

PHED COMMITTEE #2  
July 7, 2009

**MEMORANDUM**

July 2, 2009

TO: Planning, Housing, and Economic Development Committee  
FROM: Glenn Orlin, <sup>Go</sup>Deputy Council Staff Director  
SUBJECT: Germantown Employment Area Sector Plan—transportation elements, follow-up

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

A summary of the Committee's June 22 decisions:

- The Sector Plan is in balance between proposed land use and transportation.
- Retain a second, eastern alignment for the Corridor Cities Transitway (CCT) and retain the proposed Seneca Meadows station on that alignment.
- Concur with Sector Plan's proposed additional access to and from the north on I-270 at Dorsey Mill Road.
- Concur with the Sector Plan's recommendation to delete the Middlebrook Road CCT station, and not to replace it with a future station in Gunners Branch with a bike/ped overpass connecting to Fox Chapel (as proposed by Council staff).
- The Draft Plan's recommendation to expand the Town Center is appropriate.
- Amend the note at the bottom of page 67 of the Draft Plan to read:  
\*\* This plan recommends a minimum 250' right-of-way for Frederick Road (MD 355) pending completion of the Midcounty Highway Extended (M-83) and Countywide Bus Rapid Transit facility planning studies. Following completion of these studies, the Council by resolution may set a smaller minimum right-of-way, but not less than 150'. [Ms. Floreen dissented, recommending keeping the ROW at 150'.]
- The Draft Plan appropriately calls for the evaluation of a potential one-way pairing of Aircraft Drive and Crystal Rock Drive through the Town Center.
- Concur with DOT to retain the existing 150' minimum rights-of-way for Observation Drive and Father Hurley Boulevard.
- Concur with the Sector Plan to reduce the 6 planned lanes on Crystal Rock Drive between Father Hurley Boulevard and MD 118 to the existing 4 lanes.
- Concur with DOT to reduce the skewed angle of the intersection of Wisteria Drive and Waters Road in conjunction with future development.
- Concur with the Sector Plan that the private street segment of Crystal Rock Drive between MD 118 and Great Seneca Highway be classified as a minor arterial.
- Concur with three bikeway revisions proposed by DOT.

**1. Other urban areas.** At its June 22 worksession the Committee unanimously agreed with Council staff's suggestion that the sector plan state that Road Code urban area standards be applied not only to the Town Center Policy Area—where they are applied by law—but also to streets in the Cloverleaf District, which is planned for a CCT station and mixed-use, transit-oriented development with a grid of short blocks (see p. 45 of the draft plan).

There are two ways of accomplishing this: (1) expanding the Town Center Policy Area in the Growth Policy to include the Cloverleaf District; or (2) designating the Cloverleaf District as an “other urban area” by amending the Council’s resolution identifying such areas. The Sector Plan should suggest which approach should be taken.

Including Cloverleaf in the Town Center Policy Area would have implications other than the application of urban street standards. It would mean that the Local Area Transportation Review (LATR) standard for its intersections would be 1600 CLV rather than 1425. Also, if Sector Plan staging (proposed by the Planning Board) is replaced with reinstating the Growth Policy’s ability to assign available development capacity to Metro Station and Town Center Policy Areas (proposed by Council staff), then this available capacity would be spread out over a larger area, watering down its effect. At the June 22 worksession the Planning Board Chair noted this latter reason in registering his preference for designating the Cloverleaf District as an “other urban area” rather than expanding the Town Center Policy Area boundary. **Council staff concurs with the Planning Board Chair. Furthermore, the Committee should explore with the Board and staff whether parts of other districts within this Sector Plan are appropriate for the application of urban street standards.**

**2. Cider Press Place.** At the prior worksession the Committee unanimously confirmed its (and the Education Committee’s) April decision for a public road connection from Observation Drive to MD 355, but it wanted more information regarding the Cider Press Place alignment and the alternatives studied. A map showing four build options is on ©1. The Planning staff’s comparison of these options is displayed below:

**Sector Plan proposed access – Cider Press Place**

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

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

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

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

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

### **Option 3 - Access adjacent to Boys and Girls Club**

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

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

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

Cider Press Place is the best option (©2). The existing block of Cider Press Place is 24 feet wide (about 27 feet between curb faces) and so is more than sufficient for the proposed minor arterial. Although 17 townhouses front the roadway, all of them have driveways with aprons that nearly touch each other, so no parking is allowed on this block. As a minor arterial it will carry moderate traffic, but not enough to hinder entrance or exit from these driveways.

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

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

**Council staff recommendation: Concur with the Draft Sector Plan.**

**3. West End street network.** The graphic on ©3 illustrates the street network for this portion of the Town Center/West End. The graphic shows the proposed centerline of new roadways and the properties affected by these roadways. The roadways include:

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

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

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

**Council staff recommends eliminating the southernmost extension of Century Boulevard between Waterford Hills Road and Waters Road that bisects the Wildman and Mini Storage properties.** The West End will have sufficient circulation without this extension. Other Business District Streets may be developed as part of preliminary or site plan. Deleting this link will not affect land use/transportation balance.

**4. Crystal Rock Drive alignment in North End District.** The Draft Sector Plan shows the north end of existing Crystal Rock Drive to be extended as a Business District Street (B-11) and looped around to meet Century Boulevard at the new Dorsey Mill Road, near the proposed Manekin CCT station. The Lerner Corporation, which owns much of the property through which this road would traverse, wishes to have the Sector Plan show B-11 not as a loop but as two roads intersecting at a traffic circle. (See the Rodgers Associates memorandum on ©4, Lerner's proposed development concept on ©5, and Draft Sector Plan's loop geometry is on ©6-7.)

The Draft Sector Plan's diagrams merely mean that the end of Crystal Rock Drive and Century Boulevard should be connected by a Business District Street, thus what the Lerner Corporation is proposing is consistent with the Draft Sector Plan. It is common for a master plan to propose a connection, with the ultimate shape of that connection to be determined at preliminary plan or site plan approval. An example: the Kensington/Wheaton Master Plan

proposed a future primary residential street connection through the Indian Spring Country Club between Georgia Avenue and Layhill Road via Tivoli Lake Boulevard and the Indian Spring Access Road. The plan showed a looping alignment (see P-13 on ©8). However, when the preliminary plan was approved 18 years later, it showed that the extension of these two roads met at a town square (©9): the primary residential street connection was made, but at a town square requiring right-angled turns, not dissimilar to what the Lerner Corporation proposes.

**Council staff recommendation: Retain the current diagrams in the plan.** Identifying the specific alignment on ©5 in the plan presupposes that that particular development concept will be approved. Before all is said and done, what if the Lerner Corporation decides to proceed with a somewhat different concept? What if it ultimately decides to sell its interest to another developer, which may have a different concept? Rather than locking in an alignment now, the alignment in the plan should be as generic as possible. However, should the Lerner Corporation ultimately proceed with the concept through plan approval, **it would help if the Council were to provide supportive legislative history by indicating for the minutes that the alignment on ©5 is consistent with the Sector Plan.**

**5. Right-of-way width for CCT/Century Boulevard.** Part of the CCT route runs in the right-of-way of Century Boulevard between Crystal Rock Drive and Dorsey Mill Road. In this shared space the Draft Plan recommends a minimum right-of-way width of 130'. However, DOT has heard from MTA that a minimum of 134' is needed for this cross-section, and generally a larger section will be needed for drainage and other ancillary facilities. DOT, therefore, is recommending a minimum right-of-way width of 150' along this section of Century Boulevard. MTA supports 150', but its most important criterion is that the CCT portion of the right-of-way—the area between the inside curbs of the two roadways, be at least 56'. The Committee discussed this item on June 22 but deferred making a recommendation.

Robert Brewer, representing Trammel Crow, recommends a 134'-wide right-of-way for this section of Century Boulevard. He transmitted a typical plan view and cross-section showing how 134' could accommodate four travel lanes (each 11' wide) with a 4'-wide offset to the inside curb and a 2'-wide offset to the outside curb, 14'-wide planting strips between the CCT and the roadways and 5'-wide strips between the roadways and the sidewalk or bike path (©10).

**Council staff recommendation: Set the minimum right-of-way at 134'.** Council staff believes the curb offsets in ©10 are too generous (1' to either the inside or outside curb is sufficient, requiring 8' less) and that the CCT width is too narrow (it should be 6' more: 26', not 20'), and that the planting strip between the CCT and each roadway should be 15' not 14' (requiring 2' more). This would provide the 56' required by MTA within a 134' right-of-way. Also recall that rights-of-way designated in master and sector plans are *minimums*: the Planning Board can require a wider right-of-way in spots where ancillary facilities are necessary: turning lanes, stormwater management facilities, etc.

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

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

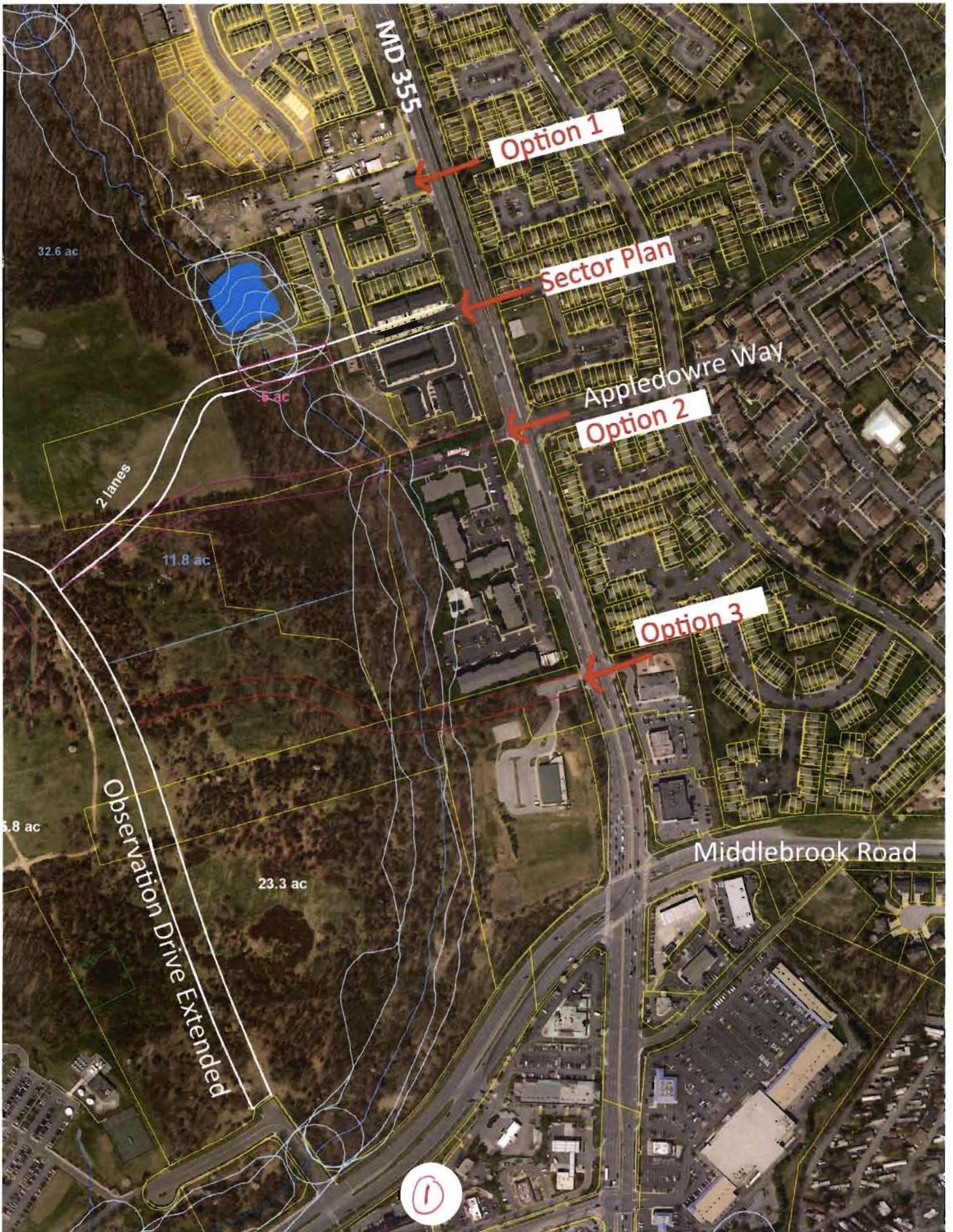
DOT opposes the identification of target speeds for non-residential roadways classified in the plan, arguing that target speeds are include in the Road Code regulation, which is much easier to amend than a master or sector plan. But the target speeds in the regulation are expressed in ranges (see ©11-12); given that the appropriate target speed is one that should be set given “a specific context, consistent with the level of multimodal activity generated by adjacent land uses,” it is entirely appropriate that master and sector plans recommend a specific target speed. **Council staff concurs with the Sector Plan regarding the identification of target speeds.**

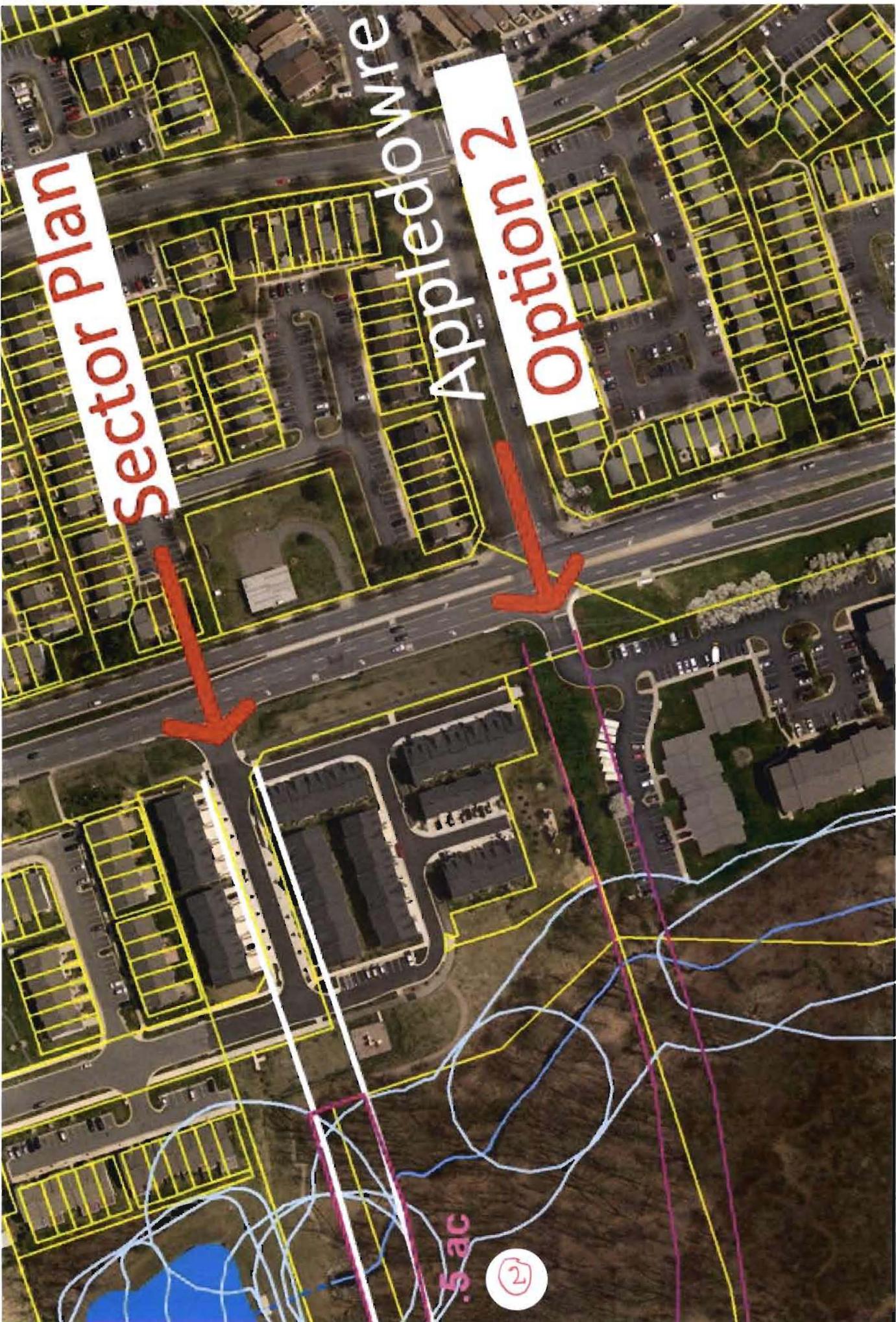
The same street and highway table also indicates in many (but not all) cases, the specific cross section standard to which the road should be built, referencing specific standards in the Executive regulation. DOT is concerned that this may create conflicts and confusion in the future if these Road Code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

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

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

# Montgomery College District West Alternative 2





Sector Plan

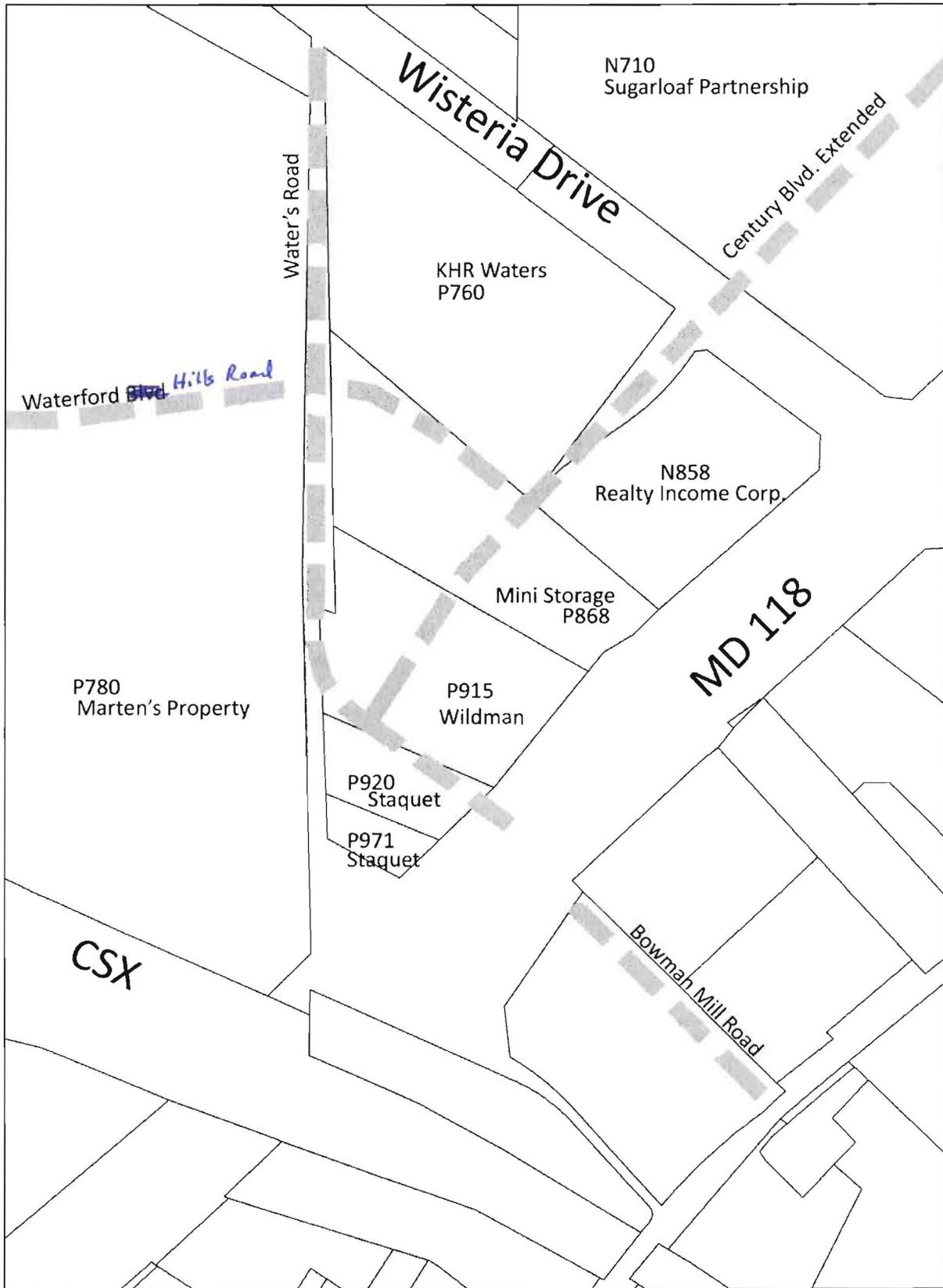
Appledownre

Option 2

2

5 ac

# West End Proposed Street Network



MEMORANDUM

TO: Glen Orlin  
FROM: Doug Wrenn   
SUBJ: Germantown Master Plan North End District Road Alignment  
DATE: June 25, 2009  
CC: Marlene Michaelson  
Joyce Furhman  
Mike Knapp  
Sue Edwards  
Dan Hardy  
Robby Brewer  
Warren Elliott  
Francine Waters

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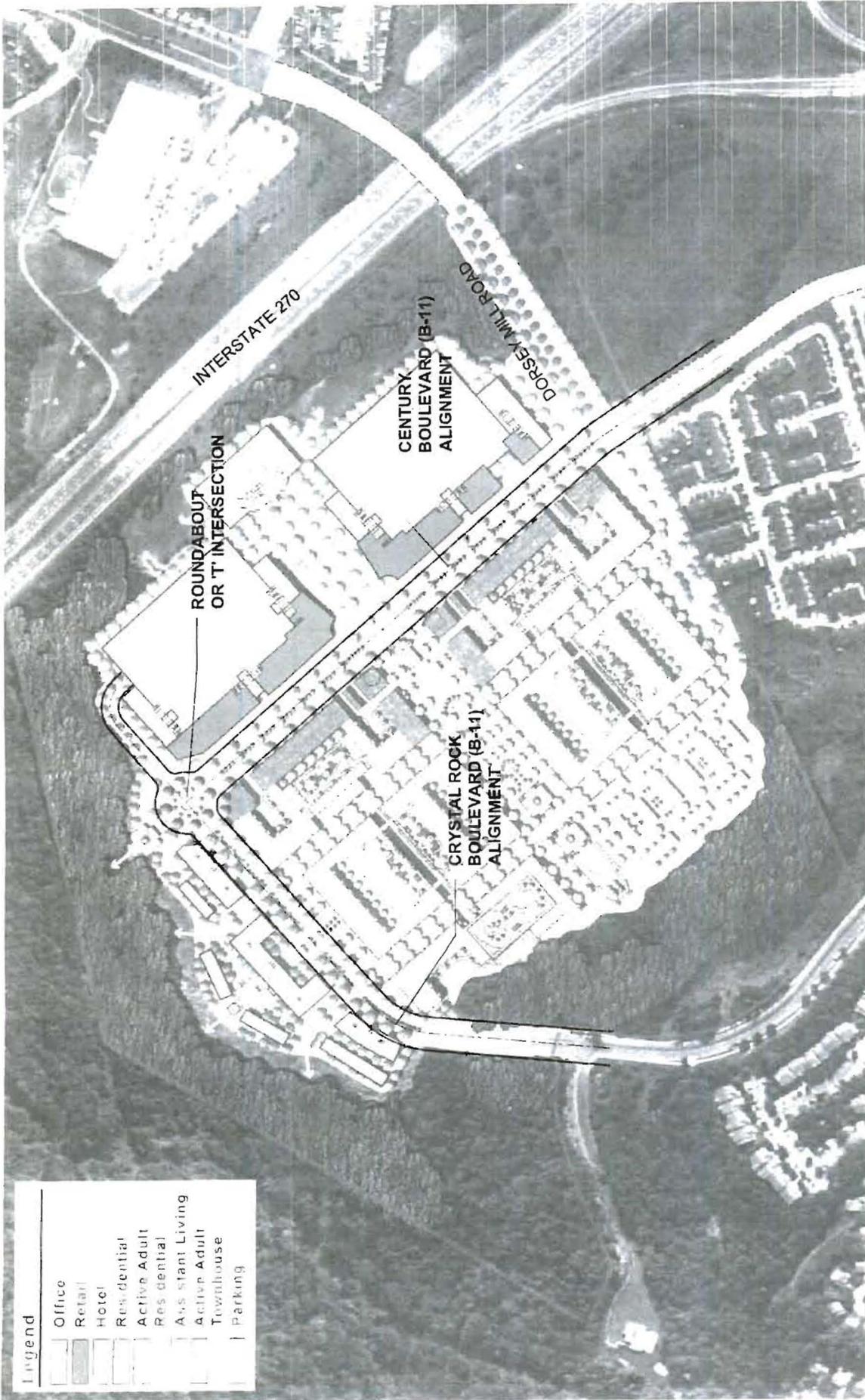
As part of the Germantown Master Plan Process, the Lerner Corporation prepared a concept for the development of their property in the North End District. The concept calls for a mixed-use neighborhood composed of office, retail, hotel, and residential uses, instead of the traditional suburban office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

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

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

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

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**Legend**

- Office
- Retail
- Hotel
- Residential
- Active Adult Residential
- Assisted Living
- Active Adult Townhouse
- Parking



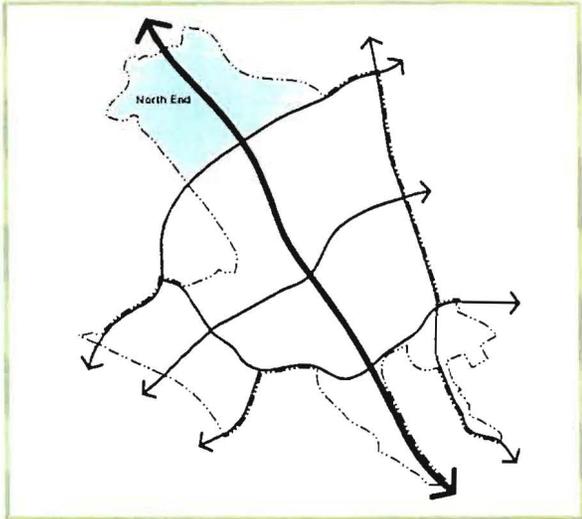
N ↑

1" = 100'

CRYSTAL ROCK



Project # 100-00-000



THE NORTH END DISTRICT

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

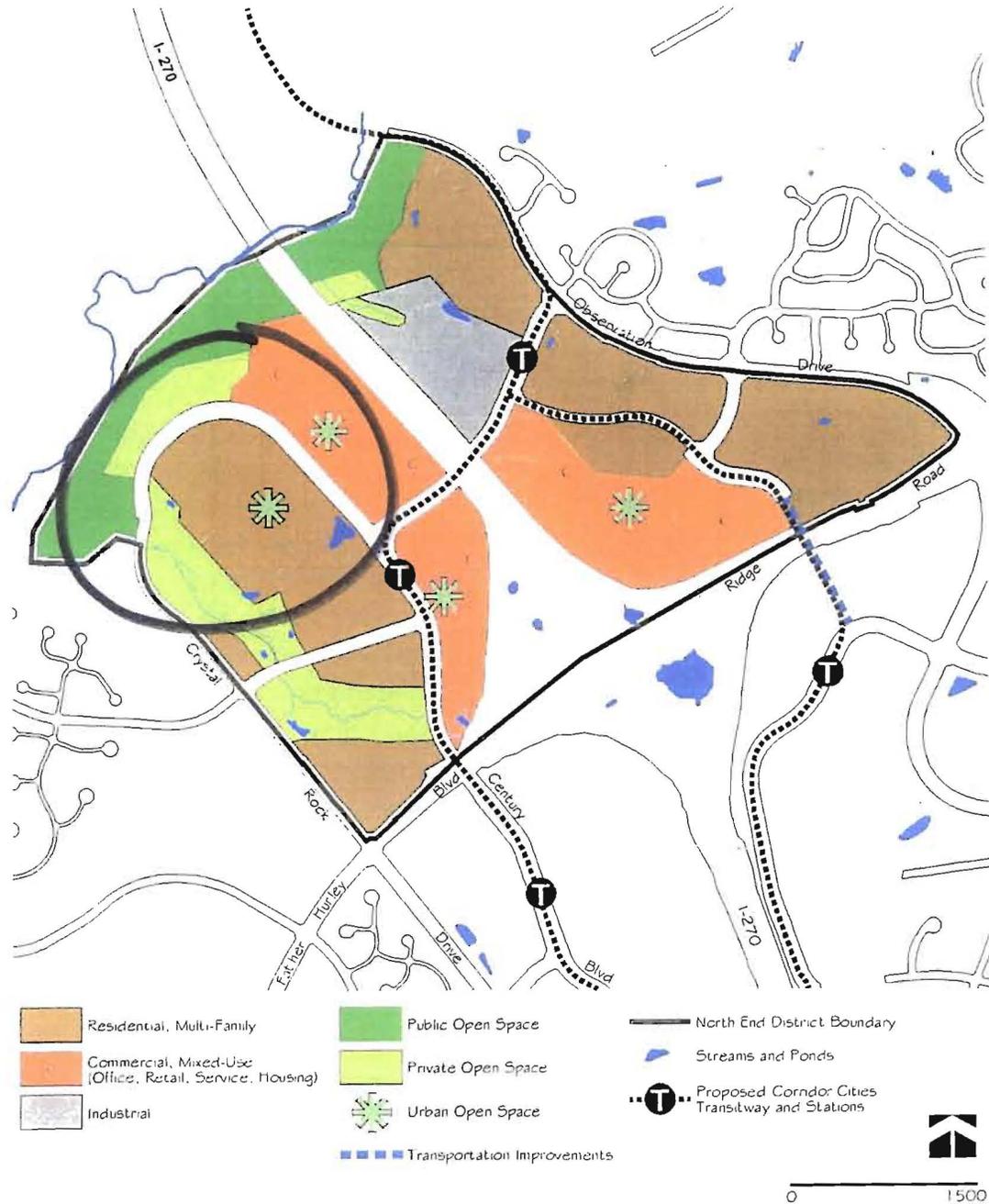
East of I-270, redevelopment will be within walking distance of the Dorsey Mill CCT station. The Milestone Business Park will be expanded with new residential and retail uses. Six-story

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

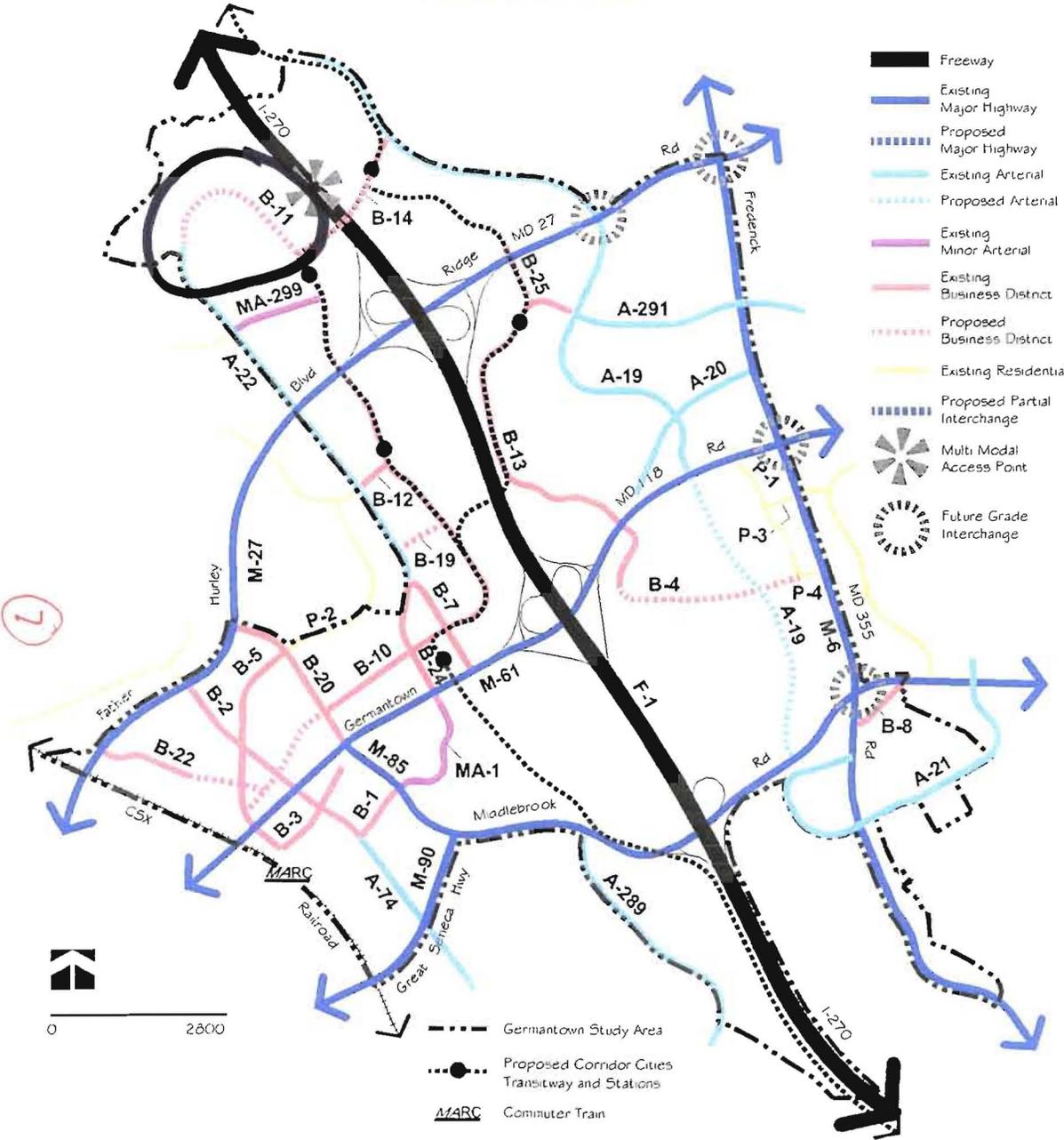


Multi-story office building in the Milestone North Business Park.

North End District Land Use



### Roadway Network



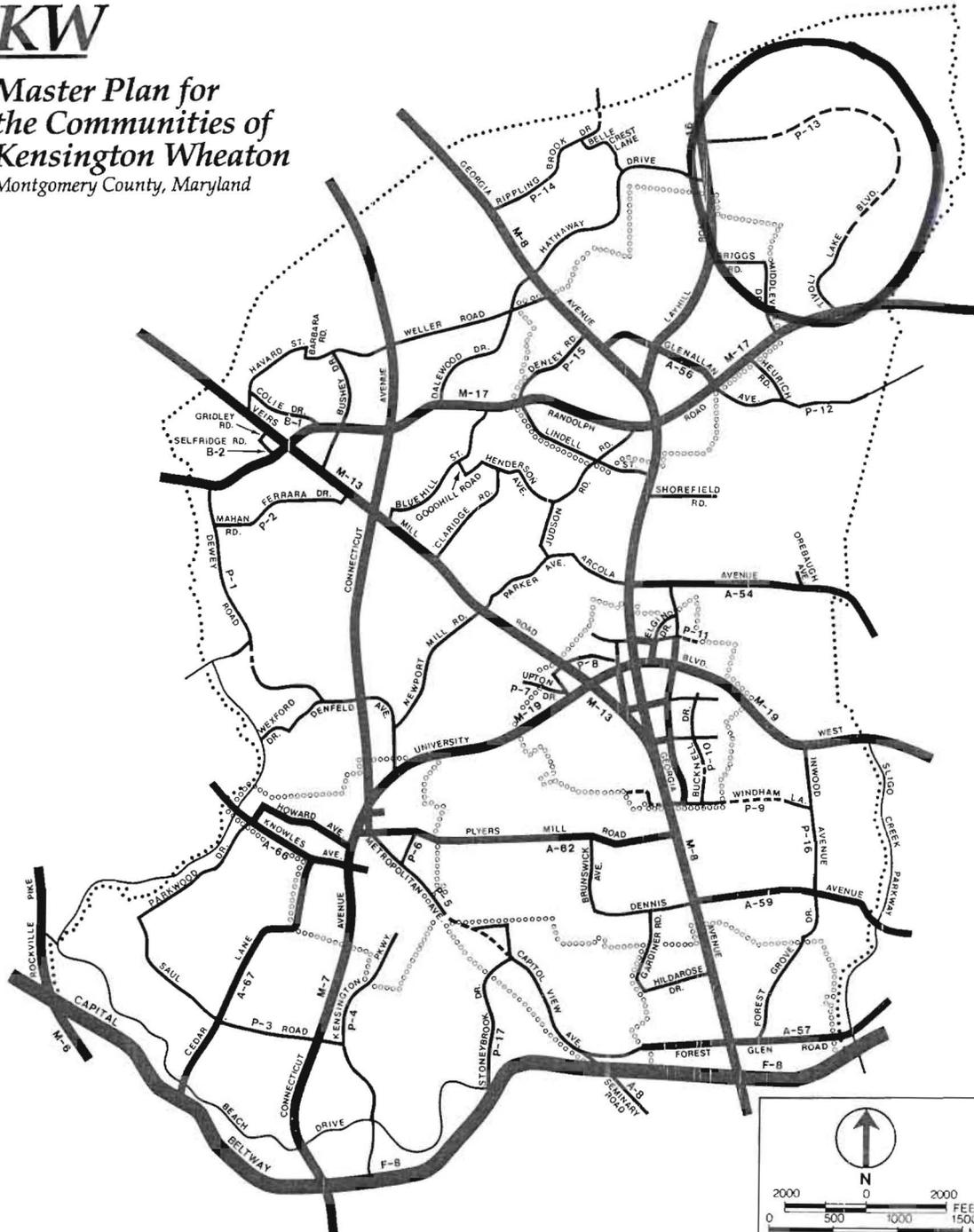
but requires a substantial and coordinated redevelopment. The Plan recommends that the urban network concept be studied further, either as a supplement to this Plan or as part of a project planning study.

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

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

# KW

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



### Adopted Street and Highway Plan

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

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

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

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

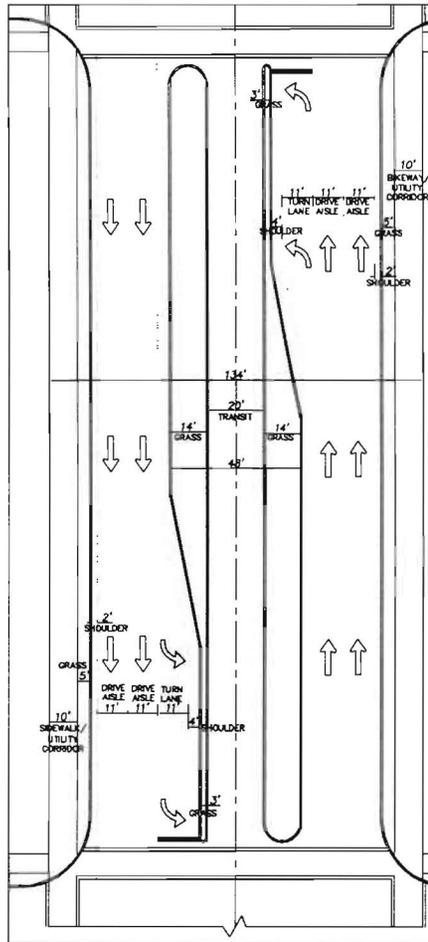
See the sector plans for street classification or specific transportation recommendations within each sector plan area.

Illustration 5-4

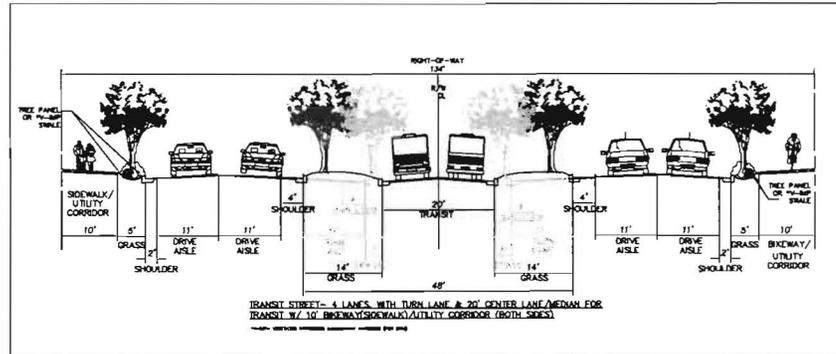
The Maryland - National Capital Park & Planning Commission



10



PLAN: 1"=20'



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

SECTION: 1"=10'

REVISION	DATE	REVISION	DATE

APPLICANT:  
CENTURY TECHNOLOGY CAMPUS  
TRAMMELL CROW COMPANY  
1084 THOMAS JEFFERSON STREET, SW  
SUITE 400  
WASHINGTON, DC 20007  
PHONE: (202) 295-3355  
CONTACT: MRS. JENNIFER KEATING-DIX

134' RIGHT-OF-WAY  
CENTURY BOULEVARD  
EXHIBIT

**RODGERS**  
CONSULTING

1981 Century Ave. East  
Suite 200  
Cockeysville, Maryland 21034  
PH: 801-944-4722 FAX: 410-331-1288  
PH: 301-288-8629 (Toll-Free)  
FAX: 301-288-4784  
www.rodgersinc.com

BY	DATE
BASE DATA	06/27/09
DESIGNED	06/29/09
DRAWN	06/29/09
REVIEWED	06/29/09

RODGERS CONTACT:  
RELEASE FOR:   
DATE: \_\_\_\_\_

PARCELS S, T, U & V  
**CENTURY TECHNOLOGY CAMPUS**

ILLUCTION DISTRICT No. 2  
MONTGOMERY COUNTY, MARYLAND

SCALE:	1"=20'
JOB No.	838C2
DATE:	JUNE 2009
SHEET No.	1 OF 1

PRELIMINARY NOT FOR CONSTRUCTION

Montgomery County Context Sensitive Road Design Standards  
 Standard 020-01- Target and Design Speed

**STANDARD**

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

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

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

Montgomery County Context Sensitive Road Design Standards  
Standard 020-01- Target and Design Speed

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

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

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

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

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

### **APPLICATION GUIDANCE**

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

### **RECONSTRUCTED ROADS**

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

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