

Talking Points for your Letters and Emails:

- The proposed density of “The Science City” is that of an urban area near a Metro station and is inconsistent with an established residential suburban community. The amount of proposed commercial space must be reduced to limit further traffic congestion. The amount of proposed housing must be reduced to alleviate already overcrowded schools, or additional schools must be built before the additional housing is built. The housing must be staged with the commercial development.
- Belward Farm is our most beloved landmark. The farm’s late owner, Elizabeth Banks, sold her property to Johns Hopkins for a fraction of its value with the understanding that the university would carry on the legacy of the farm by building a medical or educational campus instead of a high-rise commercial complex with housing. Johns Hopkins has chosen to ignore or rewrite her intentions for the farm and disregard the requests of the community to develop the farm in a manner that would maintain its character and be in scale with our community.
- The density planned for Belward Farm must be reduced to allow for more green space and alleviate additional traffic congestion. The architecture planned for Belward Farm must be in harmony with the farmstead, preserve the character of the land and be in scale with the surrounding neighborhoods. High-rise 150 foot buildings will be an eyesore and are not compatible with the surrounding community.
- The Corridor Cities Transit (CCT) is expected to carry only 15% of the population leaving 85% of the additional people in their cars. If 50,000 workers and residents are added to the Science City as planned, 42,500 **additional** cars will be added to the roads in the vicinity of the Science City. This will cause gridlock on the secondary roads.
- The CCT must not be aligned to run the length of Belward Farm because it will cause pedestrian and automotive havoc on Muddy Branch Road and at the intersection of Muddy Branch Road and Great Seneca Highway.
- The County proposes five multi-level highway interchanges around the Science City that are similar to those found on Route 29 near White Oak. These are inconsistent with our suburban residential community. The density must be reduced to a level that would not require highway interchanges; however, improvements must be made to many of the intersections.
- Any infrastructure and school improvements must be staged to coincide with the development process. The housing must be included in the staging or there is very little chance that any of the people in the housing will work in the Life Sciences areas.