



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

MCPB
Item No.: 9
Date: 04-05-18

MARC Rail Communities Sector Plan – Worksession One

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Completed: 03-29-18

Summary

Planning Staff presented the Working Draft MARC Rail Communities Sector Plan on December 21, 2017. The Public Hearing for the was held at the BlackRock Center for the Arts on February 1, 2018. The Montgomery County Council has determined that it cannot complete review of the Sector Plan before November's election. Council review of the Plan and the subsequent Sectional Map Amendment will occur during 2019.

This is the first worksession for the MARC Rail Communities Sector Plan. It will to provide the planning context that is the basis for the MARC Rail Communities Sector Plan. Future worksessions will review each plan recommendation section.

Staff has included a summary for all public comments received to date. Interested parties may continue to offer comments on the draft Plan.

Staff proposes three additional worksessions to review each of the MARC Rail Communities Sector Plan recommendation sections:

May 3, 2018	Preserve and Sustain
May 31, 2018	Connect
June 28, 2018	Renew

Attachments:

- A. Summary of the Public Hearing Testimony
- B. Copies of Written Testimony

MARC Rail Communities Sector Plan Public Hearing—February 1, 2018

The Planning Board Public Hearing on the MARC Rails Communities Sector Plan Public Hearing Draft was held on February 1, 2018, at the BlackRock Center for the Arts in Germantown. Testimony was provided during that hearing, and has continued to be received since then.

The two tables below summarize the testimony we have received and the individuals delivering it. The first table identifies those who have given testimony together with details about the individual or the group or property the individual represents. The second table summarizes the testimony arranged by topic, as the topics generally appear within the Sector Plan.

Table 1: Individuals providing testimony

NAME/FIRM	REPRESENTING	RESIDENT	COMMENTS
Perry Berman, David Edgerly Scherr Partners	Mr. Fallahi et al 19430 Walter Johnson Road, Germantown (vacant land)	No	
Timothy Booth		Germantown	
Jeri Crist	PTSA, Seneca Valley HS	Germantown	
Ronit Dancis	Action Committee for Transit (ACT)	No	
Addi Davis		Boys	
Audra Dove	PTSA, Roberto Clemente MS	Germantown	
Jennifer F. Fuss		Germantown	
Samuel Hahn (with American Sign Language translator Carl DuPree)		Germantown	MARC rider
Hammet Hough	Boys Civic Association	Boys	Former MARC rider
Kathie Hulley		Boys	Citizens Advisory Committee for the 2009 Germantown Sector Plan
Shreya Jha		Clarksburg	9 th grade student Clarksburg High School
Vagmi Luhar		Germantown	9 th grade student Clarksburg High School
Melissa Regan	PTSA, Seneca Valley HS	Germantown	

NAME/FIRM	REPRESENTING	RESIDENT	COMMENTS
Mike Rubin		Boys	
Christopher Ruhlen Lerch, Early and Brewer	Owner of U-Haul property, 19525 Waters Road, Germantown	No	
Charlotte Sanford		Boys	9 th grade student Clarksburg High School
Louisa Sanford		Boys	6 th grade student Roberto Clemente MS, Germantown
Elizabeth and Robert Schleichert		Boys	
Margaret Schoap	TAME (Coalition for Transit Alternatives to Mid-County Highway Extended)	Germantown	
Miriam Schoenbaum		Boys	MARC rider
Elena Shuvalov	Boys Historical Society	Boys	
Stacy Silber Lerch, Early and Brewer	Clark Enterprises for Rolling Hills Apartments, Germantown	No	
Faith Skordinski		Germantown	
Cindy Snow	Action Committee for Transit (ACT)	Germantown	
Bob Stoddard SVN Wright Commercial Real Estate	Owner of 19115 Liberty Mill Road, Germantown	No	
Ruthanne Stoltzfus		Germantown	
Susan Soderberg	Germantown Historical Society	Germantown	
Jane Thompson		Barnesville	Former MARC rider
Clark Wagner Pleasants Development, LLC	Gunners Lake properties Germantown site GJ	No	

Table 2: Testimony by Topic and Plan Section

TOPIC	NAME(S)	COMMENT
General		
<i>Support plan</i>	Hammet Hough (Association rep) Elena Shuvalov (Assoc)	Support the working draft as written without any changes.
<i>Support plan</i>	Miriam Schoenbaum (Ind)	The staff draft guides change in the direction that the current and future Montgomery County residents want and need change to go.
<i>Support plan</i>	Susan Soderberg (Assoc)	This is a good and balanced plan.
<i>MARC service</i>	Ronit Dancis (Assoc)	Support two-way weekday and weekend MARC service.
Introduction		
<i>Community engagement</i>	Addi Davis (Individual)	Residents were included in every step of the process. Hope to see the plan come to fruition.
<i>Community engagement</i>	Clark Wagner (Representative for property owner)	We were not contacted by staff about this plan.
Vision		
<i>Future</i>	Charlotte Sanford (Ind)	Make Montgomery County a place students will want to live when they become adults.
<i>Transit, pedestrian and bicycle connections to MARC</i>	Cindy Snow (Assoc) Ronit Dancis (Assoc)	Support the plan's recommendations to promote better transit, pedestrian and bicycle connections to the MARC stations in Boyds and Germantown, and to promote a range of alternatives.
Connect		
<i>Walking, biking and public safety</i>	Cindy Snow (Assoc)	Support Vision Zero and the plan's recommendations for making the areas safe to walk, bike and drive.
Appendix		
<i>ULI Study</i>	Susan Soderberg (Assoc)	Move the ULI Study in the appendix to the published plan.

TOPIC	NAME(S)	COMMENT
Other		
<i>Expand boundary</i>	Bob Stoddard (Rep)	Representative for the owner of 19115 Liberty Mill Road requests the expansion of the Germantown MARC boundary to include the property in order to rezone it to a Townhouse zone.

TOPIC	NAME(S)	COMMENT
Boyds		
Vision		
<i>Preserve Boyds' rural character</i>	Hammet Hough (Assoc) Kathie Hulley (Ind) Michael Rubin (Ind) Miriam Schoenbaum (Ind)	Retain the rural character of Boyds (our "Home in the Country"), and the Agricultural Reserve. Do not consider townhouses in Boyds.
Preserve		
<i>Support the MARC station location</i>	Elena Shuvalov (Assoc)	Keep the MARC station in Boyds to support Boyds' historic character {do not relocate the station}.
<i>Support the Boyds historic resources</i>	Elena Shuvalov (Assoc)	Support the recommendations to protect and enhance the Boyds Historic District, retain the 1927 pedestrian underpass, rehabilitate Winderbourne, encourage retention of the homes on Clopper Road east of the historic district, evaluate the Edward U. Taylor School for historic designation.
Support adaptive reuse	Hammet Hough (Assoc) Kathie Hulley (Ind) Miriam Schoenbaum (Ind) Elena Shuvalov (Assoc) Addi Davis (Ind)	Preserve and adaptively reuse Hoyles Mill and the barn building on the Anderson property. Can provide a community space for evenings and weekends.

TOPIC	NAME(S)	COMMENT
Connect		
<i>Expand the Boyds MARC station</i>	Ronit Dancis (Assoc) Addi Davis (Ind) Hammet Hough (Assoc) Kathie Hulley (Ind) Miriam Schoenbaum (Ind) Cindy Snow (Assoc) Jane Thompson (Ind)	<u>Short term</u> : Acquire the Anderson property to expand Boyds MARC station with room for Ride On service with bus loop and additional parking. Every car parked in Boyds rather than Germantown is a financial benefit to the county. <u>Long term</u> : Acquiring and improving the industrial property [Site BF] will be more expensive.
<i>Boyds MARC parking and Ride On expansion</i>	Addi Davis (Ind)	Boyds residents have to drive everywhere. MARC is their best transit option, but the parking fills very early. The proposed expansion gives greater access to those who must drive. Also provides access for Clarksburg residents with the proposed Ride On.
<i>Classify part of Clopper Road as rustic</i>	Hammet Hough (Assoc) Miriam Schoenbaum (Ind) Elizabeth and Robert Schleichert (Ind)	Classify the portion of Clopper Road between Clarksburg and White Ground Roads [the portion within the Boyds Historic District] as a rustic road.
<i>Retain two lane roads throughout Boyds</i>	Hammet Hough (Assoc) Miriam Schoenbaum (Ind) Cindy Snow (Assoc) Elizabeth and Robert Schleichert (Ind)	Classify all roads in the Boyds plan area at a maximum of two lanes. Classify Clopper Road between Clarksburg Road and Little Seneca Creek as a two-lane country arterial.
<i>Compatible roadway designs</i>	Elena Shuvalov (Assoc)	Support the recommendations against traffic circles and vehicular overpasses. Support keeping the 1927 railroad bridge over Clarksburg Road as long as feasible. If it becomes necessary to replace it, the replacement should be as recommended in the working draft [as an underpass close to the existing underpass].
<i>Support roadway classifications in Working Draft</i>	Elena Shuvalov (Assoc)	Support classifications: - Clopper Road as country arterial - Clopper Road as rustic in the historic district - White Ground Road as exceptional rustic - Barnesville Road as country - Clarksburg Road as arterial
<i>Improve walking to MARC</i>	Jane Thompson (Ind)	Provide more walking paths.

TOPIC	NAME(S)	COMMENT
<i>Design of railroad bridge replacement</i>	Hammet Hough (Assoc) Miriam Schoenbaum (Ind)	Keep recommendations on the eventual replacement of the railroad bridge as a new railroad bridge, as described and visualized in the Public Hearing Draft, rather than as a road overpass.
Sustain		
<i>Well and septic policy</i>	Kathie Hulley (Ind) Miriam Schoenbaum (Ind)	Do not extend public water and sewer to Boyds.
<i>Highlight the extensive area under farmland and forest easement programs</i>	Michael Rubin (Ind)	Add a map of properties under easement, and a recommendation to support these perpetual easements.
Renew		
<i>Support design diagram of Boyds Local Park</i>	Michael Rubin (Ind) Hammet Hough (Assoc) Miriam Schoenbaum (Ind) Elena Shuvalov (Assoc)	Maintain the front of the Boyds Local Park as green and undeveloped (from Clopper Road to the top of the hill). The future park entrance should be compatible with the future Clopper Road alignment.
<i>Support recommended zoning</i>	Miriam Schoenbaum (Ind) Elena Shuvalov (Assoc)	Support the recommended zoning, including the Rural Village Overlay zone (especially in the historic district) to allow septic systems to cross property lines.

TOPIC	NAME(S)	COMMENT
Germantown		
Vision		
<i>Co-locate the Germantown transit center with the MARC station</i>	Samuel Hahn (Ind) (with Carl DuPree as American Sign Language interpreter)	When the train is delayed or broken down, it takes half an hour to walk to the Germantown transit center. It's frightening to cross the roads to get there because of the way people drive. Move the Germantown transit center to the MARC station where both can have adequate parking and transportation.

TOPIC	NAME(S)	COMMENT
<i>Retain the 2009 Sector Plan densities</i>	Kathie Hulley (Ind) Miriam Schoenbaum (Ind) Susan Soderberg (Assoc) Cindy Snow (Assoc)	Retain the development densities recommended in the MARC Public Hearing Draft for Germantown and the 2009 Germantown Employment Area Sector Plan. Exclude densities above that from traffic modeling.
Preserve		
<i>Preserve “gorgeous old homes” and forest</i>	Timothy Booth (Ind)	Keep gorgeous, old homes and forest. Does not want poorly built apartments, townhouses and strip malls (already have empty strip malls).
Connect		
<i>Support the Middlebrook Road road diet</i>	Jeri Crist (Assoc) Ronit Dancis (Assoc) Jennifer F. Fuss (Ind) Kathie Hulley (Ind) Shreya Jha (Ind) Vagmi Luhar (Ind) Melissa Regan (Assoc) Miriam Schoenbaum (Ind) Cindy Snow (Assoc)	Support the road diet on Middlebrook Road, reducing the number of travel lanes from six to four lanes. It is a big, dangerous, high-speed road. Seneca Valley HS is expanding to 2,500 students, and those students should be able to walk to and from school safely.

TOPIC	NAME(S)	COMMENT
<i>Making walking safer for students</i>	Jeri Crist (Assoc) Ronit Dancis (Assoc) Audra Dove (Assoc) Jennifer F. Fuss (Ind) Kathie Hulley (Ind) Shreya Jha (Ind) Vagmi Luhar (Ind) Charlotte Sanford (Ind) Miriam Schoenbaum (Ind) Faith Skordinski (Ind) Cindy Snow (Assoc) Ruthanne Stoltzfus (Ind) Melissa Regan (Assoc) Hammet Hough (Assoc) Louisa Sanford (Ind)	Make walking safer for students walking to and from Seneca Valley High School. Provide buffers between pedestrians and traffic. Prioritize pedestrian and bicycle mobility. Limit crossing distances for pedestrians. Help students get around without a car. Extend the Urban Road Code and Bicycle Pedestrian Priority Area to Great Seneca Highway [include all four roads around the Seneca Valley High School site].
<i>Consider pedestrian bridges around Seneca Valley High School</i>	Jeri Crist (Assoc)	Consider adding “over the street walkways” to streets surrounding Seneca Valley High School in order to eliminate pedestrian/car collisions.
<i>Support a new pedestrian bridge over the tracks</i>	Melissa Regan (Assoc)	A new pedestrian bridge would be a win-win for both Seneca Valley High School students and MARC riders.
<i>Improve walkability with a fine-grained network of streets</i>	Jeri Crist (Assoc) Audra Dove (Assoc) Ronit Dancis (Assoc) Miriam Schoenbaum (Ind) Cindy Snow (Assoc) Melissa Regan (Assoc)	Create a fine-grained network of streets with sidewalk so that pedestrians have the opportunity to walk on streets with less traffic.
<i>Remove reference to “street”</i>	Stacy Silber (Rep)	On p. 46, remove reference to “street”. [The recommendation will then read, “Create a context-sensitive, interconnected ___ network that is safe, attractive, comfortable and convenient for all users regardless of age, mobility or transportation choice, supporting the county’s complete___ policy.”]
<i>Remove reference to Bowman Mill Road</i>	Stacy Silber (Rep)	Remove reference to Bowman Mill Road on the sidepath diagram.

TOPIC	NAME(S)	COMMENT
<i>Remove reference to “a network of local roads and pedestrian bicycle facilities that will result in.”</i>	Stacy Silber (Rep)	On p. 57, remove “a network of local roads and pedestrian/bicycle facilities that will result in.” [The sentence will then read “Provide ____ improved circulation and access, and create a fine-grained network of small, walkable blocks on the north side of the railroad tracks.”]
<i>Remove reference to “roadway” and “a network of streets.”</i>	Stacy Silber (Rep)	Remove reference to “roadway” and “a network of streets” on Rolling Hills property. Don’t be unnecessarily prescriptive. Allow flexibility to encourage creative design solutions.
<i>Pedestrian path location</i>	Stacy Silber (Rep)	For Rolling Hills Apartments, allow flexibility in the location of pedestrian paths.
<i>Establish a road and path grid</i>	Miriam Schoenbaum (Ind)	Establish a road and path grid north of the tracks, including a connection along Bowman Mill Drive between Germantown Road and Great Seneca Highway.
<i>Assess traffic speeds</i>	Jeri Crist (Assoc) Audra Dove (Assoc) Ruthanne Stoltzfus (Assoc)	Assess speed and traffic flow. Make appropriate changes on Middlebrook Road to ensure pedestrian safety.
<i>Limit cut through traffic</i>	Susan Soderberg (Assoc)	Do not support future bridges from MD 118 into the historic district because it would increase traffic. [No recommendation in plan. Recommendation is for future plans.]
<i>Support enhanced streetscapes</i>	Susan Soderberg (Assoc)	Support the enhanced streetscape, sidewalks, lighting, and especially the burial of utilities along “old Germantown Road.” That will enhance the sense of place and the continuity recommended in the ULI study.
<i>Concerns about streetscape recommendations</i>	Clark Wagner (Rep)	For site GJ, they have concerns about recommendations for utilities and improvements to Middlebrook Road, Wisteria Drive and Walter Johnson Road.
Sustain		
<i>Designated open space</i>	Clark Wagner (Rep)	Concerns that a large part of the Gunners Lake Thirteen (Site GJ) property will be designated as open space; thereby reducing the density and land value of the property.
<i>Grading and tree preservation recommendations</i>	Clark Wagner (Rep)	Concerns about language regarding grading and the preservation of existing trees.

TOPIC	NAME(S)	COMMENT
Renew		
<i>Support stepping down of densities</i>	Susan Soderberg (Assoc)	Retain the step down in density from I-270 and the CCT to the Germantown Historic District, per the 1989 and 2009 plans.
<i>Transit oriented development is not currently supportable</i>	Ronit Dancis (Assoc) Kathie Hulley (Ind) Margaret Schoap (Assoc) Miriam Schoenbaum (Ind) Cindy Snow (Assoc) Susan Soderberg (Assoc)	Germantown is only served by 18 trains per weekday—9 trains to DC in the morning and 9 trains leaving DC in the afternoon. Cannot have transit oriented development levels (TOD) in Germantown at this time. Increase density only if commuter train service is funded for all-day, two-way weekday and weekend MARC service.
<i>Remove language and graphic elements</i>	Stacy Silber (Rep)	Rolling Hills Apartments. State in the plan that the 25 dwelling unit per acre recommendation from 2009 is eliminated, and that final open space locations will be determined at future development plan. Remove conceptual drawings to avoid confusion and public expectations. Remove references to housing products and images [cottage houses, townhouses, live-work units, courtyard housing, small apartment buildings]. Remove stormwater management references. Allow flexibility to encourage creative design solutions.
<i>Concern about illustrative sketches</i>	Clark Wagner (Rep)	Distrustful that sketches, while technically described as illustrative, will be regarded as such in consideration of future development applications.
<i>Building heights lowered</i>	Clark Wagner (Rep)	For site GJ, concerns about the proposed lower building height (75 feet).
<i>Protect the Germantown Historic District and residential areas</i>	Susan Soderberg (Assoc)	Pleased that the Plan protects the Germantown Historic District and supports the scale and low density of the neighborhood on the west side of the tracks.
<i>Support continued community use of MARC parking lot</i>	Susan Soderberg (Assoc)	The Germantown Historical Society organizes a monthly flea market on the MARC parking lots. Support the continuation of the Germantown Flea Market in the MARC parking lots.
<i>Limit garage heights</i>	Susan Soderberg (Assoc)	Do not support 3-5 story garages. Add a two-level garage on parking lot B, using the slope of the land to assure that it is not visible from the historic district.

TOPIC	NAME(S)	COMMENT
<i>Add a lot or garage on the landscape property</i>	Susan Soderberg (Assoc)	On the west (south) side of the tracks, add a lot or garage on the landscape property (the landscape operation is incompatible).
<i>Acquire property for MARC parking</i>	Perry Berman (Rep)	Acquire the Fallahi property for additional MARC parking.
<i>Zoning change request</i>	Perry Berman (Rep)	Fallahi property. 1 acre, 1-3 minute walk from MARC. Requests that the zoning be changed from the proposed CR .75 C .75 R .5 to CR 2.0 C 1.5 R 2.0 H70 to build 80 to 100 apartment units (~75 units per acre), like other MARC stations. Consider the recommended private road at site plan.
<i>Support zoning (Germantown Bank Building)</i>	Susan Soderberg (Assoc)	Germantown Historical Society plans to turn the Germantown Bank Building into a museum of banking.
<i>Retain 2009 zoning levels</i>	Miriam Schoenbaum (Ind)	Retain zoning levels from the 2009 Germantown Sector Plan until there is committed funding for all-day two-way MARC service with more trains on the Brunswick Line. Improve MARC service and walkability before increasing development levels.
<i>Zoning change request</i>	Stacy Silber (Rep)	Rolling Hills Apartments. Existing FAR 1.5 encourages development. Change the proposed CR-0.75 C-0.25 R-0.75 H 75 to CR-1.0 C0.25 R 0.75 H-90T. Also, the change from today's CRT to the proposed CR is significant because of public benefit costs.
<i>Zoning change request</i>	Christopher Ruhlen (Rep)	U-Haul property. Requesting that zoning remain CRT rather than the proposed CR in order to upgrade the existing U-Haul facility.



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December 18, 2017

Chairman Casey Anderson
 and Members of the Montgomery County Planning Board
 8787 Georgia Ave.
 Silver Spring, MD 20910

Re: MARC Rail Communities Sector Plan – Working Draft Plan

Dear Mr. Anderson and Members of the Planning Board:

Scheer Partners represents Mr. Fallahi, et al, the owners of 19430 Walter Johnson Road which is identified as parcel GG in the Draft Plan. This undeveloped, one acre parcel is located between Walter Johnson and Germantown Roads (See Attachment #1).

We request that the Working Draft Plan recommendation of CR .75 C .75 R .50 H 60 be changed to CR 2 C.1.5 R 2 H 70.

The Working Draft Plan would permit the construction approximate of 27+/- townhouses. We are requesting the ability to build around 80-100 apartments. The property should be developed as a mid-rise 6 story apartment project with structured parking. The residential density of 75/units per acre, which we believe is appropriate, is similar to other mid-rise apartments near MARC locations. The Working Draft townhouse density is more in keeping with transitional sites around BRT stations.

Density Review at MARC Stations: The County has a limited number of Marc stations and this property is only a 1-3 minute walk to the Marc Station. As in all County Master Plan's goals, residential development/density around mass transit centers should and have been recommended.

The City of Gaithersburg has taken advantage of their commuter rail station. For example, a new apartment project called Crossings at Olde Towne at 200 Old Town Towne Ave. This affordable housing project is located to maximize access to the Marc station. (See Attachment #2)

The Kensington Master Plan recommends FAR 1.5- 2 around the Kensington Marc station. Ironically, other properties around the Germantown Marc Station are zoned CR2.

The Working Draft Plan raises concerns regarding the protection of nearby history resources. A mid-rise apartment project can be designed to be compatible with the Pumphrey-Mateny House which is located across Walter Johnson Road. This resource does not face our property. The Madeline Waters resource site is limited to a series of trees in the middle of a parking lot and as such, should not be used as development constant on the abutting properties.

Unless the density is increased our property will likely be underdeveloped with fast food or a density inferior convenience store, but as yet, the Fallahi property is undeveloped the abutting properties have on-going businesses. In order to create a unified and coordinated residential project, additional density must be provided to encourage assembly.

The Working Draft Plan recommends the construction of a private road through our property. Because of the small block, we see no reason for the construction of this short road which further disrupts the site.

*Confirm the recommended private road connection between Bowman Mill Road and Walter Johnson Road, unless properties are consolidated for redevelopment (**Site GG**). Page 82*

We believe the necessity of constructing of a private road should be made at the time of site plan approvals.

The Working Draft Plan recommends the construction of additional MARC station parking

*Expand MARC parking with surface lots and garages to support greater ridership (Sites GD, GE GF, **GG** and GH). Page 99*

It is possible that with an assembly of abutting properties (or portions thereof), a joint private/public facility should be considered.

Thank you for your consideration.

Perry Berman
David Edgerley



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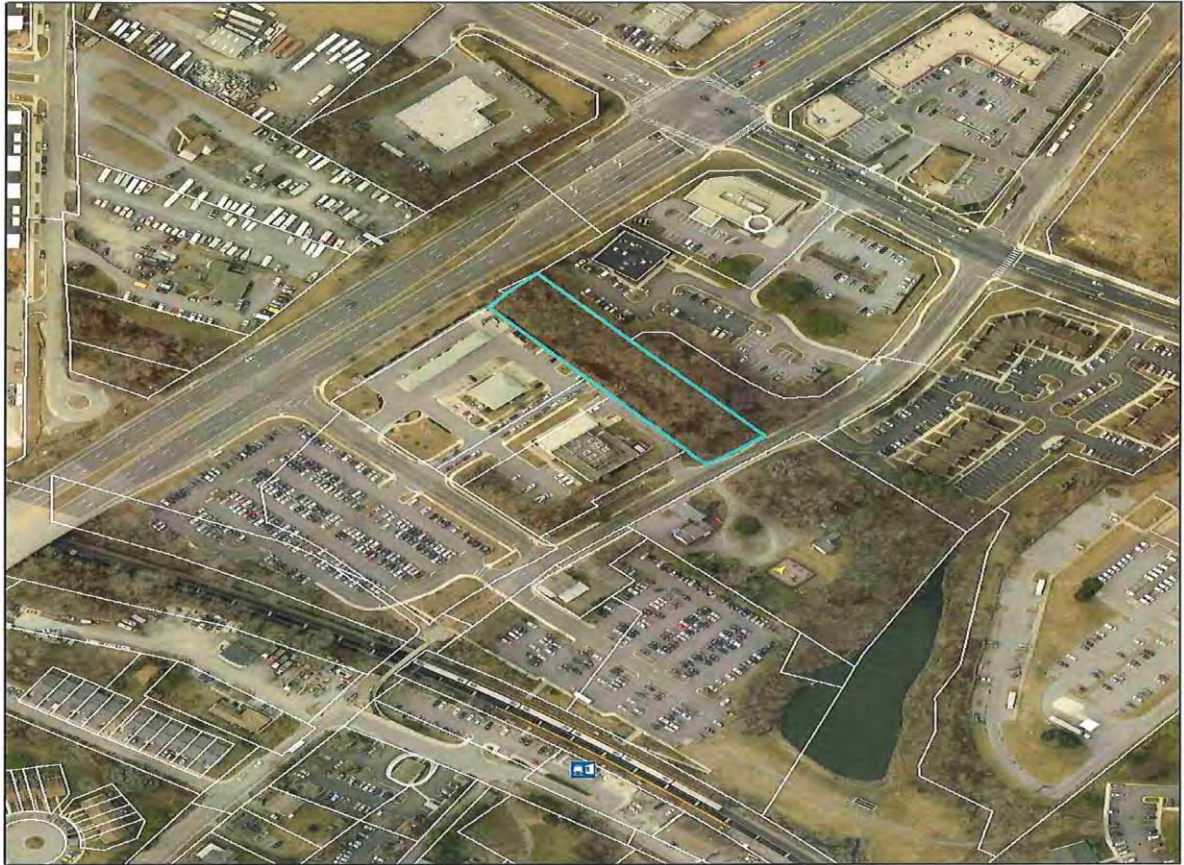
Attachments

CC:

Roberto Duke, Planner Coordinator, roberto.duke@montgomeryplanning.org
Leslie Saville, Senior Planner, leslie.saville@montgomeryplanning.org,
Frederick Vernon Boyd, Master Planner Supervisor, fred.boyd@montgomeryplanning.org,
Richard Weaver, Chief Area 3, richard.weaver@montgomeryplanning.org

Attachment #1

Fallahi Property, Walter Johnson Road



0 100 200 400 Feet



Attachment #2



Crossings at Olde Towne

Working Draft Master Plan Recommendation



Saville, Leslie

From: Timothy Booth <ahtbooth@gmail.com>
Sent: Friday, January 19, 2018 7:55 AM
To: Saville, Leslie
Subject: Germantown Station

So, saw your little master plan. You folks are going to bring down all the gorgeous old homes and forest to put up poorly built apartments, townhouses and a strip mall that will eventually hold an out of business GameStop and a half full Ruby Tuesday's?

Take a look around Germantown. We have enough empty strip malls. Not sure this is the right move. No matter how pretty you make the plans look on paper. Wonder who benefits the most from this and how much of my property tax money is going towards this project.

Ten years after this is built your little project will be home to a title loan and beauty supply shop. No restaurants, no people. Mark my words.

No thanks.

Written Testimony and Position regarding the MARC Rail Communities Sector Plan

January 30, 2018,

Dear Chairman of the Montgomery County Planning Board;

As the proud parent of a freshman at Seneca Valley High School and as the PTSA President at Seneca Valley High School I am very concerned about the safety and well-being of all our students and fully support any safety measures especially those directed to pedestrian safety.

One of the jobs of the PTSA is to advocate for its student population. A top-level education, equality for all students. In addition to those interests, student welfare and safety issues are always at the top of our list of needs and concerns. Unfortunately, in the past in the past few years, as more students and drivers become distracted we have seen an increase number of pedestrian/vehicle collisions. Many of these accidents have involved students being struck (two fatality) by vehicles. Most of the accidents involving students occurred as students(s) arrive to school in the morning or depart the school property at the end of the school day from classes or extracurricular activities.

Seneca Valley High School is situated in the heart of Germantown and thus surrounded on all four sides by busy streets. Students crossing Great Seneca Hwy. (which my daughter has to cross) **must cross 6 lanes of traffic**, students crossing either Middlebrook Rd. or 118/Germantown Rd. **have to cross 8 lanes of traffic**, Students crossing Wisteria **have to cross 4 four lanes of traffic**, while students crossing directly in front of the school on Crystal Rock **only have to cross 2 lanes of traffic**. The crossing walks are located at corners where cars are also making turns. I believe that both speed and distraction are major contributors in these accidents. In the coming years as the new school nears completion, enrollment at Seneca Valley High School will double from 1400 students to 2400. As the number of students increase, the traffic will also increase, and I fear the this will cause an escalation in pedestrian and vehicle collisions. As far as I'm concerned, one collision is one to many.

I am pleased to see many solid recommendations have already been put forth and added to the long-term Master Plan as stated in the MARC Rail Communities Sector Plan Public Hearing Draft (dated December 2017). Many of the recommendations listed specifically address improvements for the Seneca Valley High School vicinity to include Middle Brook Rd., Great Seneca Hwy., Crystal Rock Rd. and Wisteria Dr. The Seneca Valley High School, PTSA supports the following component of the plan"

1. Extending the "urban road code" and "bicycle pedestrian priority" area to Seneca Valley High School.
2. Assessing speed and traffic flow and making appropriate changes on Middlebrook Road to ensure pedestrian safety.

3. Creating a network of streets with sidewalks so that Seneca Valley High School students have the option to walk on side streets with less vehicle traffic.

However, in supporting (1), the speed and flow of traffic, I think that the recent change in bell times requires that at "School Zone" Speed limit be updated; starting at 7:00 a.m. to 8:30 a.m. and 2:00 p.m. – 4:00 (or 5:00) p.m. to allow students to safely get home after extracurricular activities end. (School starts at 7:45 a.m. and dismisses at 2:30 p.m.)

Also, in component (3) mentioned above; while it sounds nice, it must be noted that Seneca Valley High School is located is surrounded on all four sides by busy streets and **EVERY student that walks or rides a bike HAS TO cross at least one of these busy roads** in order to get home or to school. I would like to the DOT and the Montgomery County Planning Board to strongly consider "over the street walk ways" as mentioned in Germantown Recommendation q. to be consider adding more of these "over the street walk ways" at each of the above-mentioned streets. These raised walkways would almost eliminate the pedestrian/car collision incidents.

It is our civic duty to take a hard look at the Community Master Plans and make overdue improvements and changes to the roads, streets and sidewalks in Germantown and at to the roads that surround Seneca Valley High School and to ensure safety and access for every pedestrian and for bicycle traffic. The anticipated boundary study will most likely reach further into the neighborhoods surrounding the area involving the MARC Rail Communities and Sector Plan.

Thank you for your continued concern and diligent work in improving our community and striving to make it a safer place for everyone.

Sincerely,

Jeri Crist
Seneca Valley High School, PTSA President
Seneca Valley High School Parent
Germantown Resident of 16 years

Email

ACT Testimony on M...

Email**From** Ronit Dancis**To** <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org**Cc** Cindy Snow;  Cindy Snow;  Leslie Saville;  leslie.saville@montgomeryplanning.org;  Miriam Schoenbaum;  Ronit Dancis**Subject**

ACT Testimony on MARC Rail Communities Sector Plan

Date Sent**Date Received**

1/31/2018 2:24 PM

Action Committee for Transit is an advocacy group dedicated to better communities through improved public transit in Montgomery County. We support this plan's recommendations to promote better transit, pedestrian, and bicycle connections to the MARC stations in Boyds and Germantown and to promote a range of safe transportation alternatives.

All-day, two-way, weekday and weekend MARC service is an important part of the comprehensive transportation plan that ACT advocates for the 270 corridor. Therefore, we support the proposed expansion of the Boyds station onto the Anderson properties, with RideOn connections to Clarksburg and Germantown, while keeping the surrounding roads at two lanes as they currently are. We also support a fine-grained network of local roads and pedestrian/bicycle facilities around the Germantown station, so that more people will walk and bike to MARC.

In addition, as supporters of Vision Zero, ACT supports the plan's recommendations for making the area safe to walk and bike, as well as drive. This includes extending the Urban Road Code and Bicycle-Pedestrian Priority Areas and redesigning the roads, especially Middlebrook. High school students should be able to walk to school without fear of being hit by cars.

Finally, we support mixed-use infill development in the Germantown station area. However, we believe that, unfortunately, the current, highly-limited MARC service is not enough to support much TOD. Therefore, we ask for staged rezoning to higher densities: specifically, zoning at the level in the 2009 Germantown sector plan until there is committed funding for all-day, two-way MARC service. In addition, because safe walking and biking are so important to the transformation of the area, we ask you to exclude the vehicle traffic from future upzoning from your traffic models.

Sincerely,

Ronit Aviva Dancis
Action Committee for Transit, President

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
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Dear Sirs/Madams,

As you are likely aware, via the Montgomery County Department of Transportation pedestrian safety audit of Middlebrook Road, 8 of the 17 reported pedestrian crashes in the study area involved pedestrians between the ages of 13 and 18. The PTSA of Roberto Clemente Middle School (a Seneca Valley HS feeder school) supports the recommendations put forth in the MARC Rail Communities Sector Plan Public Hearing Draft (dated December 2017) that specifically address improvements that will positively impact pedestrian and bicycle traffic safety for SVHS students. To ensure safety and access for the student population, we support special design considerations for roads in the Seneca Valley High School vicinity. We especially applaud the following components of the plan:

1. Extending the "urban road code" and "bicycle pedestrian priority" areas to SVHS
2. Assessing speed and traffic flow and making appropriate changes on Middlebrook Road to ensure pedestrian safety
3. Creating a network of streets with sidewalks so that SVHS students have the option to walk on side streets with less vehicle traffic.

Thank you for your continued diligence in assuring safe pedestrian access to and from SVHS.

Sincerely,

Roberto Clemente Middle School PTSA

cc: Minita Benipuri, President RCMS PTSA
Audra Dove, VP RCMS PTSA

For the MARC Rail Communities Sector Plan, I support making the area safer for Seneca Valley High School students to walk to and from school. My two daughters will enter high school at SVHS in the fall of 2019 and our home is in the walking zone. I am concerned about all of the students who walk to and from school and as a parent and citizen, I would ask that there be thoughtful and proactive steps to improve safety.

Sincerely,
Jennifer F. Fuss
12370 Quail Woods Drive
Germantown, MD 20874

21809 Diller Lane
Boys, MD 20841

January 31, 2018

Casey Anderson, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

MARC Rail Communities Sector Plan Public Hearing Draft

I have been a resident of Boys for 37 years and have been very involved in local planning.

I participated in the 1994 Clarksburg Master Plan, the 2009 Germantown Forward Sector Plan, and am a member of 4 local historical societies, including the Boys Historical Society and the Germantown Historical Society (Vice President). The history and heritage of the area we live in is very important and it is a dis-service to all future residents if we allow development to subsume the past. I learnt this very early, on school field trips to Roman sites when I was growing up in England.

I have some comments about the draft plan recommendations around the Germantown and Boys MARC stations.

BOYDS

This draft plan retains the history and heritage of the Boys area, and supports the ongoing use of the railroad that is the foundation upon which Boys was built.

- I support locating a bus loop and parking lot on site BE (the Anderson property) on Barnesville Road to support MARC ridership, as it promotes the ongoing passenger rail operation and the supports MARC use by residents of Boys and Clarksburg. This proposal supports the 1994 Clarksburg Master Plan, which was passed with the understanding that the MARC service from Boys was an important transit component for future Clarksburg residents. Lack of parking at the Boys station has been a hindrance to commuters using that service, so I support the plan to use and improve the Anderson property. The site is perfectly located between White Ground Road and Barnesville Road so that riders do not have to cross any roads for boarding or alighting from the train. (An earlier MCDOT proposal to locate parking on park property on the other side of Clopper Road will be dangerous for MARC riders crossing the Clarksburg and Clopper Road intersection to get to and from the platform.)

- The historic mill and barn on the Anderson property will provide an anchor to the gateway to the Boyds Historic District. Community use of those buildings for MARC riders and for local events will provide an important community asset during times when the trains are not in service, as well as beautifying the otherwise presently blighted corner.

During earlier sessions, a planning board member asked for consideration of townhouses for Boyds. This part of Boyds does not have public water or sewer. Is it possible to build townhouses on well and septic? Extending water and sewer would radically change the historic area and previous plan recommendations, and be prohibitively expensive. When Clarksburg was planned, it was so that places like Boyds and the Agricultural Reserve would be able to remain rural. I understand that the cost of providing public water/sewer is now around \$1,000 per foot from the nearest public source.

GERMANTOWN:

This new draft supports and continues the recommendations of the two existing Germantown Master Plans (1989 and 2009) by retaining the Germantown employment hub along the I270 corridor, as first envisioned in the 1974 Germantown Plan.

- The draft plan for the Germantown MARC station area supports the scale and low intensity of the historic district with its unique characteristics and will be an asset to Germantown or the county. I recommend retaining these recommendations.
- Also retain the recommendation for enhanced streetscapes, sidewalks, lighting and buried utilities along “old 118” or “old Germantown Road,” Walter Johnson and Liberty Mill Roads, as they are vital to Germantown’s sense of place, as the historic spine of Germantown.
- I also support the road diet proposed along Middlebrook Road as it will greatly improve safety for the students who walk to Seneca Valley High School. With the major increase in the student population, this recommendation should be a county priority.
- The draft plan appears to confirm the densities from the existing master plans, providing the highest densities along the future Corridor Cities Transitway, stepping down to the historic district and the residential areas. The graphic showing the transition of densities, provided by the planning board in their letter, should be added to the draft plan, and this framework for densities should be retained.
- The ULI study in the appendix indicates that the limited MARC service on the Brunswick line will not support transit oriented development. Transit oriented development without sufficient suitable transit is not responsible. Additional references to that study should be incorporated into the plan. In the future, if CSX permits additional service in the future, including more trains, mid-day service and weekend service, another study should be done.

- The Rolling Hills Apartments are only about 25 years old, and they do not need to be rebuilt. I was against the increased zoning for the Rolling Hills property proposed when I was on the CAC for the 2009 Germantown Forward plan because the density was inconsistent with the overall density of Germantown, and because school capacity for the higher density does not exist. Any increase over the 2009 density is unacceptable – I was concerned about school capacity then and even more so now, when the Lake Seneca Elementary School area, just west of this property, is in moratorium.
- The non-residential zoning proposed for Rolling Hills is out of scale and if built, will detract from other areas. The earlier Germantown plans (1974, 1989, 2009) laid out a successful framework for a walkable, mixed use Town Center and clustered, walkable Village Centers, which should be retained. The Germantown Square Shopping Center, located diagonally across Great Seneca Highway, is the village center designated for the Rolling Hills area, so the non-residential zoning should be moved to there. Alternatively, the density and uses could shift to the Germantown Town Center, where they would be within walking distance of transit at the Germantown Town Center CCT station.

Kathie Hulley
301-580-4896

Email**MARC Rail Communiti...****Email****From** 00shreyajha00@gmail.com**To** <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org**Cc****Subject**

MARC Rail Communities Plan

Date Sent**Date Received**

1/30/2018 5:40 PM

My name is Shreya Jha, and I am a student at Clarksburg High School. I'm writing to ask you to support the parts of the MARC Rail Communities sector plan that will help Seneca Valley HS students walk to and from school safely. I walk to and from Clarksburg HS, and I often see distracted drivers on their phones not paying attention. In Clarksburg, there are sidewalk buffers between me and the drivers, but there aren't on Middlebrook Road. When drivers do dumb things, it shouldn't cost students their life and limbs. Please make it safe for Seneca Valley students to walk.

Attachments

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Page 1

Good evening,

I am Melissa Regan, here tonight representing Seneca Valley High School PTSA. The SVHS PTSA wholeheartedly supports safety measures particularly in regards to pedestrian safety.

Seneca Valley High School is within the MARC Rail boundary in Germantown which presents challenges with our students crossing major intersections to attend school. In the MARC Rail Sector Plan, part of the vision for Germantown is to revitalize the area of Walter Johnson and Liberty Mill Rds which includes an interconnected street grid and redesigned streets near a newly rebuilt Seneca Valley High School that supports walking, biking and student safety.

In the Montgomery County Pedestrian Road Safety Audit conducted by the Department of Transportation, 302 vehicle crashes were recorded from January 2011 through December 2015 on the stretch of Middlebrook Rd that runs through the center of Germantown. Data Montgomery, tracking car crashes from September 2015 to current day, shows 72 more.

As far as pedestrian accidents, the Pedestrian Road Safety Audit found 17 incidents. 8 of these incidents that involved pedestrians were under the age of 20, effectively students. This audit did not include the accident at Rt 118 and Wisteria (a block away from Middlebrook) that took the life of Christina Ward, Class of 2015. Data Montgomery, the system tracking current crashes, lists 4 pedestrian accidents, one of which was a fatality (but not a student).

As part of connecting Germantown residents to the MARC rail system, logistics is an integral part of the plan but I want to stress that safety is being incorporated at the same time. The Plan can solve multiple problems simultaneously. The Plan has a goal to "Create an interconnected street network that is safe, attractive, comfortable and convenient for all users ...". Germantown recommendation q. states "Study the potential for a new pedestrian bridge across the railroad tracks, to provide more convenient connections between the north and south sides of the railroad tracks near Seneca Valley High School." This is a win-win. More people can access the rail

system and students have a safe bridge. I have a sophomore that attends Albert Einstein High School in Kensington who takes a Ride On bus from Einstein to the MARC station. Takes the 3:50 up to Germantown then takes another bus through the neighborhoods to our street.

Another example is the proposal of a road diet. Seneca Valley is an island in the midst of 4 heavily travelled roads: Middlebrook, Crystal Rock, Great Seneca, and Wisteria. Each of these roads have proposed changes that include items such as adding medians, planting buffers between sidewalks and the roadway, adding bike lanes, reducing lanes, major median plantings, pedestrian refuges, and pedestrian platforms.

While these look nice, encourage more walking and biking, I am happy to see the options that keep the students safer like platforms and medians. The school principal, Dr. Marc Cohen, repeatedly reminds the students to cross carefully and the school participates in the county initiative of YOLO Walk Safe. But, if you live with a teenager, then you know firsthand the challenges of important information getting past that frontal lobe. And yet, another student was hit two weeks ago. And head's up: Seneca Valley's enrollment will double from 1200 to 2400 in a few short years.

Thank you very much for promoting public transportation as well as making very much needed safety improvements along the way.

Email

MARC plans relating t...

Email

From  mdrcapitol@aol.com

To  <MCP-Chair MCP-Chair>;  [Clyde Dmonte](#);  [MCP-Chair #](#);  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc  [Caren Madsen](#);  [Caroline Taylor](#);  [Leslie Saville](#);  leslie.saville@montgomeryplanning.org

Subject MARC plans relating to Boyds

Date Sent**Date Received**

1/29/2018 7:36 PM

Dear Chairman Anderson and Planning Board members,

I offer the following comments related to the MARC Rails Community Plan:

As a matter of background:

16 years ago, I purchased over 2000 acres of farmland and forest from the British parent company of Rockville Crushed Stone, which are located within and surround the Boyds portion of the sector plan. I placed these properties under easement through the Maryland Rural Legacy Program to assure the preservation of this farmland and forest, both of great value to ag and the environment. I retained ownership of approximately 1050 acres of the land under easement. The remainder of the property is now parkland--the Hoyles Mill Conservation Park and the Boyds Local Park.

I recommend the following:

The public hearing draft sector plan refers to my property easements on p. 24 ("privately protected forest and farmland"). Please add a recommendation to the chapter titled Plan Recommendations to acknowledge and perpetually preserve these farms and forests. Add a map of the properties under easement. On p. 88, to retain the "Home in the Country" character of Boyds, add a bullet in the text confirming the open green space recommendation shown along Clopper Road on the concept diagram of Boyds Local Park.

I appreciate your consideration and attention to my request.

Sincerely, Mike Rubin, Boyds, MD

Attachments

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No Attachment records are available in this view.	
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Page 1





Christopher M. Ruhlen
Attorney
301-841-3834
cmruhlen@lerchearly.com

January 31, 2018

VIA E-MAIL

Casey Anderson, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

RE: MARC Rail Communities Sector Plan (Montgomery County Planning Board Agenda for 02/01/2018, Item No. 8)

Dear Chair Anderson and Members of the Planning Board:

On behalf of U-Haul Moving & Storage of Germantown ("U-Haul"), please accept this letter for inclusion in the public record for the MARC Rail Communities Sector Plan (the "Sector Plan"). U-Haul owns and operates the self-storage and light vehicle rental facility at 19525 Waters Road in Germantown (the "Property"), which is located within the Sector Plan's boundaries on the north side of Maryland Route 118 (see Exhibit A).

U-Haul has only recently become aware of the Montgomery County Planning Department's efforts with respect to the Sector Plan and, as such, is currently in the process of studying the Sector Plan's recommendations. While U-Haul appreciates the Sector Plan's attention to this area of Germantown, U-Haul seeks to ensure that the Sector Plan will not have unanticipated consequences for either its current use of its Property for self-storage and light vehicle rental purposes, or for its long-term business plans at this location. For these reasons, U-Haul intends to meet with Planning Department Staff in the near future to discuss the Sector Plan in more detail and, should circumstances warrant, may provide additional comments for the Planning Board's consideration after these discussions occur.

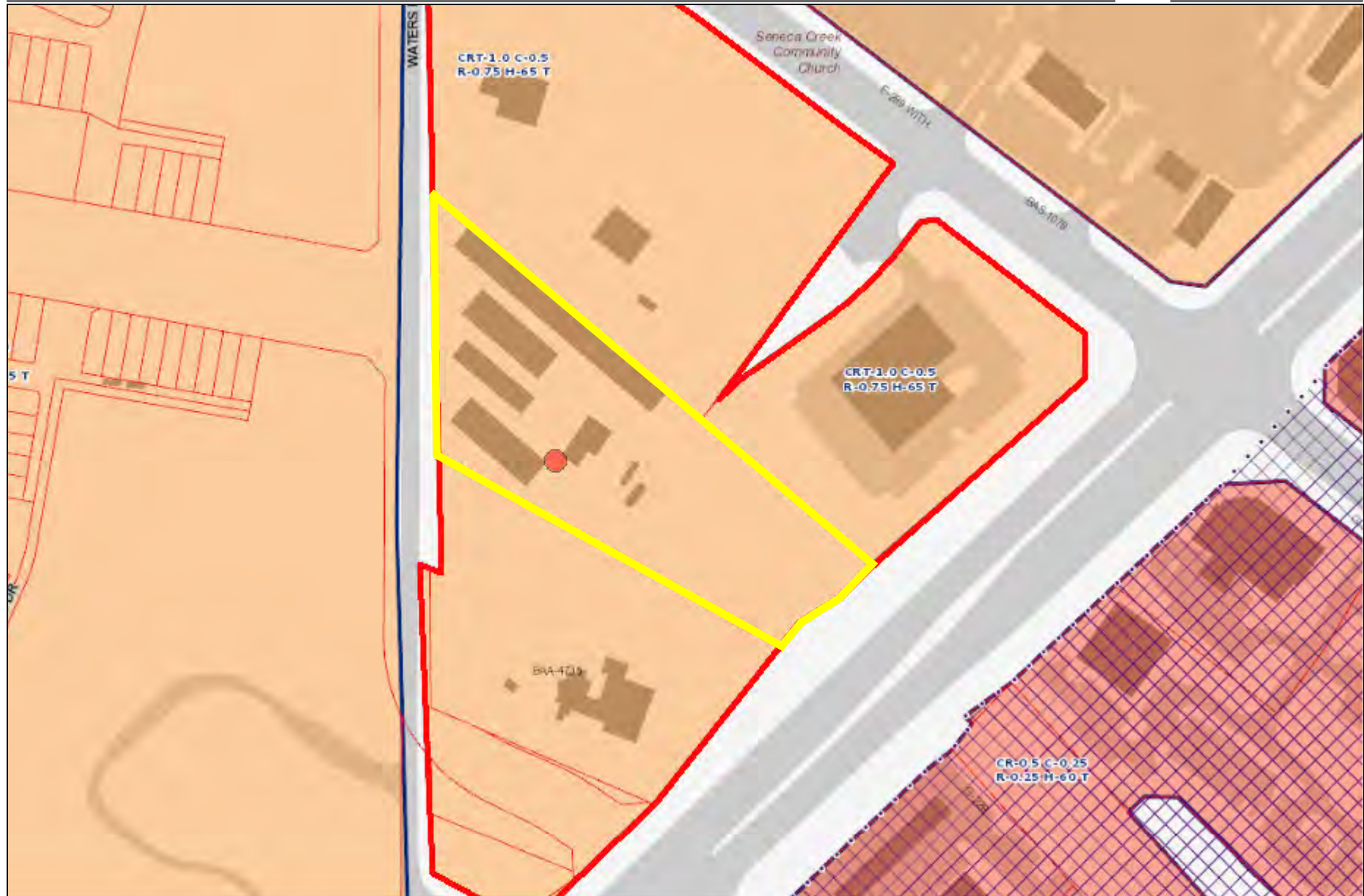
We look forward to participating in the Sector Plan process and thank you for your attention to this correspondence.

Sincerely,

Christopher M. Ruhlen

Enclosure

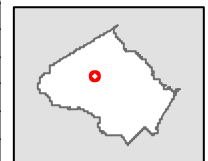
cc: William Kominers, Esq.
Ms. Jenn Roldan
Mr. Sachchida N. Gupta, P.E.
Mr. Richard Weaver
Mr. Roberto Duke
Ms. Leslie Saville



Account #	00030132
Address	19525 WATERS RD GERMANTOWN, 20874
Zone	CRT-1.0 C-0.5 R-0.75 H-65 T
Overlay Zone	N/A
TDR Overlay Zone	N/A
Landuse	Industrial
Parcel, Lot, Block	P868, N/A, N/A

Parking District	N/A
CBD	N/A
Special Protection Area	N/A
Urban District	N/A
Enterprise Zone	N/A
Arts & Ent. District	N/A
Special Tax District	N/A
Legal Description	LOT IN GERMANTOWN

Bike/Ped Priority Area	Germantown Town Center
Urban Renewal Area	N/A
Metro Station Policy Area	N/A
Priority Funding Area	Yes
Septic Tier	Tier 1: Sewer existing
Municipality	N/A
Master Plan	GERMANTOWN SECTOR PLAN
Historic Site/District	N/A



1 inch = 194 feet

Christopher M. Ruhlen
Attorney
301-841-3834
cmruhlen@lerchearly.com

February 15, 2018

VIA E-MAIL

Casey Anderson, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

RE: MARC Rail Communities Sector Plan

Dear Chair Anderson and Members of the Planning Board:

On behalf of our client, U-Haul Moving & Storage of Germantown ("U-Haul"), please include this letter in the public record for the MARC Rail Communities Sector Plan (the "Sector Plan"). U-Haul owns and operates the self-storage and light vehicle rental facility at 19525 Waters Road in Germantown (the "Property"), which is located within the Sector Plan's boundaries on the north side of Maryland Route 118 ("MD 118") (see Exhibit A).

Since the Montgomery County Planning Board's initial public hearing on the Sector Plan on February 1, 2018, U-Haul has continued to evaluate the Sector Plan's recommendations for this area of Germantown. Based on this evaluation, U-Haul has generally concluded that the Sector Plan provides an appropriate refinement of the currently applicable recommendations of the 2009 Approved and Adopted Germantown Employment Area Sector Plan. At the same time, U-Haul has determined that the Sector Plan is problematic with respect to the long-term intended use of its Property, in that the Sector Plan recommends rezoning its Property from the currently applicable Commercial/Residential Town ("CRT") zone (CRT-1.0, C-0.5, R-0.75, H-65) to the Commercial/Residential ("CR") zone (CR- 0.75, C-0.75, R-0.5, H-60). More specifically, while U-Haul is not opposed to modest revisions to the mapped densities and heights for the Property (as the Sector Plan currently proposes), changing the zoning classification of the Property from CRT to CR would alter the permissibility of the existing, operating self-storage uses on the Property, and the manner in which such uses could be provided in the future. **For the reasons stated herein, U-Haul opposes the proposed rezoning of the Property to the CR zone.**

U-Haul acquired the Property in 2016, at which time the Property was zoned CRT. At that time, the Property was already in use for self-storage purposes and had been so for many years. The Property was well-suited for U-Haul's immediate business needs, with several single-story buildings and surface parking already existing on-site. However, because these existing buildings Property were constructed in the early 1980's, U-Haul has always anticipated that a potential need to reinvest in the Property could arise in the future, so as to allow its business operations at this location to continue over the long term. In the event that U-Haul commits to such reinvestment, one potential option for modernization would be to develop a vertical self-storage building that would make more efficient use of the site and upgrade existing conditions.

Under the currently applicable CRT zoning classification, any future self-storage building on the Property would require approval of a Conditional Use application from the Montgomery County Office of Zoning & Administrative Hearings ("OZAH"). As the Board is aware, the conditional use process would provide opportunities for applicable reviewing agencies and for the general public to evaluate plans for the Property. The multiple hearings before the Planning Board and OZAH would provide the opportunity to confirm compliance with applicable development standards and requirements, in addition to conformance with applicable Sector Plan recommendations.

In contrast, if the Property is rezoned to the CR zone, self-storage would only be allowed as a limited use, subject to conformance with the specific conditions enumerated in Section 3.6.8.D.2.a of the Zoning Ordinance. Among other things, these conditions only allow self-storage as an accessory uses, located in the basement or cellar of a building that is used for other purposes. The limited use requirements of the CR zone are generally not compatible with U-Haul's programmatic requirements for its owner-operated facilities. Moreover, U-Haul does not believe that a basement self-storage use of the kind that is permitted in the CR zone would be feasible at this location. Basement self-storage is most successful in denser, more urban locations, where the self-storage use can be supported to a large degree by other uses that are co-located in the same development. For this location, the Sector Plan proposes mapped densities and heights that are limited, and not of the scale that would be needed to support a large, mixed-use development. As a result, if the Property were to be rezoned to CR, it is unlikely that U-Haul would proceed with any plans for upgrades to the use on the Property. The existing conditions would simply be maintained into the foreseeable future, and there would be no opportunity for changes to be made that would bring the Property into alignment with the Sector Plan's recommendations.

For the above reasons, we respectfully request that the Sector Plan be revised to retain the existing CRT zoning of the Property. To the extent that the Planning Board is interested in modifying the mapped zoning allowances for the Property as the Sector Plan currently proposes, we believe that the following zoning recommendation (which blends the existing CRT zoning with the mapped zoning allowances of the Sector Plan) would be appropriate: *CRT-0.75, C-0.75, R-0.5, H-60*.

We thank you for your consideration of the above, and we look forward to participating in the Sector Plan process.

Sincerely,


Christopher M. Ruhlen

Enclosure

cc: Ms. Jenn Roldan
Mr. Sachchida N. Gupta, P.E.
Mr. Richard Weaver
Mr. Roberto Duke
Ms. Leslie Saville
William Kominers, Esq.

Email

Follow up Testimony

Email

From  epschleicht@gmail.com

To  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc

Subject Follow up Testimony

Date Sent**Date Received**

1/31/2018 10:41 AM

Hi,
Sorry, I need to clarify my previous written testimony:

I support classifying Clopper Rd from the creek by Seneca Lodge to the intersection of 121 as a country arterial road

I also support classifying the 15004 block of Clopper to the beginning of White Ground Rd as a rustic road.

Thank you,

Elizabeth and Robert Schleichert
15010 Clopper Rd
Boys, MD

Attachments

File Name	File Size (Bytes)
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Testimony to MNCPPC Planning Board
MARC Rail Communities Sector Plan

February 1, 2018

Dear Planning Board Commissioners,

My name is Margaret Schoap and I'm speaking on behalf of the Coalition for Transit Alternatives to Midcounty Highway Extended – known as the TAME Coalition. We support the expansion of the MARC Brunswick Line to the level of all-day, two-way service.

TAME Coalition volunteers join other advocacy groups to leaflet citizens riding transit alternatives, educating them to write our county and state elected officials to support expanding public transit. We meet people during rush hours in the AM and PM at: metro stations, bus stops and the MARC train platforms in the upcounty stations. Regarding the MARC Trains, they are always packed and the lines to board are long. By the time folks board the MARC at Gaithersburg, it is standing room only.

Through our advocacy, we have grown in understanding the immense benefits of quality public transit; we have seen the enormous number of people who currently ride public transit, which educated us on *how* public transit works to remove heavy congestion on existing roads.

I believe in Transit Oriented Development, TOD, as a type of community development that includes a mixture of housing, office, retail and/or other commercial development and amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation. What is lacking and limiting in the TOD is the T – Transit.

The TAME Coalition supports prioritizing county energy on expanding the hours for MARC Rail services so to equal the support focused on road expansion. This will lead to more discussions on how land-use affects transportation choices in ALL of Montgomery County.

Respectfully,

Margaret Schoap
Organizer for
Coalition for Transit Alternatives to Mid-County Highway Extended (TAME

Email**MARC Rail Communiti...****Email****From** Miriam Schoenbaum**To** <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org**Cc****Subject**

MARC Rail Communities sector plan

Date Sent**Date Received**

1/31/2018 2:14 PM

Dear Planning Board,

Please support the following:

- 1. expansion of the Boyds MARC station onto the Anderson properties, with room for RideOn bus service and some more parking**
- 2. preservation and re-use of the historic grist mill in Boyds**
- 3. zoning in Boyds as recommended in the December staff draft plan, including establishment of the rural village overlay zone in Boyds to allow properties to have their septic systems on adjacent properties (our property is 1/3 of an acre, and if our drain field fails, I don't think there's room for a new one)**
- 4. classification of Clopper Road between Clarksburg Road and White Ground Road as a rustic road**
- 5. classification of all roads in the Boyds plan area at a maximum of two lanes, including Clopper Road between Clarksburg Road and the creek as a country (two-lane) arterial**
- 6. eventual replacement of the railroad bridge as recommended in the December staff draft plan**
- 7. keeping the front of the eventual Boyds Local Park green and undeveloped (from Clopper Road to the top of the hill)**
- 8. location of the eventual Boyds Local Park entrance to be in line with the eventual railroad bridge replacement, as recommended in the December staff draft plan, away from the Boyds Historic District**
- 9. exclusion of public water and sewer from Boyds**
- 10. establishment of a road and path grid in Germantown north of the train tracks, including a connection along Bowman Mill Drive between Germantown Road and Great Seneca Highway**
- 11. the road diet on Middlebrook Road**

- 12. extension of the Urban Road Code and Bicycle & Pedestrian Priority Areas as proposed**
- 13. road design that prioritizes pedestrian and bicycle mobility over throughput of cars, including limited crossing distances**
- 14. zoning at the levels in the 2009 Germantown Employment Area sector plan until there is committed funding for all-day, two-way service on the MARC Brunswick Line**
- 15. when doing traffic modeling, excluding motor vehicle traffic that would be produced by development at levels higher than the 2009 Germantown Employment Area sector plan**

Sincerely,

Miriam Schoenbaum
15004 Clopper Rd
Boys MD 20841
(301) 528 6650

Attachments

File Name	File Size (Bytes)
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Case

Thank you for advanci...

Priority
Normal

Created On
12/22/2017 10:58 AM

Status
Staff

Owner
 Area 3

Additional Alerts

User Alerts

Alert User 1
 Fred Boyd

Alert User 2

Alert User 3

Alert User 4

Alert User 5

Team Alerts

Communications- Planning
No

Legal-Planning
No

DARC
No

Research
No

FPP
No

Area 2
No

Management Services-Planning
No

Directors Office- Planning
No

MC Chairs Office
No

IT/GIS
No

Area 1
No

Area 3
No

Summary

Case Details

MCP-55566-H7V2

Case Number MCP-20171222-0816

Case Title Thank you for advancing the MARC Rail Communities master plan

Contact  Boyds
Historical Society

Due Date

Owner  Area 3

Staff Responsible  Roberto Duke

Quick Resolve No

Description

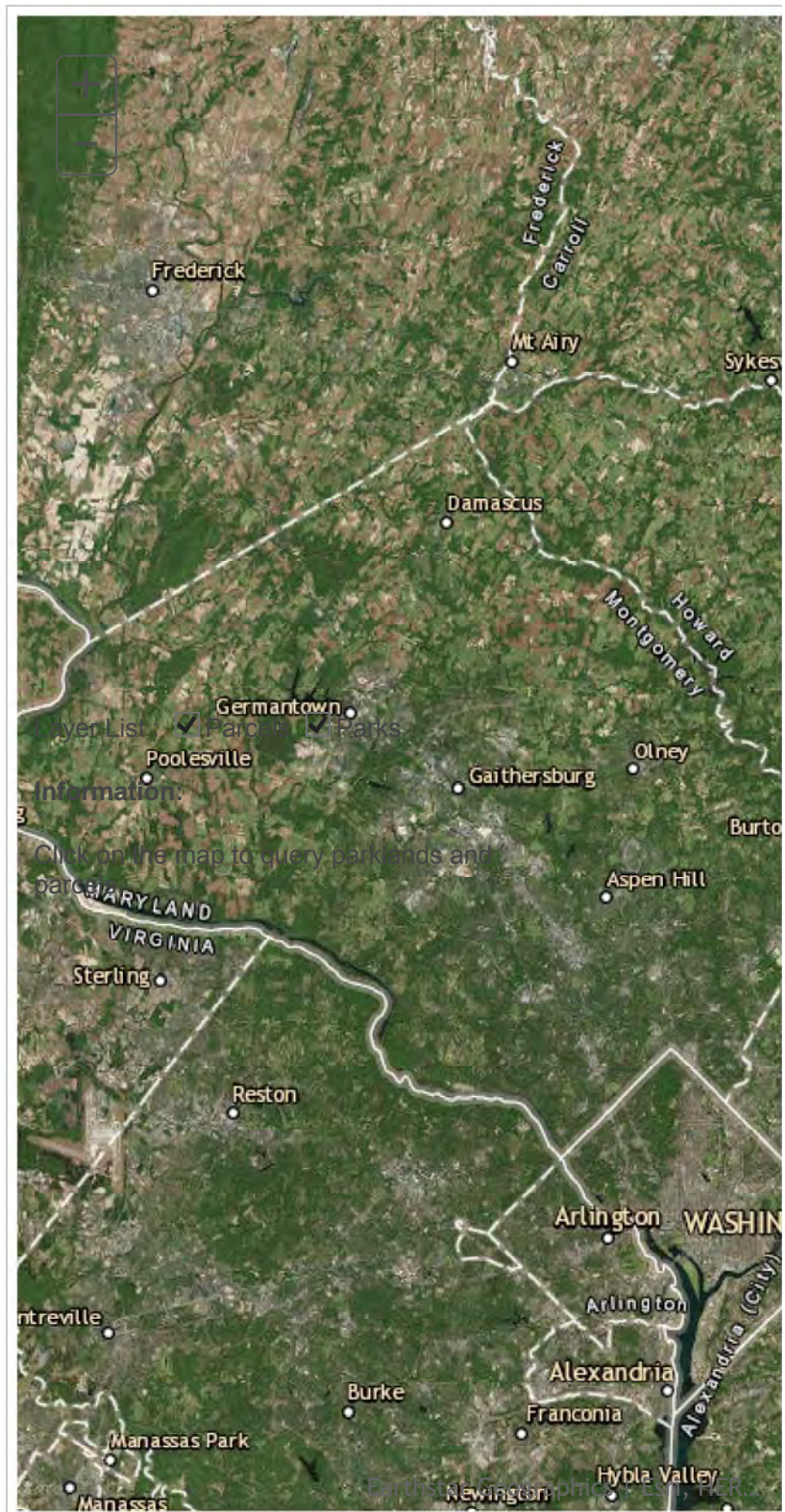
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Responsibility Tracking

Name	Detail	Created On
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		12/22/2017 3:59 P
		12/22/2017 11:03 A
1 - 3 of 3 (0 selected)		Page 1

Case Address & Map**Request/Issue Information from Customer****First Name****Last Name****Email****Phone Number****Street 1****Street 2****City****State or Province****Postal / Zip Code****Country****Zoom Level** 15



Hidden

Case Work

Primary Contact



Miriam Schoenbaum

Entitlement**Product****First Response By****Subject****Resolve By****Case Progression** Identify**Status Reason** Staff

Name	Status	Failure Time	Warning Time	Succeeded
No SLA KPI Instance records are available in this view.				
0 - 0 of 0 (0 selected)				Page 1

First Response By**KPI****Resolve By KPI**

January 31, 2018

The Honorable Casey Anderson, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Re: MARC Rail Communities Sector Plan
Rolling Hills Residences
19200 Circle Gate Drive

Dear Chair Anderson and Members of the Montgomery County Planning Board:

On behalf of Clark Enterprises ("Clark"), the owners and managers of Rolling Hills Residences located at 19200 Circle Gate Drive in Germantown, Maryland (collectively, the "Property"), we provide the following comments on Staff's Public Hearing Draft of the MARC Rail Communities Sector Plan, dated December 2017 ("Working Draft"). In summary, we are requesting changes to the Working Draft to (1) make the Property whole in terms of recommended building heights and densities, as compared to the current zoning and the 2009 Germantown Employment Area Sector Plan (the "2009 Sector Plan"), (2) ensure sufficient flexibility to allow issues of site design and compatibility to be determined at time of development plan; and (3) correct plan language to capture the Planning Board's previously expressed intent regarding eliminating roadways on the Property.

Requested Changes to Draft Plan

- 1. Changes Necessary to Make Property Whole, in Terms of Building Height and Densities Allowed by the Current Zoning and Recommended in the 2009 Sector Plan.*

In the Working Draft, Staff recommends downzoning the Property from CRT-1.5, C-0.5, R-1.0, H-90T to CR 0.75, C-0.25, R-0.75, H-75T (*i.e.* reducing maximum permitted FAR by .75, commercial and residential FAR by .25, and building height by 25'). We understand that the intent of the Working Draft is not to downzone the Property but rather, reflect the height and density recommendations of the 2009 Sector Plan. To achieve this goal, **we are requesting that the Property be rezoned CR-1.0, C-0.25, R-0.75, H-90T.**

As noted above, the Property is currently zoned CRT-1.5, C-0.5, R-1.0, H-90T and the 2009 Sector Plan includes a recommended cap of 25 dwelling units/acre on the Property. The Working Draft proposes to rezone the Property CR 0.75, C-0.25, R-0.75, H-75T (*see* page 97). Staff recommends eliminating the 25 dwelling unit/acre cap recommended on the Property, and proposes to reduce the maximum residential FAR permitted on the Property from 1.0 to 0.75. Clark believes the density should remain as currently zoned (*i.e.* CR-1.5, C-0.5, R-1.0, H-90T).

With the elimination of the 25 dwelling unit/acre reference, Clark is willing to accept a reduction from an overall 1.5 FAR to 1.0 FAR. However, by limiting the overall development density to 0.75 FAR, the Property is in effect downzoned as there is no longer the ability to maximize residential and provide a mixed-use development as has been consistently recommended since 2009. Thus, to make the Property whole in terms of the currently permitted development density under the 2009 Sector Plan and current zoning, we are requesting that the overall FAR be 1.0 FAR, which allows for an opportunity to provide a meaningful amount of commercial development on-site. Specifically, this change would allow up to 0.75 FAR of residential and complementary commercial development up to 0.25 FAR.

Similarly, the 2009 Sector Plan recommended that the Property be zoned at 90 feet, with additional language to ensure compatibility. This height recommendation should stand. There have been no changes since the 2009 Sector Plan to warrant a different recommendation. As such, we are requesting that the building height remain at 90T, to reflect the heights recommended in the 2009 Sector Plan. The 2009 Sector Plan provided an in-depth look at compatibility issues and determined that a maximum building height of 90 feet was appropriate on the Property to achieve compatibility. The 2009 Sector Plan included a discussion regarding concentrating tallest building heights toward the center of the Property and stepping down to lower building heights at the perimeter, where the edge of the Property faces the historic district. The County Council recommended no specific height limits for these "step-downs", but rather put in place parameters, as is appropriate and consistent with other master plans. As the Planning Board has done with recent plans, we are requesting that enough flexibility is provided to determine compatibility issues in connection with future development plans, when the design can be reviewed comprehensively. As such, we are requesting that reference to site GI be deleted from page 81, as a recommendation for lower heights on the entire Property is inconsistent with the current zoning and 2009 Sector Plan. Additionally, page 86 should be revised to allow for a maximum overall height of 90' on the property, and that specific height limits for the "step-down" should be removed.

To summarize, we are requesting the following changes to the Working Draft:

- **Page 93:**
 - Zone the Property Commercial Residential **CR-1.0 0.75, C-0.25, R-0.75, H-90T 75T** (see **Exhibit "A"**); and
 - Add note to clarify that it is Staff's intention to remove the 25 dwelling unit/acre cap recommended in the 2009 Sector Plan (see **Exhibit "A"**).
- **Page 97:** **CR-1.0 0.75, C-0.25, R-0.75, H-90T 75T** (see **Exhibit "B"**);
- **Page 81:** To reflect current zoning and recommendations in the 2009 Sector Plan, remove reference to site GI (see **Exhibit "C"**).
- **Page 86:** Delete references to specific height restrictions for step-down (see **Exhibit "D"**).

2. Need for More Flexibility to Encourage Creative Design Solutions and Future Redevelopment.

The Property is currently a CRT zone. The proposed rezoning from the CRT zone to CR zone is a significant change. In the CRT Zone, one could do a Standard Method of Development Project with a 1.0 FAR or less. By proposing to rezone to the CR zone, one would need to go through the Optional Method of Development with all the associated costs, including the requirement to provide a substantial amount of public benefit points in connection with any redevelopment. This, along with other improvements recommended in the Working Draft (e.g. sidepaths and bikeways), results in significantly increased overall costs of redevelopment and decreases the incentive to redevelop near transit. To encourage redevelopment of the Property, which is integral to realizing the Working Draft's overarching goal of increasing MARC ridership (see pages 42, 78), the Working Draft must allow for sufficient flexibility. To achieve this, Clark is requesting the following modifications:

- *Provide Sufficient Flexibility to Determine the Exact Location of Open Space in connection with future redevelopment plans.*

Clark agrees with the need for open space on the Property. However, the exact location and configuration of the open space should be determined at time of redevelopment. The area-wide recommendation in subsection 3.b on page 87 does a good job of providing a general recommendation, without being too prescriptive as to form or location. As such, we are requesting the following changes:

- **Pages 19 and 37:** Legend should be consistent and reflect that the location of the open space shown is **illustrative, with the final location to be determined in connection with future development plans.** (See Exhibits "E" and "F").
 - **Page 89:** Revise the first bullet under subsection "b" to provide more flexibility to the design and location of public pedestrian paths on the Property. (See **Exhibit "G"**).
- *Remove Conceptual Drawings for Future Redevelopment of the Property.*

We request that the illustrative drawing and images pertaining to future redevelopment of the Property be removed, to avoid presenting confusing and potentially contradictory information.

- **Page 79:** The concept plan shows roadway connections through the Property, which are no longer recommended in the Working Draft. Furthermore, the concept plan suggests street locations and various residential product types (e.g. duplexes, townhomes, multi-family), in specific locations. Over a 20 year life of the master plan design concepts and housing types will change, and the concept is unnecessarily prescriptive. We recognize that the concept drawings are labeled "illustrative", however, it creates public expectations and thus, to avoid unnecessary confusion, we are requesting that the image be removed. (See **Exhibit "H"**).

- **Page 82:** With a 20 year plan, product types will change and the master plan should not be unnecessarily prescriptive. As such, we are requesting that the reference to the Property, along with the associated conceptual image, and discussion of specific product types be removed from page 82. (See **Exhibit "I"**).
 - *Stormwater Management Requirements Shall be Determined at Time of Redevelopment.*
 - a. **Page 72:** It is unlikely that the stormwater ponds on the Property are regional stormwater ponds. This will be verified as part of the development plan review process. Other master plans appropriately recognize that development issues, such as stormwater management, are most appropriately reviewed by Staff during the regulatory review process. Thus, similarly here, we request that the reference to "Sites GH and GI" be removed from page 72 to ensure that the master plan does not unnecessarily restrict Staff in their regulatory reviews and to avoid confusion. If the ponds on the Property are ultimately determined to be regional stormwater ponds, this provision will become applicable. (See **Exhibit "J"**).
3. *Technical Corrections Needed to Remove References to Roadways on the Property.*

The Planning Board previously directed Staff to removal all proposed vehicular connections on the Property. There are a few minor references, that were inadvertently left in the Working Draft, that should be removed:

- b. **Page 19:** To mirror language used elsewhere in the Working Draft (*i.e.* page 61), the connection through the Property should be labeled as a "side path." (See **Exhibit "E"**).
- c. **Page 46:** Clark agrees with the desire to improve connectivity in the Plan boundary. Because not all connections proposed are "streets", we recommend removing the reference to "street" under the areawide recommendations in subsection 2b. (See **Exhibit "K"**).
- d. **Page 57:** One of the goals of the Working Draft is to encourage pedestrian/bike connectivity. We think it is important to keep the plan language broad enough to encourage flexibility in how this is created. As such, we recommend revising the language on page 57 to be more general: "Provide a network of local roads and pedestrian/bicycle facilities that will result in improved circulation and access, and create a fine-grained network of small, walkable blocks on the north side of the railroad tracks..." (See **Exhibit "L"**).
- e. **Page 61:** Remove reference to Bowman Mill Road, as recommended by the Board. (See **Exhibit "M"**).
- f. **Page 68:** Remove reference to "roadway" and "a network of streets" on the Property. (See **Exhibit "N"**).

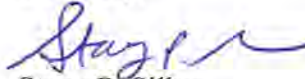
Conclusion

Redevelopment of the Property, which is within walking distance of the MARC Station, is an integral component to achieving the Working Draft's goal of expanding MARC ridership. To

encourage this future redevelopment, Clark is asking that the Property be made whole, both with respect to the current zoning and the 2009 Sector Plan. As has been done in other recent master plans, Clark is also asking that the master plan not be unnecessarily prescriptive and rather allow sufficient flexibility to encourage creative design solutions at the time of redevelopment.

We appreciate the Board's consideration of this request, and ask that this letter and attachments be included in the record for the Sector Plan. Thank you.

Sincerely,



Stacy P. Silber

cc: Richard Weaver
Fred Boyd
Leslie Saville
Roberto Duke
Robert Eisenberg

Estate-2 (RE-2) and Rural (R).

- Replace the Town Sector (T-S) zone on parkland surrounding Little Seneca Lake with the RE-2 and Rural zones.
- Replace the Neighborhood Retail zone (NR 0.75, H 45) with Commercial Residential Neighborhood zone (CRN 0.25, C 0.25, R 0.25, H 45) to allow flexibility of uses in historic structures and reflect densities that can be reached using well and septic facilities.
- Replace the Moderate Industrial zone (IM 2.5, H 50) with the Moderate Industrial zone (IM 0.25, H 50) to reflect densities that can be achieved using well and septic facilities.
- b. Apply the Rural Village Center (RVC) Overlay zone to the historic commercial and residential properties. This overlay zone will help create attractive, cohesive and pedestrian-friendly rural village centers consisting of a mix of uses, improved streetscape design, landscaping and open spaces, to maintain and enhance the existing rural village character. Allow densities up to 0.25 floor area ratio (FAR), reduced setbacks and additional septic capacity across property lines, where they are compatible and replicate existing development patterns, as permitted by the zone.

Germantown Recommendations

- a. Apply zoning that supports the historic and residential areas of Germantown and allows compatible redevelopment consistent with the recommendations of the 2009 Germantown Employment Area Sector Plan.
 - Retain the residential zones, Residential-200 (R-200) and Residential-60 (R-60).
 - Replace the Residential Townhouse zones, Residential Townhouse 6.0 (RT-6.0) and RT-12.5 zones, with the Townhouse Low Density (TLD) and Townhouse Medium Density (TMD) zones, respectively.
 - Replace the Commercial Transitional (C-T) zone with the

Commercial Residential Neighborhood (CRN 0.5, C 0.5, R 0.25, H 35) zone.

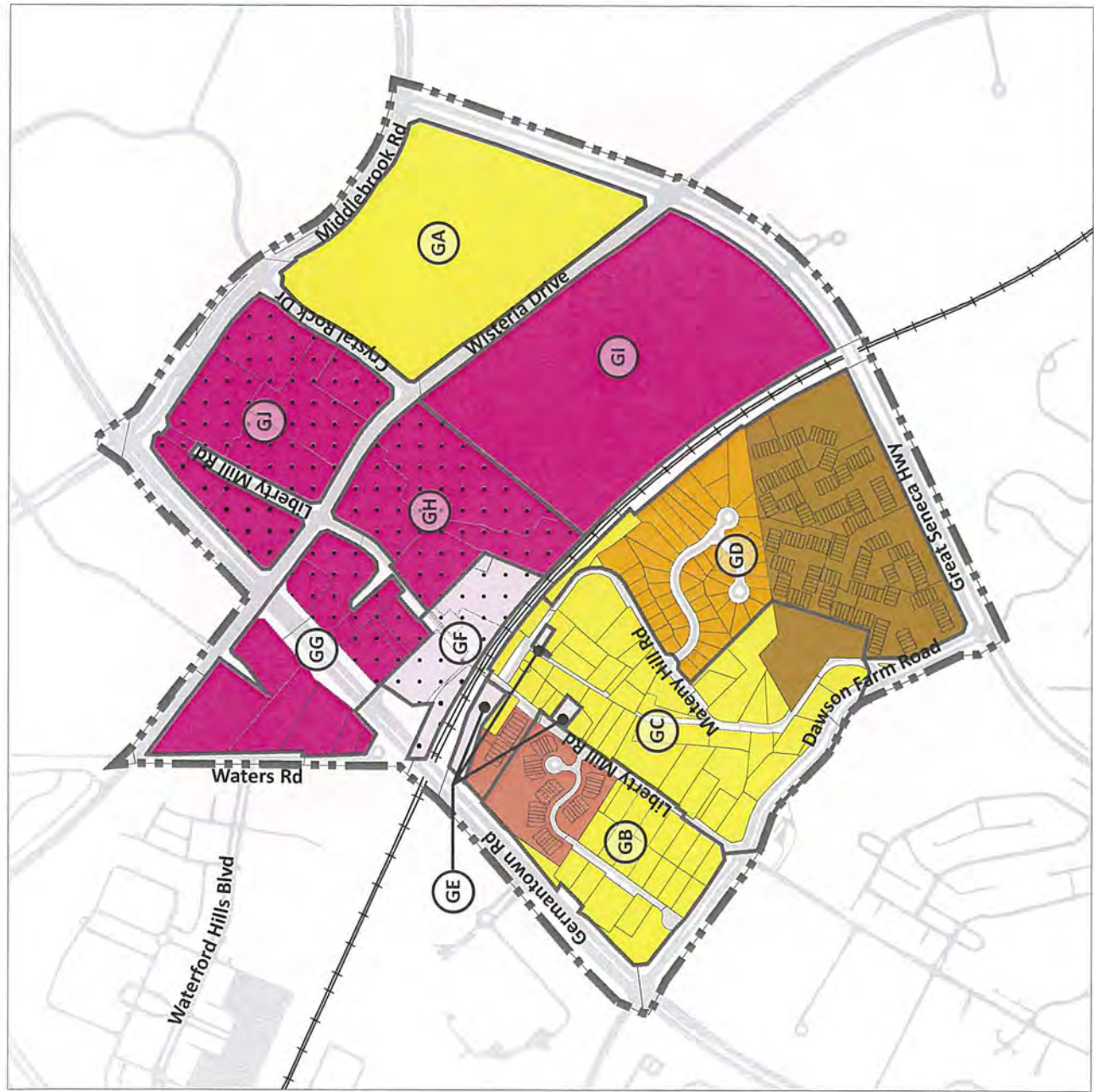
- Replace the Commercial Residential zone (CR 2.0, C 1.5, R 1.5, H 40T) with the Commercial Residential Neighborhood zone (CRN 0.5, C 0.5, R 0.25, H 40) to reflect the confirmation of the land uses, heights and densities in this plan.
- Replace the Commercial Residential Town (CRT 1.5, ~~R 0.5~~, R 1.0, H 90T) with the Commercial Residential (CR ~~0.75~~, C 0.25, R 0.75, ~~H 75T~~) ^{1.0} **H90T**
- b. Confirm the Germantown Transit Mixed-Use Overlay Zone to prioritize the use of building lot terminations (BLTs) in optional method developments.

• In connection with the proposed rezoning, the 25 du/acre cap previously recommended in the 2009 Germantown Employment Area Sector Plan has been eliminated.

Figure 61

Staff Concept for Germantown Zoning

- One-Family Detached, Large Lot
- One-Family Detached, Residential
- Townhouse Low Density
- Townhouse Medium Density
- Commercial Residential Neighborhood
- CRN 0.5, C 0.5, R 0.25, H 35
- CRN 0.5, C 0.5, R 0.25, H 40
- Commercial Residential
- CR 0.75, C 0.75, R 0.5, H 60
- CR 0.75, C 0.5, R 0.75, H 60
- CR 1.0, C 0.25, R 0.75, H 75
- CR 0.75, C 0.25, R 0.75, H 75
- CR 1.0, C 0.75, R 0.5, H 75
- Germantown Transit Mixed-Use Overlay
- Germantown MARC Boundary



- c. North of the MARC station, encourage compatible mixed-use infill development and redevelopment that include an expanded range of living options, as recommended in the 2009 Germantown Employment Area Sector Plan. Germantown's highest densities are located to the north of this plan area and step down to the Germantown Historic District to ensure compatibility with the historic resources and stable residential areas.
- Between Middlebrook Road and Wisteria Drive:
 - Establish greater densities and taller buildings between Middlebrook Road and Wisteria Drive, where there will be a minimal impact on historic resources and residential areas (Site GJ).
 - Confirm the mixed-use recommendation emphasizing office and commercial uses where visibility is highest, along

Middlebrook and Germantown Roads. Locate residential uses toward Wisteria Drive.

- Confirm the relocation of Germantown Square Urban Park to a more suitable location for community use near the Upcounty Services Center. Redevelop the site with a signature building, oriented toward the intersection of Middlebrook and Germantown Roads. Limited residential uses may be appropriate in this area, if located along Walter Johnson Road (Site GJ).
- Between Wisteria Drive and the railroad tracks:
 - Confirm lower densities and heights between Wisteria Drive and the railroad tracks. Develop a finely scaled pattern that respects the historic resources in this area, as well as the historic district, which begins at the railroad tracks (Sites GF, GG, GH ~~and GJ~~).



Figure 53 - Perspective looking north on Walter Johnson Road (illustrative)

Germantown Recommendations

- a. Ensure new building heights and transitions between building heights are context-sensitive and compatible with the Germantown Historic District and other existing structures that shape the character of the community:
 - Transition the buildings along Waters Road, Germantown Road, Walter Johnson Road and Wisteria Drive from tall to low heights to ensure compatibility with the Germantown Historic District (Sites GF, GG and GH):
 - Building heights may reach 60 feet, stepping down to 40 feet at Bowman Mill Road.
 - ~~[The western side of the Rolling Hills apartments property should have heights limited to 40 feet, due to its proximity to the Germantown Historic District, but may step up to 75 feet near Great Seneca Highway.]~~
 - Limit the height of any potential development on the existing MARC station surface parking lots to a maximum height of 40 feet, as specified by the 2009 Plan and the 2014 zoning ordinance conversion (Site GF).
 - Allow building heights to step up to 75 feet on Germantown Road, Middlebrook Road and Great Seneca Highway (Sites GA and GJ).
 - ~~[Limit building heights to 60 feet along Walter Johnson Road, Wisteria Drive and Crystal Rock Drive, to relate to the narrower rights-of-ways (Sites GG, GH and GJ).]~~
 - Limit building heights north of the historic district and surrounding individual historic sites to 40 feet to reduce their visual impacts (Site GF).

- b. Foster a walkable and active environment along streets within the Germantown plan area by establishing short blocks and a building line along property frontage to regulate the relationship of buildings to streets:
 - Create a network of new, local streets with 250 to 350-foot

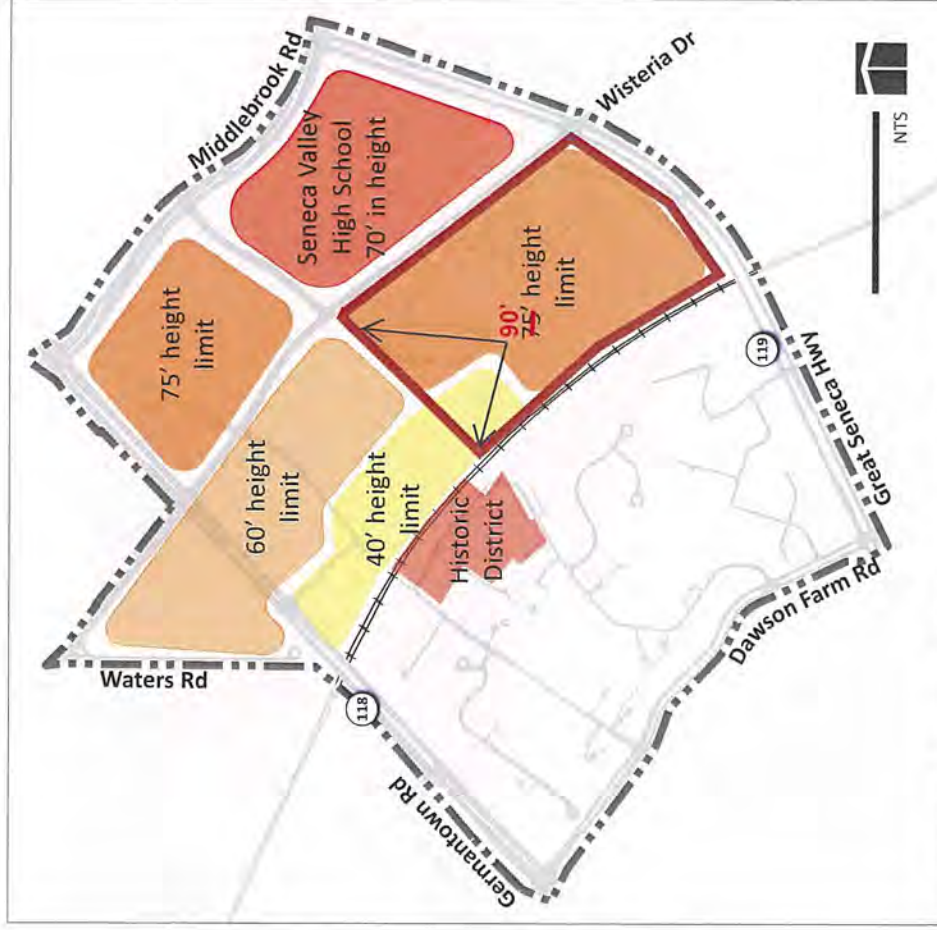


Figure 56 - Staff Concept for Germantown Heights

- long, walkable blocks, as recommended in the 2009 Plan. Provide publicly-accessible mid-block crossings where block lengths are greater.
- Incorporate a mix of land uses along the street.
- Locate buildings close to the street right-of-way, with parking located to the side or rear of buildings and structures.



Figure 8

Staff Concept for Germantown

- Historic District (red) and Resources (outline)
- Protect historic district and sites.
- Existing Neighborhood
- Maintain and enhance established residential neighborhood.
- Mixed-Use
- Protect the historic district. Step up building heights from the railroad tracks.
- Seneca Valley High School
- Provide pedestrian and bicycle improvements around the high school.
- Potential**
- **Open Space, Illustrative with location determined at Development Plan**
- Provide enhanced open spaces north of railroad tracks.
- Neighborhood Main Street
- Enhance historic streetscape.
- Side Path, Illustrative with location determined at Development Plan**
- Potential Additional MARC Parking Locations
- 5-Minute Walk
- Locate additional garage within walking distance of MARC, if necessary.
- Pedestrian Connection
- Enhance north/south pedestrian connections.
- Germantown MARC Boundary
- MARC Station

Figure 18

Staff Concept for Germantown

Land Use

- Residential Single-Family Detached
- Residential Townhouse
- Mixed-Use
- Commercial (including Office)
- Cultural, Public Facilities and Institutional
- Parks and Open Space
- MARC Parking Lots
- Germantown MARC Boundary

Potential Open Space, illustrative with location to be determined at development plan.



Germantown Recommendations

a. Establish a network of public open spaces to serve as outdoor gathering places and community social spaces. These spaces may vary in size and contain facilities ranging from landscaping, seating and picnic areas. Private spaces with elements such as play equipment, sculpture or ornamental gardens and dog park facilities may supplement publicly accessible open spaces.

b. Naturalize and provide trails along the historic location of streambeds to create continuous open spaces, including areas for gathering and recreation (Sites GH and GI).

- ~~Incorporate public paths along the edge of the daylighted streams, while framing the stream valley with buildings.~~
- Maintain the mature Walter Johnson oaks growing on the area's diabase geology and the diabase seam along which the historic streambed flows.
- Highlight diabase areas as green spaces for adjacent development; avoid surface parking on these areas.

c. Establish a community focal point and gathering place at the northeast corner of Wisteria Drive and Walter Johnson Road to complement the linear open space created by naturalizing streambeds.

d. Encourage the incorporation of private, landscaped open space as part of courtyard buildings, cottage-style housing and other housing types organized around central common areas.

e. Continue to promote compatible shared uses of the Germantown MARC Station facilities, such as the coffee shop in the Germantown MARC Station and the seasonal Germantown Flea Market, that support MARC ridership, activate the station area during non-MARC hours (evenings, weekends and holidays) and establish the station area as a community gathering place serving Germantown residents (Site GF).

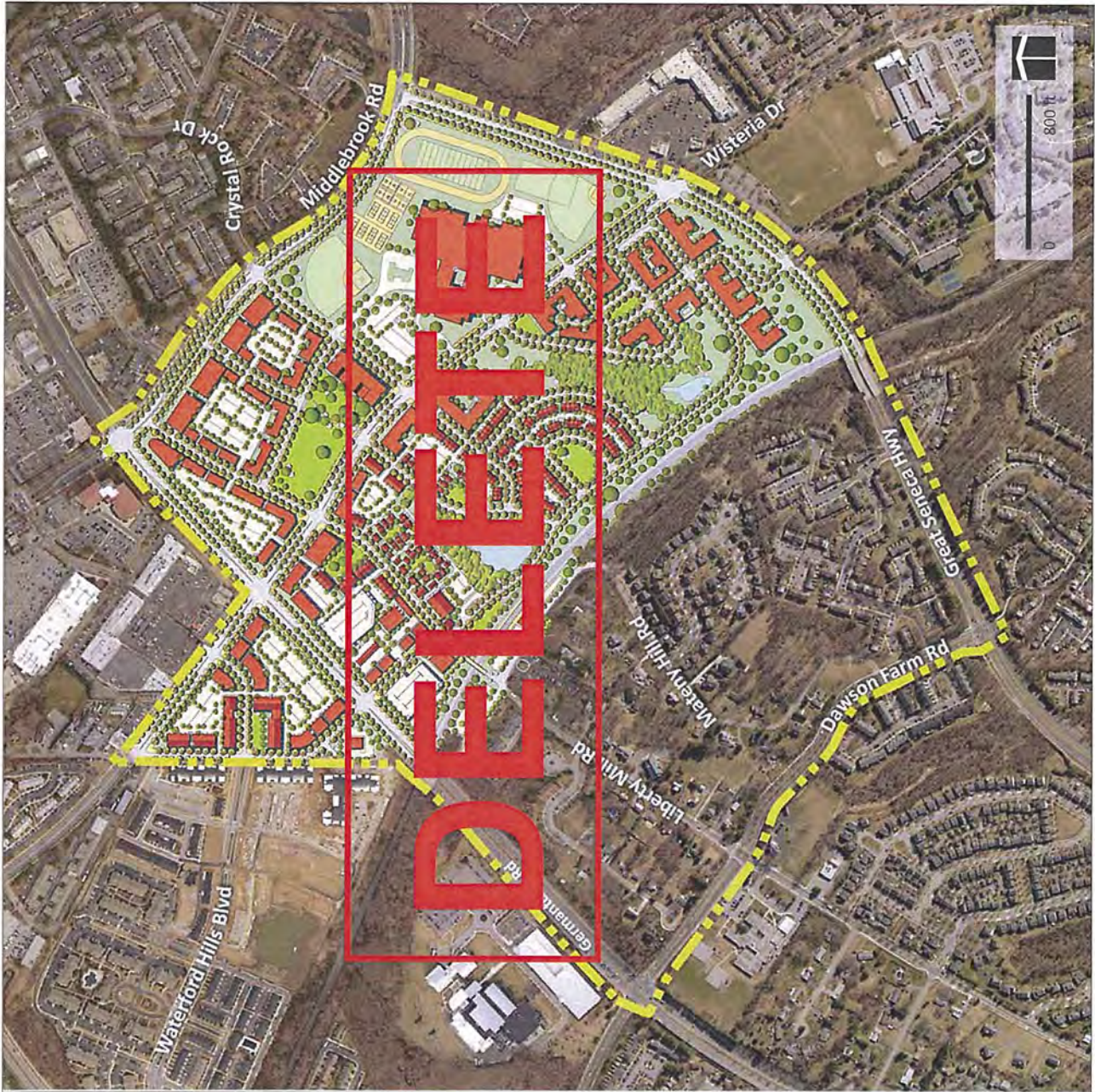
Incorporate Redevelopment of properties should give consideration, where appropriate, to locating public pedestrian paths along natural features (e.g. along the edge of the daylighted streams), and framing the stream valley with buildings.

f. Confirm recommendations from the 2009 Germantown Employment Area Sector Plan.

- Relocate the Germantown Square Urban Park to a site by the Sidney Kramer Upcounty Regional Services Center at Middlebrook Road and Century Boulevard.
- Enhance the existing railroad pond stormwater facility between the Germantown Post Office and the railroad tracks with native plantings. Develop a nature-oriented trail for passive recreation connected to adjoining sidewalks. Provide seating areas for viewing wildlife (Site GH).
- Enhance the south end of Walter Johnson Road, the north end of Liberty Mill Road and the pedestrian bridge connecting them as an urban open space celebrating "old Route 118" with seating, landscaping and public art (sites GC and GF).
- Provide public amenities that enhance identity and character, integrating historic-, cultural- and nature-oriented themes.



Community gathering space



~~Figure 51 Germantown
Conceptual Plan (illustrative)~~

- Allow mixed uses with a predominantly residential character and compatible non-residential uses south of Wisteria Drive, such as the existing North Lake Medical Park and daycare center (Site GH).
- Create an expanded variety of housing types. ~~[from small, detached residences to multifamily residential near the MARC station]~~ to serve the needs of a diverse population in terms of age, income and number of people in a household (Sites GG, GH, ~~GI~~ and GJ).
- Broaden housing types to include live-work units, meeting the Design for Life accessibility standards set by the Montgomery County Department of Permitting Services. ~~[Consider cottage style housing in which single family homes are clustered around a shared open space and small apartment buildings arranged around courtyards. Shared parking and garages may also be clustered.]~~
- Confirm the housing recommendations found in the 2009 Germantown Employment Area Sector Plan.
- Use rear lanes or alley-accessed driveways and garages to improve the pedestrian realm with uninterrupted sidewalks and bike facilities. Avoid parking garages placed at the front of houses and buildings (Sites GG, GH, GI and GJ).

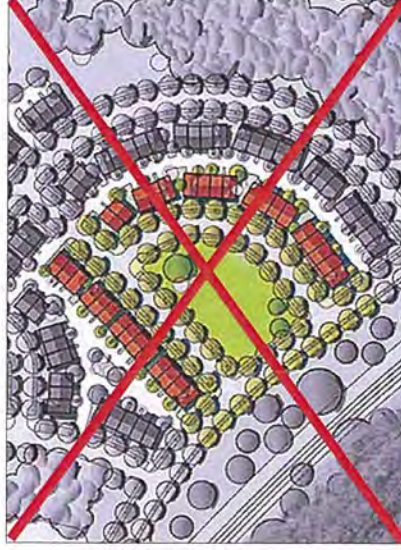
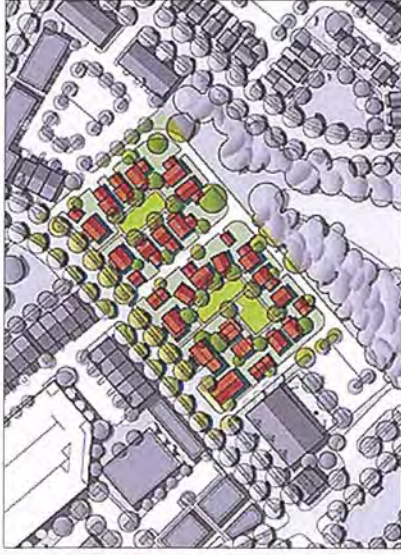


Figure 54 - Housing types
(Illustratives along top)

Cottage houses

Townhouses

2. *Protect and restore the area's water resources.*

Areawide Recommendations

- a. Limit and reduce the extent of impervious surfaces in the plan area.
 - Incorporate areas for rain gardens, planters and other sustainable stormwater management features to capture and filter stormwater before it enters water bodies and the public sewer system.
 - Incorporate landscape planting strips, shade trees and stormwater management features within parking lots to limit the heat island effect and collect stormwater runoff.

Boys Recommendations

- a. Maintain and enhance forested buffers to protect sensitive water resources and water quality, including near Little Seneca Lake and along Little Seneca Creek and its tributaries.
- b. Limit impervious surfaces on properties near Little Seneca Lake, Little Seneca Creek and tributary streams to protect water quality

- c. If redevelopment occurs on properties near sensitive water resources, such as Little Seneca Lake and the Little Seneca Creek watershed, require appropriate environmental site design best practices, incorporate open spaces as required by zoning and, as appropriate, dedicate stream buffers.

Germantown Recommendations

- a. Daylight and naturalize remnants of buried streams, returning the original stream system to the surface and providing natural buffers along the streams.
- b. Retrofit or upgrade older regional stormwater ponds to provide water quality treatment as well as quantity control according to current standards ~~(Sites GH and GI)~~. The dams for these ponds are classified as high hazard dams because of their potential impacts on the railroad line in the event of a failure. The railroad pond is at or above capacity and additional stormwater treatment facilities are needed in this area to support future development.



Shaded sidewalk



Tree canopy in parking lot



Planted area on sidewalk for stormwater management

- f. Conduct a feasibility study of the installation of gauntlet tracks and high platforms to speed train boarding and alighting, and improve access for MARC riders with disabilities. Ensure that improvements are compatible with the historic district and resources.

Gauntlet Track for Trains: A gauntlet track or interlaced track is an arrangement in which railway tracks run parallel on a single track bed and are interlaced (i.e., overlapped) such that only one pair of rails may be used at a time. A gauntlet track can allow a passenger car to pull in beside a high platform, enabling level boarding for passengers, while still providing adequate clearance for freight car passage on the main tracks. Since this configuration requires only slightly more width than a single track, all rails can be carried on the same cross-ties/sleepers. Trains run on the discrete pair of rails appropriate to their direction.

2. *Create a context-sensitive, interconnected street network that is safe, attractive, comfortable and convenient for all users regardless of age, mobility or transportation choice, supporting the county's complete streets policy.*

Areawide Recommendations

- a. Prioritize each road's context and safety for all users when considering changes or improvements to infrastructure or facilities within the rights-of-way in the plan area.
- b. Improve the connectivity~~of the street~~ network for all users. Integrate historic resources through enhanced pedestrian and bicycle linkages.
- c. Classify the road network in a manner that appropriately balances mobility and preservation goals. Modify standard roadway sections when appropriate to respect and maintain the unique character of the community where these roads are located.

- d. Ensure that future transportation improvements are compatible with historic districts and resources.
- e. Support Montgomery County's efforts to implement its Vision Zero policy to reduce traffic-related fatalities and injuries.

Vision Zero Policy: Vision Zero is an initiative to prevent traffic-related fatalities and serious injuries among vehicle occupants, bicyclists and pedestrians. Montgomery County, along with many other communities in this nation and abroad, is working to implement a plan that aims to reduce traffic-related deaths and serious injuries to zero.

Boyd's Recommendations

- a. Protect the rural and historic character of the community's roads while improving pedestrian and bicycle mobility, especially on roads within the historic district. Improvements must be context-sensitive to preserve the historic district's character.
- b. Minimize roadway and pavement widths to minimize impervious surfaces that adversely impact the water quality of Little Seneca Lake.
- c. Support the Maryland State Highway Administration's recommendations to locate traffic signals or other controls at the Clarksburg Road intersections with Barnesville and Clopper Roads to alleviate traffic backups at those intersections (Site BE).

Germanatown Recommendations

- a. Transform the MARC station area from an auto-dominated environment to an interconnected street network that is safe and comfortable for pedestrians, bicyclists, transit riders and motorists.
 - Provide ~~a network of local roads and pedestrian/bicycle facilities that will result in~~ improved circulation and access, and create a fine-grained network of small, walkable blocks on the north side of the railroad tracks. Implement context-sensitive improvements to streets that calm traffic and respect historic resources.
 - Maintain the south side of the tracks with improved pedestrian and bicycle facilities in a context-sensitive manner that recognizes the historic character of the area.
- b. Extend the Urban Road Code Area and the Bicycle-Pedestrian Priority Area to enable the enhanced pedestrian and bicycle environment. The added area will extend from Crystal Rock Drive eastward to include Great Seneca Highway, Seneca Valley High School and Rolling Hills apartments, and support improvements in the vicinity.

Bicycle-Pedestrian Priority Area: In Montgomery County, these geographical areas are dedicated to enhancing pedestrian and bicycle traffic, and making safety a priority. The objective of the program is to improve safe bicyclist and pedestrian access to neighborhoods and communities.

Urban Road Code: In 2014, the County Council updated a law commonly referred to as the “Urban Road Code.” This code is intended to maximize the choice, safety, convenience and mobility of all users. It requires each road and street within designated areas to facilitate multi-modal transportation and ensure all users can travel safely in the public right-of-way. The Urban Road Code promotes the installation of sidewalks and bicycle facilities throughout the designated areas. It requires urban roads to have narrow vehicles lanes, narrower curb radii than is typical and lower target speeds

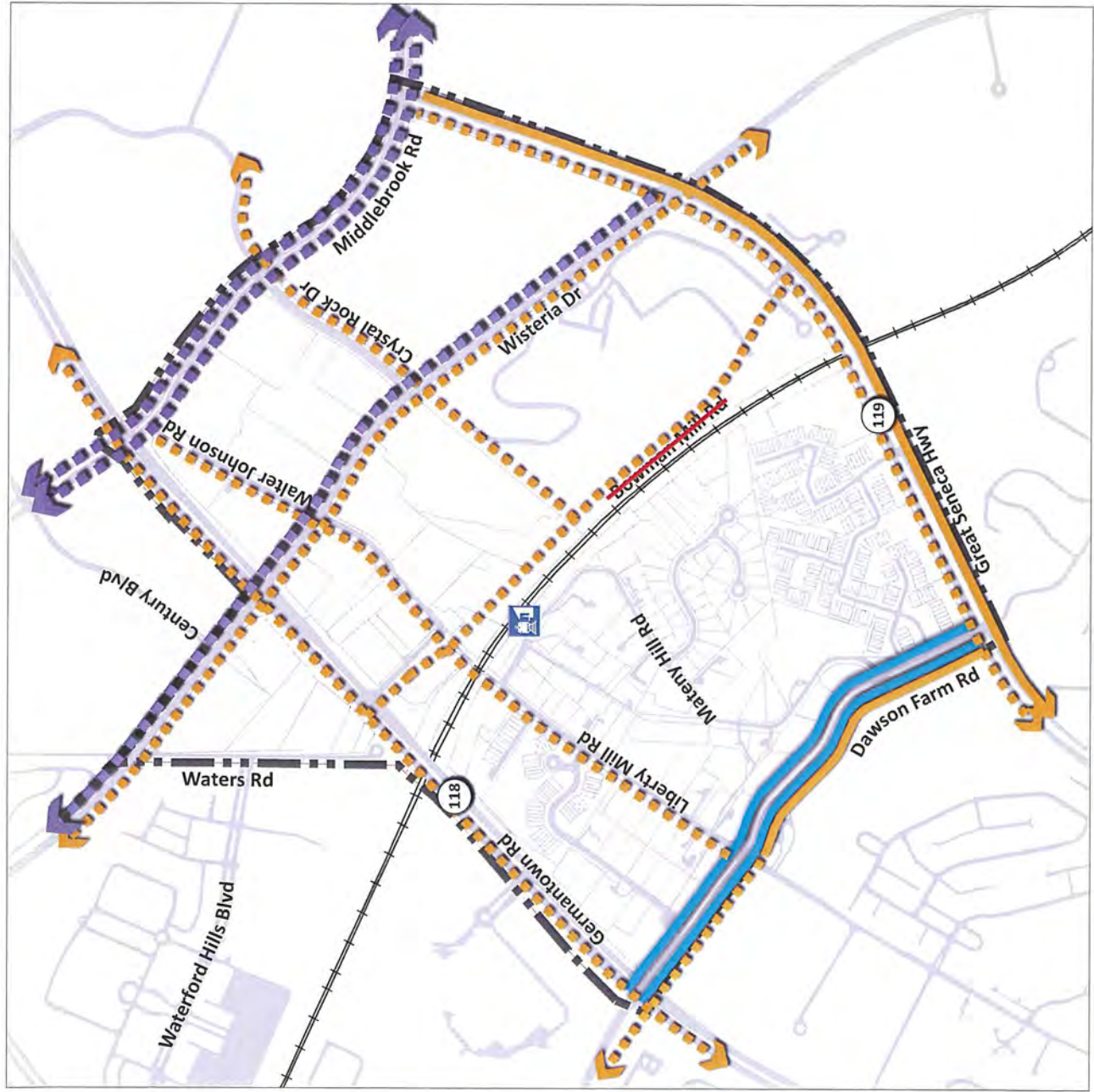


Figure 33

Staff Concept for Germantown
Bike Classifications

- | Existing | Proposed | |
|----------|----------|--------------------------|
| | | Separated Bike Lane |
| | | Conventional Bike Lane |
| | | Sidepath |
| | | Germantown MARC Boundary |
| | | MARC Station |



k. Confirm the classification of Waters Road as a two-lane, business district street with parking on both sides, street trees and wide sidewalks.

l. Provide needed **roadway** connections in the Rolling Hills apartments site, Germantown Regional Post Office site and Gunners Lake Thirteen property as determined at the time of future redevelopment of those properties (Sites GH, GI and GJ).

- Provide **a network of streets with** limited curb cuts to create pedestrian-friendly, walkable blocks.
- Include wide sidewalks with shade trees buffering pedestrians from the roadway.

m. Retain the existing pedestrian/bikeway bridge over the railroad tracks, west of the Germantown Historic District, connecting Liberty Mill and Walter Johnson Roads, and linking both sides of the railroad tracks (Sites GC and GF).

n. Confirm Dawson Farm Road as a four-lane, divided arterial. Retain the conventional bike lane on both sides and the sidewalk on the south side.

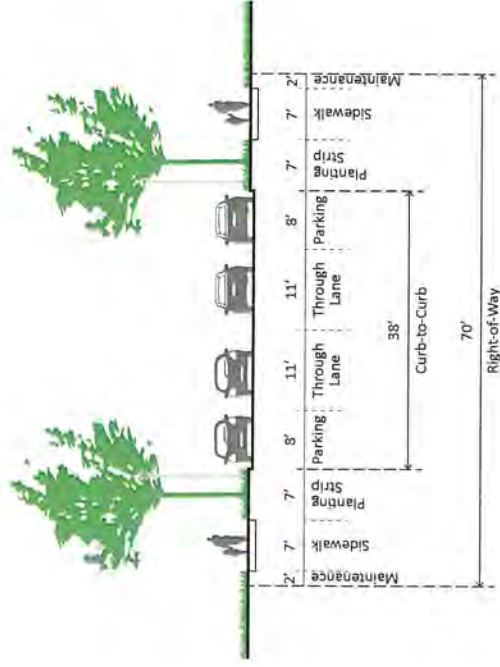


Figure 46 - Staff Concept for Waters Road

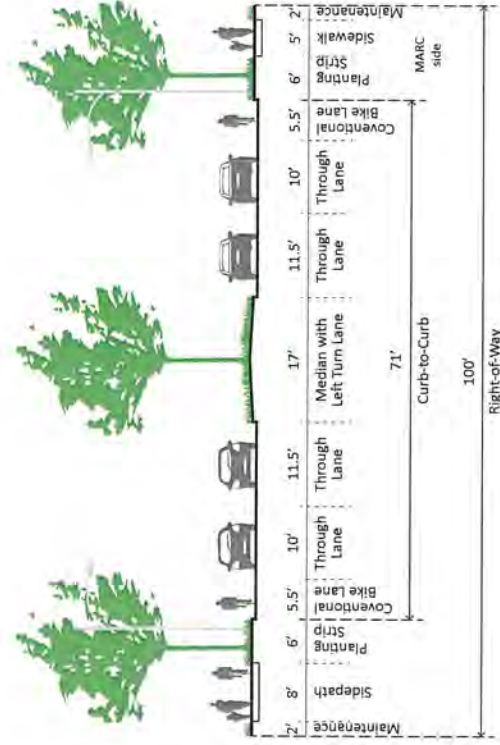


Figure 47 - Existing Dawson Farm Road

Email**SAFETY CONCERNS****Email****From** faith4554@comcast.net**To** <MCP-Chair MCP-Chair>;  [Clyde Dmonte](#);  [MCP-Chair #](#);  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org**Cc****Subject**

SAFETY CONCERNS

Date Sent**Date Received**

1/29/2018 5:14 PM

Dear Planning Board Members:

RE: Route 118 (Germantown Road) and Middlebrook Road plus Wisteria Drive and Great Seneca Highway

I fully support taking immediate measures to make these referenced intersections safer for pedestrians. Children are mandated to walk across these busy intersections daily to-and-from school.

As a recently-retired senior in great physical condition, I often walk throughout the neighborhood. I refuse to walk these intersections. The locations pose dangers during all times of day and night, let alone during rush-hour when children are required to waltz with the heavy traffic.

I once walked from my home on Shore Harbour Drive to conduct banking business in Bank of America. Never again! It was a nightmare trying to cross Route 118 and Middlebrook safely even in the middle of the day.

Yet, children are demanded to cross these dangerous intersections at least twice daily, often during rush-hour. Many of them are absorbed in headphones, iPhones, and whatnot, which dramatically increase the inherent dangers in crossing any intersection safely.

Please do not wait for other fatalities to occur for inspiration to correct ongoing issues posed by these terribly busy-and-dangerous intersections. Whatever is needed to finance the fixes, please do it.

Thank you very much for your quick attention to these urgent matters!

Sincerely,
Faith Skordinski, Ed.D.
240-477-6404

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
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Email

MARC Communities Pl...

Email

From  bob.stoddard@svn.com

To  <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Cc  Leslie Saville;  leslie.saville@montgomeryplanning.org;  Roberto Duke

Subject MARC Communities Plan - 19115 Liberty Mill Road , Germantown, MD

Date Sent **Date Received** 2/1/2018 10:09 AM

Chairman Anderson:

I will be unable to attend tonight's meeting in Germantown regarding the MARC Communities plan but would appreciate your consideration of our request for 19115 Liberty Mill Road.

We request that the attached letter be entered into the record for discussion.

Please contact me to discuss any questions you may have.

I welcome the opportunity to meet with you to discuss this further.

Thanks

Bob Stoddard

Robert J. Stoddard, CCIM, I **Real Estate Advisor**
1570 East Jefferson Street, 2nd Floor, Rockville, MD 20852
O 240.750.6660 C 240-678-5958
Bob.Stoddard@svn.com | www.svn.com | [Linkedin](#) | [The SVN Difference](#)



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1 - 1 of 1 (0 selected)	
Page 1	



January 31, 2018

Chair Casey Anderson,
Montgomery County Planning Board,
8787 Georgia Avenue,
Silver Spring, MD 20910

Re: MARC Rail Communities Plan
19115 Liberty Mill Road- Germantown

Dear Chair Anderson:

I am representing the Owner of 19115 Liberty Mill Road located at the southeast corner of Dawson Farm Road and Liberty Mill Road. This property is approximately 3.62 acres with a house and some accessory buildings near the corner of the property located nearest the intersection with most of the property being undeveloped.

The property is directly across Liberty Mill Road from the Germantown Elementary school. Immediately to the south is a former post office that is being converted to a religious facility and adjacent to the property to the east is a development of townhomes.

This property is just outside the boundary of the MARC Rail Communities Plan but is well within the 10-minute walk ring shown on Figure 2 and in fact is located closer to the MARC station than many properties currently included within the Plan's boundaries and is along Liberty Mill Road that is shown as a neighborhood main street on Figure 8. I have attached several exhibits from the plan indicating the location of this property with a black dot.

The property is currently zoned R-200 but would not qualify to be developed under the R-200 optional method which would allow some additional density as the property is too small. There are other limiting factors to redeveloping this property including the outfall of storm water at the Southeast corner of the property.

This property was recently approved for a conditional use as a residential care facility with 64 beds. That contract has been terminated and the owner is now looking at other options for the property in the future.

We are therefore requesting that the boundaries of the MARC Rail Communities Plan be minimally extended to include this property and that consideration be given to rezone this property from R-200 to RT-12.5. This new zoning classification would be compatible with the development in the area directly east of the property (townhouses) as well as with the institutional uses directly west and south of the property.

We welcome the opportunity to meet with you, the board, and planning staff to discuss this further. Please advise us if you would like to schedule a meeting with our representatives.

SVN Wright Commercial

1570 East Jefferson Street

Rockville, MD 20852

P. 240.750.6660

| www.svnwright.com



Thank you for your consideration.

Sincerely,
SVN WRIGHT COMMERCIAL

A handwritten signature in blue ink that reads "Robert J. Stoddard". The signature is fluid and cursive, with the first name "Robert" and last name "Stoddard" clearly legible.

Robert J. Stoddard, CCIM
Real Estate Advisor

Cc: Roberto Duke
Leslie Saville

ATTACHMENTS (19115 shown as a black dot)

Portion of Montgomery County Zoning Map showing area around the property
Marc Rail Communities Plan Figure 2
Marc Rail Communities Plan Figure 4
Marc Rail Communities Plan Figure 8
Marc Rail Communities Plan Figure 12
Marc Rail Communities Plan Figure 17
Marc Rail Communities Plan Figure 18

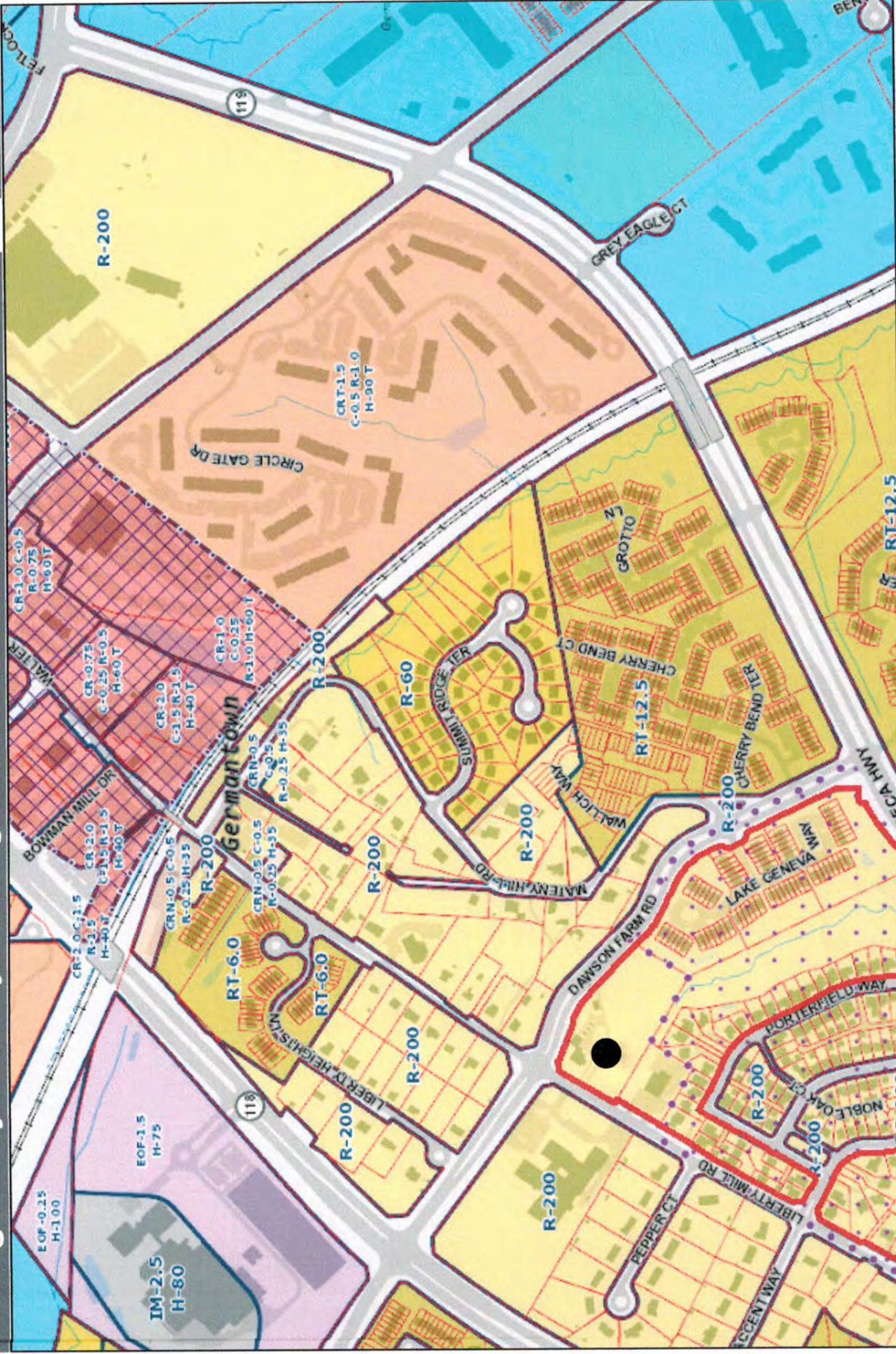
SVN Wright Commercial

1570 East Jefferson Street

Rockville, MD 20852

P. 240.750.6660

| www.svnwright.com



1 inch = 684 feet

Account #	00776388	Parking District	N/A	Bike/Ped Priority Area	N/A
Address	19115 LIBERTY MILL RD GERMANTOWN, 20874	CBD	N/A	Urban Renewal Area	N/A
Zone	R-200	Special Protection Area	N/A	Metro Station Policy Area	N/A
Overlay Zone	N/A	Urban District	N/A	Priority Funding Area	Yes
TDR Overlay Zone	N/A	Enterprise Zone	N/A	Septic Tier	Tier 1: Sewer existing
Landuse	Single Family Detached	Arts & Ent. District	N/A	Municipality	N/A
Parcel, Lot, Block	P515, N/A, N/A	Special Tax District	N/A	Master Plan	GERMANTOWN MASTER PLAN
		Legal Description	CHESTNUT RIDGE	Historic Site/District	N/A

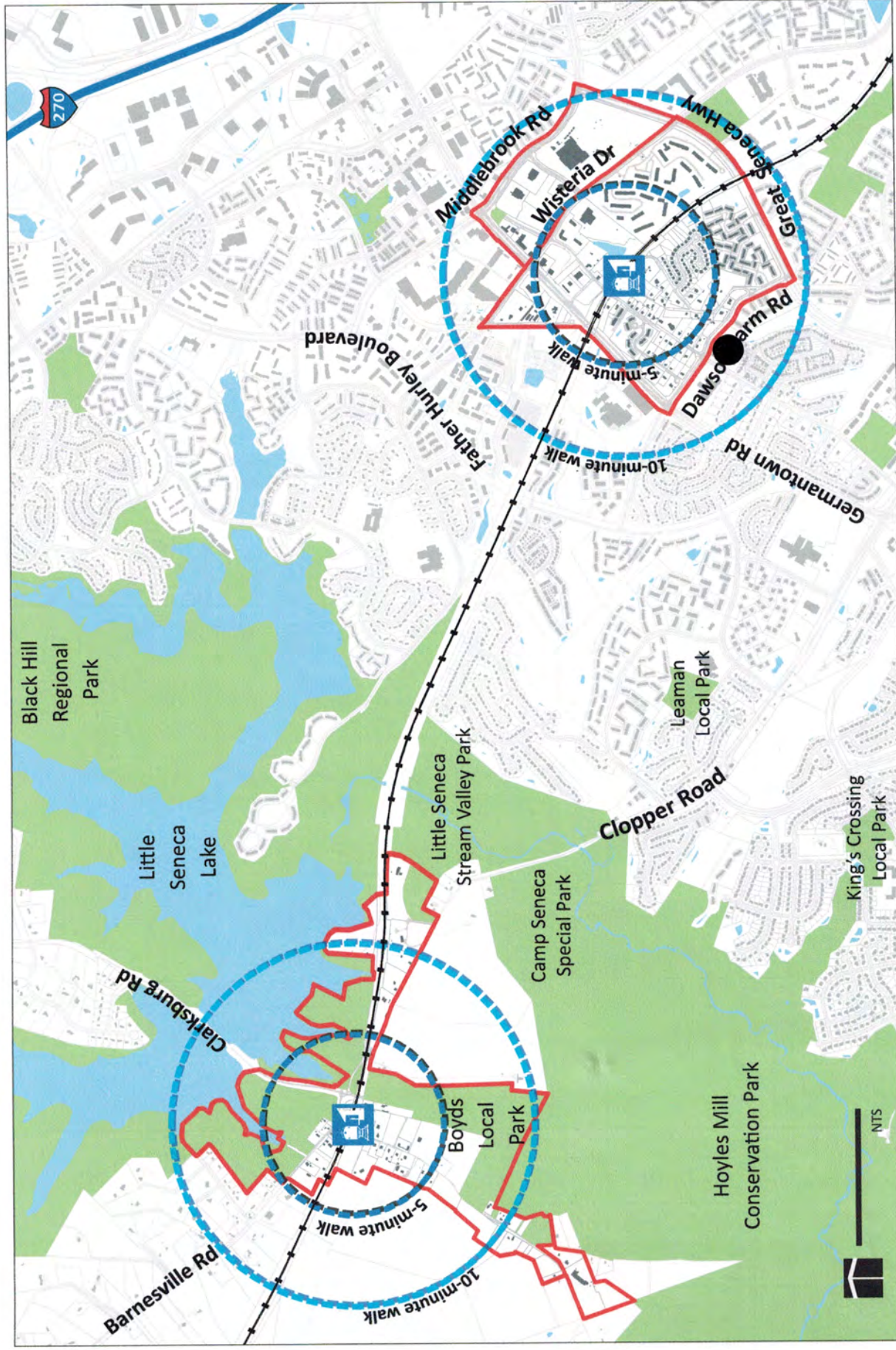


Figure 2
 Boyds and Germantown MARC Station areas with walk radii

Germantown

The Germantown plan area encompasses approximately 290 acres north and south of the CSX railroad tracks and Germantown MARC Station, in an area generally bounded by Middlebrook Road to the northeast, Great Seneca Highway to the southeast, Dawson Farm Road to the southwest and Germantown and Waters Roads on the northwest. On the north side of the railroad tracks, commercial uses predominate while south of the railroad tracks, uses are mainly residential. The area contains an historic district and five historic sites, all designated as such by Montgomery County.

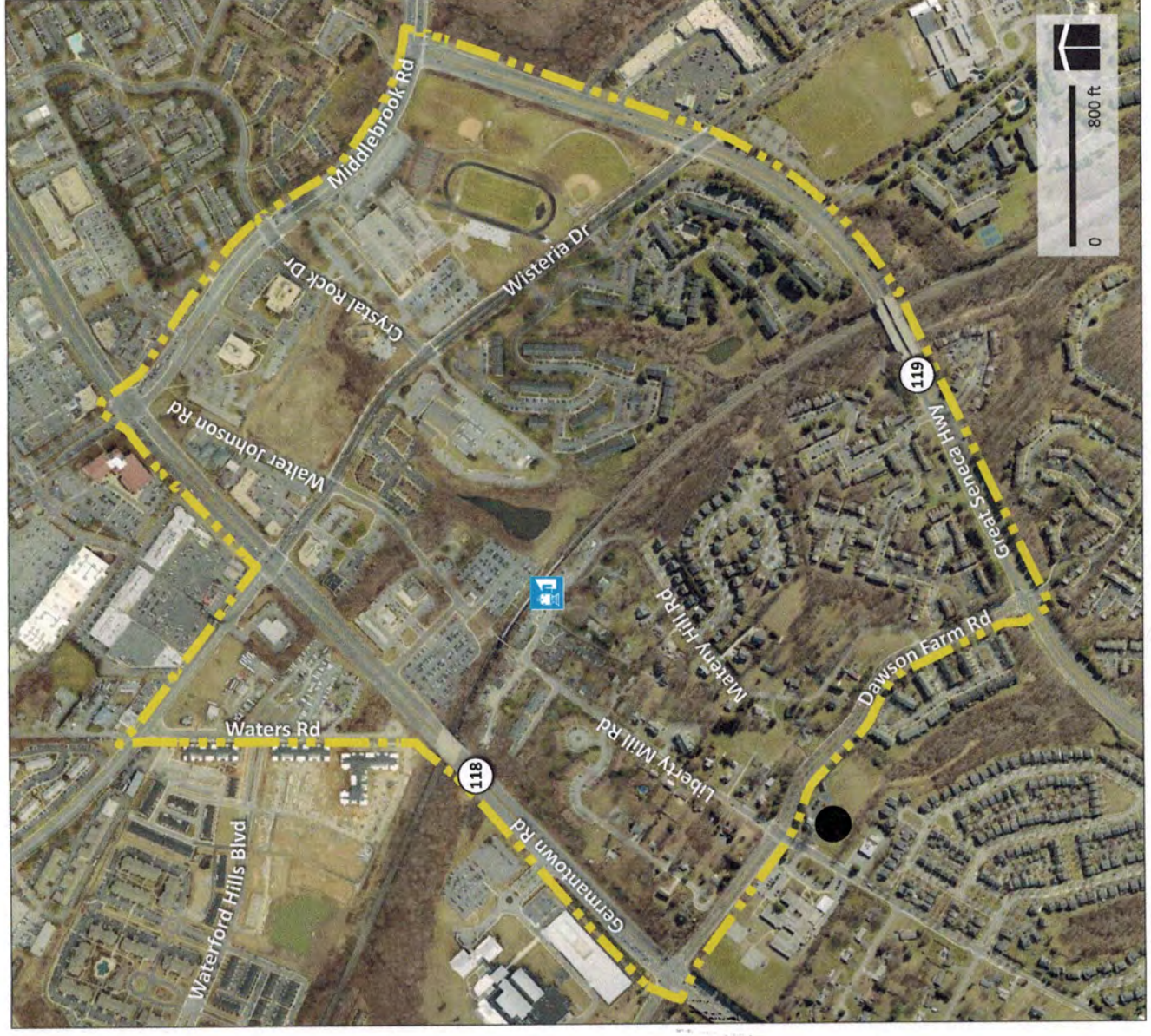


Figure 4
Aerial of the Germantown
Planning Area



Figure 8
Staff Concept for Germantown

- Historic District (red)
- Protect historic district and sites.
- Existing Neighborhood
- Maintain and enhance established residential neighborhood.
- Mixed-Use
- Protect the historic district. Step up building heights from the railroad tracks.
- Seneca Valley High School
- Provide pedestrian and bicycle improvements around the high school.
- Open Space
- Provide enhanced open spaces north of railroad tracks.
- Neighborhood Main Street
- Enhance historic streetscape.
- Connection
- Potential Additional MARC Parking Locations
- 5-Minute Walk
- Locate additional garage within walking distance of MARC, if necessary.
- Pedestrian Connection
- Enhance north/south pedestrian connections.
- Germantown MARC Boundary
- MARC Station

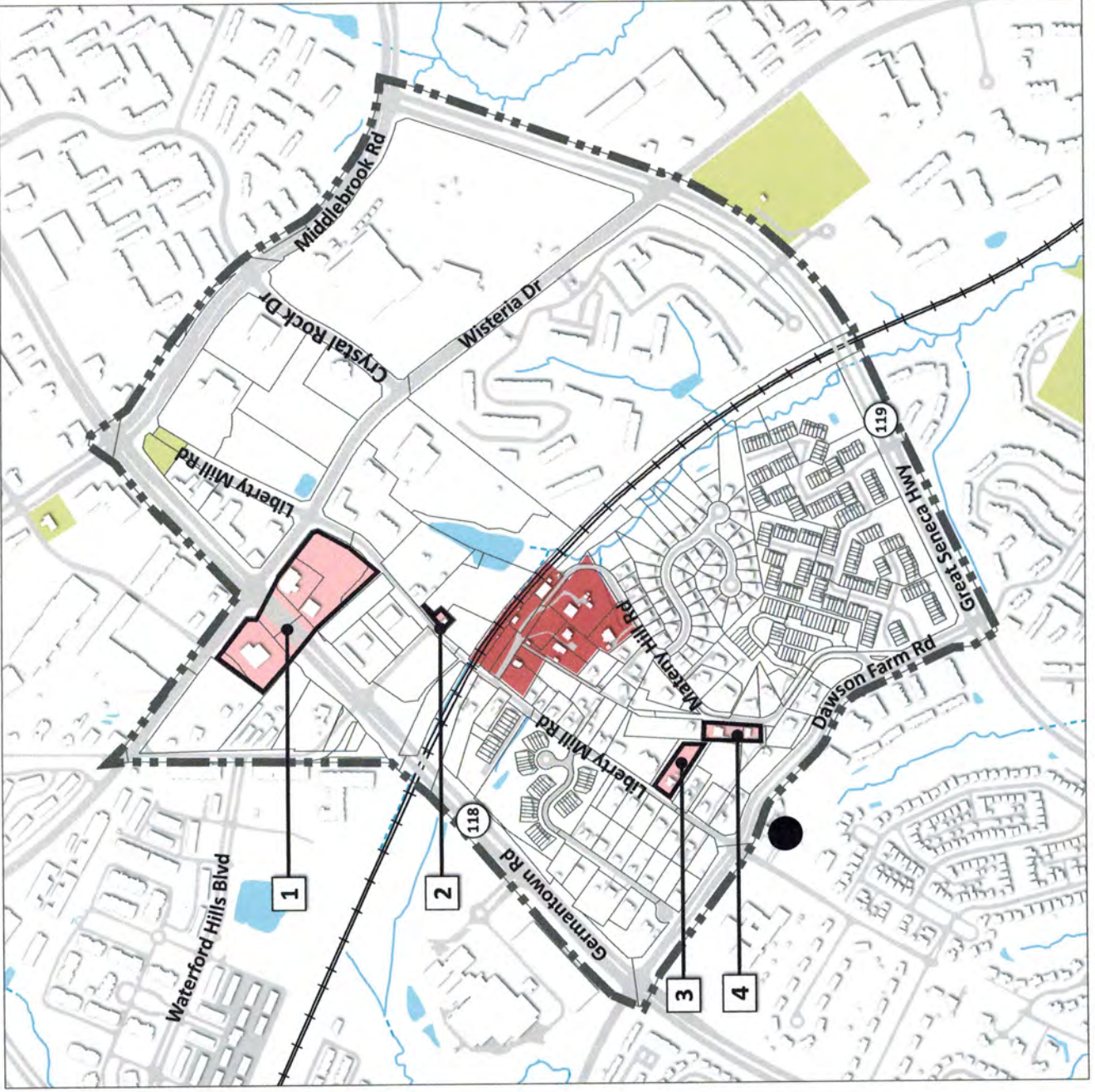


Figure 12
Germantown Historic District and
Resource

Historic District (MP 18/8)

Historic Resource

1. Madeline V. Waters House
(MP 19/13-1)

2. Pumphrey Mateny House
(MP 19/13-5)

3. Upton Bowman House
(MP/13-6)

4. Wallich-Heimer House
(MP 19/13-7)

Open Space

--- Germantown MARC Boundary



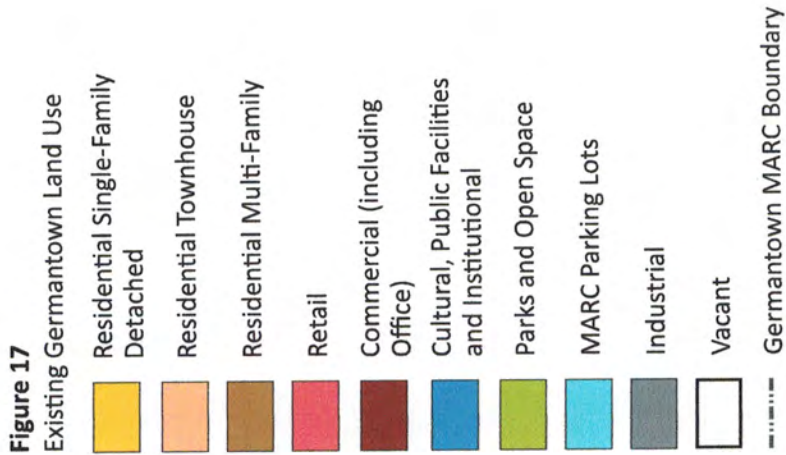




Figure 18
Staff Concept for Germantown
Land Use

- Residential Single-Family Detached
- Residential Townhouse
- Mixed-Use
- Commercial (including Office)
- Cultural, Public Facilities and Institutional
- Parks and Open Space
- MARC Parking Lots
- Germantown MARC Boundary



Dear Planning Board:

I wrote an OP-Ed for the Germantown Pulse on March 9, 2016. <https://www.germantownpulse.net/op-ed>

Here are a few additional thoughts and questions:

- 1.) PLEASE change the signage on Middlebrook.

NORTH WEST HIGH SCHOOL demands a 2 hour reduced speed from 2-4 PM. (as well as reduced speed at arrival times..)

For 2 long years the kids have been dismissed at 2:30 PM....(not like the previous 2:10 PM dismissal). This gives them just 30 mins to walk home with the reduced speed.

The speed increases to 40 mph at 3:00 PM. Cars are often going faster. Kids are still on the roads.

HOW I have wished for some speed cameras like they have on Father Hurley.

Most everyone keeps their speed to 35 mph on that stretch of road. We all "know better" than to speed.

But, our precious students don't have the advantage of drivers being afraid of getting a ticket on any of the surrounding streets around the high school.

ALSO: Students are engaged in sports, clubs and after-school academic help.

Many, many students are still trying to

walk home after 3:00 PM....with cars whizzing by at 40 mph and higher.

And we all know about the number of accidents at Middlebrook and Great Seneca where the opportunity to speed increases.

- 2.) . PLEASE change the speed in front of Seneca Valley High School on Crystal Rock. It is currently 30 mph.

Many pedestrian organizations recommend no more than 20 mph around schools (even high schools).

The current speed of 30 mph seems much too fast; but many cars go faster.

Crystal Rock slows down to 25 mph from Middlebrook to Germantown Rd.

I just don't understand why it is "faster in front of a high school" with all the distracted drivers and students?

It truly makes no sense to me.

PLEASE, please lower the speed in front of SVHS.

Thanks for the opportunity to be heard. I so APPRECIATE all that you do for our community.

They are the "hope for the future." We need them to stay safe so they can be the "adults of tomorrow."

The very best to your team. Working as hard a you do does not always reap rewards.

PLEASE know that WE ARE VERY GRATEFUL !

Ruthanne Stoltzfus

Germantown Pedestrian Safety

Dear MC Planning Board,

The following information is given on www.MontgomerySchoolsmd.org:

Who rides the bus?

Montgomery County Public Schools (MCPS) provides bus service for:

- Elementary school students living more than 1 mile of walking distance from school.*
- Middle school students living more than 1.5 miles of walking distance from school.*
- High school students living more than 2.0 miles of walking distance from school.*
- Students who face hazardous walking conditions regardless of distance from school (multilane highways, construction areas, etc.) as determined by the MCPS Department of Transportation.
- Students in special education, magnet, gifted/talented, and some vocational/education programs that are not offered at the student's home school.

There is a lot of concern for students crossing Rte 118 both morning and afternoon. There are 24 lanes of highway .

It is frightening for an adult, never mind a distracted teenager. I believe students who must cross Rte 118 should have the choice of being bused.

Quoting the above statement from MC school bus information:

- Students who face hazardous walking conditions regardless of distance from school (multilane highways, construction areas, etc.) as determined by the MCPS Department of Transportation.

Rte 118, Germantown Rd .is a hazardous walking condition. PLEASE consider offering bus service to these students.

Twenty-four lanes of traffic with distracted drivers and teenagers who feel invincible is a bad combination.

THANK YOU.

Ruthanne Stoltzfus .

Germantown Pedestrian Safety

G



Germantown Historical Society
Unlocking the Past in Germantown, Maryland

February 2, 2018

Casey Anderson, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

MARC Rail Communities Sector Plan Public Hearing Draft

First, The Germantown Historical Society would like to compliment the Planning staff for listening to our comments at the Work sessions and for presenting a very good and balanced plan that will enhance the community around the Germantown MARC station and is compliance with the 1989 and 1990 Germantown Master Plans and the stepping down of densities as one gets further from I-270.

We are particularly pleased that this draft plan protects the unique Germantown Historic District and supports the scale and low density of the entire neighborhood on the west side of the tracks. We own the historic 1922 Germantown Bank building and are currently seeking grants and contributions to create a Museum of Banking History and Local History inside the building. This is supported by both Heritage Montgomery and the Historic Preservation Commission. The museum will be the only one of its kind in the state of Maryland and a great asset to Germantown and the County. We believe that our museum will compliment the planned park and low commercial development across the railroad.

We also support the recommendation for enhanced streetscapes, sidewalks, lighting and buried utilities along “old 118” or “old Germantown Road” now Walter Johnson and Liberty Mill Roads, as this is extremely important to “the sense of place” and continuity of the Historic District and the neighborhood.

All of this is indicated in the Urban Land Institute (ULI) study in the appendix. This study also supports the Germantown Community Flea Markets, which are the main fund raisers for the Germantown Historical Society. The eight Flea Markets a year, weather permitting, have up to 190 vendors who fill up the entire large parking lot. Customers use the smaller parking lot, with overflow parking on the west side of the tracks. Two other local groups share in the managing and the profits of the Flea Markets: the Menare Foundation and a Boy Scout troop. The Flea Markets are very popular and are the last remaining large local events in Germantown, beside the 4th of July celebration at the SoccerPlex.

We **do not** support the construction of any 5-story or 3-story garages. The ULI study indicates that the limited MARC service on the Brunswick line will not support transit oriented development. Transit oriented development without sufficient suitable transit is irresponsible. Additional references to that study should be incorporated into the plan. If CSX permits additional service in the future, including more trains, mid-day service and weekend service, another study should be done. The only benefit of the construction of these garages would be to the commercial development stimulated by the increased density of development on the Rolling Hills site which is unwarranted and uncalled for. Any increase in the density within the MARC Rail Communities area would be against the recommendations of the Germantown Master plans and detrimental to the safety and quality of life of the community. Property owners who want to increase the density on their property are only interested in profits, not in enhancing the local community.

As an alternative, the construction of a two-level garage on parking lot "B" will add the necessary spaces to accommodate MARC ridership for the foreseeable future, and the gentle slope of the land will allow for a two-level garage to not be visible from the train station area and thus not overwhelm the Historic District.

As shown in the Plan, open parking, or a compatible garage, could also be built on the west side of the tracks on the Landscaping company and Dentist office properties. The neighborhood would appreciate the re-location of the landscaping business as the large trucks are a visual and noise pollution nuisance.

We also support the road diet proposed along Middlebrook Road as it will greatly improve safety for the students who walk to Seneca Valley High School. With the major increase in the student population, this recommendation should be a county priority. Any widening of these roads and encouragement of additional traffic would increase the pressure for another bridge across the railroad, which would be highly detrimental to the Historic District and its surrounding neighborhood and which we highly oppose. We also approve of the improved bike and walking paths as they will reduce the automobile traffic.

As the County is also our city government, we expect that the County will partner with us in future endeavors to preserve and publicize the history of our community as a city government would do. A knowledge of local history gives a community a sense of place and commonality and adds to the quality of life.

Susan Cooke Soderberg
President
Germantown Historical Society
P.O. Box 475
Germantown, MD 20875
info@germantownmdhistory.org
301-814-5048

Email

MARC Rail Commuities...

Email**From** jayteehike@gmail.com**To** <MCP-Chair MCP-Chair>;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org**Cc****Subject**

MARC Rail Commuities Plan

Date Sent**Date Received**

2/2/2018 7:33 PM

There has been so much growth in the Clarksburg/Germantown area and no real thought to how people are going to get anywhere. The roads were already packed, especially at rush hour.

Having more parking for MARC passengers, plus buses to carry the commuters will be a fabulous benefit to the Boyds area! Then having more trains - or at least more cars on the current trains - plus more stops at Boyds will be very helpful. Not only more stops on weekdays, but weekends and holidays also.

Also walking paths are needed everywhere. Not everyone can drive or wants to drive. We should have the option of safely walking to the MARC train, as well as schools, shopping, etc.

In general, please consider all the possibilities available to make Montgomery County less car needy and more foot/public transportation/bike safely possible. Though I don't live in Boyds, the traffic in the area affects me. Since the Barnesville MARC lot is filled to capacity, it would be nice to be able to at least get to Boyds.

Peaceful trails,

Jane Thompson
22621 West Harris Road
Dickerson, MD 20842

Attachments

File Name	File Size (Bytes)
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Page 1





PLEASANTS DEVELOPMENT, LLC 24012Frederick Rd.| Suite 200|Clarksburg, MD 20871|T 301428-0800|F 301428-1736

March 6, 2018

Mr. Casey Anderson, Chair
Planning Board Members
Montgomery County Planning Board, M-NCPPC
8787 Georgia Ave. Silver Spring, MD 20910

Re: MARC Rail Communities Sector Plan (the “Plan”) – Trevion Property (the “Property”)

Dear Mr. Anderson and Board Members:

This letter is in regard to the above plan and its impact on the Property owned by Gunners Lake Thirteen Ltd. Partnership, an entity managed by Pleasants Development, LLC.

We only learned of the Sector Plan’s existence approximately two weeks ago and have been discussing the draft Plan with your staff to get caught up. We are very surprised that our company was never contacted in any way during the public outreach stage of the Plan’s creation during all of 2016 and 2017, especially given that we own the largest vacant, undeveloped parcel in the study area. The Property is actually quite distant from the Germantown MARC station, so we had no reason to expect its inclusion in the Plan.

We have thoroughly reviewed the draft Plan with our legal counsel Robby Brewer and our planning consultant Josh Sloan. Our greatest concern has to do with the recommendation that a large part of the Property be designated as “open space”. The proposed open space is shown on pages 37, 79, 80, and 84 in the context of a full redevelopment of the entire Property. Our Property is identified as “GJ” on Page 33 of the Plan. Contrary to drawings in the Plan depicting redevelopment of the Property, we currently do not contemplate redeveloping any portion of the already developed Property, but only to develop the vacant portion. This large designated open space, shown only on the vacant portion, will substantially reduce the future density on the Property along with its corresponding land value. Reducing the density in this way is inconsistent with the Plan’s recommendations for higher density in this area (see recommendation (c) on page 81).

In addition, we have concerns with other sections of the Plan that include recommendations for utilities, and improvements to Middlebrook Road, Wisteria Drive, and Walter Johnson Road. We also have more detailed comments on the mandatory language that addresses grading and preservation of existing trees on the Property. We are concerned with a lower building height recommendation which affects a portion of our Property. While the Plan technically says that its sketches are only illustrative, we are distrustful that they will be so regarded in the consideration of future development applications. We would like to meet with your staff to address these issues in detail.

In closing, we regret the need to express criticism of the Plan, most of which likely could have been avoided if staff had worked with us directly in its creation. Therefore, we now request that the Board direct staff to work with our team in an effort to make revisions to the Plan so that our Property’s potential density and associated land value are left intact.

Mr. Casey Anderson, Chair

March 6, 2018

Page 2 of 2

Sincerely,

Pleasants Development, LLC



Clark Wagner

Vice President, Land Acquisition & Entitlements

CC: Jerry Connelly, Senior Vice President, Pleasants Development, LLC
Robert G. Brewer, Attorney, Lerch Early & Brewer
Joshua C. Sloan, Director of Planning & Landscape Architecture, VIKa
Gwen Wright, Planning Director
Leslie Saville, MNCPPC Staff
Roberto Duke, MNCPPC Staff