Avenue are unacceptable. Full stop. In our view, if such a maximum is permitted, this should only be where there is sufficient space for a step down building/construction with a maximum height of 70 feet. In other words, there should be NO case in which there is less than 1/2 a block between a 35 foot max height zone and a zone with a max height greater than 100 feet. And this should be in all directions.

Zoning Development Codes - A Vital Part of Sustainable Development

1) Parking

Any long-range vision must take account of traffic. Increased density - especially the increases being requested and recommended for approval would significantly increase traffic throughout Bethesda. But the impacts would be especially significant on those living nearest the development. East Bethesda residents would bear the brunt of these negative impacts.

Much can be done to mitigate the issues, but it must be part of the zoning requirements. Buildings over 100 feet should be required to include underground parking sufficient for the building plus 20-30% for public use (or arrange for a similar total amount of parking at an alternate site not more than 2 blocks away).

2) Trees / Greenspace

Large constructions have large environmental impacts. Zoning development codes should include meaningful requirements for measures that offset the impacts large building development has.

3) Community Park (Re)Development

As a condition of developing large buildings, the zoning rules should mandate that development and financial contributions be made in support of community parks and recreation facilities throughout Bethesda, including for example, greenways, fields, tennis, public community center, meeting space, event space, etc. The bigger the building or development project, the greater the contribution that should be required. And the scale of required contribution should be something greater than linear because the impacts of larger scale development (versus smaller) are not linear.

A Rational Process

1) Fact Driven

A coordinated, long-range vision must be based on facts - certainly not a short-term profit interest. The fact is that NO comprehensive (or even piecemeal) studies have been done about the impacts the changes being requested by developers would have. No studies on environmental impacts. No studies on transportation impacts. No studies on infrastructure impacts. No studies on school impacts. No studies on community services impacts.

This is not a rational approach. To the extent modifications are being requested to the initial plan put together by professional county planning staff, the requester should put forward its view of proposed impacts in all of these areas. The planning staff should have an opportunity to review these, and then the public should have sufficient time to respond and provide input.

2) Fair

In addition, the zoning changes commercial interests seek would, in effect, use public resources for private gain. The air rights that a higher maximum building height would take, for example, belong to the public. To the extent a private entity seeks to use that resource, the community is entitled to fair compensation. If zoning changes are made that impact the community and deliver a benefit to private businesses (i.e., developers), then an equal benefit should accrue to the public. To date, the proposals being put forward to change the initial county planning proposal do not appear to do this.

We would propose that any quantum of change to increase density or development rights from the initial proposal be accompanied by at least the same quantum of value to the community. More trees, parks, bikeways. More public spaces. Better intra-community transportation. Developers of big buildings could be required to contribute to a fund to support free bus service around Bethesda, for example, building on the existing Circulator shuttle service. With the density new development would bring, a streetcar service may be useful. The long-range development of Bethesda should not allow commercial interests to freeload off public resources. Creative thinking (and sufficient time to permit good ideas to develop) is necessary before any long-range plans are finalized, but especially before modifications are granted to a limited subset of interests within our greater community.

We appreciate the opportunity to provide our input on this important process and your work to support a long-range vision and plan that serves the interests of our whole community, not just those of developers or other commercial interests.

Sincerely,

Brian Trackman
Karen Trackman

MCP-CTRACK

From: Stuart Sessions <stuart.l.sessions@gmail.com>
Sent: Tuesday, April 26, 2016 11:59 PM
To: MCP-Chair
Subject: Oppose request to up-zone 4332, 4334, 4336 Montgomery Ave., Bethesda
Attachments: S L Sessions -- 4-26 ltr to Planning Board.docx

Please see the attached letter opposing the request (to be considered during the 4-28 worksession) to up-zone these properties.

Thank you, Stuart L. Sessions

7700 Meadow Lane
Chevy Chase, MD 20815
June 26, 2016

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

I suggest that you oppose the request (to be presented at the 4/28/16 work session) to up-zone the three properties on the South side of Montgomery Avenue in the "Pearl District" of Downtown Bethesda.

Up-zoning these properties would raise the cost of acquiring these properties as a portion of the "recreational park" proposed along the South side of Montgomery Avenue in the Staff Draft of the Downtown Bethesda Plan, and would perhaps make establishment of this park prohibitively costly. This park is sorely needed, for several reasons:

- There is a lack of existing park open space in the Downtown Bethesda area generally, and in the Pearl District particularly.
- This park would greatly improve the attractiveness of the Capital Crescent Trail through this area after the Purple Line is constructed. Green open space to the north of the Capital Crescent Trail would be far more consistent with leisurely recreational use of the Trail than the alternative if these properties are upzoned as requested – a narrow trail sandwiched between a fence and the busy Purple Line on one side and a wall of 130-foot tall buildings on the other side.
- The park could accommodate both the planned Purple Line power substation and badly needed stormwater treatment facilities. The stormwater facilities could include constructed wetland or other sorts of infiltration systems as well as subsurface detention/release capacity. Stormwater treatment facilities were proposed to be located in this park in an early version of the Staff Draft, but there is no mention of these facilities in the final Staff Draft. In my estimation, the combination of: i) increased stormwater flows from the Purple Line right-of-way (due to paving the Capital Crescent Trail, highly compressed and relatively impervious ballast trackbed, and removal of vegetation from the right of way) and ii) increased stormwater flows with the planned increase in impervious surfaces in the Pearl District, threaten greatly increased stormwater flows from north to south across the Purple Line right of way and into the Coquelin Run drainage. Stormwater treatment facilities in the potential park could mitigate these expected increased flows and, if constructed in an attractive manner, would be entirely consistent with recreational use of the park.

- **The park would contribute to the sense of this area being an “Eastern Gateway” to Downtown Bethesda, particularly for visitors arriving via the Capital Crescent Trail from the East.**

Please do not approve the requested up-zoning of these properties from CRT 0.5.

Sincerely,

**Stuart L. Sessions
President, Environomics, Inc.
4405 East-West Hwy. Suite 309
Bethesda, MD 20814
sessions@environomics.com**

MCP-CTRACK

From: Paola Agostini <pagostini@worldbank.org>
Sent: Wednesday, April 27, 2016 1:59 AM
To: MCP-Chair
Subject: Bethesda sector Plan

- Dear MCP Chair,
- The proposed increase of heights and density in the new Downtown Bethesda Sector Plan by the Planning Staff is excessive and will adversely affect residents' quality of life, especially for "edge communities" such as East Bethesda. The growth allowed for in the Plan does not sufficiently account for greatly needed infrastructure and will lead to greater school overcrowding, congested roads, and not enough green/open/recreational space for residents.
- The **additional** heights and density granted to developers by the Planning Board are excessive and should not be supported.
- The Planning Staff and Board's height and density recommendations for the east side of Wisconsin Avenue between Cheltenham and Chase Ave (with heights up to 250 feet) - as requested by developers - are excessive and should not be supported.
- The Planning Staff and Board's height and density recommendations for the east side of Wisconsin Avenue between Chase Ave and Chesnut is excessive and should not be supported.
- Developers should be required to provide safe adequate passage for pedestrians during construction.
- It is critical that a generous Greenway to buffer properties next to single family homes be included in this plan. The first blocks of East Bethesda – those abutting Wisconsin Avenue and East West Highway – are "transition" areas. In addition, requiring greater building step-downs and set-backs bordering single family homes must be a priority. The development that takes place along Wisconsin Avenue and East West Highway can either create an effective buffer and welcoming feeling for Bethesda residents and visitors, OR, or as proposed, the development will overwhelm surrounding neighborhoods and destroy their charm and that of downtown Bethesda.
- The proposed development would greatly exacerbate the challenge of entering and leaving the neighborhood and negatively affect traffic for the entire Bethesda community and for commuters. Current heavy traffic/gridlock would become even worse and further endanger pedestrians and bikers who face a daily struggle to navigate around closed sidewalks and to use blocked crosswalks.
- With excessive heights also proposed for the west side of Wisconsin Avenue, we will end up with an uninviting canyon effect along Bethesda's "main street" and even inside our East Bethesda neighborhood. Traffic and pedestrian safety is extremely important with many children and families traveling through this area to Bethesda Elementary and other schools.
- Excessively tall buildings and greater density are similarly proposed for both sides of the busy East-West Highway to the south of East Bethesda where another canyon would emerge. East-West Highway is a serious bottleneck for residents throughout Bethesda and for commuters. Traffic and pedestrian safety is extremely important with two schools, Bethesda Chevy Chase HS and Our Lady of Lourdes ES, located there.
- Our schools are already overcrowded and underfunded, and will remain so even after the construction of Middle School #2 and the B-CC addition, because this Plan does not adequately incorporate increased enrollment projections from the new proposed additional density in Bethesda.
- Traffic in Bethesda is dramatically increasing, adding to commute times and decreasing walkability and bike-ability. The number of accidents and near-accidents is increasing. Just this week, The

Washington Post ran a story on the Metro "crisis" which has caused many Bethesda residents to abandon Metro in favor of their cars. Walking and biking is more difficult both because of the increased number of cars clogging Bethesda's narrow streets and because of impending Purple Line construction disruptions as well as constant and ongoing building construction disruptions.

- Or you can just write to say you support the letter/s submitted by EBCA.

Paola Agostini
West Virginia Av
Bethesda

Sent from my iPhone

MCP-CTRACK

From: Todd C. De Binder <DeBinderTCD@comcast.net>
Sent: Wednesday, April 27, 2016 7:41 AM
To: MCP-Chair
Subject: Presentation Files for Agenda Item 7 at Work Session 11
Attachments: BDP WS 11 Text 20160428.docx; BDP WS 11 Exhibits A-E 20160428.pdf

Good morning:

Attached are two files for use in our presentation at Work Session 11 on April 28, 2016.

Please contact me if you have any questions. My cell phone number is 978-505-2289 and my e-mail address is debindertcd@comcast.net.

Thank you,

Todd C. De Binder
104 Border Road
Concord, MA 01742

PRESENTATION TO MONTGOMERY COUNTY PLANNING BOARD

BY

FCD PROPERTY LLC AND COMMERCIAL BROKERS LLC

CONCERNING

**PROPOSED RE-ZONING OF LOTS 21-22 IN BLOCK 9 OF WEST
CHEVY CHASE HEIGHTS, BETHESDA, MD**

REFERENCE

**PLANNING BOARD AGENDA ITEM 7 RE BETHESDA DOWNTOWN
PLAN**

28 APRIL 2016

INTRODUCTION

Thank you for affording us, Todd C. De Binder (TCD), Managing Member of FCD Property, LLC, and Walter N. Propps (WNP), President and Managing Member of Commercial Brokers, LLC (Owner/Lessor and Lessee, respectively, of Lots 19-20 (aka 4707 Chase Avenue, Bethesda, MD) the opportunity to express our profound concerns regarding the proposed re-zoning of abutting Lots 21-22 from "R-60" to "URBAN PARK", and the adverse impact on the use and value of our property.

We will also offer our recommendations regarding the use and zoning of Block 9 (per the Land Records of Maryland) in general which we firmly believe will result in a "Win, Win" solution for all interested parties.

TCD/WNP COMMENTS RE EXHIBIT A

- Exhibit A reflects the existing Land Use of Block 9, which includes for the purpose of this presentation, High Performance Area Lots 27 and PT.1 through PT.5 along Wisconsin Avenue.
- As you see, the Land Use is quite mixed and disjointed and thus requires much rezoning to meet the BDP goals and objectives.
- Two such goals/objectives are:
 - Increase density for Commercial/Residential across the Sector Plan, and
 - Promote diversified mix of housing options in the downtown through mixed-use and multi-family residential zoned development.

Please keep in mind these goals/objectives as we proceed to the next few Exhibits.

TCD/WNP COMMENTS RE EXHIBIT B

- For purposes of this presentation we refer to the track of land comprised of Lots 12-13 on the West Virginia Avenue side, and Lots 19-22 on the Chase Avenue side as the “Mid-Block.” All of these Lots are coded “Mixed-Use, Residential and Commercial,” except for Lots 21-22 which are coded “Residential-Single Family Detached.” The latter are completely inconsistent with the Plan’s Goals/Objectives for the “Mid-Block” track of land.
- On page 89 of the Planning Board Briefing, Dec. 2014, the entire “Mid-Block” is earmarked for “Potential Development.”
- Also note that Lot 28 is coded Urban Park which, when acquired in the future by the County, will expand the existing Chase Avenue Urban Park along Tilbury Street, which is in keeping with the Plan’s Eastern Greenway Neighborhood Green Urban Parks goal/objective.

• **TCD/WNP COMMENTS RE EXHIBIT C**

- During Work Session # 8 held on February 25, 2016, John Redmond of Huron Associates, proposed to dedicate his Lots 21-22, situated in the “Mid-Block” track of land, to Montgomery County in exchange for increasing the density of his other property in the High Performance District along Wisconsin Avenue (Lots 27, PT.5 and PT.4 in Block 9). It is our understanding that Mr. Redmond either stipulated, or suggested, that Lots 21-22 be used to expand the “Chase Avenue Urban Park” (Lots 23-26) situated on the corner of Tilbury Street and Chase Avenue. It is also our understanding that Mr. Redmond made a very brief verbal and undocumented proposal to the Planning Board during Work Session #8, and that the Planning Board agreed to his offer. The Board also agreed to increase his property zoning from CR-3.5 to CR-5.0 and the building height from 120’ to 200’.
- We, the abutting owner and lessee of Lots 19-20, take strong objection to Mr. Redmond’s proposal to change the zoning of Lots 21-22 to “Urban Park” because of the highly adverse impact such a change will have on the use and

value of our property. In addition, the proposed change will surely have an impact on the entire Mid-Block with respect to potential development of that track of land.

- Time does not permit going into all the potential problems during this presentation. However, the crux of the matter is:
 - (1) our property will be virtually cut off from the “Mid-Block” track of land which is ripe for development as Mixed-Use-Residential and Commercial thus creating what we refer to as a “pan handle” effect leaving us with very few, if any, options for development, and
 - (2) The encroachment of an Urban Park up Chase Avenue into the Mixed-Use-Residential and Commercial area where it doesn’t belong.

- However, we will be discussing briefly our proposed solutions to solving the problems in Block 9 during our discussion of Exhibit E.

TCD/WNP COMMENTS RE EXHIBIT D

Exhibit D illustrates the disparity in density and height between Lots 27, PT.5 and PT.4 along Wisconsin Ave. and lots in the “Mid-Block” track of land. There is more coverage on this subject when we discuss Exhibit E.

TCD/WNP COMMENTS RE EXHIBIT E

As shown in Exhibit E, we propose that the following changes be made in Block 9:

1. That Lots 21-22 be re-zoned to Mixed-Use-Residential and Commercial thus opening up the entire "Mid-Block" to potential development.
2. That the entire "Mid-Block" be re-zoned to CR-3.5, C-1.25, R-3.5, and H-120" in concert with the proposed increase in density of Lots 27, PT.5, PT.4, PT.3, PT.2, and PT.1 as reflected in Exhibit E.
3. That Lots 28-29 be re-zoned as CRT-0.5, C-0.25, R-0.05 and H-35' – 70' for future expansion of the Chase Avenue Urban Park along the Tilbury Street "Eastern Greenway". In all probability, funds obtained from the developer who purchases the Montgomery County owned property in the "Mid-Block" would more than cover the cost to acquire Lots 28-29 for Urban Park expansion.
4. Finally, residents of Bethesda, property owners, Montgomery County, and the State of Maryland will reap the benefits from the development of Block 9 as proposed.

We sincerely hope that all interested parties will see the validity and practicality of these proposed changes. Accordingly, the Planning Board's and Planning Staff's favorable consideration of same will be greatly appreciated.

EXHIBIT B
Ref. BDP Draft May 2015 Fig. 2.03, Recommended Land Use

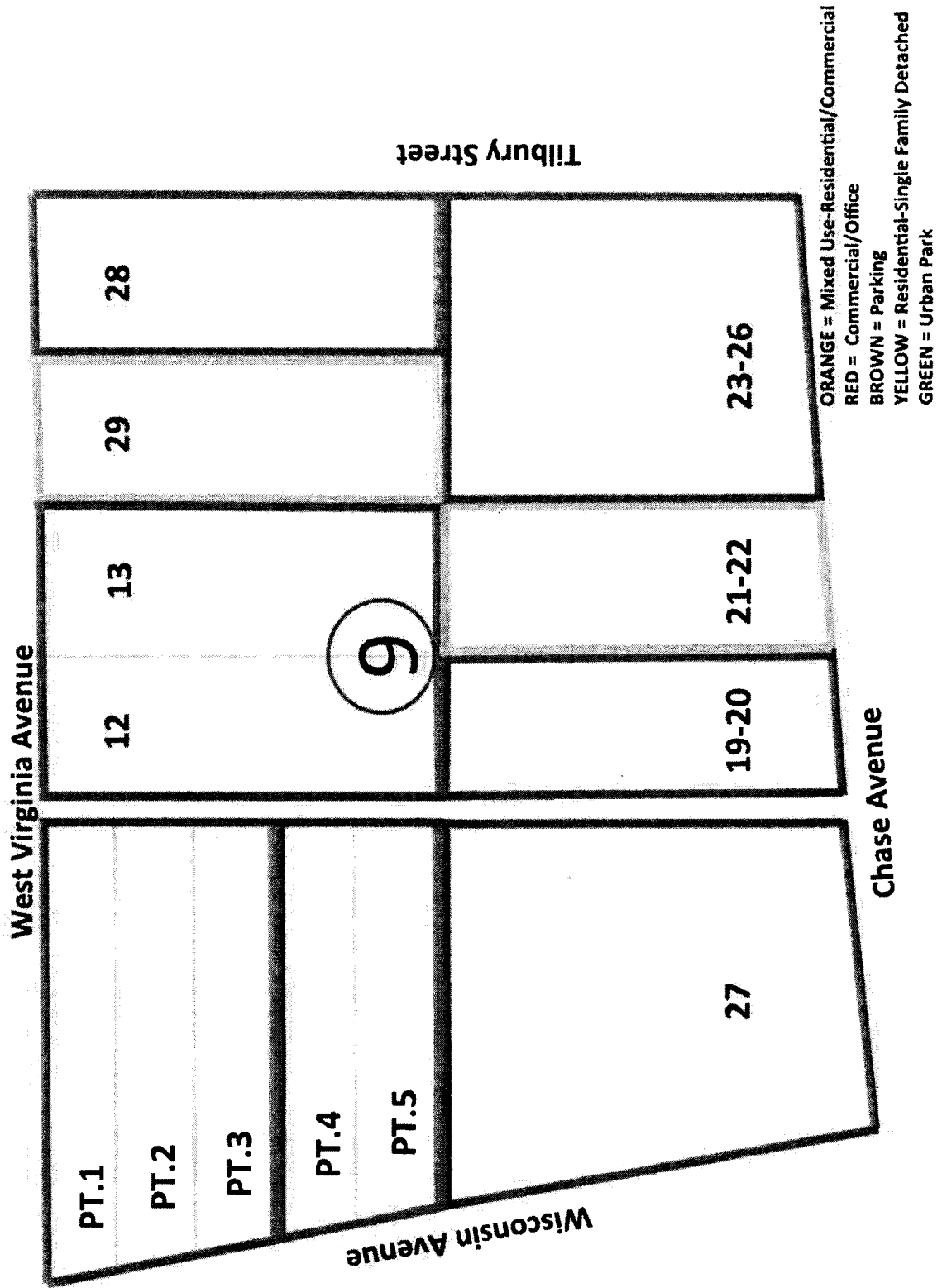
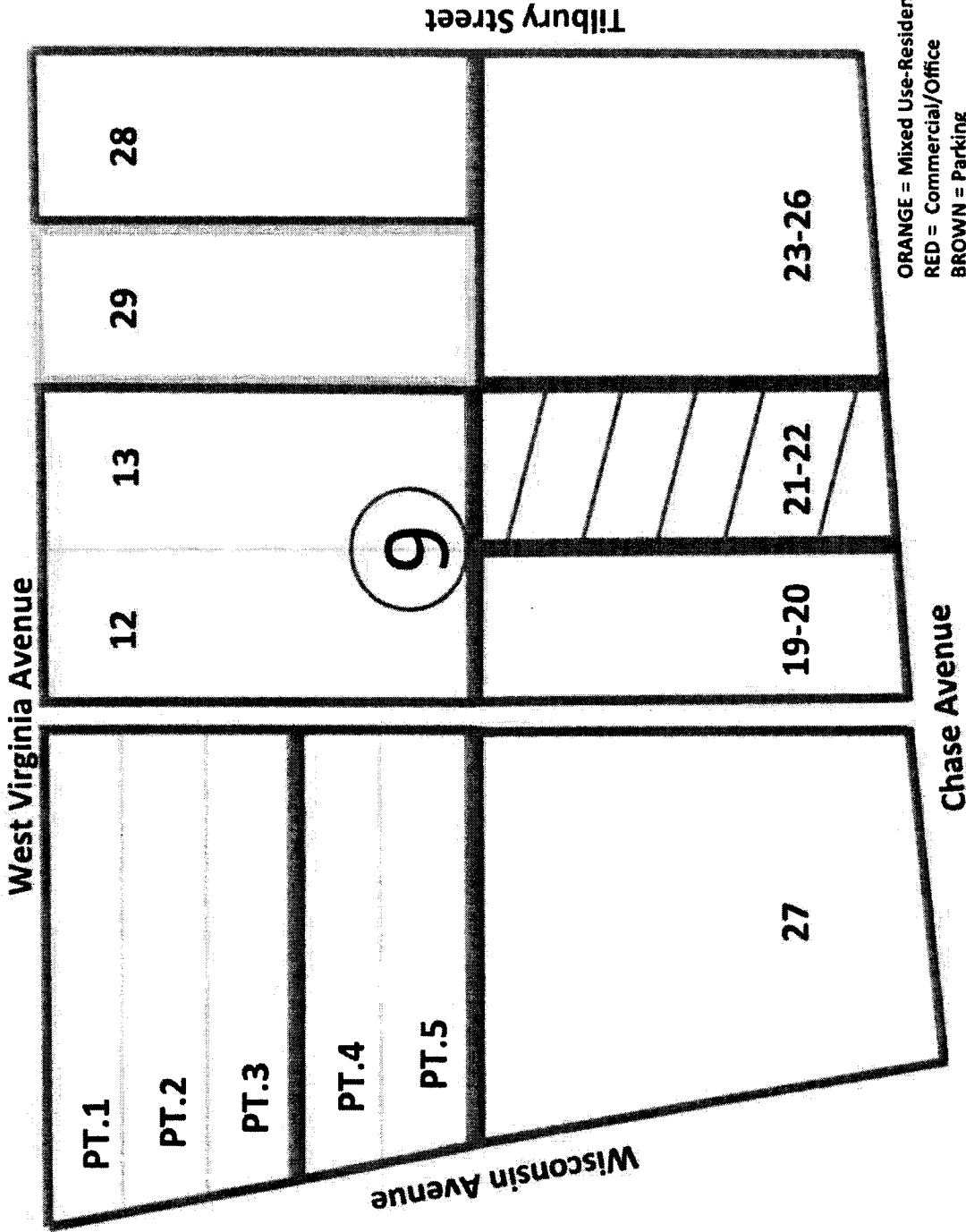


EXHIBIT C
Ref. BDP Work Session #8 Report February 2016



ORANGE = Mixed Use-Residential/Commercial
 RED = Commercial/Office
 BROWN = Parking
 YELLOW = Residential-Single Family Detached
 GREEN = Urban Park
 ///// = Proposed Change

EXHIBIT D

**Disparity in Density/Height between
Lots 27/PT.4-5 and Lots 19-20 per Exhibit C**

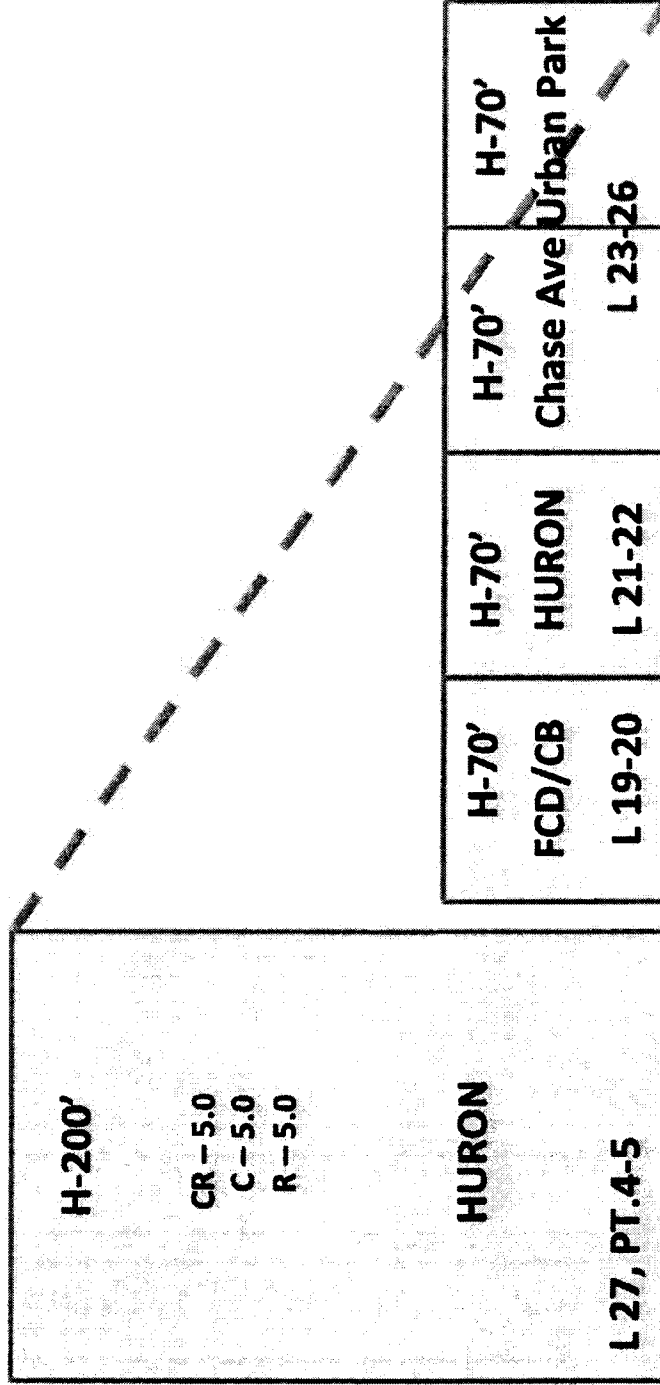
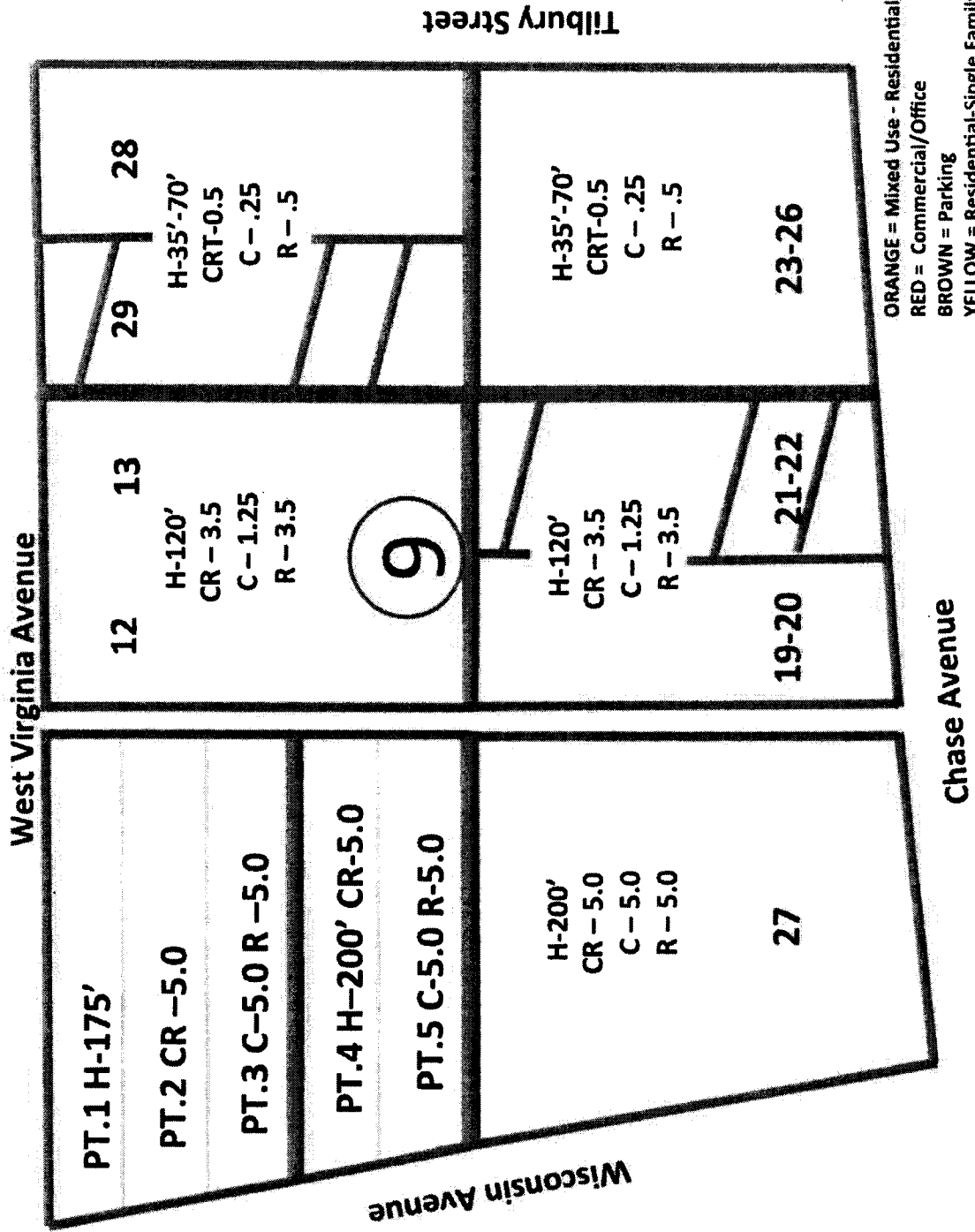


EXHIBIT E

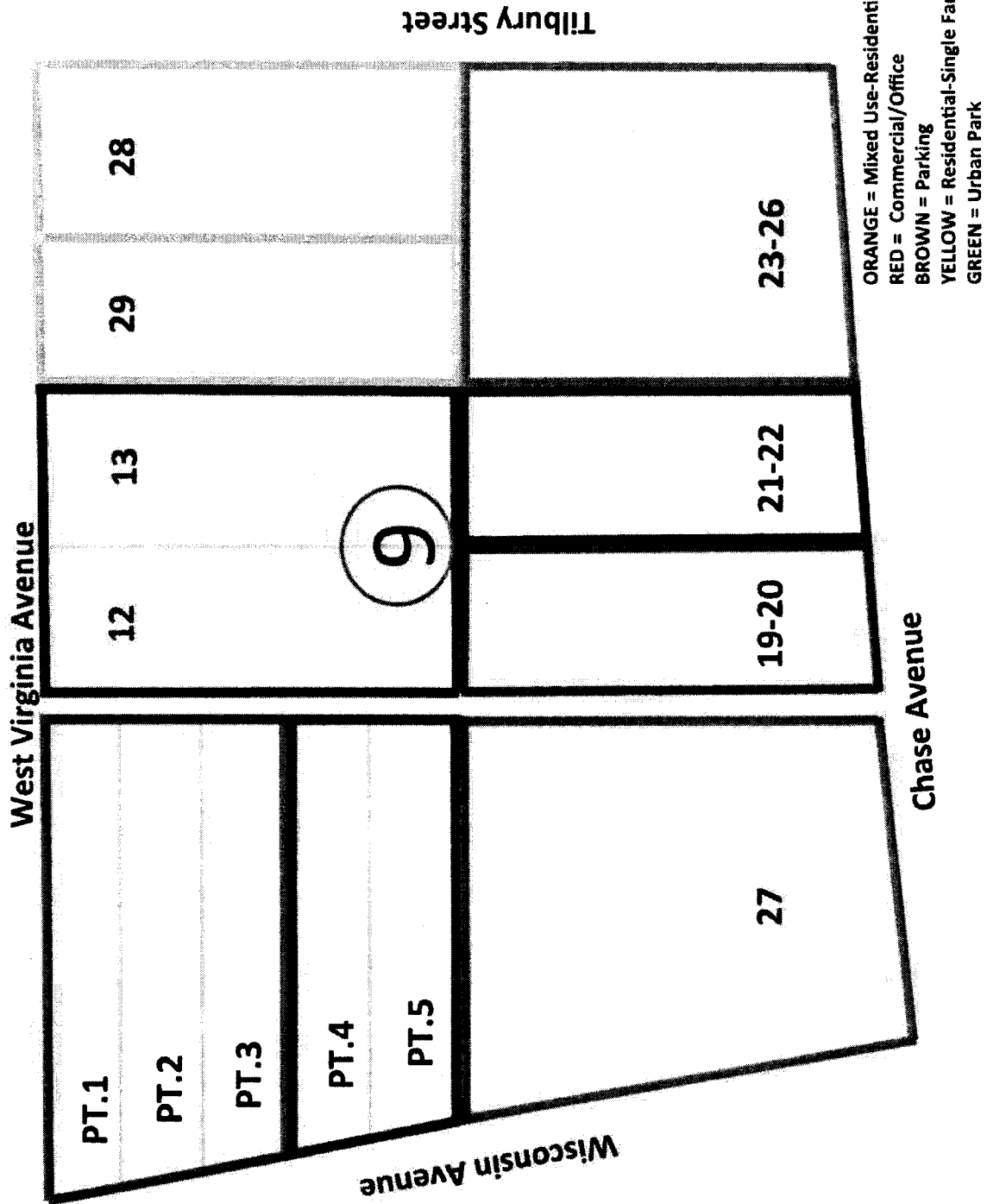
FCD & CB Proposed Changes to BDP



ORANGE = Mixed Use - Residential/Commercial
 RED = Commercial/Office
 BROWN = Parking
 YELLOW = Residential-Single Family Detached
 GREEN = Urban Park
 ///// = Proposed Change

EXHIBIT A

Ref. BDP Draft May 2015 Fig. 2.02, Existing Land Use



MCP-CTRACK

From: David & Karyn <david.karyn@gmail.com>
Sent: Wednesday, April 27, 2016 8:17 AM
To: MCP-Chair
Subject: Sector Plan for Bethesda

Dear Chair:

I think it is very important that the Sector Plan for Bethesda does not increase building height allowances for blocks directly abutting or within one block of purely residential neighborhoods. Without even considering the impact on traffic and services, the construction of buildings that are 20+ floors tall, next to buildings that are stepped down but still very tall would have marked, negative impacts on the light, noise, and air currents on a 100 year old residential neighborhood of one and two story homes. In particular, I the am writing you today to ask that you reevaluate the following properties along Wisconsin Ave directly bordering our neighborhood:

- Avondale to Cheltenham Drive – East side of Wisconsin Ave. These properties should not exceed H-110 as set forth in the Staff Plan.
- South side of Cheltenham Drive to Chase Avenue – East side of Wisconsin Ave. I am very concerned with the increase from H-75-90 in the 1994 Sector Plan to H-250 in the 2015 Staff Plan and Board recommendation. This is an unacceptable height, and corresponding density, to be within one block of established single-family homes. The scale of any new buildings at these locations should be kept consistent to others along the East side of Wisconsin Ave (H-110 to H-120 as recommended in the Staff Plan).
- The Planning Board recommended increasing the proposed step-downs heights along Tilbury Street to a range of H-70 to H-110 (including H-90 for Lot 25). These heights are unacceptable to be abutting single-family homes. The Planning Staff recommendation of 35'-70' is more appropriate for these locations - if a sufficient Greenway is included.
- Chase Ave to Chestnut Street – East side of Wisconsin Ave. I do not support any additional heights and density above the Planning Department's recommendations of H-120 along Wisconsin Ave.
- I support the concept of a Civic Green along Cheltenham Drive west of Wisconsin Ave. Woodmont Triangle has minimal public open space and parks and is an area of rapid population growth. Veteran's Park is already frequently used to its maximum capacity. The Civic Green open area would be critical to support the goals of increased walkability, open space, green space, and to decrease the canyon effect of the surrounding current and proposed building heights.

I would also urge the Planning Board to be more judicious in its oversight of development in Bethesda. I am not opposed to the concept of infilling generally. I just believe it should be consistent with the characteristics of the surrounding area. The decision to allow a one story bank to be built at the corner of Old Georgetown Road and Woodmont, prime area near the Metro and other tall buildings for larger scale development, while then contemplating excessively tall development immediately abutting a residential neighborhood makes no common or community sense.

Sincerely,

Karyn Wendelowski

4617 West Virginia Ave.

MCP-CTRACK

From: Tina Coplan <tlcoplan@verizon.net>
Sent: Wednesday, April 27, 2016 9:00 AM
To: MCP-Chair
Subject: Comments for Planning Board's April 28 Work Session
Attachments: Comments Work Session 4-28-16.docx

Thank you for passing these comments to the Planning Board and acknowledging receipt.
Tina Coplan

To: Chairman Casey Anderson and Montgomery County Planning Board Commissioners
Date: April 27, 2016
Re: Up-zoning 4332, 4334 and 4336 Montgomery Avenue

Dear Chair Casey Anderson and Planning Board Commissioners,

As residents of Chevy Chase, we strongly oppose property owners' last-minute request to up-zone 4332, 4334 and 4336 Montgomery Ave. in the Bethesda Sector Plan.

Allowing building heights nearly three times the recommended 35 feet and seven times the recommended density of 0.5 feet would dwarf single-family neighbors on this edge. It would also continue to pile up square footage already past the tipping point for school capacity and livability.

The price for the county to purchase these sites for a proposed public park would also escalate— in a community desperately short of open space and with the greatest current and projected population in the county, according to the PROS Plan.

We urge you to deny this request and maintain the proposed CRT on these three properties.

Ema and Michael Corlan
7003 Meadow Lane
Chevy Chase, MD 20815

MCP-CTRACK

From: Laureen Kapin <laureen.kapin@gmail.com>
Sent: Wednesday, April 27, 2016 9:08 AM
To: MCP-Chair; councilmember.berliner@montgomerycountymd.gov; Howerton, Leslye
Subject: Troubling Changes to East Bethesda Sector Plan

Dear Planning Board Members:

I agree with the points raised below in the East Bethesda Citizens Association's letter regarding troubling changes to the zoning in our neighborhood. As a longtime resident of West Virginia Ave, I'm concerned about the increasing density, traffic, and safety of our surroundings. This concern is reinforced by the fact that there are plans to increase density without sufficient corresponding infrastructure.

We are writing you today to ask that you reevaluate the following properties along Wisconsin Ave directly bordering our neighborhood:

- Avondale to Cheltenham Drive – East side of Wisconsin Ave. These properties should not exceed H-110 as set forth in the Staff Plan. Also we urge you to consider adding the small Parking Lot 41 to the Greenway concept. It would add connectivity to a sidewalk system already in place and will help protect the R-60 homes that are directly next to it.
- South side of Cheltenham Drive to Chase Avenue – East side of Wisconsin Ave. We are concerned with the increase from H-75-90 in the 1994 Sector Plan to H-250 in the 2015 Staff Plan and Board recommendation. This is an unacceptable height, and corresponding density, to be within one block of established single-family homes. Cheltenham Drive and Chase Avenue are already heavily travelled gateways into our residential neighborhood. A 250 foot building allowed 120 feet to the west of the Greenway will greatly negate the proposed enhancements of an open space area. The scale of any new buildings at these locations should be kept consistent to others along the East side of Wisconsin Ave (H-110 to H-120 as recommended in the Staff Plan).
- The Planning Board recommended increasing the proposed step-downs heights along Tilbury Street to a range of H-70 to H-110 (including H-90 for Lot 25). These heights are unacceptable to be abutting single-family homes. The Planning Staff recommendation of 35'-70 is more appropriate for these locations - if a sufficient Greenway is included.
- We greatly appreciate and support the Eastern Greenway (as well as Bike Priority / Canopy Corridor) concept along Tilbury Street. The Eastern Greenway concept is critical to provide a sufficient buffer between buildings and single-family homes. A stated goal of the Sector Plan is more open space and green space and this is the ideal location to implement that goal. We request that the width (in feet) of the setback/Greenway (as stated in the Greenway Tier definitions) be greater than the proposed height of the building step-downs along Tilbury Street. In addition, the concept of the Greenway should be extended north to a more natural cut-off at Chestnut Street (which is also a proposed Bike Priority/Canopy Corridor)
- Chase Ave to Chestnut Street – East side of Wisconsin Ave. We do not support any additional heights and density above the Planning Department's recommendations of H-120 along Wisconsin Ave.
- We understand that Norfolk Avenue / Woodmont Ave on the West side of Wisconsin Avenue is set to be the gateway to the Woodmont Triangle Area and that the area is to be considered a High Performance Area. This implementation should not cross Wisconsin Avenue to the East in order to preserve scale and character along our residential border.

- We support the concept of a Civic Green along Cheltenham Drive west of Wisconsin Ave. Woodmont Triangle has minimal public open space and parks and is an area of rapid population growth. Veteran's Park is already frequently used to its maximum capacity. The Civic Green open area would be critical to support the goals of increased walkability, open space, green space, and to decrease the canyon effect of the surrounding current and proposed building heights.
- Our neighborhood consists of many residents who walk and bike throughout the Downtown Bethesda area, including families and children who walk and bike to school at Bethesda Elementary through the Woodmont Triangle Area (and across many busy roads). It is critical that this walkability, and pedestrian and biker safety is given greater consideration in the implementation of this Plan.

We would like for the Planning Department and Planning Board to reconsider these locations, proposed heights and densities, and issues to better protect the encroachment of development on neighboring single-family residences in East Bethesda.

Sincerely,

Laureen Kapin, Esq.

MCP-CTRACK

From: frances.pitlick@verizon.net
Sent: Wednesday, April 27, 2016 9:12 AM
To: MCP-Chair
Subject: South Bethesda, Wisconsin Avenue - unresolved issues
Attachments: IssuesNeedingMoreDiscussion.doc

Wednesday, April 27, 2016

Mr. Anderson and Planning Board Members -

About the Bethesda Sector Plan:

I believe you still have a number of OPERATIONAL and ESTHETIC issues to resolve. Some of your current plans are far afield from some of your original expectations (included in the attachment).

Frances Pitlick

4420 Stanford Street

Issues:

Capacity of Support Systems for Added Stresses

Transportation

Traffic Management – Wisconsin Avenue, East-West Highway, Bradley Boulevard/Bradley Lane

Mass Transport – Buses

Parking -

Safety & Emergency Services

Emergency Vehicle Access thru Traffic – Fire, Ambulance, Police

Emergency Infrastructure for Tall Buildings – Fire, Police; e.g., active shooters?

Appropriate Neighborhood School Capacity at All Grade Levels

Character of New Buildings & Pedestrian Experience -

Height vs. Neighborhoods - why not not lower limits - 70 feet max on Wisconsin - why is that so bad?

Setbacks from Sidewalks, not just setbacks - room for trees/plantings between sidewalk & buildings

Canyonization, Permanent Shadows, Confinement to Narrow Spaces - see Waverly Street in Bethesda - this is what we don't need, but what Wisconsin Avenue will approximate with current plans, just wider but much deeper.

+++++

Wednesday, April 27, 2016

Mr. Anderson and Planning Board Members -

About the Bethesda Sector Plan:

I believe you still have a number of OPERATIONAL and ESTHETIC issues to resolve. Some of your current plans are far afield from some of your original expectations.

Frances Pitlick
4420 Stanford Street

Issues:

Capacity of Support Systems for Added Stresses

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Height vs. Neighborhoods - why not not lower limits - 70 feet max on Wisconsin - why is that so bad?

Setbacks from Sidewalks, not just stepbacks - room for trees/plantings between sidewalk & buildings

Canyonization, Permanent Shadows, Confinement to Narrow Spaces - see Waverly Street in Bethesda - this is what we don't need, but what Wisconsin Avenue will approximate with current plans.

+ + + + +

Background

Revised Staff Memo - Work Session #1

This work session will provide an overview of the traffic analysis methodology and findings associated with the Bethesda Downtown Sector Plan 2040 Land Use Vision. This work session will also provide an opportunity to discuss specific transportation elements of the Plan raised at the Public Hearing. As a result of the analysis completed for this planning effort, Staff has determined that all intersections within the Plan area will continue to operate at acceptable levels of congestion in the year 2040 under the proposed land use vision. Four intersections immediately outside the plan area are forecast to exceed Policy Area Critical Lane Volumes (CLV's) in the year 2040. Those intersections are:

- **East-West Highway/ Connecticut Avenue**
- **Rockville Pike/ Cedar Lane**

- **Bradley Boulevard/ Huntington Parkway**
- **Connecticut Avenue/ Bradley Lane**

In addition to the transportation analysis, staff worked closely with the Montgomery County Public Schools long range planning staff. The Downtown Bethesda Sector Plan is within the service areas of Bethesda Elementary School, Westland Middle School and Bethesda-Chevy Chase High School. Enrollment increases have been occurring at all these schools and a variety of strategies will be considered to accommodate additional students resulting from the Sector Plan. The Plan includes designation of the former Lynnbrook Elementary School as a future operating elementary school. Options were prepared by MCPS to accommodate additional students from the Plan and presented during the Working Draft presentation to the Planning Board on May 21, 2015.

Revised Staff Memo - Work Session #5

Page 3 -

When increasing density recommendations in the Downtown Plan, **the following impacts should be considered:**

- Approved transportation recommendations in the Plan (operational scenarios), such as the two-way street conversions, road diets including recommended bicycle lanes may not be feasible with increased vehicular traffic demand from increased density.
- From a regulatory perspective, adding more land use density than the transportation network can accommodate will leave development potential "on the table" for potential developments unable to mitigate intersection congestion to the applicable CLV. This scenario creates a situation where the demand for new development is restricted by the available transportation capacity rather than the market.
- If the revised land use density exceeds the anticipated transportation capacity, we will determine that the plan is "out of balance" and may need to identify intersection improvements to improve vehicular travel (there are currently no vehicular intersection improvements recommended in the Plan).
- We may need to reevaluate our intersection congestion analysis if the revised land use density is too far off from the land use density evaluated in the Staff Draft.

Building Heights Discussion (Page 4)

With the increases to allowable building heights and density recommended for Bethesda, tall building guidelines become critically important to ensure that Downtown Bethesda will be a walkable environment where buildings frame a vibrant public realm and relate to the pedestrian scale. The following guidelines are intended to guide development and avoid many of the problems with design of tall buildings that we see in Downtown Bethesda today such as: large blank walls, lack of relationship between the building and the street, overbearing building massing, and monotonous facades.

- Create active ground floors and midblock connections
- Design a low to mid-rise base and step back upper floors to relate to pedestrian scale
- Limit tower floor plate size to reduce building bulk
- Provide tower separation to ensure access to light and air and reduced shadows on streets and open spaces and improve the interior building quality
- Create innovative building forms and facades

- **Retrofit existing buildings with liner retail and new facades**
- **Promote sustainable design systems and materials to improve building performance**
- **Ensure context sensitivity and transitions to lower scale districts and neighborhoods**

MCP-CTRACK

From: Michael Knable <mknable@clearviewcommunities.org>
Sent: Wednesday, April 27, 2016 10:05 AM
To: MCP-Chair
Subject: Bethesda Planning Board issues

Dear Mr. Chairman,

I live in the town of Chevy Chase at 4425 Ridge Street, and also own a commercial property at 4300 Montgomery Avenue. I am writing to let you know that I oppose the following ideas:

- to convert 4332, 4334, and 4336 Montgomery Avenue from small businesses (all based in single-family houses) to zoning that would allow for a 120-foot building, as I believe this stretch of Montgomery Avenue should be developed as greenspace.
- to increase the maximum height limit for 7625 Wisconsin (Claire Dratch building) to allow a 195-foot building.

Please let me know if you have any questions

Dr. Michael Knable
Medical Director
Clearview Communities
617 W. Patrick Street
Frederick, MD 21701
240-439-4900
mknable@cvcmail.org
mknable1@jhmi.edu
@MichaelKnable

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MCP-CTRACK

From: ageldhof@comcast.net
Sent: Wednesday, April 27, 2016 10:18 AM
To: MCP-Chair
Cc: Howerton, Leslye
Subject: Updated Petition Opposed to Undue Up-zoning in Arlington North
Attachments: oppose-undue-upzoning-ifo-BES 4-27-16.pdf

Dear Chairman Anderson,

Re: ZOM Mid-Atlantic properties & Garden Plaza Building on Arlington Rd

Attached please find an updated copy of a petition opposing the Planning Board's interim height and density recommendations for the Arlington North District of the Bethesda Downtown Plan. At this time, it has 208 signatures.

I could not locate the earlier petition submission (below) on the Planning Board's website in the "correspondence" attachments to any of the prior BDP Worksessions. (234 pgs for #10 on April 7) (or 105 pgs for #11 on April 28) Is it somewhere else?

I hope that does not mean that this petition did not get distributed to the Planning Board members.

Thank you for your attention to this matter.

Respectfully,

Adam Geldhof
Bethesda, MD

From: "MCP-Chair" <mcp-chair@mncppc-mc.org>
To: ageldhof@comcast.net
Sent: Wednesday, April 6, 2016 11:18:53 AM
Subject: Confirming receipt of your email to the Montgomery County Planning Board

Date: April 6, 2016

Subject: Confirming receipt of your email to the Montgomery County Planning Board

This confirms receipt of your email to the Montgomery County Planning Board. It will be distributed to staff and the Commissioners for the meeting.

Thank you.

Office of the Chair
Montgomery County Planning Board

8787 Georgia Avenue
Silver Spring, MD 20910
(301)495-4605

From: ageldhof@comcast.net <ageldhof@comcast.net>
Sent: Tuesday, April 5, 2016 8:22 PM
To: MCP-Chair
Cc: Howerton, Leslye
Subject: Petition re Up-zoning in Arlington North - Bethesda Downtown Plan

Dear Chairman Anderson,

Re: The ZOM Mid-Atlantic properties and the Garden Plaza Building on Arlington Road across from the Bethesda Elementary School.

Attached please find a copy of a petition opposing the Planning Board's height and density recommendations for the Arlington North District of the Bethesda Downtown Plan.

The petition reads: "We, the undersigned, oppose the Planning Board's height and density recommendations for the ZOM Mid-Atlantic and the Garden Plaza Building sites. The Board's recommended height of 75' for the ZOM property and 175' height for the Garden Plaza Building go well beyond the Staff's original recommendations of 40' and 110', respectively. The ZOM property and the Garden Plaza Building are both on Arlington Road across from the Bethesda Elementary School.

Arlington North is a transitional edge district. The ZOM property is on the outer edge of the Arlington North district, which is a transitional area between Bethesda's downtown and the School and its surrounding single-family residential communities. Development on these sites should not overwhelm the existing development across from Arlington Road. We do not oppose reasonable redevelopment. The Staff's recommendations for these sites are far more in keeping with our vision for our community and we ask the Board to reconsider its recommendations accordingly."

The copy attached hereto includes 161 signatures and some comments as of Tuesday April 5, 2016. It remains open and we plan to supplement the list with any additional signatures prior to the Board's next worksession on zoning in the BDP.

We ask the Board to reconsider its earlier recommendations.

Respectfully,

Adam Geldhof
Bethesda, MD



This petition has collected
208 signatures
using the online tools at iPetitions.com

Printed on 2016-04-27

Save Our Area: Oppose Undue Up-zoning in front of Bethesda Elementary School

About this petition

We, the undersigned, oppose the Planning Board's height and density recommendations for the ZOM Mid-Atlantic and the Garden Plaza Building sites. The Board's recommended height of 75' for the ZOM property and 175' height for the Garden Plaza Building go well beyond the Staff's original recommendations of 40' and 110', respectively. The ZOM property and the Garden Plaza Building are both on Arlington Road across from the Bethesda Elementary School.

Arlington North is a transitional edge district. The ZOM property is on the outer edge of the Arlington North district, which is a transitional area between Bethesda's downtown and the School and its surrounding single-family residential communities. Development on these sites should not overwhelm the existing development across from Arlington Road. We do not oppose reasonable redevelopment. The Staff's recommendations for these sites are far more in keeping with our vision for our community and we ask the Board to reconsider its recommendations accordingly.

Signatures

1. Name: Adam Geldhof on 2016-03-22 18:55:12
Comments:
My Zip Code:

2. Name: Marge Dietrich on 2016-03-23 22:33:04
Comments: I oppose undue up-zoning in front of Bethesda Elementary School.
My Zip Code: 20814

3. Name: Adam Lloyd on 2016-03-23 22:35:09
Comments: As a wheelchair user I oppose this plan because the added density will make it even more difficult to get around the already busy sidewalks and to deal with the horrendous traffic. I'm shocked by the lack of responsible planning by the board which seems to be interested in chasing after developers' money rather than protecting it's constituent's quality of life.
My Zip Code: 20814

4. Name: Patra Pupachart on 2016-03-23 22:36:26
Comments:
My Zip Code: 20814

5. Name: Patchara Thoviboon on 2016-03-23 22:37:56
Comments:
My Zip Code: 20814

6. Name: Richard Dangay on 2016-03-23 22:41:41
Comments:
My Zip Code: 20814

7. Name: Megan Donohue on 2016-03-23 23:08:34
Comments:
My Zip Code: 20814

8. Name: Brooke mallin on 2016-03-23 23:30:03
Comments:
My Zip Code: 20814

9. Name: Chris Mallin on 2016-03-23 23:46:49
Comments:
My Zip Code: 20814

10. Name: Sarah Bram on 2016-03-23 23:48:51
Comments:
My Zip Code: 20902

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11. Name: Mary Ryan on 2016-03-23 23:57:16
Comments: The current recommended zoning packs yet additional excessive density to an already overcrowded area that lacks the infrastructure, or ability to develop the infrastructure, to handle it. The Planning Department's staff recommendations should be approved as they are far more suitable for the area and will present the least burden to this already stressed area. The current proposal also substantially changes the character and value of the neighboring property, whose owners relied upon the initial plans.
My Zip Code: 20814
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12. Name: Terrence Sauvain Jr on 2016-03-24 00:25:08
Comments: I am a resident, taxpayer, and voter who lives in the Arlington North part of Bethesda.
My Zip Code: 20814
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13. Name: Michelle Lebling Camp on 2016-03-24 00:47:51
Comments:
My Zip Code: 20878
-
14. Name: Scott and Linda Brand on 2016-03-24 00:50:28
Comments: The proposed construction would seriously decrease the quality of life for the residents of Bethesda.
My Zip Code: 20814
-
15. Name: Katherine Bradley on 2016-03-24 01:18:37
Comments:
My Zip Code: 20814
-
16. Name: Margaret McDowell on 2016-03-24 01:42:52
Comments: I oppose the excessively large building that ZOM has proposed to build. The area is already congested due to school traffic, commuters and a complex intersection of Arlington RD, Wilson LN, Old Georgetown and St. Elmo.
- The area simply cannot bear more traffic. As a pedestrian, parent, and Bethesda resident, I am worried about public safety, environmental air quality, and noise.
- Please reconsider the scaled up plan and listen to residents whose lives will be impacted. We must preserve the quality of life Bethesda has always been known for.
- Thank you.
My Zip Code: 20814
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17. Name: Marsha S Mirsky on 2016-03-24 01:45:13
Comments: I have lived in downtown Bethesda for 23 years and I am upset about a lack of good planning and runaway development. There is entirely too much density throughout downtown Bethesda, and the area is in danger of losing its variety and

individuality, the very reasons why I moved here. Please listen to the residents of Bethesda and scale down the ZOM property and Garden Plaza building height recommendations.

My Zip Code: 20814

18. Name: Elizabeth Becker on 2016-03-24 02:32:37

Comments: The dramatic increase in density that would result from the ZOM development plan fails to adequately consider the the existing road and transportation infrastructure that are already too congested. With an ultimate build-out of over 8,000 new units in downtown Bethesda, the impact of those additional residents on current residents, commuters and visitors has not been addressed in the development plans. The existing impact studies must be updated before additional units are built.

My Zip Code: 20814

19. Name: Seth Wolf on 2016-03-24 02:46:29

Comments:

My Zip Code: 20783

20. Name: Marta Catalfamo on 2016-03-24 03:03:46

Comments: Please listen to the residents of Bethesda . . . we support development when is balanced taking into consideration the life quality of residents and public safety. The Planning Board has been consistently increasing height and density even against recommendations of their Planning Staff, this is going to have a negative impact on the overall quality of life in downtown Bethesda. Allowing a new building in front of the Bethesda Elementary School is unacceptable; Arlington Road is totally congested every day at rush hour. The Members of the Planning Board should think about the safety of the children and reconsider their decision.

My Zip Code: 20814

21. Name: Neil Tender on 2016-03-24 03:07:52

Comments: As a longtime downtown Bethesda resident (since 1998), I am concerned about the proposed abrupt change in height recommendations for the ZOM property and Garden Plaza Building. As a proud resident, I have always felt that the success of downtown Bethesda has been due to its excellent long-term planning, but in this instance the public only learned this proposal in the past couple of weeks. This particular recommendation is a bad idea because it deviates significantly from the Staff's original recommendation to make these sites a transitional area between the school and the downtown. Why the sudden change?

I urge the Planning Board to remain true to its mission and processes to properly plan for the region by vetting any new zoning recommendations with the community and considering the long term impact on traffic, safety, aesthetics, livability, etc, which did not appear to be done here.

My Zip Code: 20814

22. Name: Wendy Jasch on 2016-03-24 04:52:11

Comments: I have lived in Bethesda my whole life, and I have seen many changes. With too much height and density added in Downtown Bethesda, it will lose its human scale

not to mention texture and variety.
My Zip Code: 20814

23. Name: Shar Ghavami on 2016-03-24 10:04:46
Comments: As a Bethesda resident, I urge the Planning Board to reconsider its earlier decision to allow ZOM's request for up zoning a parcel of land along Arlington Road right across the street from Bethesda Elementary School. The Board chose to make a decision solely based on developer's input with no regard for citizen's feedback. There were no public notices nor any request for comment to the residents. It is time for the Board to listen to the people by reducing the allowed height & density to the original levels recommended by the Board's own urban planners. ZOM's plans will add inordinate density to an area that is already overcrowded. Do not turn our beautiful downtown Bethesda into another Crystal City.
My Zip Code: 20814

24. Name: Chase R on 2016-03-24 11:28:42
Comments: There is already too much density in downtown Bethesda. This building is poorly planned.
My Zip Code: 20814

25. Name: Gerald Gallo on 2016-03-24 11:32:30
Comments: The original recommendations of 40' height for the ZOM property and 110' for the Garden Plaza Building is a much more reasonable transition between Bethesda's downtown and the school and its surrounding single-family residential communities.
My Zip Code: 20814

26. Name: Theodore Merrill on 2016-03-24 12:10:03
Comments: The increase in density that would occur from the ZOM development would have a serious impact on area schools and surrounding area, as well as having a negative impact on the quality of life in downtown Bethesda. Already the area is congested not only at rush hour but throughout the day. I urge the Planning Board to carefully think through the impact this development will cause. Thank you for your consideration.
My Zip Code: 20814

27. Name: Erich Roessler on 2016-03-24 13:16:27
Comments: I have lived in Bethesda for over 20 years and I am shocked at the lack of planning and dramatic change in the scale and size of new construction in the downtown area. I regularly walk to work at the NIH and travel throughout the commercial areas by foot. However, I am seriously concerned about the increased density of new construction on the traffic in the area and impact on safety for myself and those who walk their children to the Bethesda elementary school. The Board should reconsider the scale of future development and reject the artificial notion of a "Gateway to Bethesda" for what it truly is: namely and un-warranted move to permanently change the character and quality of life of the community that ultimately supports all of the thriving commercial interests within the area.
My Zip Code: 20814

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28. Name: Peter Tassis on 2016-03-24 14:11:57
Comments:
My Zip Code: 20814
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29. Name: JuYun Choi on 2016-03-24 14:21:08
Comments:
My Zip Code: 20814
-
30. Name: Louisa Powell on 2016-03-24 14:49:21
Comments:
My Zip Code:
-
31. Name: Helene Bushwick on 2016-03-24 15:23:48
Comments: I don't want Bethesda to turn into Crystal City or Rosslyn -- full of big new buildings and lacking in charm. I beleive in good and thoughtful planning. I understand the need for growth and the popularity of Bethesda but we need good planning and not overly dense, poorly planned expansion that makes it an unlviable place with traffic jams lasting hours during rush hour. Please be strategic in growth!!

My Zip Code: 20814
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32. Name: Mary Boyle on 2016-03-24 15:41:05
Comments:
My Zip Code: 20814
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33. Name: Brandon Butler on 2016-03-24 17:35:09
Comments:
My Zip Code: 20814
-
34. Name: Iris Kesterman on 2016-03-24 19:33:49
Comments:
My Zip Code: 20817
-
35. Name: Marla Grossman on 2016-03-24 21:08:14
Comments:
My Zip Code: 20814
-
36. Name: Judy James on 2016-03-24 21:09:38
Comments: Let's hope this petition works out!!!
My Zip Code: 20814
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37. Name: Patti Henshel on 2016-03-25 00:18:47
Comments: Please listen to the residents of Bethesda . . . we support density in the core

of Bethesda but there needs to be an appropriate transition to the surrounding areas.

Allowing two buildings to be that tall (and contain so many units) in front of the Bethesda Elementary School (and just down the street from the Bethesda Public Library) is asking for problems in terms of car traffic & pedestrian safety. Arlington Road has very narrow sidewalks, putting people very close to the cars. A pedestrian was killed by a school bus in front of the school in 2009.

I understand that change is inevitable but I would hope that Bethesda will be able to maintain some of it's charm & not turn into another Crystal City or Rosslyn -- full of big new buildings and lacking in character.

Arlington Road is almost like a parking lot every night at rush hour, especially between the public library & Old Georgetown road. Adding more density is inevitable, yes, but adding too much in the wrong areas is not smart planning for a residential neighborhood next to an elementary school & public library..

The Bethesda Sector Plan process seems flawed when the only way to find out about an up-zoning request is by reading 1100 pages of e-mails and letters posted on the Planning Board website that no one has time to read. This flawed process has produced a non-transparent way to excessively up-zone Bethesda for the sake of the developer's desire to make money, and without any input from the residents & neighbors. That is not my idea of good government.

We would really appreciate it if you would revisit your earlier recommendations for too much height and density in and along the North Arlington Road district. We request a scaling down of the ZOM property and Garden Plaza building height recommendations! Thank-you!

My Zip Code: 20814

38. Name: Phyllis Blum on 2016-03-25 00:41:53
Comments:
My Zip Code: 20814

39. Name: Stephanie Singer on 2016-03-25 13:16:53
Comments:
My Zip Code: 20814

40. Name: Mary Flynn on 2016-03-25 14:46:06
Comments:
My Zip Code: 20815

41. Name: Katya Marin on 2016-03-25 14:49:38
Comments: The Planning Board has overstepped in approving development above and beyond the original sector plan that was shared with and accepted by residents. The Staff's original recommendations took school and traffic infrastructure into account, and this will exceed our community's capacity (and aesthetic).

My Zip Code: 20814

42. Name: Lois Levin on 2016-03-25 14:53:34
Comments:
My Zip Code: 20814

43. Name: Joe Balintfy on 2016-03-25 14:59:36
Comments:
My Zip Code: 20814

44. Name: Sarah Fleischer on 2016-03-25 15:40:52
Comments:
My Zip Code: 20814

45. Name: Sarah Moroncow on 2016-03-25 16:05:42
Comments:
My Zip Code: 20814

46. Name: Hugh Gusterson on 2016-03-25 17:00:00
Comments:
My Zip Code: 20814

47. Name: Grace Palladino on 2016-03-25 17:13:10
Comments:
My Zip Code: 20814

48. Name: Theresa Robbins on 2016-03-25 18:14:01
Comments:
My Zip Code: 20814

49. Name: Mb Dohlie on 2016-03-25 18:48:37
Comments: The Planning Board is on the wrong track - pushed by developers to the detriment of residents! They should not be allowed to serve out their terms! What happened to democracy? These board members are appointed, not elected - and not one member lives in Bethesda. Politicians, wake up and do your duty! You risk destroying Bethesda/Montgomery County and the quality of life we count on - it is, however, a noticeably less attractive area to live in now than a few years ago. Traffic is horrendous, public transportation is inadequate and bad choices are being made. Add to this the accelerated destruction of edge communities, overcrowded schools, and insufficient green space and parks, and war on trees.
My Zip Code: 20814

50. Name: Felicity McGrath on 2016-03-25 19:23:14
Comments: The Planning Board has consistently ignored the will of the citizens of Bethesda and continues to approve ever increasing development while making no other

provisions for infrastructure. To allow these tall buildings across the street from Bethesda Elementary allows for increased traffic and safety problems. My children already cannot safely bike to school given the constant traffic and development. There is a way that reasonable and thoughtful development can take place not at the expense of our children.

My Zip Code: 20814

51. Name: Nancy Holland on 2016-03-25 20:12:51
Comments: We need less density not more. It's frustrating for the Planning Board to constantly side with developers even over staff recommendations.
My Zip Code:

52. Name: Aloise Bozell on 2016-03-25 21:23:50
Comments:
My Zip Code: 20814

53. Name: Joe and Lotty Rodriguez on 2016-03-25 23:26:11
Comments: The height and density being contemplated by the Planning Board in the ZOM property proposed development fail to reflect an appropriate assessment by the Planning Board of the impact of this project. The actions of the Planning Board have been made without the required notice to affected residents of adjacent properties and more particularly, lack the required support in fact that is required for all Planning Board actions.
My Zip Code: 30814

54. Name: May Cheh on 2016-03-26 00:17:10
Comments:
My Zip Code: 20817

55. Name: Gaelle Dessus on 2016-03-26 00:17:55
Comments:
My Zip Code: 20814

56. Name: Carol Evans on 2016-03-26 01:58:42
Comments:
My Zip Code:

57. Name: Stacy Kobrick on 2016-03-26 02:00:41
Comments:
My Zip Code: 20814

58. Name: Amanda Farber on 2016-03-26 03:54:50
Comments: There was clearly way too much up-zoning by the Planning Board; and not nearly enough impact studies looking at schools, traffic, public transport, green space, and parks use.

My Zip Code: 20814

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59. Name: Gila Ghavami on 2016-03-26 10:58:36
Comments:
My Zip Code: 20814
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60. Name: Yvonne Bennett on 2016-03-26 12:35:40
Comments:
My Zip Code: 20814
-
61. Name: Hilary Blank on 2016-03-26 12:45:54
Comments: Original heights of 40 and 110 are sufficient.
My Zip Code:
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62. Name: doris toolanen on 2016-03-26 18:25:39
Comments:
My Zip Code: 20814
-
63. Name: Melanie Manfield on 2016-03-26 18:32:30
Comments:
My Zip Code:
-
64. Name: William Huff on 2016-03-26 19:12:08
Comments:
My Zip Code: 20814
-
65. Name: Kristen Lindberg on 2016-03-26 22:25:51
Comments:
My Zip Code: 20814
-
66. Name: Allison Macfarlane on 2016-03-27 02:26:51
Comments:
My Zip Code: 20814
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67. Name: Tina Coppage on 2016-03-27 04:34:12
Comments: Construction of any kind so close to the school shocks me. The busyness of Arlington and old Georgetown already will only be exacerbated if such large residential structures are built.
- As a Bethesda resident I'm disappointed this proposal wasn't easily available to me earlier to review.
My Zip Code: 20814
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68. Name: Robin Sterrett on 2016-03-27 16:28:24

Comments: Please stop and reconsider: The Planning Board members should listen to their own Planning Staff, which recognized that too much height and density is going to have a negative effect on the overall quality of life in downtown Bethesda. It is already a nightmare trying to drive from one point to another in Bethesda. It is equally unnerving as a pedestrian trying to walk from one location to another with the increased traffic and blocked views from construction sites. It is rapidly losing its sense of community. Please take the time to listen to the residents of Bethesda- while we support density in the core of Bethesda, there needs to be an appropriate transition to the surrounding areas.
Thank you.
My Zip Code: 20814

69. Name: James Murphy on 2016-03-27 20:03:58
Comments: The Planning Board members should listen to their own Planning Staff, which recognized that too much height and density is going to have a negative effect on the overall quality of life in downtown Bethesda.
Also, this edge neighborhood near the Bethesda Elementary School is not a "gateway" into Bethesda. Please recognize the "gateway" concept in this area as a baseless justification for extra height.
My Zip Code: 20814

70. Name: Shannon Morse on 2016-03-27 20:07:05
Comments: Arlington Road is totally clogged every night at rush hour. Adding more density is inevitable, yes, but adding too much is not good planning.

This edge neighborhood near the Bethesda Elementary School is not a "gateway" into Bethesda. Please recognize the "gateway" concept in this area as a baseless justification for extra height.
My Zip Code: 20814

71. Name: Diane Koch on 2016-03-28 01:55:46
Comments:
My Zip Code: 20814

72. Name: Teresa Pollin on 2016-03-28 02:20:26
Comments: Bethesda in general and Old Georgetown Road and Arlington Road in particular, are clogged daily, every rush hour. Adding more density will cause people moving out of the area. No one wants to live in a dirty environment. Montgomery County will loose tax paying population.
My Zip Code: 20814

73. Name: Patrik Sherison on 2016-03-28 02:35:32
Comments:
My Zip Code: 20814

74. Name: Elizabeth Rahn on 2016-03-28 02:39:28

Comments:
My Zip Code: 20814

75. Name: Ferdinand Hassler on 2016-03-28 22:22:42
Comments: I urge the Planning Board to disregard the misguided use of the "gateway" concept! Our "edge community" across from the Bethesda Elementary School is not a "gateway" into Bethesda. The Sector Plan used the word "gateway" only in their map of the north and south ends of the very tall "Wisconsin Avenue Corridor," where an impressive tall "signature" building would be appropriate. This concept, cited by the Garden Plaza in its successful request for excessive height, is not a credible planning concept at that location. Our block is not a "gateway." Please don't use the false "gateway" concept to justify excessive height in our "edge neighborhood".

The Planning Board members should listen to their own Planning Staff, which recognized that too much height and density is going to have a negative effect on the overall quality of life in downtown Bethesda.
My Zip Code: 20814

76. Name: John Kolakowski on 2016-03-29 03:03:03
Comments:
My Zip Code: 20815
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77. Name: Judith McGuire on 2016-03-29 11:19:44
Comments:
My Zip Code: 20815
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78. Name: Margaretta McKay on 2016-03-29 11:22:23
Comments: Although we appreciate the goal of increased density close to Metro stations, the Planning Board should respect the professional opinions of the Planning Staff and not allow increased height and density which will negatively impact the quality of life for all residents.
My Zip Code: 20814
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79. Name: Christina Files on 2016-03-29 13:23:09
Comments: The average height of most buildings in Bethesda is 4-6 story and the PB is now proposing many 14-27 story buildings??
My Zip Code: 20815
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80. Name: Bonnie Barham Hassler on 2016-03-29 14:44:06
Comments:
My Zip Code: 20814
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81. Name: Chase Ryant on 2016-03-29 17:20:19
Comments: There is already too much density in downtown Bethesda. This up-zoning is poor planning.
My Zip Code: 20814

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82. Name: Marilyn Lucht on 2016-03-29 18:58:39
Comments:
My Zip Code: 20814
-
83. Name: Heidi Kroll on 2016-03-29 19:10:33
Comments: I support the Staff's original height recommendations to allow moderate redevelopment of the ZOM site. I am concerned that the redevelopment resulting from the Planning Board's upward revision of the height and density recommendations will further add to the congestion that is already making it more dangerous to walk and ride my bicycle in the Bethesda neighborhood.
My Zip Code: 20814
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84. Name: Amy Wolverton on 2016-03-29 19:39:52
Comments: The Planning Board members should listen to their own Planning Staff, which recognized that too much height and density is going to have a negative effect on the overall quality of life in downtown Bethesda. The Planning Staff presented a clear and reasoned basis for its recommendations, and there appears to be no planning justification for the upzoned heights and densities proposed by the Board at this location. Please revisit your earlier recommendations for too much height and density in and along the North Arlington Road district. Scale down the ZOM property and Garden Plaza building height recommendations!
My Zip Code: 20814
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85. Name: Neha Gada on 2016-03-29 20:19:31
Comments: I think that there is too much density throughout Downtown Bethesda. Aside from the negative impacts on quality of life, like overcrowded roads and schools, aesthetically Bethesda will become like Rosslyn, Crystal City or Shirlington, losing its charm, texture, and variety.
My Zip Code: 20814
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86. Name: Richard Amatucci on 2016-03-29 20:21:26
Comments: As a 60+-year resident of Montgomery County and Bethesda, I oppose the Planning Board's height and density recommendations for the ZOM Mid-Atlantic and Garden Plaza Building sites.
My Zip Code: 20814
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87. Name: Brad Johnson on 2016-03-29 20:25:07
Comments:
My Zip Code: 20814
-
88. Name: Katherine Clemens on 2016-03-29 20:31:14
Comments: The reason my husband and I purchased in Bethesda was because the buildings were less than 7 stories and good space between the buildings. I think it would be terrible to add the ZOM Mid-Atlantic and Garden Plaza Building sites to such a special site.

My Zip Code: 20814

89. Name: Carla Daeninckx on 2016-03-29 20:35:04
Comments: Bethesda is already burdened with overpopulated schools and roads that are torn apart from the heavy construction that is surrounding the city. Reasonable development guidelines have been established and they are in place so that quality of life can be maintained in surrounding areas.
My Zip Code: 20814

90. Name: Rob McDowell on 2016-03-29 20:35:05
Comments:
My Zip Code: 20852

91. Name: Shola Aboderin on 2016-03-29 20:52:47
Comments:
My Zip Code: 20814

92. Name: Allan Chaudhuri on 2016-03-29 21:01:12
Comments: I ask the Planning Board to reject the proposed ZOM development. Here's why: The traffic on the half-mile stretch of Arlington Road between Bradley Blvd and Old Georgetown Rd is horrendous, specially during morning and afternoon/evening rush hours. It would be insane to add another 160 households right on Arlington Road and right across from an Elementary School. This will risk the safety, security and well being of 6 to 12 year old children who have to cross Arlington Road..
My Zip Code: 20814

93. Name: Margaret Morrison on 2016-03-29 21:10:01
Comments: Please re-assess the height recommendation for the ZOM Mid-Atlantic and Garden Plaza buildings. The original recommendations sound much more appropriate for the area right across from the school.
My Zip Code: 20814

94. Name: Hee Choi on 2016-03-29 21:19:41
Comments:
My Zip Code: 20814

95. Name: Mohamed Hendawi on 2016-03-29 21:35:35
Comments: I am very concerned about the over development in Bethesda, in particular on Arlington Rd near the school. Between the constant threat of potholes, the traffic, and the incredibly impatient drivers it has become rather unsafe on this stretch of Arlington road. Between my wife and I, we have had 4 flat tires due to the unmaintained conditions on Arlington RD over the past 10 years we've lived here. In addition, my wife was actually hit by someone running a red light right on Arlington RD, totaling her car. As parents of a 2 year old boy we use the parks on Arlington RD frequently and often have to be very wary of distracted and impatient drivers, particularly on this stretch. On the other side, on Woodmont ave, cars routinely speed WAY above the speed limit without

regard for pedestrians, and it is not unusual to see confused drivers either going the wrong way on the one way road, or turning into one way traffic the wrong way onto Old Georgetown Rd. The development in recent years has *clearly* not been taking safety into consideration. You need to reject this irresponsible zoning increase in the name of the safety of pedestrians that is expected here in Bethesda.
My Zip Code: 20814

96. Name: Harold and Judith Zassenhaus on 2016-03-29 23:59:28
Comments:
My Zip Code: 20814

97. Name: Jodi Barr on 2016-03-30 00:18:26
Comments:
My Zip Code:

98. Name: Kayoko Shibata on 2016-03-30 02:04:50
Comments:
My Zip Code: 20814

99. Name: Louisa Nickerson on 2016-03-30 04:29:43
Comments:
My Zip Code: 20814

100. Name: M Hirsch on 2016-03-30 05:13:39
Comments:
My Zip Code:

101. Name: Philip Pardee on 2016-03-30 06:58:11
Comments: Please consider the overdevelopment of Bethesda a very serious problem.
My Zip Code: 20814

102. Name: Jennifer Geldhof on 2016-03-30 09:58:34
Comments:
My Zip Code: 20814

103. Name: Joanne Nix on 2016-03-30 11:15:42
Comments: I am worried about traffic on Arlington Road in front of the school. Bethesda traffic is already gridlocked during rush hour.
My Zip Code: 20814-6141

104. Name: Adriana De Leva on 2016-03-30 12:11:10
Comments:
My Zip Code: 20814

105. Name: William Zellmer on 2016-03-30 12:49:45
Comments: Arlington Road already has excessive traffic, which creates too much noise and high risk for pedestrians (from my perspective as a resident in a condo building near the library on Arlington Road).
My Zip Code: 20814

106. Name: Don and Laura on 2016-03-30 15:20:25
Comments: As MoCo parents, we are shocked by how out of touch the Planning Board is with the impact their decisions have on families that work, live, or travel through the area by foot or car. Judging by the Board's current direction, it is clear that no one on the Board is familiar with how congested, crowded and unsafe Bethesda has become in the last couple of years. The infrastructure cannot support the proposed growth that the Board is supporting without further threatening pedestrian and auto safety, further overburdening the already overcrowded schools, and further exacerbating traffic congestion which results in increased pollution and an overall lower quality of life for commuters and residents alike.

When the Board intentionally disregards the guidelines of the Master Plan and the recommendations of its own staff in favor of out-of-town developers at closed door meetings with no notice given to or support from the MoCo community, one cannot help but wonder what is motivating these actions. This excessive overdevelopment and indiscriminate up-zoning appears to be purely motivated by greed and with complete disregard for the impact it will have on daily lives of people that travel through or take their children to school in this part of the County.

Who is truly benefitting from all of this up-zoning? One look at the nature of these projects and it is obvious that middle class families are not wanted or welcome. There appears to be a deliberate attempt to push working families out of the area in favor of a demographic that is perceived to provide a higher profit and turnover rate needed to make these projects work.

We urge the Board to reverse this trend that currently favors developers by granting them waivers for disproportionately higher density and higher building heights to the detriment of the community at large. Instead, we urge the Board to adhere to the recommendations of their own staff and the guidelines of the Master Plan which provide for a less aggressive approach to growth that benefits all of the County's citizens, not just the privileged few.

My Zip Code:

107. Name: Jeff Neil on 2016-03-30 15:53:17
Comments:
My Zip Code: 31411

108. Name: Steve Bursten on 2016-03-30 17:41:13
Comments: I support this petition
My Zip Code: 20814

109. Name: Fritz Andersen on 2016-03-30 21:35:56

Comments:
My Zip Code: 20814

110. Name: Steve Wishnow on 2016-03-30 22:02:05
Comments: As a resident of downtown Bethesda I am asking the Planning Board to reconsider its decision to allow such tall buildings on the corners of Arlington road and Moorland Lane. Had the Planning Board taken the time to obtain input from residents of downtown Bethesda and not to rely solely on the input of developers they would have gained a better understanding of the issues that residents will face with this decision. This decision will add to what is already a terrible traffic congestion in this area. By increasing the density level too much you are changing the character of this community. It is wrong to proceed with this plan ignoring the needs of the community.
My Zip Code: 20814

111. Name: Elaine Wishnow on 2016-03-30 22:05:23
Comments: I am a resident of downtown Bethesda and strongly recommend that the Planning Board reconsider its decision to allow this very tall buildings on the corners of Arlington road and Moorland Lane. The Planning Board did not take the time to obtain input from residents of downtown Bethesda and chose to rely solely on the input of developers. Had they taken the time they would have gained a better understanding of the issues that residents will face with this decision. This decision will add to what is already a terrible traffic congestion in this area. By increasing the density level too much you are changing the character of this community. It is wrong to proceed with this plan ignoring the needs of the community.
My Zip Code: 20814

112. Name: Rick Monk on 2016-03-31 13:47:50
Comments: I am a Bethesda resident and Bethesda Elementary parent.
My Zip Code: 20814

113. Name: Suzan Brereton on 2016-03-31 18:00:07
Comments: The proposed additional building heights would further congest an area who's livability has already been compromised.
My Zip Code: 20814

114. Name: John Freedman on 2016-03-31 19:00:46
Comments:
My Zip Code: 20815

115. Name: Jon Weintraub on 2016-03-31 19:15:59
Comments: I am a resident of downtown Bethesda and oppose any additional height being awarded on Arlington Road and Moorland lane as well as on Montgomery Lane.
My Zip Code: 20814

116. Name: Susan Turnbull on 2016-03-31 19:23:04
Comments: Light and air are needed and appropriate for the south side of Old

Georgetown Road. The Planning Board's recommendations are grossly out of sync with today's Bethesda and a well planned Bethesda of the future.
My Zip Code: 20814

117. Name: Kathleen FISKEN on 2016-03-31 19:35:51
Comments:
My Zip Code: 20814

118. Name: BERNIE FISKEN on 2016-03-31 20:46:12
Comments:
My Zip Code: 2081

119. Name: Jascha Swisher on 2016-04-01 00:52:18
Comments:
My Zip Code: 20814

120. Name: Shelia Maness on 2016-04-01 02:26:01
Comments: I would ask the Planning Board to please consider the longer-term consequences additional construction, traffic, and population will have on the quality of life for Bethesda residents. Short-term economic gain cannot recover the loss of open spaces and effects of over-crowding within an area that already supports school-zone traffic and pedestrians.
My Zip Code: 20814

121. Name: Michael Dougherty on 2016-04-01 14:00:20
Comments: I believe that the original 40' and 110' heights recommendations are sufficient to accommodate moderate expansion while maintaining our family oriented residential community.

Arlington Road already becomes a parking lot at both rush hours. Adding additional housing will only make it worse. What will you request next? Close the newly renovated school and build there as well.
My Zip Code: 20814

122. Name: Alexandra Lee on 2016-04-01 15:21:58
Comments: The originally proposed heights of 40' and 110' were a decent compromise for the current residents and adding additional density to the area; no need to screw the current residents who have made the neighborhood what it is by wiping out their light and air for new residents.
My Zip Code: 20814

123. Name: Ann Labriola on 2016-04-01 16:55:37
Comments:
My Zip Code: 20814

124. Name: Lilibeth R Hocson on 2016-04-01 17:59:02
Comments: The Planning Board members should listen to their own Planning Staff including the residents of Bethesda, which recognized that too much height and density is going to have a negative effect on the overall quality of life in downtown Bethesda. This edge neighborhood near the Bethesda Elementary School is not a "gateway" into Bethesda. Please recognize the "gateway" concept in this area as a baseless justification for extra height.

The Bethesda Sector Plan process seems flawed when the only way to know about an up-zoning request is by reading 1,100 pages of e-mails and letters posted on the Planning Board website. Who has time to do this? This flawed process has produced a hasty, slapdash, NON-TRANSPARENT WAY to excessively up-zone Bethesda, do doubt to the delight of developers, and increasingly to the outrage of the citizens. Is that good government? PLEASE REVISIT YOUR EARLIER RECOMMENDATIONS FOR TOO MUCH HEIGHT AND DENSITY IN AND ALONG THE NORTH ARLINGTON ROAD DISTRICT. Scale down the ZOM property and Garden Plaza building height recommendations!

My Zip Code: 20814

125. Name: Janice McCall on 2016-04-01 20:55:48
Comments: I am very concerned about a process of up-zoning that does not include geographically impacted Bethesda residents through posted notifications and other meaningful ways of communication prior to a decision of the Planning Board.
My Zip Code: 20814

126. Name: Marjory Stoller on 2016-04-01 21:34:56
Comments:
My Zip Code: 20814

127. Name: Karen Simmons on 2016-04-01 21:37:10
Comments:
My Zip Code:

128. Name: Ellen Christy on 2016-04-01 23:31:49
Comments: This message is being written in reference to the possibility of a condominium being erected on the corner of Arlington Road and Moorland Lane in Bethesda. As a long time resident of the Bethesda community, I have serious concerns. Cramping a building in an already over populated area seriously over stresses the resources available to make this area safe and functional. Building a condominium means more cars in an already highly congestion area which includes a very busy elementary school across the street. Good design should contribute to making a place safe and better for people. I am asking the Planning Board to reconsider their decision to allow developers to move forward without considering the concerns and well being of the community.
My Zip Code: 20814

129. Name: Rich Lipinski on 2016-04-01 23:34:20
Comments:

My Zip Code:

130. Name: NANCY GREENSPAN on 2016-04-02 11:47:59
Comments: The planning board should represent the interests of the general community as well as developers, finding compromises where necessary. The staff did that. It is time for the planning board to do its job.
My Zip Code: 20814
-
131. Name: Bennett Goldberg on 2016-04-02 17:38:30
Comments: I am concerned about the process of up-zoning in an area that has become over congested with inadequate parking in recent years. The Planning Board members should listen to their own Planning Staff including the residents of Bethesda, which recognized that too much height and density is going to have a negative effect on the overall quality of life in downtown Bethesda.
My Zip Code: 20815
-
132. Name: Lawrence Stanley on 2016-04-02 22:05:30
Comments: Arlington North is planned as transitional between downtown Bethesda and the School-neighborhood which is why the Planning Dept.'s staff recommended a 40' height (and not the 75' height proposed by the Board). Thus I oppose the inappropriate heights for ZOM at 75' and Garden Plaza at 175'.
My Zip Code: 20814
-
133. Name: Elizabeth Giaquinto on 2016-04-03 17:50:24
Comments:
My Zip Code: 20814
-
134. Name: Carol Smidts on 2016-04-04 13:03:05
Comments: The Board's decision, disregarding its own staff recommendation, is one more step towards the unbridled development of an area for the purpose of immediate revenues without consideration for the quality of life of the residents the Board represents. The increased density without infrastructure support will cause further traffic and school congestion. I therefore strongly oppose the Board's decision.
My Zip Code: 43221
-
135. Name: Alan Eicoff on 2016-04-04 17:18:29
Comments: The recommended zoning is way to much for this edge neighborhood. The Planning Board should dial it down to what their own Staff, after much good planning, recommended.
My Zip Code: 20814
-
136. Name: Marla Grossman on 2016-04-04 20:55:47
Comments: I oppose zoning for seven story and seventeen story buildings across from Bethesda Elementary School in Bethesda, MD.
My Zip Code: 20814
-

137. Name: Barbara Pace on 2016-04-04 23:31:36
Comments: The proposed height of 75' is out of proportion with the surrounding area. The remaining feel of "village life" in this area of Bethesda was the reason I moved here this year.
My Zip Code: 20814
-
138. Name: William Boniface on 2016-04-05 00:43:58
Comments:
My Zip Code: 20814
-
139. Name: Anne Boniface on 2016-04-05 00:44:36
Comments:
My Zip Code: 20814
-
140. Name: Samantha Gumenick on 2016-04-05 01:19:42
Comments:
My Zip Code: 20814
-
141. Name: Danielle Spiegler on 2016-04-05 01:25:21
Comments: I am particularly concerned about additional traffic across from the elementary school. I think the upzoning throughout Bethesda needs to be reconsidered.
My Zip Code: 20814
-
142. Name: Jerome DeSanto on 2016-04-05 01:27:29
Comments:
My Zip Code: 20814
-
143. Name: Mary Leggit on 2016-04-05 01:47:46
Comments:
My Zip Code: 20814
-
144. Name: Scott Brand on 2016-04-05 01:52:41
Comments: This building should be reduced in size. The density would negatively impact the quality of life in the area.
My Zip Code: 20814
-
145. Name: Julie Cheh on 2016-04-05 02:19:20
Comments: Too much height and density will have a significant and lasting negative impact on downtown Bethesda.
My Zip Code: 20814
-
146. Name: Nelson and Joan Cooney on 2016-04-05 02:31:49
Comments: I bought a townhouse on Edgemoor Lane because the zoning was supposed to be lower height toward Arlington Road. Now the Board is proposing to change that. It's not fair. The original justification for lower height going west from Woodmont Av. stills

stands.

My Zip Code: 20814

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147. Name: Michele Shuey on 2016-04-05 04:21:34
Comments: Please carefully consider the up zoning impact on nearby schools as well as quality of life in the surrounding areas. Has an impact assessment been completed in this respect? Decisions need to be taken holistically and with due respect to overall urban planning. Vertical living has a role and place when managed well.
My Zip Code: 20814
-
148. Name: Susanne Reber on 2016-04-05 04:45:49
Comments:
My Zip Code: 20814
-
149. Name: Amanda Coune on 2016-04-05 11:21:18
Comments:
My Zip Code: 20854
-
150. Name: Larry coune on 2016-04-05 11:48:58
Comments:
My Zip Code: 20854
-
151. Name: Steve Groh on 2016-04-05 12:09:53
Comments: Bethesda has a variety of housing types and sizes, spread over its various neighborhoods and zoning districts. Allowing ZOM and Garden Plaza to significantly increase their height limits in close proximity to Bethesda Elementary School will vastly change the complexity of the surrounding neighborhood.
My Zip Code: 20814
-
152. Name: Sun Choi on 2016-04-05 13:06:43
Comments: I am opposed.
My Zip Code: 20814
-
153. Name: Susan on 2016-04-05 14:57:10
Comments: OPPOSED
My Zip Code: 20814
-
154. Name: Angela Franceschini on 2016-04-05 15:04:58
Comments: I don't want Bethesda to turn into Cristal City or Rosslyn full of big new buildings and lacking on charm.Arlington Road is totally clogged every night at rush hour adding more traffic is not a good planning
My Zip Code: 20814
-
155. Name: Rhona prensky on 2016-04-05 18:08:00
Comments:

My Zip Code: 20815

156. Name: C Camalier on 2016-04-05 18:38:42
Comments: I am a local parent and believe there is a strong public safety argument to limit development around schools.

The planning board has a responsibility to protect our littlest and most vulnerable residents, the future of our community. If a 7-story condo goes in across the street to the local elementary school, (in addition to two other high density properties already in development within a 0.25 mile radius), it will dramatically increase traffic in the area, increasing the chance a child will be hurt.

In addition, seven stories of building, esp the way its planned, will make that section of the street very noisy, (traffic noise on busy Arlington will bounce off of the building walls, think NYC), making it harder for children to properly hear and locate oncoming cars, warnings from parents and teachers, etc. Last, this increase in noise will also hurt the quality of life of the children trying to play on the playground, as high levels of constant noise are known to increase stress hormones.

Far better to keep buildings across from the elementary school low (3 stories) so that sound has a chance to disperse rather than canyoning off and being reflected onto the playground and crossing intersection.

My Zip Code: 20814

157. Name: Delores Thompson on 2016-04-05 20:23:41
Comments:
My Zip Code: 20814
-

158. Name: Tina Connolly on 2016-04-05 22:16:07
Comments:
My Zip Code: 20814
-

159. Name: Lila Glass on 2016-04-05 22:53:03
Comments:
My Zip Code: 20814
-

160. Name: Diane Chapin on 2016-04-05 23:24:11
Comments:
My Zip Code: 20814
-

161. Name: Lewis Chapin on 2016-04-05 23:24:57
Comments:
My Zip Code: 20814
-

162. Name: Noel Kesterman on 2016-04-06 01:01:27
Comments:

My Zip Code: 20815

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163. Name: Angela Beckman on 2016-04-06 12:32:27
Comments: This development would remove all light and views from apartments at the Chase on Edgemoor Lane/Arlington Road. Permission should be reconsidered.
My Zip Code: 20814
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164. Name: Regina Berg on 2016-04-06 19:52:13
Comments:
My Zip Code: 20814
-
165. Name: Min Li on 2016-04-06 20:49:30
Comments:
My Zip Code: 20817
-
166. Name: Anne E Sumner on 2016-04-07 00:19:14
Comments:
My Zip Code: 20814
-
167. Name: Beth Barnett on 2016-04-09 18:56:05
Comments:
My Zip Code:
-
168. Name: JULIET HART on 2016-04-10 01:39:16
Comments: It is clear that Montgomery County does not have the best interests of Bethesda and the surrounding residential areas. Bethesda and Chevy Chase should secede from Montgomery County and their bad decisions and run our own townships.
My Zip Code: 20815
-
169. Name: Lynn Pekkanen on 2016-04-10 21:42:29
Comments:
My Zip Code: 20816
-
170. Name: Scott Goldberg on 2016-04-11 14:49:38
Comments: This is a terrible idea.
My Zip Code:
-
171. Name: Pamela Brodsky on 2016-04-12 21:32:42
Comments: I strongly oppose the proposed increase in density.
My Zip Code: 20814
-
172. Name: Geralyn OMarra on 2016-04-15 19:57:16
Comments:
My Zip Code: 20816

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173. Name: Catherine Tarone on 2016-04-15 20:15:30
Comments: Save Bethesda
My Zip Code:
-
174. Name: Kathryn Scott on 2016-04-15 20:22:06
Comments:
My Zip Code:
-
175. Name: Nancy Burke on 2016-04-15 20:23:00
Comments:
My Zip Code: 20816
-
176. Name: Peter Burr on 2016-04-15 20:23:26
Comments:
My Zip Code: 20815
-
177. Name: juan Arrivillaga on 2016-04-15 20:32:17
Comments:
My Zip Code:
-
178. Name: Mary Catherine Ruocco on 2016-04-15 20:44:04
Comments:
My Zip Code: 20816
-
179. Name: Joyce Smith on 2016-04-15 21:10:13
Comments:
My Zip Code: 20816
-
180. Name: Joanne Tanner on 2016-04-15 21:18:48
Comments:
My Zip Code: 20816
-
181. Name: William Paul Smith on 2016-04-15 22:23:37
Comments: I strongly oppose this terrible idea!
My Zip Code: 20816
-
182. Name: barbara hughes on 2016-04-15 22:47:57
Comments:
My Zip Code: 20815
-
183. Name: Karen B Possner on 2016-04-15 23:19:04
Comments:
My Zip Code: 20816

-
184. Name: Lynn Pekkanen on 2016-04-15 23:36:54
Comments:
My Zip Code: 20816
-
185. Name: Donna Sayada on 2016-04-16 03:27:15
Comments:
My Zip Code: 20814
-
186. Name: David Zesiger on 2016-04-16 08:46:34
Comments: No to proposed up zoning!
My Zip Code: 20816
-
187. Name: Anne Maginnis on 2016-04-16 12:03:15
Comments: The roads can barely handle the density already across from the elementary. Its just too tight an area. Citizens all around Bethesda are continually having to fight the Council from over-development. We don't want to be Rockville -- an urban sprawl blight. As soon as all the development is approved they will push for Rockville Pike sized roads to accommodate it. No Thank you
My Zip Code: 20816
-
188. Name: Michael Tigani on 2016-04-16 12:18:46
Comments:
My Zip Code:
-
189. Name: Catherine Robinson on 2016-04-16 13:28:56
Comments:
My Zip Code:
-
190. Name: William Howe on 2016-04-16 13:40:16
Comments: The Council needs to realize that residents are their constituency and not the developers. Let's get some new Council members at the next election.
My Zip Code: 20816
-
191. Name: Mary Ann Hayes on 2016-04-16 14:17:10
Comments:
My Zip Code: 20816
-
192. Name: Thomas K Wotring on 2016-04-16 15:17:49
Comments:
My Zip Code: 20816
-
193. Name: Leslie Bell on 2016-04-16 20:57:16
Comments:

My Zip Code: 20816

194. Name: Eugene Zartman on 2016-04-17 00:57:29
Comments:
My Zip Code: 20816

195. Name: How Weiss on 2016-04-17 13:19:30
Comments:
My Zip Code: 20816

196. Name: Suzy Kelly on 2016-04-17 13:51:10
Comments: I do not oppose reasonable redevelopment. The Staff's recommendations for these sites are far more in keeping with our vision for our community
My Zip Code: 20816

197. Name: Sandra Aresta on 2016-04-17 15:40:19
Comments: The plan does not take into account that 50% of BCC high school live in apartments. These apartments will increase the level of new students at elementary, middle and high school levels not in the hundreds but in the thousands. The standard formula MCPS uses to project future enrollment is standard across the county and doesn't take into account that people move into the BCC cluster specifically for the schools. Therefore the standard formula doesn't work. Also, builders attempt to convince the county council that children do not live in apartments because they are aimed at millennials and retirees which is false. Because the schools in the BCC cluster are highly desired, families live in apartments and town houses in search of more affordable housing in the BCC cluster.

The plan also doesn't take into account the added traffic from teachers and administrators that work at these schools. BCC alone employs 300 workers.

Arguments that a new middle school is being built in the BCC cluster resolves the overcrowding are false in terms of BCC high school because all students at Westland and middle school #2 attend BCC. It is a known fact that when new schools are built or the population attending those schools increases as seen at Rock Creek forest for example. The impact of the new middle school will be an increase in population attending BCC beyond the current projections.

My Zip Code: 20815

198. Name: Nancy Gray on 2016-04-17 18:24:00
Comments:
My Zip Code: 20816

199. Name: Suzanne T Dater on 2016-04-17 19:36:31
Comments:
My Zip Code: 20816

200. Name: Mark Cheng on 2016-04-18 02:06:04

Comments: Downtown Bethesda doesn't need anymore highrises. What is present and being built are already more than necessary. The market is saturated and this is the wrong location anyway. Move them towards Wisconsin Ave.
My Zip Code: 20816

201. Name: Mary G Clay on 2016-04-18 03:36:43
Comments:
My Zip Code: 20816

202. Name: chrysanthe broikos on 2016-04-18 14:14:02
Comments:
My Zip Code: 20816

203. Name: Howard Tarnoff on 2016-04-18 16:43:12
Comments:
My Zip Code: 20816

204. Name: EMERIC DEBOR on 2016-04-19 12:00:51
Comments:
My Zip Code: 20816

205. Name: Michele C Bagdasian on 2016-04-20 20:20:38
Comments:
My Zip Code: 20815

206. Name: Akirshner on 2016-04-22 17:13:44
Comments:
My Zip Code: 20814

207. Name: Robert Cole on 2016-04-24 14:08:24
Comments: undue upzoning does not improve Montgomery County!
My Zip Code: 20816

208. Name: Otto Gonzalez on 2016-04-26 01:56:08
Comments: I oppose the up-zoning. Also, it makes no sense that the ZOM property is going to have a pool. That means there could be 2 pools in very close proximity and both will have all of their sunlight blocked by the two buildings.
My Zip Code: 20814-6141

MCP-CTRACK

From: Margot <margotlefmaahoney@gmail.com>
Sent: Wednesday, April 27, 2016 11:29 AM
To: MCP-Chair
Subject: Bethesda development

re proposed zoning variances on Wisconsin and Montgomery Avenues....

Dear Chairman Anderson,

Subject: Proposed Zoning Variances For Nos. 4332, 4334, and 4336 on Montgomery Avenue, and 7625 on Wisconsin Avenue

We have heard that the Montgomery County Planning Board will soon consider allowing zoning variances for properties on Montgomery Avenue and Wisconsin Avenue (see header), which will allow developers significantly to increase the heights of buildings at these locations. We understand the properties on Montgomery Avenue are single family houses used as small businesses, which developers want to be able to convert to large office buildings. These proposed zoning variances are not as troublesome as the proposal to build a large building on West Avenue, or to convert the ground-level parking lots behind the Farm Woman's Cooperative to a park or (even worse) commercial space. They are troublesome, nonetheless, because they demonstrate that developers will never stop until they turn Chevy Chase and adjacent areas into high rise buildings with dense overcrowding. We know we join many long-time residents of Chevy Chase (we've lived here since 1992) in opposing these long range plans to destroy the historic character of the area. It is primarily residential and filled with children, and should stay residential and filled with children. Although we are not aware of specific facts concerning the proposed zoning variances on Montgomery Avenue and Wisconsin Avenue, because variance grants in these locations are likely to incentivize aggressive developers to seek more variances, we categorically request that the Planning Board recommend against the proposals. As we've said before in other emails, development is running wild in and adjacent to Chevy Chase and it is unlikely to stop unless people in political power like yourself "just say no." Accordingly, we urge the Planning Board to "just say no."

Thank you for your consideration. We will remain in touch with developments at the Planning Board level, and continue to lobby officials to protect Chevy Chase and adjacent areas from rampant over-development.

Sincerely,

Margot Mahoney and David Budin
Ridgewood avenue
Sent from my iPhone

MCP-CTRACK

From: Susan Turnbull <susanwturnbull@gmail.com>
Sent: Wednesday, April 27, 2016 12:05 PM
To: MCP-Chair
Cc: Richard; Kathryn Winsberg; J Michael Hemmer
Subject: Testimony April 28 - Afternoon Session - Bethesda Sector Plan
Attachments: CityHomesTestimonyApril26.docx; ATT00001.txt

Attached is testimony for tomorrow.

This testimony will be submitted by: Susan W. Turnbull on behalf of City Homes of Edgemoor.
Accompanying me will be Richard Lawch, President, Kathryn Winsberg, Secretary and J. Michael Hemmer, home owner.

Please advise if any further information or action is required.

Thank you
Susan Turnbull
301-613-7811

Planning Board Prepared Testimony

City Homes of Edgemoor

April 25, 2016

Chairman Anderson and Members of the Board:

Good afternoon. My name is Susan Turnbull. I am Vice president of City Homes of Edgemoor, the former chair of the Montgomery County Board of Appeals and I hold both a B.S. and a Masters in Urban Studies. In addition, I have a B.A. in Interior Design and have worked in the urban public policy and design field for more than 40 years. I am here with Richard Lawch, President of the Board of City Homes of Edgemoor, Kathryn Winsberg, Board Secretary and longtime resident J. Michael Hemmer. This letter is being sent on behalf of the Board and residents of City Homes. We represent our a condominium association located on the south side of Montgomery Lane between Arlington Road and Woodmont Avenue and are here to comment on the Bethesda Sector Plan as it relates to our immediate street and neighborhood. We are very specifically in opposition to any change in the designation for parcels immediately across from our 29 homes on Montgomery Lane.

We are here today because we believe it is fundamentally unfair that there would be prospective changes in the sector plan that would override final decisions with regard to particular buildings on particular sites. For us, this is especially true where that final decision involved hotly contested proceedings. While some of us attended some of the early sector plan sessions, during those sessions, there was never any indication that changes to the new sector plan would have the effect of relitigating final decisions on any existing and ongoing development. We are here today because we see the specific example of potential change of the West Lane Project at 4831 Montgomery Lane as an egregious error.

Our request is simple. In this case with this parcel and in cases like this one, decided cases should be key in the determination of sector plan determinations. Since so much of this area is either under construction or has been redeveloped since the last sector plan, existing circumstances should take precedence in the planning. Specific to this parcel, West Lane's current approvals were based on an amendment to a prior approved project which originally had been supported by our community. This significant amendment was heavily contested and litigated. **The developer and the zoning on the parcels involved should be limited to the project parameters and conditions that were approved by the Planning Board and the Council under the existing Sector Plan.**

After attending sessions on the Bethesda Sector Plan over the last two years, in March we belatedly learned that discussions are underway that would significantly have a long-term impact on our neighborhood. We question and object to a recent action by the Planning Board regarding a project across the street from our homes. We have only recently become aware that the developer of 4831 West Lane has requested, and the Planning Board has tentatively agreed to significantly increase both the FAR and height of the 4831 West Lane project development from 3.05 FAR (inclusive of MPDU's) and a 70' maximum height to a 3.5 FAR (exclusive of MPDU's) and a 100' height. This change would also allow and increase the number of units from 112 to 144 units. **We object vehemently to any changes.** The proposed building known as the West Lane Project, where utility preparations are already underway and existing buildings have been vacated prior to demolition, requested designation in the sector plan, which would significantly increase both the FAR and height of the project development from 3.05 FAR (inclusive of MPDU's) and a 70' maximum height to a 3.5 FAR and a 100' height. This change would increase the number of units from 112 to 144 units in this project this number is triple the original approval for the combined parcels. Continuing and serious issues with the Metro system require one to assume that an increase in density will mean significantly more traffic and public safety service concerns on this very complicated and limited street. Any further addition of density would compound this difficult situation. West Lane already has received a height bonus with the increase of percentage of MBDU's and would meet the affordable housing parameters currently under consideration by this Board. We support those guidelines. **We object vehemently to any changes to the approved plan and any changes to the sector plan that would raise the height of any development at this location over the currently approved 70 feet and increase the FAR accordingly.**

We strongly believe that while an increase of height to 85 feet in certain locations might be feasible where there is ample open space and appropriate topography, we do not see that height as appropriate for West Lane.

Our experience is very specific and is based on residents' experiences and our unique vantage point. When the parcel at the corner of Montgomery Lane and West Lane is completed this street will be 100% residential. Montgomery Lane is only 20' wide, one of the narrowest streets in Bethesda. In fact, Montgomery Lane was purposely made narrow under the existing Sector Plan to serve a public purpose. It is one of three "Mixed Streets" under the Sector Plan, and is intended to be a "Local Pedestrian Route" and a "Biker Friendly Area" "emphasizing pedestrian circulation while allowing limited, slow vehicular traffic." Consistent with this Sector Plan notion of a "Mixed Street", the street is one way from Woodmont Avenue to West Lane with limited two hour parking for five vehicles, and two ways from West Lane to Arlington Road with no parking allowed. Montgomery Lane was not designed to support the vehicles and safety issues generated by high-density residential development. Due to existing conditions, this street cannot be feasibly widened to the project.

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According to a letter sent to the Board by the attorney for West Lane in late 2015, the developer asked the Planning Board for additional mass and an 85' height limit for the property. We have further been advised that not only was that request preliminarily granted but somehow the 3.5 FAR was increased to allow a 100' height. We view the ~~Any~~ approval of any additional mass or height to ~~would~~ be a tremendous mistake ~~unfortunate error~~, in judgment and likely contrary to Maryland law due to the lack of public notice and conflict with the existing approvals and conditions. The recently approved West Lane project went through an extensive contested regulatory and legal process before the Planning Board, Hearing Examiner, County Council and Maryland courts. At no times was the issue of increased FAR or height part of the deliberations. At a minimum, a decision of this magnitude is one that should have been ~~The developer's request for increase in mass and height was not specifically~~ noticed to the community, ~~and e~~ consultation with interested parties should have occurred ~~did not occur~~ and the record of the case was not reopened. ~~I repeat, approval of this project was based on the existing sector plan and any changes to the site while construction is underway, should be based on that plan.~~

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We are shocked by the lack of transparency that seemingly has failed our community.

Over the last several years, City Homes and its residents have unanimously opposed the details of the amended West Lane project at every level of the process. The reasons for our opposition were are simple. We didn't have consistently argued that understand how, given the existing Bethesda Sector Plan (relied on by our members when purchasing their homes), the West Lane developer could be should not have been allowed to construct a building with so much mass (3.05 FAR with MPDU's) and height (70') on such a small parcel of land, particularly when such a structure would be so out of character with the existing and planned structures on and adjacent to Montgomery Lane. After a great deal of research, time, effort and cost to our Association, individual members and multiple concerned neighbors, some minor design concessions were made but the mass and height were approved and the project was set to proceed. Now, after this highly contentious battle with the developer, the West Lane developer, without notice to any affected landowners and without any testimony or studies or due process whatsoever, has somehow reopened the mass and height issue has been reopened under the guise of working under the not yet approved new Bethesda Sector Plan.

It seems that with no due process, review or consultation, the developer has been given preliminary approval for an enormous additional amount of mass and height for a project where demolition of existing buildings is imminent. Because we have not been consulted in this process, we're not even sure how a change in the yet to be adopted Sector Plan, can possibly result in changes to a project already approved under the existing Sector Plan.

We believe that there are Putting aside the process and legal issues that can be raised since, the any approval, s of the additional mass and height would conflict with the standing approval for this project and that make no land planning sense and any change would provide no benefit to the community. Any increase in FAR at this point would only serve as an economic bonus for the current developer who contended in testimony that the project was a viable one and would provide much needed affordable rental units to Bethesda. So we urge the Board to NOT make any changes to this site in the proposed sector plan.

In general, the concept of increasing this and other parcels south of Old Georgetown Road and west of Woodmont Avenue is highly questionable. We argue that West Lane's suggestion in their counsel's December letter to the Planning Board that high-rise residential projects in Bethesda couldn't be built profitably at 70' is a highly suspect claim. In our immediate vicinity, 4825 Montgomery Lane, the Lauren and Hampden Row prove the fallacy of this argument. West Lane set their own economic parameters when they testified before the hearing examiner on the feasibility of this project. It is disingenuous for West Lane to now contradict its own previous assertions in an attempt to increase their potential for profit using necessary utility construction requirements as an excuse for greater density and height.

While we accept that this project is going forward, we continue to contend that the West Lane project as currently approved is already physically incompatible with the existing structures on Montgomery Lane. Page 82 of the current Sector Plan says that a project built on Montgomery Lane should "appear to be townhouses but actually be three to six-floor buildings." West Lane is currently proposed to be 7 stories and doesn't look at all like townhouses. Making the West Lane project even taller and more massive will only make matters worse. The West Lane project will sitsits on the highest elevation on Montgomery Lane west of Woodmont Avenue so its 70' currently approved height is really closer to 75' for people walking on Montgomery Lane and the elevation is significantly greater from Arlington Road and to the further west away from the core. There is no foundation for any decision that would allow any increase over the approved 70'—. It would have serious detrimental effects to the neighborhood landscape at any increased elevation.

The existing Bethesda Sector Plan has provided that approved structures decline in height as their location moves from the Bethesda core to Arlington Road. We believe the proposed Bethesda Sector under consideration reiterates that point. A 100-100-foot' approval would make West Lane the tallest building by elevation on Montgomery Lane and only equal in building height to the existing Edgemoor Condominium east of the site closer to the core, on the NE-NW corner of Montgomery Lane and Woodmont Avenue. West Lane would actually be taller in actual elevation to that building because of the street's topography and the

building's siting on the highest point of all adjacent roads. Simply put, West Lane would be the tallest building on the block and actually in the immediate neighborhood. (question: does the West Lane site sit at a higher elevation than Big Edgemoor? If so, West Lane at 100 feet would appear to be taller than Big Edgemoor.) Even at 85', the West Lane project would tower over its recently completed 65' neighbor, 4825 Montgomery Lane, to the east (closer to the Metro core), and every building on the south side of Montgomery Lane including the 70' approved Lauren condominium ~~currently under construction~~ close to completion on the SW corner of Woodmont and Montgomery Lane and the Edgemoor at Arlington Road on the SE corner of Montgomery Lane and Arlington Road at 35'—scaling up to 46' as you move east. Directly across the street from the West Lane project, is our four story 45'- 48'—, 29-unit townhome community. Finally, Hampden Row, ~~currently under construction~~ directly adjacent to City Homes on Hampden Lane is at its highest point only 70' feet. (is this "70 feet" measured from a lower point also?), but because of its lower measuring point location, will only appear to be less than 60'—from Montgomery Lane and is stepped back as it stretches away from City Homes and Arlington Road. **If constructed at 85' the West Lane Project would be a building totally incompatible with the other buildings in the neighborhood, all residential, all with the exception of the Edgemoor on Woodmont Ave., at or less than 70' and most bordering our 29 homes, in the adjacent neighborhood.**

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~~It is also important to note that Please note from the paragraph above, that City Homes currently has two projects on its east and south borders that are under construction (the Lauren and the Hampden Lane Toll Brother's Project Hampden Row) both of which have maximum heights of 70-71'. Unlike the West Lane Project, City Homes has construction agreements with both of these projects our neighboring projects under construction. Important to note is that neither of these projects has parking or resident entrances on Montgomery Lane and their traffic impact will be primarily on Woodmont Avenue and Hampden Lane.~~

~~In summary, We were also struck that West Lane suggested in their counsel's December letter to the Planning Board that high-rise residential projects in Bethesda couldn't be built profitably at 70'. This claim is more than highly suspect. In our immediate vicinity, 4825 Montgomery Lane, the Lauren and Hampden Row prove the fallacy of this argument. West Lane set their own economic parameters when they testified before the hearing examiner on the feasibility of this project. It is disingenuous unreasonable for West Lane them to now counter their own argument prior to their breaking ground, contradict its own previous assertions in an attempt to increase their potential for profit using necessary utility construction requirements as an excuse for greater density and height.~~

~~Arbitrarily allowing super sizing of the West Lane Project has impact besides spatial incompatibility. Additional impacts include internal circulation and traffic, quality of living and most importantly public safety issues due to the nature of the narrow road's unique transportation patterns. Montgomery Lane is 20' wide, one of the~~

narrowest streets in Bethesda. In fact, Montgomery Lane was purposely made narrow under the Sector Plan to serve a public purpose. It is one of three "Mixed Streets" under the Sector Plan, and is intended to be a "Local Pedestrian Route" and a "Biker Friendly Area" "emphasizing pedestrian circulation while allowing limited, slow vehicular traffic." Consistent with this Sector Plan notion of a "Mixed Street", the street is one-way from Woodmont Avenue to West Lane with limited two hour parking for five vehicles, and two ways from West Lane to Arlington Road with no parking allowed. Montgomery Lane is not designed to support the vehicles and safety issues generated by high-density residential development. Under the most recent terms approved by the Planning Board and Council, the developer was approved for 100 to 120 units with the previous owner of the land having earlier been approved for only 48 units.

It is also our understanding that in December 2015 as part of the Bethesda Sector Plan Work Sessions, the developer asked the Planning Board to increase the number of units from 112 to 144 units. These additional units would almost triple the original plans for this site. Continuing and serious issues with the Metro system require one to assume this will mean significantly more traffic and public safety service concerns on this very complicated and limited street.

Our request is simple. The developer should not be able to re-litigate a case that has already been decided. West Lane's current approvals were based on an amendment to a prior approved project that was heavily negotiated with neighboring homeowners. This significant amendment was heavily contested and litigated. **The developer and the zoning on the parcels involved should be limited to the project parameters and conditions that were approved by the Planning Board and the Council under the existing Sector Plan.**

In conversations with Ashley Wiltshire, the President of SJG Properties, the developer of West Lane, she assured our neighborhood association that SJG Properties intends to build the project as currently approved. If that's correct, why is SJG seeking zoning changes and why is the Planning Board contemplating granting the changes?

The West Lane application was based on the existing sector plan and its subsequent approval was based on that plan. Under no circumstances should West Lane and any other project "on the books" should not be allowed to avail itself of new standards under a proposed Sector Plan potentially changing their construction plans to avail themselves of increased FAR simply for their economic advantage that hasn't even been approved yet. The sector plan should be reflective of current as-built conditions and should insure an equal playing field for residents. Decisions to increase FAR and height for a set of discreet projects Without without public comment and review review is wrong. of any studies of the West Lane project, there There are no substantive arguments that

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support super sizing of this building or others in the vicinity and allowing more density.

The West Lane site should remain at 70' with no changes, construction should commence as planned and approved. This is the equitable solution. Changes in this parcel could potentially encourage the developer to delay construction to take advantage of a potential windfall and would not be in the best interests of the community. Due process and notice to affected parties must be required under existing law for any modification of this magnitude.

We strongly urge the board to immediately reverse any changes amending the approved project.

~~Because of the importance of this issue to our community, we would appreciate a prompt response to this letter and information as to the next steps we need to take to see that the Planning Board nullifies West Lane's illegitimate request and any subsequent action. We request approval to appear before the Planning Board to provide a thorough presentation on the potential impact of any modifications. In addition, of course, SFC could save us all some time and energy by withdrawing its request and the Planning Board keeping the zoning for the property as is.~~

Thank you for your careful consideration of this matter.


Susan W. Turnbull
Vice Chair
City Homes of Edgemoor

MCP-CTRACK

From: Yvonne Bennett <ymsb65@gmail.com>
Sent: Wednesday, April 27, 2016 12:48 PM
To: MCP-Chair; CM Berliner; Howerton, Leslye
Subject: Bethesda Downtonw Planning- Opposition- Please scale way back!

Dear MCP-Chair, CouncilMember Berliner, and Ms. Howerton,

I propose the current Downtown Bethesda Sector plan for the following reasons:

- The proposed increase of heights and density in the new Downtown Bethesda Sector Plan by the Planning Staff is excessive and will adversely affect residents' quality of life, especially for "edge communities" such as East Bethesda. The growth allowed for in the Plan does not sufficiently account for greatly needed infrastructure and will lead to greater school overcrowding, congested roads, and not enough green/open/recreational space for residents.
- The **additional** heights and density granted to developers by the Planning Board are excessive and should not be supported.
- The Planning Staff and Board's height and density recommendations for the east side of Wisconsin Avenue between Cheltenham and Chase Ave (with heights up to 250 feet) - as requested by developers - are excessive and should not be supported.
- The Planning Staff and Board's height and density recommendations for the east side of Wisconsin Avenue between Chase Ave and Chestnut is excessive and should not be supported.
- Developers should be required to provide safe adequate passage for pedestrians during construction.
- It is critical that a generous Greenway to buffer properties next to single family homes be included in this plan. The first blocks of East Bethesda – those abutting Wisconsin Avenue and East West Highway – are "transition" areas. In addition, requiring greater building step-downs and set-backs bordering single family homes must be a priority. The development that takes place along Wisconsin Avenue and East West Highway can either create an effective buffer and welcoming feeling for Bethesda residents and visitors, OR, or as proposed, the development will overwhelm surrounding neighborhoods and destroy their charm and that of downtown Bethesda.
- The proposed development would greatly exacerbate the challenge of entering and leaving the neighborhood and negatively affect traffic for the entire Bethesda community and for commuters. Current heavy traffic/gridlock would become even worse and further endanger pedestrians and bikers who face a daily struggle to navigate around closed sidewalks and to use blocked crosswalks.
- With excessive heights also proposed for the west side of Wisconsin Avenue, we will end up with an uninviting canyon effect along Bethesda's "main street" and even inside our East Bethesda neighborhood. Traffic and pedestrian safety is extremely important with many children and families traveling through this area to Bethesda Elementary and other schools.
- Excessively tall buildings and greater density are similarly proposed for both sides of the busy East-West Highway to the south of East Bethesda where another canyon would emerge. East-West Highway is a serious bottleneck for residents throughout Bethesda and for commuters. Traffic and pedestrian safety is extremely important with two schools, Bethesda Chevy Chase HS and Our Lady of Lourdes ES, located there.
- Traffic in Bethesda is dramatically increasing, adding to commute times and decreasing walkability and bike-ability. The number of accidents and near-accidents is increasing. Just

this week, The Washington Post ran a story on the Metro "crisis" which has caused many Bethesda residents to abandon Metro in favor of their cars. Walking and biking is more difficult both because of the increased number of cars clogging Bethesda's narrow streets and because of impending Purple Line construction disruptions as well as constant and ongoing building construction disruptions.

Respectfully Signed,

Yvonne Bennett, Bethesda MD

MCP-CTRACK

From: Eryq <eryq@zeegee.com>
Sent: Wednesday, April 27, 2016 12:49 PM
To: MCP-Chair
Subject: (CORRECTED) Written Testimony for Worksession #11 (4/28) regarding the Bethesda Downtown Sector Plan

Dear Mr. Anderson, and Members of the Planning Board:

I'm a Bethesda IT business owner primarily serving the National Institutes of Health, and for the past fifteen years I've lived in a single-family home at 4707 Chestnut Street. My house is located in the East Bethesda Transitional Area, and is just two lots down from the properties at 4715/4719 Chestnut which are in the Wisconsin North Corridor. So I and my neighbors are very directly affected by the decisions of this board.

I know that the Planning Board is working for the best long-term interests of Bethesda, and that you are attempting to balance the competing desires of its business owners, its homeowners, and its renters, as well as the people who come here to work or to dine or to shop. So as someone with first-person experience on all those fronts -- and with a vested interest in not only his own residence but in the economic health of his neighborhood and his city -- I'd like to help you make a good, well-informed decision regarding density and building heights.

My lady and I chose to buy our house in East Bethesda for many reasons, but a key one is *walkability*. We can walk to two metro stations, to shopping, to restaurants. We can do this because we feel safe doing this. The neighborhood is well-maintained and inviting. The lots have old trees and picturesque gardens. There are charming houses varied in style and color, with some -- like mine -- dating back to the 1930s and before. There are no bars on the windows.

The neighborhood has stayed this way in part due to the wise decisions made in the previous Sector Plan, in which density increases gradually as one gets closer to downtown and closer to the Wisconsin North Corridor. No one wants to live in a single-family home that is immediately next to a hundred-foot-tall building.

If the proposed plan goes through, and 120-foot-high buildings are erected right next to these small, charming houses, a very natural progression of events will follow:

First, the immediate neighbors of those buildings will move away rather than live in the shadows of monoliths, staring each day at the backsides of buildings where there used to be blue sky. People will buy these houses cheaply, not to live in but to rent to others. And in general, renters do not put a great deal of time or money into maintaining picturesque properties. The fringes of the neighborhood will begin to decay.

As each house slips into disrepair, as the lawns go unmown and the siding goes unpainted, the next neighbor down the line will find themselves less enthusiastic about staying. And so the dominoes will begin to fall, one house after another. Now those streets are a lot less inviting to walk, especially at night. And those streets -- the streets bordering Wisconsin -- are the very streets that connect East Bethesda's residents to its businesses, its shops, its gyms, its restaurants, its Metro stations.

A wall of high buildings is a wall which will eventually separate Bethesda's businesses from the very residents those business depend on for their survival.

I urge you, please: roll back the Sector Plan changes around single-family residences, and reinstate the more gradual step-down of building heights. The negligible loss in density around East Bethesda will be more than offset in the long term by its ability to attract permanent residents -- and business owners -- to this singularly unique DC suburb.

Thank you for your time.

Erik Dorfman
President, Zeegee Software Inc.
4707 Chestnut Street
Bethesda MD 20814-3725
301/922-9677

MCP-CTRACK

From: pauline <pauline.tao@gmail.com>
Sent: Wednesday, April 27, 2016 12:59 PM
To: MCP-Chair
Cc: councilmember.berliner@montgomerycountymd.gov; Howerton, Leslye
Subject: Support for East Bethesda Citizens Association proposed revisions to the Bethesda Sector Plan

Dear Chairman Anderson:

My name is Pauline Tao. My husband, Thomas Duffy and I own the single-family residence at 4536 Middleton Lane in Bethesda. We were very concerned when we were informed of the details of the Bethesda Sector Plan. We firmly believe that, as currently proposed, the Plan would have a devastating effect on the quality of life of current Bethesda residents as well as severe consequences to our long-term property values.

We fully support the revisions to the plan as proposed by the EBCA in their letter to you of April 17, 2016.

Thank you.

Sincerely,

Pauline Tao and Thomas Duffy

MCP-CTRACK

From: Martin Lindholm <malindho@yahoo.com>
Sent: Wednesday, April 27, 2016 1:50 PM
To: MCP-Chair
Subject: Bethesda Downtown Plan

Dear Mr Anderson,

As a resident of East Bethesda, I am sending this message **in support of the letter/s submitted by the East Bethesda Citizen's Association (EBCA) about the Bethesda Downtown Plan.**

I have been following the Bethesda Downton Plan with great interest and I believe it includes many wothwhile ideas to make Bethesda a more livable, vibrant, and sustainable community with an increase in more affordable housing options. While an increase in density is to be expected, the amount proposed is excessive. In would be irresponsible to approve this kind of density increase, keeping in mind that:

- 1) the plan provides no analysis and **no clear plan for managing issues related to infrastructure, transportation, schools and a shortage of green spaces**
- 2) the proposed **increased height** would fundamentally **alter the character** of Downtown Bethesda and its surrounding neighborhoods.

As the process moves forward, it is important that the voices of developers don't crowd out the voices of residents. We will be **struggling to address these issues in the years and decades to come if the proposed limits are approved.** Let's make sure that the Plan becomes a blueprint to making Bethesda a better community, and not the opposite.

Sincerely,
Martin Lindholm
4717 N Chelsea Ln
Bethesda, MD 20814

MCP-CTRACK

From: clyde r. mark <cmark@starpower.net>
Sent: Wednesday, April 27, 2016 2:16 PM
To: MCP-Chair
Cc: Councilmemberberliner@montgomerycountymd.gov
Subject: Hide rise buildings in Bethesda

As a 40 year resident of East Bethesda, I oppose any changes in the commercial zone building heights under consideration by the planning board. Do not change the extent of the commercial zones or the limitations on new building heights.

We need more green spaces, not more, higher buildings that block light, sunshine, and air. The current height limits appear to be more than adequate, given the number of empty buildings at present. And, we do not need more traffic! We still try to cope with the traffic changes at Bethesda Naval Walter Reed.

Clyde Mark
4500 Highland Ave.
Bethesda, MD 20814
301 652 3591

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MCP-CTRACK

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

From: Josh Kirshner <joshkirshner@hotmail.com>
Sent: Monday, April 25, 2016 12:23 PM
To: MCP-Chair; Councilmember.berliner@montgomerycountymd.gov
Subject: Urging Planning Department, Planning Board, and County Council to NOT approve high increases on Wisconsin Ave.

Dear Council Member Berliner and Commissioner Anderson:

I am writing to urge that you not approve the Sector Plan for downtown Bethesda along Wisconsin Avenue until the effects of current construction can be evaluated. Approving higher buildings/increased density/new construction before we know the impact of the current would be unnecessarily rushed and unwise.

Clearly, there has been a historic increase building in Woodmont Triangle, with more to come along Wisconsin Avenue, including apartments and the new W hotel. With the traffic on Wisconsin Avenue already incredibly difficult during weekday rush hour and at times on the weekends, I am concerned that when current construction is completed, this major thoroughfare will be almost un-passable between the Bradley Blvd and Walter Reed/NIH.

I now understand that further development is being considered in the area around Tilbury, Cheltenham, and Middleton Lane, to be as high as 250 feet in some areas, and a still significant 110-200 feet in others.

I agree that some of the commercial real estate in that area is appropriate to be updated, but I do not believe it makes sense to do so until the traffic and other effects on infrastructure can be assessed when they are fully on line (read: when the Harris Teeter is open and commercial/residential vacancies are mostly filled).

I supported the current round of development for Bethesda, but believe it would be prudent to wait and see how our neighborhood is affected before agreeing to the Sector Plan. We need to live with the current construction and collect data/evidence, and then use that information to make wise decisions about this possible next stage.

Again, I ask that the Planning Board not agree to further increased density/higher buildings on Wisconsin Ave between Bradley and Walter Reed/NIH until after a proper assessment of the current construction on our traffic and other infrastructure can be measured.

Thank you.

Josh Kirshner
4514 Chase Ave.

MCP-CTRACK

From: Rick Monk <monk.rick@gmail.com>
Sent: Monday, April 25, 2016 12:37 PM
To: Councilmember.berliner@montgomerycountymd.gov; MCP-Chair
Subject: Bethesda Sector Plan concerns

Dear Commissioner Anderson and Councilmember Berliner:

I write with little confidence that the planning for Bethesda will result in a livable, peaceful community, but want to make my views known nonetheless. I'm quite certain that the proposed plans will aggravate existing issues and steer Bethesda on a continued path towards an overcrowded, high-stress, commodified, unpleasant city. The plans suggest to me that developers' wallets are more important than the health of our community and education of our children.

I fear that Bethesda Elementary school, which recently built an addition, will be hauling in portables within the next two years and increasing the number of students in classrooms. Even if the proposed construction adds "only" between 300 and 400 new elementary-age students (which I suspect is a wildly conservative and unrealistic estimate), that will nearly double the size of Bethesda Elementary, which is already struggling to keep up with increasing enrollment. Where are the plans for a new elementary school (or two) to handle that capacity within the next few years?

I fear that the plans will add to the overcrowding on our roads and the Redline, and increase frustration, anger, and delays. I fear that Wisconsin Ave, Woodmont Ave, Arlington Rd, and Georgetown Rd. will remain the gridlocked or high-speed highways that they have become, used as throughways by impatient drivers - cutting up and furthering destroying the safety and livability of our streets. The plans suggest to me that our status quo will only get worse, in the form of increased traffic, increased emissions, increased driver aggression, and a priority for autos and profits over people.

I fear that the next developer to come in will be given whatever it wants, regardless of whether it fits within a comprehensive, reasonable plan for development that prioritizes the residents of the community rather than someone else's interest.

Please explain how your plans will increase and prioritize residents' happiness and health, reduce pollution and improve environmental outcomes, improve work commutes, increase safety, improve our schools and education, alleviate public transportation crowding, and control the effects that these many massive construction projects will have on our ability to navigate Bethesda over the next 10 years and beyond. We have seen no evidence thus far that you are taking these very important factors into account.

Sincerely,

Rick Monk
Resident of East Bethesda

Rick Monk
(202) 669-6117

MCP-CTRACK

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APR 25 2016

From: Philip Cabrera <philcabrera@mac.com>
Sent: Friday, April 22, 2016 6:23 PM
To: MCP-Chair
Cc: councilman.berliner@montgomerycountymd.gov
Subject: Our opposition to the Planning Board's provisionally approved developer's request to increase the Jaffe Tower near the corner of Bradley & Wisconsin

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

OS17

Dear Chairman Casey:

We greatly appreciate your efforts to reduce the height of the Jaffe Tower. But we are very disappointed with the Board's decision. The proposed Jaffe Tower continues to be completely incompatible with the surrounding neighborhood. We believe the Jaffe Tower should be at the top of the list of properties that are reconsidered in light of the fact that the Board has approved density additions to the Sector Plan well beyond what the Staff recommended or that are sustainable.

We have lived in our house on Ridge Street for over 35 years and will be devastated by the impact of a 145-foot Jaffe Tower on our neighborhood and quality of life.

Sincerely,

Sylvia Cabrera
Philip Cabrera

MCP-CTRACK

From: Thomas Kerr <kafkatom@hotmail.com>
Sent: Saturday, April 23, 2016 5:31 AM
To: MCP-Chair
Subject: Re: Wisconsin Avenue Development
Attachments: April 23 St John's letter to MD.docx

hello

Please find attached a letter regarding the development of property on Wisconsin Avenue near Bradley Boulevard.

Many thanks

April 23, 2016

The Honorable Roger Berliner, Council Vice President
Council Office Building
100 Maryland Avenue, 6th Floor
Rockville, MD 20850

Mr. Casey Anderson, Chairman
Montgomery County Planning Board
Maryland National Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Subject: St. John's Church, Norwood Parish - Support for uniform zoning of the church's property, designation of St. John's as a Priority Sending Site, and responsible development of the adjacent property at 6801 Wisconsin Avenue.

Dear Mr. Berliner, Chairman Anderson and Members of the Planning Board:

I am writing as a Montgomery County resident and as a member of St. John's Church, Norwood Parish, to express my gratitude that the draft Bethesda Plan recognizes and supports St. John's as a valuable community resource and to ask that you preserve the components of the Bethesda Sector Plan that will allow St. John's to continue and expand on the important work we have done for 140 years to support community in Bethesda. Specifically, I ask for your support in three key areas: uniform zoning of the church's property, designation of St. John's as a Priority Sending Site, and responsible development of the adjacent property at 6801 Wisconsin Avenue.

St. John's, located at the corner of Wisconsin Avenue and Bradley Lane, has been an important part of the Bethesda community since 1874. Today, our church is a vibrant, *growing* religious community, with more than 1,100 members, including hundreds of families and parishioners of all ages. We have a very active senior community and the second-largest Sunday school of the 88 churches in the Episcopal Diocese of Washington. St. John's also has a proud history of incubating important community service organizations such as Bethesda Cares, the Norwood School, and Montgomery Hospice, which got their start in our facilities. We are pleased to host today the St. Barnabas Church of the Deaf and the Oneness Family School and to support the Opportunity (second-hand) Shop, a Bethesda institution for over 60 years.

As a member of St. John's, I endorse the Bethesda Plan's vision for a new and vibrant downtown. My fellow parishioners and I understand that the Plan will bring new development to the property that borders our Memorial Garden and interment wall, the nave of the Church, and our parish hall but believe the development can occur in a way that enhances our sacred spaces and maintains their integrity. I applaud the plan for allowing greater height along Wisconsin Avenue with a significant step-down along West Avenue. I ask that you grant the development next door sufficient height to

provide a buffer between it and the Church nave and the columbarium. The taller and thinner the building, the greater the opportunity there is for a development that maintains light and air on the Church property, fits comfortably on Wisconsin Avenue, and minimizes disruption to our ongoing services and events.

I hope that you will support the designation of St. John's as a Priority Sending Site, the uniform zoning of the church property, and the height necessary to allow the developer of the property next door to build up and away from St. John's sacred spaces. My fellow parishioners and I look forward to remaining fully engaged as the Plan is finalized. We are confident that it will make a significant contribution to St. John's positive development, as well as Bethesda's, in the future.

Sincerely,

Thomas Kerr, 8511 Hazelwood Drive, Bethesda

MCP-CTRACK

From: Julie Stanish <jastanish@hotmail.com>
Sent: Saturday, April 23, 2016 11:37 AM
To: MCP-Chair
Subject: Please no upzoning of the 4300 block of Montgomery Ave.

I urgently ask that no changes be made to the zoning of the 4300 block of Montgomery Avenue. To increase zoning heights beyond what is currently allowed is to add insult to injury for those of us that share this block.

We have lived in a single family home in a neighborhood right behind this area for many years. I have worked hard to pay off a mortgage on a home with a pleasant backyard full of wildlife. I am not a rich person. I purchased my home in 1992 and I do not have the means nor desire to move. I do not live in a large home. But, I depend on metro to get to work. I sacrificed to live in an area that is safe, quiet and near the metro.

Now we are faced with the Purple line which will run right behind our properties. This is bad enough and will drastically alter life here. If building heights are increased then the sound and light from the Purple Line will only bounce into our properties from these massive structures. How would you like to live with that?

It also is too close to residential property to allow any semblance of my current environment. The way it is now, with lower buildings next to ours and then taller buildings across the street is the way that it should be. It retains at least some sense of privacy and allows natural light and a sound buffer from the Purple Line.

I plead with you to not allow these massive buildings to abut residential property. It is not appropriate. And, it doesn't enhance living in this area. Some people don't want to live in luxury condos or apartments. Some of us want to have a natural setting and work in our garden on the weekends. It'll be bad enough with trains rushing by.

Please do not approve this and add insult to those of us who already will have to endure years of construction for the Purple Line and the subsequent deterioration of our sense of peace.

Thank you for your consideration.

Julie Stanish
4307 Elm Street
Chevy Chase, MD

MCP-CTRACK

From: Kristen Lindberg <kmlindberg@gmail.com>
Sent: Saturday, April 23, 2016 2:08 PM
To: MCP-Chair; CM Berliner
Subject: Bethesda Sector Plan - please stop the madness

Dear Commissioner Anderson and Councilmember Berliner:

I'm writing with grave concerns about the Bethesda Sector Plan, which I hear is the subject of a work session on April 28. I'm a resident of Bethesda - I live in East Bethesda just off of Jones Bridge Road - and am deeply frustrated by what I hear is going on with planning for downtown Bethesda and for properties on the edge of East Bethesda itself.

I commute to DC via the red line and have two children in school in downtown Bethesda. I don't know how much time you spend trying to get around Bethesda, especially at rush hour; if you've spent any time at all there, you know how frustrating it is. BETHESDA IS ALREADY OVERCROWDED. Let me give you a few examples of how difficult life in Bethesda already is, in case you haven't experienced this for yourself.

--My son attends a daycare center over the Woodmont parking garage, near the metro. According to google maps, the drive to my house from there is 1.2 miles. Usually we try to pick him up on foot or on bike to avoid the fiasco of driving. However, sometimes we pick him up by car and, when we do, it frequently takes us 25-30 minutes to travel the 1.2 miles to our home. The intersection of Old Georgetown and Arlington Roads is often very backed up, forcing us to wait through several lights before we can cross, and then the same happens trying to get onto Rockville Pike from Woodmont Ave. So, we spend 30 minutes creeping along in the car; 30 minutes that would be much better spent making dinner or spending time with our kids before their bedtime.

--I had an appointment in Bethesda, on Cordell, the other day (a Thursday) at 10 am. I decided to drive, because I figured rush hour would be over and it would be a quick trip. It took me 23 minutes to drive that distance, which is exactly a mile. I missed my appointment. It would've been quicker to walk (lesson learned).

--My daughter is at kindergarten at Bethesda Elementary school. When we moved to Bethesda 5 years ago, BE seemed like a nice school that was a good size - not too overwhelming, like some other elementary schools in Montgomery County. Last year the school had 3 kindergarten classes. This year they had to move up to FIVE kindergarten classes. That's the addition of two classes in a single year because of an increase in the kindergarten population.

These are only a few examples of how frustrating it is to be a Bethesda resident right now. The combination of too many cars, terrible walking and biking infrastructure, and some very impatient drivers (the conditions create an awful lot of road rage) make it impossible to drive and unsafe to bike. And then I hear that you're allowing something like 8,500 new apartments to be built in Bethesda... Please. Come live in my neighborhood for a few days. Try and go about your daily life. Try to explain to your kids why they almost got mowed down in a crosswalk or why that guy in a car behind you is laying on his horn. Once you've done that, maybe you will realize that it doesn't make sense to add ANY new units to downtown Bethesda, much less thousands of them.

Given that the wheels of "progress" are already in motion, I understand that there will be buildings built and housing included in those buildings. But at the very least, you must take back the increases in height and reductions in setbacks that have been granted since the planning staff made its recommendations. Buildings along Wisconsin that border Tilbury Street and Cheltenham Drive and that are near Middleton should be drastically reduced in height - they are within a block of single-family homes and on streets that cannot handle the increased traffic. Same for the building to be built directly across Arlington Ave. from Bethesda Elementary - a building of that proposed height is totally inappropriate in that location, near an intersection that is already paralyzed daily by too much traffic and directly across from where hundreds of young children must go to school every day. And for the buildings you do approve, please make developers provide us with green spaces to enjoy. It's the least they can do to make up for the very negative effects their actions will have on the lives of us who live in Bethesda.

Please reconsider the heights and setbacks that have been granted. You are very quickly creating a place where nobody wants to live; that's not good for the current residents or for the developers who want to build these giant buildings. It's not good for business either; my friends and family already express reluctance to come visit us in Bethesda - they don't want to fight the crowds and traffic when they can choose to go elsewhere.

Sincerely,

Kristen Lindberg

4401 Gladwyne Drive
Bethesda, MD 20814

MCP-CTRACK

From: Saumil Doshi <saumil.s.doshi@gmail.com>
Sent: Saturday, April 23, 2016 2:09 PM
To: MCP-Chair
Subject: Councilmember.berliner@montgomerycountymd.gov

Dear Commissioner Anderson and Councilmember Berliner,

As residents of Bethesda, my family is concerned about the Sector Plan for development in Bethesda. The current plan does not have a vision for a walkable downtown Bethesda with adequate greenspace. We are also concerned about traffic congestion and school overcrowding with the massive amount of development being proposed.

One of the charms of living in Bethesda is the walkable (and bikable) community; this is already being threatened with construction and development along Wisconsin Avenue. While we support denser housing, this needs to be done in moderation with proper infrastructure and community-building.

Please re-consider the heights of buildings being proposed, and include more greenspace in our plans.

Sincerely,

Saumil Doshi
4509 S Chelsea Ln
Bethesda MD 20814
(917) 319-7181

MCP-CTRACK

From: Katie Dunn Tenpas <kdtenpas@verizon.net>
Sent: Saturday, April 23, 2016 2:19 PM
To: MCP-Chair
Subject: April 28th hearing about up-zoning on Montgomery Avenue

As a resident of 4311 Elm Street, I am greatly concerned about the proposed developments on Montgomery Avenue, directly behind our home. At the front of our house, we have a beautiful park, daycare center and tennis courts. Families come and go all day and it is a pleasure to be a part of this community. However, our backyards are under assault. The Purple Line is encroaching and will likely create significant noise, and now this proposed upzoning will be even more disruptive. The houses on Elm Street are an important part of the Town of Chevy Chase, and I believe you have an obligation to protect our privacy and the peaceful enjoyment of our homes. In the past, this ethos was truly respected and we would encourage you to continue. Here are my primary objections:

- 1) Buildings 120 feet high, just 60 feet from single family properties are too big and way too close. Such buildings will loom over us, bring excessive light, and noise from the Purple Line will likely bounce off of those buildings directly onto us. The new buildings will simply serve as a backstop for the Purple Line noise to bounce off of. Please note that no development of that size has been allowed in the past because this area has been held as a necessary transition zone to protect the single family residences.
- 2) We are already being assaulted by the development of the Purple Line and the noise and lights that it brings. We will lose trees and greenery that now serve as screening between the homes and development on Montgomery Avenue.
- 3) Such high and large buildings are likely to have balconies and windows that will be open and hence not only will the homes be subjected to light at night, but also to noise from people's stereos, talking, etc. Residents who live further up on Elm St. get a huge amount of noise from the Bethesda Sport and Health club, which has no windows on the south side of its building but leaves doors open and has the roof-top tennis courts. They hear conversations on the rear catwalk and from the tennis courts, whistles in the gym, shoes squealing on the gym floor. This is disruptive and annoying, particularly late at night.
- 4) These new gigantic buildings will have huge air handlers on top, which will produce even more noise. We are plagued already by the noise from air handlers on the top of the Riviera (which is right on the Trail by the East-West highway bridge) and the buildings on the north side of Montgomery Avenue.
- 5) If the Purple Line Sub-station goes on lot 6, the noise could be even worse.
- 6) Our property values have already been driven down by the Purple Line, and now there will be one more reason our property will lose value.

Enough is enough. Please do not allow the up-zoning. It is the last thing the residents of Elm Street need. We live in a neighborhood and would like to maintain its charm.

Sincerely,
Kathryn Dunn Tenpas
4311 Elm Street
Chevy Chase, MD 20815

MCP-CTRACK

From: Deby Goldseker <dgoldseker@gmail.com>
Sent: Saturday, April 23, 2016 8:57 PM
To: MCP-Chair
Subject: Housing density in bethesda

I am asking the Commission not to increase the heights on the blocks adjacent to single family homes along Tilbury and Middleton Roads!!

Thank you!

Deby Goldseker
Rosedale avenue

Consultant- Pampered Chef
Dgoldseker@gmail.com
www.Pamperedchef.biz/debygoldseker
202-577-3061

How can I help you today - let's build your home w/ my products!!!

Please excuse all typos

Sent from my iPhone

MCP-CTRACK

From: levangel <louis.evangelista@education.lu>
Sent: Saturday, April 23, 2016 9:02 PM
To: MCP-Chair
Subject: Up zoning on Montgomery Avenue, Bethesda

Dear Chairman of the Montgomery County Planning Board, I am writing to protest the up-zoning of the properties on Montgomery Ave (specifically 4332, 4334, and 4336). The proposed 120 foot heights and densities are detrimental to the facing residential properties on Elm Street in the Town of Chevy Chase. These imposing structures will ruin the quality of life and residential nature of the whole of Elm Street and add noise due to roof top air handling equipment and increase water runoff onto the Crescent Trail and into Coquelin Run which traverses the Town of Chevy Chase. In addition the up zoning may increase the cost of installing a power substation for the Purple Line and impede the creation of a park area along Montgomery Avenue envisioned by the Planning Staff. As a resident of the Town of Chevy Chase, I implore you to deny the requests for up zoning these properties.

Thank you,

Louis Evangelista
4111 Rosemary Street
Chevy Chase MD 20815

MCP-CTRACK

From: Carsten <carsten.stendevad@gmail.com>
Sent: Sunday, April 24, 2016 4:25 AM
To: MCP-Chair
Subject: Opposition to Montgomery 4332-4336 rezoning

I am writing to the Montgomery County Planning Board to express my great concern and opposition to the proposal for increased height and densities for 3 properties on Montgomery Ave! (4332, 4334, and 4336)

These proposed buildings are too big, too tall so close to single-family homes, especially homes already beleaguered by their proximity to the Purple Line!

Carsten Stendevad
7206 ridge wood av

MCP-CTRACK

From: Judith McGuire <judithsmcguire@gmail.com>
Sent: Sunday, April 24, 2016 6:39 AM
To: MCP-Chair
Subject: Opposition to upsizing 4332, 4334, and 4336 Montgomery Lane Bethesda

Dear Mr. Chairman,

I strongly object to allowing greater height and density for 4332, 4334 and 4336 Montgomery Lane in Bethesda. These buildings, if expanded, will markedly damage property owners on Elm St. in Chevy Chase over and above the considerable damage already to be inflicted by the Purple Line and its deforestation of the Georgetown Branch Trail. Montgomery Lane is slated to be overdeveloped already which will adversely affect the traffic along that corridor and along East-West Highway just to the north. Already the traffic coming into Bethesda is a horror in the afternoons. Septupling the density and increasing heights almost four-fold will cause gridlock. Please exercise prudence. The current heights and density are more than adequate to allow for development.

We are watching closely the supersizing of the Central Business District of Bethesda. How many insults does the Planning Board intend to inflict on the Town of Chevy Chase?

Judith McGuire
4003 Rosemary St.
Chevy Chase, MD

MCP-CTRACK

From: Tricia Daniels <triciabdaniels@gmail.com>
Sent: Sunday, April 24, 2016 11:26 AM
To: MCP-Chair
Subject: Oppose Zoning Change on Montgomery Avenue (4332,4334,4336 Montgomery Ave.)

TO: Casey Anderson and the Montgomery County Planning Board

RE: Oppose Zoning Change on Montgomery Avenue (4332,4334,4336)

FROM: Tricia Daniels - Chevy Chase, MD

Please oppose the zoning changes being proposed on Montgomery Avenue (4332,4334,4336) these properties are 60 feet from the back property lines of my neighbors at 4309, 4311, and 4313 Elm St. and will impact neighbors to either side considerably. This appear to be a last minute request and will significantly negatively impact the people on Elm St. and the Town of Chevy Chase. This again in on the edge of a residential community and the impact will be significant. The impact will be all the greater because the trees along the Trail will all be gone and will not be coming back and the noise from the Purple Line trains will be reflected back from the building's facade. Air handling systems on top of those buildings will add to the volume as will any resident noise. Any privacy left in the back yards and back of the houses will be gone.

Please vote against this zoning change.

Sincerely,

Tricia Daniels
Town of Chevy Chase resident
triciabdaniels@gmail.com

MCP-CTRACK

From: Fairlie Maginnes <fairlieam@gmail.com>
Sent: Sunday, April 24, 2016 12:17 PM
To: MCP-Chair

Dear Chairman,

I am writing to object strongly to the upzoning request by the owner of 3 properties on Montgomery Avenue (4332,4334, 4336) which will virtually destroy the quality of life for the Elm Street residences that back up to those properties. The Town of Chevy Chase is a residential community that cares about one another. Please respond and honor this objection.

Respectfully yours,

Fairlie Maginnes
Beechwood Drive

MCP-CTRACK

From: Liza Greenberg <lgreenberg@healthpc.org>
Sent: Sunday, April 24, 2016 12:55 PM
To: MCP-Chair
Cc: Councilmember.berliner@montgomerycountymd.gov; 'Liza Greenberg'
Subject: Keep Bethesda Livable - please do not approve greater density at upcoming sector planning meeting.

Dear Commissioner Anderson:

I am a 20 year resident of East Bethesda and am writing in anticipation of the upcoming April 28th Bethesda Sector Planning meeting. I am concerned that the County Planning Commission may take actions that would adversely impact Bethesda, and in particular, the residential neighborhoods bordering planned development sites.

As you well know, Bethesda is a beautiful, livable, and walkable neighborhood in Montgomery county. I am writing to advocate that any actions taken by the Commission preserve the natural environment of Bethesda and do not create unlivable density. The Commission has already approved a sector plan that involved the community and does provide a mechanism for increasing the number of apartment units. This will clearly have an impact on our schools (with 3 children in Montgomery County schools, I can personally attest that they are very crowded!), roads (also very crowded), and public services. I ask that you not grant requests for additional height or setback limits, as frequently requested by developers. Middleton Lane is already in the shadows of several large buildings – it would be a very negative impact throughout this area to have additional looming buildings blocking sun and access in the neighborhood.

I support smart growth that includes reasonable density and development of buildings that include green features. I also believe that growth in housing density must be accompanied by simultaneous (not lagging) increases in infrastructure. Our current infrastructure has not kept up. This needs to be remedied. And please don't add to the problem by allowing developers to exceed already-approved plans.

Thank you for your consideration. Liza Greenberg

Liza Greenberg
4503 Middleton Lane
Bethesda MD 20814
Email: lgreenberg@healthpc.org
Office: 301 215 8348 Cell: 301 928 5909
www.healthprojectconsulting.com

MCP-CTRACK

From: Dedun Ingram <idedun@gmail.com>
Sent: Sunday, April 24, 2016 2:39 PM
To: MCP-Chair
Subject: Commentary for 4-28 Bethesda Sector Plan discussion

Dear Chairman Anderson and Planning Board members,

I am writing in strong opposition to the last minute request for a change in the proposed zoning for 4332, 4334, and 4336 Montgomery Ave., from CRT 0.5 H 35' to CR 3.5 H 120'. These three properties back up to R-60 residential properties, a 60-foot right-of-way is the only thing separating them. The proposed density and height are simply too much and too tall for properties so close to single-family homes.

Development on the properties on the south side of Montgomery Ave. has been kept minimal for decades to provide a buffer between the homes they abut and the much more intense development on the north side of the street. Clearly planning staff view that as still important because in the draft Sector Bethesda Downtown Plan they retained the 0.5 FAR and 35 foot height limit and one of the less intense commercial residential zone (CRT).

From an Elm St. resident's point of view, rezoning the three properties as requested should not happen. Those of us who live on Elm St. relied on the County's commitment to a buffer when we bought our homes – we expected to be able to enjoy the privacy and quiet of our back yards and the rear rooms of our houses. We did not count on enormous buildings with windows and lights and added noise from residents and HVAC units intruding on our peace and quiet and privacy. Nor the impact on our property values that such development would bring. Tall buildings in those locations will add injury to insult given that we already must deal with the Purple Line and the noise and intrusions from it. A tall building just to the north of the Purple Line will make train noise problems larger as it will reflect back the train noise.

From a state and county taxpayer's perspective, the request for rezoning of those three properties should not happen. One of the properties apparently is where the MTA intends to put a Purple Line power station and one or more of the properties have been ear-marked by planning staff for their proposed Montgomery Avenue park. The property owner knows this, so it appears that his request is purely an attempt to drive up the value of the property and force MTA and Montgomery County to pay him more for them. He tries to make a case for why his request for rezoning 4334 and 4336 makes sense, but I am far from convinced.

I would also like to ask whether a height of 120 feet is even achievable on these properties. Presumably the compatibility standards of Section 59.4.1.8 of the zoning code apply to them, in which case, their rear setback will be 1.5 times the rear setbacks of the abutting properties on Elm St. (which are quite large) and the building height on them will be 35 feet at that rear setback and increase only 1 foot per foot away from that setback. To reach 120 feet in height, you'd have to come in from the setback line an additional 85 feet. I don't think the lot is deep enough to make this feasible. If the development they have requested is not achievable, then there certainly is no justification for changing the zoning.

As an Elm St. resident I urge you not to approve this zoning request.

Sincerely,

Deborah Ingram

4411 Elm St.

Chevy Chase, MD 20185

MCP-CTRACK

From: Catherine Cecere <catherine.cecere@gmail.com>
Sent: Sunday, April 24, 2016 2:39 PM
To: MCP-Chair
Subject: Zoning in Bethesda

Please oppose the zoning changes being proposed on Montgomery Avenue (4332,4334,4336) these properties are 60 feet from the back property lines of my neighbors at 4309, 4311, and 4313 Elm St. and will impact neighbors to either side considerably. This appear to be a last minute request and will significantly negatively impact the people on Elm St. and the Town of Chevy Chase. This again in on the edge of a residential community and the impact will be significant. The impact will be all the greater because the trees along the Trail will all be gone and will not be coming back and the noise from the Purple Line trains will be reflected back from the building's facade. Air handling systems on top of those buildings will add to the volume as will any resident noise. Any privacy left in the back yards and back of the houses will be gone.

Please vote against this zoning change.

Respectfully,
Catherine Cecere
4503 Leland St

Sent from my iPhone

MCP-CTRACK

From: David Tepper <david.tepper@teplp.com>
Sent: Sunday, April 24, 2016 8:28 PM
To: MCP-Chair
Subject: upzoning request

I am writing to send a strong objection to the up-zoning request for 4332, 4334, and 4336 Montgomery Ave. that will be heard by the Planning Board at its April 28 meeting. My understanding is that the property owner has come in at the last minute to ask that the zoning for these three properties be changed from CRN 0.5 H 35' (staff recommendation in the draft plan is CRT 0.5 H 35') to CR 3.5 H 120'. Given that (i) this developer failed to request this change at the summer public hearing and the earlier work session, and (ii) the proposal seems like a blatant attempt to increase the land value and price the County will have to pay to acquire the land to develop the park.

David Tepper

4317 Elm Street

MCP-CTRACK

From: Sarah Brophy <sarahobrophy@me.com>
Sent: Sunday, April 24, 2016 9:06 PM
To: MCP-Chair
Subject: Oppose Change on Montgomery Ave

To Whom It May Concern on the Planning Board,

Please oppose the zoning changes being proposed on Montgomery Avenue (4332,4334,4336) these properties are 60 feet from the back property lines of my neighbors at 4309, 4311, and 4313 Elm St. and will impact neighbors to either side considerably. This appear to be a last minute request and will significantly negatively impact the people on Elm St. and the Town of Chevy Chase. This again in on the edge of a residential community and the impact will be significant. The impact will be all the greater because the trees along the Trail will all be gone and will not be coming back and the noise from the Purple Line trains will be reflected back from the building's facade. Air handling systems on top of those buildings will add to the volume as will any resident noise. Any privacy left in the back yards and back of the houses will be gone.

Please vote against this zoning change.

Sincerely,

Sarah Brophy
Town of Chevy Chase Resident

MCP-CTRACK

From: Barney Rush <barneyrush@rushenergyconsulting.com>
Sent: Monday, April 25, 2016 8:20 AM
To: MCP-Chair
Subject: Strongly oppose rezoning of lots 4332, 4334 and 4336 along Montgomery Ave.

Chairman Anderson:

I want to register my strong opposition to the rezoning of these three lots on the south side of Montgomery Ave. Residents along Elm St. in the Town of Chevy Chase are going to have to absorb a major change in their lives with the impending construction of the Purple Line, which will include the clear cutting of all the trees along the current trail. They should not have to absorb as well, very tall buildings arising just 60 feet behind their homes.

I had thought that the principle to be adhered to, as Bethesda increases its density, is a "dome" approach which provides for downsizing the height of the dome, so that, at the edge, there can be a smooth gradient into neighboring communities. This rezoning doesn't permit such gradualism. It will create a cliff.

Sincerely,
Barney Rush
6917 Maple Ave., Chevy Chase, MD 20815

MCP-CTRACK

From: Don MacGlashan <grouse75@verizon.net>
Sent: Monday, April 25, 2016 9:03 AM
To: MCP-Chair
Subject: Up Zoning for Bethesda's Montgomery Ave

Dear Chairman Anderson,

I understand there has been a new up-zoning request for 4332, 4334 and 4336 Montgomery Ave. Surely the Bethesda Sector Plan has already far exceeded the original density allocation for the southern end of Bethesda. And now another developer is trying to increase the value of these properties even knowing the Planning Board is considering adding a park area along Montgomery Ave.

If approved, these 120 foot buildings will have a deleterious effect on residents living along Elm Street in the Town of Chevy Chase. Elm Street parallels Montgomery Ave. With the future Purple Line light rail line coming and all the trees along the Capital Crescent Trail removed, the noise from the rail line will bounce some of its noise off of these buildings back into the town and even 15 foot sound walls are unlikely to stop it. This should not be allowed to happen.

Given that the Town of Chevy Chase is facing the likes of the Jaffe building at its southern end, another behind the Women Farm Market, and now these buildings on its northern border, all of them jammed up to the Town's border streets. I urge the Board to reject this request and listen to its professional staff. Every community needs to be buffered from high-rise buildings.

Donald W. MacGlashan
4114 Woodbine St.
Chevy Chase, MD
20815

MCP-CTRACK

From: ddorfman13@aol.com
Sent: Monday, April 25, 2016 10:25 AM
To: MCP-Chair
Subject: Proposed Zoning Change on Montgomery Avenue

TO: Casey Anderson and the Montgomery County Planning Board

RE: Oppose Zoning Change on Montgomery Avenue (4332,4334,4336)

FROM: Diane Dorfman - Chevy Chase, MD

Please oppose the zoning changes being proposed on Montgomery Avenue (4332,4334,4336) these properties are 60 feet from the back property lines of the residents at 4309, 4311, and 4313 Elm St. and will impact neighbors to either side considerably. This appear to be a last minute request and will significantly negatively impact the people on Elm St. and the Town of Chevy Chase. The impact will be all the greater because the trees along the Trail will be gone, and noise from the Purple Line trains will be reflected back from the building's facade. Air handling systems on top of those buildings will add to the volume.

Please vote against this zoning change.

Sincerely,

Diane Dorfman
4421 Walsh Street
Town of Chevy Chase, MD 20815
ddorfman13@aol.com

MCP-CTRACK

From: Nina Isaacson <ninaisaacson@hotmail.com>
Sent: Monday, April 25, 2016 10:39 AM
To: MCP-Chair; Councilmember.berliner@montgomerycountymd.gov
Subject: Opposition to Development of Downtown Bethesda

Good morning:

I am a resident of the East Bethesda community, and I am writing to express my strong opposition to the development of downtown Bethesda - specifically the plans to increase building heights and reduce reductions in setback. These plans will further congest our street, overcrowd our schools and cast our homes in shadows.

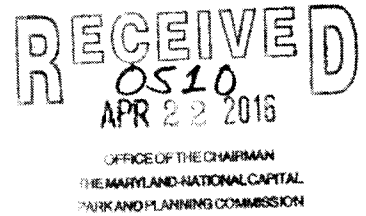
Please do not increase the heights of buildings on the blocks adjacent to single family homes (such as Sleaford Road, where I live) and please consider more carefully the impact of this density on our infrastructure.

Thank you.

Nina Isaacson, Esq.

MCP-CTRACK

From: palladin20814@yahoo.com
Sent: Friday, April 22, 2016 10:39 AM
To: councilmember.berliner@montgomerycountymd.gov
Cc: MCP-Chair
Subject: Bethesda sector plan



I write to register my opposition to increasing heights on blocks adjacent to single family homes as proposed in the new Bethesda sector plan. I enjoy living in East Bethesda and stand with those who support "communities not canyons."

Grace Palladino
4524. N.Chelsea Lane
Bethesda 20814

Sent from my Verizon 4G LTE Smartphone

MCP-CTRACK

From: Amy Coletta Kirshner <amy.coletta@gmail.com>
Sent: Friday, April 22, 2016 1:41 PM
To: MCP-Chair
Subject: Concerns regarding Bethesda Development - East Bethesda

Dear Planning Commissioner Anderson -

I am concerned about the level of development and would like to express my views to be taken into account at the April 28 work session meeting. When my family moved to the East Bethesda neighborhood five years ago, we were drawn to the walking distance proximity to the resources of Bethesda, yet the neighborhood feel of East Bethesda. With each new building that goes up or is proposed, the traffic (particularly along Wisconsin and cutting through our neighborhood streets) gets more difficult and our neighborhood gets crowded with new tall buildings closing in on us.

In particular, I would like to register my concern about the height of the buildings proposed for the East side of Wisconsin, just abutting neighborhood streets and houses. These are not appropriate to be directly next to residential housing, even with a phase down in height.

In addition, I am strongly opposed to any plan that would remove the existing CVS. My family and neighbors rely on this 24-hour CVS. With a young family, I cannot tell you how many times we have had to visit the CVS late at night to get medicine or other supplies for a sick child. In addition, I regularly just put children in a stroller and walk to the CVS for errands during the day - no need to pack everyone into a car and join the masses on the roads and increase traffic further. Finally, the CVS is a part of the neighborhood. I run into neighbors there, and we share news, etc. Our neighborhood benefits enormously from having this 24 hour CVS, and it would be a true shame if the plans eliminated it.

Thank you for your consideration. I look forward to learning more about the direction of the plans going forward.

Amy Kirshner
4514 Chase Avenue

MCP-CTRACK

From: Aloise Bozell <aloisebozell@gmail.com>
Sent: Friday, April 22, 2016 2:10 PM
To: MCP-Chair
Subject: Reject Planning Board's Proposal for Wisconsin Ave in Bethesda

Dear Commissioner Anderson:

The Planning Board is proposing to increase the allowed building heights and reduce the set back requirements on Wisconsin Ave adjacent to single family homes on Tilbury Street and Middleton Lane. I strongly oppose this proposed change and urge you to oppose the Planning Board's recommendations as well.

I've lived on Rosedale Avenue in East Bethesda since 2003. My husband and I, like most of our neighbors in East Bethesda, opted to buy a house here because we wanted to live in close-knit residential community - not in the midst of a concrete jungle. Over the last 13 years, however, traffic in downtown Bethesda has grown increasingly worse. The continual construction and traffic jams have made this area an unpleasant place to live at times. It is quite difficult to get anywhere at rush hour. Schools are overcrowded.

The increased building heights proposed by the Planning Board will bring even more residents into an area where the infrastructure is already stressed. Allowing such tall buildings to be erected so close to a neighborhood of single family homes will greatly detract from the residential character of our neighborhood. Please reject the Planning Board's recent recommendations that would allow increased building heights on blocks adjacent to single family homes.

Sincerely,
Aloise Bozell

MCP-CTRACK

From: Theresa <teal83102@yahoo.com>
Sent: Friday, April 22, 2016 2:47 PM
To: MCP-Chair
Subject: Growth in Bethesda

Good afternoon ,

This letter is one of concern of the proposed growth changes that will impact my neighborhood of East Bethesda.

I live on Jones Bridge Road and have already noticed a huge increase in traffic with the Walter Reed change - we cannot handle anymore. To make a simple commute during rush hour now takes 10-15 minutes longer due to increased traffic. Our neighborhood with limited sidewalks was probably ok when cars weren't whizzing through it all the time to avoid all the traffic that is on the main roads.

The proposed building heights that are being approved are not taking into account where these building are.... Backed up to single family homes!

Our schools , our roads, and our communities do not need all of this increase throughout Bethesda. I know builders want to build and make money, but why not go where there is space to do it. And how about go where the infrastructure can support all these new families .

I encourage you and your colleagues to come to Bethesda during rush hour a few times and try to get across Wisconsin Avenue and let us know what you think about it. Experiencing it first hand might help bring things to light.

Thank you for your time.

Theresa Robbins
4500 Jones Bridge Road
Bethesda MD 20814

Sent from my iPhone

MCP-Chair

From: Robert Smythe <rbsmythe@comcast.net>
Sent: Thursday, April 21, 2016 2:02 AM
To: MCP-Chair
Cc: 'Cristina Echavarren'; SacksNeighborhood@yahoo.com
Subject: Comment Letter re Starr Capital proposal
Attachments: Letter to Casey Anderson re Starr Capital development plan.doc

RECEIVED
OS06
APR 21 2016

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

Dear Chairman Anderson: Please share the attached letter (in MS Word format) with the other Planning Board members and staff. Thank you very much.

Robert B. Smythe
4807 Wellington Drive
Chevy Chase, MD 20815
Phone: 301-656-0654
Fax: 301-652-8710
E-mail: rbsmythe@comcast.net

**Robert B. Smythe
Marianne K. Smythe
4807 Wellington Drive
Chevy Chase, MD 20815**

20 April 2016

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

Email: MCP-Chair@mnepc-mc.org

Subject: RE: Proposal by Starr Capital for South Bethesda Master Plan, April 2016

Dear Chairman Anderson:

I am writing to you regarding an informal proposal that was made to residents of the Sacks Subdivision and other members of the Sacks Neighborhood Association on the evening of 18 April by Mr. Timothy Eden, on behalf of the Starr Capital partnership and other associated developers/property owners. The proposal that he presented to us has some attractive features, but also has certain design elements that my wife and I find objectionable, as do some other homeowners who were present.

As you know, we have been closely following the development of the new Bethesda Downtown Master Plan for some time. Let me outline the concerns that some of us have with the draft development plan presented to us by Mr. Eden. You may recall a letter sent to you on 30 April 2015 and signed by numerous Sacks residential property owners, which included the following statement:

"We are a long-established neighborhood (for more than 50 years) of single-family homes with trees, green space, and fairly stable ownership. Adjacent to us are condominiums and apartment buildings of three or four stories, which are stable and moderately-priced. We believe that this neighborhood has been, and remains, the kind of diverse residential community that Montgomery County should strive to maintain." We continue to hold this view, which is in stark contrast to the radically different high-density, high-rise urban area that the Starr Capital Development Plan envisions.

This plan's strongest point is that it includes the broader context of properties on both sides of Wisconsin Avenue between Leland Street and Bradley Boulevard. While that approach is useful for the perspective it provides, it would eliminate virtually all of the existing low-to-medium-rise apartment dwellings within those boundaries and replace them with large high-rise buildings of seven to fourteen stories that would in effect be huge urban walls to the immediate east and south of our R-60 subdivision of sixty single-family 2-3 story homes. This plan would eliminate the existing public alley passage to the west of Wisconsin Avenue that many of us currently use to avoid the congestion on southbound Wisconsin Avenue when returning to our homes from downtown Bethesda. It would also remove the barrier to entry of vehicles at the north end of Strathmore Street, which would result in much more two-way traffic on Strathmore Street and Wellington Drive from vehicles using that route to bypass the intersection of Wisconsin Avenue and Bradley Boulevard (which was the case before that barrier was constructed, as some of us can clearly recall). It would also bring many more vehicles onto Leland Street, Strathmore Street, and Wellington Drive, none of which is designed for such heavy urban traffic use.

Perhaps the most objectionable consequence of the Starr Capital plan is that it would result in the eviction of hundreds of residents in the existing apartment buildings, who are ethnically diverse middle-class families – white, black, Hispanic, and Asian – many of whom are employed locally, who live here because those apartment buildings are among the most affordable in the entire Bethesda area. These people are our neighbors. Few if any of them could afford to live anywhere near here if these apartments are replaced by new high-rise units, whether officially designated as “affordable housing” or not.

Mr. Eden characterized these buildings as old and outdated. In our view, the existing garden-style red brick apartments on the east side of Strathmore Street are visually attractive, and help set the residential style for the neighborhood; the Aldon Apartments on Strathmore Street, Wellington Drive, and Bradley Boulevard are not as aesthetically attractive, but they are of reasonable height, are solidly built and well-maintained, and provide a considerable amount of open green space with large, mature shade trees. They could and should be upgraded, not demolished. In other urban areas such as Washington, DC, Alexandria, Philadelphia, and New York City, such properties are sought-after and valued by their communities. We fail to see why such buildings here should be disparaged; most of the newer apartment buildings in Bethesda are huge sterile, expensive, unattractive glass or brick boxes with minimal public green space and few trees. We like the grass, the trees, and this neighborhood as it is. Allowing new buildings in this neighborhood that would reach seven or more stories would be very poor development planning, both from an architectural and a social standpoint. If developers claim that it is not cost-effective for them to maintain the existing height limits, that is their problem; the county does not have any obligation to approve plans that would maximize their profits to the detriment of existing residents.

We are not opposed to any and all changes around us; we would welcome new development in the South Bethesda area that respects our existing building height limitations, our long-established trees and green spaces, and our stable community structure. Surely enlightened county planners, developers, architects, and investors should be able to come up with attractive plans that respect and enhance these values. New designs should emphasize energy efficiency, groundwater retention, off-street parking, and access to public transportation and recreation without boasting of “luxury” lifestyles. We should encourage and support such efforts, as other communities in Maryland and elsewhere are doing already.

Thank you for again considering our views; please share this letter with other members of the Planning Board and staff as you work to complete the long-term planning for the Downtown Bethesda area.

Sincerely yours,

Robert and Marianne Smythe

cc: Montgomery County Council Member Roger Berliner
Mr. Timothy Eden, Partner, Starr Capital
Sacks Neighborhood Association members

MCP-CTRACK

From: JDHSER@aol.com
Sent: Thursday, April 21, 2016 10:02 AM
To: MCP-Chair
Subject: Bethesda Sector Plan
Attachments: Casey Anderso5.docx

8305 Kentucky Avenue
Bethesda, MD 20184

Casey Anderson
Chairman, Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910
Via email: MCP-Chair@mncppc-mc.org

Dear Chairman Anderson,

I am writing you today to support the planning staff recommendations presented in May 2015 and ask that you maintain the 120' height limit on the east side of Wisconsin Ave. 120 feet is already a substantial increase over the 75-90 foot ranges in the 1994 sector plan bordering the East Bethesda neighborhood. I am concerned with the Board increasing the heights on the east side of Wisconsin Ave to 200-250 feet in the new plan; and with the increases at Tilbury Ave, formerly 35- 60 feet, to 70- 90 feet in an area next to R-60 homes. I am also surprised that you would make Montgomery County Parking Lot 25, 90 feet when it has R-60 homes on 3 sides.

I understand that Norfolk Avenue on the west side of Wisconsin Avenue is set to be the gateway to Woodmont Triangle and that the area entering the Triangle is a High Performance area. With this Implementation it should not cross Wisconsin Avenue to the east with these standards. Chase Avenue and Cheltenham Drive are gateways to our neighborhood and the height and scale of new buildings should be kept the same 120 foot limits along the east side of Wisconsin Avenue that border our neighborhood.

I would like to thank you for the marinating the Eastern Greenway concept along Tilbury Avenue, but with a shortage of open green recreation areas in Bethesda, I would like to see the new Greenway area be the same width as the parks currently in place at Chase and Cheltenham Parks. This green area would service both the Woodmont Triangle and East Bethesda neighborhoods.

I also ask that you add the small parking lot 41 to the Greenway concept. It adds connectivity to a sidewalk system already in place and will help protect the R-60 homes that are next to it.

In summary, I respectfully request you revert to the May planning staff recommendations and expand the Greenway area. This will continue to protect neighboring single family residents in East Bethesda from high density encroachment. We all know further development is coming, but we need to proceed in a manner that considers both developer and neighboring community interests.

Sincerely,

Jack D. Hayes

8305 Kentucky Avenue
Bethesda, MD 20184

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Chairman, Montgomery County Planning Board
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