

MEMORANDUM

April 30, 2010

TO: County Council

FROM: <sup>MM</sup> Marlene Michaelson, Senior Legislative Analyst  
Glenn Orlin, Deputy Council Staff Director <sup>GOSM</sup>

SUBJECT: Resolution Approving the Great Seneca Science Corridor (Gaithersburg West) Master Plan

Attached is a resolution approving the Great Seneca Science Corridor (Gaithersburg West) Master Plan. A draft resolution has been available on the Council's website for the past week to give interested parties the opportunity to review the document and provide comments. Staff accepted any changes that Staff believed were technical or editorial in nature and conveyed the intent of the Council as of April 13, 2010, when it completed its worksession on the Master Plan. Staff did not include comments that substantively change the Plan or do not add clarity to the text. All changes to the draft resolution are indicated with double underlining or double brackets and are highlighted.

As Staff noted in the cover memorandum circulated with the draft resolution, Staff changed the minimum width of the Muddy Branch Park from 300 feet to 100 feet. The park is required to be a minimum of 12 acres; therefore, this change provides flexibility regarding the configuration of the park, without reducing the total size. Those who commented on this change in the draft resolution reacted positively. In addition, Staff added language clarifying why housing in the Washingtonian Residential Cluster was counted as part of the residential development for the Life Sciences Center.

Staff did receive requests for changes to the resolution that are substantive changes to the Master Plan that were not voted on by the Council and, therefore, Staff did not include them in the resolution. These requests are listed here for the Council's information.

1. Increase the number of residential units in Stage 1 by 500 units. *Although Councilmember Knapp mentioned this during the Council discussion, this was not part of the Committee recommendation and no motion was made to change the Committee recommendation. Staff has alerted Councilmember Knapp in case this was his intent.*
2. Expand the 60 foot buffer on Darnestown Road (one person suggested a minimum of 100 feet and another suggested 300 feet to be consistent with the proposed buffer along Muddy Branch Road.) *Staff notes that this request was not made during the Council or Planning Board*

*consideration of the Plan. In addition, the property owner is already required to maintain 44-46 percent of the site in open space.*

3. *Change the requirement for the size of the historic site from 10-12 acres to 12 acres. Staff believes the exact size can best be determined by the Planning Board at the time of development and notes that the requirement for 10-12 acres is an increase from the 7 acres required in the approved plan.*
4. *Emphasize the need for views of the historic Belward farmstead from the corner of Darnestown Road and Muddy Branch Road. The Master Plan describes the goal of protecting views from the residential neighborhoods to the south and west, which includes this corner. The Council did not discuss placing a specific emphasis on views from the corner.*
5. *Eliminate references to the endangered plant on the property adjacent to the Rickman property. The text notes that this plant is adjacent to the property and Staff believes it is appropriate for the Master Plan to note its existence.*
6. *Include a recommendation for sound barriers along Great Seneca Highway. Master plans typically do not include recommendations for sound barriers. There are two scenarios where sound barriers are possible. The first is where there is a capital project to build or widen a road and the effect of the improved road is forecasted to cause a noise problem. In this case, if the project's engineering study determines that the problem is significant enough, then sound barriers may be designed and built as part of the project itself. The second scenario is a 'retrofitted' sound barrier: where noise levels have risen significantly, but without the road having been built or widened. In this case, the County's Highway Noise Abatement Policy governs.*

Resolution No.: \_\_\_\_\_  
Introduced: \_\_\_\_\_  
Adopted: \_\_\_\_\_

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3 **COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND**  
4 **SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION**  
5 **OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT**  
6 **WITHIN MONTGOMERY COUNTY, MARYLAND**  
7  
8

9 \_\_\_\_\_  
By: District Council  
10 \_\_\_\_\_

11 **SUBJECT:** Approval of Planning Board Draft Great Seneca Science Corridor (Gaithersburg  
12 West) Master Plan

- 13  
14 1. On July 31, 2009 the Montgomery County Planning Board transmitted to the County Executive and  
15 the County Council the Planning Board Draft Gaithersburg West Master Plan.  
16  
17 2. The Planning Board Draft Gaithersburg West Master Plan amends the approved and adopted 1990  
18 Shady Grove Study Area Master Plan, the 1985 Gaithersburg Vicinity Master Plan, and the 1982  
19 Oakmont Special Study Plan; The General Plan (On Wedges and Corridors) for the Physical  
20 Development of the Maryland-Washington Regional District in Montgomery and Prince George's  
21 Counties; the Master Plan of Highways within Montgomery County; and the Countywide Bikeways  
22 Functional Master Plan.  
23  
24 3. On September 10, 2009 the County Executive transmitted to the County Council the fiscal analysis  
25 and Executive Branch technical comments on the Gaithersburg West Master Plan.  
26  
27 4. On September 15 and 17, 2009 the County Council held a public hearing regarding the Planning  
28 Board Draft Gaithersburg West Master Plan. The Master Plan was referred to the Planning,  
29 Housing, and Economic Development Committee for review and recommendation.  
30  
31 5. On September 29, October 12, October 26, October 29, 2009 and February 1, March 10, March 22,  
32 and April 5, 2010, the Planning, Housing, and Economic Development Committee held  
33 worksessions to review the issues raised in connection with the Planning Board Draft Gaithersburg  
34 West Master Plan.  
35  
36 6. On April 6, 2010 and April 13, 2010 the County Council reviewed the Planning Board Draft  
37 Gaithersburg West Master Plan and the recommendations of the Planning, Housing, and Economic  
38 Development Committee.  
39

40 **Action**  
41

42 The County Council for Montgomery County, Maryland, sitting as the District Council for that  
43 portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the  
44 following resolution:  
45

46 The Planning Board Draft Gaithersburg West Master Plan, dated July 2009, is approved with  
47 revisions. County Council revisions to the Planning Board Draft Gaithersburg West Master Plan are  
48 identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.  
49 All page references are to the July 2009 Planning Board Draft Plan. The Council has changed the name  
50 of the planning area to the Great Seneca Science Corridor planning area; throughout the document, all  
51 references to the Gaithersburg West Master Plan should be changed accordingly.

52

53 Page 8: Revise the fifth bullet as follows:

54

- 55 ■ Meet the recreation needs of the [Gaithersburg West] Great Seneca Science Corridor Master Plan  
56 by identifying and acquiring a site for a new local public park in the Quince Orchard area and  
57 requiring the dedication of parkland for new parks and open spaces in the LSC Districts.

58

59 Page 11: Revise text in the text box as follows:

60

61 The [proposed] 2009 *Germantown Master Plan* builds on the Corridor City concept and envisions an  
62 up-County center for community life with mixed uses and density focused at transit stations.

63

64 The [proposed 2009] 2010 White Flint Sector Plan envisions the Metro station area and Rockville  
65 Pike as a vibrant and sustainable urban center that can adapt to future challenges.

66

67 Page 15: Revise the “Proposed Acreage” column of the “Existing and Proposed Life Sciences Center  
68 Zoning” table to reflect the zoning changes made by the District Council.

69

70 Page 17: Revise proposed zoning map on page 17 and throughout the Master Plan to reflect all Council  
71 changes in zoning.

72

73 Page 22: Revise the first two sentences in the paragraph as follows:

74

75 Overall, the potential residential land use for the greater LSC could yield a maximum of 5,750  
76 additional dwelling units to complement a projected total of [60,000] 52,500 jobs (based on existing,  
77 approved, and proposed development). The resulting ratio of [[6.6]] 5.8 jobs per dwelling unit is  
78 based on the existing housing in the greater LSC area (3,262 dwelling units, including the Traville,  
79 Decoverly, and Washingtonian residential cluster) combined with new housing (5,750 dwelling  
80 units) for a total of 9,012.

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82 Page 24: Delete the entire section entitled Public Open Spaces (to be replaced with a new section on  
83 open spaces on page 25).

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85 Page 24: Revise the text under the “Sustainability” heading as follows:

86

87 [New development must feature building, site, and street designs that respect natural systems,  
88 respond to sun, shade and topography, and make maximum use of renewable resources, reducing  
89 disruption of the natural environment to the highest extent feasible. Development should be  
90 compact and feature a diversity of land uses, making more efficient use of land, energy and building  
91 materials, and enabling people to live, work and shop in one area. The CCT, trails, and attractively  
92 designed sidewalks will connect the districts and adjacent neighborhoods, encouraging walking  
93 instead of driving. Trail systems within developed areas will connect with trails surrounding parks.

94

95 This Plan recommends reinforcing and expanding the use of green buildings to emphasize green site  
96 design and energy conservation practices. Development should incorporate approaches and  
97 technology to maximize energy conservation and increase renewable energy use such as solar, wind  
98 and geothermal. Environmental site design and stormwater management techniques should be used  
99 to improve water conservation and reduce energy required for water treatment and distribution.  
100 Building re-use, deconstruction techniques that recover reusable building materials, and recycling  
101 should be employed to further reduce energy associated with development.

102  
103 Minimizing imperviousness will be necessary to reduce construction energy costs, but also reduce  
104 urban heat island effect and improve water conservation. Improving connectivity through the  
105 provision of trails, transit, and sidewalks will reduce automobile use. Forestation approaches are  
106 recommended, including preserving existing forest, adding urban tree canopy and landscaping to  
107 reduce local carbon concentrations. All these building and site design approaches will benefit air  
108 quality, water quality, and human health.

109  
110 **▪ Air Quality Protection**

111 The Washington Metropolitan region, including the Gaithersburg West Master Plan area, has  
112 been identified as a non-attainment area for ground-level ozone and fine particulate matter. The  
113 same recommendations this Plan makes for creating a sustainable community and improving  
114 climate protection, including forestation, green buildings, reducing imperviousness, and  
115 improving connectivity, will provide overall air quality benefits.

116  
117 **▪ Water Quality Protection**

118 County, State and Federal regulations establish water quality protection goals. In addition, this  
119 Plan recommends protecting existing streams and wetlands and their buffers through site design.  
120 Stormwater management should include best management practices that capture stormwater on-  
121 site for re-use in non-potable water applications.

122  
123 **▪ Active Living**

124 All of the environmental recommendations can contribute to maintenance of the physical and  
125 mental well-being of the residents and employees in Gaithersburg West. Besides the direct  
126 health benefits of protecting the climate, air quality and water quality, compact, pedestrian-  
127 friendly design will encourage walking and bicycle riding, increasing physical fitness.]

128  
129 Sustainability

130 Sustainability is defined as meeting the needs of the present without compromising the ability of  
131 future generations to meet their own needs. A sustainable community integrates economic viability,  
132 environmentally conscious design, social equity, and renewable energy sources. The compact,  
133 walkable, and green community envisioned for the plan area integrates many aspects of  
134 sustainability. It accommodates new residents and businesses while reducing land consumption and  
135 vehicle miles traveled, thereby reducing the carbon footprint from new development in the County.

136  
137 Urban development patterns served by transit can reduce dependence on the automobile. Outside of  
138 the Belward site, most new development will take place over existing surface parking lots. An  
139 expanded street grid with adequate sidewalks and street trees along with the LSC Loop will  
140 encourage people to walk or bicycle to local services or destinations. Energy conservation, onsite  
141 energy generation, or renewable energy sources will reduce the costs of energy transmission and the  
142 carbon footprint of the new development. Energy efficient building design will reduce energy costs  
143 for building materials and energy usage. On-site stormwater management improves water quality

144 and quantity. Street trees add to the tree canopy and reduce the heat island effect. Mixed uses put  
145 services in easy reach of residents. New residential development will provide more affordable  
146 housing and expand opportunities for economic diversity located near transit and services.

147  
148 Sustainable development first preserves existing resources and then improves environmental  
149 conditions.

#### 150 151 Resource Protection and Preservation

152 This Plan recommends ways to restore environmental functions in the Plan area as it redevelops,  
153 including: water quality protection (intercepting, detaining, evaporating, transpiring, and filtering  
154 precipitation and infiltrating it into ground water tables, preventing erosion and sedimentation,  
155 controlling flooding), air quality protection (filtering pollutants from air, producing oxygen), climate  
156 protection (sequestering and storing carbon, reducing urban heat island effect), protection of  
157 biological diversity (provision of habitat), and health benefits (clean air and water, recreational  
158 benefits, mental health benefits). Redevelopment of already disturbed areas will avoid losses of  
159 natural resources in the outer portions of the County. To preserve and enhance natural resources and  
160 their associated functions in the Life Sciences Center, this Plan:

- 161
- 162 • Creates a local street network that avoids impact to natural resource areas as much as possible  
163 (see page 43).
- 164 • Recommends that facility plans for any new roads minimize impacts to existing resources.
- 165 • Recommends creation of the Life Sciences Center Loop (see pages 25-26). Existing natural  
166 resource areas are preserved through the Planning Board's Environmental Guidelines and  
167 connected by the LSC Loop.
- 168 • Where possible, use required forest and tree planting to enhance and expand existing resources.

#### 169 170 Water Quality

171 Wherever development occurs, water quality impacts result primarily from the creation of  
172 impervious surfaces that seal off the soil layer and remove forests and tree canopy. Increases in  
173 imperviousness and decreases in forest cover have been associated with declines in water quality.  
174 Pollution from vehicles and road salts accumulates on roads and parking lots, and is washed off and  
175 carried into nearby streams in rain and snow events. In summer, rain water is heated on contact with  
176 unshaded impervious surfaces, creating temperature spikes in aquatic systems that can be damaging  
177 to aquatic organisms. Rainfall and snowmelt runs off impervious surfaces quickly, creating erosive  
178 flows that damage streams and carry harmful sediments into streams, rivers, and the Chesapeake  
179 Bay. Infiltration is the most difficult of the environmental functions to restore, as it requires  
180 reconnecting runoff with the soil. Approaches for improving water quality in urbanizing areas  
181 should recognize opportunities presented by both horizontal and vertical surfaces at various levels  
182 throughout the development.

183  
184 Many of the techniques recommended in this Plan are included in the Environmental Site Design  
185 (ESD) stormwater treatment approaches now required by State and local laws and regulations. In  
186 addition, the County will be undertaking retrofit programs consistent with the requirements of the  
187 state stormwater permit. The result of this combination of regulation, County retrofit programs and  
188 master plan recommendations will be the restoration of natural resources and environmental  
189 functions that can be incorporated into the concentrated development pattern envisioned for this  
190 area.

192 To protect water quality, this Plan:

- 193 • Recommends site design and construction options that minimize imperviousness. These options
- 194 include:
  - 195 ○ Compact development
  - 196 ○ Parking options such as reduced parking requirements and the use of structured parking
  - 197 and/or shared parking facilities (see page 44).
- 198 • Recommends the use of bioswales, planter beds, rain gardens, pervious pavement, the
- 199 incorporation of non-paved areas into open spaces, and similar techniques included in
- 200 Environmental Site Design. Techniques that increase soil volume and porosity under paved
- 201 areas are recommended to enhance infiltration opportunities.
- 202 • Recommends the use of vegetated roofs and walls.
- 203 • Recommends increasing tree canopy. Specific tree canopy goals are:
  - 204 ○ Predominantly commercial mixed-use areas: 15 - 20 % minimum canopy coverage
  - 205 ○ Predominantly residential mixed-use areas: 20-25 % minimum canopy coverage
  - 206 ○ The Belward Campus, with its specialized institutional use and protection of existing
  - 207 natural resources, should have a minimum canopy coverage of 30%.
- 208 These goals should be met by combining forest conservation requirements with street tree
- 209 plantings and landscaping plantings (see page 74). Public and private open space areas should
- 210 strive for a minimum of 25% canopy coverage. Surface parking areas should meet or exceed
- 211 30% canopy coverage.
- 212 • Recommends incorporating tree canopy and infiltration techniques into portions of the LSC
- 213 Loop that connect existing natural areas.
- 214 • Recommends incorporating tree canopy and infiltration techniques into other open spaces
- 215 wherever feasible.
- 216 • Recommends landscaping with plants that do not require extensive watering or fertilization.
- 217 Native plants that are adapted to grow in our area are preferred.
- 218 • Recommends the use of low-flow plumbing fixtures in buildings.
- 219 • Promotes using techniques that capture and re-use stormwater and/or graywater (graywater is
- 220 water from sinks, bathtubs and showers that can be safely used for watering plants or flushing
- 221 toilets). This may include the use of rain barrels and cisterns. These uses must be consistent with
- 222 County health regulations.

#### 223 Piney Branch SPA

224 Portions of the Life Sciences Center area are included in the Piney Branch Special Protection Area

225 for water quality and contain remnants of the rare habitat provided by the serpentinite rocks that

226 underlie parts of this area. Special Protection Areas require that a water quality plan be prepared

227 detailing how impervious surfaces will be minimized and how advanced and redundant stormwater

228 treatment measures will be achieved. Most of the Special Protection Area is in the LSC South

229 District, where this Plan recommends that development be restricted to existing and approved

230 development, with the exception of the Rickman Property. Development on this property should

231 minimize new impervious surfaces especially on that portion of the property that drains to the

232 Special Protection Area. A small portion of the SPA extends north of Darnestown Road into the

233 southern portion of the LSC Central District. Most of this area is already developed.

- 234 • Future redevelopment in this area should minimize imperviousness in their site designs,
- 235 particularly in the Special Protection Area (see page 41).

- 237 • Any development that involves or is adjacent to serpentinite habitat should preserve this area  
238 and provide additional buffering wherever possible.  
239

240 Air Quality

241 Most impacts to air quality result from the operation of motorized vehicles and regional energy  
242 production involving the combustion of fossil fuels. Impacts include the emissions of precursors of  
243 ground-level ozone, volatile organic compounds, carbon monoxide, oxides of nitrogen and sulfur,  
244 and fine particulates. Amelioration of air quality impacts involves restoring air filtering and oxygen-  
245 producing functions, reducing vehicle miles traveled, and reducing use of energy produced by  
246 burning fossil fuels.

247  
248 To restore air filtering and oxygen-producing functions, this Plan:

- 249 • Recommends increasing vegetation through the use of planter beds, bioswales and rain gardens,  
250 landscaping, street trees, and vegetated roofs and walls to the maximum extent feasible through  
251 aggressive application of Environmental Site Design.

252  
253 To reduce vehicle miles traveled, this Plan:

- 254 • Recommends creating compact, mixed-use development that encourages and facilitates non-  
255 motorized travel and reduces travel distances.
- 256 • Recommends providing alternatives to automobile travel, including:
- 257 ○ Public transit in the form of the CCT and local bus service
  - 258 ○ Incorporating trails into the LSC Loop. Trails in regulated areas such as stream buffers  
259 and forest conservation easements should be natural surface; trails outside of  
260 environmentally regulated areas may be hard-surfaced to facilitate travel by bicycle (see  
261 page 79).
  - 262 ○ Incorporate other pedestrian and bicycle trails throughout the Life Sciences Center, and  
263 make connections to other Countywide and local jurisdiction trail systems (see page 79).
  - 264 ○ Make the existing area more walkable by improving road crossings (see page 74).
- 265 • Encourages other measures, such as the provision of bicycle parking facilities, to promote and  
266 facilitate non-motorized travel.

267  
268 Climate Protection

269 Carbon dioxide and other greenhouse gasses are released into the atmosphere by combustion of  
270 fossil fuels to power motorized vehicles and to provide power for lighting, heating and cooling  
271 buildings and powering electronics and appliances, and by deforestation. Summertime energy use is  
272 driven higher by urban heat island effects from radiant heating of hard surfaces. Approaches to  
273 mitigating climate impacts focus on reducing energy consumption, increasing use of renewable  
274 energy, restoring carbon sequestration and storage functions, and reducing urban heat island effect.  
275

276 The carbon footprint analysis contained in the Appendix to this Plan shows that, even if we cannot  
277 account for potential improvements to building and vehicle technology or behavioral changes to  
278 reduce energy consumption, per capita carbon dioxide emissions will be significantly less with  
279 compact, transit served development than would be the case if the same number of new homes and  
280 jobs were built on vacant land in other parts of the County.  
281

282 Taken in isolation, the carbon footprint of new development in the Plan area will be greater than  
283 would occur under the 1990 Master Plan; however, the increase in the carbon footprint for the entire  
284 County will be less under this Plan. The compact, walkable, transit served community will enable  
285 people and employers to make even greater reductions in the carbon footprint. The following  
286 recommendations are aimed at reducing the carbon footprint through reduced energy consumption,  
287 promotion of renewable energy generation, increased carbon sequestration and reduced urban heat  
288 island effect.

289  
290 To reduce carbon footprint, this Plan:

- 291 • Recommends development that is compact, features a mixture of land uses, is walkable and  
292 served by public transit to make efficient use of land and resources, to reduce vehicle miles  
293 traveled and facilitate non-motorized travel.
- 294 • Creates opportunities for new development and redevelopment that take advantage of existing  
295 infrastructure and adaptive re-use of existing structures where feasible.
- 296 • Recommends that development meeting LEED or equivalent certification of any level obtain as  
297 many points as possible from approaches that reduce carbon emissions, including:
  - 298 ○ Site and building design and orientation that takes advantage of passive solar heating and  
299 lighting opportunities, maximizes potential for use of renewable solar energy systems,  
300 and permits passive cooling through proper shading and ventilation.
  - 301 ○ A commitment to reduce energy and water consumption
  - 302 ○ A commitment to use recycled building materials, locally produced materials, and local  
303 labor
  - 304 ○ A commitment to use building deconstruction techniques to facilitate re-use and/or  
305 recycling of building materials
  - 306 ○ A commitment that new buildings meet the minimum energy efficiency standards of  
307 17.5% below the calculated baseline performance or meet the appropriate ASHRAE  
308 advanced energy design guide. Renovated buildings should commit to meet a 10.5%  
309 energy efficiency standard below the calculated baseline performance or meet the  
310 appropriate ASHRAE advanced energy design guide.
  - 311 ○ Incorporates renewable energy systems to supply a portion of a building's energy needs,  
312 where feasible. Such systems may include:
    - 313 ▪ Solar power
    - 314 ▪ Wind power
    - 315 ▪ Use of geothermal heating and cooling systems
- 316 • Recommends maximizing tree canopy coverage. (See goals for tree canopy coverage in the  
317 water quality section).
- 318 • Recommends the use of green roofs and walls.
- 319 • Recommends the use of light-reflecting roof surfaces where green roofs cannot be used.
- 320 • Recommends increasing vegetation throughout the Life Sciences Center. Approaches include:
  - 321 ○ Targeting unforested portions of regulated areas for reforestation.
  - 322 ○ Incorporating street trees and landscaping trees throughout the Life Sciences Center.
  - 323 ○ Use of vegetated roofs and walls.
  - 324 ○ Use of planter beds, bioswales and rain gardens.
  - 325 ○ Incorporating vegetation into hardscaped open space areas.

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Protection of Biological Diversity

Protection of biological diversity focuses on preserving existing habitat, and on restoring habitat where feasible. Biological diversity is maintained when habitat is protected and invasive species are controlled. Control of invasive species and reducing wildlife overpopulations are operational issues not appropriate to address in a master plan. While an urban environment cannot typically support highly diverse plant and wildlife populations, much can be done to improve conditions for native plants and animals.

To protect biological diversity, the Plan:

- Recommends preservation of existing natural areas, including the forest at the corner of Key West Avenue and Great Seneca Highway.
- Recommends the use of native plants and trees in landscaping and street tree planting to the maximum extent possible.
- Recommends the use of plants that serve as hosts for butterflies and other pollinator insect species.
- Recommends preservation of the 10-acre forested tract west of the power line and north of Game Preserve Road on the McGown property.
- Recommends preservation and additional buffering of the endangered Krigia dandelion population.

Health and Wellness

Health and wellness are promoted by providing an environment with clean air and water, by providing opportunities to exercise and recreate, and by establishing an environment that helps reduce stress. The recommendations detailed in the above sections will all help contribute to health and wellness.

In addition, this Plan:

- Encourages that walkways and bicycle trails be safe and attractive to encourage walking, jogging and biking.
- Recommends that public open spaces be attractively designed destinations within the community to draw in pedestrians and cyclists.
- Encourages using some open spaces and on green roofs for use as community gardens to promote the consumption of locally-grown seasonal fruits and vegetables.
- Creates the 3.5-mile LSC Loop path which incorporates natural features, and provides non-motorized connectivity for the districts and destinations throughout the Life Sciences Center.

Page 25: Revise the heading on page 25 as follows:

Community Facilities [and Amenities], Open Spaces, and Connectivity

Page 25: Add the following sentence at the end of the first full paragraph:

Where possible, connections to existing neighborhoods surrounding the LSC should be created or enhanced.

372 Page 25: Revise the third paragraph as follows:  
373

374 A fire station is needed in this area, and the northwest corner of Shady Grove Road and Darnestown  
375 Road [is under consideration] has been selected.  
376

377 Page 25: Add the following sentence after the first sentence in the fourth paragraph:  
378

379 This Plan recommends that consideration be given to the purchase of a site for a new local park in  
380 the Quince Orchard area.  
381

382 Page 25: Revise the last sentence in the fifth paragraph as follows:  
383

384 A publicly accessible specialized library could be funded through private sector development  
385 contributions to an amenity fund and could be located at [[The Plan recommends]] Belward or the  
386 JHU-MCC site, or another appropriate location, in LSC Central [[for a specialized library]].  
387

388 Page 25: Add the following section after the fifth paragraph:  
389

### 390 Open Spaces

391 Thriving places rely on a high quality public realm. Parks and open spaces offer community  
392 gathering places, foster a sense of place and civic pride, and encourage environmental stewardship;  
393 essential components of community life. The best communities incorporate substantial green  
394 elements and open spaces that provide opportunities for recreation, outdoor socializing,  
395 collaborating, and connecting to nature. This Plan recommends that parks, publicly accessible open  
396 spaces, civic gathering places, and trails be designed as part of a comprehensive system that  
397 contributes to a sustainable community. To achieve this goal, an interconnected pedestrian and bike  
398 path system should link new and existing neighborhoods to parks and other destinations.  
399

400 Additional parks and open spaces (described more fully in each District) will be created to provide  
401 recreational opportunities that support and enhance the vision of the LSC. The future open space  
402 system will support a vibrant and sustainable work life community by creating open spaces that will  
403 be easily accessible by walking or transit and will provide a range of experiences for a variety of  
404 people.  
405

406 This Plan recommends a series of open spaces provided through a combination of public and private  
407 efforts. Both residential and commercial development projects should provide recreational facilities,  
408 open spaces, and trail connections that shape the public realm, help implement the Plan  
409 recommendations, and serve existing and future employees and residents.  
410

411 The open space system will include:

- 412 • An extensive open space network on the Belward property with a variety of passive, active, and  
413 cultural experiences.
- 414 • Completion of the Muddy Branch Trail Corridor along the western edge of the Belward property.
- 415 • Civic greens at each CCT station.
- 416 • A shared park/school site in LSC West as well as a public civic green
- 417 • Development of Traville Local Park in LSC South
- 418 • Green corridors between and through major blocks linked by the LSC Loop to connect  
419 destinations and integrate passive and active spaces.

- 420 • An additional active use Local Park in the Quince Orchard area (outside the LSC; see page 49).

421 Page 25: Add the following heading before the sixth paragraph:

422  
423 Community Connectivity and the LSC Loop

424  
425 Page 25: Revise the first sentence of the sixth paragraph and add a second sentence, as follows:

426  
427 The organizing element of the LSC open space plan is a 3.5-mile multi-use path loop connecting the  
428 districts and destinations with extensions from the core loop that link to the surrounding  
429 communities, including the cities of Gaithersburg and Rockville (see the map on page 26).  
430 Connectivity between the LSC Districts and adjacent neighborhoods is described more fully in the  
431 following District section.

432  
433 Page 25: Revise the beginning of the last paragraph as follows:

434  
435 The LSC Loop will link activity centers and community facilities, including the planned high school  
436 on the Crown Farm (in the City of Gaithersburg), the historic Belward Farm, and the civic green and  
437 retail center on LSC West. Creation of the loop (including landscaping and facilities such as  
438 benches) will be the primary amenity requested of property owners. CCT Stations along the Loop  
439 include the Crown Farm, Belward, and LSC West. Each CCT station in the LSC will have a public  
440 open space and property owners will also be requested to contribute to the implementation of this  
441 amenity.

442  
443 Page 25: Revise the last sentence on the page as follows:

444  
445 Traville Local Park, in LSC South, is proposed to [have] include a small rectangular field, half-court  
446 basketball, older children’s playground, and a tot lot, and should be accessible from an extension of  
447 the LSC Loop.

448  
449 Page 27: Add the following to the bullet list:

- 450  
451 • Create extensions (from the main loop) that connect surrounding neighborhoods with the LSC,  
452 providing residents of these communities with access to the transit stations, activities, amenities,  
453 and open spaces in the LSC Districts.  
454

455 Page 27: Revise the table to update the amount of existing development and revise the proposed 2010  
 456 Plan numbers to reflect Council changes to the total allowed commercial development as follows:  
 457

**life sciences center: existing and proposed development**

	Existing	Existing & Approved	1990 Master Plan	Proposed 20[09]10 Plan
Commercial (sf)	6,940,000	10,700,000	13,000,000	[20,000,000] <u>17,500,000*</u>
Dwelling units	3,300	3,300	3,800	9,000
Jobs	21,200	30,550	38,000	[60,000] <u>52,500</u>
Jobs-Housing Ratio	6.4	9.2	10.0	[6.6] <u>5.8</u>

458 \* Although zoning would allow up to 20 million square feet of development, the staging plan  
 459 limits development to 17.5 million square feet.  
 460

461 Page 28: Add the following paragraph after the fifth paragraph:  
 462

The LSC Zone allows for a transfer of density from one LSC-zoned property to another LSC-zoned property. This provision would allow a transfer of density from Belward to LSC Central, but it is completely voluntary and could only occur at the property owners' initiative. With a transfer of density, if there is an offsetting reduction in FAR on Belward, the density and height in LSC Central could be increased by 0.5 FAR and by 50 feet above what the Plan allows for this district.

469 Page 28: Revise the first sentence of the last paragraph as follows:  
 470

A fire station is needed in this area and [a possible location] the selected location is the northwest corner of Shady Grove Road and Darnestown Road.

474 Pages 29 and 30: Modify the graphics to reconfigure the proposed business road connections in the  
 475 vicinity of Shady Grove Adventist Hospital and the 9700 block of Medical Center Drive to minimize  
 476 property impacts and include all road number labels.  
 477

478 Page 30: Add two bullets as follows:  
 479

- Widen Key West Avenue (MD 28) to 8 lanes divided
- Construct an interchange at Key West Avenue (MD 28) and Shady Grove Road

483 Page 31: Add the following text after the fourth paragraph:  
 484

Creating a new community on publicly-owned land in the LSC West District provides an opportunity for the County to engage outstanding practitioners of sustainable town planning, layout, and design to help implement this Plan's vision. Located between LSC Central and Belward, the new LSC West community will be a hub of activity that draws people from the other LSC Districts

489 as well as surrounding neighborhoods. Residents of the new high density housing in this District  
490 will enliven and activate the retail uses and open spaces. An interconnected street grid will create  
491 walkable blocks with a synergistic mix of uses, including ground-floor retail and wide sidewalks to  
492 accommodate outdoor cafes. The central, civic green at the CCT station should be framed by  
493 buildings and be large enough for major outdoor activities and gatherings, such as a summer concert  
494 series.

495  
496 Page 31: Revise the first sentence of the fifth paragraph as follows:

497  
498 The Plan recommends the Commercial Residential (CR) Zone with a 1.0 FAR that could yield 2,000  
499 dwelling units with supporting retail, services, open spaces, and community uses.

500  
501 Page 31: Add the following sentence to the sixth paragraph after the fourth sentence:

502  
503 This park should be large enough to accommodate a regulation size rectangular field.

504  
505 Page 31: Revise the fifth sentence in the sixth paragraph as follows:

506  
507 In addition to the park/school site, development should be accompanied by a new public urban park  
508 to serve as the central, civic open space for the residential community.

509  
510 Page 31: Add the following paragraph after the sixth paragraph:

511  
512 LSC West is the primary site for housing for the live/work community envisioned for the LSC. This  
513 site is expected to provide a public school/park parcel, a civic green, a CCT station and right-of-way,  
514 a road network, and structured parking. In addition, a significant water main traverses the property.  
515 Without impairing the ability to achieve the uses and density for LSC West, this Plan recommends  
516 that at least 35 percent of the incentive density attainable for this site be achieved through the use of  
517 building lot termination (BLTs) easements and affordable housing.

518  
519 Page 31: Add the following three paragraphs after the last paragraph on the page:

520  
521 Future development or redevelopment of the Darnestown Road side of LSC West should be  
522 compatible with the existing residential community of Hunting Hill Woods to the south (in the 2002  
523 Potomac Subregion Master Plan). A proposed townhouse development (on the RT-8 parcels) in  
524 LSC West along the north side of Darnestown Road addresses land use compatibility and design  
525 (with a maximum building height limit of 35 feet). If there is future redevelopment of the existing  
526 retail and office uses at the corner of Darnestown Road and Key West Avenue (zoned C-3 and O-M;  
527 recommended for CR), compatibility with Hunting Hill Woods must be addressed.

528  
529 This Plan encourages improved connectivity from the residential neighborhoods south of  
530 Darnestown Road to the LSC West District. As the core of the District develops into a new  
531 community with retail, open spaces, and a CCT station, adjacent communities should have access to  
532 these amenities. The Plan recommends a Dual Bikeway/Shared Use Path along Darnestown Road  
533 (DB-16) and there is an existing off-road shared-use path along Travilah Road (SP-57) that is  
534 recommended to extend into LSC West (LB-5). In addition, an LSC Loop extension is  
535 recommended from LSC West into LSC South (see map on page 26).

536

537 Opportunities to create new connections are limited by the character of existing neighborhoods to the  
538 south, which are inward-facing with numerous cul-de-sacs, rear yards along Darnestown, and only  
539 one access point at Yearling Drive. As shown on the XX map, an extension of Yearling Drive  
540 (which is aligned with the access driveway to the existing office uses on the north side of  
541 Darnestown Road) may provide the best future opportunity for improved access to the LSC West  
542 District. Opportunities for a public easement through the proposed townhouse development could  
543 also be explored.  
544

545 Page 33: Add a bullet as follows:  
546

- 547 • Widen Key West Avenue (MD 28) to 8 lanes divided  
548

549 Page 34: Revise the second paragraph as follows:  
550

551 This Plan recommends increased density on the Belward property (1.0 FAR), served and supported  
552 by a CCT transit station. The Plan recommends that both the 107-acre undeveloped Belward  
553 property as well as the developed, eastern portion, be rezoned from the R&D Zone to the revised  
554 LSC Zone to allow [a mix of uses and] higher densities and height focused [on] at the CCT station.  
555 Development on the Belward property may include housing for the employees and/or visiting  
556 researchers. Plan recommendations allow a concentrated and compact form of development for  
557 Belward that is centered around transit. This denser building pattern (with structured parking)  
558 creates opportunities for an extensive open space system. Previous plans for Belward were a  
559 conventional suburban office park model with sprawling, low-density, auto-dependent development,  
560 vast amounts of surface parking lots, and few community amenities intended for use by residents or  
561 workers not on the Belward campus.  
562

563 Page 34: Add the following after the second paragraph:  
564

565 As discussed in the LSC Central section, the LSC Zone allows for a transfer of density from one  
566 LSC-zoned property to another LSC-zoned property if recommended in the Master Plan. This Plan  
567 provides the option for a transfer of density from Belward to LSC Central [[or from the west side of  
568 Belward to the east side of Belward]]. A density transfer is completely voluntary and could only  
569 occur at the property owners' initiative and discretion. With a transfer of density, if there is an  
570 offsetting reduction in FAR on Belward, the density and height in LSC Central could be increased  
571 by 0.5 FAR and by 50 feet above what the Plan allows for in this district.  
572

573 The design and layout of Belward should be sensitive to the residential neighborhoods that surround  
574 the site. To create appropriate transitions and minimize impacts, the Plan recommends substantial  
575 open spaces, particularly on the three sides of Belward that are adjacent to neighborhoods.  
576 Development around the north, west, and south perimeters -- adjacent to the Mission Hills buffer, the  
577 Muddy Branch Road park, and Darnestown Road -- should be compatible with surrounding  
578 neighborhoods in terms of bulk, scale, and building height. Heights should transition from the  
579 highest (150 feet maximum) in the blocks immediately surrounding the CCT station to lowest at the  
580 edges of the property (50 feet maximum) and [[around]] immediately adjacent to the historic area  
581 (60 feet maximum). Ultimately, the Planning Board will need to make the tradeoff between height  
582 and open space at the time of development. Rear walls and service areas should not face the  
583 surrounding neighborhoods. Generally, parking should be located in garages that are placed in the  
584 center of blocks and surrounded by buildings.  
585

586 Page 34: Revise the second sentence of the fourth paragraph as follows:  
587

588 New development adjacent to and near the farmstead must be compatible in scale and graduated in  
589 height (no higher than 60 feet immediately adjacent to the historic site) to be sensitive to the historic  
590 resource.  
591

592 Page 34: Delete the last paragraph and replace with the following text. Add a new graphic that shows  
593 the proposed open space system on Belward.  
594

595 [To meet the recreation needs of this area, as well as provide facilities for those working on-site at  
596 Belward, areas should be reserved for both active and passive recreation. Two rectangular fields for  
597 active recreation should be provided within the designated buffer areas along Muddy Branch and  
598 Darnestown Roads.]  
599

600 The open space system for the Belward District includes an extensive network of passive and active  
601 recreation linked by an internal path system with connections to the LSC Loop and the surrounding  
602 communities. By concentrating density in a compact form (with a limited amount of taller buildings  
603 and parking garages), substantial amounts of open space can be created. Placing parks and open  
604 spaces around the edges of Belward provides compatible transitions and buffers for the adjacent  
605 single-family neighborhoods. From natural, passive areas with trails next to streams to an activated  
606 urban square at the CCT station, a range of outdoor experiences are planned, all of which would be  
607 connected by trails that allow visitors to go from one open area to another by foot. As outlined  
608 below and shown on map XX, the Plan recommends nearly 50 acres of open space:  
609

- 610 • Muddy Branch Park will consist of a minimum of 12 acres (with a minimum width of 100 feet  
611 along Muddy Branch Road) for active and passive recreation, including informal and organized  
612 playing areas, and tree-lined edges at the perimeter. One rectangular field for active recreation  
613 could be provided in this area. The landmark tree in this area should be a focal point in the  
614 design of the park and open space. The park should be designed to create a sense of place and  
615 destination for existing and future residents with attractive amenities such as gardens, walking  
616 paths and water features. The Muddy Branch Trail Corridor and a countywide bikeway  
617 connection (DB-24; dual bikeway/shared use path) must be completed on the Belward side of  
618 Muddy Branch Road. [[Trails should provide]]
  
- 619 • Mission Hills Preserve will create a 200-foot wide buffer between the rear property line of the  
620 nearest Mission Hills homes and any buildings on the northern side of Belward. In addition,  
621 200-foot wide stream buffers will be created around two tributaries of the Muddy Branch,  
622 limiting development in this portion of the property. Mission Hills Preserve, combined with the  
623 two stream buffers, will create a 20-acre area for reforestation and passive recreation that should  
624 include natural surface trails that connect with the other open spaces on the site.
  
- 625 • Darnestown Promenade will include a three-acre landscaped buffer (60-foot wide) along  
626 Darnestown Road that maintains vistas to the historic farmstead, includes the landmark sign  
627 (boulder and plaque), and creates a tree-lined pedestrian path that connects to the on-site path  
628 system as well as the LSC Loop. In addition, a countywide bikeway (DB-16) must be completed  
629 along Darnestown Road.

630 • Belward Commons and Historic Farmstead will include 10 to 12 acres of open space surrounding  
631 and including the historic farmstead buildings. Views of the farmstead from Darnestown Road  
632 and [[surrounding]] residential neighborhoods to the south and west, as well as other vantage  
633 points within the site, should be preserved to the extent [[possible]] practicable, consistent with  
634 other Master Plan objectives for this site. Reuse of the historic buildings offers opportunities for  
635 community-serving uses that could include active indoor recreation or cultural activities. A  
636 weekend farmers market could be established here.

637 • Urban Square at the CCT Station is envisioned as a hub of daily activity with space for special  
638 events and gatherings and some community retail for the convenience of CCT riders, workers,  
639 and area residents.

640 When a development plan application for Belward is submitted, the Planning Board should seek to  
641 maximize open space adjacent to existing residential neighborhoods and, to the extent feasible,  
642 maintain views of the historic farmstead. The Muddy Branch Park and all open spaces proposed on  
643 Belward are to be publicly accessible while remaining privately owned, constructed, and maintained.  
644 At the time of development plan approval, the Planning Board will ensure that the recreation and  
645 open space facilities in the approved development plans are built to suitable recreation standards and  
646 that the Muddy Branch Park will be substantially completed before the property owner receives  
647 building permits for more than 25 percent of the total development allowed on the property.

648 Development in accordance with this Plan should add value and enhance the quality of life in the  
649 area by creating substantial amenities, recreational opportunities, and phasing new development with  
650 the provision of transit and infrastructure to support it. This Plan recommends that connections be  
651 created so that residents from surrounding neighborhoods have access to these amenities. Residents  
652 should be engaged throughout all phases of the Belward development review process to provide  
653 comments and suggestions on issues such as connectivity, plans for open space, and other amenities.  
654 As shown on the graphic on page 36, the Plan recommends new streets on Belward, including one  
655 aligned with Midsummer Drive that can provide access from the Washingtonian Woods  
656 neighborhood. The bikeway and trail connections mentioned above will improve access. Options  
657 for more direct links from the surrounding communities to Belward should be explored as  
658 development proceeds.

660 Page 35: Revise the second bullet under “Land Use and Zoning” as follows:

- 661
- 662 ■ Require a Belward Concept Plan with the first Preliminary Plan application to address the Plan’s  
663 guidelines, including the CCT location, the highest densities and height at transit, preservation of  
664 the historic property and views of the farmstead, creation of a local street network and the LSC  
665 Loop, [and] the open space system, neighborhood buffers, and connections from surrounding  
666 residential neighborhoods

667

668 Page 35: Revise the first bullet under “Historic Belward Farm” as follows:

- 669
- 670 ■ Preserve views of the farmstead, to the extent practicable, from Darnestown Road[, looking  
671 north, east, and west as well as other vantage points within the larger Belward site] and  
672 residential neighborhoods to the south and west, consistent with other master plan objectives for  
673 this site

674  
675 Page 36: Revise the second bullet under “Urban Form and Open Spaces” as follows:

- 676  
677     ▪ Organize the significant roads and buildings to provide views of the historic Belward Farm

678  
679 Page 36: Revise the seventh and eighth bullets under “Urban Form and Open Spaces” as follows:

- 680  
681     ▪ Provide at least [15] 20 percent of the net tract areas as public use space
- 682     ▪ Create an [[300-foot buffer/]]open space along Muddy Branch Road with a minimum width of
- 683         100 feet and a 60-foot landscaped buffer along Darnestown Road

684  
685 Page 36: Revise the ninth bullet under “Urban Form and Open Spaces” as follows:

- 686  
687     • Provide one [two] rectangular field[s] for active recreation in the Muddy Branch Park [in these
- 688         buffer areas], with permitting by the Parks Department.

689  
690 Page 36: Revise the last bullet under “Urban Form and Open Spaces” as follows:

- 691  
692     ▪ Provide a 100-foot wide stream buffer on either side of [around] the two tributaries of the Muddy
- 693         Branch.

694  
695 Page 37: Add two bullets as follows:

- 696  
697     • Widen Key West Avenue (MD 28) to 8 lanes divided
- 698     • Construct interchanges at Great Seneca Highway (MD 119) and Sam Eig Highway and at Great
- 699         Seneca Highway (MD 119) at Muddy Branch Road

700  
701 Page 38: Revise the heading at the top of the page as follows:

702  
703     LSC North and Washingtonian Cluster: Residential and Office

704  
705 Page 38: Add the following sentences at the end of the first paragraph:

706  
707     The Washingtonian residential area is part of this Master Plan, but is geographically separated from

708     the Life Sciences Center by the Crown Farm, which is in the City of Gaithersburg. The

709     Washingtonian cluster is a housing resource for those who work in the LSC. As such, for purposes

710     of staging, this area is included in the total amount of existing and approved dwelling units (3,300).

711  
712 Page 38: Revise the last four sentences of the second paragraph as follows:

713  
714     The DANAC parcel on the southeast corner of Key West Avenue and Diamondback Drive (the 6.93-

715     acre Lot 7) is largely undeveloped and is adjacent to the proposed CCT station on the east side of the

716     property. The recommended Zone for this parcel (Lot 7) is: CR 2, C 1.5, R 1.5, H 150. The

717     remainder of the DANAC property should be zoned CR 1.0, C 0.5, [ R 0.5] R 1.0, H 80. Building

718     height along Discoverly Drive adjacent to the residential community to the north is limited to 50 feet

719     within 100 feet of the Discoverly Drive right-of-way (not including the 50-foot transit right-of-way).

720

721 Page 38: Delete the third paragraph:

722

723 [Each of the other office parks in LSC North has some remaining development capacity. Current  
724 zones for several of the office parks allow relatively high density for the area (1.5 FAR) and the Plan  
725 does not recommend increases because the objective is to concentrate additional density at the  
726 proposed CCT stations and achieve an overall balance between land use and transportation  
727 infrastructure.]

728

729 Page 38: Remove the fourth paragraph and add the following paragraph:

730

731 [The possibility of residential as an infill use on remaining developable sites in LSC North would  
732 increase the amount of housing near the jobs in the greater LSC. To create a sense of community,  
733 the Plan encourages clustering any housing to create a residential neighborhood rather than isolated  
734 housing sites in scattered office parks. The Plan recommends the Planned Development (PD) Zone  
735 option for the 6.9-acre site in the Shady Grove Executive Center and for the 11.34-acre Bureau of  
736 National Affairs (BNA) site. These sites would be appropriate for urban, high density housing and  
737 the zoning can be requested through a Local Map Amendment. Pedestrian-oriented local retail  
738 facilities that are compatible with and provide convenience for residents are encouraged.  
739 Community-serving amenities should be provided, including the LSC Loop along Omega Drive as  
740 well as pedestrian connections to CCT stations at DANAC and Crown Farm.]

741

742 The Plan does not recommend any zoning change to the National Association of Securities Dealers  
743 site. The Plan encourages mixed-use infill for the Shady Grove Executive Center and Bureau of  
744 National Affairs sites and [[on the portion of LSC North that is east of Omega Drive, north of Key  
745 West Avenue, and west of Shady Grove Road. To implement the mixed-use vision, the Plan]]  
746 recommends CR 1.5, C 1.5, R 1.5, H 100. Residential uses are encouraged, as are pedestrian-  
747 oriented local retail facilities that are compatible with and provide convenience for residents. Public  
748 benefits that improve connectivity and mobility or add to the diversity of uses and activity are  
749 encouraged. These should include the LSC Loop along Omega Drive as well as pedestrian  
750 connections to CCT stations at DANAC and Crown Farm.

751

752 Page 39: Revise the map on page 39 to indicate the location of properties described in the text,  
753 including Lot 7 on the DANAC property.

754

755 Page 39: Delete the fourth bullet under “Recommendations” and replace with the following two bullets:

756

757 ▪ [Allow a Planned Development option for high density residential use at the Shady Grove  
758 Executive Center and the Bureau of National Affairs sites]

759

760 ▪ [[Rezone the block bounded by Omega Drive on the west, Research Boulevard on the south, and  
761 Shady Grove Road on the east from the O-M, H-M and C-2 zones to the CR zone.]]

762

763 ▪ Rezone the Shady Grove Executive Center property from C-2 and O-M zones to the CR Zone.

764

765 ▪ Rezone the Bureau of National Affairs property from the O-M Zone to the CR Zone.

766

767

768 Page 39: Delete the fourth bullet under “Recommendations” and replace with the following two bullets:  
769

770

771

- Rezone the Bureau of National Affairs property from the O-M Zone to the CR Zone

772

773 Page 39: Add two bullets as follows:

774

775

- Widen Key West Avenue (MD 28) to 8 lanes divided
- Construct interchanges at Great Seneca Highway (MD 119) and Sam Eig Highway and at Key West Avenue (MD 28) at Shady Grove Road

776

777

778

779 Page 40: Add the following sentence after the third paragraph:

780

781

This Plan recommends that the 5.2-acre property on the southeast corner of Darnestown Road and Travilah Road by rezoned from C-4 to CR 0.75: C 0.5, R 0.75, H 80 to allow the possibility of mixed-use or residential development at this corner.

782

783

784

785 Page 40: Revise the fourth paragraph as follows:

786

787

Only the 13-acre Rickman property on Travilah Road [(zoned R&D)] is undeveloped. [The Plan supports R&D uses on this site, but housing would also be compatible with surrounding properties. The Plan recommends the Planned Development option (PD-22) for the Rickman property and supports a waiver of the percentage requirements for dwelling unit types to encourage a compact design that respects this environmentally sensitive area. The property owner can initiate the rezoning by filing a Local Map Amendment. A Development Plan and Site Plan are required in the PD Zone.] The Plan recommends the Rickman property be rezoned from the R&D Zone to CR 0.5, C 0.5, R 0.5, H 80. The CR Zone has a height limit of 40 feet for standard method development. However, a maximum height of 80 feet on this property could be considered to minimize imperviousness and encourage compact development, which may include [[including]] parking underneath buildings (ground-level). The Rickman property is not subject to the Staging requirements.

788

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799

Page 40: Add the following paragraph after the fourth paragraph:

800

801

The Piney Branch SPA bisects the Rickman Property. A key to protecting water quality in the SPA is limiting impervious surfaces. Development within this SPA requires a Water Quality Plan that details how stormwater runoff will be managed to prevent further degradation to water quality in the SPA. The Water Quality Plan is prepared by the developer and reviewed and approved during the development review process. Guidelines for the development of the Rickman property are provided below. In addition, a population of state endangered *Krigia dandelion* is located east of the property along Shady Grove Road. The road was specifically aligned to avoid disturbance of this plant. Further development in this area should avoid disturbance of this population and provide a buffer area from new uses.

802

803

804

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809

810

811

Page 41: Delete the first bullet and replace with the following:

812

813

- [Maintain the R&D Zone on the Rickman site, but recommend rezoning to PD-22 by a Local Map Amendment to encourage residential development.]

814

- 815 • Rezone the Rickman site to the CR Zone: CR 0.5, C 0.5, R 0.5, H 80. Development of the  
816 property must address the following guidelines:
- 817 ○ Minimize impacts to the SPA by orienting buildings and parking nearer Travilah Road,  
818 outside the SPA boundary to the extent feasible.
  - 819 ○ Ensure proper sediment control during construction
  - 820 ○ Consider parking underneath buildings (ground-level), compact development design, and  
821 other techniques to minimize impervious surfaces
  - 822 ○ Consider placing recreation facilities that are not noise-sensitive closer to Shady Grove  
823 Road
  - 824 ○ Consider meeting afforestation requirements in the area adjacent to the existing  
825 protective strip along Shady Grove Road to enhance protection of the Krigia dandelion  
826 population.

827  
828 Page 41: Add the following bullet after the first bullet:

- 829  
830 ■ Rezone the property at the southeast corner of Darnestown Road and Travilah Road from the C-4  
831 Zone to the CR Zone: CR 0.75, C 0.5, R 0.75, H 80.

832  
833 Page 41: Add a proposed zoning map for LSC South that indicates the location of the Rickman  
834 property.

835  
836 Page 42: Revise the last sentence in the first paragraph under “Street System” as follows:

837  
838 [Revisiting the Plan in six years] A biennial monitoring program will assess the pace of buildout and  
839 the need for infrastructure delivery.

840  
841 Page 43: Modify the [[LSC Circulation Map]] graphics to reconfigure the proposed business road  
842 connections in the vicinity of Shady Grove Adventist Hospital and the 9700 block of Medical Center  
843 Drive to minimize property impacts and include all road number labels.

844  
845 Page 43: Modify the third bullet as follows:

- 846  
847 ■ Reconstruct Sam Eig Highway as a grade-separated highway within a 250-foot right-of-way or  
848 other right-of-way necessary to adequately provide [with]: three through lanes in each direction;  
849 [shoulders suitable for peak-period, peak-direction] bus rapid transit (BRT); two-lane, one-way  
850 frontage roads connecting to Washingtonian Boulevard, Fields Road, and Diamondback Drive;  
851 necessary slip ramps between frontage roadways and Sam Eig Highway; and a [flyover ramp]  
852 full-movement grade-separated interchange between [from eastbound] Great Seneca Highway  
853 [to northbound] and Sam Eig Highway.

854  
855 Page 43: Modify the fourth bullet as follows:

- 856  
857 ■ Reconstruct Key West Avenue within a 200-foot right-of-way between Darnestown Road [Great  
858 Seneca Highway] and Shady Grove Road to provide a consistent design treatment including a  
859 wide landscaped median, eight through travel lanes (four in each direction), and a separate curb  
860 lane that can serve as a through lane for transit vehicles and a right turn lane for other vehicles  
861 during peak periods.

862

863 Page 44: Modify the first complete bullet at the top of the page as follows:

864

- 865 ▪ Construct urban diamond, grade-separated interchanges at two [three] LSC locations: Great  
866 Seneca Highway at [over] Muddy Branch Road[, Great Seneca Highway over Key West  
867 Avenue,] and Key West Avenue at [over] Shady Grove Road.

868

869 Page 44: Modify the second complete bullet at the top of the page as follows:

870

- 871 ▪ Delete the proposed [Remove the] grade-separated interchange from the intersection of Shady  
872 Grove and Darnestown Roads and from the intersection of Darnestown Road and [Wootton  
873 Parkway] Glen Mill Road (previously recommended in the 1990 *Shady Grove Study Area*  
874 *Master Plan*).

875

876 Page 44: Modify the third complete bullet at the top of the page as follows:

877

- 878 ▪ Develop an LSC bicycle network that facilitates bicycle travel in mixed traffic along local  
879 streets. This network should include an interconnected system of shared use paths (Class I  
880 bikeways) [, signed shared roadways/on-road paths (Class III bikeways along local streets),] and  
881 shared signed roadways with wide curb lanes (Class III bikeways) or paved shoulders (Class II  
882 bikeways).

883

884 Page 44: Modify the second and third bullet under the heading Recommendations as follows:

885

- 886 • [Develop] Explore express bus service using value-priced lanes from I-270 and Intercounty  
887 Connector (ICC) to serve the LSC.
- 888 • [Develop] Explore shuttle bus routes serving the LSC area.

889

890 Page 49: Add the heading “Parks” at the top of the page.

891

892 Page 51: Add the following two paragraphs after the first paragraph under McGown Property:

893

894 Much of the property is wooded, including some high quality forest. Seneca Creek State Park lies  
895 near the property to the west and the topography includes some significant steep slope areas. Large  
896 scale development in this area will have the potential for significant negative impacts to stream  
897 conditions unless the development is carefully designed to maintain the natural topography, and the  
898 infiltration and runoff rate of the existing landscape.

899

900 The Plan recommends that Environmental Site Design (ESD) techniques be employed to minimize  
901 any negative water quality impacts, but negative impacts will occur. The degree of recovery of the  
902 stream will depend on the extent to which ESD design is successfully applied to the area. Tributary  
903 streams draining the northern and southern portions of the McGown property and streams south of  
904 Great Seneca Highway east of the Seneca Creek mainstem in the Quince Orchard area are among  
905 those identified as priorities for stream restoration in the Great Seneca and Muddy Branch  
906 Watershed Study.

907

908 Page 51: Revise the second paragraph as follows:

909

910 [The property contains mature forest, some of high quality. Tributary streams flow to Seneca Creek  
911 across the property and are priorities for restoration or retrofit.] The 10-acre, R-200 parcel features

912 steep slopes, a mature oak-hickory forest with birds common to an interior woodland, as well as  
913 mature mountain laurel in the understory with a minimal presence of invasive species. The Plan  
914 recommends that this high quality forest be preserved through a forest conservation easement or  
915 other method to be determined through the development review process.

916  
917 Page 57: Add bullet after the second bullet at the bottom of the page as follows:

918  
919 Plan for a grade-separated arterial roadway connection over the CSX tracks in the general location of  
920 the Deer Park Bridge that respects the resource value of the existing bridge.

921  
922 Page 60: Add the following sentence after the second sentence under the heading “Washingtonian Light  
923 Industrial Park”

924  
925 If a new mixed-use zone emphasizing retail and office uses is identified, it should be considered for  
926 the Shady Grove Center and other similar properties in this area (i.e., the other I-1 properties with  
927 grandfathered retail uses) and may also be appropriate for the two small areas zoned C-3.

928  
929 Page 63: Revise the first sentence of the fourth paragraph under “Zoning” as follows:

930  
931 The CR Zone and the LSC Zone allow[s] contributions to a fund for off-site amenities that benefit  
932 the public, subject to Planning Board approval.

933  
934 Page 63: Revise the third bullet as follows:

935  
936 

- Design and construct [two rectangular fields recommended in the buffer area] amenities and  
937 open spaces proposed on the Belward site.

938  
939 Page 64: Revise the second sentence of the first paragraph under “Staging” as follows:

940  
941 Staging assures sufficient capacity for the next phase of growth, provides essential place-making  
942 facilities, helps achieve a desired form of development, as well as necessary connections for efficient  
943 mobility within and around an area.

944  
945 Page 64: Revise the last sentence in the first paragraph under “Staging” as follows:

946  
947 Realizing the vision in this Plan will take time [and], its implementation should be [reviewed six  
948 years after adoption] monitored to evaluate how development is achieving the vision [and to make  
949 any necessary adjustments].

950  
951 Page 64: Under “Staging,” move the first sentence of the third paragraph behind the last sentence of the  
952 second paragraph and delete the remainder of the third paragraph and the four bullets.

953  
954 The goal of the APFO is to ensure that transportation and school facilities have sufficient capacity  
955 for the Planning Board to approve specific development projects. [Although the AGP and APFO  
956 serve vital functions, they are insufficient to accomplish the purposes of master plan staging, which  
957 has a different and complementary set of functions, including:

958  
959 

- Provide early notice of what must be done to realize the long term growth envisioned in a master  
960 plan, including programming large capital projects like the CCT. Such projects are often needed

961 to serve the aggregate level of development in an area but are too large to have a regulatory  
962 nexus to a specific development project. This type of staging is particularly important where a  
963 major infusion of capital is needed for substantial growth to occur.

- 964
- 965 • Achieve a desired form of development—community building—or accomplish other policy  
966 goals, such as a desired level of “environmental adequacy.”
- 967
- 968 • Provide long-term continuity for growth management. Master plans are updated less often than  
969 the growth policy, which is revised every two years, so there is less unpredictability. This Plan  
970 recommends that the buildout of Gaithersburg West be reevaluated six years after adoption of the  
971 Plan to verify that the vision of the Plan is being achieved and to address the need for mid-course  
972 corrections.
- 973
- 974 • Provide assurance that development will be timed with the provision of necessary public  
975 facilities to support it. A growth policy that is revised every two years provides less certainty.]
- 976

977 Page 64: Revise the next to last paragraph on the page, as follows:

978

979 In addition to the APFO standards, this Plan recommends staging to ensure that infrastructure,  
980 particularly the CCT, is in place before development is allowed to proceed. Staging is applied to all  
981 five [the] LSC [North, Central, and Belward] districts [where the greatest changes are proposed]  
982 with the exception of the Rickman property in LSC South. Each development stage will be initiated  
983 when all of the triggers for that stage are met. After a stage has been triggered, individual properties  
984 can proceed with Preliminary Plan approval. [Residential development is not subject to the staging  
985 amount or sequence since increasing housing in the LSC is encouraged to improve the jobs-housing  
986 balance and provide mixed uses.]

987

988 Page 65: Add the following sentence at the end of the first full paragraph on page 65:

989

990 Public institutions are not subject to staging because these projects are reviewed as mandatory  
991 referrals.

992

993 Page 65: Move the following text from page 65 to page 13 (after the second paragraph under “Vision”)  
994 with revisions as shown:

- 995
- 996 [Staging Principles
- 997 Staging] The following objectives will help implement the Plan’s vision [as follows]:
- 998 ▪ Life science uses should be given priority.
  - 999 ▪ Density and height should be concentrated at transit stations amid transit-oriented mixed-use  
1000 development at LSC Central, LSC West, Belward, and DANAC.
  - 1001 ▪ Historic and environmental resources should be protected.
  - 1002 ▪ Buildings within one-eighth mile of the future CCT stations should be at least 60 feet high. In all  
1003 other areas, the desired minimum building height is 36 feet (three stories of occupied space) in  
1004 order to retain land for future higher densities.
  - 1005 ▪ Mixed-use development is emphasized; single purpose or free standing retail buildings are  
1006 inconsistent with the Plan’s vision in any phase of development
  - 1007 ▪ [Public institutions are not subject to staging because these projects are reviewed as mandatory  
1008 referrals.]

- 1009       ▪ Structured parking should be hidden from the street; although surface parking is inconsistent  
1010       with the Plan’s vision, it is anticipated and acceptable on an interim basis.

1011  
1012 Page 65: Revise the first paragraph under “Staging Requirements” as follows:  
1013

1014       In [2009] 2010, the LSC contains [nearly] 7 million square feet of commercial development.  
1015       Approximately 3.7 million square feet of commercial (non-residential) development has been  
1016       approved but is not yet built in the five LSC districts. The total existing and approved commercial  
1017       development in all five LSC districts is 10.7 million square feet. The total existing and approved  
1018       dwelling units in the LSC area is 3,300.  
1019

1020 Page 65: Revise the beginning of the second paragraph under “Staging Requirements” as follows:  
1021

1022       This Plan recommends that the staging plan and its requirements be applied to [the LSC North, LSC  
1023       Central, and LSC Belward] all five LSC districts except the Rickman property in LSC South. [In  
1024       these three districts in 2009, existing commercial development totaled nearly 5.5 million square feet,  
1025       with 2.7 million square feet in the pipeline, for a total of 8.2 million square feet.] The [2.7] 3.7  
1026       million square feet of development in the pipeline is not subject to the Plan’s staging requirements  
1027       unless a project’s Preliminary Plan expires. The owner of a property approved for commercial  
1028       development may re-subdivide and convert to residential development and still be exempt from  
1029       staging, provided that the change in development will not increase the number of vehicle trips. This  
1030       may require an administrative adjustment in the number of approved jobs and housing units exempt  
1031       from staging.  
1032

1033 Page 65: Revise the third paragraph under “Staging Requirements” as follows:  
1034

1035       [In the three districts that are subject to staging,] In Stage 1, the Plan provides for the current [8.2]  
1036       10.7 million commercial square feet (existing development and the approved pipeline), plus an  
1037       additional increment of 400,000 square feet [in Stage 1]. Health care services are exempt from the  
1038       requirements of Stage 1. Development above [8.6] 11.1 million commercial square feet cannot  
1039       proceed until all the prerequisites for Stage 2 have been met, including full funding of the CCT from  
1040       the Shady Grove Metro Station to Metropolitan Grove within the first six years of the County’s CIP  
1041       or the State CTP.  
1042

1043 Page 66: Delete the language on the stages and replace with new text on the stages as follows:  
1044

1045       **[Stage 1**

1046       Stage 1 allows an additional 400,000 square feet of commercial (nonresidential) development in  
1047       LSC North, Central, and Belward. Existing and approved development totals 8.2 million square feet  
1048       and Stage 1 allows 400,000 additional square feet for a total of up to 8.6 million square feet. Health  
1049       care services (as defined in the Life Sciences Center Zone) are exempt from the requirements of  
1050       Stage 1.

1051  
1052       5,500,000 existing development  
1053       2,700,000 approved development  
1054       400,000 additional new development  
1055       8,600,000 Total Stage 1 development  
1056

1057 **Stage 2**  
1058 Stage 2 allows a total of 11.4 million square feet of commercial development, of which 8.6 million  
1059 will have been built in Stage 1. After all the prerequisites required before Stage 2 have been met,  
1060 development above 8.6 million can proceed, including an additional 2.8 million square feet of new  
1061 commercial development, up to a total of 11.4 million square feet.

1062  
1063 8,600,000 Stage 1 development  
1064 2,800,000 Stage 2 additional new development  
1065 11,400,000 Total Stage 2 development at full buildout  
1066

1067 **Stage 3**  
1068 Stage 3 allows a total of 13.2 million square feet of commercial development, of which 11.4 million  
1069 square feet will have been built in Stages 1 and 2. After all the prerequisites required before Stage 3  
1070 have been met, development above 11.4 million square feet can proceed, including an additional 1.8  
1071 million square feet of new development, up to a total of 13.2 million square feet.

1072  
1073 11,400,000 Stage 2 development  
1074 1,800,000 Stage 3 additional new development  
1075 13,200,000 Total Stage 3 development at full buildout  
1076

1077 **Stage 4**  
1078 Stage 4 allows a total of 17.7 million square feet of commercial development, of which 13.2 million  
1079 square feet will have been built in the previous stages. After all the prerequisites required before  
1080 Stage 4 have been met, development above 13.2 million can proceed, including an additional 4.5  
1081 million square feet of new development, up to a total of 17.7 million square feet.

1082  
1083 13,200,000 Stage 3 development  
1084 4,500,000 Stage 4 additional new development  
1085 17,700,000 Total Stage 4 development at full buildout]

1086  
1087 Stage 1  
1088 Stage 1 allows an additional 400,000 square feet of commercial (nonresidential) development and  
1089 2,000 additional dwelling units. Existing and approved development totals 10.7 million square feet  
1090 and Stage 1 allows 400,000 additional square feet for a total of up to 11.1 million square feet.  
1091 Health care services are exempt from the requirements of Stage 1. Stage 1 allows 2,000 additional  
1092 residential dwelling units.

1093  
1094 7,000,000 existing development  
1095 3,700,000 approved development  
1096 400,000 additional new development  
1097 11,100,000 Total Stage 1 commercial development

1098  
1099 3,300 existing and approved dwelling units  
1100 2,000 additional new dwelling units  
1101 5,300 Total Stage 1 residential dwelling units

1102  
1103 Stage 2  
1104 Stage 2 allows a total of 13.4 million square feet of commercial development and 7,300 dwelling  
1105 units, of which up to 11.1 million square feet of commercial development and 5,300 dwelling units

1106 may have been built in Stage 1. After all the prerequisites required before Stage 2 have been met,  
1107 development above ~~[[10.9]]~~ 11.1 million can proceed, including an additional 2.3 million square feet  
1108 of additional commercial development, up to a total of 13.4 million square feet. Stage 2 allows  
1109 2,000 additional residential dwelling units.

1110  
1111 11,100,000 Stage 1 development  
1112 2,300,000 Stage 2 additional development  
1113 13,400,000 Total Stage 2 commercial development

1114  
1115 5,300 Stage 1 dwelling units  
1116 2,000 Stage 2 additional dwelling units  
1117 7,300 Total Stage 2 residential dwelling units

1118  
1119 Stage 3  
1120 Stage 3 allows a total of 15.7 million square feet of commercial development and 9,000 dwelling  
1121 units, of which 13.4 million square feet of commercial development and 7,300 dwelling units may  
1122 have been built in Stages 1 and 2. After all the prerequisites required before Stage 3 have been met,  
1123 development above 13.4 million square feet can proceed, including an additional 2.3 million square  
1124 feet of new development, up to a total of 15.7 million square feet. Stage 3 allows 1,700 additional  
1125 residential dwelling units.

1126  
1127 13,400,000 Stage 2 development  
1128 2,300,000 Stage 3 additional new development  
1129 15,700,000 Total Stage 3 commercial development

1130  
1131 7,300 Stage 2 dwelling units  
1132 1,700 Stage 3 additional dwelling units  
1133 9,000 Total Stage 3 residential dwelling units

1134  
1135 Stage 4  
1136 Stage 4 allows a total of 17.5 million square feet of commercial development and 9,000 dwelling  
1137 units, of which 15.7 million square feet of commercial development and all the residential  
1138 development may have been built in the previous stages. After all the prerequisites required before  
1139 Stage 4 have been met, development above 15.7 million square feet can proceed, including an  
1140 additional 1.8 million square feet of new commercial development, up to a total of 17.5 million  
1141 square feet.

1142  
1143 15,700,000 Stage 3 development  
1144 1,800,000 Stage 4 additional new development  
1145 17,500,000 Total Stage 4 development at full buildout

1146  
1147 9,000 Stage 3 dwelling units  
1148 No Stage 4 additional dwelling units  
1149 9,000 Total Stage 4 residential dwelling units

1150  
1151 Page 67: Revise color of Stage 1 text highlight to match the Stage 1 color in the bar chart.  
1152

1153 Page 67: Delete the third bullet under “Before Stage 1” and replace with new bullet text, as follows:

1154

1155 • [Create a new LSC Policy Area with urban standards and characteristics.]

1156 • Designate the LSC Central, West, Belward, and North Districts as a Road Code Urban Area.

1157

1158 Page 67: Add the following bullets after the fifth bullet under “Before Stage 1”

1159

1160 • Develop a monitoring program for the Master Plan within 12 months of adopting the sectional  
1161 map amendment that addresses the following:

1162 ▪ The Planning Board must develop a biennial monitoring program for the LSC. This program  
1163 will include a periodic assessment of development approvals, traffic issues (including  
1164 intersection impacts), public facilities and amenities, the status of new facilities, and the CIP  
1165 and Growth Policy as they relate to the LSC. The program should conduct a regular  
1166 assessment of the staging plan and determine if any modifications are necessary. The  
1167 biennial monitoring report must be submitted to the Council and Executive prior to the  
1168 development of the biennial CIP.

1169 ▪ The Planning Board must establish an advisory committee of property owners, residents, and  
1170 interested groups (including adjacent neighborhoods in Gaithersburg and Rockville), with  
1171 representation from the Executive Branch, the City of Rockville, and the City of  
1172 Gaithersburg that are stakeholders in the redevelopment of the Plan area – to evaluate the  
1173 assumptions made regarding congestion levels, transit use, and parking. The committee’s  
1174 responsibilities should include monitoring the Plan recommendations, monitoring the CIP  
1175 and Growth Policy, and recommending action by the Planning Board and County Council to  
1176 address issues that may arise, including, but not limited to, community impacts and design,  
1177 and the status and location of public facilities and open space.

1178 ▪ Dependent on availability of outside funding, the Planning Board must initiate an ongoing  
1179 health impact assessment of development in the Plan area, with the participation of the  
1180 Montgomery County Department of Health and Human Services, Department of  
1181 Environmental Protection, Department of Transportation, the City of Gaithersburg, and the  
1182 City of Rockville.

1183

1184 Page 67: Revise the Stage 1 text box as follows:

1185 Stage 1 New Commercial Development Allowed: 400,000 square feet

1186 Total Commercial Development Allowed: [8.6] 11.1 million square feet

1187 New Residential Development Allowed: 2,000 dwelling units

1188 Total Residential Development Allowed: 5,300 dwelling units

1189 Page 67: Revise color of Stage 1 text highlight from yellow to brown for consistency with the Stage 1  
1190 color in the bar chart.

1191

1192 Page 67: Revise the first bullet under “Before Stage 2” as follows:

1193

1194 • Fully fund construction of the CCT, including the proposed realignment through the LSC, from  
1195 the Shady Grove Metro Station to Metropolitan Grove [in] within the first six years of the  
1196 County’s [six-year] CIP or the State CTP.

1197  
1198 Page 67: Delete the last bullet under “Before Stage 2” and replace as follows:  
1199

- 1200 • [Achieve a five percent increase over the baseline for the non-driver mode share.]
- 1201 • Attain an 18 percent non-auto driver mode share (NADMS).

1202  
1203 Page 67: Revise the Stage 2 text box as follows:  
1204

1205 Stage 2 New Commercial Development Allowed: [2.8] 2.3 million square feet  
1206 Total Commercial Development Allowed: [11.4] 13.4 million square feet  
1207 New Residential Development Allowed: 2,000 dwelling units  
1208 Total Residential Development Allowed: 7,300 dwelling units  
1209

1210 Page 68: Revise the first bullet under “Before Stage 3” as follows:  
1211

- 1212 • CCT is under construction from Shady Grove Metro Station to Metropolitan Grove and at least  
1213 50 percent of the construction funds have been spent.

1214  
1215 Page 68: Add a new bullet after the first bullet under “Before Stage 3” as follows:  
1216

- 1217 • Program for completion within six years any needed master-planned transportation improvement  
1218 identified by the most recent biennial monitoring review to be needed at this time.

1219  
1220 Page 68: Delete the third bullet under “Before Stage 3”  
1221

- 1222 • [Fully fund construction of the following two interchanges, or other transportation project(s)  
1223 providing equivalent mobility and capacity, in the County’s six-year CIP or the State CTP:  
1224 ○ Sam Eig Highway at Great Seneca Highway  
1225 ○ Great Seneca Highway at Key West Avenue.]

1226  
1227 Page 68: Delete the fourth bullet under “Before Stage 3” and replace as follows:  
1228

- 1229 • [Achieve a 10 percent increase over the baseline for the non-drive mode share.]
- 1230 • Attain a 23 percent NADMS.

1231  
1232 Page 68: Revise the Stage 3 text box as follows:  
1233

1234 Stage 3 New Commercial Development Allowed: [1.8] 2.3 million square feet  
1235 Total Commercial Development Allowed: [13.2] 15.7 million square feet  
1236 New Residential Development Allowed: 1,700 dwelling units  
1237 Total Residential Development Allowed: 9,000 dwelling units  
1238

1239 Page 68: Add a bullet after the first bullet under “Before Stage 4”, as follows:  
1240

- 1241 • Program for completion within six years any needed master-planned transportation improvement  
1242 identified by the most recent biennial monitoring review to be needed at this time.

1243

1244 Page 68: Delete the second, third, and fourth bullets under “Before Stage 4”

- 1245
- 1246     ▪ [Fully fund the widening of Key West Avenue, or other transportation projects providing
- 1247         equivalent mobility and capacity, in the County’s six-year CIP or the State CTP.
- 1248
- 1249     ▪ Complete construction of the two highest priority interchanges identified as prerequisites to
- 1250         Stage 3.
- 1251
- 1252     ▪ Fully fund construction of the following three interchanges, or other transportation project(s)
- 1253         providing equivalent mobility and capacity, in the County’s six-year CIP or the State CTP:
- 1254         ○ Shady Grove Road at Key West Avenue
- 1255         ○ Sam Eig Highway at Diamondback Drive
- 1256         ○ Great Seneca Highway at Muddy Branch Road.]
- 1257

1258 Page 68: Delete the fifth bullet under “Before Stage 4” and replace as follows:

- 1259
- 1260     • [Achieve a 15 percent increase over the baseline for the non-driver mode share.]
- 1261     • Attain a 28 percent NADMS.
- 1262

1263 Page 68: Revise the Stage 4 text box as follows:

1264

1265     Stage 4 New Commercial Development Allowed: [4.5] 1.8 million square feet

1266             Total Commercial Development Allowed: [17.7] 17.5 million square feet

1267             Total Residential Development Allowed: 9,000 dwelling units

1268

1269 Page 68: Delete the first sentence under “Plan Evaluation”

1270

1271     [This Plan should be reviewed approximately six years after adoption.]

1272

1273 Pages 68-69: Delete the entire “Policy Areas” section:

1274

1275     [Policy Areas

1276     Growing strategically means higher densities where transit is or will be, creating greener buildings,

1277     providing more services locally, using existing infrastructure, and providing mobility choices. The

1278     County’s growth policy addresses traffic and school capacity issues. Creating nodes of activity at

1279     transit locations with mixed uses can promote a better balance between jobs and housing, reducing

1280     the number of vehicle miles traveled. This Plan helps achieve these goals, promoting the

1281     opportunity for transit service in the mid-County area.

- 1282     • Establish a new LSC policy area for the LSC Central, LSC West, and LSC Belward transit
- 1283         station areas.
- 1284     • Revise the R&D Village policy area to include the entirety of the Rickman property, located on
- 1285         Travilah Road, within its boundary. Presently, the subject property is physically located in two
- 1286         policy areas – R&D Village and North Potomac. This revision would rectify this situation and is
- 1287         consistent with the Plan’s land use and transportation objectives.]
- 1288

1289 Page 69: Add new first bullet under the “Street and Highway Classifications” heading, as follows:

- 1290
- 1291     ▪ Classify Sam Eig Highway as a Controlled Major Highway with grade-separated cross streets
- 1292         and a frontage road system as described in the LSC Circulation section.

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Page 69: Revise the second bullet as follows:

- [Remove] Delete the proposed Shady Grove Road/Darnestown Road and [Shady Grove Road/Wootton Parkway] Darnestown Road/Glen Mill Road interchanges recommended in the 1990 Shady Grove Study Area Master Plan.

Page 69: Revise the third bullet as follows:

- Retain the 1990 *Shady Grove Study Area Master Plan* recommendations for grade-separated interchanges at:
  - [Sam Eig Highway at Diamondback Drive]
  - Sam Eig Highway and Great Seneca Highway (MD 119)
  - [Great Seneca Highway and Key West Avenue (MD 28)]
  - I-270 at Watkins Mill Road extended (in the City of Gaithersburg).

Page 69: Revise the fourth bullet as follows:

- Add new grade-separated interchanges at:
  - I-270 and Gude Drive (in coordination with the City of Rockville)

Page 69: Add the following new bullets after the sixth and last bullet:

- Change the number of lanes for Key West Avenue from six to eight within the plan area
- Classify Game Preserve Road as a Rustic Road
- Change the number of lanes for Longdraft Road from four to two

Page 69: After the last bullet, add new text as follows:

It is recognized that future social and technological changes may allow for equivalent mobility and capacity to be achieved without building additional grade-separated interchanges. Such mobility and capacity enhancements would need to be considered as alternative solutions to a grade-separated interchange during a transportation project planning study, or the review of a land development project. These enhancements include, without being limited to, increased transit services, implementation of a robust street system that promotes walking and bicycling, managed parking supply, provision of proactive travel demand management services, and operational improvements to at-grade intersections, streets, arterials and highways. Emerging state and federal sustainable community initiatives incorporating climate change and energy concerns may significantly reduce future demand for single occupancy vehicle travel, potentially reducing the need for interchanges.

Prior to any interchange design, a feasibility study will examine the alternative mobility enhancements described above and develop context-sensitive solutions. The Plan supports context-sensitive improvements that are designed to facilitate community connections, minimize right-of-way needs, and address visual and noise concerns through design elements such as depressing roadways and ramps below grade. The feasibility study will include participation by adjacent community representatives to help define community needs and context. All transportation

1337 improvements should be planned, designed and constructed under the lens of sustainability,  
1338 balancing their effects on the natural environment, social community, and economic resources.

1339 Pages 71-73: Modify the Street and Highway Classifications Table as follows:  
1340

## street and highway classifications

Road Number	Name	Limits	Minimum r.o.w.	Lanes <sup>1</sup>	Target Speed (m.p.h)	Design Standard
<b>Freeways</b>						
F-1	I-270	Great Seneca Creek to Shady Grove Road	300'	12	-	-
<u>F-9</u>	<u>I-370</u>	<u>I-270 to Frederick Road (MD 355)</u>	<u>300'</u>	<u>6</u>	<u>-</u>	<u>-</u>
<b>Controlled Major Highways</b>						
CM-22	Key West Avenue (MD 28)	Darnestown Road (MD 28) to Shady Grove Road	200'	8	<u>40</u>	<u>Custom</u>
CM-28	Sam Eig Highway	Great Seneca Highway (MD 119) to I-270	250'	6+BRT	[40] <u>50</u>	Custom ( <u>see LSC Circulation section</u> )
CM-90	Great Seneca Highway (MD 119)	Great Seneca Creek to Gaithersburg City Limit	150'	6	50	[Custom] <u>2008.10</u>
		Sam Eig Highway to Key West Avenue (MD 28)	150'-200' <sup>2</sup>	6	45	2008.10
		Key West Avenue to Darnestown Rd.	150'	6	45	2008.10
<b>Major Highways</b>						
M-6	Frederick Avenue (MD 355)	Gaithersburg City Limit to Gaithersburg City Limit	120'	6	<u>40</u>	<u>2008.01</u>
M-13	West Montgomery Avenue (MD 28)	Darnestown Road to 800' east of Darnestown Road	150'	6	-	2008.04 [[or .10]]
M-15	Muddy Branch Road	Darnestown Road (MD 28) to [Gaithersburg City Limit] <u>Decoverly Drive (extended)</u>	150'	6	45	2008.04 or .08
	Muddy Branch Road	Gaithersburg City Limit to West Diamond Avenue (MD 117)	150'	6	45	2008.04 or .08
	Muddy Branch Road	Decoverly Drive (extended) to Gaithersburg City Limit	170' <sup>2</sup>	6	45	2008.04
M-22	Darnestown Road (MD 28)	Riffle Ford Road to Muddy Branch Road	120'	4	40	2008.04
	Darnestown Road (MD 28)	Muddy Branch Road to Key West Avenue (MD 28)	150'	6	40	2008.04
	[Key West Avenue (MD 28)]	[Darnestown Road (MD 28) to Shady Grove Road]	[200']	[8]	[40]	[Custom]
M-24	Quince Orchard Road (MD 124)	Darnestown Road (MD 28) to Longdraft Road	150'	6	40	<u>2008.04</u>
	Quince Orchard Road (MD 124)	Gaithersburg City Limit to Gaithersburg City Limit	170' <sup>2</sup>	6	<u>40</u>	<u>2008.04</u>
M-26	Clopper Road (MD 117)	Great Seneca Creek to [Muddy Branch] <u>Longdraft Road</u>	150'	4 to 6	45	2008.04
	<u>West Diamond Avenue (MD 117)</u>	Quince Orchard Road (MD 124) to Muddy Branch Road	120'	4 to 6	45	<u>2008.01</u>
[M-28]	[Sam Eig Highway]	[Great Seneca Highway (MD 119) to I-270]	[250']	[6+BRT]	[50]	[Custom]
M-42	Shady Grove Road	Darnestown Road to 1,200' west of Frederick Road (MD 355)	150'	6	40	2008.04
M-90	Darnestown Road	Great Seneca Highway to Shady Grove Road	150'	6	45	2008.10

Road Number	Name	Limits	Minimum r.o.w.	Lanes <sup>1</sup>	Target Speed (m.p.h)	Design Standard
A-17	Watkins Mill Road	Clopper Road (MD 117) to MD 355 (City of Gaithersburg)	NA <sup>3</sup>	4	-	-
A-23	Rio Boulevard	Washingtonian Boulevard (City of Gaithersburg) to Fields Road	80'	4	30	As built
A-33	Longdraft Road	Quince Orchard Road (MD 124) to 180' north of Longdraft Court (City of Gaithersburg)	80'	[4] <u>2</u>	30	[2004.01] <u>Custom</u>
	Longdraft Road	Golden Post Lane (City of Gaithersburg) to Clopper Road (MD 117)	80'	[4] <u>2</u>	30	[2004.01] <u>Custom</u>
A-34	Shady Grove Road	Darnestown Road to Cavanaugh Drive	100'	4	35	2004.09
A-103	Riffle Ford Road	Great Seneca Creek to 700' north of Woodsboro Drive	80'	4		-
	Riffle Ford Road	220' east of Hallman Court to Darnestown Road (MD 28)	80'	4	40	2004.08
A-255	Oakmont Avenue	[From] <u>East Diamond Avenue/ Washington Grove Lane</u> [Plan boundary] to Plan boundary	80'	2	30	<u>Custom</u>
A-261	Fields Road	From 1500' east of Rio Boulevard (City of Gaithersburg) to 675' west of Washingtonian Boulevard (City of Gaithersburg)	150' <sup>2</sup>	4	<u>30</u>	<u>2004.10</u>
	Fields Road	From 150' west of Omega Drive (City of Gaithersburg) to Omega Drive	150' <sup>2</sup>	4	<u>30</u>	<u>2004.10</u>
A-261a	Omega Drive	Fields Road to Key West Avenue (MD 28)	100'	4	30	2004.10
A-261b	Diamondback Drive	[Sam Eig Highway] <u>Plan boundary</u> to Key West Avenue	100'-150' <sup>2</sup>	4	30	2004.09
	Broschart Road	Key West Avenue to Medical Center Drive	100'	4	30	2004.09
A-261d	[Medical Center Drive] <u>Johns Hopkins Drive</u>	Key West Avenue (MD 28) to [Key West Avenue (MD 28)] <u>Decoverly Drive</u>	100']-150'] <sup>2</sup>	4	30	2004.10 [(needs SUP)]
A-263	Medical Center Way	Shady Grove Road to Medical Center Drive	100'	4	30	As built
A-280	Darnestown Road	Key West Avenue (MD 28) to Great Seneca Highway	100'	4	40	2004.10
A-280	Darnestown Road	Shady Grove Road to West Montgomery Avenue (MD 28)	100'	4	40	2004.10
A-284	Decoverly Drive	Muddy Branch Road to [Fields Road] <u>Plan boundary</u>	100'-150' <sup>2</sup>	4	30	2004.09

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<sup>1</sup> The number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other auxiliary purposes.

<sup>2</sup> Fifty feet of right-of-way is intended for provision of an exclusive transitway; where dual width is specified, the lower figure refers to non-transitway sections.

<sup>3</sup> Watkins Mill Road is an arterial within City Limits. As a significant connection to I-270, it is included in this table; right-of-way requirements are deferred to the City of Gaithersburg.

Road Number	Name	Limits	Minimum r.o.w.	Lanes <sup>1</sup>	Target Speed (m.p.h)	Design Standard
<b>Business District Streets</b>						
B-1	Blackwell Road	Great Seneca Highway to Broschart Road	100'	4	30	2005.03
	Blackwell Road	Broschart Road to Shady Grove Road	100'	4	30	2005.03
	Blackwell Road	[Key West] <u>Darnestown Road</u> to Great Seneca Highway	70'	2	30	2005.02
B-2	<i>Road A</i>	proposed new road	60'	2	30	2005.01
B-3	<i>Road B</i>	proposed new road	70'	2	30	2005.02
B-4	<i>Road C</i>	proposed new road	70'	2	30	2005.02
B-5	<i>Road D</i>	proposed new road	70'	2	30	2005.02
B-6	<i>Road E</i>	proposed new road	70'	2	30	2005.02
B-7	<i>Road F</i>	proposed new road	60'	2	30	2005.01
B-8	<i>Road G</i>	proposed new road	70'	2	30	2005.02
B-9	<i>Road H</i>	proposed new road	60'	2	30	2005.01
B-10	<i>Road I</i>	proposed new road	70'	2	30	2005.02
B-11	<i>Road J</i>	proposed new road	60'	2	30	2005.01
B-12	<i>Road K</i>	proposed new road	[70'] <u>60'</u>	2	30	[2005.02] <u>2005.01</u>
B-13	<i>Road L</i>	proposed new road	[60'] <u>70'</u>	2	30	[2005.01] <u>2005.02</u>
B-14	<i>Road M</i>	proposed new road	60'	2	30	2005.01
B-15	<i>Road N</i>	proposed new road	70'	2	30	2005.02
B-16	<i>Traville Gateway Drive</i>	Shady Grove Road to Medical Center Drive	70'	2	30	2005.02
B-17	<i>Travilah Road</i>	Darnestown to Medical Center Drive Extended	70'	2	30	2005.02
B-18	<i>Road Q</i>	proposed new road	70'	2	30	2005.02
B-19	<i>Road R</i>	proposed new road	60'	2	30	2005.01
<u>I-7</u>	<u>Gaither Road</u>	<u>Shady Grove Road to Gaithersburg City Limit</u>	<u>100'</u>	<u>4</u>	<u>30</u>	<u>Custom</u>
I-8	Research Boulevard	Omega Drive to Shady Grove Road	80'	4	30	2006.03
<b>Primary Residential Streets</b>						
P-9	Central Avenue	500' east of Frederick Avenue (MD 355, City of Gaithersburg) to 350' north of Oakmont Avenue (City of Gaithersburg)	70'	2	25	2003.12
P-14	Travilah Road	Darnestown Road to Unicorn Way	70'	2	30	2003.10
<b>Rustic Roads</b>						
<u>R-63</u>	<u>Game Preserve Road</u>	<u>Clopper Road (MD 117) to Frederick Avenue (MD 355)</u>	<u>70'</u>	<u>2</u>	<u>N/A</u>	<u>N/A</u>

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<sup>1</sup> The number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other auxiliary purposes.

1343 Pages 76-77: Modify the Countywide Bikeways Functional Master Plan Table as follows:  
 1344  
 1345 [gaithersburg west] great seneca science corridor bikeways recommended by the countywide bikeways  
 1346 functional master plan  
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Route Number	Name	Type	GWMP Limits	Status/Condition	Description
BL-30	Shady Grove Road east	Bike lanes	Frederick Road (MD 355) to Muncaster Mill Road (MD 115)	Implemented between MD 115 and Crabbs Branch Way. Proposed between MD 355 and Crabbs Branch Way.	Part of a direct route to Shady Grove Metrorail station.
BL-32	Duffief Mill Road	Bike lanes	Darnestown Road (MD 28) to Travilah Road	Existing	Roadway shoulder functions as bike lanes.
BL-34	Riffle Ford Road	Bike lanes	Darnestown Road to Germantown Road (MD 118)	New proposal in 2005 CBFMP	Important connection to South Germantown Park.
DB-15	Shady Grove Road west	Dual bikeway: shared use path and bike lanes	Darnestown Road to Frederick Road	Proposed	Forms part of connection to Shady Grove Metrorail station; shared use path to be implemented by Rockville, bike lanes to be implemented by County.
DB-16	Darnestown Road north	Dual bikeway: shared use path and bike lanes	Seneca Road to [Great Seneca Highway (MD 119)] <u>Glen Mill Road</u>	Shared use path and bike lanes exist in segments. Bike lanes installed by SHA from Seneca Road to Muddy Branch Road.	Provides direct connection to Rockville and forms part of connection to Gaithersburg from Poolesville; SHA-provided 16' wide curb lanes should be striped as bike lanes.
DB-17	Clopper Road/Diamond Avenue	Dual bikeway: shared use path and signed shared roadway	Summit Avenue to Clarksburg Road (MD 121)	Mostly proposed. Shared use path exists in segments.	Provides direct connection to City of Gaithersburg as well as several MARC stations; Improvements by SHA underway within Gaithersburg city limits.
DB-23	Shady Grove Road extended	Dual bikeway: shared use path and signed shared roadway	Darnestown Road to River Road (MD190)	Modified proposal in 2005 CBFMP	Suitable for both on-road and off-road facilities. An important east-west connector between Potomac communities and cities of Rockville and Gaithersburg.
DB-24	Muddy Branch Road	Dual bikeway: shared use path and bike lanes	Darnestown Road to Diamond Avenue	Mostly proposed. Existing 8' concrete path in segments, but narrows in places.	Direct connection to City of Gaithersburg; indirect connection to Gaithersburg MARC station. Need consistent-width path for entire roadway; adequate ROW exists for bike lanes if road is improved in the future.
[SP-56] <u>DB-43</u>	Key West Avenue	[Shared use path] <u>Dual bikeway: shared use path and bike lanes</u>	Darnestown Road to Gude Drive	Existing	Connection between countywide bikeway network and City of Rockville bikeway system.
SP-57	Travilah Road	Shared use path	Darnestown Road to River Road	Proposed, exists in segments	Connects to two major bikeways and several local destinations; forms part of alternate route to C&O canal.
[SP-58] <u>DB-44</u>	Quince Orchard Road	[Shared use path] <u>Dual bikeway: shared use path and bike lanes</u>	[Duffief Mill] <u>Clopper</u> Road to Darnestown Road	Exists in segments; mostly proposed	Provides direct connection to Gaithersburg. <u>Portion along NIST frontage coterminous with SP-66, the CCT shared use path.</u>

Route Number	Name	Type	GWMP Limits	Status/Condition	Description
SP-59	Darnestown Road south	Shared use path	[Key West Avenue to] Wootton Parkway to West Montgomery Avenue (MD 28)	Proposed	Forms part of important connection to City of Rockville and Rockville Metrorail station.
SP-60	Longdraft Road	Shared use path	Quince Orchard Road to Clopper Road (MD 117)	Proposed	Connects to two major bikeways and to City of Gaithersburg.
SP-63	Great Seneca Highway (MD 119)	Shared use path	Darnestown Road to Middlebrook Road	Existing	Provides excellent off-road connections between Germantown and Gaithersburg.
SP-64	Frederick Road (MD 355)	Shared use path	Gude Drive to Watkins Mill Road	Exists in segments; mostly proposed	Provides excellent connection to downtown Rockville and Gaithersburg.
SP-66	Corridor Cities Transitway	Shared use path	Shady Grove Metro Station to Frederick Road (MD 355)	Mostly proposed; segments exist as part of other bikeways	Connects major employment centers in the I-270 Corridor north of Rockville; intended to parallel the CCT and be implemented as part of CCT project, regardless of mode or alignment.

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SP=Shared Use Path

BL=Bike Lanes

DB=Dual Bikeway

1351 Page 78: Revise the LSC Bikeways Table as follows:

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LSC bikeways

Name	Type	Limits	Status/Condition	Discussion
LB-1 LSC Loop	[Shared use path] <u>Dual bikeway;</u> <u>shared use path with shared signed roadway</u>	Circular loop through the LSC	Proposed	3.5- mile recreational path connecting major destinations in the LSC districts. <u>Portions coterminous with SP-66, the CCT shared use path.</u>
LB-2 Washingtonian Boulevard	Shared use path	Sam Eig Highway to 850' northwest of Fields Road (City)	Existing and proposed, short segments exist	Connects mixed-use area to the local and City of Gaithersburg bikeway networks.
LB-3 [Decoverly-] Diamondback Drive	[Shared use path] <u>Dual bikeway;</u> <u>shared use path with shared signed roadway</u>	Key West Ave. to [Crown Farm property line] <u>Decoverly Drive</u>	Existing <u>path</u> [segment, proposed through Crown Farm.]	Connects mixed-use areas to the countywide bikeway network on Key West; should extend through Crown Farm to Fields Road. <u>Coterminous with SP-66, the CCT shared use path.</u>
LB-4 Blackwell Road	[Shared use path] <u>Dual bikeway;</u> <u>shared use path with shared signed roadway</u>	Shady Grove Road to [Darnestown Road] <u>Medical Center Drive</u>	Proposed	Connect countywide bikeway on Shady Grove Road to LSC and City of Rockville.
LB-5 PSTA	Shared use Path	Medical Center Drive extended through PSTA to Darnestown Road	Proposed	Connect LSC Loop on Medical Center Drive to the PSTA site and across Darnestown Road to countywide SP-57 and DB-16.
LB-6 Medical Center Way	Signed, shared roadway	Medical Center Drive to Shady Grove Road	Proposed	Connect LSC Central to the countywide network and City of Rockville paths and destinations.
LB-7 Belward Property	Shared use path along the CCT alignment	Key West Avenue to Muddy Branch Road	Proposed	Connect to LSC Loop, CCT station, historic farm, and countywide DB-24 on Muddy Branch Road. <u>Coterminous with SP-66, the CCT shared use path.</u>
LB-8 Sam Eig Highway	Shared use path	Washingtonian Blvd. to Great Seneca Highway	Existing	Connects Rio and future Crown Farm development to the Countywide bikeways. <u>To be reconstructed along the west side of frontage road system described in LSC Circulation section.</u>

1353 LB=Local Bikeway

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1355 Page 79: Modify the LSC Bikeways Network map to show designation of SP-66 (CCT bikeway).

1356 Page 81: Remove the 'Stage' column from the table of proposed capital improvements projects.

1357 Modify other columns to reflect all changes made by the Council.

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**General**

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All illustrations and tables included in the Plan are to be revised to reflect District Council changes to the Planning Board Draft Gaithersburg West Master Plan (July 2009). The name of the Plan should be changed throughout the document to the Great Seneca Science Corridor Master Plan. The text and graphics are to be revised as necessary to achieve and improve clarity and consistency, to update factual information, and to convey the actions of the District Council. Graphics and tables should be revised to be consistent with the text.

Throughout the document, modify the graphics so that the alignment shown in the Planning Board Draft as “Current Corridor Cities Transitway and Stations” is corrected and the word “Proposed” is deleted from the remaining legend designation. Modify any graphics with the legend label “interchanges” with a footnote: “See text for details regarding Sam Eig Highway”

This is a correct copy of Council action.

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Linda M. Lauer, Clerk of the Council