

AGENDA ITEM #19A
July 28, 2009

Worksession

MEMORANDUM

July 24, 2009

TO: County Council

FROM: Marlene L. Michaelson, Senior Legislative Analyst *MM*
Glenn Orlin, Deputy Staff Director

SUBJECT: Germantown Sector Plan

This memorandum addresses each of the issues the Council asked to reconsider at a follow-up worksession on the Planning Board Draft of the Sector Plan for the Germantown Employment Area (the "Germantown Sector Plan").

Council Members should bring a copy of the Sector Plan to the meeting.

FLOOR AREA RATIOS AND HEIGHT

At the last meeting, Staff indicated that Staff would work with Planning Department staff to make sure there was a recommendation for height and floor area ratio (FAR) for each property zoned transit station, mixed-use (TMX), since the zone does not have any height limit and has a maximum FAR of 2.0, which can be limited by a master plan. Attached on © 2 to 7 is a new chart which includes height and FAR recommendations for all properties in the Sector Plan zoned TMX. Circle 1 has a map of these properties which identifies (by letter) areas not previously numbered in the Sector Plan maps.

Additional Environmental Language

On July 14, Councilmember Elrich proposed additional language for the section in the Sector Plan that addresses environmental issues. Since the Council received the language the morning

of the worksession, Councilmembers asked for additional time to review the language before making a decision. His recommended language (including the Staff-recommended deletion of the reference to specific dated studies) is attached at © 8 to 11.

ROLLING HILLS PROPERTY (GA-5)

Since the PHED Committee was not unanimous in their recommendation on this property, the Council asked for additional time to consider the conflicting Committee recommendations. The Committee report and background information on this property is presented below.

Committee Recommendation: The Committee supports the RMX-1 zoning. The majority supports a density of 30 units to the acre. Councilmember Elrich supports the Plan-recommended 25 units to the acre.

Size of property: 40 acres

Location Map: page 58

Existing Zoning: R-H, PD-9, R-30, C-T

Proposed Zoning: RMX-1

Summary of land use recommendations (see page 44): Although the Plan indicates on page 43 that it does not recommend any changes in land uses from the current commercial and industrial uses, the Rolling Hills property is recommended for a change in zoning from R-H, PD-9, R-30, and C-T to RMX-1 with housing at 25 units per acre. The Sector Plan recommends placing high-rise residential buildings on the portion of the property with lower site elevations to avoid incompatible relationships with the nearby historic district, while still placing density closest to the MARC station. It also recommends a range of unit types, including single-family attached units. At the Committee worksession, Planning Department staff indicated that the Plan should have a height limit of 90 feet.

Testimony: The Council received testimony on behalf of Clark Enterprises, Inc., owner of the Rolling Hills property, supporting the recommended zoning but objecting to the Staging Plan and design guidelines. They ask that the Council remove the staging requirements and recommendation for specific unit types in the Sector Plan. They have also addressed specific recommendations in the Draft Design Guidelines (including building height and an illustrative concept plan). Although this was not in their written testimony, they subsequently indicated to Staff a request for 30 units per acre instead of the 25 recommended in the Sector Plan.

Staff Comments: The Committee has already addressed the Staging Plan and design guidelines in a previous worksession. Staff supports the RMX-1 zoning recommendation for this property. Planning Department staff do not believe that the property should develop at 30 units per acre due to concerns regarding intensity, potential height, and traffic. Staff believes the master plan should always recommend a mix of housing types whenever possible and supports the language in the Sector Plan that recommends a range of unit types, including single-family attached.

STAGING

At the worksession on July 14, the Council discussed the Committee recommendation to eliminate the staging recommendations in the Sector Plan. The staff comments from the July 14 packet are presented below.

Committee Recommendation: Delete the Sector Plan staging recommendations and use the growth policy to stage development in Germantown and, if desirable, provide a preference for Town Center.

The Germantown Sector Plan includes a staging plan on pages 64 to 65. The staging plan allows approximately 13% of total new commercial development (excluding pipeline) and 21% of new residential development to proceed without staging, as well as any Montgomery College academic buildings. (This includes 25% of Town Center development and smaller percentages of other areas.) Thirty percent of new development can proceed in Stage 1, and the remainder in Stage 2. The “triggers” to proceed to Stage 1 include the following:

- Council adopts the Sectional Map Amendment.
- Phase 1 of the urban services district is established, covering the Town Center and West End.
- An annual monitoring program is developed for non-driver mode share, vehicle miles traveled.
- Funding for urban parks is included in the six-year Capital Improvements Program (CIP).
- Funding for a MARC parking garage is included in the six-year CIP or Comprehensive Transportation Priorities (CTP).
- An alternative park and ride location outside Town Center is selected.
- The Bowman Mill Drive connection to MD 118 is open to traffic.

The criteria for Stage 2 are as follows:

- Funding for the CCT segment between Metropolitan Grove and Germantown Transit Station is included in the six-year CIP or CTP.
- A funding agreement is in place for CCT alignment and stations between the Town Center and Dorsey Mill stations (using public or private funding sources).
- Determine the need for a sector plan amendment when the decision on M-83 is reached.
- Non-driver mode share is increased to 21 percent in the previous 12 months.
- Observation Drive from MD 118 to Middlebrook Road is constructed and open to traffic.
- The Goldenrod Lane connection to Observation Drive and Cider Press Drive to MD 355 are constructed and open to traffic.
- Century Boulevard to Dorsey Mill Drive is constructed and open to traffic.
- Funding for Dorsey Mill Bridge across I-270 is included in the six-year CIP or CTP.

Staging Testimony

The Council received testimony from several property owners opposing the proposed staging. Among their comments were the following concerns:

- Staging would impede desirable development and redevelopment.
- There is little relationship between some of the staging triggers and development tied to those triggers (e.g., properties with commercial development should not be delayed pending the construction of a garage that will serve residents; properties required to provide open space and recreational amenities should not be delayed until there is funding for a park that will not serve the residents of that property).
- Splitting development into multiple phases on a single property will make it more difficult to get financing or pay for amenities. Moreover, single stage development of a property promotes integrated and complementary development.
- Most staging triggers are completely outside the property owners' control.
- Previous studies have shown there is insufficient funding for an Urban District, and the District can only succeed if there is additional development to fund it.
- The best way to provide funding for the Urban District and needed infrastructure is to allow development to proceed.

Staff Comments

Staging adds a level of complexity to master plans that is sometimes necessary when it is determined that the Growth Policy alone will not be sufficient to time development with the availability of public facilities or achieve other important objectives. Staging was used in the 1989 Germantown Master Plan to provide an incentive for the retail and entertainment uses in the Town Center to develop before other areas in Germantown. Staging has also been used when there is uncertainty as to whether development can meet certain environmental standards (Clarksburg).

In Staff's opinion, the Sector Plan does not provide a strong enough rationale for the complex staging that is proposed, and Staff shares the concerns raised by some regarding specific triggers. The first question the Committee should consider is whether the Growth Policy is sufficient to control growth or whether additional staging is necessary. The Growth Policy divides Germantown into 3 areas: Town Center, Germantown East, and Germantown West. The Growth Policy could be amended to direct capacity to the Town Center or to favor commercial or residential development, achieving the goals articulated in the Plan.

The main reason for requiring staging would be if the plan has a goal that cannot be achieved via the Growth Policy. If such a goal exists, it is not clear in the Sector Plan. Should the Committee decide that staging is necessary, it should be a far more simplified staging plan with 2 instead of 3 stages and a limited number of targeted triggers.

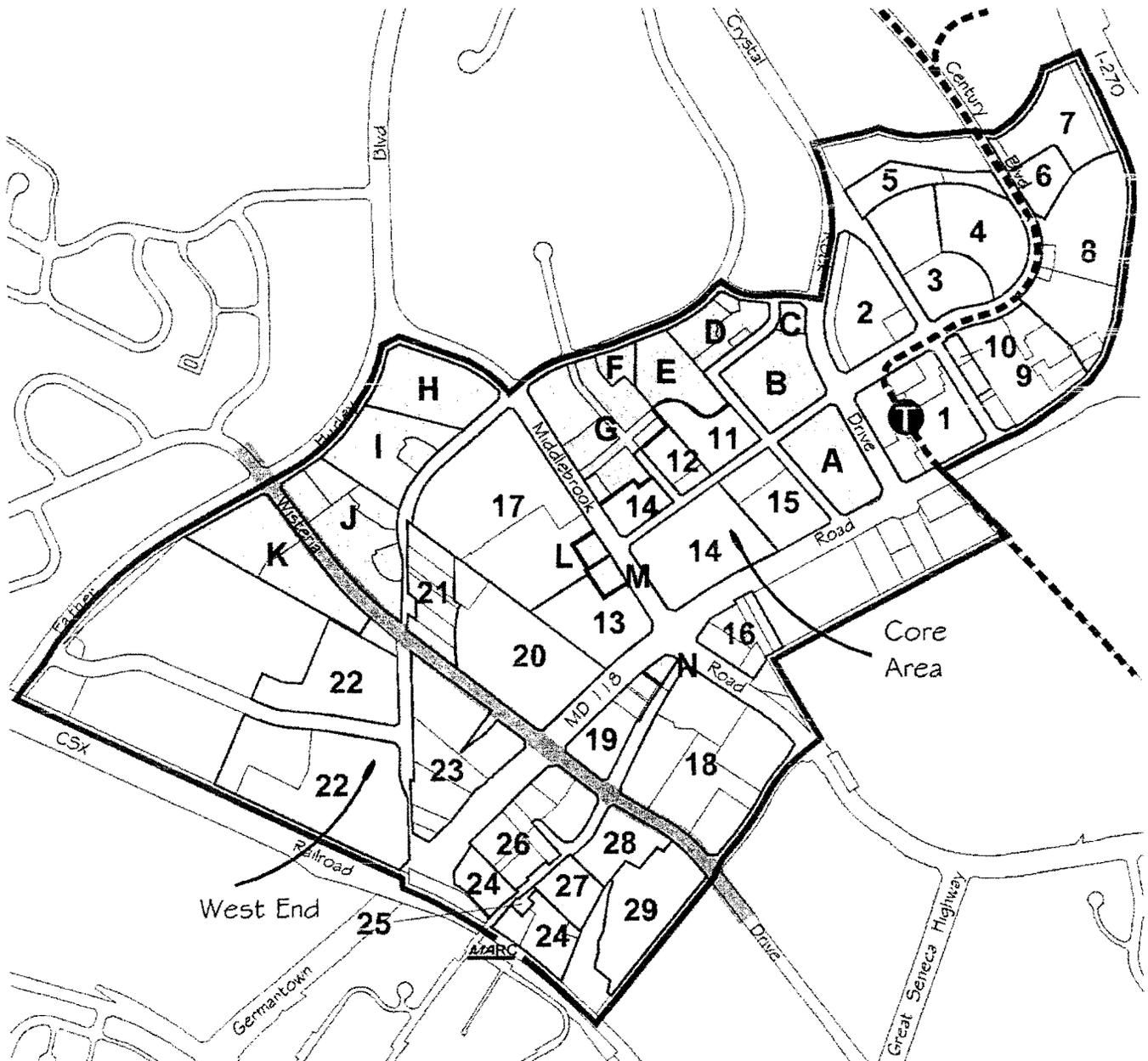
Regardless, Staff recommends eliminating the following staging triggers included in the Plan:

- Since the creation of the urban district will require funding from employers and/or residents, it can best be successful once development is in place, not as a prerequisite.
- While funding for the recommended new urban park will be important, Staff questions whether it is necessary to have this as part of a staging plan, particularly since the designated site has a commercial structure on it and it is unclear when/if the recommended land swap will occur.
- The purpose of the transportation adequacy tests in the Growth Policy — Policy Area Mobility Review (PAMR) and Local Area Transportation Review (LATR) — is to assure that master-planned development is staged in accordance with the provision of transit and highway improvements. Including further transportation staging requirements in the sector plan would add a further layer of restrictions that would retard development unnecessarily, since PAMR and LATR alone calculate how much development can be accommodated. Furthermore, any further staging requirement would be arbitrary and immutable, at least until the sector plan is next revised a decade or two from now; meanwhile, the Growth Policy is updated every two years.

A primary example of this problem is using the Corridor Cities Transitway (CCT) as a staging requirement. The CCT is a mega-project that will only be constructed when Federal and State aid has been programmed to build it. The likelihood is that the first stage of the CCT will extend north only to Metropolitan Grove and, optimistically, this segment will open in the next 8-10 years. Extending the line north to Germantown and Clarksburg will likely take another decade at least, so while it is reasonable to include the CCT as part of the transportation system at buildout, it may not open to Germantown until 2030.

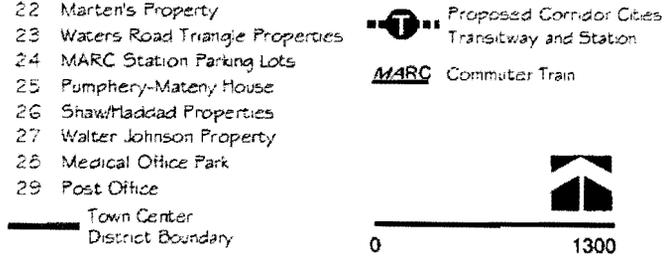
In the meantime, however, there are other means for significantly upgrading transit service. With a relatively modest investment, express bus service from Germantown to points south using the I-270 HOV lanes could run more frequently and to more destinations than the current service. Even the Life Science Center area could be served directly via the I-270 HOV lanes and Sam Eig Highway. Why, then, should development in Germantown be arbitrarily retarded if the CCT is not operating in the short- to mid-term? The County's objective is for the Federal government to fund the CCT as soon as possible, but should the County tie development in Germantown to a Federal funding decision, when other options improving transit mobility are more readily at hand?

Staff also shares the concern that dividing the allowable development for most properties into multiple stages may preclude the type of comprehensive development contemplated by the Sector Plan. The Committee supported the Staff recommendation to delete staging from the Plan.



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|---------------------------|--|------------------------------------|---|
| 1 Bellemead Property | 12 Black Rock Performing Arts Center | 22 Marten's Property | Proposed Corridor Cities Transitway and Station |
| 2 Police and Fire Station | 13 Up County Government Service Center | 23 Waters Road Triangle Properties | MARC Commuter Train |
| 3 Cinema Property | 14 Safeway and Stores Property | 24 MARC Station Parking Lots | |
| 4 Century XXI | 15 Euro Motors Property | 25 Pumphery-Mateny House | |
| 5 Salvation Army | 16 Karageorge/Mia Rancho/Bank of America/Auto Repair | 26 Shaw/Maddad Properties | |
| 6 Asset Capital Property | 17 Germantown Commons Shopping Center | 27 Walter Johnson Property | |
| 7 Homestead Suites | 18 Trevion Property | 28 Medical Office Park | |
| 8 Matan Property | 19 MD 118 Properties | 29 Post Office | |
| 9 Bellemead Property | 20 Sugarloaf Shopping Center | | |
| 10 Fannaroff Property | 21 Waters Road Properties | | |
| 11 Library | | | |

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|----------------------|--------------------------------|---------------------------|
| A Residential | F Stormwater Management | K Light Industrial |
| B Residential | G Residential | L Gas Station |
| C Residential | H Church | M Bank |
| D Residential | J Office | N Park |
| E Park | | |



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Germantown Proposed Zoning, FAR and Building Heights

PROPERTY	EXISTING ZONING	PROPOSED ZONING	Developed (Y or N)	FAR limit (if stated in Plan)	HEIGHT LIMIT (stated in Plan)	HEIGHT LIMIT (not stated Plan)	COMMENTS
Town Center							
TC-1	T-S	No change	Y	FAR 2.0	180 ft at CCT station; 143 ft toward I-270	100 ft along MD 118	
TC-2	I-3	TMX-2	Y	FAR 2.0	143 ft		
TC-3	T-S	T-S	Y	FAR 2.0	143 ft		
TC-4	I-1	TMX-2	Y	FAR 2.0	143 ft		
TC-5	I-3	TMX-2	Y	FAR 2.0		60 ft	
TC-6	I-1	TMX-2	Y	FAR 2.0	143 ft		
TC-7	I-3	TMX-2	pipeline	FAR 2.0	143 ft		
TC-8	I-3	TMX-2	Y	FAR 2.0	143 ft		
TC-9	T-S	TMX-2	Y	FAR 2.0	143 ft		
TC-10	I-3 and I-1	TMX-2	Y	FAR 2.0	143 ft		
TC-11	T-S	TMX-2	Y	FAR 0.5		60 ft	Not likely to redevelop
TC-12	T-S	TMX-2	Y	FAR 0.5		60 ft	Not likely to redevelop
TC-13	T-S	TMX-2	Y	FAR 1.0		100 ft along MD 118; 60 ft along Century	
TC-14	T-S	TMX-2	Y	FAR 1.5		100 ft along MD 118; 60 ft along Century	Council changed density
TC-15	T-S	TMX-2	Y	FAR 1.5		100 ft along MD 118; 60 ft along Century	Council changed density
TC-16	C-2, C-3	TMX-2	Y	FAR 0.5		100 ft	
TC-17	T-S	T-S	Y	FAR 0.5		60 ft; 40 ft along Locbury Drive	
TC-18	C-O	TMX-2	Y	FAR 1.0	100 ft		
TC-19	O-M, C-T	TMX-2	partially	FAR 1.0	100 ft		

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PROPERTY	EXISTING ZONING	PROPOSED ZONING	Developed (Y or N)	FAR limit (if stated in Plan)	HEIGHT LIMIT (stated in Plan)	HEIGHT LIMIT (not stated Plan)	COMMENTS
TC-20	C-1, C-2	RMX-2C	Y	FAR 0.6	100 ft along MD 118; 60 ft along Century		FAR 0.6 expressed as a maximum of FAR 0.3 commercial and a minimum of 10 du/ac
TC-21	C-2	RMX-2C	Y	FAR 0.5		40 ft	
TC-22	RMX-2	RMX-2	N	FAR 0.8		60 ft	FAR 0.5 expressed as a maximum of FAR 0.17 commercial and minimum of 11 du/ac
TC-23	RMX-2	RMX-2C	partially	FAR 0.8		60 ft	FAR 0.8 expressed as a maximum of FAR 0.5 commercial and a minimum of 10 du/ac
TC-24	R-200	TMX-2	parking lot	FAR 0.35	40 ft		
TC-25	O-M	TMX-2	partially	FAR 0.35		60 ft.	
TC-26	O-M	TMX-2	Y	FAR 0.5		60 ft.	
TC-27	O-M	TMX-2	partially	FAR 0.5		60 ft.	
TC-28	R-200	RMX-2/TDR	Y	FAR 0.5		60 ft.	18 du/acre
TC-29	C-T	RMX-2/TDR	Y	FAR 0.5		60 ft.	18 du/acre. Post Office property not likely to redevelop
Property A	T-S	TMX-2	Y	FAR 1.5		60 ft along Century Blvd	Council changed density
Property B	T-S	TMX-2	Y	FAR 1.0		60 ft	Council changed density
Property C	T-S	TMX-2	Y	FAR 1.0		60 ft	
Property D	T-S	TMX-2	Y	FAR 0.5		60 ft; 40 ft along Locbury Drive	
Property E	T-S	TMX-2	partially	FAR 0.5		60 ft; 40 ft along Locbury Drive	Public property; not likely to redevelop
Property F	T-S	TMX-2	Y	FAR 0.5		60 ft; 40 ft along Locbury Drive	Public property; not likely to redevelop
Property G	T-S	TMX-2	Y	FAR 0.5		60 ft; 40 ft along Locbury Drive	Townhouse residential; not likely to redevelop
Property H	T-S	No change	Y				

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PROPERTY	EXISTING ZONING	PROPOSED ZONING	Developed (Y or N)	FAR limit (if stated in Plan)	HEIGHT LIMIT (stated in Plan)	HEIGHT LIMIT (not stated Plan)	COMMENTS
Property I	T-S	No change	Y				
Property J	T-S	No change	Y				
Property K	T-S	No change	Y				
Property L	T-S	TMX-2	Y	FAR 0.5		60 ft	
Property M	T-S	TMX-2	Y	FAR 0.5		60 ft	
Property N	T-S	TMX-2	Y	FAR 1.0		100 ft	
Gateway District							
GA-1	R-200	No change	Y				
GA-2	I-1	No change	Y				
GA-3	PD-13, PD-15	No change	Y			40 ft	
GA-4	R-200	No change	Y				
GA-5	R-H, PD-9, R-30, C-T	RMX-1	Y	20,000 s.f commercial 25 du/ac		90 ft in the interior; 60 ft on exterior	
Cloverleaf District							
CL-1	I-3	TMX-2	Y	FAR 1.0	143 ft. at transit, 125 ft along I-270		
CL-2	I-3	I-3	Y	FAR 1.0	143 ft. at transit, 125 ft along I-270		
CL-3	I-3	TMX-2	Y	FAR 1.0		125 ft	
CL-4	I-3	TMX-2	Y	FAR 1.0	143 ft. at transit,	90 ft along Crystal Rock Drive	
CL-5	I-3	TMX-2	Y	FAR 1.0	143 ft. at transit,	90 ft along Crystal Rock Drive	
CL-6	I-3	TMX-2	Y	FAR 1.0		125 ft along I-270	

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PROPERTY	EXISTING ZONING	PROPOSED ZONING	Developed (Y or N)	FAR limit (if stated in Plan)	HEIGHT LIMIT (stated in Plan)	HEIGHT LIMIT (not stated Plan)	COMMENTS
Northend District							
NE-1	I-3	TMX-2	N	FAR 1.0	143 ft. at transit, 72 ft near ex. residential,	143/125 ft. along I-270	Council changed density
NE-2	T-S	TMX-2	N	FAR 0.70	143 ft. at transit,	143 ft along I-270	Density calculated on 1,530 m commercial and 1,500 du
NE-3	R-30	No change	Y				
NE-4	R-30	No change	Y				
NE-5	R-30	No change	Y				
NE-6	I-3	TMX-2	Y	FAR 1.0		125 ft along I-270, 60 ft adj. to residential	Council changed density
NE-7	R & D	No change	Y				
NE-8	R-30	No change	Y				
Seneca Meadows/Milestone District							
SM-1	I-3	TMX-2	partially	FAR 1.0	143 ft at transit	100- 125 ft along I-270, 60ft, adj. to residential	
SM-2	I-3	No change	Y				
SM-3	RMX-3/TDR	No change	Y				
SM-4	RMX-1	No change	Y				
SM-5	RMX-3/TDR	No change	Y				
SM-6	R-200/TDR	No change	Y				
SM-7	RMX-3/TDR	No change	Y				
SM-8	R-200/TDR	No change	Y				
SM-9	R-200	No change	Y				
SM-10	R-200/TDR, C-3	No change	Y				
SM-11	R-200	No change	Y				
SM-12	O-M	No change	Y				
SM-13	R-200	No change	Y				

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PROPERTY	EXISTING ZONING	PROPOSED ZONING	Developed (Y or N)	FAR limit (if stated in Plan)	HEIGHT LIMIT (stated in Plan)	HEIGHT LIMIT (not stated Plan)	COMMENTS
Montgomery College							
MC-1	R-60, R & D, I-3	I-3 optional	partially			100 ft along I-270	
MC-2	I-3	I-3 optional	Y				
MC-3	R-60/TDR, C-4	No change	Y				
MC-4	R-60/TDR, C-5	No change	Y				
MC-5	R-60/TDR, I-3	No change	Y				
MC-6	R-60/TDR	No change	Y				
MC-7	R-20	No change	Y				
MC-8	R-60	No change	Y				
MC-9	I-3	I-3 optional	Y				
Fox Chapel							
FC-1	C-1	RMX2C/TDR	Y	FAR 0.3 commercial/2 2 du if jointly developed		60 ft along MD 355, 50 ft adj. to sf residential	If not assembled, allow FAR 0.3 commercial, no residential. If assembled under joint development plan, allow FAR 0.3 commercial and 22 du/ac
FC-2	R-60/O-M	No change	Y				
FC-3	C-3	No change	Y				
FC-4	C-1	RMX2C/TDR	Y	FAR 0.3		60 ft along MD 355	
FC-5	R-200, R-90, R-30, C-1	RMX-2C/TDR	Y	26,000 s.f. commercial and 22 du/ac		60 ft along MD 355, 50 ft adj. to sf residential	If not assembled, allow FAR 0.3 FAR commercial on the area currently zoned C-1 and 5 du/ac. If assembled, allow FAR 0.3 on area currently zoned C-1 and 22 du/ac
FC-6	RT 12.5	RT-15	Y				

PROPERTY	EXISTING ZONING	PROPOSED ZONING	Developed (Y or N)	FAR limit (if stated in Plan)	HEIGHT LIMIT (stated in Plan)	HEIGHT LIMIT (not stated Plan)	COMMENTS
FC-7	R-90	No change	Y				
FC-8	R-200	No change	Y				
FC-9	R-90, C-1	No change	Y				May include adjoining R-60 lot in C-1 rezoning if adjoining property owner does not oppose
FC-10	C-1, C-2, C-3	No change	Y				
FC-11	R-H	No change	Y				
M: Germantown/0forcouncilsessions/zoning FAR height.final.072109							

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ENVIRONMENTAL RESOURCES

The Germantown Employment Area Sector Plan falls within two watersheds: the Great Seneca Creek watershed and the Little Seneca Creek watershed. The 1989 Germantown Master Plan created an expansive greenbelt border protecting the important major streams. The Plan protected streams in the interior of Germantown, including the Town Center and the employment corridor addressed in this Plan, through stream buffers and regulation but with no other specific recommendations for protecting the tributaries that are the lifeblood of those streams.

Development proposed in this Sector Plan—mixed uses oriented to transit stops—can achieve many environmental objectives. New centers, connections, and green spaces and buildings will enhance and connect with the existing greenbelt, forests, and stream valley parks. Development within these centers should be designed and built using exemplary green building standards to integrate the natural and built environments. A green Germantown will manage its stormwater, forest resources, and water quality to achieve an environmentally, socially, and fiscally sustainable community.

The Maryland Economic Growth, Resource Protection, and Planning Act of 1992 directs that this Sector Plan, through its links to subdivision and zoning regulations, protect streams and their buffers, 100-year floodplains, steep slopes, and habitats of threatened and endangered species.

Environmental Framework

- Germantown's greenbelt, forest stands, and wetlands will shape the pattern of new development and provide significant natural resources.
- A connected system of public and private open spaces will serve both recreation and open space functions as well as protecting significant areas of forest, wetlands, water supply recharge areas, and wildlife habitat.
- Protection of water quality in tributaries of Little Seneca Lake requires special attention to the effects of development on stream buffers and enhancing water quality. Little Seneca Lake is an important regional recreational resource and emergency drinking water supply for the Washington Region. Stormwater must be managed with techniques that intercept, retain, infiltrate, treat, and re-use stormwater at multiple points

throughout the development. Stormwater management should be dispersed rather than concentrated in regional stormwater facilities.

- Developing Germantown in an urban pattern will provide the opportunity for creative green design and building options that enhance environmental quality.

Forest Resources and Urban Tree Canopy

In the Sector Plan area, forests cover about 340 acres, or approximately 14 percent of the total study area. Approximately 172 acres of urban tree canopy exists within the study area that does not meet the definition of forests. If the forest and tree areas are combined, the total amount of forest and urban tree canopy is 512 acres; about 20% of the Sector Plan area is covered by trees.

Watershed tree cover greater than 45% has been correlated with good to excellent stream health, as measured by biological indicators. An analysis of the Sector Plan area shows that canopy coverage of at least 31 percent is achievable. Achieving this goal depends on retaining substantial areas of remaining existing forest, including most of the forest on the Lerner and Montgomery College properties.

Recommendations:

- Outstanding forest resources on the Montgomery College campus and the North End should be retained to prevent fragmentation of upland forests.
- Increase overall forest and tree canopy coverage from the 2008 level of 20 percent to 30-40 percent by 2038. Identify opportunities for forest restoration along streams and wetlands and target mitigation efforts to these areas during the development review process, especially where forested buffers can be connected. Target unforested road sections for street plantings.
- Restore forested stream and wetland buffers on public properties and target public land acquisition programs to preserve, enhance or restore riparian buffers and special habitat areas.

Open Spaces

- Through landscaping and forest requirements and tree plantings, create an open space system that connects destinations, preserves existing natural areas, incorporates green functions, and provides opportunities for non-motorized transportation and recreation. Require tree protection plans, including soil enhancement and other techniques, to maximize planting success.

Wetland Resources

- Most of the wetlands in the study area are concentrated in the headwaters and floodplains of Middle Great Seneca and in many of the feeder tributaries along the eastern portion of the Little Seneca watershed. In total, wetlands account for about 88 acres, or just below four percent of the total acreage of the study area. Surveyed wetlands include the Germantown Bog, which is a Wetland of Special State Concern.

Recommendations:

- Protect wetlands and their associated buffers – including springs and seeps – by using conservation easements during the development review process. Restore and/or enhance such wetlands by ensuring adequate hydrology to support the wetlands and their functions.
- Restore forested stream and wetland buffers in combination with land acquisition programs to preserve, enhance, or restore riparian buffers and special habitat areas.
- Direct wetland mitigation within the study area using the criteria identified in the *Seneca Creek Environmental Resources Inventory* (M-NCPPC 2007).

Water Quality and Stormwater Management

Water quality conditions have been monitored as part of the Montgomery County Countywide Stream Protection Strategy (CSPS). Baseline monitoring done in the 1990s indicated largely good to fair water quality in subwatersheds within the Sector Plan area. Subsequent CSPS monitoring indicated declining water quality.

Recommendations:

- Implement stormwater retrofit and stream restoration projects to help manage or remediate impacts of uncontrolled impervious areas. See the Great Seneca and Muddy Branch Watershed Study (MCDEP 2008) for a list

of priority restoration and retrofit projects, including restoration of the headwater stream reaches of Gunners Branch on the east side and south of the Montgomery College property, and retrofitting the stormwater management pond near the Hughes property. Project implementation must be coordinated with the County's Department of Environmental Protection.

- Minimize stormwater runoff using site design techniques such as vegetated riparian buffers, urban tree canopy, and minimizing impervious surfaces. Where development proposals contain extensive areas of impervious surfaces, reduce the amount of imperviousness by using higher buildings, clustering uses and underground or structured parking. Refer to the County's stormwater management regulations and guidelines for other specific recommendations.
- Minimize impacts with comprehensive stormwater management approaches including green roofs, rain gardens, innovative stormwater outfalls, green streets, cisterns, rain barrels, grass swales, street trees, vault retention and infiltration systems, and stream restoration to the fullest extent possible during the development review process.
- Use biofiltration swales adjacent to streets that are outside of high pedestrian, transit served areas.

Green Design and Buildings
(unchanged)

MEMORANDUM

July 24, 2009

TO: County Council

FROM: Glenn Orlin, Deputy Council Staff Director

SUBJECT: **Worksession**—Germantown Employment Area Sector Plan—transportation elements

Councilmembers: Please bring your copies of the Draft Sector Plan and the Technical Appendices (TA) to this worksession.

This memorandum addresses the elements in the Transportation section of the Planning Board Sector Plan (pp. 25-31), other transportation-related elements in the plan, and Technical Appendices (TA) #14-16 (pp. 98-115 of the TA document). The Executive's Fiscal Impact Statement (©1-5) estimates the public costs of the transportation recommendations in the Sector Plan at about \$460 million in constant (2009) dollars. This amount includes neither the Corridor Cities Transitway (CCT) nor the widening of I-270, each extending through the planning area. The full list of projects is on ©3; no engineering has been conducted for these projects, so the cost estimate may be higher or lower by 50% than what is shown.

Most of the elements discussed in this memo are those about which there is some disagreement with the Sector Plan expressed by the Executive (©6-12) and Department of Transportation (©13-25), public testimony, or Council staff. Some purely technical corrections will be made to the final document, but they are not identified in this memorandum.

1. The meaning of transportation recommendations in a master plan. Master plans are blueprints for the long-term (20+ years) future of an area: both for how land should be developed (type and density) and what functional facilities, such as road projects, will be needed to serve this development. But incorporating a new road, transitway, or a road widening in a master plan does not mean it will be built in the short term. In fact, for a project to be built in the short term it would also have to be included in the State or County six-year capital improvements program, which is a separate public process altogether. Incorporating a new road or a road widening in a master plan does not even guarantee it will be built in the long term.

What it does mean is that it is County policy that eventually such a project will be needed, and that every step will be taken to protect the option to build it. For example, it means that sufficient right-of-way will be protected and required for dedication. It means that the right-

of-way will not be used in ways that would make it more difficult to build or widen a road in the future. Even if current residents of an area oppose a project that they believe is neither wanted nor needed during their tenure, incorporating a project in a master plan allows a future generation of residents to choose differently if conditions change.

2. Land use/transportation balance. With the exception of the Potomac Subregion Master Plan, all master plans adopted by the Council for the past 25 years have been in balance: that is, the planned transportation system can meet the travel demand generated by the planned development. A plan in balance does not mean that traffic conditions at build-out will be deemed ‘good’ or even ‘fair’; more likely the traffic congestion will be at the borderline between ‘tolerable’ and ‘intolerable.’

The analysis of master-planned land use/transportation balance is conducted using the same technique as are used under the policy area review test in the most recent Growth Policy. Therefore, a Policy Area Mobility Review (PAMR)-type analysis was conducted for this plan, calculating Relative Transit Mobility (RTM) and Relative Arterial Mobility (RAM) and comparing the result to the standard. The difference between the Growth Policy analysis and this sector plan analysis, however, is that RTM and RAM are not calculated at a point 4 years out, but at build-out (2030).

The Sector Plan boundary does not conform to an existing policy area, so this analysis examined the results for Germantown East (GTE) and Germantown West (GTW) areas. (Germantown West, under the PAMR analysis, also includes the Germantown Town Center Policy Area.) The results show that both GTE and GTW are well in the “Acceptable” range, within a significant margin of error.

Local Area Transportation Review (LATR) was also conducted with the build-out land use and transportation network. The results (see TA, pp. 101-103) showed that three intersections would be more than 30% over capacity, so the plan recommends grade-separated interchanges at all three: MD 355/Middlebrook, MD 355/MD 118, and MD 355/MD 27. An interchange is also proposed at MD 27/Observation Drive; that intersection would only be 8% over capacity, but adding the interchange would create a short controlled-access MD 27 from the edge of the planning area to I-270, carrying traffic from eastern Clarksburg, Damascus, and points north to I-270 without interrupting local circulation within Germantown East. None of the other intersections would be worse than 12% over capacity at build-out, a small enough problem that can be addressed by adding no more than a turn lane or two.

Some of these intersections are outside the Town Center where the congestion standard is currently 1425 Critical Lane Volume; once the CCT is built it is plausible to assume that the Growth Policy would be amended to allow intersections close to CCT stations to have a standard closer to that used in the Town Center, 1600 CLV, which means that no further turn lanes may be needed at such intersections.

Finally, it should be noted that the plan assumes a 25% non-auto driver mode share for employees at build-out. Currently that share is 16%; with the addition of the CCT, more MARC

service, and more bus service by build-out, 25% is certainly achievable, and certainly more realistic than the 35% mode share assumption in the 1989 Germantown Master Plan.

The PHED Committee (and Council staff) finding (3-0): Concur that the plan is in land use/transportation balance.

3. Other urban areas. DOT objects to the Sector Plan's recommendation to expand the size of the Germantown Town Center Policy Area, and thus the area in which the Road Code's urban area street design standards are applied. DOT believes that such a change could occur only by revising the Road Code's Executive regulation. But the Road Code defines urban areas as "Metro Station Policy Areas, *Town Center Policy Areas*, and *other urban areas expressly identified in a Council resolution.*" The Executive regulation includes maps showing the urban area boundaries as a useful convenience to stakeholders so they can refer to one document to understand where the urban standards apply. The Executive regulation itself, though, does *not* determine the boundaries of urban areas. The Draft Plan's recommendation to expand the Town Center is appropriate.

This Sector Plan can provide guidance as to how the Germantown Town Center Policy Area should be expanded, just as past sector plans have recommended how the boundaries of certain Metro Station policy areas should be changed. The actual change would be accomplished in the Growth Policy, and this expansion of the Germantown Town Center Policy Area has been concurrently recommended in the Staff Draft of the 2009-2011 Growth Policy. The urban area standards could apply also to streets in the Cloverleaf District, which is planned for a CCT station and mixed-use, transit-oriented development with a street grid of short blocks (see p. 45 of the Sector Plan).

PHED Committee (and Council staff) recommendation (3-0): Concur with the Sector Plan's recommendation to expand the Town Center Policy Area, and the Sector Plan should recommend that the Council's "Other Urban Area" resolution be amended to include the Cloverleaf District.

4. MD 355 right-of-way and M-83. While M-83 lies outside the Sector Plan boundary, one of the alternatives in the study is to widen MD 355 further than what is currently recommended in the plan. Furthermore, the Countywide Bus Rapid Transit (BRT) Study soon to be undertaken may examine MD 355 through Germantown as a BRT route. For these reasons the Sector Plan recommends exercising a 250'-wide right-of-way on MD 355—rather than the current 150'-wide ROW—pending completion of the M-83 study.

The Executive and DOT object to identifying this wider right-of-way in the Sector Plan (©9, 21). Their point is that the completion of M-83 is assumed in the County's master plan, and until or unless it is no longer part of the plan should the MD 355 ROW be widened. Because M-83 has been master-planned for decades, it should be given every benefit of the doubt; it was at Council staff's initiative that the M-83 facility planning study was funded in the first place. Nevertheless, the potential environmental and funding obstacles to M-83 are so great that the intent of the Sector Plan's recommendation is prudent. Even if the study confirms the feasibility of its master-planned alignment, the extra ROW along MD 355 might be needed for BRT.

PHED Committee (and Council staff) recommendation (2-1): Councilmembers Knapp and Elrich recommend amending the note at the bottom of page 67 of the Draft Plan to read:

**** This plan recommends a minimum 250' right-of-way for Frederick Road (MD 355) pending completion of the Midcounty Highway Extended (M-83) and Countywide Bus Rapid Transit facility planning studies. Following completion of these studies, the Council by resolution may set a smaller minimum right-of-way, but not less than 150'.**

Councilmember Floreen concurs with the Executive and DOT that the right-of-way should remain at 150'.

5. MD 355 interchanges and urban network alternatives. As noted in section 2 above, the Sector Plan recommends grade-separated interchanges on MD 355 at Middlebrook Road, MD 118, and MD 27. However, it also notes that 'urban network' alternatives—a pattern of at-grade, one-way couplets around an open space—may also address the capacity needs. An example of such an alternative in California is shown on page 30 of the Sector Plan.

The Executive does not automatically disagree with such urban network alternatives; he notes the truisms that plan recommendations should be buildable and operable, and that if such an alternative is ultimately selected the sector plan should be ultimately amended to reflect it (©8). DOT opposes including in the plan urban network alternatives in lieu of grade-separated interchanges; it supports only master plan alternatives based on conclusions in studies (©20-21).

PHED Committee (and Council staff) recommendation (3-0): Concur with the Planning Board and the Executive. When further study for an interchange is conducted, invariably at-grade solutions are also examined and sometimes selected as the preferred option. Subsequently the master plan should be amended to reflect this. (This actually happened in Germantown. The 1989 plan called for an interchange at Great Seneca Highway and Clopper Road, but a subsequent study determined it was not needed, and a plan amendment was approved deleting the interchange.) However, the important point is that the necessary right-of-way for either an interchange or the urban network alternative be identified and reserved.

6. Aircraft/Crystal Rock one-way pair. The Sector Plan recommends evaluating converting Aircraft Drive and Crystal Rock Drive as a one-way pair through the Town Center area, with Aircraft Drive headed southbound and Crystal Rock Drive northbound (©26). DOT opposes any operational recommendation in a master plan, and it believes that this suggestion may negatively affect the fire and police stations there.

Planning staff's response is that access to and from the police station would be accommodated via driveway access on both Aircraft Drive and Crystal Rock Drive, eliminating the need to circulate around the block. Fire trucks could exit the station on to Crystal Rock Drive, as they do now, and could turn right to head west up Crystal Rock Drive or turn at

Aircraft Drive to head east towards MD 118. Another option would be to reposition a fire truck to exit on to Aircraft Drive, thus eliminating the circulation movements completely.

PHED Committee (and Council staff) recommendation (3-0): Concur with the Sector Plan. Council staff agrees the recommendations about traffic operations are generally not appropriate in master plans, but in this instance the Sector Plan is only suggesting that the one-way pair must be *evaluated*. There is sufficient rationale to give this matter serious consideration.

7. Cider Press Place. On April 24 the PHED and Education Committees held a worksession to decide the roadway network within the so-called “College Quadrant” bounded by MD 118 on the north, MD 355 on the east, Middlebrook Road on the south, and I-270 on the west. A charrette organized by Council staff and consisting of Montgomery College and M-NCPPC staff developed a series of four alternative road networks in the quadrant in addition to those generated by the Sector Plan and the College’s own master plan. The two Committees concurred on West Alternative #2, which would have Observation Drive extend as a 4-lane arterial from its current southern terminus at MD 118 to the southwest where it would connect to existing Goldenrod Lane, hug the western and southern parts of the campus, and then proceed southeast to Middlebrook Road. West Alternative #2 includes two other access points for the quadrant: existing Goldenrod Lane north to MD 118, and the extension of Cider Press Place as a 2-lane minor arterial in a 70’ ROW from MD 355 to Observation Drive (©27)

The College is now requesting deletion of Cider Press Place from the plan (©28-29). Below are the College’s four arguments, and Council staff’s response:

1. Cider Press Place is currently constructed on a 50-foot right-of-way as part of the Orchard run development. As the attached photos show, there are 17 townhouses facing the road, with all 17 driveways connecting onto Cider Press place. If reconstructed as a minor arterial road with a 70-foot right-of-way, as is presently recommended in the Plan, some homes would be as close as 13 feet to the road. That would be a very dangerous mix of excessive traffic and homeowners within a very narrow and confined space.

Response: Existing Cider Press Place has sufficient width for a 2-lane minor arterial, especially since every abutting house has a garage and driveway (©30). Except perhaps at the MD 355 intersection itself—which is set apart from the townhouses—there is no reason to reconstruct existing Cider Press Place. The 70’ ROW would be secured across Gunners Branch and the College property to allow for more ample landscaping and a larger setback for sidewalks.

2. Because of the existing development along MD 355, there are no safe direct outlets from the Germantown Campus to MD 355. As well, any connector would require crossing the environmentally sensitive Gunners Branch, which civil engineers have told us would result in significant disturbance and at a prohibitive cost.

Response: The College has no access at all (safe or unsafe) to MD 355. A super-block as large and with as much planned development as the College Quadrant warrants at least one full-movement access point at MD 355. The environmental planners at M-NCPPC did not cite this right-angled crossing of Gunners Branch as an environmental issue of note, either in the Sector Plan or in the charrette.

3. Requiring a Cider Press Place connection would seriously impede the College's ability to develop either the Germantown Campus or the [Science & Technology] Park in a cohesive and coordinated manner in the limited remaining amount of developable, non-environmentally challenged land.

Response: All of the alternatives developed in the charrette would leave 49 acres for the Tech Park and hospital, give or take a half-acre. The alignment of Cider Press Lane between Gunners Branch and Observation Drive is somewhat flexible; it does not have to follow on a direct line between these two points, as long as the connection is not too circuitous. The exact route would be determined at subdivision or site plan approval.

4. The proposed road would have only right-in/right-out access to MD 355 and would offer limited utility as an access point. The College, Foulger-Pratt, and Holy Cross Hospital all agree that this road is not needed to support their respective planned uses.

Response: Once the connection is made, there would be a full intersection at MD 355—not right-in, right-out only—and it would probably be signalized as well. M-NCPPC's traffic analysis for the area has determined there is a need for this access point.

The PHED Committee wanted more information regarding the Cider Press Place alignment and the alternatives studied. A map showing four build options is on ©31. The Planning staff's comparison of these options is displayed below:

Sector Plan proposed access – Cider Press Place

- Transportation Circulation – Allows for signalized intersection along MD 355. Conflicts with driveways along Cider Press Place.
- Environment – Workable, stream crossing acceptable.
- College Development Program/ Building Locations - Allows for proposed program.
- Community – Negative affects community along Cider Press Place.
- Costs – ROW already in place, connection and stream crossing costs.

Option 1 - Access from C-4 property (owner Ben Lewis)

- Transportation Circulation –Allows for a signalized intersection along MD 355.
- Environment – Worst location, steep grades, stream crossing impacts.
- College Development Program/ Building Locations - Compromises proposed program.
- Community – No impact.
- Costs - Most expensive, would require purchasing all of the C-4 zoned property, plus connection, stream valley crossing and steep hillside to grade out or expensive retaining walls required.

Option 2 - Access through existing Oak Mill Apartments opposite Appledowre Way

- Transportation Circulation – Achieve a signalized intersection along MD 355.
- Environment – Workable, stream crossing acceptable.
- College Development Program/ Building Locations - No impact, allows for proposed program.
- Community – Major impact, eliminates apartments' existing parking lot.
- Costs – Expensive, ROW must be purchased, parking areas rebuilt, connection and stream crossing costs.

Option 3 - Access adjacent to Boys and Girls Club

- Transportation Circulation – Does not achieve a signalized intersection along MD 355, too close to the intersection with Middlebrook Road. Could achieve a private drive, right-in, right-out that would serve the hospital.
- Environment – Best location, level grades, stream crossing acceptable.
- College Development Program/ Building Locations - No impact, allows for proposed program.
- Community – No impact.
- Costs – College owns property. Connection and stream crossing costs.

Council staff believes neither Option 1 nor Option 3 is a desirable alternative. Option 1 is likely to be the most challenging and expensive to build, because it traverses commercial property west of MD 355 and crosses the stream where the topography is most severe among the four options. It would also create the longest alignment through the College's property, so it would consume more right-of-way and reduce the College's footprint for expansion of the campus and/or tech park. Option 3 connects to MD 355 too close to Middlebrook Road to have other than a right-in, right-out intersection there, so the utility of this option is only half of the other three.

Option 2 is a plausible alternative to the Sector Plan's proposed access (©32). There is an existing median break and left turn bays at MD 355; all that appears to be missing is a set of traffic signals and some signing and marking. However, a new two-lane roadway would have to be built to the west that would take property from the Oak Mill Apartments, including some of its northernmost parking lot. Since the land west of the apartments is in the stream valley, there appears to be no location to replace the lost parking. A question is whether the complex could reduce the number of its parking spaces (which includes several visitor spaces) yet stay within Code requirements.

Cider Press Place is the best option (©32). The existing block of Cider Press Place is 24 feet wide (about 27 feet between curb faces) and so is more than sufficient for the proposed minor arterial. Although 17 townhouses front the roadway, all of them have driveways with aprons that nearly touch each other, so no parking is allowed on this block. As a minor arterial it will carry moderate traffic, but not enough to hinder entrance or exit from these driveways.

A disadvantage of Cider Press Place is that its current access is right-in, right-out only; therefore, there would need to be a median break with left-turn lanes constructed on MD 355.

Furthermore, because of its short distance to the MD 355/Appledowre/Oak Mill intersection, the existing median break at that intersection would have to be closed, rendering access from Appledowre and the Oak Mill Apartments right-in, right out only. However, these changes on MD 355 would be less costly than the cost of Option 2, which requires acquiring property for and building a new 2-lane road from MD 355 to the stream valley.

Council staff recommends sticking with the network in West Alternative #2 as approved by the PHED and Education Committees in April, which includes a 2-lane minor arterial connecting future Observation Drive to MD 355 via Cider Press Place, with direct access to and from northbound and southbound MD 355.

PHED Committee recommendation (3-0): Concur with the Sector Plan's recommendation for the Cider Press Place connection, but add a note stating that an alternative equivalent route may be selected. Council staff recommends accomplishing this by adding the following footnote to the Cider Press Place description on page 67 of the Sector Plan:

****An alternative route connecting Observation Drive to MD 355 in the vicinity may be selected, as long as it is a 2-lane minor arterial with direct access to and from northbound and southbound MD 355.*

8. West End street network. The graphic on ©33 illustrates the street network for this portion of the Town Center/West End. The graphic shows the proposed centerline of new roadways and the properties affected by these roadways. The roadways include:

- B-16 Bowman Mill Drive
- B-5 Waters Road
- B-22 Waterford Hills Road
- B-10 Century Boulevard Extended

In each case, the roadways are intended to align with, or provide a safe intersection with, existing Sector Plan roadways.

The Sugarloaf Partnership property is proposed for significant redevelopment which will provide the possibility to align Century Boulevard Extended on the west side of Wisteria Drive. The Wildman property (P915) and the Mini Storage property to the north (P868) would be split by the extension of Century Boulevard southwest of Waterford Hills Road. Jody Kline, representing Mark Wildman, recommended that the West End street network be revised so as not to severely impact Mr. Wildman's property.

PHED Committee (and Council staff) recommendation (3-0): Eliminate the southernmost extension of Century Boulevard between Waterford Hills Road and Waters Road that bisects the Wildman and Mini Storage properties, while providing ample bikeway and pedestrian connectivity in the West End. The West End will have sufficient circulation without this extension. Other Business District Streets may be developed as part of preliminary or site plan. Deleting this link will not affect land use/transportation balance.

9. Corridor Cities Transitway (CCT). The CCT is being examined by the Council this month. The Maryland Department of Transportation has released its environmental document for the I-270/US 15 Corridor (including the CCT), and held public hearings on June 16 and 18. The Planning Board reviewed both the CCT and proposed highway improvements on July 6, and the Transportation, Infrastructure, Energy and Environment (T&E) Committee scheduled its review on July 13. The full Council will address this matter on July 21 and, if necessary, July 28, with the objective of crafting a joint Executive/Council position, and, if possible, a position that will also be shared by the Cities of Rockville and Gaithersburg, and perhaps by Frederick County and the City of Frederick as well.

It should be pointed out that the purpose and time-frame of the I-270/US 15 Study is shorter term than the Sector Plan, however. The I-270/US 15 Study is geared to identifying a capital improvement that can be programmed and built in the near-to-mid term, so it is likely that it will not be as extensive as the improvement identified in a master plan.

The Sector Plan describes the CCT as either a light rail line or busway with five stops: at the Town Center, in the Cloverleaf District, in the North End District west of I-270, in the Seneca Meadows District, and at Dorsey Mill in the North End District east of I-270. North of the Town Center station the CCT would split into a western branch (serving the Cloverleaf and West North End stations) and an eastern branch (serving the Seneca Meadows station) before rejoining south of the Dorsey Mill station. The State's study does not include an eastern branch with its Seneca Meadows station. It does show a West North End station as a "future" station (beyond 2030, so not part of the project to be funded). The Sector Plan deletes a formerly planned station at Middlebrook Road, but the State's study also identifies it as a "future" station.

The Executive and DOT recommend deleting the eastern branch, noting that it would add 1½ miles of transitway for only one station (Seneca Meadows), increasing both the capital and operating costs and making the project less cost-effective (see ©7, 17). They did not point out another disadvantage: that the frequency of service would be reduced to the Cloverleaf station and the "future" West North End station if some transit vehicles were directed to the eastern branch. However, this is more of an issue if the mode were light rail. Buses could be scheduled more frequently so as not to affect the frequency of the western branch line service. DOT also recommends deleting the Middlebrook station since it would be far from residential areas (©18).

PHED Committee (and Council staff) recommendation (3-0): Retain the right-of-way for the eastern branch in the Sector Plan. Particularly if the CCT were a busway, the eastern branch could be used for more than service to the Seneca Meadows station; the bridge over I-270 could be used by local buses—and bicyclists and pedestrians—moving between the Town Center and Cloverleaf Districts to other points in the general Seneca Meadows/Milestone District.

10. Right-of-way width for CCT/Century Boulevard. Part of the CCT route runs in the right-of-way of Century Boulevard between Crystal Rock Drive and Dorsey Mill Road. In this shared space the Sector Plan recommends a minimum right-of-way width of 130'. However, DOT has heard from MTA that a minimum of 134' is needed for this cross-section, and

generally a larger section will be needed for drainage and other ancillary facilities. DOT, therefore, is recommending a minimum right-of-way width of 150' along this section of Century Boulevard. MTA supports 150', but its most important criterion is that the CCT portion of the right-of-way—the area between the inside curbs of the two roadways, be at least 56'. The Committee discussed this item on June 22 but deferred making a recommendation.

Robert Brewer, representing Trammel Crow, recommends a 134'-wide right-of-way for this section of Century Boulevard. He transmitted a typical plan view and cross-section showing how 134' could accommodate four travel lanes (each 11' wide) with a 4'-wide offset to the inside curb and a 2'-wide offset to the outside curb, 14'-wide planting strips between the CCT and the roadways and 5'-wide strips between the roadways and the sidewalk or bike path (©34).

PHED Committee (and Council staff) recommendation (3-0): Set the minimum right-of-way at 134'. The curb offsets in ©34 are too generous (1' to either the inside or outside curb is sufficient, requiring 8' less) and that the CCT width is too narrow (it should be 6' more: 26', not 20'), and that the planting strip between the CCT and each roadway should be 15' not 14' (requiring 2' more). This would provide the 56' required by MTA within a 134' right-of-way. Also recall that rights-of-way designated in master and sector plans are *minimums*: the Planning Board can require a wider right-of-way in spots where ancillary facilities are necessary: turning lanes, stormwater management facilities, etc.

11. Access from I-270 to Dorsey Mill Road or Father Hurley Boulevard. Incorporation of direct access to the Dorsey Mill transit station to and from the north along I-270 is proposed. This access can be provided by either direct access ramps at the Dorsey Mill Road interchange or a revision to the Father Hurley Boulevard interchange. The new access would facilitate intermodal connections between future managed lanes and bus services on I-270 and the transit service along the CCT. This access would also reduce congestion at the junction of Father Hurley Boulevard with Crystal Rock Drive, reduce commercial traffic use of Kinster Drive, and provide better access to businesses along Century Boulevard.

Intermodal access. The interchange would facilitate intermodal access between I-270 and the CCT. The CCT is currently planned to extend into Frederick County, but the current MDOT study northern terminus is at the COMSAT property in Clarksburg, where a park-and-ride lot is planned to intercept auto trips heading southbound in the morning via the proposed Little Seneca Parkway interchange with I-270.

The Clarksburg Master Plan envisions redevelopment of the COMSAT site and extension of the CCT so that a terminal station park-and-ride lot would not be appropriate at the COMSAT site in the long term. Similarly, the Germantown Draft Plan recommends that the Germantown Town Center, as the community's focal point, emphasize CCT access on walking and bus-access, rather than park-and-ride access. Park and ride access and intermodal access would rather be facilitated at the Dorsey Mill station, where the CCT crosses I-270.

General Purpose Access and Circulation. Access to and from the north on I-270 to the North End and Cloverleaf districts is provided by the Father Hurley Boulevard interchange. Century Boulevard and the CCT pass beneath Father Hurley Boulevard (the bridge structures are

already in place) without any ramp connections; the 1989 Plan envisioned those connections to be via Crystal Rock Drive.

The 1989 plan configuration requires those who want to access the higher density development along Century Boulevard to cross over it going west on Father Hurley Boulevard and then loop back to the east along local business streets including Kinster Drive, which has subsequently developed as an entirely residential community. This looping movement is focused on the intersection of Father Hurley Boulevard and Crystal Rock Drive and would require additional turn lanes to accommodate. Planning staff point out that the looping movement also increases vehicle miles of travel. Direct access to and from the north on I-270 in the vicinity of Dorsey Mill Road would facilitate more direct access to the more highly developed CCT station areas along Century Boulevard. The Sector Plan would still pass Policy Area Mobility Review for year 2030 conditions without the I-270/Dorsey Mill Road interchange so the benefits of the interchange are localized, not a prerequisite for getting the overall transportation system to work.

Implementation Concerns and Opportunities. Property representatives in the vicinity of the Dorsey Mill CCT station were interested in obtaining access to both directions of I-270 from Dorsey Mill Road. Planning staff did not propose access to and from the south at Dorsey Mill Road due to the close spacing between Dorsey Mill Road and Father Hurley Boulevard. The direct access ramps just to and from the north at Dorsey Mill Road would be expensive, most likely \$30-50 million. Direct access to the south requires “braided” ramps, increasing the cost.

A new access point also requires obtaining an Interstate Access Point Approval from the Federal Highway Administration, a process that emphasizes the effect of a new access point on the interstate highway rather over the effect on the local street system. While any new access would benefit local circulation conditions, Planning staff does not believe it would relieve congestion on I-270.

For these reasons, the Maryland DOT indicated in fall 2008 that they were not interested in pursuing the concept as part of the I-270/US 15 Study. The proposal does not warrant incorporation into the current study, but would need to be a later add-on. The State Highway Administration has advised that the connections to Dorsey Mill Road would not be viable due to its short distance to the Father Hurley Boulevard interchange, and it recommends removing the connection from the plan. DOT concurs with SHA, and the Executive questions including the Dorsey Mill Road ramps in the plan given the State’s position.

One opportunity may be to pursue a concept to reconfigure the Father Hurley Boulevard interchange to incorporate Dorsey Mill Road, in a manner similar to the I-270 Spur interchanges with Old Georgetown Road (MD 187) and Rockledge Drive at Rock Spring Park. Such a reconfiguration would provide the benefits described above and may be more feasible from an implementation perspective. The Planning Board adopted plan language that supports direct access, prioritizes the multimodal connectivity purpose, and provides greater flexibility to pursue a concept that is not strictly needed for land use transportation balance, but that would nevertheless have value in the long term.

PHED Committee (and Council staff) recommendation (3-0): Concur with the Sector Plan. There would be substantial benefit in securing access to and from the north on I-270, but if ultimately it cannot be achieved, the plan would still be in balance with land use.

12. Minor arterials. The Sector Plan is the first to designate certain roads as minor arterials, a new classification created by the Road Code bill in 2007. A minor arterial is an intermediate classification between arterial and primary residential street and is defined in the law as “a 2-lane arterial meant nearly equally for through movement for vehicles and access to abutting property.”

The Sector Plan recommends three roads to be classified as minor arterials: Cider Press Place from MD 355 to Observation Drive, Crystal Rock Drive from MD 118 to Middlebrook Road, and Kinster Drive from Century Boulevard to Crystal Rock Drive. DOT does not support classifying any of these streets as minor arterials because they have different cross-sections and operational characteristics (©24).

PHED Committee (and Council staff) recommendation (3-0): Concur with the Sector Plan. Within every classification there is a range of cross-sections and operating characteristics, but these three roads all meet the law’s definition as having 2 travel lanes, and would have the dual—and nearly equal—function of serving local and non-local traffic.

13. Crystal Rock Drive alignment in North End District. The Sector Plan shows the north end of existing Crystal Rock Drive to be extended as a Business District Street (B-11) and looped around to meet Century Boulevard at the new Dorsey Mill Road, near the proposed Manekin CCT station. The Lerner Corporation, which owns much of the property through which this road would traverse, wishes to have the Sector Plan show B-11 not as a loop but as two roads intersecting at a traffic circle. (See the Rodgers Associates memorandum on ©35, Lerner’s proposed development concept on ©36, and Sector Plan’s loop geometry is on ©37-38.)

The Sector Plan’s diagrams merely mean that the end of Crystal Rock Drive and Century Boulevard should be connected by a Business District Street, thus what the Lerner Corporation is proposing is consistent with the Sector Plan. It is common for a master plan to propose a connection, with the ultimate shape of that connection to be determined at preliminary plan or site plan approval. An example: the Kensington/Wheaton Master Plan (1990) proposed a future primary residential street connection through the Indian Spring Country Club between Georgia Avenue and Layhill Road via Tivoli Lake Boulevard and the Indian Spring Access Road. The plan showed a looping alignment (see P-13 on ©39). However, when the preliminary plan was approved 18 years later, it showed that the extension of these two roads met at a town square (©40): the primary residential street connection was made, but at a town square requiring right-angled turns, not dissimilar to what the Lerner Corporation proposes.

PHED Committee (and Council staff) recommendation (3-0): Retain the current diagrams in the plan. Identifying the specific alignment on ©36 in the plan presupposes that that particular development concept will be approved. Before all is said and done, what if the Lerner Corporation decides to proceed with a somewhat different concept? What if it ultimately decides to sell its interest to another developer, which may have a different concept? Rather than

locking in an alignment now, the alignment in the plan should be as generic as possible. However, should the Lerner Corporation ultimately proceed with the concept through plan approval, **it would help if the Council were to provide supportive legislative history by indicating for the minutes that the alignment on ©36 is consistent with the Sector Plan.**

14. Proposed street cross sections and target speeds. The street and highway table on pp. 66-69 of the Sector Plan proposes a particular target speed for most roadway links. As defined in the Road Code regulation:

Target Speed is the speed at which vehicles should operate on a thoroughfare in a specific context, consistent with the level of multimodal activity generated by adjacent land uses, to provide mobility for motor vehicles and a safe environment for pedestrians and bicyclists. The target speed is usually the posted speed limit. [Standard 020.01 – Page 2]

DOT opposes the identification of target speeds for non-residential roadways classified in the plan, arguing that target speeds are include in the Road Code regulation, which is much easier to amend than a master or sector plan. But the target speeds in the regulation are expressed in ranges (see ©41-42); given that the appropriate target speed is one that should be set given “a specific context, consistent with the level of multimodal activity generated by adjacent land uses,” it is entirely appropriate that master and sector plans recommend a specific target speed. **PHED Committee (and Council staff) recommendation (3-0): Concur with the Sector Plan regarding the identification of target speeds.**

The same street and highway table also indicates in many (but not all) cases, the specific cross section standard to which the road should be built, referencing specific standards in the Executive regulation. DOT is concerned that this may create conflicts and confusion in the future if these Road Code standards are revised periodically.

The Planning Board should be applauded for tying its recommendations to explicit standards in the Executive regulation, rather than developing its own extra-legal standards. But to address DOT’s point—that a change in the regulation may render a Sector Plan recommendation out of date, **the PHED Committee (and Council staff) recommends (3-0) adding the following note to the table:**

******The Cross Section refers to a specific standard in Executive Regulation 31-08 in 2008. If the regulation is amended, the cross section should be an adopted standard most closely resembling the initial standard.**

15. Other road and right-of-way recommendations. The Sector Plan recommends reducing the right-of-way on two existing roads: Father Hurley Boulevard from Crystal Rock Drive to I-270, from 150’ to 120’; and Observation Drive from Dorsey Mill Road to Germantown Road, from 150’ to 100’. DOT opposes reducing these rights-of-way (©22). **PHED Committee (and Council staff) recommendation (3-0): Concur with DOT.** This property is already secured and provides flexibility for further improvements, including landscaping, in the more ample right-of-way.

The Sector Plan calls for retaining the current 4-lane cross-section on Crystal Rock Drive between MD 118 and Father Hurley Boulevard. The road has a wide median, allowing for a total of 6 lanes, which was assumed in the 1989 plan. DOT recommends continuing with the 1989 plan's recommendation for 6 lanes (©22). **PHED Committee (and Council staff) recommendation (3-0): Concur with the Final Draft.** The LATR test can be met by adding turn lanes at certain intersections in this section; the 5th and 6th through lanes are not needed.

PHED Committee (and Council staff) recommendation (3-0): Concur with DOT's recommendation to reduce the skewed angle of the intersection of Wisteria Drive and Waters Road in conjunction with future development (©23).

Crystal Rock Drive between Middlebrook and Germantown Roads is currently a 2-lane private street connecting to public road segments of Crystal Rock Drive on either end. The Sector Plan recommends classifying this segment as a minor arterial, but DOT disagrees, arguing that it should remain a privately maintained road (©23). **PHED Committee (and Council staff) recommendation (3-0): Concur with the Final Draft.** This segment is important for internal circulation in the Town Center area; should the private development choose to incorporate traffic devices that would impede such circulation, the County should take steps to acquire it.

16. Bikeways. The planned bikeway network is mapped on page 26 and detailed in the table on pages 70-72 of the Sector Plan. **PHED Committee (and Council staff) recommendation (3-0): Concur with three changes recommended by DOT (©24), as follows:**

- **Extend PB-3 along Seneca Meadows Parkway east to the intersection of Observation Drive and Shakespeare Boulevard as a signed shared roadway (Class III Bikeway).**
- **Change the classification of PB-22 on Crystal Rock Drive between Middlebrook Road and MD 118 from a signed shared roadway (Class III) to a shared use path (Class I).**
- **Evaluate the feasibility of changing the classification of PB-37 on Crystal Rock Drive between MD 118 and Kinster Drive from a signed shared roadway (Class III) to bike lanes (Class II).**



OFFICE OF MANAGEMENT AND BUDGET

Isiah Leggett
County Executive

Joseph F. Beach
Director

MEMORANDUM

March 27, 2009

TO: Phil Andrews, President, County Council

FROM: Joseph F. Beach, Director, Office of Management and Budget

SUBJECT: Fiscal Impact Analysis of the Sector Plan for the Germantown Employment Area: An Amendment to the Germantown Master Plan

The purpose of this memorandum is to transmit a fiscal impact statement to the Council on the subject Amendment.

AMENDMENT SUMMARY

The Maryland-National Capital Park and Planning Commission submitted their draft *Sector Plan for the Germantown Employment Area: An Amendment to the Germantown Master Plan* to Montgomery County Government in February 2009. The Plan modifies the 1974 Master Plan in the following areas:

- Housing mix – promote a mix of housing types that can accommodate families of varying ages and income levels and allow opportunities for them to continue living in Germantown, as their needs and tastes change;
- Community identity – develop a greater sense of community identity;
- Community facilities – provide appropriate locations for community facilities; and
- Balance between housing and employment opportunities – provide greater opportunity for people to both live and work in Germantown.

The Plan's recommendations include:

- Complete the economic core envisioned in the General Plan;
- Increase employment;
- Organize communities around transit;
- Enhance connections to Germantown's greenbelt and stream valley parks;
- Pursue design quality and sustainability in the public and private realms; and
- Build on cultural, historic, and civic facilities.

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MONTGOMERY COUNTY
OFFICIAL

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Office of the Director

FISCAL SUMMARY

Pursuant to the Regional District Act, attached are the fiscal costs associated with this draft Germantown Master Plan Amendment. These costs were provided by the following departments: Transportation, General Services, Fire and Rescue Service, Police, Recreation, and the Upcounty Regional Services Center. Costs are reflected in 2009 dollars. Please note that all capital project cost estimates are high-level, order of magnitude estimates. Final estimates for capital projects would not be available until completion of design development.

The following departments reported no fiscal impact: Housing and Community Affairs, Permitting Services, Economic Development, Libraries, County Attorney, and Health and Human Services.

A written testimony with specific comments on the draft Germantown Amendment will be forwarded separately to the Council.

The following contributed to and concurred with this analysis: Edgar Gonzalez, Department of Transportation; Gary Stith, Department of General Services; Captain Tom Didone, Department of Police; Scott Gutshick, Fire and Rescue Service; Catherine Matthews, Upcounty Regional Services Center; Jeff Bourne, Department of Recreation; Scott Reilly, Department of Housing and Community Affairs; Alicia Thomas, Department of Permitting Services; Patricia Stromberg, Health and Human Services; Tina Benjamin, Department of Economic Development; Rita Gale, Department of Public Libraries; Cliff Royalty, Office of the County Attorney; and Amy Wilson, Office of Management and Budget.

If you have any questions about this fiscal impact analysis, please contact Amy Wilson, Director, Office of Management and Budget, at 240-777-2775. The Executive Branch staff will be available during the County Council's work session on the plan.

JFB: aw

Attachment

c: Timothy L. Firestine, Chief Administrative Officer
Diane Schwartz Jones, Assistant Chief Administrative Officer
Kathleen Boucher, Assistant Chief Administrative Officer
Arthur Holmes, Department of Transportation
David Dise, Department of General Services
Gary Stith, Department of General Services
Tina Benjamin, Department of Economic Development
Carla Reid, Department of Permitting Services
Richard Bowers, Montgomery County Fire and Rescue Service
Thomas Manager, Department of Police
Gabriel Albornoz, Department of Recreation
Parker Hamilton, Department of Public Libraries
Rick Nelson, Department of Housing and Community Affairs
Leon Rodriguez, Office of the County Attorney
Catherine Matthews, Upcounty Regional Services Center
Amy Wilson, Office of Management and Budget
Marlene Michaelson, County Council

**Fiscal Analysis of the Planning Board Draft Sector Plan
Germantown Employment Area: An Amendment to the Germantown Master Plan**

Capital Improvement Projects

Project	Description	Page # in Plan	Cost Estimate	Implem. Dept.
Arterials				
Observation Drive	Little Seneca Creek to Dorsey Mill Road	Appendix 21; page 131	\$7,938,000	DOT
Waring Station Road	Clopper Road to Wisteria Drive	Appendix 21; page 131	\$10,206,000	DOT
Wisteria Drive ¹	Crystal Rock Drive to Great Seneca Highway	Appendix 21; page 131	\$0	DOT
Business Streets				
Century Blvd.	Kinster Drive to Cloverleaf Center Drive	Appendix 21; page 132	\$20,725,000	DOT
Crystal Rock Drive	Black Hill Park Access to Kinster Drive	Appendix 21; page 132	\$15,072,750	DOT
Crystal Rock Drive ¹	Middlebrook Road to Wisteria Drive	Appendix 21; page 132	\$0	DOT
Dorsey Mill Road	Crystal Rock Drive Extension to Observation Drive Extension	Appendix 21; page 132	\$21,273,175	DOT
Walter Johnson Drive ¹	Bowman Mill Road to Wisteria Drive	Appendix 21; page 132	\$0	DOT
Wisteria Drive ¹	Father Hurley Blvd. to Germantown Road	Appendix 21; page 132	\$0	DOT
Wisteria Drive ¹	Germantown road to Crystal rock Drive	Appendix 21; page 132	\$0	DOT
Other Roadway/Transit-related Improvements				
MD 355	MD 355 at MD 27	Appendix 21; page 133	\$90,000,000	DOT
MD355	MD 355 at MD118	Appendix 21; page 133	\$90,000,000	DOT
MD 355	MD355 at Middlebrook Rd	Appendix 21; page 133	\$80,000,000	DOT
I-270	I-270 at Dorsey Mill or I-270 at Father Hurley	Appendix 21; page 133	\$50,000,000	DOT
Father Hurley Blvd.	Father Hurley at Observation Drive	Appendix 21; page 131	\$75,000,000	DOT
Underground Garage Parking ²	TBD	N/A	TBD	DOT
Public Facilities Including Parks and Open Space				
Full Service Community Recreation Center ³	Utilizing the complete program of requirements (33,000 nsf, 4 athletic fields, playcourt, playground, 190 car parking)	Appendix 21; page 133	\$20,000,000	DGS
Small Recreation Center ³	21,000 nsf, limited or no outside amenities	Appendix 21; page 133	\$14,000,000	DGS
Elementary School	In the Seneca Valley cluster, a future elementary school site (Waring Station Elementary School) located on Waring Station Road	Appendix 3; page 15	\$21,000,000	MCPS
Germantown Town Center Urban Park	Current CIP Project #078704	Appendix 19; page 127	N/A	Parks
Kingsview Local Park	Facilities for youth and teens, such as skate park or plaza, open play area, playground	Appendix 19; page 127	\$3,000,000	Parks

Seneca Crossing Local Park	Provide needed fields, possibly cricket and other active recreation facilities. Currently in facility planning	Appendix 19; page 127	\$6,000,000	Parks
Family-oriented play park near Upcounty Regional Services Center ⁴	M&T Bank Site	Appendix 19; page 127	\$800,000	Parks
Subtotal – Capital Improvement Projects			\$525,014,925	

Operating and Capital Outlay Expenses

Services	Description	Page # in Plan	Cost Estimate	Implem. Dept.
Additional staffing and operating expenses for new Recreation Centers ³	Cost estimate includes personnel (\$328,000, 6.5WYs); operating (\$404,000)	N/A	\$732,000	REC
Additional EMS Unit ⁵	Additional EMS Unit and deploying costs. Cost estimate includes personnel (\$684,000, 18WYs); operating (\$53,000); and capital (\$225,000)	N/A	\$962,000	FRS
Additional Aerial Unit ⁵	Additional Aerial Unit and deploying costs. Cost estimate includes personnel (\$1,656,000, 9WYs); operating (\$179,100); and capital (\$1,130,000)	N/A	\$2,965,100	FRS
Addition staffing and operating expenses for Upcounty Regional Services Center ⁶	Establishing an Urban District for Germantown will require funding for additional staff and operating expenses. Cost estimate includes: personnel (\$1,157,060, 21.7WYs); and operating (\$496,230)	N/A	\$1,653,290	URSC
Additional police officers to be assigned to the 5 th District (Germantown) Phase I ⁷	First year costs include: personnel (\$1,504,000 - \$1,755,000, 18-21 officers); and operating (\$923,000-\$1,076,000 cruisers and equipment)	N/A	\$2,831,000	Police
Additional police officers, to be assigned to the 5 th District (Germantown)-Phase II ⁷	First year costs include: personnel (\$2,590,000-\$3,180,000, 31-38 officers); and operating (\$1,590,000-\$1,950,000 cruisers and equipment)	N/A	\$5,130,000	Police
Additional staffing and operating expenses for new elementary school	Cost estimate includes: personnel (\$790,000, 16.5WYs); operating (\$445,000)	N/A	\$1,235,000	MCPS
Subtotal – Operating and Capital Outlay			\$15,508,390	
Total Cost Estimate			\$540,523,315	

Notes and Assumptions:

¹Project cost estimate is \$0; existing paving, already built.

²The plan is not specific on the number of public parking spaces to be accommodated in garages. DOT's current cost for underground parking spaces is approximately \$40,000 per space.

³Noted in Plan as one Urban Recreation Center-during discussions between Department of Recreation and Maryland-National Capital Park and Planning Commission it was noted that two Centers may be necessary to address long term future needs.

⁴Development costs estimated at \$800,000, which assumes the land swap with Germantown Square Local Park property is cost neutral.

⁵Additional fire and rescue apparatus will be needed to keep pace with increased call load and increased fire and EMS risk associated with planned development.

⁶Since the timing for establishing a district is dependent on the staging and implementation of development it's unknown exactly how many staff would be needed at first.

⁷Additional police officers and cruisers will be needed to keep pace with the increased population and planned development.

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Isiah Leggett
County Executive

OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

MEMORANDUM

March 30, 2009

TO: Phil Andrews, President
Montgomery County Council

FROM: Isiah Leggett, County Executive 

SUBJECT: Planning Board Draft, Sector Plan for the Germantown Employment Area

GENERAL SUPPORT FOR THE MASTER PLAN CONCEPT

The County Executive is very supportive of the intent of the Plan to transform Germantown into a vibrant downtown for surrounding residential neighborhoods. The vision of Germantown as the "upcounty downtown" to create a transit-served, mixed-use community and strategic location for employment is appropriate. We appreciate the time, energy and commitment of the Planning Board and its staff in preparing this Planning Board Draft Master Plan and look forward to working with the County Council, the community, and the Planning Board to create a plan to guide Germantown forward and help it develop a positive sense of identity.

As the Council considers the proposed Plan, we think it is important for the end result to be a plan that promotes a strong sense of community and identity. We offer for County Council consideration some issues and thoughts discussed below. Additional technical comments are appended.

TRANSPORTATION

The Executive Branch supports the Plan's goal of transforming Germantown into a transit-oriented community with the multi-modal hub of the Corridor Cities Transitway (CCT). We support the Plan's emphasis on the design and funding of the CCT and other transit, including the MARC station and bus service. We further support the plan's goal to fill gaps in the local network and accommodate the through traffic while utilizing all of the various transportation options - highways, buses, MARC, bicycle facilities, and sidewalks, all planned to accommodate safe pedestrian travel.

Transportation/Land Use Balance

The Executive Branch is concerned that the plan does not produce continuous transportation/ land use balance under the current Growth Policy Standard. Localized congestion problems include 11 intersections with congestion levels that exceed the Growth Policy standard, and five intersections that are approaching the Growth Policy Standard. By 2030, the Plan achieves PAMR balance.

The Plan recommends a staging process for development of this sector of Germantown. We strongly support the staging of development. It is critical that density be released at the same time that commensurate infrastructure is provided or programmed to be implemented in accordance with current rules. At the same time, it is critical that the plan envision densities high enough to provide strong support for the CCT. We believe that a detailed transportation analysis for each stage should be made to determine Transportation/Land Use Balance and included in the Technical Appendix.

CCT Alignments and Related Issues

Currently, the proposed Plan shows both the western and eastern alignments for the CCT. The State of Maryland's CCT study shows only the western alignment that crosses Dorsey Mill Road. Inclusion of an eastern alignment that adds approximately 1 ½ miles with a single stop creates serious questions as to ridership, costs and service delivery. Including the second alignment east of I-270 would increase both the construction and operating costs for the CCT, rendering the Maryland Department of Transportation's proposal more costly and less competitive for Federal funds at the national level. The east side of I-270 can be served instead by local buses to the CCT and the MARC station, and express buses to the Shady Grove Metro Station. *Based on these facts, the Executive Branch recommends showing only the western alignment of the CCT in the Plan, and eliminating the eastern leg.*

Circulator Bus

The Plan recommends a circulator bus for frequent service between the Town Center, MARC Station and transit neighborhoods. Excellent bus service is already provided in Germantown. The recommended circulator bus service must be developed so that it does not overlap with the extensive Ride-On service existing in Germantown today. Phase I of the restructuring of Germantown Ride-On routes in 2005 resulted in good coverage of the Germantown Town Center Area. The plans for Phase 2 include route expansion to the west side over to the Soccerplex, as well as to the east side of I-270. Phase I of the restructuring resulted in the Germantown ridership rate exceeding that of the overall system. In Germantown, overcrowding continues to grow, and Park & Ride lots are at full capacity. The Plan mentions Bus Rapid Transit (BRT) and specifies a circulator bus and expanded access to MARC stations. An effective BRT requires dedicated bus lanes and/or priority treatment. We do not believe that the circulator bus and route expansions necessarily have to take place on dedicated lanes or with priority treatment.

MARC Train and Station

The Plan recommends concentrating residential development near the station to enable patrons to walk to the station. Specifically, the Plan recommends mixed-use development on the property where MARC parking currently exists, with the inclusion of MARC parking in garages serving the planned new mixed-use development. The Executive Branch concurs with these recommendations as long as the current number of MARC parking spots is expanded as part of the residential development in this area. However, this parking should not be a staging trigger for Stage I impacting all development in this Plan but should be tied to residential development, particularly in the MARC train station area (see comments on Staging). If the parking garage is a trigger for Stage I, the ability to proceed to Stage I is questionable. The additional parking should be the responsibility of the Maryland Transit Administration and included in the MARC development plans. Temporary MARC parking would have to be provided during construction. Finally, the Plan notes that MARC will build additional parking near the MARC station by 2015, and should specify the source of this information since the Executive Branch is not aware of the plans for the additional parking.

An older apartment complex, Rolling Hills Apartments, located at the corner of Great Seneca Highway and Wisteria Drive, backs onto the MARC station. If that property is redeveloped, another opportunity is presented to promote use of public transit by reinforcing the connection between the MARC station and another neighborhood.

MD 355

The Executive Branch supports the Plan's street network goals which include serving regional and through traffic with highways, filling in a complete network of local roads, accommodate exclusive transit routes, and creating pedestrian and bike routes that create a range of transportation alternatives.

The Plan retains the recommendation for a grade-separated interchange at MD 355 and MD 27. Grade-separated interchanges at MD 355 and Middlebrook Road, and MD 355 and MD 118 are added. In this context, the Plan supports further study of one-way couplets as urban network alternatives to grade-separated interchanges. This urban network alternative consists of a pattern of at-grade, one-way couplets around a town square feature. Planning Board Staff has conducted a preliminary analysis of this alternative and concluded that this approach could provide capacity comparable to the proposed at-grade interchanges. The Plan suggests further study of this concept as a supplemental effort to this plan, or as part of a project planning study. Master/Sector Plan recommendations should be buildable and operable, since they guide our orderly and smooth development process. If changes are required in the future based on further studies, the County must go back and amend the Master/Sector Plan.

M-83

M-83 is outside of the study area. The Plan assumes the construction of M-83 as part of the regional transportation network. MCDOT's M-83 study is expected to be completed in early 2011. Language in the Plan highlights an alternative to M-83 under study by MCDOT staff, involving MD 355. This alternative, proposed by MNCPPC staff, involves increasing the ROW along MD 355 from the current 150' ROW to a 250' ROW that can include BRT. The Executive Branch opposes inclusion of this alternative in the Master Plan, as well as the accompanying expansion of the ROW on MD 355 to 250'. Alternatives should be studied before they are included in a Plan and it should be at least preliminarily determined that a recommendation is buildable. If changes are required in the future based on further studies, the Master/Sector Plan can be amended.

I-270

The plan recommends a partial interchange to and from I-270 N. at Dorsey Mill Road or a revision to the Father Hurley Interchange. These recommendations are intended to reduce congestion at the intersection of Father Hurley and Crystal Rock Drive, and minimize commercial traffic on Kinster Drive.

In previous comments, MCDOT had cautioned that that the Dorsey Mill Interchange would be too close to the existing interchange at I-270 and Father Hurley Boulevard/Ridge Road, and recommended that MNCPPC work with the State to examine the issue. MCDOT believes that implementation of ramps to/from the north would likely require reconstruction of the northern Father Hurley Boulevard/Ridge Road ramps and installation of collector-distributor roads between the two interchanges. After discussion with the State, MNCPPC determined that the Dorsey Mill interchange would likely not meet Interstate Access Point Approval requirements. Given that, we question why this interchange is reflected in the plan.

Observation Drive

The Executive Branch concurs with the Plan's recommendation to construct Observation Drive as a north-south connection through the Montgomery College District. However, as we indicated in our comments to the Planning Board, we support an alignment that avoids major pedestrian crossings between housing and the college campus and one that enables current plans of Montgomery College both for future buildings and for its technology center to be implemented. In addition, consideration should be given to the impact of the Plan's alignment on Gunners Branch as well as the impacts on the steep slopes in this area. Montgomery College Germantown has offered to preserve extensive forest acreage on its site and has offered an alternate alignment. Additional discussion on the impact of the proposed location of Observation Drive is included below in the discussion about Montgomery College.

County Road Code Design Standards

There are many instances where streetscape and road design features are specified that are not consistent with the Road Code standards. Master/Sector Plans should use existing and approved road standards.

The plan contains multiple references to "compact, walkable, pedestrian-friendly streets with continuous building lines" which based on the draft Design Guidelines translates to narrow streets, tight turning radii at intersections, and poor access around and to the rear of buildings. To insure that the MCFRS does not have difficulty traversing the streets during emergency responses, we recommend that the Plan require all modified street standards to meet fire department access requirements per National Fire Protection Association (NFPA) Standard #1, Chapter 18, as well as the new County Road Code.

STAGING

A staging plan with infrastructure and other public facilities constructed early is most desirable, as learned in Clarksburg. The Plan recommends a staging process for development of this sector of Germantown. The Executive Branch strongly supports the staging of development. It is critical that density be released at the same time that commensurate infrastructure is provided or fully funded for implementation. At the same time, it is critical that the plan envision densities high enough to provide strong support for the CCT. A transportation analysis for each stage of development should be included to ensure Transportation and Land Use Balance.

Careful attention must be given to the specific elements of the staging plan. As proposed, the staging plan would require transportation infrastructure improvements to be completed before much of the proposed development can occur. Some of these improvements are not in the County CIP or are not in the control of the County as to funding and timing. While the infrastructure staging element is critical, care must be taken so that the realization of the Master Plan's vision for Germantown as a transit-oriented, mixed-use community is able to be realized. In addition, there should be a clear nexus between the development and the staging elements. This may mean that staging elements will need to be different depending on when and where development occurs.

In order to successfully maintain the newly expanded Town Center, some type of funding mechanism will be required. The draft Plan envisions an Urban Service District (USD) and requires this as a Stage I element; however such districts have been primarily supported by parking district revenues out of necessity. A 2005 evaluation of a USD in Germantown indicated that the tax base was not adequate to support the desired level of service. Due to its current size, density, mix of occupants, and lack of any local parking district revenues, Germantown Town Center does not have the capacity for the urban district model used in other areas of Montgomery County. Until the density is in place a USD would require contributions from a number of large

corporate employers and a mixture of funding sources with a substantial portion possibly coming from the County's General Fund. Further work is needed on this to determine if it may be feasible to implement a USD that provides limited services initially. Requiring the USD before development may discourage property owners from building as quickly as they planned; especially during this current economic market. The Executive Branch recommends that the Plan address the establishment of the USD in a manner that is workable for the Executive Branch implementing agencies and other stakeholders in the process and that it not be a Stage I requirement. It will need to be created but the timing and level of services it will provide is a function of the funding needed to support it.

MONTGOMERY COLLEGE

The Germantown Campus of Montgomery College is an important public institution in Germantown and a crucial part of the education system for the entire County. The capacity for future expansion on this campus is critical. The Rockville and Takoma Park campuses of Montgomery College have limited capacity for future expansion making the Germantown Campus even more important for the future of Montgomery College.

The Executive Branch agrees with Montgomery College on the importance of the College's ability to implement its plans for the future to deliver and grow higher education opportunities and effectively provide workforce development. Some of the important issues raised by the Plan are:

- 1) The extension of Observation Drive – This has already been addressed, but this roadway is the main access through the campus and needs to serve the business park that will enhance the educational mission of the College. On the other hand, it is important to protect large stands of mature forest. A reasonable balance needs to be struck so that the needs of the College for its Science and Technology Park as well as its campus are met while being sensitive to and protecting the environment. The Plan recommends preserving 50 acres as a forest reserve. The College has recommended a 30-acre forest reserve. More discussion on this issue is needed.
- 2) I-3 Zoning -- The I-3 zoning recommended in the Plan should be re-evaluated to ensure that an appropriate zone for the campus that will permit development of the campus and the technology park to create the kind of synergy that has developed in the Shady Grove area using the Life Sciences Center Zone.

WATER AND SEWER SERVICE

The Executive Branch recommends that the Plan include additional information about water and sewer service and infrastructure. The Plan should acknowledge that this portion of the County is intended to use public water and sewerage systems consistent with the planning and policies adopted in the Comprehensive Water Supply and Sewerage Systems Plan. WSSC

provides community water and sewer service in the master plan area. A few properties within the Plan area still use individual on-site wells and septic systems; however, the Plan should recommend that all of these properties should be approved for and eventually receive public water and sewer service. Additionally, the Plan should state that a substantial portion of the Plan area lies within the Little Seneca Creek watershed and drains directly to Little Seneca Lake, and that the lake serves as, among other things, an emergency drinking water source for users of the Potomac River, including WSSC.

PUBLIC FACILITIES

Fire Station 29

Mixed-use development and public open space are proposed immediately adjacent to the fire station. Mixed-use development, including high-density residential occupancies, near the fire and police station would add to the vehicular and pedestrian traffic near both stations, and potentially have a negative impact on response time. Residential use on that block would likely result in complaints about noise from the emergency vehicles next door.

Fire and Rescue Services is also concerned about the suggestion that Aircraft Drive and Crystal Rock Drive be changed to a one way pair. This would directly impact the access of emergency vehicles.

The draft Plan shows public open space immediately to the rear (west) of the fire station over an area that is presently used by Station 29 units to access Crystal Rock Drive from the rear-facing bays of the station. The Executive Branch notes that such public open space would cut off this important access to Crystal Rock Drive and strongly recommends that the public space not be placed in this location unless a street access plan for emergency vehicles is maintained.

I am pleased to have the opportunity to provide you with Executive Branch review comments on the Planning Board Draft of the Germantown Employment Center Sector Plan. Executive Branch staff is available to assist you as you deliberate the future plan for the Germantown Employment Center.

We look forward to working through these planning issues with the County Council, Planning Board and the community to ensure that a sustainable, successful and implementable plan is achieved for Germantown.

TLF:dar

Attachments 1 – 4

March 20, 2009

TO: Diane Schwartz Jones, Assistant Chief Administrative Officer
Office of the County Executive

Gary Stith, Deputy Director for Planning and Special Projects,
Department of General Services

FROM: Edgar Gonzalez, Deputy Director for Transportation Policy
Department of Transportation

SUBJECT: MCDOT Comments on the Planning Board Draft of the Germantown
Employment Corridor Sector Plan

The purpose of this memorandum is to transmit the Department of Transportation's comments on the Planning Board Draft of the Germantown Employment Corridor Sector Plan. A separate list of technical and editorial comments will be transmitted directly from MCDOT staff to MNCPPC staff. Major transportation policy issues include the following:

- 1) Lack of Land Use/ Transportation Balance
- 2) Expansion of Urban Areas Beyond Those Defined in the Road Code
- 3) The Design Guidelines
- 4) The Sector Plan's Blanket Reliance on Travel Demand Management (TDM) in lieu of Intersection Widenings
- 5) Questionable TDM Goals and Assumptions
- 6) Inclusion of the Eastern Alignment of the Corridor Cities Transitway(CCT)
- 7) Pedestrian Safety Concerns

These core issues and related concerns are discussed below. The Department has met several times with MNCPPC staff to address MCDOT concerns and we are awaiting additional information.

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I. Germantown Employment Corridor Sector Plan Core Transportation Policy Issues

1) Lack of Land Use / Transportation Balance

MCDOT is concerned that the plan does not produce continuous transportation/ land use balance under the current Growth Policy Standard. Localized congestion problems include 11 intersections with congestion levels that exceed the Growth Policy standard, and five intersections that are approaching the Growth Policy Standard. By 2030, the Plan achieves PAMR balance.

The Plan recommends a staging process for development of this sector of Germantown. ***MCDOT strongly supports the staging of development.*** It is critical that density be released at the same time that commensurate infrastructure is provided or programmed to be implemented in accordance with current rules. At the same time, it is critical that the plan envision densities high enough to provide strong support for the CCT. MCDOT is looking for the detailed transportation analysis for each stage to determine Transportation/Land Use Balance. ***MCDOT requests inclusion in the Plan of the transportation and land use assumptions used to run the model for each stage and the end stage of 2030.***

The Planning Board has repeatedly signaled that would like to move away from the current Growth Policy Standards in order to achieve higher densities in transit areas. Whereas this is a laudable goal, it is being done at the cost of greater congestion. This will be a topic of debate as the Germantown Sector Plan, the Growth Policy and the White Flint Sector Plan move through the Council this year.

2) Expansion of Urban Areas Beyond Those Defined in the Road Code

MCDOT notes that the Road Code sets geographical boundaries for defined Urban Areas. Higher levels of congestion are tolerated in urban areas, based on greater levels of transit service provided.

MCDOT opposes the expansion of the Urban Area in the Germantown Employment Corridor Sector Plan. Decisions to expand the urban areas should be implemented through changes to the Context Sensitive Design Standards, where the urban areas are defined. The current proposal in the plan would shift the authority from the County Council to the Planning Board, with a much more limited role by the Executive Branch. MCDOT believes that even if this was desirable, which is not, an Amendment to a Master Plan is not the vehicle to approve such changes in authority.

3) Design Guidelines and Streetscape Plan Are Not Subject to Council Review

As presented, the Germantown Design Guidelines and the Germantown Streetscape Plan, unlike the Sector Plan itself, are not subject to Executive review and Council approval. MCDOT notes that the Chapter 49 of the County Code, and specifically the Road Code, governs the classification and other elements of the highway system. MCDOT asserts that the proposed Design Guidelines and the Streetscape Plan would conflict with the Regulations on the Context Sensitive Design Standards, recently approved by Council. The proposal in this plan will result in confusion for all stakeholders throughout the development process, as there would be differences on Council approved Standards and Planning Board approved Guidelines. There is no proposed mechanism for resolving disputes between the competing documents.

MCDOT suggests that if the Design Guidelines are desired, they should be developed as an amendment to the Context Sensitive Design Standards, under the lead responsibility of the Executive Branch. The Planning Board staff would participate and provide input, but Regulation modifications should be led in the Executive Branch. The process would involve also the different agencies in the Executive Branch that participated in the process of developing the Regulations for the new Standards. Ultimately, there is the need for County Council approval, as called for under Method 2 Regulations. Final authority should be the County Council!

MCDOT further notes that the Planning Board is in the process of providing Design Guidelines for White Flint, Gaithersburg West, and retroactively for Twinbrook. As Germantown is the first plan with Design Guidelines to reach the Executive and Council Review stage, it will set a precedent for this new initiative. The Executive Branch should support the legal authority we currently have through the County Code and Executive Regulation for design and operational issues involving the public right-of-way.

4) Recommendations for Congested Intersections: TDM in lieu of Widening

The Sector Plan recommends that Travel Demand Management (TDM) serve as the first priority for addressing congestion. It further states that in urban areas and transit station areas, intersection widening should be considered *as a last resort* to best preserve transit-oriented development along the CCT.

MCDOT notes that measures such as carpools and vanpools, despite very aggressive efforts by staff and funding support, have proved their limitations in reducing vehicular traffic over time. Therefore it is MCDOT's position that relying on TDM rather than intersection improvements to reduce congestion is likely to fail.

MCDOT recommends that MNCPPC drop from the plan the notion of “widening as a last resort”, as well as all prohibitions from implementing specific intersection improvements, such as “hot-rights”.

5) Travel Demand Management (TDM) Goals and Assumptions

MCDOT requests greater clarity regarding what the Travel Demand Management (TDM) goals are, and how they are to be achieved.

- a) Appendix 14, page 104 states the current non-auto driver mode share (NADMS) among employees in the Sector Plan area is 18 percent. ***MCDOT requests clarification of the basis for that statement***
- b) The Sector Plan indicates an area wide achievement of 25 percent NADMS was used as an assumption in the local area traffic modeling. However the plan does not state that 25 percent NADMS among employees is the goal for this area. Using a larger NADMS results in a reduced number of trips in the model, and therefore better levels of service for the transportation network; that could in fact occur. ***MCDOT recommends that the plan provide more specific information regarding TDM assumptions.***
- c) ***MCDOT recommends that the Sector Plan indicate what the specific parameters are for how the TDM measurement or goal will be determined – e.g., is this goal (if it is the goal) to be determined based on employees commuting during the peak hour or peak period; by what point is this goal (if it is one) to be achieved? In general the plan is quite vague about the role of TDM, though it mentions it is important.***
- d) The Staging chart contained in Part 5 appears to contain different assumptions about TDM than elsewhere in the text. It states that before Stage 1 can begin, “An annual monitoring program [must be] developed for non-driver mode share, vehicle miles traveled.” ***MCDOT requests clarification.***
- e) The Staging chart indicates that in order for Stage 2 to proceed, funding for the CCT segment from Metropolitan Grove to the Germantown Transit Station must be included in the CIP or CTP. However, another requirement for Stage 2 to proceed is that the “Non-driver mode share [has] increased to 21 percent in the previous 12 months.” ***MCDOT recommends that the plan clarify what strategies or provisions would be in place prior to existence of the CCT which would result in a three percent increase in the NADMS in this area over this period of time – and why only the prior 12 months is of concern. MCDOT further recommends that the Sector Plan explicitly state that increasing the NADMS from 18 percent to 21 percent is a significant improvement – about a 17 percent improvement in the percentage of commuters using alternative modes.***

Travel Demand Management continued

- f) In Appendix 9, Environmental Resources Analysis, there is a very brief mention of the need to “provide transit incentives to minimize single occupant vehicle travel.” (p. 66). This appears to be the only mention of the importance of these types of programmatic measures, though it is not clear as to who the plan intends should provide the incentives. **MCDOT recommends that the Sector Plan clarify that developers and employers would be expected to provide these types of incentives and participate in other programmatic measures as conditions of development approvals.***

6) Two CCT Alignments

The Sector Plan currently shows both the western and eastern alignments of the CCT. The State of Maryland’s CCT study shows only the western alignment that crosses Dorsey Mill Road. It does not seem realistic that the eastern alignment can be built by 2030 when it is not even included in the State’s study.

In addition, the western alignment alone is a lower cost plan than the dual alignment, and it goes through the higher density portion of Germantown. Including the second alignment west of I-270, and the additional crossing of I-270, would increase both the construction and operating costs for the CCT, rendering the MMCDOT proposal more costly and less competitive for Federal funds at the national level. It is very unlikely that an additional eastern CCT will be cost-effective. The east side of I-270 can be served by local buses to the CCT and the MARC station, and express buses to the Shady Grove Metro Station. MNCPPC indicated that both alignments should be included in the Plan in order to articulate the overall vision of the Plan.

MCDOT recommends showing only the western alignment of the CCT in the Plan. MCDOT could support inclusion of what is currently the eastern leg of the CCT if it is described as “a high quality transit option that is not the CCT.”

7) Pedestrian Safety Concerns

MCDOT supports the expansion of the pedestrian network in the plan. MCDOT requests greater specificity regarding pedestrian facilities such as interconnected pedestrian pathways and safe crossings, in addition to the comments below:

Pedestrian Safety Concerns continued

a) Pedestrian Connections

The Plan recommends short blocks. MCDOT concurs and notes that this eliminates the need for mid-block crossings. For safety reasons, the Plan should eliminate mid-block crossings on boulevards.

b) Pedestrian- Friendly Intersection Design

MCDOT supports pedestrian-friendly intersections but notes that such intersections can be accomplished even with widenings of intersections by including refuge islands and other defined features. Intersections not only serve pedestrians but also serve buses, emergency vehicles, delivery vehicles, bicyclists and cars.

c) The Need for more Transit, Pedestrian and Bikeway Connections for Montgomery College, MARC and other key locations

MCDOT recommends a greater focus in the plan on multi-modal connections to Montgomery College. MCDOT further recommends the Sector Plan include a recommendation to link the United States Department of Energy to the proposed Town Center CCT station.

II. Additional Transportation Issues

In addition to the core transportation issues outlined above, MCDOT has identified the following transportation issues:

1) Other CCT issues:

- a) MCDOT supports the elimination of the Middlebrook CCT station. That proposed station is isolated from the residential population.
- b) MCDOT notes that the plan proposed recreation and day care in transit station areas. MCDOT notes that more information is needed to determine whether these facilities should be incorporated into CCT station design or the responsibility of developers in the vicinity of the CCT stations.
- c) MCDOT recommends that the plan identify specific location(s) for additional commuter parking to serve the Town Center.

2) Conceptual Layouts for Transportation Improvements to Clarify Impacts upon the Community

MCDOT recommends that the Sector Plan better illustrate the intersections that fail, and clarify the options to prevent each intersection from failing. To this end, MCDOT requested conceptual layouts for the interchange improvements which would better illustrate the impacts of transportation recommendations on the surrounding land uses and the community.

Specifically, MCDOT asked MNCPPC to provide preliminary layouts for recommended transportation improvements superimposed on the existing land use. MNCPPC transportation staff noted that a similar product had been provided as part of the Shady Grove Plan, and committed to provide a best effort toward that type of layout for Council review of the Sector Plan.

3) County Road Code Design Standards

MCDOT opposes the many instances where streetscape and road design features are specified, as inclusion of these items in the Plan violates the agreement with respect to the Road Code. Master/Sector Plans should use existing and approved road standards. A new standard needs to be approved by MCDOT and the Council before being added to a Master/Sector Plan.

One specific instance is under “Streetfront Retail Development” where the reference to 20 to 26’ wide sidewalks must be reconciled with the Design Standards. The reference to pole mounted or free standing signs on the same page should also be deleted as such signs are usually necessary for traffic Control (operational) purposes. Other instances are included in MCDOT’s technical/editorial comments transmitted directly from MCDOT staff to MNCPPC staff.

4) Proposed Street Cross Sections

MCDOT opposes using the “Proposed Street Cross Sections” in the plan and supports using the Road Code instead. Again this inconsistency can create conflicts and confusion.

5) Target Speeds

MCDOT opposes MNCPPC’s identification of target speeds for non-residential roadways classified in the Plan. Target speeds are included in the Road Code, which is much easier to amend than a Master or Sector Plan.

6) Circulator Bus

The Plan recommends a circulator bus for frequent service between the Town Center, MARC Station and transit neighborhoods. MCDOT notes that excellent bus service is already provided in Germantown. The recommended circulator bus service must be developed so that it does not overlap with the extensive Ride-On service existing in Germantown today. MCDOT notes that Phase I of the restructuring of Germantown Ride-On routes in 2005 resulted in good coverage of the Germantown Town Center Area. The plans for Phase 2 include route expansion to the west side over to the Soccer Plex, as well as to the east side of I-270. Phase I of the restructuring resulted in the Germantown

ridership rate exceeding that of the overall system. In Germantown, overcrowding continues to grow, and Park & Ride lots are at full capacity.

The plan mentions BRT and specifies a circulator bus and expanded access to MARC stations. An effective BRT requires dedicated bus lanes and/or priority treatment. ***At the present time, MCDOT does not think that the circulator bus and route expansions necessarily have to take place on dedicated lanes or with priority treatment.***

7) Development and Parking at the MARC Station

The Plan recommends concentrating residential development near the station to enable patrons to walk to the station. Specifically, the Plan recommends mixed-use development on the property where MARC parking currently exists, with the inclusion of MARC parking in garages serving the planned new mixed-use development. ***MCDOT concurs with these recommendations as long as the current number of MARC parking spots is expanded as part of the development.*** The additional parking should be the responsibility of the MTA and included in the MARC development plans. Temporary MARC parking would have to be provided during construction. Finally, the Plan notes that MARC will build additional parking near the MARC station by 2015. MCDOT is not aware of these plans. So we request that the plan document the specific program funding this assertion.

8) Aircraft Drive and Crystal Rock Drive Street Circulation

MCDOT opposes the recommendation to change the circulation pattern at Aircraft and Crystal Rock Drives to one-way couplets as operational recommendations which are outside the purview of Master Plans. The Plan recommends operating Crystal Rock Drive as one-way northbound between MD 118 and Aircraft Drive. This is intended to allow for a longer queue for traffic from I-270, as well as bus door access on the right side adjacent to the Transit Center as buses circulate around the Bellmead Property and the transit station. The plan further recommends operating Aircraft Drive as one-way southbound between Crystal Rock and MD 118. This is intended to eliminate additional turning movements on MD 118. MCDOT is concerned about the access and mobility of emergency response equipment from the Town Center Fire Station.

9) MD 355 & Urban Network Alternatives

MCDOT supports the Plan's street network goals which include serving regional and through traffic with highways, filling in a complete network of local roads, accommodate exclusive transit routes, and creating pedestrian and bike routes that create a range of transportation alternatives.

The Plan retains the recommendation for a grade-separated interchange at MD 355 and MD 27. Grade-separated interchanges at MD 355 and Middlebrook Road, and MD 355 and MD 118 are added. In this context, the Plan supports further study of one-

way couplets as urban network alternatives to grade-separated interchanges. This urban network alternative consists of a pattern of at-grade, one-way couplets around a town square feature. Planning Board Staff has conducted a preliminary analysis of this alternative and concluded that this approach could provide capacity comparable to the proposed at-grade interchanges. The Plan suggests further study of this concept as a supplemental effort to this plan, or as part of a project planning study.

MCDOT opposes the recommendation for Urban Network Alternatives in lieu of interchanges included in the Master Plan, in addition to the Master Plan recommendation to study these alternatives. MCDOT supports Master Plan recommendations based on conclusions of studies, and opposes the mention of possible alternatives in a Master/Sector Plan. If the Urban Network Alternative is a better alternative to an interchange, then propose it now. Master/Sector Plan recommendations should be buildable and operable, since they guide our orderly and smooth development process. If changes are required in the future based on further studies, the County must go back and amend the Master/Sector Plan.

10) M-83

M-83 is outside of the study area. The Plan assumes the construction of M-83 as part of the regional transportation network. MCDOT's M-83 study is expected to be completed in early 2011. Language in the Plan highlights an alternative to M-83 under study by MCDOT staff, involving MD 355. This alternative, proposed by MNCPPC staff, involves increasing the ROW along MD 355 from the current 150' ROW to a 250' ROW that can include BRT. ***MCDOT opposes inclusion of this alternative in the Master Plan, as well as the accompanying expansion of the ROW on MD 355 to 250'. Alternatives should be studied before they are included in a Plan. Master/Sector Plan recommendations should be buildable. If changes are required in the future based on further studies, the County must go back and amend the Master/Sector Plan. The plan should clearly state what assumption was made in the traffic forecast used in this Plan for M-83.***

11) I-270

The plan recommends a partial interchange to and from I-270 N. at Dorsey Mill Road or a revision to the Father Hurley Interchange. These recommendations are intended to reduce congestion at the intersection of Father Hurley and Crystal Rock Drive, and minimize commercial traffic on Kinster Drive.

In previous comments, MCDOT had cautioned that that the Dorsey Mill Interchange interchange would be too close to the existing interchange at I-270 and Father Hurley Boulevard/Ridge Road, and recommended that MNCPPC work with the State to examine the issue. MCDOT believes that implementation of ramps to/from the north would likely require reconstruction of the northern Father Hurley Boulevard/Ridge Road ramps and installation of collector-distributor roads between the two interchanges. After discussion

with the State, MNCPPC determined that the Dorsey Mill interchange would likely not meet Interstate Access Point Approval requirements.

- a) *MCDOT recommends that the Dorsey Mill interchange be eliminated from discussion in the Plan.*
- b) *MCDOT requests a detailed drawing showing how the recommended revision to the Father Hurley Interchange would work. MCDOT further recommends that MNCPPC get an initial reading from the relevant State and Federal agencies, as was done with the Dorsey Mill Interchange.*
- c) *MCDOT notes that a roadway bridge on Dorsey Mill Road across I-270 is currently programmed in Facility Planning. MCDOT has had a preliminary discussion with a developer who may be willing to fund the bridge. This bridge does not include the transitway.*

12) Observation Drive

MCDOT concurs with the Plan's recommendation to construct Observation Drive as a north-south connection through the Montgomery College District. We support a peripheral alignment such as the one preferred by the College, which avoids major pedestrian crossings between housing and the college campus. In general, Montgomery College Germantown should be the driving force behind determining the alignment through its own campus. Pedestrian safety should be a major factor in determining the final alignment.

13) Proposed ROW Reductions

MCDOT opposes the recommendations to reduce the ROW widths of the following roads. If a road is already constructed it does not make sense to give up ROW.

<u>Road</u>	<u>Limits</u>	<u>Current MP ROW</u>	<u>PB Rec.</u>
Father Hurley	Crystal Rock to I-270	150'	120'
Observation Drive	Dorsey Mill Rd to Germantown Rd.	150'	100'

14) Proposed Reduction of Travel Lanes on Crystal Rock Drive

MCDOT opposes the recommendation to reduce travel lanes on Crystal Rock Drive to create a 50-wide linear, landscaped open space and greenway along Crystal Rock Drive for recreational use and to provide access to Black Hill Regional Park. The travel lanes along Crystal Rock Drive will be needed. If access to the Park is important, a different solution must be found.

15) MCDOT Recommended ROW Increases to Support the CCT

MCDOT recommends increasing ROW widths for the following road segments to accommodate the CCT. MCDOT recommends that the Transit ROW be 150' instead of the 130' listed on pages 66 – 67 of the Plan. The Master Plan's proposed ROW for the Transitway should be based on a light rail scenario including a sidewalk and a bike path, and specifically the design considerations in the ongoing CCT study. This ROW will provide the maximum flexibility to design a transitway without acquiring additional ROW.

<u>Road</u>	<u>Limits</u>	<u>PB Rec</u>	<u>MCDOT Rec</u>
Century Blvd	Dorsey Mill to Kinster Dr.	130'	150'
Century Blvd.	Kinster Drive to Aircraft Drive	130'	150'
Century Blvd.	Aircraft Drive to Crystal Rock Drive	130'	150'

16) Roadway Network Map (page 29)

- a) ***MCDOT recommends that the Sector Plan recommend reducing the skewed angle of the intersection at Waters Road with Wisteria Drive in conjunction with future development.***
- b) ***MCDOT recommends showing the alignments of B-16 (Bowman Mill Road), MA-4 (Cider Press Place).***

17) Crystal Rock Drive from Middlebrook Road to Germantown Road (p. 31 - MA-1)

MCDOT recommends that Crystal Rock Drive between Middlebrook and Germantown Roads (MA-1) is a privately maintained road and should remain so.

18) Street Classification Issues

MCDOT recommends that, consistent with the discussion and classification of the Road Code, the Sector Plan should not recommend street classifications which are not already in the Road Code. The Road Code should incorporate classifications and design features before they are presented in a Master Plan and accompanying documents. The Design Guideline includes 4 types of streets that are not classified in the Road Code. These street types listed on page 13 include Boulevards, Main Streets, Local Streets, and Greenways.

Additional Street Classification Issues are outlined below:

- a) MCDOT recommends a more consistent approach to the proposals for minor arterials: the 3 proposed streets each have different cross-sections and operational characteristics; *MCDOT does not support classifying any of these streets as minor arterials.*

- b) *MCDOT notes that B-19 (the new road between Century Boulevard and Crystal Rock Drive) may be difficult to implement because it appears to impact existing developed commercial properties.*

- c) *MCDOT supports reclassifying the industrial streets to business streets as long as their dimensions meet or exceed the approved dimensions for context sensitive roads.*

- d) *MCDOT recommends the plan confirm the proposed extension of Waters Road to Germantown Road will intersect opposite Bowman Mill Drive.*

19) Bicycle Facilities

MCDOT supports the expansion of the bicycle network in the plan. MCDOT recommends the following specific changes to bicycle network recommended and outlined in the Plan:

- 1. Page 26:
 - a. On all maps, please put as many road name references as possible. Lines on an empty space on a map are subject to many interpretations.
 - b. Text refers to Seneca Greenway, but is not identified on the map.
 - c. Text refers to missing bikeway from Pinnacle Drive to Celebration Way. Identify the bikeway reference number.
 - d. Text references M-83 but map does not reference it.
 - e. Text should refer to the Bicycle System Implementation Section list.
 - f. PB-3 line on map should be continued to connect with SP-69 at PB-15.
 - g. PB-2 and PB 4 should be Shared Use Paths as they connect to all paths.
 - h. PB-22 is a critical link between PB-37/SP-66 and SP-63. It should be a Shared Use Path.
 - i. PB-37 – Consider possibility of bike lanes.

- 2. Page 28: Street Cross Sections do not provide for separate bike paths, they just show sidewalks, except for the greenway.

- 3. Pages 70-72:
 - a. Header in Table should say Master Plan Bike Route “Number” instead of #2.

- b. Bolding in Table is inconsistent.
- c. Page 72 refers to Seneca Meadows Road – Should it be ‘Parkway’?”

4. Technical Appendices:

- a. Page 114 – Typeset on map is so small as to be illegible. Map should refer reader to Table that explains Bikeway numbers.
- b. Page 116 – Map should identify the roadway names on the eastern and western edges.
- c. Page 120 – Bicycle Beltway should be in place prior to any development approvals. Map should include an access from Crystal Rock Drive to Middlebrook Road paths such as MD 118.

20) Creation of an Urban District for Germantown

The Plan supports the creation of an Urban District to finance and maintain infrastructure and possible bus circulator service in Germantown. ***MCDOT supports establishment of an urban service district responsible for maintenance of existing and proposed streetscaping within the County rights-of-way. MCDOT notes that in other urban areas of the County, the existing Urban Maintenance Districts are funded through subsidies from parking revenues. MCDOT recommends that the Plan identify a source of funding for the Urban Maintenance District, beyond the private contributions currently envisioned. MCDOT further recommends that an Urban District be created simultaneously with the plan.*** Without one, the vision of Germantown outlined in the plan cannot be implemented and maintained.

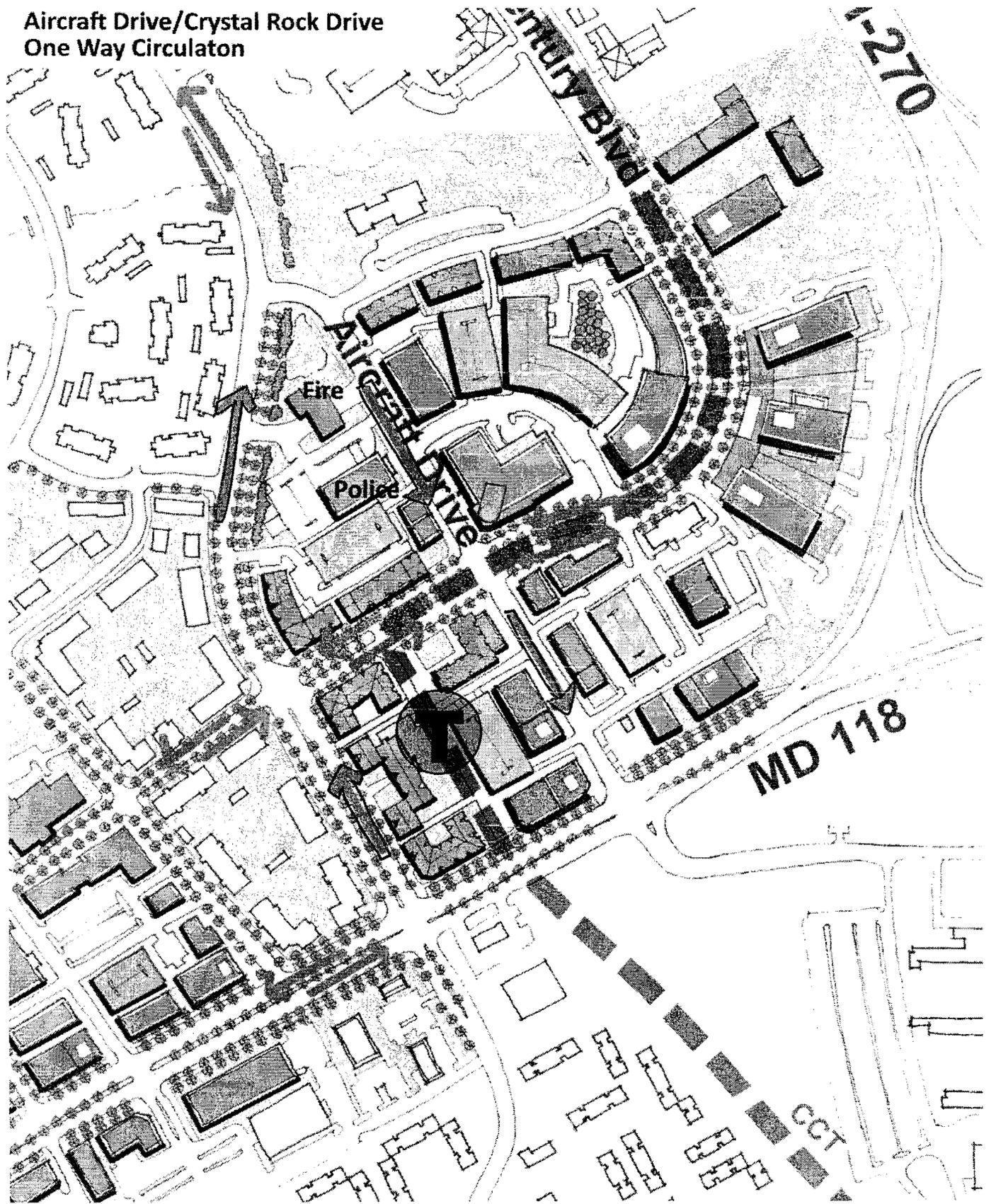
21) Parking

The plan states “Parking policy should encourage transit ridership, require fewer parking spaces, and take advantage of shared parking. Projects should include flex cars and spaces, use structured parking and screen parking from the street.” MCDOT recommends that the plan identify specific locations for parking.

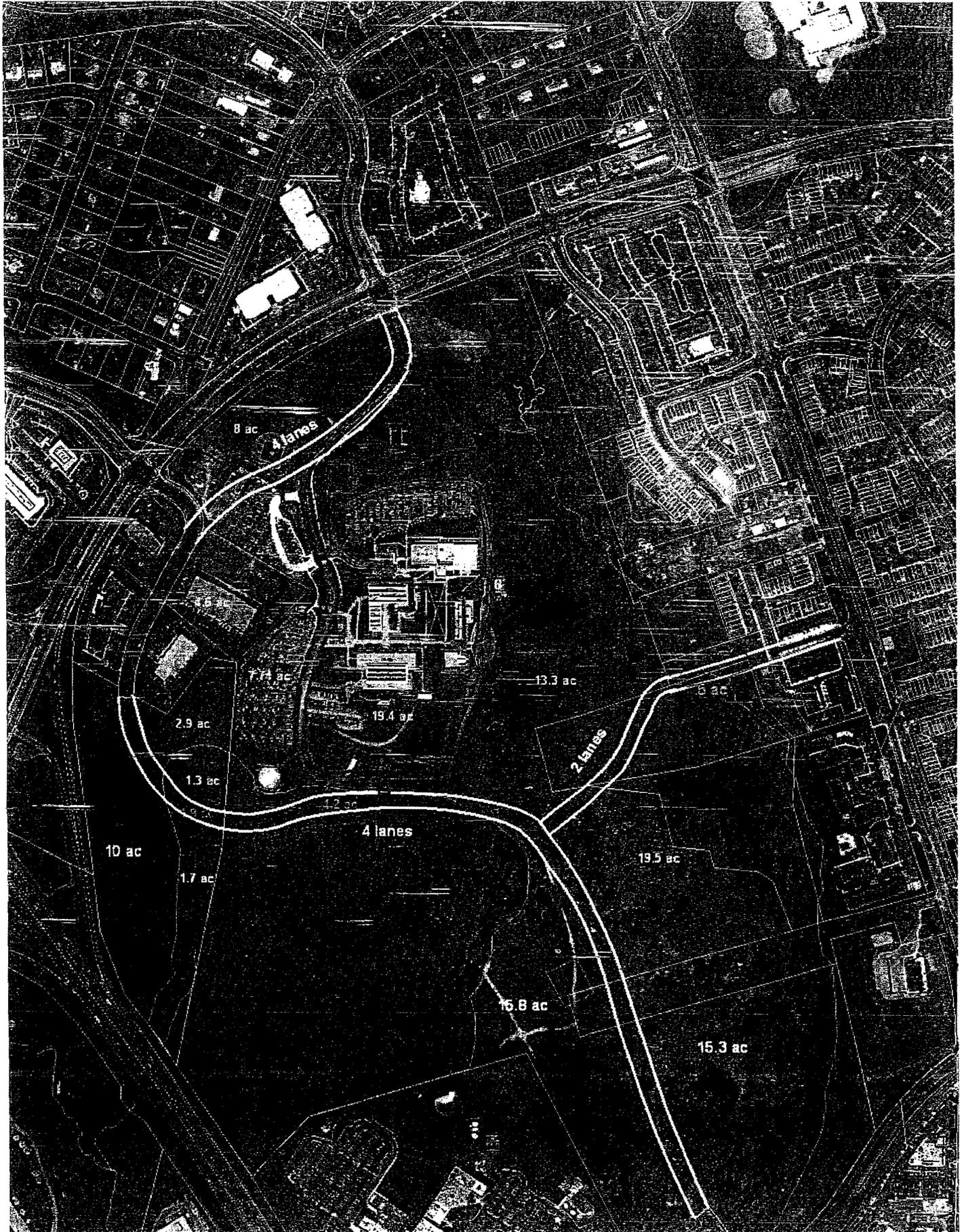
22) Parking at the Transit Center

The Technical Appendix states that “additional parking is currently needed near the transit center and will be needed in the future with the Future CCT.” The current demand for parking of transit passengers at the Germantown Transit Centers is greater than the number of available spaces. ***MCDOT recommends that the Plan incorporate provision of parking for transit commuters.***

**Aircraft Drive/Crystal Rock Drive
One Way Circulation**



West Alternative 2



MONTGOMERY COLLEGE
Germantown Campus
Office of the Vice President and Provost

June 10, 2009

TO: Ms. Marlene Michaelson
Senior Legislative Analyst
Montgomery County Council

FROM: Hercules Pinkney, Ed.D. *Hercules Pinkney*
Vice President and Provost

SUBJECT: Follow-up Information – Montgomery College District

This is follow-up to your May 28, 2009, meeting with Bill Campbell and Steve Poteat (Montgomery College), Bryant Foulger (Foulger-Pratt), Bob Dalrymple (Linowes & Blocher), and Eileen Cahill (Holy Cross Hospital) in which you requested more information on issues pertaining to the Montgomery College District and the Science & Technology Park ("the Park") in the draft Germantown Sector Plan ("draft Plan"). Specifically, you requested Montgomery College's comments on the draft Plan as it relates to Cider Press Place, Zoning, Development Staging, and Urban Design Guidelines specific to the Montgomery College District. Our responses are below.

A. Cider Press Place

You will recall that the April 24, 2009, joint action of the Montgomery County Council's Education Committee and the Planning, Housing, and Economic Development Committee on the location of Observation Drive extended required the redesign of the Park. Toward that end, Montgomery College took a closer look at the draft Plan's proposed connecting road – Cider Press Place – between Observation Drive extended and MD 355 and has identified the following significant problems:

1. Cider Press Place is currently constructed on a 50-foot right-of-way as part of the Orchard Run development. As the attached photos show, there are 17 townhouses facing the road, with all 17 driveways connecting directly onto Cider Press Place. If reconstructed as a minor arterial road with a 70-foot right-of-way, as is presently recommended in the draft Plan, some homes would be as close as 13 feet to the road. That would be a very dangerous mix of excessive traffic and homeowners within a very narrow and confined space.

2. Because of the existing development along MD 355, there are no safe direct outlets from the Germantown Campus to MD 355. As well, any connector would require crossing the environmentally sensitive Gunners Branch, which civil engineers have told us would result in significant disturbance and at a prohibitive cost.
3. Requiring a Cider Press Place connection would seriously impede the College's ability to develop either the Germantown Campus or the Park in a cohesive and coordinated manner in the limited remaining amount of developable, non-environmentally challenged land.
4. The proposed road would have only right-in/right-out access to MD 355 and would offer limited utility as an access point. The College, Foulger-Pratt, and Holy Cross Hospital all agree that this road is not needed to support their respective planned uses.

Montgomery College strongly believes that a connection to MD 355 via Cider Press Place is unsafe and offers very little benefit. We urge the County Council to remove from the draft Plan the Cider Press Place connector from Observation Drive extended and MD 355.

B. Zoning

The draft Plan proposes an I-3 zone for the Montgomery College District (i.e., the area bounded by I-270 on the west, MD 118 on the north, MD 355 on the east, and Middlebrook Road on the south). However, Montgomery College believes that the concentration of businesses and institutions that focus on life sciences and technology present a different development scenario from a typical I-3-zoned business park and thus proposes the Park be reclassified to the Life Science Center (LSC) zone.

A key factor in the success of the Park will be the ability to market the specialized focus of an LSC zone. Accordingly, as we move toward the development of the Park, we believe the current LSC zone (with the modifications as generally proposed through the Gaithersburg West Master Plan Amendment) recognizes and promotes the specialized and unique purpose of the Park and would be a vital element for Montgomery College and Montgomery County in achieving our collective vision for the Park.

Specifically, Montgomery College believes an LSC zone would be more appropriate for the following reasons:

1. As you are aware, Foulger-Pratt Companies won the development rights for the Park. After years of trying to secure an anchor tenant, Foulger-



30

Montgomery College District West Alternative 2

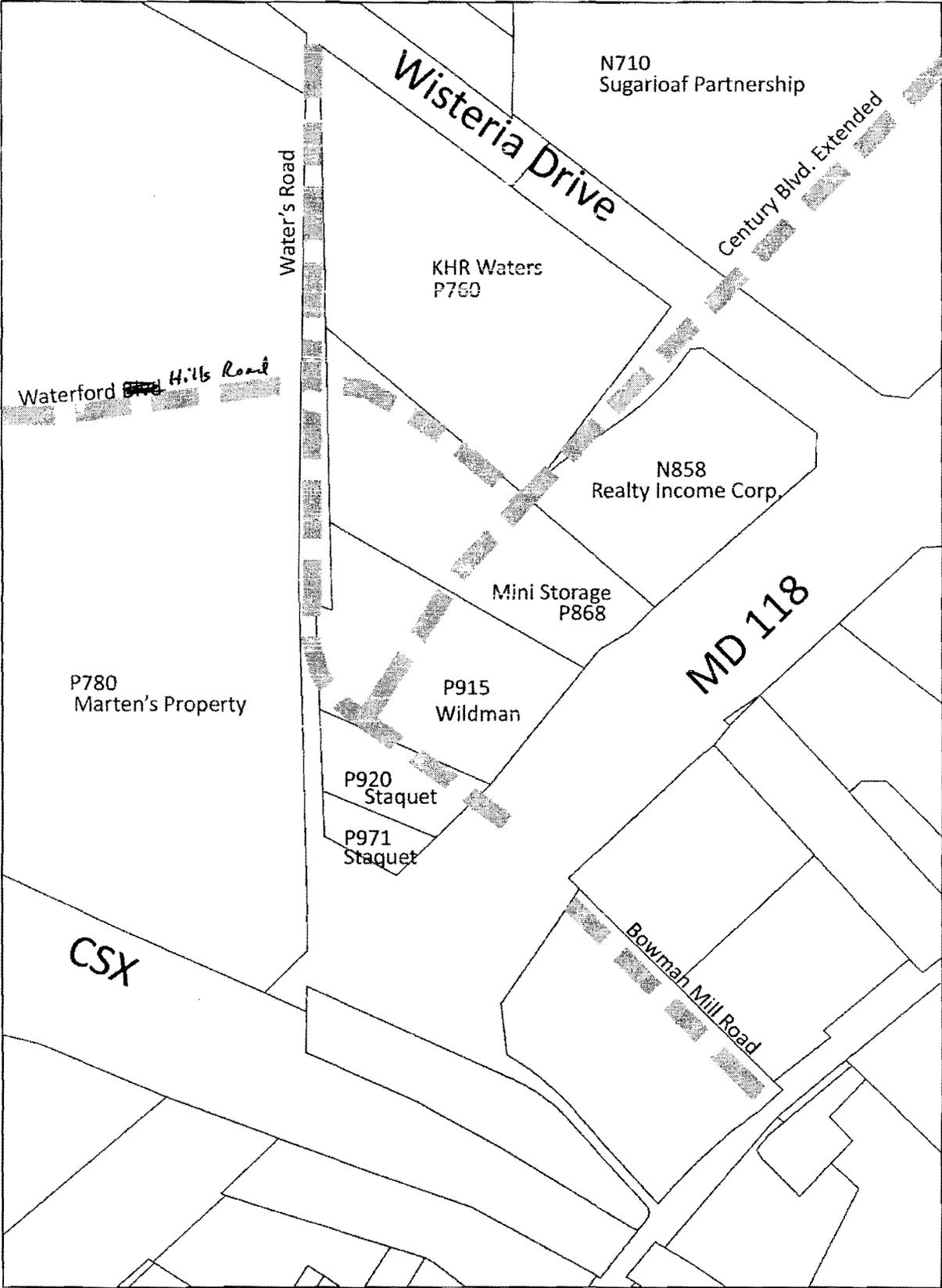


Sector Plan

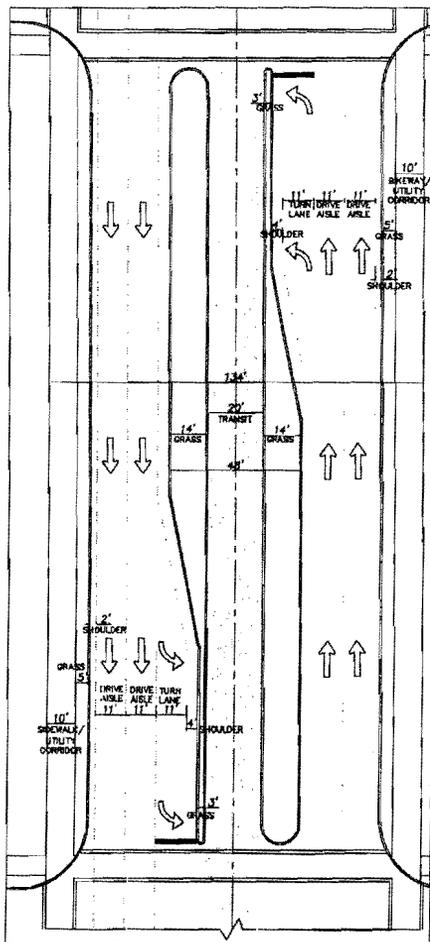
Applicazione

Option 2

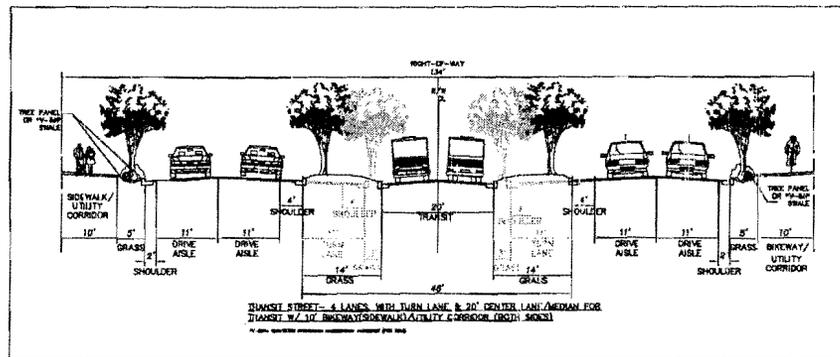
West End Proposed Street Network



34



PLAN: 1"=20'



SECTION: 1"=10'

TRANSIT STREET - 4 LANES, W/TL TURN LANE, & 20' CENTER LANE/MEDIAN FOR TRANSIT. 10' SIDEWALK/UTILITY CORRIDOR (BOTH SIDES)

REVISION	DATE	REVISION	DATE

APPLICANT:
CENTURY TECHNOLOGY CAMPUS
TRAMMILL FROW COMPANY
1055 THOMAS JEFFERSON STREET, NW
SUITE 600
WASHINGTON, DC 20007
PHONE: (202) 293-3334
CONTACT: MRS. JENNIFER KEATING-BIX

134' RIGHT-OF-WAY
CENTURY BOULEVARD
EXHIBIT



134' Century Blvd exhibit
Block 205
Cornerstone, Maryland 20874
PO Box 1948 - 202516-19
PH: 301-283-6800 (toll-free)
FAX: 301-283-6286
www.rodgers.net

BY	DATE
BASE DATA	04/20/00
DESIGNED	05/01/00
DRAWN	05/01/00
REVIEWED	05/01/00
RODERS CONTACT	
RELEASE FOR	
PL	DATE

PARCELS S.T. D&V
CENTURY TECHNOLOGY CAMPUS
ELECTION DISTRICT No. 2
MONTGOMERY COUNTY, MARYLAND

SCALE:	1"=20'
JOB NO.:	034622
DATE:	JUNE 2000
SHEET NO.:	1 of 1

MEMORANDUM

TO: Glen Orlin

FROM: Doug Wrenn *DW*

SUBJ: Germantown Master Plan North End District Road Alignment

DATE: June 25, 2009

CC: Mariene Michaelson
Joyce Furhman
Mike Knapp
Sue Edwards
Dan Hardy
Robby Brewer
Warren Elliott
Francine Waters

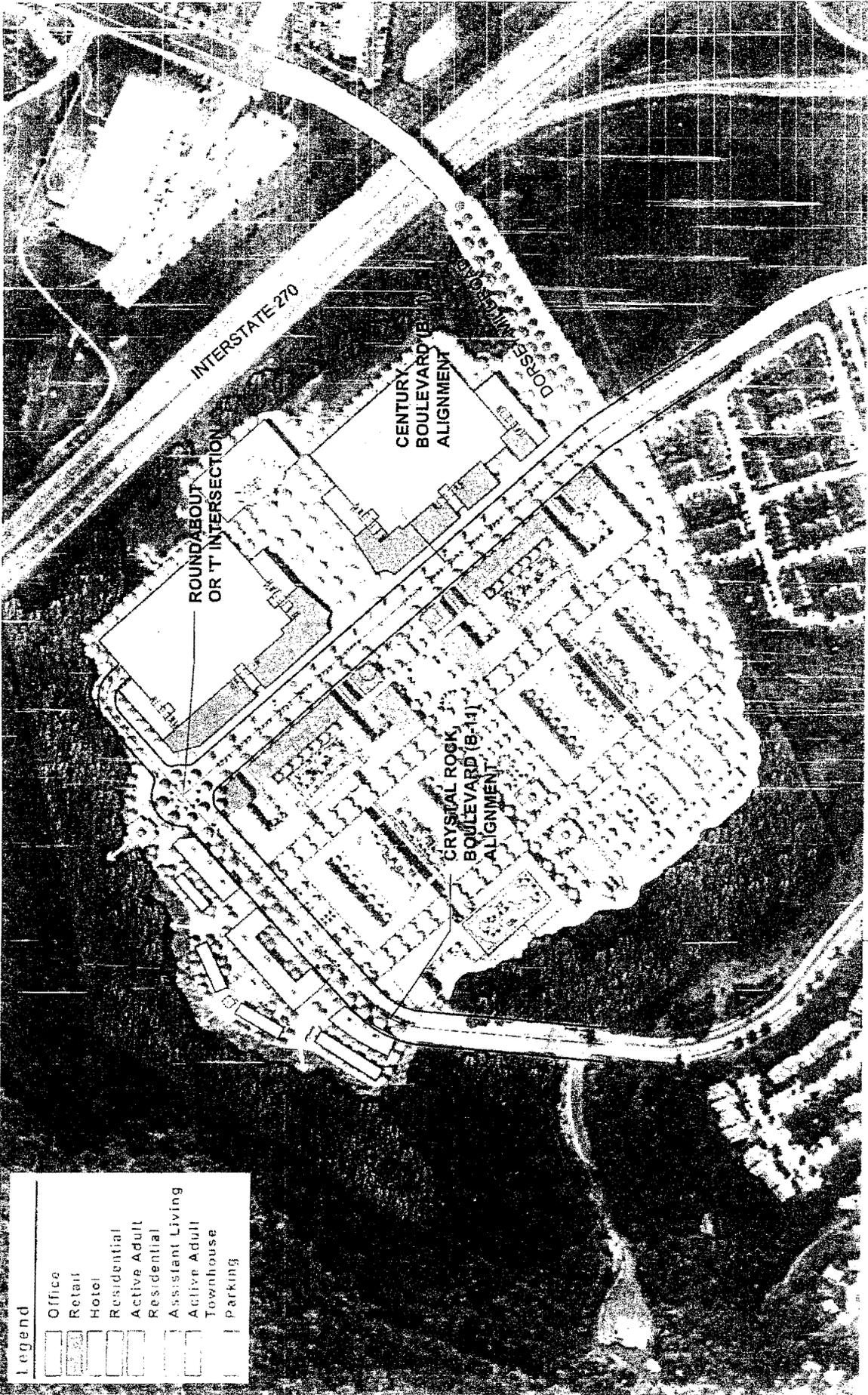
As part of the Germantown Master Plan Process, the Lerner Corporation prepared a concept for the development of their property in the North End District. The concept calls for a mixed-use neighborhood composed of office, retail, hotel, and residential uses, instead of the traditional suburban office park that was included in the 1989 Germantown Master Plan. The new concept will result in a transit-oriented neighborhood that will be more urban in character.

Just as the recommended mix of uses and urban character is a departure from the 1989 Germantown Master Plan, the alignment and character of the roadway network has also been modified. The Master Plan road designated B-11 (described as the Crystal Rock segment from the proposed Dorsey Mill Road extension {B-14} to Black Hill Park Access) should reflect a more urban geometry so as to promote a low design speed and pedestrian-friendly environment.

The attached plans show the proposed realignment of Crystal Rock Drive and Century Boulevard (Exhibit A), and the introduction of a roundabout or 'T' intersection where they intersect, instead of the more suburban type of sweeping 'loop' geometry as indicated in the current Planning Board Draft (see exhibits B and C). These modifications should have been included in the Planning Board Draft of the Master Plan, as neither the Planning Board nor planning staff objected to this new geometry.

On behalf of the Lerner Corporation, we ask that you recommend that this technical correction be made at the upcoming June 29th PHED Committee work session. If you have any questions, please do not hesitate to contact me at 301-948-4700.

35



Legend

[Symbol]	Office
[Symbol]	Retail
[Symbol]	Hotel
[Symbol]	Residential
[Symbol]	Active Adult Residential
[Symbol]	Assistant Living
[Symbol]	Active Adult
[Symbol]	Townhouse
[Symbol]	Parking



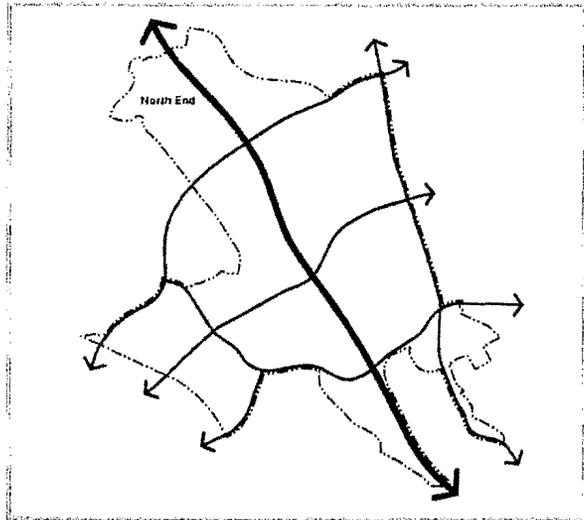
09/30/2009
 N ↑
 1" = 100'

CRYSTAL ROCK
 Development Masterplan

SHEET LEVEL 01/24



The Lerner Group



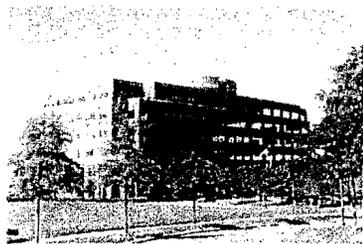
THE NORTH END DISTRICT

This 280-acre district extends across both sides of I-270 bounded on the north by Black Hill Regional Park and the North Germantown Greenway. It will showcase views and access to both natural areas. The west side of I-270 will evolve from a small residential community amid undeveloped land to an employment location highlighted by additional residential, retail, and hospitality uses. Tall buildings focused on the Manekin CCT station will mark sites visible from I-270.

32

East of I-270, redevelopment will be within walking distance of the Dorsey Mill CCT station. The Milestone Business Park will be expanded with new residential and retail uses. Six-story

office buildings will surround an urban courtyard within walking distance of existing and future residential units near Observation Drive.



Multi-story office building in the Milestone North Business Park.

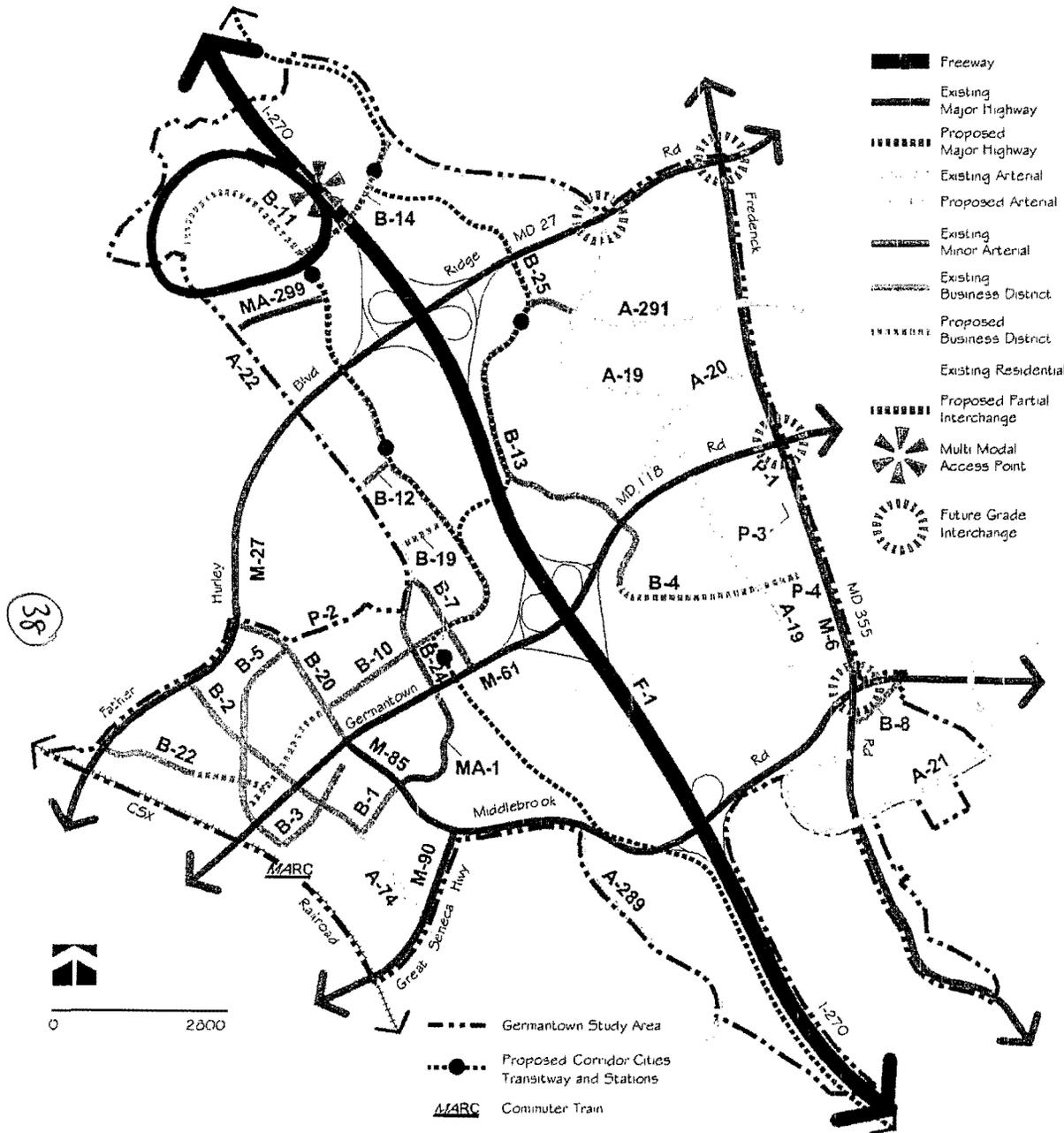
North End District Land Use



- Residential, Multi-Family
- Commercial, Mixed-Use (Office, Retail, Service, Housing)
- Industrial
- Public Open Space
- Private Open Space
- Urban Open Space
- North End District Boundary
- Streams and Ponds
- Proposed Corridor Cities Transitway and Stations
- Transportation Improvements

0 1500





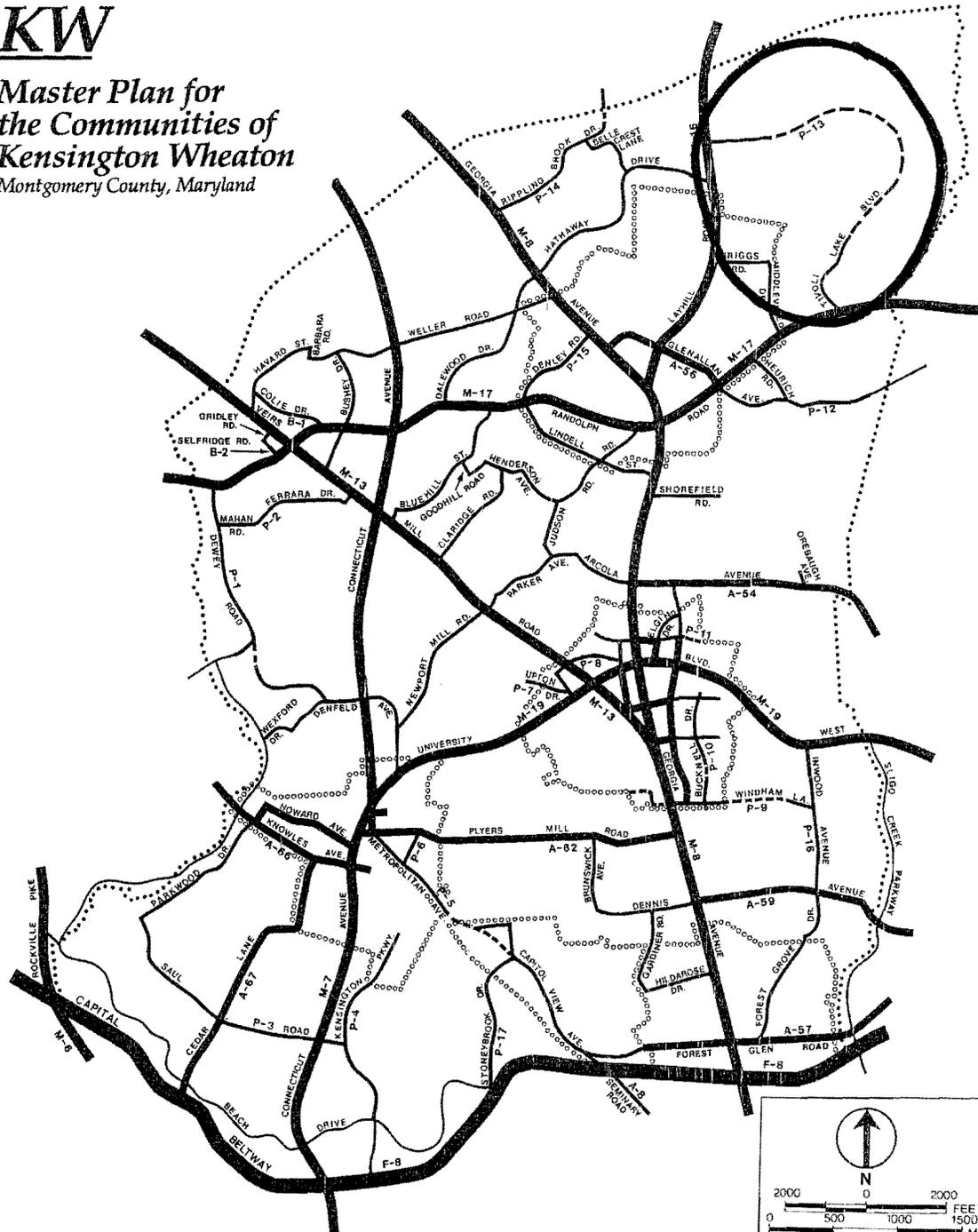
but requires a substantial and coordinated redevelopment. The Plan recommends that the urban network concept be studied further, either as a supplement to this Plan or as part of a project planning study.

The Montgomery County Department of Transportation's (DOT) study of Midcounty Highway Extended (M-83) is expected to be completed in early 2010. The road's alignment is outside the Plan area but for purposes of analysis, has been assumed to be part of the regional transportation network.

One alternative to a new right-of-way for Midcounty Highway is improving MD 355. MC-DOT has found that the current 150-foot right-of-way and maintaining existing development would not meet capacity need. The study will be expanded to examine a 250-foot right-of-way. Staging in this Plan will link the ultimate right-of-way width to the County Council's decision on the Midcounty Highway study.

KW

Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



Adopted Street and Highway Plan

- PLANNING AREA BOUNDARY
- o o o o o SECTOR PLAN AREA
- ▬ FREEWAY
- ▬ MAJOR HIGHWAY
- ▬ ARTERIAL ROAD/BUSINESS DISTRICT STREET
- ▬ PRIMARY STREET
- ▬ PRIMARY STREET NOT YET CONSTRUCTED
- ▬ PARK ROAD

Note: Highways and streets designated by letter and number on this map are listed in Table 5-2. However, the only primary streets shown this way are those which have not yet been built or built to standard.

All street rights-of-way not otherwise classified shall conform to the requirements of the zoning ordinance, or the subdivision regulations, whichever is more restrictive, whether the zoning lies on one or both sides of the street.

When specific development plans are submitted, additional arterial roads, business district streets, industrial streets, and/or primary residential streets may be required. The requirement may be for dedication of right-of-way or for dedication and construction of the road.

See the sector plans for street classification or specific transportation recommendations within each sector plan area.

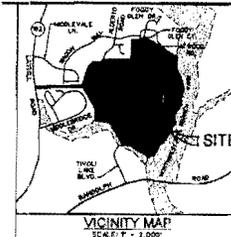
Illustration 5-4

The Maryland-National Capital Park & Planning Commission

39

INDIAN SPRING PRELIMINARY PLAN

WHEATON (13TH) ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND



Approved Preliminary Subdivision Plan No. 2008-0011
No. 198 Subdivision No. 2008

In its meeting of 05/22/08, 05/26/08 & 05/28/08 and our Planning Board Opinion dated 05/28/08

Pursuant to Chapter 60 of the Montgomery County Code, the Planning Board approved Preliminary Plan No. 2008-0011 to create 773 lots on 336 acres of land located on the east side of Layton Road, approximately 7,000 feet south of Middle Lane (Property A - "Property") in the Kensington-Wheaton Master Plan area, subject to the following conditions:

1. Approval under the Preliminary Plan is limited to a maximum of 773 one-family residential units (a maximum of 653 one-family detached and 120 one-family attached including 13% Maximum Density Dwelling Units (MDDUs)).
2. accordance with the Transportation Planning Agreement dated June 7, 2006, the Applicant shall:

1. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011 to the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

2. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

3. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

4. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

5. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

6. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

7. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

8. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

9. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

10. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

11. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

12. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

13. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

14. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

15. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

16. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

17. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

18. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

19. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

20. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

21. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

22. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

23. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

24. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

25. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

26. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

27. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

28. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

29. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

30. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

31. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

32. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

33. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

34. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

35. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

36. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

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38. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

39. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

40. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

41. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

42. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

43. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

44. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

45. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

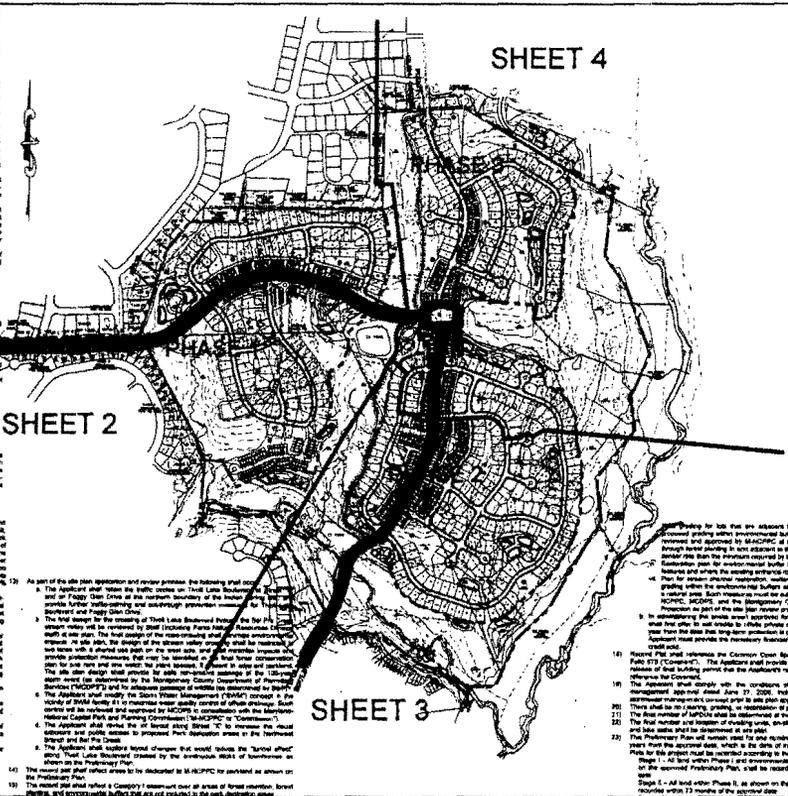
46. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

47. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

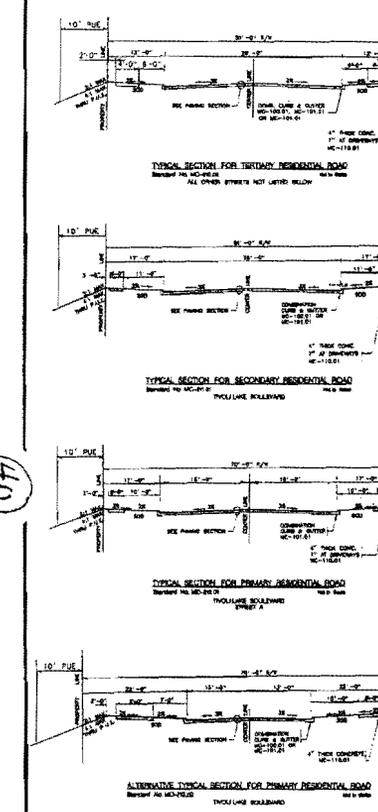
48. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

49. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).

50. Create and maintain sufficient sidewalks both Phase II, and Phase III from the centerline of the main driving roadway (not shown) on 2008-0011 (Layton Road) from the intersection of Layton Road and 2008-0011, and maintain an unobstructed sidewalk and tree canopy (not shown) on the east side of Layton Road, as required by the approved Transportation Planning Agreement (TPA).



- ### GENERAL NOTES AND SITE DATA
1. Gross Tract Area: 308.56 Acres
 2. Zoning: R-200 (207.65 Acres) and R-60 (10.8 Acres) - Cluster Option
 3. Maximum Density Permitted by Zoning (with MDDU's): R-200 = 2.44 DU/AC and R-60 = 4.39 DU/AC
 4. Maximum Number of Dwelling Units Permitted: 773
 5. Number of Dwelling Units Proposed: 713 (12.50 DU / AC)
 6. Number of Existing Priced Dwelling Units Included: 16 (15% of total units)
 7. Proposed Housing Mix: Single Family Detached = 453 Units (60% of total) Single Family Attached = 310 Units (40% of total)
 8. Minimum Lot Area Permitted by Zoning: Single Family Detached = 6,000 sq. ft. (Townhouses = 1,800 sq. ft.)
 9. Property is located in the Kensington-Wheaton Master Plan Area (Northwest Quarter)
 10. Property is located in the Northwest Branch watershed (Use IV watershed).
 11. Existing topography by AM Surveys - 2' contour intervals.
 12. Boundary information from various deed information.
 13. Army Corp of Engineers approved wetland delineation
 14. 300-Year Floodplain delineation by USA, dated September 2003.
 15. There exists an approved MW/SD MDDPC No. 4-03348.
 16. There are no designated historic sites associated with this property.
 17. Existing Water & Sewer Service Categories: W/S1.
 18. The proposed lot locations, shapes, dimensions and size are approximate. Final computations and information will be provided on the record plots.



ISS SITE SOLUTIONS, INC.
13416 Greenleaf Drive, Suite 100
Rockville, Maryland 20851-4892
(301) 584-7240 Fax: (301) 584-7911
Website: www.issite.com

WINCHESTER HOMES

APPLICANT
WINCHESTER HOMES, INC.
6905 ROCKLEDGE DRIVE, SUITE 800
BETHESDA, MD 20817
(301) 903-4860
ATTN: MIKE LEBON

PHASING AND COMPOSITE PLAN

ENGINEER'S CERTIFICATE

I HEREBY CERTIFY TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION AND BELIEF THAT THIS IS AN ACCURATE AND CORRECT COPY OF THE PRELIMINARY PLAN AND THAT THE SAME IS IN ACCORDANCE WITH THE SUBDIVISION CONTROL ACT AND THE SUBDIVISION CONTROL REGULATIONS OF MONTGOMERY COUNTY, MARYLAND. I HAVE REVIEWED THE PRELIMINARY PLAN AND THE SUBDIVISION CONTROL REGULATIONS OF MONTGOMERY COUNTY, MARYLAND AND I HAVE DETERMINED THAT THE SAME ARE IN ACCORDANCE WITH THE SUBDIVISION CONTROL ACT AND THE SUBDIVISION CONTROL REGULATIONS OF MONTGOMERY COUNTY, MARYLAND.

SIGNATURE: *Charles S. Ostria* DATE: 05/28/08
PRINTED NAME: CHARLES S. OSTRIA TITLE: GENERAL MANAGER
MD. REG. NO.: 16833

CERTIFIED PRELIMINARY PLAN
This Preliminary Plan, and the plan on which it is based, were prepared by me or under my direct supervision and I am a duly Licensed Professional Engineer in the State of Maryland. I am a member of the Professional Engineers and Surveyors of the State of Maryland.

Charles S. Ostria
05/28/08

ISS
Landscape Architecture
Rockville, MD
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Rockville, MD 20850
Tel: (301) 948-2750 Fax: (301) 948-9007
www.issite.com

Subdivided
Landscape
Residential
County

APPROVED BY THE BOARD OF PLANNING AND ZONING
DATE: 05/28/08

APPROVED BY THE BOARD OF PLANNING AND ZONING
DATE: 05/28/08

COVER SHEET

MISC UTILITY NOTE
This Preliminary Plan is subject to the approval of the Board of Planning and Zoning. The Board of Planning and Zoning may require the applicant to provide additional information or to revise the plan. The applicant shall be responsible for obtaining all necessary permits and approvals from the appropriate agencies. The applicant shall be responsible for obtaining all necessary permits and approvals from the appropriate agencies. The applicant shall be responsible for obtaining all necessary permits and approvals from the appropriate agencies.

PRELIMINARY PLAN

INDIAN SPRING

WHEATON (13TH) ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND

SCALE: 1" = 1,000'

DATE: 05/28/08

STANDARD

The following target speeds shall apply to county roads in a manner consistent with the guidance provided in the APPLICATION section of this standard. A Design Exception for a Target Speed outside the standard range may be issued by DOT on the basis of an Engineering and Traffic Investigation. This investigation should include a comprehensive analysis of the existing and planned development, the connecting transportation system, and the environmental conditions surrounding the project. Situations in which a design exception for a lower target speed may be warranted include, but are not limited to, roadways with pedestrian and bicycle activity higher than typically encountered in densely developed urban core areas. Design exceptions for higher target speeds may also be warranted in some circumstances. The Design Exception documentation should clearly document project-specific circumstances requiring variance from the standard range.

Road Classification/ Area Type	Design/Target Speed		
	Urban	Suburban	Rural
Freeway	Refer to AASHTO Interstate Design Guide		
Controlled Major Highway	40 – 50	40 – 55	45 – 55
Parkway	30 – 40	30 – 45	45 – 55
Major Highway	30 – 40	30 – 50	45 – 55
Country Arterial	–	35 – 50	35 – 50
Arterial	30* – 35	30 – 40	35 – 50
Minor Arterial	25 – 35	30 – 35	35 – 50
Business District Street	25 – 30	25 – 35	25 – 35
Industrial Street	30 – 35	30 – 35	30 – 35
Country Road	–	25 – 40	25 – 40
Primary and Principal Secondary Residential Streets	Minimum 300-foot centerline radius (Minimum Sight distance for 30 mph)		
Secondary Residential Street	Minimum 150-foot centerline radius (Minimum Sight distance for 25 mph)		
Tertiary Residential Street	Minimum 100-foot centerline radius (Minimum Sight distance for 25 mph)		

* - A target speed of 25 MPH may be used by Design Exception on arterial roads located in an “urban core” location provided the roadway serves primarily to provide local access as opposed to a regional function as part of a larger transportation system or network, and provided that two or more of the following conditions are met along both sides of the entire

length of road where the lower speed is applied. An urban core location is defined by all of the following characteristics:

- Medium to high density such as a permitted total development floor-area-ratio (FAR) of greater than 2.0 on the parcels adjacent to the roadway.
- Permitted building frontage directly on the street without intervening off-street parking or without substantial open space (without setbacks greater than 10 feet).
- Permitted building heights of 3 or more stories on parcels adjacent to the roadway.
- Primary pedestrian access to buildings is to and from the public sidewalk along the street.

The designer is responsible for selecting the design speed based on the recommended target speed and guidance provided in this standard and a thorough understanding of project conditions. When selecting a target and design speed, the designer should consider the anticipated speed limit on the roadway. The designer must document the rationale for selecting a target speed value from the ranges defined above following the application criteria provided in the following section.

If a design speed outside the ranges defined above is necessary due to project-specific conditions, the designer must justify and document the variance from this standard. In order to ensure continuity and/or a logical progression of design speeds along a roadway segment, the recommended target speed and selected design speed are subject to the approval of the Director of the appropriate Executive Branch Department (DOT for CIP projects and in accordance with the normal subdivision review process for private development projects) or their designees.

All county roads with design speeds of 45 MPH or less shall be designed using the AASHTO “Low Speed” criteria for superelevation.

APPLICATION GUIDANCE

The following sections contain criteria for application of target speed and design speed standards for reconstructed roads and new roads.

RECONSTRUCTED ROADS

To determine the applicability of the above standards, the designer must evaluate existing conditions along the corridor including existing operating speeds, speed limits, the safety record of the road, and the pedestrian and bicycle accommodation provided. Where feasible, the designer should select a design speed within the target speed range provided in the standard following the appropriate application guidelines. If infeasible due to project-specific conditions, the designer should select an appropriate design speed and document the supporting analysis. In these cases, the designer should follow one of two approaches:

- Select a design speed that falls outside the target speed range provided in the standard since conditions will not be significantly modified by the proposed design.

MEMORANDUM

July 27, 2009

TO: County Council

FROM: ^{GO} Glenn Orlin, Deputy Council Staff Director

SUBJECT: **Addendum**—Germantown Employment Area Sector Plan—staging plan;
bikeway elements

Late Friday the Council received two important pieces of information: a revised staging plan from the Planning Board Chairman that was developed jointly between Planning Board and Department of Transportation staff, and a series of bikeway recommendations from Montgomery Bicycle Advocates (MoBike). This addendum addresses both, and a few other items.

Staging plan. At the July 14 worksession the Planning Board Chairman and DOT said they would work together to develop a revised staging plan to which both could agree. The Chairman has forwarded such a plan (©1-4). Its main features are:

- There are still three development stages, although the thresholds between the stages are slightly different. The stages are also re-numbered: development that would have been allowed prior to Stage 1 is now called Stage 1; the former Stage 1 is now Stage 2; and the former Stage 2 is now Stage 3.
- The non-auto-driver mode-share (i.e., the percentage of those commuting to the Germantown Employment Area that is *not* driving) must reach 19% before entering Stage 2. The Final Draft's staging plan did not have a commuting goal for this stage, other than setting up an annual monitoring program.
- The non-auto-driver mode-share must reach 22% before entering Stage 3. The Final Draft staging plan recommended a 21% share before entering the last stage.
- The revised plan continues to require that a host of specific transportation projects be designed or built prior to entering a stage.

Council staff continues to oppose staging in the Sector Plan. It binds future development not to transportation performance, but to specific transportation projects that, for a myriad of reasons, may be postponed indefinitely. For all the reasons stated before, transportation staging—when it requires *specific* projects—is at best unnecessary, and at worst throws up roadblocks to development that could be accommodated by other projects or programs that are not specifically noted in the staging plan. If only one of these projects in the revised staging plan is halted—for environmental reasons, engineering reasons, cost reasons, etc.—then all approvals grind to a halt. There would be no alternative, short of amending the Sector Plan.

A good example is the Corridor Cities Transitway (CCT). The timing for the CCT is not under the County’s control. If it does not receive sufficient Federal and/or State funds to extend to Germantown Town Center, then Stage 2 cannot proceed, even though a high-frequency premium bus service could be provided on I-270 in the interim.

The appropriate staging of transportation can be done more effectively and with more flexibility through the Growth Policy, with one revision: the Growth Policy should be amended to allow available development capacity in Germantown to be allocated to the (newly expanded) Town Center Policy Area, like the old Policy Area Transportation Review did for years (until PATR was abolished as of mid-2004).

If the Council desires a transportation staging element, however, then it should be based solely on transportation performance, not the delivery of certain projects. The Bethesda CBD Sector Plan and North Bethesda/Garrett Park Master Plan have mode share goals, and they have been useful in goading higher levels of transit and ridesharing as development has proceeded. The Council may wish to consider, therefore, incorporating the non-auto-driver mode-share goals in the revised staging plan—or perhaps even more stringent goals—as well as the establishment of a Transportation Management District, TMD fees, and a requirement for traffic mitigation agreements for all new development of a certain size.

Bikeway elements. MoBike’s letter and a chart summarizing its recommendations are on ©5-7. MoBike wishes to change the bikeway classification for several roads from a shared use path to a dual bikeway with both a shared use path and a signed shared roadway. The implication of these changes is that the outside curb lanes would be wider to accommodate safe biking, but not as wide as would be needed for bike lanes. Also, MoBike would add the signed shared roadway classification to some roads that currently have no bikeway.

Council staff conferred with the Planning Board and DOT staffs, and all concur on the following (the recommendations are keyed to the priority numbers in the table on ©7):

- *Concur with #2, #3, #6, #9, and #11.* On all these road segments there is room to accommodate a signed shared roadway, or there should be when the road is constructed or reconstructed.
- *Do not concur with #1, #4, #5, #8, and #12.* Most of these segments are—or will be—in a Road Code “urban area” where the target speeds are low enough not to warrant extra curb-lane width for bikes, especially since nearly all these segments will have a shared use path along them.

- *Do not include #7 and #10.* Neither of these two segments is within the geographic scope of the Sector Plan, so it is not appropriate to alter these classifications now.

Other items. The PHED Committee agreed with DOT that a footnote should be added to the roadway classification table regarding target speed. The footnote should read:

Target Speed listed reflects the ultimate target speed for each roadway segment upon buildout and the characteristics of the road design are to be set in a context-sensitive manner.

Locbury Drive does not appear in the roadway classification table, but it should be there. It does appear in the roadway classification map on page 107 of the Technical Appendix. It should be classified as a Business District Street (B-5) between Wisteria Drive and Middlebrook Road, and as a Primary Residential Street (P-2) between Middlebrook Road and Crystal Rock Drive.

Finally, the roadway and bikeway classification maps—now on pages 107 and 114, respectively, of the Technical Appendix—should be incorporated into the plan itself, in close proximity to the roadway and bikeway classification tables.

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MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

OFFICE OF THE CHAIRMAN

July 22, 2009

The Honorable Phil Andrews
Council President
Montgomery County Council
100 Maryland Avenue
Rockville, Maryland 20850

SUBJECT: Staging for the Germantown Employment Corridor Sector Plan

Dear Council President Andrews:

The Planning Board has reviewed staging recommendations developed by Planning Department and Department of Transportation staff following the July 7, 2009 Council work session on the Germantown Employment Corridor Sector Plan. We unanimously and strongly urge the Council to include a revised staging element in its approval of the plan. This letter discusses why we feel staging is important to the success of this plan and the rationale for including each of the facilities or other actions that are included for each stage.

Why staging is important in the Germantown plan.

There are two compelling reasons for including a staging element in the Germantown plan:

- The build out of the development envelope created by the plan depends upon the availability of several major transportation facilities—the CCT, improvements to I-270, Observation Drive, extension of Century Blvd., two interchanges on MD 355, and the Dorsey Mill bridge. If these facilities are not provided as development reaches certain milestones, further growth will be constrained by operation of the Adequate Public Facilities Ordinance. For the most part, these are “lumpy” projects that must occur in significant increments (or in their entirety) to provide the capacity needed to support growth in the area as a whole, or in a particular district. While a performance indicator, such as non-auto driver mode share (NADMS) may provide substitute capacity that can be allocated through administration of the Adequate Public Facilities Ordinance under Growth Policy rules, it is likely that without some of these facilities NADMS will not increase along with growth. Further, absent a staging element that makes continuing growth contingent on provision of key infrastructure, congestion produces demands for building moratoria and dampens the market for development that would otherwise be desirable and economically beneficial. And finally, the CCT is needed to support the Plan vision, not just its transportation system performance. Some future APFO might, as the Plan builds out, be satisfied by express buses running along I-270, but the Plan requires that the CCT serve local developments. The Board feels that full development shouldn't happen without the CCT in place, regardless of what performance measures are associated with biennial changes to the APFO.
- One of the most important objectives of the plan is to foster the development of a true town center for Germantown. This is vital to the realization of the vision of a corridor city planned on new town principles. The coordinated extension of the CCT to

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Germantown is critical to realization of that goal. The goal can also be frustrated if available APF capacity is diffused among other projects spread throughout the 2400-acre employment corridor. The Town Center has been recommended for the highest densities in the plan. Its creation is closely related to and should be coordinated with establishment of CCT service. It would be unfortunate for the CCT to arrive at the center with all of the capacity it provides for development already allocated to projects at the edges of Germantown.

Neither of these objectives of the plan can be achieved through the Growth Policy, which essentially provides rules for limiting growth when capacity is not available. The purpose of the staging element, to the contrary, is to guide implementation of the plan by providing advance notice that certain facilities need to be placed in the CIP or CTP before development reaches particular milestones.

Mindful of the concern of the PHED committee that project that are ready to develop not be delayed if the Town Center has not reached a particular threshold of development, we propose an approach that allows development of the Town Center, Montgomery College academic development, and other economically strategic projects (as identified by the County Department of Economic Development) to move forward during any stage.

This plan's horizon is approximately 30 years. Given historic development trends in Germantown, it is unlikely to be fully built out in that time. In the past decade, about 200,000 square feet of development has occurred annually. Even if the pace doubles, each stage of development will take about a decade.

The Revised Staging Element

Existing and Approved Development

Twelve million square feet of commercial development provide a baseline for development of the 2,400 acre planning area. Eight million square feet exist and an additional 4 million square feet has been approved but remains unbuilt, most of it in the North End and Seneca Meadows districts. To date 6,200 residential units have been built and approximately 200 units remain to be built as of 2009. None of this development is affected by staging recommendations because it already has APF approval and can move forward at any time.

The plan calls for doubling the 12 million square feet of existing and approved commercial development to provide 24 million square feet and approximately 64,000 jobs, along with about 9000 additional residential units.

This growth should occur in three stages, each adding approximately 4 million square feet of commercial development and 3,000 residences. Development in each stage should move forward as certain action is taken or infrastructure that is needed to provide capacity or reinforce other critical goals of the plan is programmed or built. Housing is staged with jobs to keep the focus of the Sector Plan on providing employment opportunities in Germantown.

Three elements of the plan may proceed during any stage, even if their development exceeds the stage threshold.

- The Town Center to take advantage of transit access and create a vibrant downtown for Germantown.
- Montgomery College expansion to accommodate its academic programs.

- Projects that Montgomery County government identifies as strategically important to the economic development of the county.

Stage 1

Stage 1 does not depend upon completion of baseline growth. It may begin when the following events have occurred:

- 16% NADMS has been documented
- The location for a park & ride facility to replace the facility in the town center has been identified so that redevelopment of the existing lot can occur.
- Preliminary (10%) engineering studies for five recommended interchanges have been funded in the CIP or CTP so that funding and construction can be programmed to correspond with projected growth.
- A parking management authority has been established to facilitate shared parking as new development occurs.
- An urban service district-type mechanism with a funding source, geographical boundary and function is identified
- The feasibility of a MARC garage has been evaluated to increase ridership and reduce pressure for surface parking that reduces land available for development

The cumulative amount of growth that can be accommodated through Stage 1 is 16 million square feet of commercial development (45,000 jobs) and 10,000 housing units

These measures are important first steps toward providing capacity or they establish policies that facilitate achievement of key planning goals.

Stage 2

Stage 2 can proceed when:

- NADMS reaches 19%.
- The CCT has been built to the Town Center
- Observation Drive has been built through the Montgomery College District to Middlebrook Road and is under construction to Clarksburg.
- Century Boulevard extended has been built or is under construction
- Dorsey Mill Bridge and Road are built or are under construction
- An urban service district has been established
- Engineering studies for the 5 interchanges have been completed
- The first interchange on MD 355 has been built or equivalent capacity has been achieved through other measures
- The Council has decided whether to build M-83 and a subsequent evaluation of transportation and land use balance for Germantown has been completed if necessary.

The cumulative amount of growth that can be accommodated through Stage 2 is 20 million square feet of commercial development (57,000 jobs) and 13,000 housing units.

Stage 3

Stage 3 can proceed when:

- NADMS reaches 22%
- The CCT has been built to Clarksburg
- I-270 improvements through Germantown have been made

- A second interchange on MD 355 has been built or equivalent capacity has been achieved through other measures

The cumulative amount of growth that can be accommodated through Stage 3 is 24.1 million square feet of commercial development (68,000 jobs) and 16,100 housing units.

The staging proposal, endorsed by the Planning Board and supported by the County's Department of Transportation, represents a long term commitment to the vision for Germantown, not a mere regulatory mechanism that can be changed every two years (as with the growth policy/Adequate Public Facility standards).

Sincerely,



Royce Hanson
Chairman

Comments on the Germantown Sector Plan

Montgomery Bicycle Advocates (MoBike)

With concurrence from MCBAG (Montgomery County Bicycle Action Group)

July 24, 2009

The Germantown Sector Plan promises to transform parts of a sprawling suburb into a walkable, transit-oriented community. We support the many shared use paths called for by the plan. However the plan has a significant weakness, which is that it designates far too few roads as on-road bikeways. This should not be the case in a plan that identifies bicycling an important mode of transportation.

We agree with Planning Board Chairman Royce Hanson that the sector plan should be referred back to the Planning Board for modifications. Sending it back to the Board would provide the opportunity to address some of the recently identified issues with the plan, including the bikeway issues described here. We need to "get it right" on this plan.

Recommendations (most important items in red)

1. Key streets labeled as "main" streets in the urban center(s) should be designated as on-road bikeways (meaning either shared roadway, bike lanes, or dual facility which includes both on-road and off-road accommodations). These streets are (in priority order): Century Boulevard, Wisteria Drive, and Cloverleaf Center Drive.
2. Many prominent streets in the plan are already reasonably bikeable or could be after simple restriping. These should be re-designated as on-road bikeways to recognize and preserve existing conditions. These are, in priority order, Observation Drive (as well as the yet unbuilt section), Wisteria Drive, Middlebrook Road east of MD 355, Locbury Drive, Shakespeare Boulevard, Scenery Drive, and Kinster Road.
3. Reject DOT's recommendations for PB-4 and PB-22 as interpreted by the committee. Make sure PB-22 (Crystal Rock Drive) remains a dual bikeway and follow our above recommendation for B-4 (Cloverleaf Center Drive) to be a dual bikeway.

Urban Main Streets – Discussion

As a first priority, most if not all urban business district streets labeled as "main" streets in the plan should allow cyclists to comfortably ride in the roadway. These streets are where the highest level of bike use is anticipated and where path riding is the least appropriate due to pedestrian volumes, frequent driveway crossings and turning cars. On urban streets, bicyclists function most safely and effectively as vehicles rather than as speeding sidewalk users. Paths in urban areas must not be the only option. While minor interior streets may not require special bike accommodation, the word "main" implies these are more than that.

Century Boulevard is the most important urban street missing on-road accommodations in the plan. It should be designated as a dual bikeway (on-road bikeway + shared use

path). As noted above, Wisteria Drive and Cloverleaf Center Drive should be designated as on-road bikeways as well, in that priority order.

Acknowledging Existing Conditions - Discussion

Many of the arterials and main streets that are not planned as on-road bikeways are already reasonably bikeable or could be after simple restriping. The plan should designate these as on-road bikeways (with a path as well, if it's in the plan) to ensure that bike conditions are maintained and to motivate improvements should the roads ever be redeveloped.

As noted above, the following roads fall into this category, in priority order:

- Observation Drive (also the unbuilt sections should be planned as dual bikeway)
- Wisteria Drive
- Middlebrook Road east of MD 355
- Locbury Drive
- Shakespeare Boulevard
- Scenery Drive
- Kinster Road

Thank you for considering this input.

Montgomery Bicycle Advocates (MoBike)
Jack Cochrane, chair
7121 Thomas Branch Drive
Bethesda MD, 20817

PRIORITIZED LIST OF BIKEWAY CHANGES TO THE GERMANTOWN SECTOR PLAN – Recommended by MCBAG and MoBike

Key: SSR = Signed Shared Roadway (or bike lanes)

Path = Shared Use Path

Dual = SSR + Path

Priority	Street Name	Bikeway #	Road #	Draft Plan	DOT Recomm.	Needed Action	Needed result	SSR width now?	Comment
1	Century Blvd. / Dorsey Mill Rd.	SP-66	B-10/ B-14	Path	-	Add SSR to path	Dual	Mix	SP-66 includes Dorsey Mill Rd. Century is already wide east of Aircraft Dr.
2	Crystal Rock Drive south of 118	PB--22	MA-1/ B-1	SSR	Include path	Reject T&E committee's removal of SSR, but affirm their addition of path	Dual	Yes	Committee interpreted DOT's request as removing SSR (which may not have been DOT's intent), and voted for that
3	Observation Drive	SP-69	A-19	Path	-	Add SSR to path	Dual	Yes (where road is built)	
4	Wisteria Drive north of 118	PB-26	B-2	None	-	Plan as SSR	SSR	No	Critical if redevelopment is planned; otherwise probably not feasible
5	Cloverleaf Center Drive	PB-4	B-12	Path	Include path	Add SSR to path	Dual	Yes	Did DOT not realize path is already in the plan?
6	Wisteria Drive south of 118	PB-26	B-2/ A-74	Path	-	Add SSR to path	Dual	Yes	
7	Middlebrook Road - east of 355	SP-71	?	Path	-	Add SSR to path	Dual	Yes	Only a short portion is in the sector
8	Locbury Drive	None	-	None	-	Plan as SSR	SSR	Yes	
9	Shakespeare Blvd.	PB-15	A-291	Path	-	Add SSR to path	Dual	Yes	
10	Scenery Drive	None	A-21	Path	-	Add SSR to path	Dual	Yes	
11	Kinster Road east of Crystal Rock	SP-75	MA-299	Path	-	Add SSR to path	Dual	Yes	
12	B-19 (new road)	PB-2	B-19	SSR	Include path	NONE - Affirm draft plan	SSR	New	Committee rejected DOT input, affirmed draft plan

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