

ATTACHMENT # 4

TITLE:

Communication received by Chairman's office in order of receipt via C-Track since Planning Board Briefing # 3.

Copy: Chairman Berlage 8

June 3, 2004

TO: John Carter, Community Planning
FROM: Stuart Rochester, Chair, Fairland Master Plan CAC

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JUN 03 2004

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PLANNING COMMISSION

John
The Fairland Master Plan Committee and residents throughout ICC Corridor 2 concerned to learn that, despite the Planning Board Chairman's assurances (see attached correspondence), no staff appear to be addressing or even underscoring the importance of the community (and master plan) impacts, in some cases profound, associated with the proposed alignments where no highway was ever planned or intended—not even to the point of asking SHA to include reference to these impacts in their technical reports and to be sure they're included in the DEIS! Most distressing, and frankly puzzling, is the discovery that no one in Community Planning evidently is aware that residents and the master plan committee have been raising the concern for months now, and that no one in Community Planning has even seen any of the attached letters that we had asked be forwarded.

But what has caused utter consternation is the reference in today's staff report to the Planning Board on the ICC that states "Community Planning staff will provide specific comments to improve the text" of the inadequate Draft Socioeconomic and Land Use Technical Report, yet no one we have talked with in Community Planning appears to know anything about the report, the assignment, or for that matter the record of citizen concern here. I would like to make an appointment with you to discuss who in Community Planning will be handling the issue and how the Master Plan Committee can have timely input here.

Stuart
cc Chairman Berlage
Charlie Loehr, Planning Director
Councilmember Marilyn Praisner

Derick

What do we/you have to do to get staff's attention on this? We're not asking the Planning Department to do the work - just to insist that SHA ~~acknowledges~~ properly ~~acknowledges~~ acknowledges and identifies the master plan and community impacts in its reports and in the DEIS. Why aren't you guys interested in this as well?
Stuart

• **PRELIMINARY DRAFT SOCIOECONOMIC AND LAND USE TECHNICAL REPORT**

Staff has received the preliminary draft report for review and comment. The introduction to the report should be amplified to be clear about the role of the document. The text contains a generally accurate accounting of the businesses and residences that would be affected by the various alignments as currently delineated. The text on community cohesion is somewhat limited, and Community Planning staff will provide specific comments to improve the text. The report should also discuss the connectivity and equity impacts of converting portions of the existing roadway network to a toll limited-access highway in Corridor 2 communities. We understand the impacts described in the report reflect the roadway design details available at this time, which will be changing as the alignments are refined. We will continue to raise our concerns about community and environmental impacts in the appropriate alignment discussions. A short section is included in this report on the impacts to parks and recreation. This information will be presented by staff to the Board in detail, before issuance of the section 4(f) report included in the Draft EIS that will be issued this fall. Staff will brief the Board on general park impacts, and will make initial recommendations to the Board over the next few months on 4(f) issues including avoidance, minimization and mitigation techniques. This will be followed by a detailed examination of the impacts to parkland as part of the DEIS 4(f) analysis. The draft *Socioeconomic and Land Use Technical Report* should indicate its relationship to the section 4(f) analysis and specify which is the more definitive document. See Attachment # 4.

• **EXPERT LAND USE PANEL**

The DEIS will include a Secondary and Cumulative Effects Analysis (SCEA) to identify indirect, yet foreseeable, impacts of ICC build alternatives. The potential effect on land use patterns is a significant component of the SCEA. SHA has convened an Expert Land Use Panel (ELUP) to evaluate the likely effect of the ICC build alternatives on the forecasted growth in jobs and housing through 2030 in different subareas of the Baltimore-Washington metropolitan area. The ICC ELUP process is similar to one conducted for the I-270/US 15 study and included in the October 2002 DEIS for that study. The ICC ELUP consists of seventeen members who have met on a nearly monthly basis since November 2003. The forecasting process is iterative, featuring both independent analysis and group discussions on likely effects. Concurrence among panel members is not required; the final report will describe both the ELUP forecast trends observed by averaging the individual panel member forecasts as well as the range among panel members. The ELUP members evaluated the year 2030 MWCOG Round 6.3 forecasts being used as the basis for the ICC travel demand forecasting and developed an alternative year 2030 baseline set of demographics. From that new baseline, the panel is considering the secondary demographic impacts of the Corridor 1 and Corridor 2 build alternatives. The ELUP is scheduled to complete their efforts in June 2004. The ELUP final report will note the range of forecasts by individual panel members for each study area subarea. However, based on preliminary

What is
doing this?
Community
Planning
knows nothing
about it?



FAX COVER SHEET

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Historical Office
Office of the Secretary of Defense

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Suite 5000, Rosslyn Plaza North
1777 N. Kent Street
Arlington, VA 22209-2165

TO:

Barbara Preller for Chairman Bentley

(5) pages

FAX NUMBER:

PHONE NUMBER:

MESSAGE:

Barbara Please see that Derek and
Planning Board members ~~will~~ receive this final
communication addressed to them on the ICC. Consider 2
subject - "final" at least for the current round
of review - promise!

Stuart

Stuart Rochester

FROM: Stuart L Rochester

DATE:

6/14/04

PHONE: 703-588-7876

PAGES:

5

(including cover sheet)

FAX: 703-588-7572

E-MAIL: stuart.rochester@osd.mil

June 4, 2004

To Chairman Berlage and Planning Board Members:

A heartfelt thanks to you personally, Chairman Berlage, and to your colleagues generally, for recognizing and conveying to both your staff and SHA yesterday the importance of the Corridor 2 master plan and community impacts issue in the ICC review process. The notion that an outside company, whose name no one can even quite remember, drafted the Socioeconomic and Land Use Report without even having consulted the Montgomery County Planning Department is disturbing in the extreme, along with apparent SHA reluctance to distribute the draft to the Planning Board much less community representatives. Under the fast-track process, as you noted, a "draft" can become a fait accompli in a matter of weeks.

Because time is of the essence and to save staff some of the burden that understandably concerned you, the Fairland Master Plan Committee has developed a brief but inclusive list to guide staff in its comments on the subject (see attachment). It is not as critical to record details along each of the alignment options as it is to underscore the significance of the Corridor-wide implications and the broad scope of visual and other effects (beyond individual "homes or businesses taken") for a wide arc of streets and neighborhoods where no highway was ever intended. **We understand staff has neither the time nor resources to do this in depth, and hope the attached guidance will permit Community Planning to cut to the core points quickly and efficiently.**

Finally, I apologize for no doubt wearing out your patience with so many letters on the subject, but the frustration of not having these issues even aired in a timely way is enormous, as you can imagine. We are in touch almost daily with community leaders throughout the corridor and have been carrying the ball on their behalf. We can finally tell them with some degree of confidence that their concerns are being heard. Thank you again for taking the time in your busy schedule for listening.

Hunt Rochest

cc. Charlie Loehr

Attachment

1 / 11

FAIRLAND MASTER PLAN CITIZENS ADVISORY COMMITTEE

June 4, 2004

TO: John Carter, Community Planning and Mary Dolan, Countywide Planning

SUBJECT: ICC Socioeconomic and Land Use Report

Based on the comments of SHA's Doug Simmons, time is obviously of the essence to register MNCPPC concerns regarding inadequate inclusion and documentation of Corridor 2 master plan and community impacts in the Draft Socioeconomic and Land Use Report. I have asked for a meeting with John Carter next week to discuss the matter but thought it would be useful, and helpful given the concerns both Chairman Berlage and Planning Director Loehr cited about limited staff resources, to enumerate below the key issues and concerns that any accounting of social and community impacts ought to include.

We of course have not been permitted as yet to see the seven Corridor 2 options in any detail and so the observations below are based on past and current understandings of where the alignments would track. Some of the points relate to communities in the Cloverly as well as Fairland master plan area but have adjacent and follow-on impacts for both master plans and indeed the entire corridor.

GENERAL

1. Corridor 2 in its various delineations weaves an arc of highway through Spencerville, Burtonsville, and portions of the Patuxent Watershed, slicing through a number of residential streets and neighborhoods north and south of MD 198 where no roadway was intended. These alignments would contravene three Montgomery County master plans, violate 40 years of Montgomery County smart growth planning by routing major highway infrastructure the length of the East County low-density residential wedge, have in some cases devastating impacts on long-established communities and propertyowners, and pose their own severe environmental threat—placing at risk the safety and quality of the County's drinking water in the event of a contaminating spill, as several miles of the Duckett Reservoir parallel portions of Corridor 2.
2. Major noise, visual, and property impacts would occur throughout long stretches of the corridor, especially in instances where a residential street or neighborhood is bisected by the highway. The *full scope* of these impacts, from the sometimes dramatically transformed look and character of entire neighborhoods to profound effects on adjacent properties, needs to be properly acknowledged and identified in the Socioeconomic and Land Use Report and in the Environmental Impact Statement—not merely a recording of the number of individual homes and businesses taken.

3. Indeed, not only are communities along the corridor affected, but the County's fundamental land use principles and policies and its long-term planning "vision" would be undermined. Moreover, pressures and opportunities for development resulting from the rerouting of the highway could inevitably affect over time zoning and land use decisions that could further impact the character of the adjacent neighborhoods and the County's master plans as well as General Plan. *(Significantly, the revised ICC Purpose and Need Statement specifically refers to the county's "carefully executed" land use planning, and so these considerations are particularly relevant in this context.)* Not coincidentally, *SHA chose not to pursue a MD 32 alternative in part precisely because, in SHA's own language, that alternative would "be inconsistent with Howard County land use plans" and would "cross adjoining planned low-density development areas."*

SPECIFIC


1. Residents on Harding Lane and Upland Road south of MD 198 east of New Hampshire Ave. would suffer major impacts. Both of these narrow residential streets would be either erased or overwhelmed by the Corridor 2 proposals that past through or alongside them.
2. Thompson Road would be bisected by a Corridor 2 ICC alternative that literally divides the street and the community in half, with visual and neighborhood cohesion impacts far more consequential than the number of houses actually taken. The highway would evidently either be elevated over homes or slice the community in half at grade. Effects of this magnitude here and elsewhere (Peach Orchard Rd., Oursler Rd., Allnutt Rd., Oak Hill Rd., Santini Rd., etc.) need somehow to be reflected and registered in the EIS. A portion of Santini Road, a designated rustic road, would become a span of a regional highway.
3. Other communities, such as Drayton Farm, Hampshire Greens, and Phillip Oaks, would not necessarily be bisected by the highway but would be dramatically affected by the relocation of a major regional highway past their communities where only a local road was master planned.
4. Two school PTAs, Briggs Chaney Middle School and Burtonsville Elementary School, have expressed concern over the proximity of Corridor 2 alignments to their schools (see attached letters).
5. Historic resources: Willow Grove and Woodburn west of New Hampshire Ave., Edgewater and the Alloway Cemetery, and notably the Methodist campground off Peach Orchard Rd. in Spencerville would be impacted by a northern ICC route. Representatives of the Methodist campground, which dates to the early 1800s, have asked for assurance that the impact of Corridor 2 alignments south of Spencerville on the site be adequately cited given the fact that the very function of the campground has been and remains a "retreat," so that a major highway with attendant noise and traffic would be singularly inappropriate along this property.
6. At least two planned developments, the Fairland Golf Course community off Gunpowder Road and a Winchester Homes development off Thompson Road, may not be able to proceed or will be affected by Corridor 2 alignments.
7. The Burtonsville business community has expressed concern over the larger economic effect (beyond any individual businesses lost to the highway) resulting

from northern ICC alignments that detour traffic around Burtonsville to Laurel, leading to the isolation and possible eventual decline or demise of the Burtonsville business district.

8. The report should indicate the effects on master plan and neighborhood connectivity by the loss of the Norbeck Connector to a Corridor 2 ICC. If local lanes need to be added to replace the missing link in MD 28-198, that would create additional environmental and community impacts. Hampshire Greens is doubly impacted here, losing a local access outlet and finding an expanded regional highway in its backyard.

We don't believe staff has to give a time-consuming blow-by-blow account of impacts along each and every alignment but needs to comment pointedly on the absence of sufficient reference to the larger master plan, community (social-economic), and connectivity consequences of the Corridor 2 alternatives. The worry expressed by staff during yesterday's discussion about "ecological connectivity" where a highway intrudes on adjoining deer habitats is a noble and worthy concern; one would hope that equally important would be concern for *human* and *neighborhood* connectivity where a Corridor 2 option bisects a street or neighborhood and literally cuts a community in half physically and functionally.

We look forward to working with staff to insure that our residents', and the County's, interests and concerns are satisfactorily represented in the Socioeconomic and Land Use Report and EIS.



Stuart Rochester
Chairman, Fairland Master Plan CAC

FAX COVER SHEET



Historical Office
Office of the Secretary of Defense

Suite 5000, Rosslyn Plaza North
1777 N. Kent Street
Arlington, VA 22209-2165

8 pages

TO: Mary Dolan

FAX NUMBER: _____

PHONE NUMBER: _____

MESSAGE: Mary

Here are the two PTA letters
referred to in #4 of the email I sent you
earlier this afternoon. As a Countywide planner,
you guys sometimes get jaded by all on your
plate - but consider ²/₁ of huge importance
precisely from a Countywide planning standpoint
- see a second attachment I included.

Stuart

FROM: Stuart L Rochester

DATE: 6/4/04

PHONE: 703-588-7876

PAGES: 6
(including cover sheet)

FAX: 703-588-7572

E-MAIL: stuart.rochester@osd.mil

Burtonsville Elementary School

October 14, 2003

Secretary Robert Flanagan
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover MD 21076

Dear Secretary Flanagan:

The principal and PTA of Burtonsville Elementary School, a 50-year-old Montgomery County Blue Ribbon School, are deeply concerned to learn of renewed efforts by federal agencies, in particular the U.S. Army Corps of Engineers Baltimore District, to reroute the Intercountry Connector north of Burtonsville in the vicinity of the elementary school, contrary to County master plans and the State's own express planning policies and principles.

Over the past decade, the Army Corps of Engineers Baltimore District's Environmental Review Branch has repeatedly advocated an alternative alignment for the ICC that would have taken the highway around the elementary school, which is located in the Patuxent watershed, and required an enormous HAZMAT collection pond near the school in order to protect the County's drinking water in the event of an accidental spill. Just recently, Mr. Paul Westlauffer, the Corps of Engineers staff member most actively promoting a northern ICC, introduced a similar alternative alignment into the MD 198 improvement study that would have had devastating impacts on the neighborhoods surrounding the school. With the resumption of the ICC alternatives study this past spring, Mr. Westlauffer, in collaboration with other federal reviewers, has again targeted the area north of MD 198 in the vicinity not only of Burtonsville Elementary but slicing across some of our oldest communities and most sensitive environmental spaces.

We find it most disturbing that individuals with review responsibility at the federal level continue to treat local master plans as irrelevant and, in blatant violation of federal rules that prohibit advocacy, promote their own routes as "prudent and feasible" when they undermine longstanding County land use principles and commitments. We trust State and County officials overseeing the ICC process to protect our outstanding elementary school as well as the children and families of this community consistent with master plan commitments that citizens rely on as an article of faith.

Sincerely,



Diane Parris
President, Burtonsville Elementary School PTA

cc. Congressman Albert Wynn
Michael Subin, President, Montgomery County Council
Senator Rona Kramer
Delegate Karen Montgomery
Delegate Anne Kaiser
Delegate Herman Taylor
Daniel Johnson, Federal Highway Administration, Maryland Division
Neil Pedersen, Maryland State Highway Administrator
Susan Rochester, Chair, Feisland Master Plan Committee

Briggs Chaney Middle School



1901 Rainbow Drive
Silver Spring, Maryland 20905
301-989-6000 Fax: 301-989-6020

Dear Mr. Mitchell,

I am the President of the Briggs Chaney Middle School PTSA located in Silver Spring, Maryland. I am writing to you in regards to the InterCounty Connector (ICC) Northern alignment proposals that affect the Route 198 area.

Briggs Chaney Middle School is located East of Good Hope Road and South of Route 198. Any ICC alternative that would bring the ICC south of Route 198 would severely and negatively impact our school. A major highway should not be located adjacent to a Middle School with 800 pupils. The pedestrian safety issues and concerns over potential hazardous spills are several of our concerns.

The County approved master Plan for this area did not include a major highway when Briggs Chaney Middle School was designed and built just 11 years ago. A highway should not now be forced into this residential area, disrupting the neighborhood and endangering our students.

The PTSA asks that you consider our concerns in your decision of which ICC alternatives to pursue.

Sincerely,

Barbara Turner

Barbara Turner
President, Briggs Chaney Middle School PTSA

Cc: Congressman Albert Wynn
Michael Subin, President, Montgomery County Council
Senator Rona Kramer
Delegate Karen Montgomery
Delegate Anne Kaiser
Delegate Herman Taylor
Daniel Johnson, Federal Highway Administration, Maryland Division
Neil Pedersen, Maryland State Highway Administrator

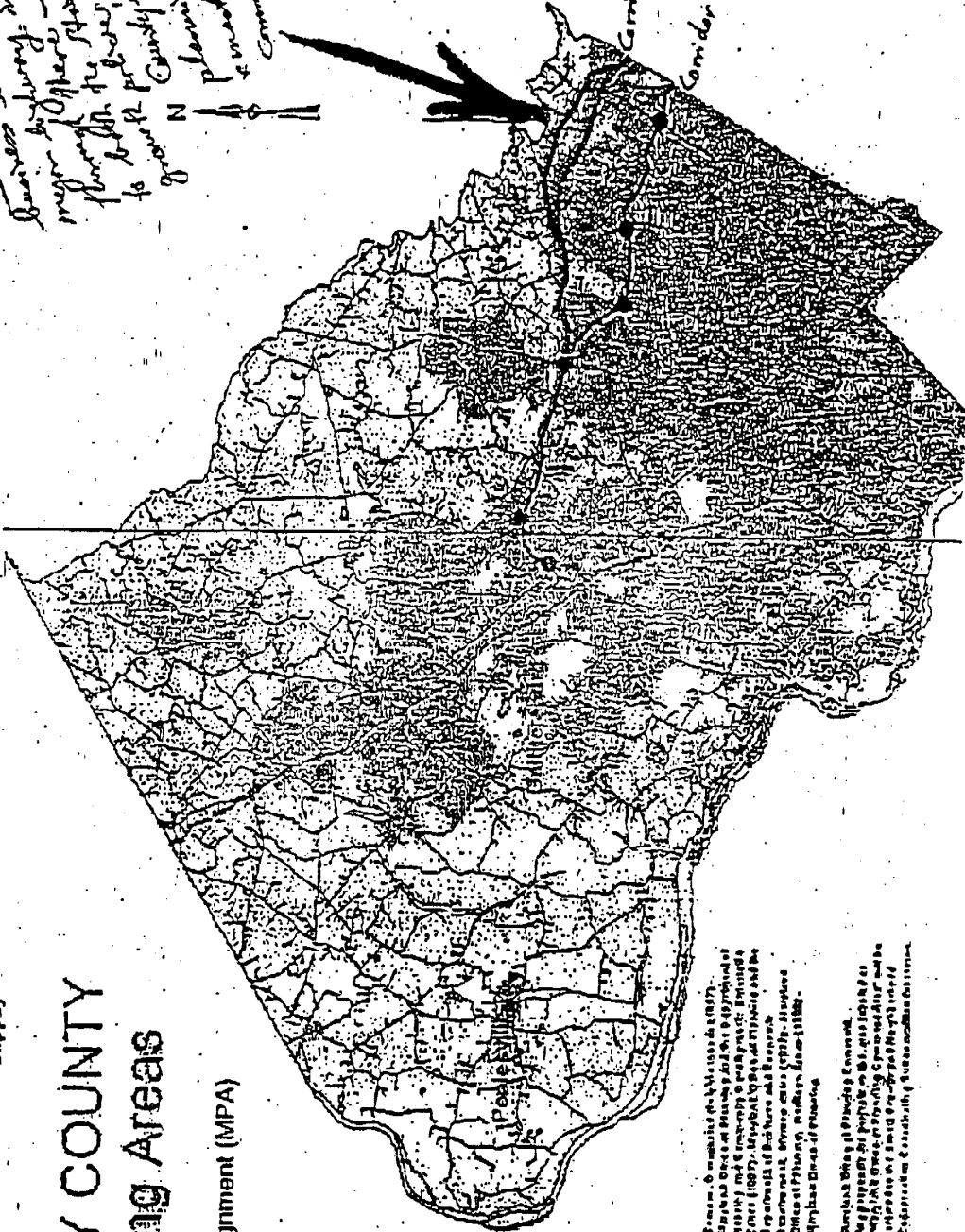
Corridor 2

- Non-priority funding area
- North of County population and commercial centers
- Roundabout connection with eastern link of ICE
- Inconsistent with master plans; slices through established communities; undermines 40 years of County planning
- Encourages sprawl in low-density rural residential wedge
- Invasive Patuxent Watershed, risking contamination of water supply

MONTGOMERY COUNTY Priority Funding Areas

- Proposed Master Plan Alignment (MPA)
- Proposed MPA Exits
- Northern Alignments

Priority Funding Areas	
□	Pre-defined Areas
□	Inner Beltway Area
□	Heritage Area
□	Designated Neighborhood
□	Enterprise Zone
□	Municipality
County Certified Areas	
□	Compliance Area / Eligible for Funding
□	Area Not Meeting Criteria
□	Rural Village / Community with Water Only
□	Additional Area Eligible for Job Creation Tax Credit



Source: Maryland Department of Transportation, Bureau of Planning and Economic Development, and Montgomery County Department of Planning and Economic Development. Data current as of 10/12/13. Prepared by Montgomery County Department of Planning and Economic Development. Note: This map is a general representation of the proposed MPA and is not intended to be used for legal purposes.

⊗
The non-prior ICC alignments are not any in a priority funding area. We have put

*Business districts - Montgomery
major office studies - Montgomery
planning - the focus on Montgomery
to both provide long-term
growth County's long-term
planning plan
+ master plan
Community*

general plan refinement approved & adopted december 1965

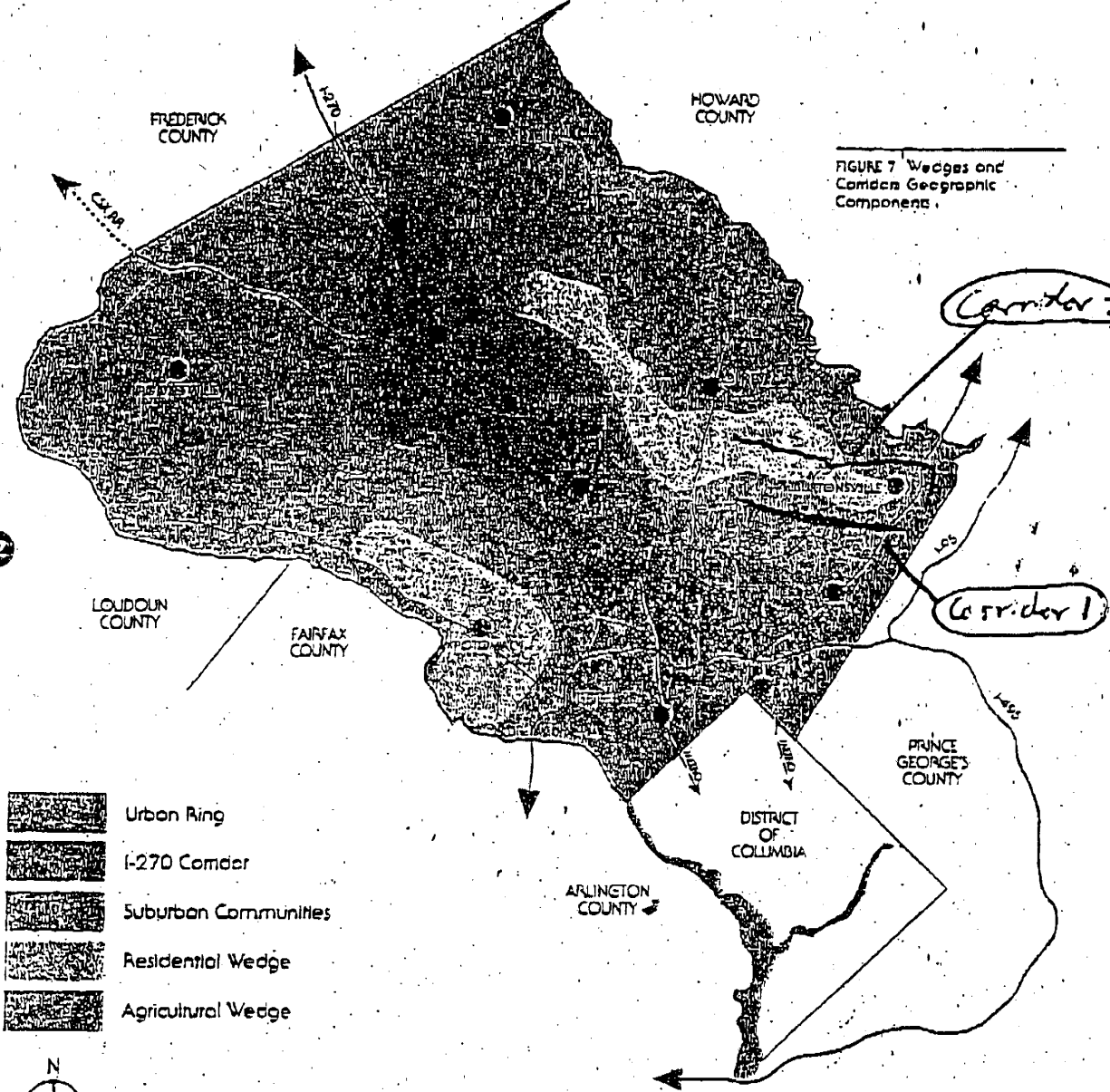





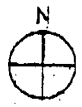


FIGURE 7 Wedges and Corridor Geographic Components

-  Urban Ring
-  I-270 Corridor
-  Suburban Communities
-  Residential Wedge
-  Agricultural Wedge



Place names are identified for geographic reference only

Corridor 2 flows through the west County residential wedge and agricultural wedge (Potomac Watershed).
 Once the precedent is set for busting the wedge ~~and~~ and watershed with a major highway, how will you be able to credibly defend against doing likewise with a second bridge crossing the west through Potomac?!

Vision for the Future

as the Agricultural Reserve in the 1980 Functional Master Plan for the Preservation of Agriculture and Rural Open Space. The Residential Wedge is defined as all Wedge areas outside the Agricultural Reserve. The Agricultural Wedge and the Residential Wedge together constitute approximately two-thirds of Montgomery County's entire land area. The Wedge areas are bounded by the County's two major water resources: to the west by the Potomac River and to the east by the Patuxent River. Within the County, the Wedge areas are defined by the outer edges of the I-270 Corridor and by the Suburban Communities to the east and west of the Corridor. (See Figure 11, page 32.)

The Residential Wedge Yesterday

The 1964 General Plan recognized the importance of low density residential development in selected locations within the Wedge. The 1969 General Plan Update confirmed the 1964 General Plan recommendation. It called for the reservation of some land in the Wedge "to absorb future growth only when and if development needs exceed those projected by the General Plan." In 1969, the expectation was that development pressures would not exceed those projected by the General Plan until generations in the future. During the past two decades, however, development pressure has intensified beyond the expectations of the 1969 General Plan Update. This Refinement seeks to alleviate this pressure through a tighter definition of the Residential Wedge, its purposes and acceptable land uses.

The Residential Wedge Today

The existing Residential Wedge is characterized by predominantly one- and two-acre residential development and the occasional small-scale commercial use serving the local community. The Residential Wedge provides many park and recreational opportunities for its own residents and for residents throughout the County. This area buffers the Agricultural Wedge from the more intense development of the Corridor and Urban Ring.

Within the Residential Wedge, opportunities for transit, large commercial development, and community amenities are limited when compared with the Urban Ring and the I-270 Corridor. The Residential Wedge contains a variety of centers ranging from Olney to the village of Potomac.

The Residential Wedge Tomorrow

The future of the Residential Wedge contains many challenges. Some of the most important are:

- maintaining a low-density residential character;
- permitting and limiting rural centers;
- protecting environmentally sensitive areas; and
- enhancing park and recreation linkages.

The Residential Wedge will come under pressure to develop more intensively in the future. To ensure that this area remains a low-density Residential Wedge and buffer for the even less intense Agricultural Wedge, steps must be taken to protect its character. Determining the proper scale of public services for a low-density but growing population will be a major challenge. Water, sewer, and transportation investments in the Residential Wedge will be limited. Within the Residential Wedge, public resources should be used to reinforce the centers.

In a limited number of areas, clustering large-lot housing into small distinct centers could be permitted by master plans. Such centers should be in logical places for community retail and service centers. This pattern will increase community identity, sociability, and pedestrian opportunities, preserve large amounts of open space, and reduce environmental impacts caused by scattered development. Clustering residential development will allow the Residential Wedge to develop a greater range of housing types and a better utilization of land resources.

The Agricultural Wedge Yesterday

The 1964 General Plan recognized an area within the Wedge appropriate for rural activities that would a) pro-

Wesley Mitchell
Project Manager
Project Planning Division
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

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JUN 17 2004

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

June 11, 2004

Dear Mr. Mitchell,

I am the President of the Briggs Chaney Middle School PTSA, located in Silver Spring. I am again writing you in regards to the InterCounty Connector (ICC) Northern alignment (Corridor 2) proposals, which affect the Route 198 area.

Briggs Chaney Middle School is located East of Good Hope Road and just South of Route 198. Any ICC roadway in this area would dramatically transform the environment of our school. The look, character and safety of our school would all be very negatively impacted by the construction of a six-lane highway adjacent to it. The 900+ students attending Briggs Chaney should not be subjected to the increased noise, pollution and safety concerns (accidents, hazardous spills...) that will come with this highway and its construction.

The County approved Master Plan for this area did not include a major highway when Briggs Chaney Middle School was designed and built just 13 years ago. A highway should not now be forced into this residential area, disrupting the neighborhood and endangering our students simply because Federal Agencies decided to add an alternative to the Master Plan alignment of the ICC. The NEPA study process does have to be considered but it should not be an excuse to force this highway into our neighborhood.

State Highway Administration officials keep assuring us that they can "mitigate and minimize" any impacts of the ICC; however, there is no mitigation imaginable for a six lane highway adjacent to our school. Please reject the Corridor 2 options of the ICC and do not waste any more taxpayer money studying this option.

Sincerely,

Barbara Turner
Barbara Turner
President, Briggs Chaney Middle School PTSA

Cc: Congressman Albert Wynn
Steve Silverman, President, Montgomery County Council
Senator Rona Kramer
Delegate Anne Kaiser
Delegate Karen Montgomery
Delegate Herman Taylor
Dan Hardy, MNCPPC
Daniel Johnson, Federal Highway Administration, Maryland Division
Neil Pedersen, Maryland State Highway Administration
Derrick Berlage, Chairman Montgomery County Planning Board

TIMBER HILL
CIVIC
ASSOCIATION

4540 DUSTIN ROAD
BURTONSVILLE MARYLAND 20866

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JUN 17 2004

June 15, 2004

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Hon. Steven Silverman
President
Montgomery County Council
100 Maryland Avenue
Rockville, MD 20850

Re: I.C.C. Northern Alignment

Dear Mr. Silverman:

We have been on the record as opposed to the so-called Northern Alignment for many years. We again renew our objection to that alignment and the various iterations included therewith.

The Northern Alignment should, once and for all, be removed from the list of alternatives.

Very truly yours,

S/

George E. Krouse
President

GEK/cek

cc: Derick Berlage
Robert Flanagan
Rona Kramer