

Approved and Adopted

Gaithersburg Vicinity-
Shady Grove
MASTER PLAN AMENDMENT

November 1996

Sector Plan for the Shady Grove Transit Station Area, Montgomery County, Maryland, April 1977, as amended; Gaithersburg Vicinity Master Plan, January 1985, as amended; the Shady Grove Study Area Master Plan, July 1990, as amended; and the Master Plan of Highways within Montgomery County, as amended.

prepared by

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Montgomery County Department of Park & Planning
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Abstract

TITLE

Approved and Adopted Gaithersburg Vicinity-Shady Grove
Master Plan Amendment

AUTHOR

The Maryland-National Capital Park and Planning Commission

SUBJECT

Master Plan Amendment for the Shady Grove Sector Plan, Shady
Grove Study Area Master Plan and the Gaithersburg
Vicinity Master Plan

DATE

November 1996

PLANNING AGENCY

The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
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ABSTRACT

This document contains the text, with supporting maps and tables, for the *Approved and Adopted Master Plan Gaithersburg Vicinity-Shady Grove Amendment*. This Plan will amend the *Shady Grove Sector Plan*, *Shady Grove Study Area Master Plan* and the *Gaithersburg Vicinity Master Plan*.

The Maryland-National Capital Park and Planning Commission

The Maryland-National Capital Park and Planning Commission is a bi-county agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority covers most of Montgomery and Prince George's counties. The Commission's planning jurisdiction, the Maryland-Washington Regional District, comprises 1,001 square miles; its park jurisdiction, the Metropolitan District, comprises 919 square miles.

The Commission has three major functions:

1. The preparation, adoption, and, from time to time, amendment or extension of *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties*.
2. The acquisition, development, operation, and maintenance of a public park system.
3. In Prince George's County only, the operation of the entire County public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the county government. The Planning Boards are responsible for preparation of local master plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks.

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An area master plan, after approval by the County Council and adoption by The Maryland-National Capital Park and Planning Commission, constitutes an amendment to The General Plan (On Wedges and Corridors) for Montgomery County. As such, it provides a set of comprehensive recommendations and guidelines for the use of publicly and privately owned land within its planning area. Each area master plan reflects a vision of future development that responds to the unique character of the local community within the context of a County-wide perspective.

Area master plans are intended to provide a point of reference with regard to public policy. Together with relevant County-wide functional master plans, they should be referred to by public officials and private individuals when decisions are made that affect the use of land within the plan boundaries.

Master plans generally look ahead about 20 years from the date of adoption, although they are intended to be updated and revised about every 10 years. It is recognized that circumstances will change following adoption of a plan and that the specifics of a master plan may become less relevant over time. Any sketches or drawings in an adopted master plan are for illustrative purposes only and are intended to convey a general sense of desirable future character rather than a specific commitment to a particular detailed design.

The Master Plan Process

STAFF DRAFT PLAN — This document is prepared by the Montgomery County Department of Park and Planning for presentation to the Montgomery County Planning Board. The Planning Board reviews the Staff Draft Plan, makes preliminary changes as appropriate, and approves the Plan for public hearing. When the Board's changes are made, the document becomes the Public Hearing (Preliminary) Draft Plan.

PUBLIC HEARING (PRELIMINARY) DRAFT PLAN — This document is a formal proposal to amend an adopted master plan or sector plan. Its recommendations are not necessarily those of the Planning Board; it is prepared for the purpose of receiving public hearing testimony. The Planning Board holds a public hearing and receives testimony on the Draft Plan. After the public hearing record is closed, the Planning Board holds public worksessions to review the testimony and to revise the Public Hearing (Preliminary) Draft Plan as appropriate. When the Board's changes are made, the document becomes the Planning Board (Final) Draft Plan.

PLANNING BOARD (FINAL) DRAFT PLAN — This document is the Planning Board's recommended Plan and it reflects the revisions made by the Board in its worksessions on the Public Hearing (Preliminary) Draft Plan. The Regional District Act requires the Planning Board to transmit the Plan directly to the County Council with copies to the County Executive. The Regional District Act then requires the County Executive, within sixty days, to prepare and transmit a fiscal impact analysis of the Planning Board (Final) Draft Plan to the County Council. The County Executive may also forward to the Council other comments and recommendations regarding the Planning Board (Final) Draft Plan within the sixty-day period.

After receiving the Executive's fiscal impact analysis and comments, the County Council may hold a public hearing to receive public testimony on the Plan. After the record of this public hearing is closed, the Council's Planning, Housing, and Economic Development (PHED) Committee holds public worksessions to review the testimony and then makes recommendations to the County Council. The Council holds its own worksessions, then adopts a resolution approving the Planning Board (Final) Draft Plan, as revised.

ADOPTED PLAN — The Master Plan approved by the County Council is forwarded to The Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the Plan officially amends the various master or sector plans cited in the Commission's adoption resolution.

The Master Plan Process in brief

Planning Board submits and County Council approves:

Annual Work Program

Park and Planning staff initiates community participation and prepares:

Issues Report

Park and Planning staff reviews Issues Report with Planning Board and then prepares:

Staff Draft Plan

Planning Board reviews Staff Draft and, with modifications as necessary, approves plan as suitable for public hearing.

Public Hearing (Preliminary) Draft Plan

Planning Board reviews public hearing testimony, receives County Executive comments at Board worksessions, and adjusts Public Hearing Draft to become:

Planning Board (Final) Draft Plan

County Executive reviews Planning Board Draft and forwards fiscal impact analysis and comments to County Council.

Planning Board (Final) Draft Plan Transmitted to County Council

County Council holds public hearing and worksessions and approves, disapproves, or amends Planning Board Draft, which is forwarded to M-NCPPC to become:

Approved and Adopted Master Plan

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Purpose of This Master Plan Amendment

The primary focus of this Master Plan Amendment is to designate the alignment of the Corridor Cities Transitway on the following area plans as shown on Figure 1:

- Shady Grove Sector Plan (1977)
- Gaithersburg Vicinity Master Plan (1985)
- Shady Grove Study Area Master Plan (1990)

The modifications to the transitway alignment enacted by this Amendment reflect the results of the Shady Grove/Clarksburg Transitway Study¹; consultations with communities, businesses, and institutions along the alignment's route; and the comments of appropriate public agencies. This Master Plan Amendment modifies the master-planned transitway alignment at two places: the King Farm and the Washingtonian property. It also designates the alignment along a portion of Quince Orchard Road (MD 124) adjacent to the National Institute of Standards and Technology. The Amendment also reserves right-of-way for the transitway along the Decoverly Drive, between Diamondback Drive and Great Seneca Highway. Figure 2 shows the transitway alignment proposed by this Amendment. Figure 3 indicates how the alignment differs from the approved and adopted master plans.

This Plan confirms the transit stop locations shown in the Shady Grove Study Area Master Plan and proposes additional transit stops in the Gaithersburg Vicinity Master Plan.

Other Issues

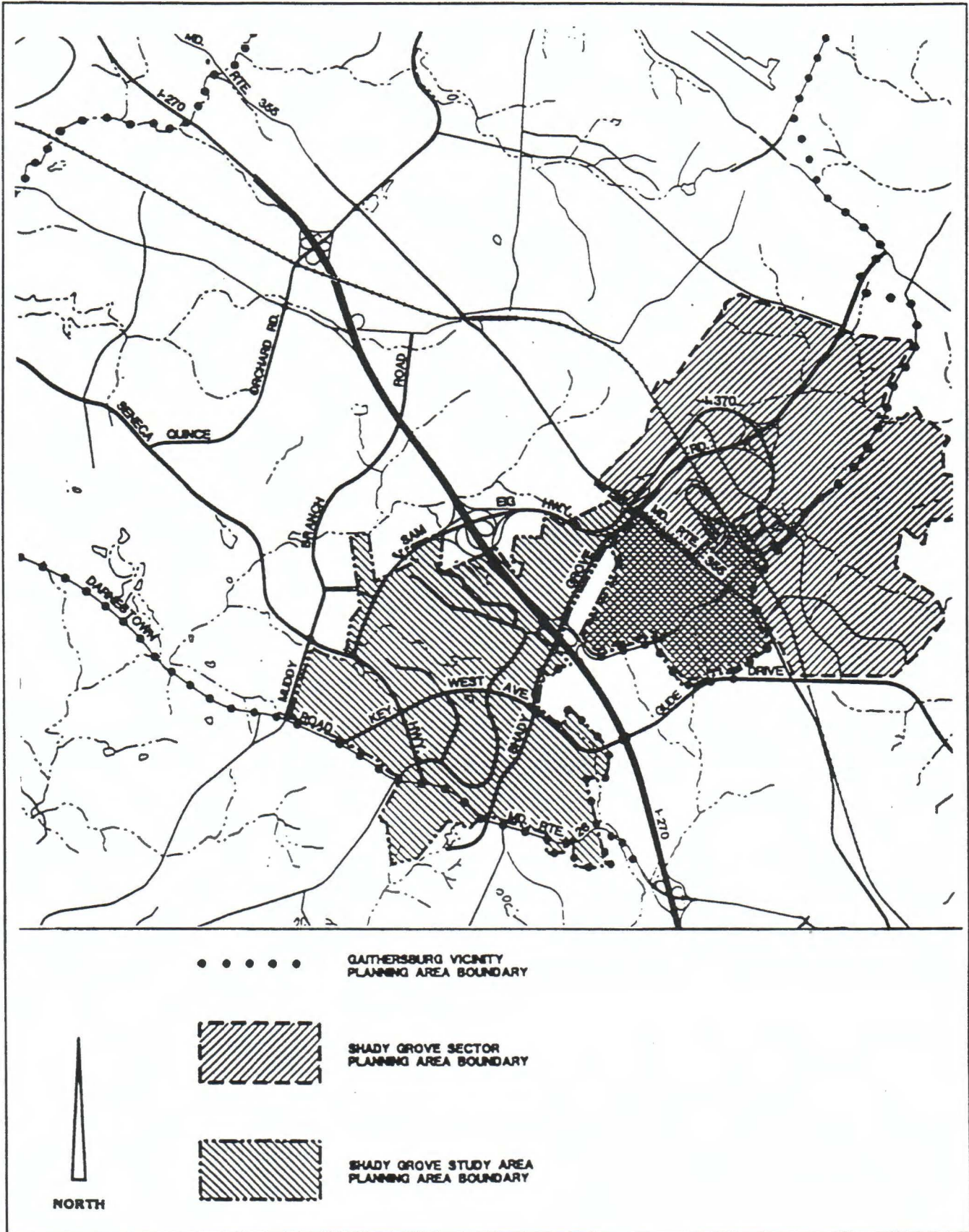
In addition, this Amendment will:

1. Resolve the question of transit service to the Shady Grove Life Sciences Center.
2. Delete the "Southern Transitway" from the Shady Grove Study Area Master Plan.
3. Address the extension of Blackwell Road through the Shady Grove Life Sciences Center to Shady Grove Road.
4. Add environmental criteria to the Shady Grove Study Area Master Plan relating to transit-related noise impacts and stream crossings.

¹ This study was completed in March 1993 by Parsons Brinckerhoff, Quade & Douglas, Inc., and Loiederman Associates for the Montgomery County Department of Public Works and Transportation (MCDPWT). The Corridor Cities Transitway is also referred to as the Shady Grove-Clarksburg Transitway.

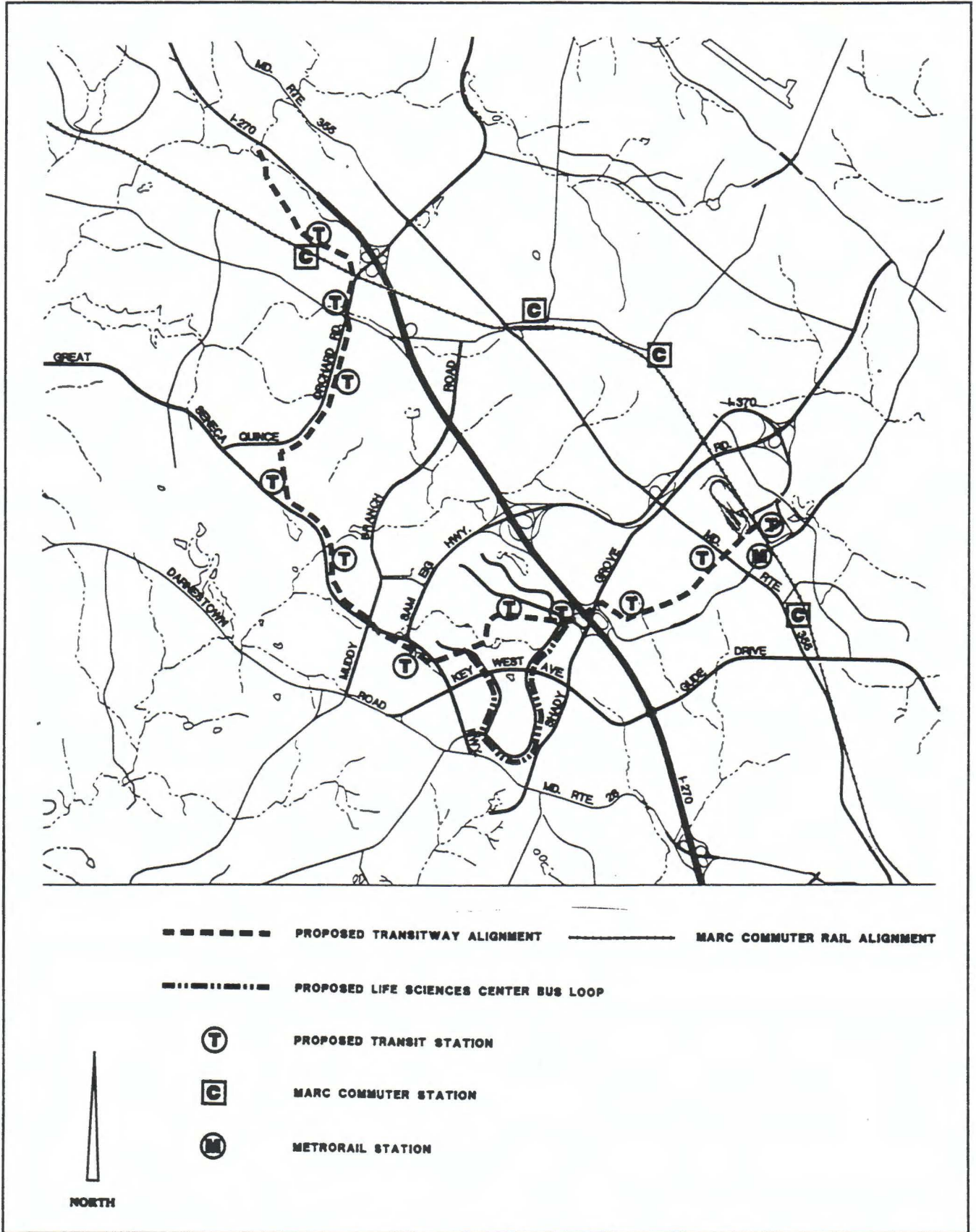
Master Plan Boundaries

Figure 1



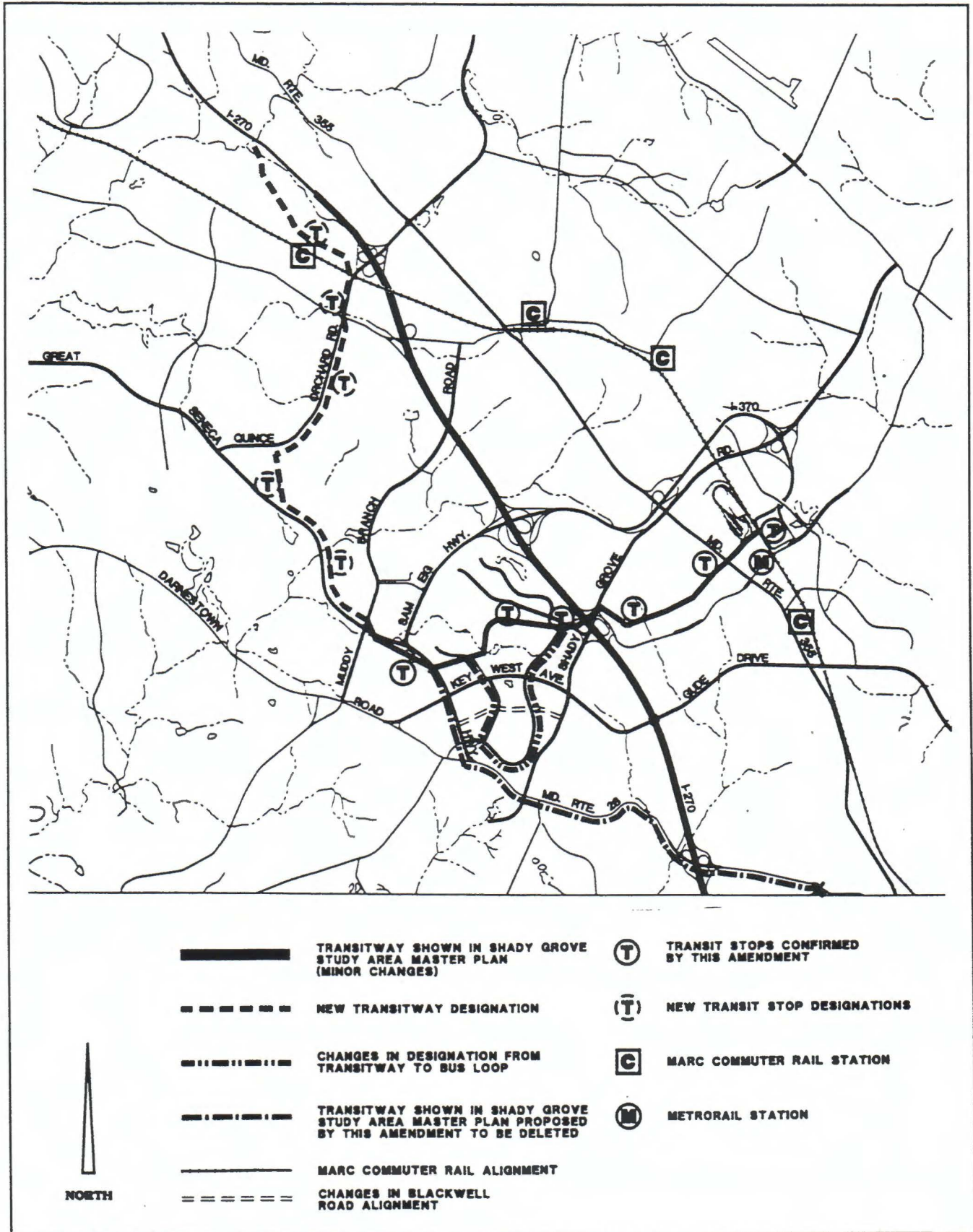
Proposed Transitway Alignment & Life Sciences Bus Loop

Figure 2



Changes Proposed to Currently Adopted Master Plans

Figure 3



Summary of Recommended Changes to Affected Master Plans

The changes recommended by this Amendment are described briefly below.

Sector Plan for the Shady Grove Transit Station Area (1977)

- Designate a new transitway alignment from the Shady Grove Metro station across MD 355 and retain the transitway alignment along the CSX railroad tracks. This transitway alignment from the Metrorail station across MD 355 will serve the Shady Grove Life Sciences Center and points west of I-270.

Gaithersburg Vicinity Master Plan (1985)

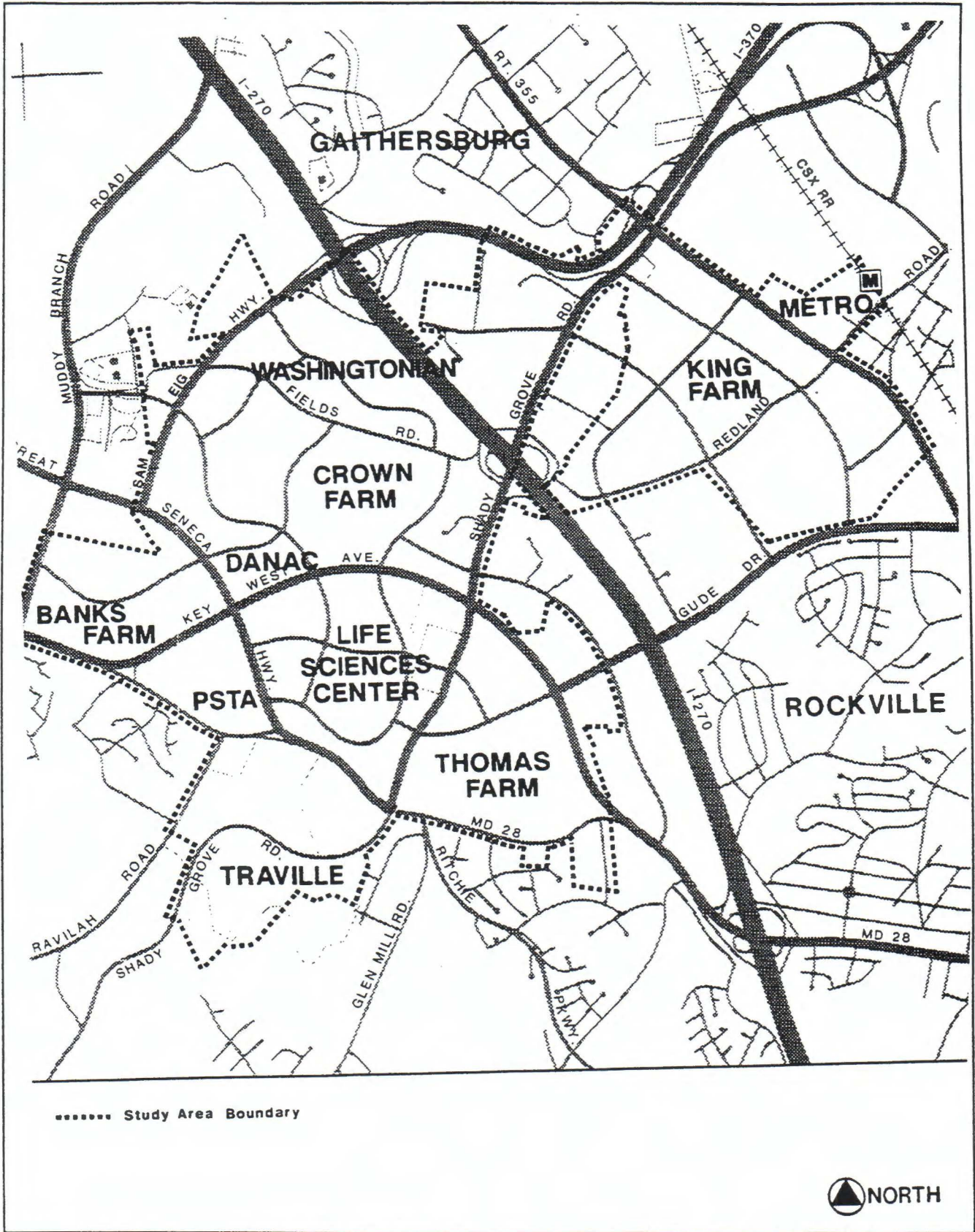
- Designate the Corridor Cities Transitway alignment (Alternative 8) with the transit station along the portion of Quince Orchard Road (MD 124) adjacent to the National Institute of Standards and Technology.
- Amend the Street and Highway Classifications table to indicate the additional right-of-way needed for the transitway along M-24: Quince Orchard Road (MD 124). The Master Plan now designates the right-of-way as 120 feet to 150 feet. This Amendment would change the right-of-way ranges to 120 feet to 180 feet. All additional right-of-way and widening for the roadway and transitway should occur to the southeast side of the roadway due to the existing development on the other side. This widening results in the total taking of the following lots: P15, P41, and P67.

Shady Grove Study Area Master Plan (1990)

- Amend the location of the Corridor Cities Transitway alignment in two places in response to the recommendations of the Shady Grove/Clarksburg Transitway Study (1993). Figure 4 illustrates the major properties in the Shady Grove Study Area.
 - Shift the alignment further north as it leaves the Shady Grove Metro station and enters the King Farm.
 - Modify the alignment as it crosses over the Shady Grove Road/I-270 interchange.
 - Reserve right-of-way along Decoverly Drive between Diamondback Drive and Great Seneca Highway. The preferred alignment is along the south side of Decoverly Drive.
- Recommend a bus loop within the existing roadway for the Life Sciences Center with connections to the Corridor Cities Transitway instead of the exclusive transitway loop previously recommended.

Major Properties in Study Area

Figure 4



- Reaffirm the need for Blackwell Road through the Life Sciences Center. Change the right-of-way between Broschart Drive and Shady Grove Road from 100 feet to 70 feet while providing a two-lane arterial and an alignment shift. Change the right-of-way between Great Seneca Highway and Broschart Drive from 100 feet to 80 feet. Allow closure of Blackwell Road at Great Seneca Highway if needed to accommodate the planned interchange at Great Seneca Highway and Key West Avenue.
- Recommend several potential measures to ensure the noise from the transitway is mitigated to County standards, particularly in existing or future residential areas.
- List potential environmental impacts of the Corridor Cities Transitway and possible approaches for reducing or eliminating them.
- Delete Southern Transitway.

Why This Amendment Is Needed

The Shady Grove Sector Plan, the Gaithersburg Vicinity Master Plan, and the Shady Grove Study Area Master Plan all include transitways. Since adoption of these plans, two key transit studies have been completed:

- I-270 Corridor Cities Transit Easement Study (1990)
- Shady Grove/Clarksburg Transitway Study (1993)

This Amendment recommends certain modifications to the transitway designation and the addition of the alignment along a portion of Quince Orchard Road (MD 124) adjacent to the National Institute of Standards and Technology (NIST) as a result of these more detailed studies. Other transit and one road-related issue are also addressed.

No changes to master plan land use or zoning recommendations are being proposed. This Amendment therefore confirms the land use and zoning recommendations of the adopted master plans.

In addition to designating a transitway in the Gaithersburg Vicinity Master Plan in the vicinity of Quince Orchard Road, this Amendment also proposes a series of transit stops. The one stop which needs to be added to the Gaithersburg Vicinity Master Plan is on the NIST property. The Land Use Plan map will need to be modified to show this stop. Future development of NIST should be responsive to this transit stop. For the transit stations within the Shady Grove Study Area, the Shady Grove/Clarksburg Transitway Study recognized the potential need for parking and bus bays in addition to the station platforms. If needed, the size and layout of those facilities will be determined at the time of subdivision.

All other proposed transit stops are located in the City of Gaithersburg Corporate Limits.

Issues Relating to the Location of the Light Rail Maintenance and Storage Yards

The Shady Grove/Clarksburg Transitway Study identifies three candidate sites for the light rail maintenance and storage yards. Two sites are located near Metropolitan Grove within the corporate limits of the City of Gaithersburg. During the City's consideration of the Neighborhood Five Land Use Master Plan, they expressed opposition to designating either site.

The third site is owned by the County but the Transitway Study notes "the Shady Grove site is probably the best overall, but its potential use as a solid waste rail transfer facility may conflict with its use as a transit facility." This use does preclude a maintenance and storage yard at that location.

This Amendment does not address the issue of where the maintenance and storage yards should be located. This issue would best be addressed in the context of the next phase of the Montgomery County Department of Public Works and Transportation transit study which will include more detailed analysis of the transitway as it extends from Metropolitan Grove north to Clarksburg.

Discussion of Proposed Changes

Modifications to Transitway Designation

The concept for a transitway in the I-270 Corridor dates back to the 1964 General Plan for Montgomery County, "...On Wedges and Corridors," to provide travel options for residents and workers of the corridor cities planned along I-270. The proposed Metrorail station at Shady Grove supplied the starting point for the implementation of this concept and an alignment was planned for a transitway, potentially rail, from the Shady Grove Metro station to serve Gaithersburg, Germantown, and Clarksburg. Both the Germantown and Gaithersburg Vicinity Master Plans from the early 1970's reflect this alignment. Subsequent studies were conducted on the feasibility of extending this alignment to Frederick County. This extension is now recommended in the 1994 Clarksburg Master Plan as well as in the Frederick County Master Plan.

1. Background Studies

Corridor Cities Transit Easement Study

During the late 1980's, possible alignments and technologies for the transitway were examined. The resulting document, the 1990 I-270 Corridor Cities Transit Easement Study (CCTES), recommended for further study three of the eight alignments evaluated, as seen on Figure 5. Starting at the Shady Grove Metro station on the south, the three alternatives all serve the Metropolitan Grove MARC station before continuing north. The three alignments are outlined below and each one assumes a primary mode of service.²

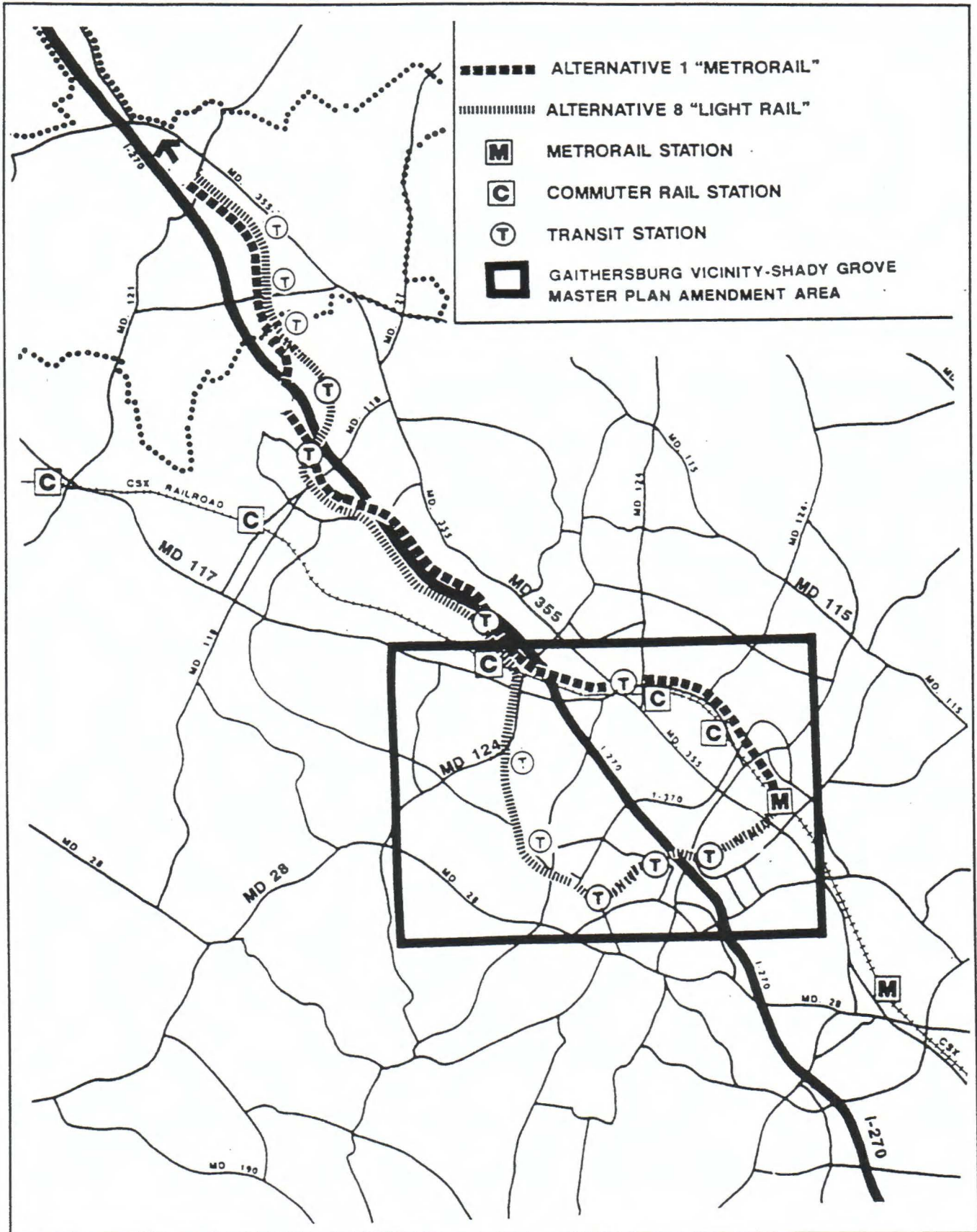
- Metrorail (Alternative 1) - paralleling the CSX railroad tracks, is already designated on the Gaithersburg Vicinity Master Plan and is not affected by this Amendment.
- Busway (Alternative 3) - along I-370 and I-270, has not been designated on any master plan (not shown on Figure 5).
- Light Rail (Alternative 8) - would serve development on the west side of I-270, including the Shady Grove Life Sciences area and the National Institute of Standards and Technology. This Master Plan Amendment proposes to designate Alternative 8 in the appropriate master plans.

The location of the transitway and its ultimate use have become more important as development has proceeded and Metrorail stations have opened in the I-270 Corridor over the past 15 years. Both the Shady Grove Study Area Master Plan Amendment and Germantown Master Plan rely on the implementation of the Corridor Cities Transitway to support their ultimate levels of development.

² As indicated in the 1990 Corridor Cities Transit Easement Study, a "busway" could be established on the "light rail" and "Metrorail" alignments, and "light rail" service could use the "Metrorail" alignment. However, the reverse is not true due to engineering considerations.

Corridor Cities Transit Easement Recommended Alignments

Figure 5



I-270 Multimodal Study

The Maryland State Highway Administration (SHA) and the Maryland Mass Transit Administration (MTA) are jointly conducting a multimodal study along I-270 from Shady Grove Road north to US 15 in Frederick County. This study was initiated in 1992 in response to the findings of the Statewide Commuter Assistance Study (1990). The ongoing multimodal study is evaluating several alternatives including:

- Light rail transit in the Corridor Cities Transitway (Alternative 8)
- Busway in that alignment
- HOV lanes on I-270
- Transportation System Management (TSM)/Transportation Demand Management (TDM)³ alternative in which no major improvements are made in the I-270 Corridor beyond those already programmed

This study has evolved into an ongoing feasibility study that will lead to a Major Investment Study by SHA/MTA. The intent of this study is to determine the mode and alignment of transportation improvements in the I-270 Corridor and funding for those improvements. The transitway is one of several of the alternatives being considered for inclusion in the Major Investment Study.

Shady Grove/Clarksburg Transitway Study

The 1993 Shady Grove/Clarksburg Transitway Study was the first of two phases to examine in detail the general engineering feasibility and right-of-way delineation for the Light Rail Alignment from the Corridor Cities Transit Easement Study. This consultant study examines the portion of the alignment from the Shady Grove Metro station to just north of the Metropolitan Grove MARC station. A second phase will follow in 1995, the portion north of Metropolitan Grove through Germantown and Clarksburg. The consultant study was able to examine the alignment at a finer level of detail than was done in the preparation of the area plans.

Following the Montgomery County Planning Board public hearing on this Master Plan Amendment, the Board directed staff to identify additional alternatives to the Master Plan alignment between Omega Drive and Great Seneca Highway. Thirteen alternative alignments were studied and the Planning Board selected alternative 4A for detailed alignment delineation. The alignment modifications in the Master Plan Amendment are based on the 1993 Shady Grove/Clarksburg Transitway Study and the subsequent studies of alternative alignments.

³ Transportation System Management (TSM) is the application of construction, operational, and institutional actions to make the most productive and cost-effective use of existing transportation facilities and services, including such strategies as operational changes and land use policies. Transportation Demand Management (TMD) is the set of actions taken to reduce the number of peak hour trips.

2. Proposed Transitway Alignment

Currently, two Corridor Cities Transitway alignments exist from Shady Grove Road to the Metropolitan Grove MARC station. The "Metrorail" alignment (Alternative 1) is located along the CSX railroad tracks. The Light Rail alignment (Alternative 8) is the one modified by this Amendment. Both are seen in Figure 5. The following describes the second alignment, including the addition of the alignment along the portion of Quince Orchard Road (MD 124) adjacent to the National Institute of Standards and Technology. The recommended transitway alignment is shown on Figure 6.

From the Shady Grove Metro station, this second alignment travels southwest through the King Farm to Gaither Road, then shifts west. This Amendment shifts the alignment as it leaves the Metro station and enters the King Farm. The result is that the alignment crosses Frederick Road (MD 355) approximately 500 feet further north than the alignment on the Shady Grove Study Area Master Plan Amendment. This change enables the transitway station to parallel the Metro station. This Amendment proposes an alignment that merges with the previous alignment just east of Gaither Road and continues toward Shady Grove Road. Two stations are planned for the King Farm: one just west of Frederick Road (MD 355), and one east of Shady Grove Road and north of Redland Road.

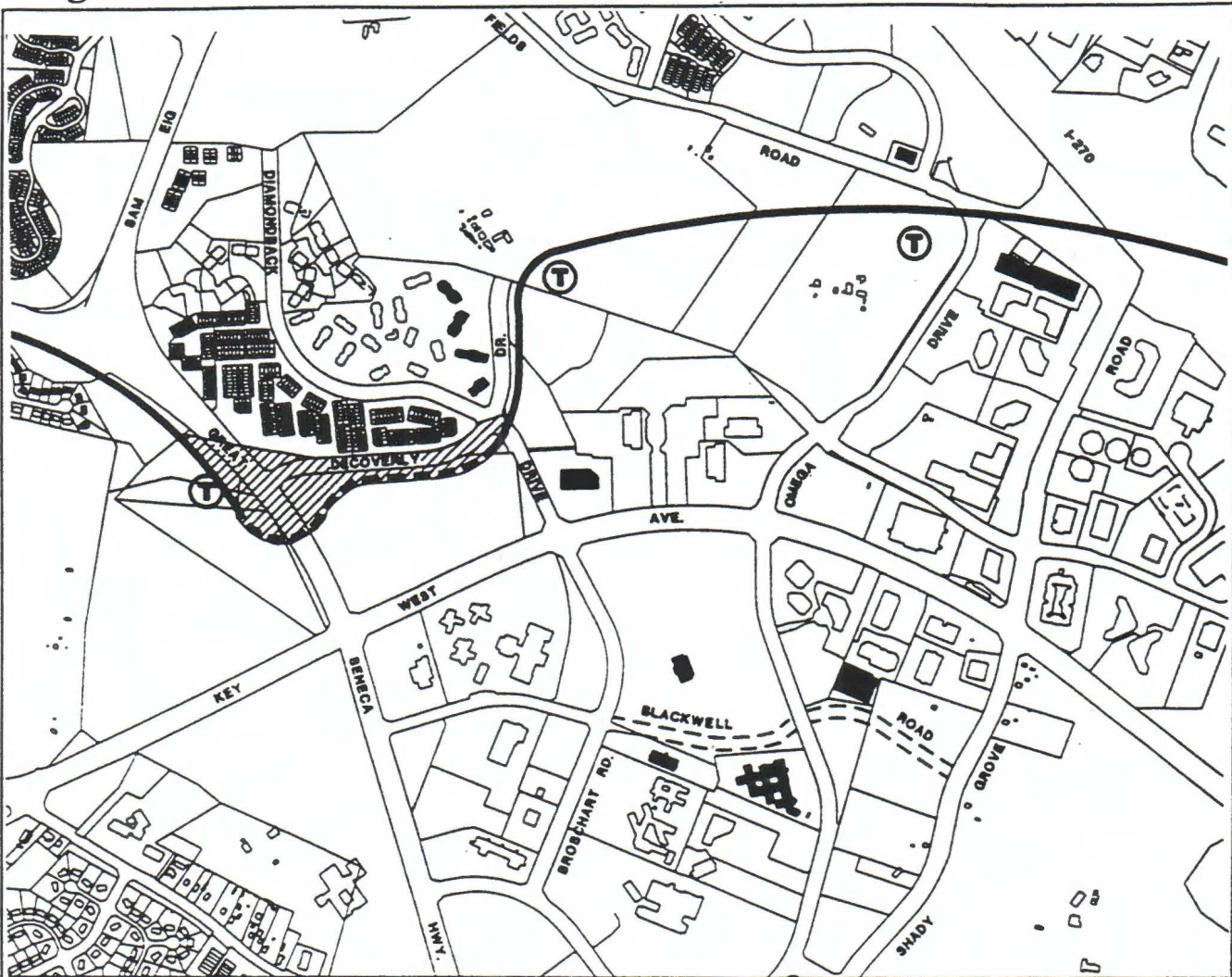
This Amendment also proposes to modify the alignment as it crosses over the Shady Grove Road/I-270 interchange. This alignment crosses over the western ramps of the interchange rather than north of the ramp. This minor change is needed to avoid a proposed building between Washingtonian Boulevard and the ramps.

After spanning I-270, the alignment crosses Omega Drive, with a planned station to its west at the southern end of the Washingtonian property, and continues west through the Crown Farm to Discoverly Drive, where there is another station to serve the proposed multi-family residential development on the Crown Farm. From there, it curves south, then runs west on the south side of Discoverly Drive until it reaches Diamondback Drive.

At Diamondback Drive, the alignment continues along Discoverly Drive toward Great Seneca Highway. The preferred transitway alignment is along the south side of Discoverly Drive. As the transitway approaches Great Seneca Highway, the transitway will curve to the south and cross over Great Seneca Highway and then under the planned bridging of Discoverly Drive over Great Seneca Highway. The Master Plan Amendment recognizes that subsequent study by the State of Maryland may result in the alignment being placed along the north side of Discoverly Drive. A right-of-way should be reserved along Discoverly Drive to allow for construction within this area. A transit station will be located on the west side of Great Seneca Highway, on the north side of Discoverly Drive. The recommended right-of-way is shown on Figures 6 and 7.

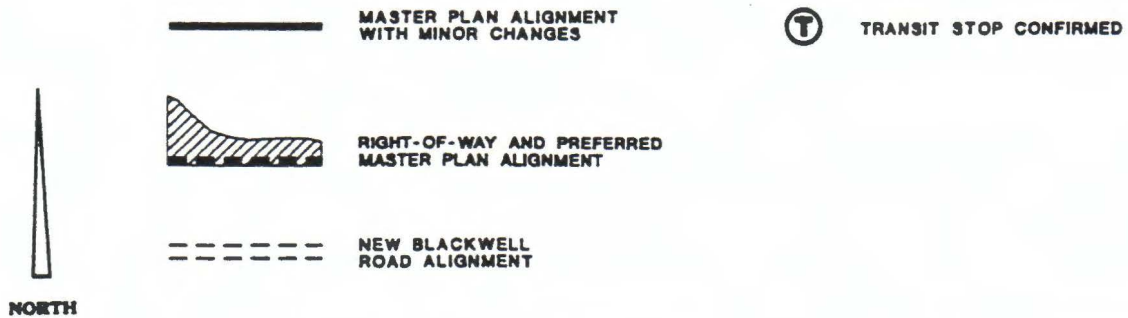
Recommended Transitway and Blackwell Road Alignments

Figure 6



Gaithersburg Vicinity and Shady Grove Master Plan Amendment

RECOMMENDED TRANSITWAY AND BLACKWELL ROAD ALIGNMENTS



The transitway along Discoverly Drive must be designed to avoid taking or relocating the Discoverly Adventure community entry monument. Adequate space must be provided for mitigation of noise and visual impacts by a wall, barrier, or berm and by landscaping. The Discoverly I Homeowners Association must be consulted during the design and engineering of the project.

Within the corporate limits of City of Gaithersburg, the alignment then parallels Great Seneca Highway past Sam Eig Highway and Muddy Branch Road to approximately one-half mile south of the intersection with Quince Orchard Road (MD 124). There, it turns north and crosses the Quince Orchard Corporate Park to Quince Orchard Road. The transitway is currently planned for the south side of Great Seneca Highway, crossing to the north side at Muddy Branch Road. One station is planned on Great Seneca Highway, approximately one mile north of Muddy Branch Road, and another at the future Sioux Lane, northeast of Great Seneca Highway.

The alignment follows Quince Orchard Road on the east side of the National Institute of Standards and Technology (NIST), crossing to the other side of the intersection with Clopper Road (MD 117). From there, it passes under the CSX tracks, which it follows to the Metropolitan Grove MARC station nearby. The Shady Grove/Clarksburg Transitway Study recommends stations along Quince Orchard Road in the Quince Orchard Corporate Park, between Quince Orchard Boulevard and Bank Street and at Firstfield Road just north of Clopper Road (MD 117).

The National Institute of Standards and Technology (NIST) has serious concerns regarding the effects of the transitway on its highly technical work. NIST should be closely involved during the design and engineering phases of the transitway along Quince Orchard Road abutting the NIST site. NIST expects its concerns, specifically the electromagnetic and/or vibrational impact on the NIST laboratories and their equipment calibration, to be addressed prior to its dedication of right-of-way. This Amendment cannot assess the impact of the transitway on NIST because technology for the transitway has not been determined.

Relationship of Transitway Modifications to Shady Grove Study Area Land Use and Zoning Recommendations

The Shady Grove Study Area Master Plan proposes a land use pattern which is strongly oriented to the transitway. The Plan states:

"The importance of transit to the future of the Shady Grove Study Area cannot be underestimated. This Plan designates three separate transitways as well as high priority regional and neighborhood bus routes. Higher intensity uses are directed to transit stops. In portions of the Study Area where lower intensity employment uses are recommended, the Plan encourages the clustering of buildings toward bus routes."

The proposed amendments to the transitway will not conflict with any of the land use recommendations along the transitway itself.

The southern transitway was addressed in the Shady Grove Study Area Master Plan's transit recommendations for Traville, a major mixed use development project south of Darnestown Road. The Shady Grove Study Area Master Plan states:

"This Plan designates a transitway along the portion of Darnestown Road which forms the northern edge of the Traville site. It is also recommended that the area be served by a neighborhood bus loop and shuttle bus.... The future availability of transit increases the attractiveness of Traville as a conference center/employment/residential area."

Removing the southern transitway from the Plan does not affect the Plan's intent that Traville be transit-oriented. In accord with the Plan, emphasis will continue to be placed on convenient access to the transitway north of Darnestown Road, and to the Life Sciences Center bus loop.

Relationship of Transitway Modifications to City of Gaithersburg Plans

Significant portions of the planned alignments of the Corridor Cities Transitway are located within the corporate limits of the City of Gaithersburg. Gaithersburg's Neighborhood Five Land Use Master Plan, which incorporates the area adjacent to a portion of this alignment, and the city-wide Transportation Element of the Master Plan are currently ongoing. Work on this Amendment, including the public participation process and the studies supporting it, has been done in close coordination with the City of Gaithersburg Planning Department staff to ensure that the recommendations of each jurisdiction do not conflict.

Relationship of Transitway Modifications to Gaithersburg Vicinity Land Use and Zoning Recommendations

The proposed amendments to the transitway and the addition of the transit station stops will not affect nor conflict with any of the land use recommendations along the transitway itself. The proposed station adjacent to the NIST property will have no parking associated with it. The station will be constructed within the transitway right-of-way.

Other Issues

1. Transit service to the Shady Grove Life Sciences Center

The Shady Grove Study Area Master Plan recommended a transitway "spur" to the Life Sciences Center. This transit spur would be on a separate right-of-way and would provide a direct connection to the Corridor Cities Transitway at each end, serving the firms and universities involved with biomedical research as well as the Shady Grove Adventist Hospital.

The Shady Grove/Clarksburg Transitway Study determined that a bus transit service was most appropriate because of the travel needs and patterns in the Shady Grove Life Sciences Center area and in recognition of the negative service impacts that would be imposed on the rest of the transitway by providing rail service on the loop. During the

mandatory referral review of the Life Sciences Center Development Plan Amendment and Comprehensive Design Plan in February 1994, M-NCPPC Planning staff determined that the bus service could be provided on the existing lanes of Medical Center Drive and Broschart Road. The Montgomery County Planning Board concurred with staff's conclusion that a separate right-of-way for the transit service was not needed.

This Amendment deletes the recommendation for a separate right-of-way for the transitway spur along Medical Center Drive and recommends increased bus service on the existing roadways to support the Life Sciences Center. Initially, the increased service would be a loop originating at the Shady Grove Metro station. With the implementation of the Corridor Cities Transitway, the service could be provided to three Transitway stations, providing quick circulation similar to a shuttle bus system. The transitway and bus loop will provide the level of service required to serve the land use in the area.

2. Southern Transitway of Shady Grove Study Area Master Plan

The Shady Grove Study Area Master Plan also recommends the development of a southern transitway, extending from Great Seneca Highway near the Life Sciences Center toward the I-270/MD 28 interchange and Rockville. Neither the findings of the Transportation Network Studies (1992) nor the ongoing analysis in the development of the Alternatives Report for the Transitway and High-Occupancy Vehicle Network Master Plan recommend further study of this alignment. Therefore, this Amendment deletes the Southern Transitway from the Shady Grove Study Area Master Plan.

3. Blackwell Road

As envisioned in the Shady Grove Study Area Master Plan Amendment, Blackwell Road would provide direct access from the east into the Life Sciences Center from the Johnson/Tyner property and the Thomas Farm, generally parallel to Key West Avenue. (See Figures 6 and 8.) Blackwell Road currently begins at Great Seneca Highway and proceeds a short distance east, ending at Broschart Road. Blackwell Road is master-planned to continue east, crossing Medical Center Drive and Shady Grove Road. At the request of the Montgomery County Planning Board, the City of Rockville included Blackwell Road extending through part of the Thomas Farm to Gude Drive in its recently adopted master plan.

The roadway is needed between Broschart Road and Shady Grove Road, and the right-of-way can be reduced from the master-planned 100 feet to 80 feet.

This Amendment recommends the retention of the alignment of Blackwell Road to provide two travel lanes that will provide local access to abutting properties. Blackwell Road should be classified as a business street (B-1) throughout its entire length from Great Seneca Highway to Gude Drive. The maximum right-of-way between Great Seneca Highway and Broschart Road should be reduced from 100 to 80 feet.

Blackwell Road may be closed at Great Seneca Highway if needed to accommodate the planned interchange at Great Seneca Highway and Key West Avenue. Figure 7, "Right-of-Way Reservations," shows the right-of-way required for the Great Seneca

Highway and Key West Avenue interchange. The Amendment recommends a right-of-way to accommodate an “urban diamond” approach or other interchange design alternatives.

The maximum right-of-way between Broschart Road and Shady Grove Road should be reduced from 100 to 70 feet. This portion of Blackwell Road is to be a two-lane undivided business street. The alignment should be moved to the north side of Parcel T and cross the Johnson Property to line up with the proposed right-of-way continuation on the east side of Shady Grove Road. A two-lane, 70-foot right-of-way roadway is needed to:

1. provide adequate traffic capacity and circulation in the area
2. limit the amount of disruption to through traffic
3. allow left-turning movements into the parking areas that serve portions of the Shady Grove Life Sciences Center.

Between Broschart Road and Medical Center Drive include a design guideline for the Johns Hopkins University property to provide a driveway from the internal parking lots next to the north-south open space pathway system. The driveway will allow for the Montgomery County Department of Public Works and Transportation to approve a pedestrian crosswalk at an intersection.

4. Amendment to Table 7.3 in Shady Grove Study Area Master Plan Highway and Transitway Plan Inventory in Shady Grove Study Area and Vicinity

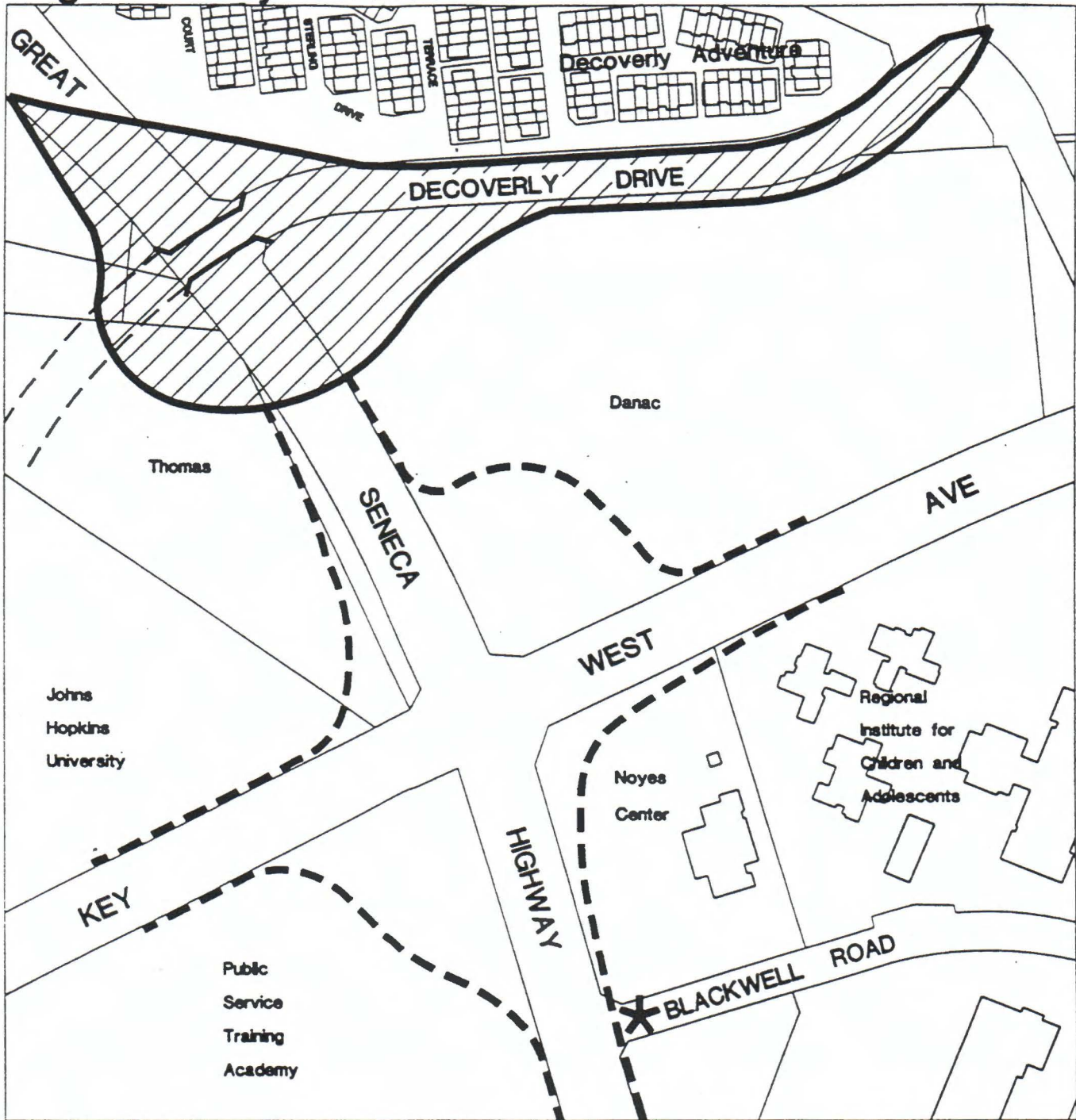
The following table amends Table 7.3 to reflect the changes recommended in this Master Plan Amendment. These changes include:

- Reservation of right-of-way for the Corridor Cities Transitway along Decoverly Drive between Diamondback Drive and Great Seneca Highway.
- Extension of the Corridor Cities Transitway along Great Seneca Highway and Quince Orchard Road to the transit station adjacent to the Metropolitan Grove MARC station. Quince Orchard Road may be 4 to 6 lanes.
- Deletion of the transitway loop along Omega Drive, Medical Center Drive, and part of Broschart Road.
- Deletion of the transitway along part of Great Seneca Highway and along Darnestown Road\MD 28.
- Revision to the right-of-way of Blackwell Road from Great Seneca Highway to Shady Grove Road.

Figure 8, the Highway Plan, shows the roads with right-of-way changes.

Right-Of-Way Reservation

Figure 7



GREAT SENECA HIGHWAY & KEY WEST AVENUE INTERCHANGE



TRANSITWAY RIGHT-OF-WAY ALONG DISCOVERLY DRIVE



ESTIMATED RIGHT-OF-WAY REQUIRED FOR INTERCHANGE



MAY BE CLOSED

Amendment to Highway Classifications: Shady Grove Study Area Master Plan

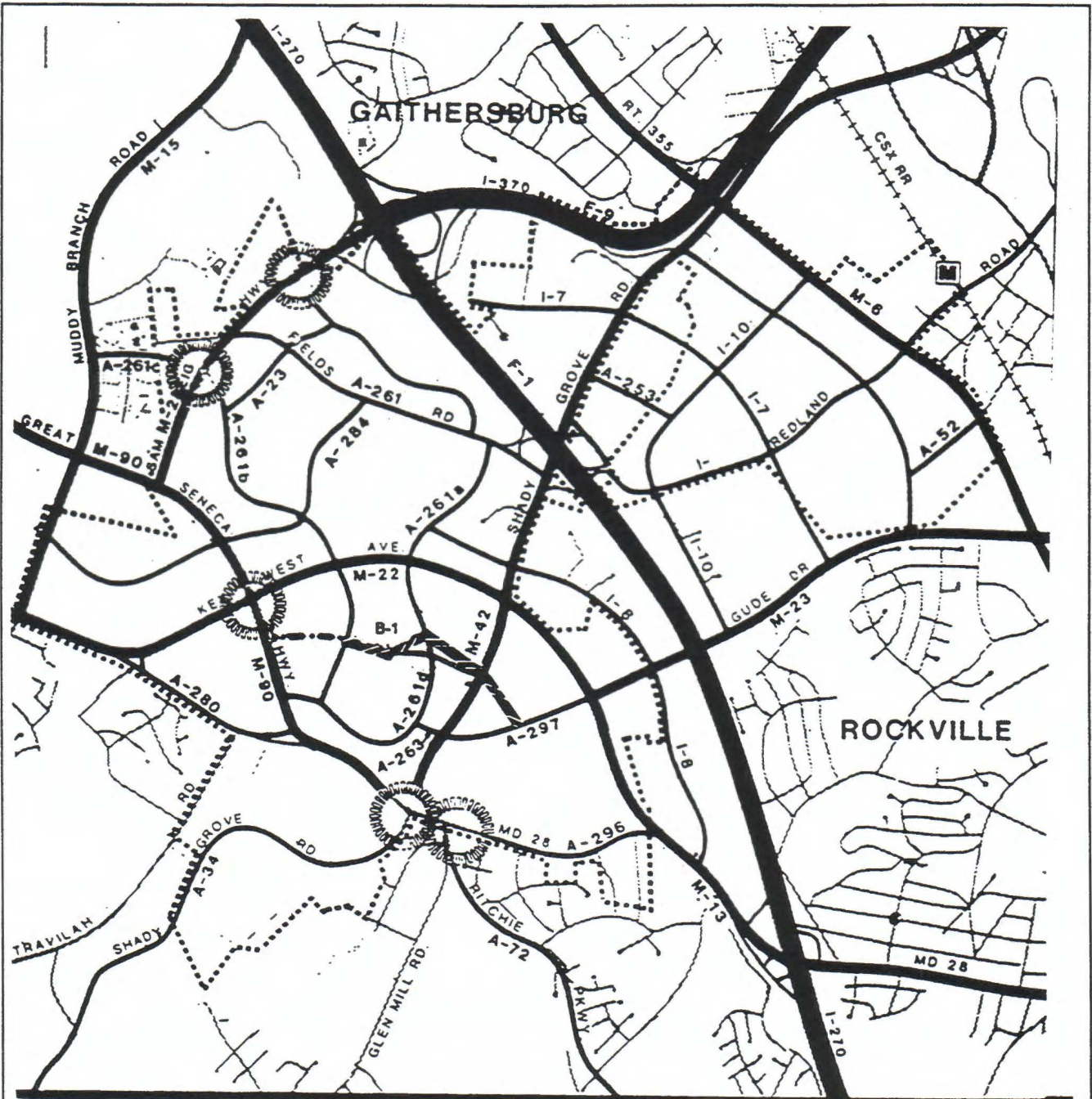
Table 1

	<u>Roadway</u>	<u>Limits</u>	<u>Minimum ROW Width</u>
M-90	Great Seneca Highway	Quince Orchard Road to Blackwell Road	150'/200'
M-90	Great Seneca Highway	Blackwell Road and Shady Grove Road	150'
M-13	Darnestown Road	Proposed Key West Avenue and I-270	120'
M-24	Quince Orchard Road (MD 124)	Great Seneca Highway to I-270*	120'/180'
A-261a	Omega Drive	Key West Avenue and Fields Drive	100'
A-261d	Medical Center Drive	Great Seneca Highway to Key West Avenue	100'
A-284	Discoverly Drive	Muddy Branch Road to Fields Road	100'/150'
A-296	Darnestown Road	Shady Grove Road to Proposed Key West Avenue	100'
B-1	Blackwell Road	Great Seneca Highway to Broschart Road	80'
B-1	Blackwell Road	Broschart Road to Shady Grove Road	70'

* Quince Orchard Road: Number of lanes are 4/6. The ultimate number of lanes and right-of-way will be determined by further study.

Highway Plan

Figure 8



-  Freeway
-  Major Highway
-  Arterial Business Industrial Roads
-  Study Area Boundary
-  Future Interchange or Grade Separation
-  Portion of Blackwell Road Proposed Reduced ROW From 100' to 80'
-  Portion of Blackwell Road Proposed Reduced ROW From 100' to 70'

APPROVED AND ADOPTED
SHADY GROVE STUDY AREA PLAN
 MONTGOMERY COUNTY, MARYLAND
 JULY 1990



5. Environmental Criteria Proposed to be Added to Shady Grove Study Area Master Plan Amendment

Noise

Potential noise and vibration impacts could occur where existing or future residential uses are near the transitway right-of-way. Potential areas of noise impacts from the transitway, assuming no current attenuation measures in place, include: existing residences adjacent to Great Seneca Highway, Decoverly Drive, and Quince Orchard Road; and future residential uses on the King and Crown Farms. Most of these residences lie within the corporate limits of the City of Gaithersburg. A group of existing residences within the Decoverly Adventure community, located within the Shady Grove Study Area, also may lie within the possible noise impact area for the combined transitway and Great Seneca Highway use.

As is typically required, a detailed noise impact analysis will be conducted to better identify the location and degree of noise impacts and the mitigation measures needed to reduce impacts to acceptable levels, once the mode of transit is chosen. The analysis should be done at the earliest stages of design and engineering work. All opportunities for reducing noise at the source should be considered. In addition, measures to reduce noise, vibration, and visual intrusion should be determined in consultation with potentially affected communities. The Amendment endorses the use of appropriate noise and vibration reduction measures, as well as visual screening.

The current noise guidelines, *Staff Guidelines for the Consideration of Transportation Noise Impacts in Land Use Planning and Development-June 1983*, define roadway noise impacts on residential areas. The staff guidelines have been updated (1995) to set County-wide criteria for treatment of transitway noise.

Streams and Wetlands

The transitway lies within four watersheds: Rock Creek in the Crabbs Branch subwatershed (Use IV waters), Watts Branch (Use I), Muddy Branch (Use I), and Great Seneca Creek (Use I).

The 1993 Shady Grove/Clarksburg Transitway Study recommended that the transitway should utilize open spans to cross the tributaries to Watts Branch upstream of Redland Road. This Amendment supports that recommendation as a method of minimizing impacts on aquatic resources.

The transitway crosses tributaries of Muddy Branch (Use I waters) at five locations, four of which is associated with the existing Great Seneca Highway roadway and one of which is associated with the planned alignment for Decoverly Drive, north of Diamondback Drive. Open span crossings of the major streams are proposed by the study along the entire alignment. This Amendment supports that part of the study's recommendation as a method to minimize impacts to streams and wetlands. The Amendment recognizes that bridging may be very costly and recommends that bridging, as well as other comparable measures to minimize impacts to aquatic resources, be seriously considered at the design stage.

To minimize additional impacts to the stream and wetlands that parallel the west side of Great Seneca Highway, the extent of the bridging to be considered should be increased over the stream. This would result in a continuous bridge over the highway, stream and wetlands. In addition, the proposed parking area for the transit station should be designed so that the edge of grading for the parking area is at least 100 feet away from the stream. This may be accomplished through increased setback of the parking area from streams or wetlands or by other site design measures. The section of transitway along Great Seneca Highway between Decoverly Drive and Sam Eig Highway should be carefully designed to avoid or minimize filling in of the relatively large wetland area associated with the stormwater management facility adjacent to Great Seneca Highway.

The interchange at Key West Avenue and Great Seneca Highway may impact wetlands and a stream in this area. Either of two interchange options will disturb some wetlands on the Public Service Training Academy (PSTA) property, although the "urban diamond" design involves less disturbance. If the interchange is built, the stream will have to be piped in several places.

Additionally, the stream crossing north of Diamondback Drive parallel to Decoverly Drive should be carefully sited to minimize impacts to the wetlands and stream valley. The crossing involves substantial wetland area and this Amendment strongly supports the consideration of an open span clearing the limits of wetlands, as shown in the transitway study.

Stormwater Management

During the design stages of the transitway, opportunities to provide stormwater controls through upgrading or retrofitting existing, nearby facilities and/or through sharing facilities with new subdivisions should be seriously considered. Wherever possible, new stormwater facilities should be located outside stream buffer areas. The provision for stormwater management quantity and quality controls should be closely coordinated with the Montgomery County Department of Environmental Protection.

Maryland Planning Act and General Plan

Maryland Planning Act of 1992

The seven visions of the Maryland Economic Development, Resource Protection, and Planning Act of 1992 (the Planning Act) are embraced and confirmed in the Master Plan Amendment.

The seven visions of the State Planning Act, as stated in Article 66B of the Annotated Code of Maryland, are:

- "1. Development is to be concentrated in suitable areas;
2. Sensitive areas are to be protected;
3. In rural areas growth is to be directed to existing population centers and resource areas are to be protected;
4. Stewardship of the Chesapeake Bay and the land is to be considered a universal ethic;
5. Conservation of resources, including a reduction in resource consumption is to be practiced;
6. To assure the achievement of paragraphs 1 through 5 above, economic growth is encouraged and regulatory mechanisms are to be streamlined;
7. Funding mechanisms are to be addressed to achieve these objectives."

General Plan for Montgomery County

The 1993 General Plan Refinement of the Goals and Objectives for Montgomery County will amend the 1964 General Plan, commonly called ". . . on Wedges and Corridors," and the 1969 Updated General Plan for Montgomery County (approved in 1970). The General Plan Refinement provides the framework for the development of more specific area master plans, functional plans, and sector plans. It provides clear guidance regarding the general pattern of development in Montgomery County, while retaining enough flexibility to respond to unforeseeable circumstances as they arise.

The General Plan Refinement divides Montgomery County into four geographic components: the Urban Ring, the Corridor, the Suburban Communities, and the Wedge. Each area is defined in terms of appropriate land uses, scale, intensity, and function. The geographic components provide a vision for the future, while acknowledging the modifications to the Wedges and Corridors concept that have evolved during the past three decades. In particular, they confirm two distinct sub-areas of the Wedge—an Agricultural Wedge and a Residential Wedge. They also recognize the transitional areas of generally moderate density and suburban character that have evolved between the Wedge, Corridor, and Urban Ring as Suburban Communities. Emphasis remains on intensification of the Corridor, particularly along the main stem.

In addition to defining geographic components, the General Plan Refinement provides seven goals and associated objectives and strategies that give guidance to development within those geographic components. The goals, objectives, and strategies provide a future vision for Montgomery County and establish a frame of reference for decision-making to make that vision become a reality. The seven goals relate to Land Use, Housing, Economic Activity, Transportation, Environment, Community Identity and Design, and Regionalism.

Conformance with the Maryland Planning Act of 1992 and General Plan for Montgomery County

The land area covered by this Master Plan Amendment is fully within the boundaries of the Corridor. The vision for the Corridor, as described in the General Plan Refinement, is characterized by "a mixed intensity, mixed-use, transit serviceable land uses; greatest intensity in centers along the main stem, decreasing densities toward the outer edges; flexible design standards in residential area; relatively intense development; varied transportation options; active public and private investment; and commercial revitalization." This limited Master Plan Amendment helps to fulfill these visions by proposing increasing the transit serviceability of the area. Proposals for two transitways, several stations, and a Life Sciences Center bus loop would increase transportation options in the area.

This limited Master Plan Amendment specifically supports the fulfillment of the transportation goal by providing a safe and efficient transportation system that serves the environmental, economic, social, and land use needs of the area and the County and supports the framework for development as specified in the Shady Grove Study Area Master Plan. This Amendment also supports the land use, housing, and economic activity goals of the General Plan by proposing a transportation system that serves and encourages the development patterns envisioned by the area master plans and the General Plan. Also, this Amendment fulfills the regionalism goal of the General Plan to promote regional cooperation. Since the transitway, as proposed in this amendment, does go through the City of Gaithersburg municipal limits, regional cooperation has been necessary to initiate this transportation matter of mutual interest.

MCPB NO. 96-34
M-NCPPC NO. 97-03

RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Article 28 of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to *The General Plan (On Wedges and Corridors) for Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*; and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to said law, held a duly advertised public hearing on February 23, 1995, on the Public Hearing (Preliminary) Draft Gaithersburg Vicinity-Shady Grove Master Plan Amendment; being also an amendment to the *Sector Plan for the Shady Grove Transit Station Area, Montgomery County, Maryland*, April 1977, as amended; *Gaithersburg Vicinity Master Plan*, January 1985, as amended; *Shady Grove Study Area Master Plan*, July 1990, as amended; and, the *Master Plan of Highways within Montgomery County*, as amended; and

WHEREAS, the Montgomery County Planning Board, after said public hearings and due deliberation and consideration on May 23, 1996, approved the Planning Board (Final) Draft of the proposed Plan Amendment, and recommended that it be approved by the District Council and forwarded it to the County Executive for recommendations and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Planning Board (Final) Draft Gaithersburg Vicinity-Shady Grove Master Plan Amendment and forwarded those recommendations with a fiscal analysis to the District Council on August 13, 1996; and

WHEREAS, the Montgomery County Council, sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing on September 26, 1996, wherein testimony was received concerning the Planning Board (Final) Draft Gaithersburg Vicinity-Shady Grove Master Plan Amendment; and

WHEREAS, the District Council, on November 26, 1996, approved the Planning Board (Final) Draft Gaithersburg Vicinity-Shady Grove Master Plan Amendment subject to modifications and with revisions set forth in Resolution No. 13-731; and

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt said Gaithersburg Vicinity-Shady Grove Master Plan Amendment, together with the General Plan for the Physical Development of the Maryland-Washington Regional District as amended; and as approved by the District Council in the attached Resolution No. 13-731; and


BE IT FURTHER RESOLVED, that copies of said Amendment should be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's Counties, as required by law.

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner Holmes, seconded by Commissioner Richardson, with Commissioners Aron, Baptiste, Holmes, Hussmann, and Richardson voting in favor of the motion, at its regular meeting held on Thursday, December 12, 1996, in Silver Spring, Maryland.


Trudye Morgan Johnson
Executive Director

* * *

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Maryland-National Capital Park and Planning Commission on motion of Commissioner McNeill, seconded by Commissioner Richardson, with Commissioners Baptiste, Boone, Brown, Hewlett, Holmes, Hussmann, McNeill, and Richardson voting in favor of the motion, and with Commissioners Aron and Dabney being absent at its regular meeting held on Wednesday, January 15, 1997, in Riverdale, Maryland.


Trudye Morgan Johnson
Executive Director

APPROVED AS TO LEGAL SUFFICIENCY


M-NCPPC LEGAL DEPARTMENT

Resolution: 13-731
Introduced: November 26, 1996
Adopted: November 26, 1996

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY, MARYLAND

By: District Council

Subject: Approval of the Planning Board (Final) Draft Gaithersburg
Vicinity-Shady Grove Master Plan Amendment

Background

1. On June 11, 1996, the Montgomery County Planning Board transmitted to the County Council the Planning Board (Final) Draft Gaithersburg Vicinity-Shady Grove Master Plan Amendment. The primary focus of the Amendment is to designate the alignment of the Corridor Cities Transitway in the Gaithersburg Vicinity and Shady Grove Study Area Master Plans. The amendment also addresses transit service issues and the alignment of Blackwell Road in the Shady Grove Life Sciences Center.
2. The Sector Plan amends the Gaithersburg Vicinity-Shady Grove Master Plan Amendment; Sector Plan for the Shady Grove Transit Station Area, April 1977, as amended; Gaithersburg Vicinity Master Plan, January 1985, as amended; the Shady Grove Study Area Master Plan, July 1990, as amended; the Master Plan of Highways within Montgomery County, as amended; being also an amendment to The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties.
3. On August 13, 1996, the County Executive transmitted to the District Council a fiscal analysis of transitway and highway recommendations.
4. On September 26, 1996, the County Council held a public hearing regarding the Planning Board (Final) Draft Gaithersburg Vicinity-Shady Grove Master Plan Amendment. The Master Plan Amendment was referred to the Planning, Housing, and Economic Development Committee and the Transportation and Environment Committee for review and recommendation.
5. On October 28, 1996, the Planning, Housing and Economic Development Committee and the Transportation and Environment Committee held a worksession to review the issues raised in connection with the Planning Board (Final) Draft Master Plan Amendment. Some revisions to the Master Plan Amendment were recommended by the committees.
6. On November 12, 1996, the County Council reviewed the Planning Board (Final) Draft Gaithersburg Vicinity-Shady Grove Master Plan Amendment and the recommendations of the Planning, Housing and Economic Development Committee and the Transportation and Environment Committee.

Action

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

The Planning Board (Final) Draft, Gaithersburg Vicinity-Shady Grove Master Plan Amendment dated May 1996, is approved with revisions. Council revisions to the Planning Board (Final) Draft Gaithersburg Vicinity-Shady Grove Master Plan Amendment are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

PURPOSE OF THIS MASTER PLAN AMENDMENT

Page 1, paragraph 2:

The modifications to the transitway alignment enacted by this Amendment reflect the results of the Shady Grove/Clarksburg Transitway Study¹, consultations with communities, businesses and institutions along the alignment's route, and the comments of appropriate public agencies. This Master Plan Amendment modifies the master-planned transitway alignment at two places: the King Farm and the Washingtonian property. It also designates the alignment along a portion of Quince Orchard Road (MD 124) adjacent to the National Institute of Standards and Technology. The Amendment also [recommends that the alignment] reserves right-of-way for the transitway along Decoverly Drive, between Diamondback Drive and Great Seneca Highway. [turn south along the west side of Diamondback Drive and continue to a new transit station near the corner of Broschart Road and Blackwell Road. The alignment continues west along Blackwell Road, crosses over Shady Grove Road and then Key West Avenue to a new station location on the Thomas property.] Figure 2 shows the transitway alignment proposed by this Amendment. Figure 3 indicates how the alignment differs from the approved and adopted master plans.

Other Issues

Serial No. 3:

3. Address the extension of Blackwell Road through the Shady Grove Life Sciences Center to Shady Grove Road [to determine if its right-of-way can be reduced or deleted]; and,

Summary of Recommended Changes

Page 5, bullet 4, last section:

- [- Establish a new Master Plan alignment along Diamondback Drive, Broschart Road, Blackwell Road, then crossing Shady Grove Road and Key West Avenue to the Thomas and Johns Hopkins University properties.]
- Reserve right-of-way along Decoverly Drive between Diamondback Drive and Great Seneca Highway. The preferred alignment is along the south side of Decoverly Drive.

Page 8, delete first paragraph:

[A new transit station is proposed for the northwest corner of Broschart Road and Blackwell Road. The station will directly serve the Shady Grove Life Sciences Center, including new development on the Johns Hopkins University property.]

Page 8, 2nd paragraph, 2nd sentence:

The Shady Grove/Clarksburg Transitway Study identifies three candidate sites for the light rail maintenance and storage yards. Two sites are located near Metropolitan Grove within the corporate limits of the City of Gaithersburg. During the City's consideration of the Neighborhood Five Land Use Master Plan, they expressed opposition to designating either site.

Discussion of Proposed Changes**Proposed Transitway Alignment**

Page 12, delete the last two paragraphs and replace new two paragraphs as follows:

[At Diamondback Drive, the alignment turns south along the west side toward Key West Avenue on the Danac property. The alignment crosses Key West Avenue and continues along the west side of Broschart Road on Parcel X, owned by Montgomery County. A new transit station is located on the northwest corner of Blackwell and Broschart Roads, near Johns Hopkins University and the Shady Grove Adventist Hospital.

When the alignment reaches Blackwell Road it turns into what are now the westbound lanes; the eastbound lanes will become a two-lane roadway, with one lane in each direction. The transitway then crosses over Great Seneca Highway and remains on an elevated structure through the Public Services Training Academy and over Key West Avenue. The alignment then crosses a portion of the Johns Hopkins University and the Thomas Estate properties. A station will be located on the Thomas property south of Decoverly

Drive, with a parking lot located on both the Thomas and Hopkins properties.]

At Diamondback Drive, the alignment continues along Discoverly Drive toward Great Seneca Highway. The preferred transitway alignment is along the south side of Discoverly Drive. As the transitway approaches Great Seneca Highway, the transitway will curve to the south and cross over Great Seneca Highway and then under the planned bridging of Discoverly Drive over Great Seneca Highway. The Master Plan Amendment recognizes that subsequent study by the State of Maryland may result in the alignment being placed along the north side of Discoverly Drive. A right-of-way should be reserved along Discoverly Drive to allow for construction within this area. A transit station will be located on the west side of Great Seneca Highway, on the north side of Discoverly Drive. The recommended right-of-way is shown on Figures 6 and 7.

The transitway along Discoverly Drive must be designed to avoid taking or relocating the Discoverly Adventure community entry monument. Adequate space must be provided for mitigation of noise and visual impacts by a wall, barrier, or berm and by landscaping. The Discoverly I Homeowners Association must be consulted during the design and engineering of the project.

Page 14, delete 1st paragraph:

[The new alignment between Discoverly Drive and the Thomas Estate property has potential affects on private property. The Master Plan Amendment recommends that all affected and nearby property owners be consulted concerning the layout, design, and engineering of the transitway.]

Page 14, 4th paragraph, 1st sentence:

The National Institute of Standards and Technology (NIST) has serious concerns regarding the effects of the transitway on its highly technical work.

Page 14, last paragraph, delete second sentence:

The proposed amendments to the transitway will not conflict with any of the land use recommendations along the transitway itself. [The new transit station at Broschart Road and Blackwell Drive will provide increased access to the Shady Grove Life Sciences Center and other nearby buildings.]

Other Issues

Page 16, delete first full paragraph:

[During the review of this Master Plan Amendment, the Planning Board determined that transit service should be provided directly to the Shady Grove Life Sciences Center by extending the transitway and providing a

station at the corner of Broschart Road and Blackwell Drive. The station will provide transitway service to nearby properties such as Johns Hopkins University, Shady Grove Adventist Hospital and other private businesses and public facilities in the area.]

Page 16, paragraph under Blackwell Road:

As envisioned in the Shady Grove Study Area Master Plan Amendment, Blackwell Road would provide direct access from the east into the Life Sciences Center from the Johnson/Tyner property and the Thomas Farm, generally parallel to Key West Avenue. See Figures 6 and 8. [The Shady Grove Study Area Master Plan Amendment recommends a maximum number of four lanes as well as a minimum right-of-way of 100 feet.] Blackwell Road currently begins at Great Seneca Highway and proceeds a short distance east, ending at Broschart Road. Blackwell Road is master-planned to continue east, crossing Medical Center Drive and Shady Grove Road. [The remaining piece of the proposed roadway, from Shady Grove Road to the planned extension of Gude Drive to the Life Sciences Center, is located within the corporate limits of the City of Rockville.] At the request of the Montgomery County Planning Board, the City of Rockville included Blackwell Road extending through part of the Thomas Farm to Gude Drive in its recently adopted master plan.

Page 17, 1st paragraph:

[During the Planning Board's mandatory referral review of the Life Sciences Center in February 1994, the Montgomery County Office of Economic Development requested that the Planning Board consider either deleting the extension of Blackwell Road between Broschart Road and Shady Grove Road from the Shady Grove Study Area Master Plan or significantly reducing the recommended width. The Planning Board agreed to study the need for Blackwell Road extended as part of this Master Plan Amendment process. The Department of Park and Planning's analysis performed for the Life Sciences Center Development Plan Amendment indicated that t]The roadway [was] is needed between Broschart Road and Shady Grove Road [but that] and the right-of-way [could] can be reduced from the master-planned 100 feet to 80 feet.

Page 17, 3rd paragraph, 2nd sentence:

Blackwell Road may be closed at Great Seneca Highway if needed to accommodate the planned interchange at Great Seneca Highway and Key West Avenue. Figure 7 shows the ["S]schematic [G]grade [S]separation [P]proposal[:] for Great Seneca Highway and Key West Avenue["]. Although an [our] "urban diamond" approach is shown, the Amendment recommends a right-of-way to accommodate other interchange design alternatives.

Page 19, first three bullets under 1st paragraph:

The following table amends Table 7.3 to reflect the changes recommended in this Master Plan Amendment. These changes include:

- [• Relocation of the Corridor Cities Transitway along Diamondback Drive, Broschart Road, Blackwell Road, and Great Seneca Highway.]
- Reservation of right-of-way for [Deletion of] the Corridor Cities Transitway along Decoverly Drive between Diamondback Drive and [g]Great Seneca Highway.
- Extension of the Corridor Cities Transitway along Great Seneca Highway and Quince Orchard Road to the transit station adjacent to the Metropolitan Grove MARC station. Quince Orchard Road may be 4 to 6 lanes.

Page 19, 3rd paragraph:

Potential noise and vibration impacts could occur where existing or future residential uses are near the transitway right-of-way. Potential areas of noise impacts from the transitway assuming no current attenuation measures in place include: existing residences adjacent to Great Seneca Highway, Decoverly Drive, and Quince Orchard Road, and future residential uses on the King and Crown Farms. [The preliminary analysis indicates that possible noise impact areas for existing residences, assuming no current attenuation measures in place, occur along Great Seneca Highway and Quince Orchard Road.] Most of these residences lie within the corporate limits of the City of Gaithersburg. A group of existing residences within the Decoverly Adventure community, located within the Shady Grove Study Area, also may lie within the possible noise impact area for the combined transitway and Great Seneca Highway use.

Page 20, Table 1

Revise Table 1, Amendment to Highway Classification, Decoverly Drive (A-284) from Muddy Branch Road to Fields Road to show a minimum right-of-way width of 100'/150'.

**Amendment to Highway Classifications:
Shady Grove Study Area Master Plan**

Table 1

	<u>Roadway</u>	<u>Limits</u>	<u>Minimum Row Width</u>
M-90	Great Seneca Highway	Quince Orchard Road to Blackwell Road	150'/200'
M-90	Great Seneca Highway	Blackwell Road and Shady Grove Road	150'
M-13	Darnestown Road	Proposed Key West Avenue and I-270	120'
M-24	Quince Orchard Road (MD 124)	Great Seneca Highway to I-270*	120'/180'
A-261a	Omega Drive	Key West Avenue and Fields Drive	100'
A-261d	Medical Center Drive	Great Seneca Highway to Key West Avenue	100'
A-284	Decoverly Drive	Muddy Branch Road to Fields Road	100'/150'
A-296	Darnestown Road	Shady Grove Road to Proposed Key West Avenue	100'
B-1	Blackwell Road	Great Seneca Highway to Broschart Road	80'
B-1	Blackwell Road	Broschart Road to Shady Grove Road	70'

* Quince Orchard Road: Number of lanes are 4/6. The ultimate number of lanes and right-of-way will be determined by further study.

Page 22, delete last paragraph:

[The stream on the southwest corner of the Key West Avenue and Great Seneca Highway intersection has an extensive forested wetland which extends from Great Seneca Highway to the Public Service Training Academy (PSTA) fitness trail. The transitway alignment seeks to minimize wetland disturbance by crossing the stream at the dam of the existing PSTA stormwater management pond and skirting the edge of the wetland as it turns toward Key West Avenue. The alignment is sited at least 100 feet from the stream until it passes under Decoverly Drive along the west side of Great Seneca Highway.]

Page 23, first two paragraphs:


The interchange at Key West Avenue and Great Seneca Highway may impact [negate the] wetlands and a stream [avoidance effort for] in this area [intersection]. Either of two interchange options will disturb some wetlands on the PSTA property, although the "urban diamond" design involves less disturbance. If the interchange is built, the stream will have to be piped in several places.

Additionally, the stream crossing north of Diamondback Drive parallel to [associated with] Decoverly Drive should be carefully sited to minimize impacts to the wetlands and stream valley. The crossing involves substantial wetland area [crossing] and this Amendment strongly supports the consideration of an open span clearing the limits of wetlands, as shown in the transitway study.

GENERAL

All figures and tables are to be revised where appropriate to reflect County Council changes to the Planning Board (Final) Draft Gaithersburg Vicinity-Shady Grove Master Plan Amendment. The text is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the County Council. All identifying references pertain to the Planning Board (Final) Draft Gaithersburg Vicinity-Shady Grove Master Plan Amendment, dated May 1996.

This is a correct copy of Council action.


Mary A. Edgar, CMC
Secretary of the Council

Acknowledgements

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And special thanks to all the Park & Planning Department staff who contributed to this Plan.



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GAITHBRG VIC AMEND96