



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

**APPROVED
MINUTES**

The Montgomery County Planning Board met in regular session on Thursday, December 21, 2017, at 9:04 a.m. in the Montgomery Regional Office in Silver Spring, Maryland, and adjourned at 5:57 p.m.


Present were Chair Casey Anderson, Vice Chair Norman Dreyfuss, and Commissioners Natali Fani-González, Gerald R. Cichy, and Tina Patterson.

Items 1 through 6 are reported on the attached agenda.

The Board recessed for lunch at 11:57 a.m. and reconvened in the auditorium at 2:00 p.m.

Items 7 and 8 are reported on the attached agenda.

There being no further business, the meeting was adjourned at 5:57 p.m. Due to the upcoming holidays, there are no Planning Board meetings scheduled for Thursday, December 28 and Thursday, January 4, 2018. The next regular meeting of the Planning Board will be held on Thursday, January 11, 2018, in the Montgomery Regional Office in Silver Spring, Maryland.


James J. Parsons
Sr. Technical Writer/Editor

**Montgomery County Planning Board Meeting
Thursday, December 21, 2017
8787 Georgia Avenue
Silver Spring, MD 20910-3760
301-495-4600**

1. Consent Agenda

***A. Adoption of Resolutions**

1. Travilah Square Preliminary Plan 12011034C - MCPB No. 17- 129
2. Bloom Montgomery Village Preliminary Plan 120170150 – MCPB No. 17-110
3. Bloom Montgomery Village Site Plan 82017-130 – MCPB No 17-111

BOARD ACTION

Motion: FANI-GONZÁLEZ/PATTERSON

Vote:

Yea: 5-0

Nay:

Other:

Action: Adopted the Resolutions cited above, as submitted.

***B. Record Plats**

BOARD ACTION

Motion:

Vote:

Yea:

Nay:

Other:

Action: There were no Record Plats submitted for approval.

***C. Other Consent Items**

1. Extension Request for Pike & Rose, Phase I and Phase II Site Plan Amendments ---
Request to extend the regulatory review period by one month to February 15, 2018 for the following two items:

A. Pike & Rose, Phase I Site Plan Amendment No. 82012002D --- Request to approve a site plan amendment to update Phase I Public Use Space plan; update public benefit points to reflect revised development program for Phases I and II; and minor modifications to reflect as built conditions; 8.78 acres, split-zoned CR3 C1.5 R2.5 H200 and CR4 C3.5 R3.5 H300; located on the north side of Old Georgetown Road between Rockville Pike and Towne Road; within the 2010 White Flint Sector Plan area.
Staff Recommendation: Approval

B. Pike & Rose, Phase 2 Site Plan Amendment No. 82013012D --- Request to approve a site plan amendment to revise the design of Building 3; update public benefit points to reflect addition of solar panels and bikeshare, and removal of daycare; and minor modifications to reflect as built conditions; 10.32 acres in the CR-3 C-1.5 R-2.5 H-200 and CR-4 C-3.5 R-3.5 H-300; located on the north side of Old Georgetown Road (MD-187), between Rockville Pike (MD-355) and Towne Road; within the 2010 White Flint Sector Plan area.
Staff Recommendation: Approval

BOARD ACTION

Motion: 1. A. & B. FANI-GONZÁLEZ/CICHY

Vote:

Yea: 1. A. & B. 5-0

Nay:

Other:

Action: A. & B. Approved staff recommendation for approval of the Site Plan Amendment Extensions cited above.

***D. Approval of Minutes**

Planning Board Meeting Minutes of December 7, 2017

BOARD ACTION

Motion: PATTERSON/FANI-GONZÁLEZ

Vote:

Yea: 5-0

Nay:

Other:

Action: Approved Planning Board Meeting Minutes of December 7, 2017, as submitted.

2. Roundtable Discussion

- Parks Director's Report

BOARD ACTION**Motion:****Vote:****Yea:****Nay:****Other:****Action: Received briefing.**

Parks Department Director's Report – Parks Department Director Mike Riley briefed the Board on the following ongoing and upcoming Parks Department events and activities: the recent selection of a photograph taken by Marilyn Sklar, the Parks Department Public Information Officer, to be included in the National Recreation and Park Association 2018 calendar for the month of September; the recent presentation of the National Association of Counties "Brilliance at Work" Award to the Parks Department, along with the Montgomery County Department of Environmental Protection, the Washington Suburban Sanitary Commission, the City of Rockville, the City of Gaithersburg, the City of Takoma Park, and the University of Maryland for their work in the development of the Montgomery County GreenFest; the status of the Native Plant Program at Pope Farm, with 40 customers purchasing plants for 67 different projects, including 3,550 plants for stormwater and bioretention projects; the status of the University of Maryland Partnership for Action Learning in Sustainability program, and the completion of the Sustainability as a Health Protection, Monetary Benefits of Parks and Open Space, Locating Additional Space for Community Gardens, Managing Greywater and Stormwater Runoff, and Functional Plan for Nature Centers projects; the status of 2017 Little Bennett Regional Park projects, with 102 deer harvested at the yearly managed deer hunt, over 200 trees planted by staff, and completion of the bridge over the main stem of Little Bennett Creek on the Western Piedmont Trail; and the recent appointment of new Montgomery Parks Foundation Board members, including Marye Wells-Harley, former Vice Chair of the Montgomery County Planning Board.

There followed a brief Board discussion.

***3. 1220 Briggs Chaney Road**

A. Preliminary/Final Water Quality Plan S-2290 --- A request to relocate a driveway and parking area, and reconstruct a garage/storage building with total amount of impervious surfaces not to exceed 14,812 square feet, as previously authorized as part of the original Special Exception approval for the landscape contractor use; located on Parcel 380, at 1220 Briggs Chaney Road, on the north side of Briggs Chaney Road, approximately 1,700 feet west of its intersection with Good Hope Road; 2.46 acres; RE-1 zone; Upper Paint Branch Overlay Zone; Upper Paint Branch Special Protection Area; 1997 Cloverly Master Plan.

Staff Recommendation: Approval with Conditions and Adoption of Resolution

B. Final Forest Conservation Plan Amendment S-2290 --- A request to relocate a driveway and parking area, and reconstruct a garage/storage building with total amount of impervious surfaces not to exceed 14,812 square feet, as previously authorized as part of the original Special Exception approval for the landscape contractor use; located on Parcel 380, at 1220 Briggs Chaney Road, on the north side of Briggs Chaney Road, approximately 1,700 feet west of its intersection with Good Hope Road; 2.46 acres; RE-1 zone; Upper Paint Branch Overlay Zone; Upper Paint Branch Special Protection Area; 1997 Cloverly Master Plan.

Staff Recommendation: Approval with Conditions and Adoption of Resolution

BOARD ACTION

Motion: A. & B. CICHY/DREYFUSS

Vote:

Yea: A. & B. 5-0

Nay:

Other:

Action: A. Approved staff recommendation for approval of the Preliminary/Final Water Quality Plan cited above, subject to conditions, and adopted the attached Resolution.

B. Approved staff recommendation for approval of the Final Forest Conservation Plan Amendment cited above, subject to revised conditions discussed during the meeting, and adopted the attached Resolution.

Planning Department staff offered a multi-media presentation and discussed the proposed Preliminary/Final Water Quality Plan (WQP) and Final Forest Conservation Plan (FFCP) Amendment requests to relocate a driveway, parking area, and a storage garage building. The 2.46-acre parcel is located on Briggs Chaney Road, approximately 300 feet northwest of its intersection with Lear Road, and is zoned Rural Estate within the Cloverly Master Plan area. The property is accessed from Briggs Chaney Road, is currently improved with a single-family

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***3. 1220 Briggs Chaney Road**CONTINUED

residential house, storage garage, asphalt driveway, and gravel parking area, and operates as Pampas Garden Landscaping under Special Exception S-2290, which was approved in 1998, modified by the Board of Appeals in August of this year, and permits approximately 14,812 square feet of impervious surfaces to be maintained on the property. The remainder of the property is undeveloped with existing tree cover and maintained grass. The property is located in the Upper Paint Branch watershed, the Upper Paint Branch Special Protection Area (SPA), and the Upper Paint Branch Overlay Zone.

The applicant is requesting approval for a new Preliminary/Final WQP and an amendment to the FFCP to relocate the existing driveway approximately 35 feet to the west, reconfigure and reduce the size of the existing parking lot, and demolish and replace the storage garage building. The proposed project will maintain and not exceed the 14,812-square foot impervious surface limit established in the original Special Exception application.

Staff then discussed forest conservation, noting that while there is no existing forest located on the property, there are three large trees located on-site and four located immediately adjacent to the site. The FFCP results in an afforestation requirement of 0.49 acres, which was satisfied as part of the previously approved FCP through retention of existing tree canopy and planting new trees for canopy credit. However, some of the trees for which credits were obtained have been removed over the past several years. To meet the afforestation requirement, the applicant proposes to plant twenty-four canopy trees on-site, for a total credit of 0.49 acres as mitigation. An existing Category II Conservation Easement will remain. The applicant is also submitting a variance request to remove one on-site protected tree and impact two off-site protected trees, which will be mitigated through the planting of four canopy trees on-site. Staff supports the variance request.

Staff then briefly discussed minor corrections to the FCP conditions of approval, and noted that the corrections have been included in the attached Resolutions.

Mr. Josh Maisel, landscaping consultant for the applicant, offered comments.

Mr. Marcio Freitas, the applicant, also offered brief comments.

There followed a brief Board discussion.

***4. The Quarry**

A. Project Plan Amendment No. 92004004A: Request to replace 47 approved but unbuilt multi-family condominium units with 44 townhouses; located on the north side of River Road, approximately 1,500 feet west of the intersection with Seven Locks Road; 13.31 acres, reviewed under the RMX-1/TDR-6 zone; 2002 Potomac Subregion Master Plan.

Staff Recommendation: Approval with conditions

B. Preliminary Plan Amendment No. 12004042A: Request to subdivivde to create one lot for 50 existing multi-family condominium units, to create 44 lots for 44 townhouses, to create an open space parcel and to create a private street parcel; located on the north side of River Road, approximately 1,500 feet west of the intersection with Seven Locks Road; 13.31 acres, reviewed under the RMX-1/TDR-6 zone; 2002 Potomac Subregion Master Plan.

Staff Recommendation: Approval with conditions

C. Site Plan Amendment No. 82005029B: Request to construct 44 townhouses and associated open spaces and private streets; located on the north side of River Road, approximately 1,500 feet west of the intersection with Seven Locks Road; 13.31 acres, reviewed under the RMX-1/TDR-6 zone; 2002 Potomac Subregion Master Plan.

Staff Recommendation: Approval with conditions

BOARD ACTION

Motion: A. THROUGH C. CICHY/PATTERSON

Vote:

Yea: A. THROUGH C. 5-0

Nay:

Other:

Action: A. Approved staff recommendation for approval of the Project Plan Amendment cited above, subject to conditions, as stated in the attached adopted Resolution.

B. Approved staff recommendation for approval of the Preliminary Plan Amendment cited above, subject to conditions, as stated in the attached adopted Resolution.

C. Approved staff recommendation for approval of the Site Plan Amendment cited above, subject to revised conditions discussed during the meeting, and as stated in the attached adopted Resolution.

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***4. The Quarry**CONTINUED

Planning Department staff offered a multi-media presentation and discussed the proposed Project Plan Amendment, Preliminary Plan Amendment, and Site Plan Amendment requests to subdivide one lot and replace two previously approved multi-family buildings with single-family attached units. The 5.5 acres subject to the proposed Amendments, a portion of a larger 13.31-acre property, is located on the north side of River Road, approximately 1,500 feet west of its intersection with Seven Locks Road, and is currently zoned Commercial/Residential/Town within the Potomac Subregion Master Plan area, and located on the site of the former Stoneyhurst Quarry. Staff noted that because the original Plans for four buildings with 97 multi-family units were approved prior to the current Zoning Ordinance, the proposed Amendment applications are being reviewed under the standards of the original Residential Mixed-Use Development Transferable Development Rights (TDRs) Zone. Currently, the eastern portion of the property, which is not the subject of the proposed Amendments, is developed with two buildings identified as the Quarry Springs at Stoneyhurst condominiums with a total of 50 units, which are part of the previously approved Plans, an existing monumental community entrance, the eastern half of a loop road, a clubhouse and pool, and areas of open space and landscaping. The 5.5 acres on the northwestern portion of the property that are subject to the Amendments is currently unimproved, but have been graded and contain a temporary stormwater retention pond.

The applicant proposes to replace the 47 unbuilt condominium units with 44 single-family attached townhouse units, including 15 percent Moderately Priced Dwelling Units (MPDUs), on the northwestern half of the property. The project will utilize 39 total TDRs, 28 of which were previously purchased, with the remaining 11 yet to be acquired. The Preliminary Plan Amendment will create 44 new lots for the townhouse units, and will create a new parcel for a private street. The proposed project will maintain the same general circulation pattern as previously approved by completing the internal private street loop. Staff noted that replacing the unbuilt 47 condominium units with 44 townhouse units generates two more peak-hour trips than were previously approved, requiring a new Adequate Public Facilities test for transportation, which was submitted and reviewed to satisfy the Local Area Transportation Review (LATR). According to the results, all LATR intersections operate below Critical Lane Volume (CLV) thresholds. The proposed amenities include a green spine that will include water features, bridge crossings, a tot lot, a play lot, picnic sitting, an outdoor swimming pool, and a clubhouse; sidewalks and trails to connect the existing and new portions of the site; and four-sided architecture to frame the open amenity space. Staff then briefly discussed minor corrections to the staff report and some of the Site Plan conditions of approval.

Mr. Philip Burris, representing the Quarry Springs at Stoneyhurst Condominium Council of Unit Owners, and Ms. Kimberly O'Halloran-Perez, attorney representing that group, offered testimony.

Ms. Barbara Sears, attorney representing the applicant, offered comments and concurred with the staff recommendation.

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***4. The Quarry**

CONTINUED

Mr. Larry Goodwin and Mr. Marc DeCandia, members of the applicant's team, also offered comments.

There followed extensive Board discussion with questions to staff and some of the speakers.

5. Forest Glen/Montgomery Hills Sector Plan, Transportation Briefing --- Briefing to provide an overview of the economic and transportation analyses for the Sector Plan area.
Staff Recommendation: Discussion and Provide Guidance

BOARD ACTION

Motion:

Vote:

Yea:

Nay:

Other:

Action: Received briefing followed by discussion.

Planning Department staff offered a multi-media presentation and discussed the proposed Forest Glen/Montgomery Hills Sector Plan, specifically transportation, schools, and commercial and retail market analysis. The 229.3-acre Plan boundary follows the Georgia Avenue (MD97) corridor from Dennis Avenue in the north to Spring Avenue in the south, and is located within the Forest Glen Sector Plan area to the north of Interstate 495 (I-495) and the North and West Silver Spring Master Plan area to the south of I-495. The Plan area consists of a variety of land uses, including numerous small businesses, several medical office parks, the Forest Glen Metro Station, multi-family housing, two Maryland-National Capital Park and Planning Commission (M-NCPPC) parks, and several religious institutions. According to staff, the purpose of the Plan is to re-evaluate long-term land use and transportation strategies in response to a Maryland Department of Transportation State Highway Administration (SHA) study of MD97, and to address the potential for redevelopment of the Washington Metropolitan Area Transit Authority (WMATA) facilities in the Forest Glen Sector Plan area.

Staff then discussed the Plan area schools, noting that the Plan area falls within the Downcounty Consortium, and is specifically served by Albert Einstein High School, and feeder schools Sligo Middle School, Flora M. Singer Elementary School, and Woodlin Elementary School. Although the 2023 enrollment at the middle and elementary level is projected to be more or less at program capacity, high school enrollment is projected to exceed capacity by 648 students. Staff noted that future Montgomery County Public Schools (MCPS) projects relevant to the Sector Plan area include a placeholder project at Albert Einstein, an addition to Northwood High School, the reopening of Woodward High School, and an addition to Woodlin Elementary School.

Staff then briefly discussed the progress of an ongoing Commercial and Retail Market analysis that began in November to study the current commercial uses in the Plan area, specifically the Montgomery Hills Commercial Center located between 16th Street and I-495, the Forest Glen Metro site, and the various medical and institutional buildings located north of I-495. The consultant hired by staff performed a preliminary market and economic assessment

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5. Forest Glen/Montgomery Hills Sector Plan, Transportation BriefingCONTINUED

that examined factors such as demographics, general economic conditions, real estate market conditions, demand drivers, future supply, and impact of disruptive trends, and used the results to provide staff with preliminary Strengths, Weaknesses, Opportunities, and Challenges (S.W.O.C.) for the area. The next steps for the study include interviews with government representatives, property owners, and business owners; a property and business owner forum scheduled for January and February 2018; a complete market and economic analysis; and a final report with strategies for redevelopment, preservation, and growth scheduled for April.

Planning staff and Mr. Paul Silberman, transportation consultant at Sabra, Wang, and Associates, then discussed the preliminary transportation analysis, noting that the typical process for Plan development involves the development of land-use scenarios, followed by a traffic analysis, after which staff makes recommendations. For this Plan, the process was revised by performing the traffic analysis first, with staff identifying 28 total intersections to study, seven of which are located within the Plan boundary. Staff then studied the existing traffic conditions, and developed two future scenarios with a 2040 horizon date, including one “no-build” scenario that assumes that no new development will occur within the Plan area, and a second “zoning potential” scenario that assumes that properties in the Montgomery Hills Commercial District will achieve their current maximum density, and that other large properties will redevelop to their current maximum residential densities. The preliminary results of existing traffic operations indicate that one intersection in the Plan area is currently exceeding congestion standards, while traffic forecasts for the two future scenarios project that three intersections will exceed congestion standards. Traffic management and mitigation recommendations include incentivizing non-auto modes of travel, traffic redistribution, turn restrictions, additional travel lanes, and signal timing improvements. Staff then briefly discussed the potential redevelopment of the Forest Glen Metro station, noting a WMATA Scope of Financial Feasibility Study, which will aid in the development of site-specific goals and criteria, include a market analysis and implementation plan, and incorporate information and analysis from the County’s planning study in order to reach an informed decision for joint development.

There followed extensive Board discussion with questions to staff and Mr. Silberman, during which Chair Anderson requested that the transportation analysis include a table or graphic that compares traffic generated from within the plan area as opposed to through traffic.

6. **Mandatory Referral No. 2018007, Rollingwood Elementary School** --- Application for the French International School to add a portable to the Montgomery County Public School (MCPS) site; located at 3200 Woodbine Street, Chevy Chase; 4.07 acres, R-60 Zone; Bethesda Chevy-Chase Master Plan (1990).

Staff Recommendation: Approve and transmit comments to MCPS

BOARD ACTION

Motion: CICHY/PATTERSON

Vote:

Yea: 5-0

Nay:

Other:

Action: **Approved staff recommendation for approval to transmit comments to Montgomery County Public Schools, as stated in the attached transmittal letter.**

Planning Department staff offered a multi-media presentation and discussed a proposed Mandatory Referral request by Montgomery County Public Schools (MCPS) to add a 32-foot by 40-foot modular classroom to an existing school facility that is leased from MCPS. The 4.07-acre site, the former Rollingwood Elementary School site and the current site of the private Rochambeau French International School, is located on the southwest quadrant of the intersection of Woodbine Street and Beach Drive, and is zoned Residential in the Bethesda-Chevy Chase Master Plan area. In order to allow student enrollment to increase from 320 to approximately 350 students by the 2020-2021 school year, the applicant proposes to install a temporary 1,280-square foot, 14.5-foot high modular classroom with restrooms in front of the existing school building on a portion of the site that is currently used as a playground. Americans with Disabilities Act (ADA) compliant ramps will be provided at the rear of the modular classroom to connect to the existing building. The modular classroom will be painted in a color to blend with the existing brick school building.

Staff noted that during a pre-application community meeting on October 5, residents expressed concerns regarding increased enrollment, buses driving too fast, the potential for driveways on Woodbine Street to be blocked by queuing pick-up/drop-off vehicles, the reduced lane width on Woodbine Street due to cars parked along both sides of the street, and the location and visual impact of the proposed modular classroom on the confronting houses. Staff also received one additional written resident correspondence on November 30, 2017, which expressed concerns regarding potential conflicts between pedestrians and cars resulting from parents parking and escorting their children to and from the school. In regard to the potential visual impact of the proposed modular classroom, staff noted that the applicant has agreed to include additional screening measures with street trees along Woodbine Street and ornamental fencing along the rear of the modular classroom. To address the remaining concerns, staff recommends

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6. Mandatory Referral No. 2018007, Rollingwood Elementary School

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that the school strongly encourage parents to use the designated onsite queue lane to reduce parking along Woodbine Street and Brooklawn Terrace. Staff also recommended that school communication emphasize the use of the school side of Woodbine Street for on-street parking to improve safety for the students and reduce impacts on the adjacent residences.

Mr. Jody Klein, attorney representing the applicant, offered comments and concurred with the staff recommendation.

Mr. Peter Geiling of MCPS offered comments.

Ms. Helene Fabre, member of the applicant's team, also offered comments.

There followed a brief Board discussion.

7. MARC Rail Communities Plan --- The staff will present the Working Draft for the MARC Rail Communities Plan.

Staff Recommendation: Approve the Working Draft of the MARC Rail Communities Sector Plan as the Public Hearing and Set the Public Hearing Date. Discussion and Request for Permission to Release Working Draft

BOARD ACTION

Motion: CICHY/FANI-GONZALEZ

Vote:

Yea: 4-0-1

Nay: DREYFUSS

Other:

Action: Approved staff recommendation to approve the Working Draft of the MARC Rail Communities Plan as the Public Hearing Draft, with revisions discussed during the meeting, and set to the Public Hearing Date for February 1, 2018.

Planning Department staff offered a multi-media presentation and discussed the Working Draft of the MARC Rail Communities Plan, specifically the transportation and land use and zoning recommendations for the Plan area, which includes the areas immediately around the MARC Rail stations in Boyds and Germantown. According to staff, the four planning principles are to preserve the historic character of the Boyds and Germantown communities; connect Boyds and Germantown, both internally and beyond, to ensure a viable range of transportation choices, including expanded MARC ridership, improved pedestrian and bicycle mobility, and efficient and safe vehicular travel; sustain the area’s natural resources while acknowledging and respecting the environmental and infrastructure constraints; and renew the Boyds and Germantown station areas with new uses that support MARC commuter rail service, preserve and enhance the community’s character, and serve its residents.

Staff then discussed the Boyds portion of the Plan and the proposed revisions to several of the existing road classifications, which include changing the Clopper Road classification from Major Highway to Country Arterial, Barnesville Road from Arterial to Country, and Clopper Road to Rustic within the Historic District. Proposed changes to land use and zoning include rezoning the existing Transit Station (TS) Zone to Residential Estate and adding an Overlay Zone to the existing Residential Zone in the northwest quadrant of the intersection of Clarksburg Road and Barnesville Road; rezoning from the TS Zone to Residential Estate in the area east of Clarksburg Road and north of the MARC Rail tracks; adding Overlay Zones to the existing Residential and Rural Estate Zones, and rezoning the existing Neighborhood/Retail (NR) to Commercial/Residential/Neighborhood (CRN) and adding an Overlay Zone in the Historic District north of the tracks; adding an Overlay Zone to the existing Residential Zone in

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7. MARC Rail Communities PlanCONTINUED

the Historic District south of the tracks; rezoning the existing NR to CRN and adding an Overlay Zone in the area along the tracks just west of Clarksburg Road; and decreasing the density of the Moderate Industrial Zone from 2.5 to 0.25 in the remaining areas south of the tracks.

Staff then discussed the Germantown portion of the Plan, noting that the community requested that the Plan include Middlebrook Road in order to allow consideration of a road diet to improve safety for pedestrians and cyclists. According to staff, modeling shows that Middlebrook Road can be reduced from six lanes to four. Staff also noted that expanding the pedestrian and cyclist facilities and extending the Germantown Urban Road Code one block south east to Great Seneca Highway will support the increased student enrollment at Seneca Valley High School. Staff added that Montgomery County Department of Transportation is finalizing the Middlebrook Road Pedestrian Road Safety Audit to study the feasibility of a road diet. The proposed revisions to existing road classifications include changing Great Seneca Highway from a Controlled Major Highway to Major Highway, Middlebrook Road from Major to Arterial, and Wisteria Drive from Arterial Business to Arterial. The Plan also recommends classifying the proposed Bowman Mill Road extended and Crystal Rock Drive extended as Business. Proposed changes to zoning and land use include rezoning the existing Commercial/Residential/Town (CRT) Zones confronting the terminus of Century Boulevard and at the eastern quadrant of the intersection of Wisteria Drive and Great Seneca Highway to Commercial/Residential (CR), and rezoning the existing CR Zone on the north side of the tracks at Germantown Road to the CRN Zone.

Ms. Stacy Silber, attorney from Lerch, Early, and Brewer, offered testimony.

There followed extensive Board discussion with questions to staff, during which the Board instructed staff to include an explanatory cover letter with the transmittal of the Plan that will include additional maps and the staff PowerPoint presentation, in which the word “proposed” will be changed to “staff concept,” and the phrase “2014 Conversion” will be changed to “Existing Zoning (2014 Conversion)” on all Land Use and Zoning charts; remove Figures 43 and 44 from the Plan; change the title of Figure 61 to “Staff Concept for Germantown Zoning;” and add the word “illustrative” to all diagrams within the Plan.

8. Master Plan of Highways and Transitways Working Draft

Staff Recommendation: Approve the Working Draft of the Master Plan of Highways and Transitways as the Public Hearing Draft and set the public hearing date

BOARD ACTION

Motion: CICHY/FANI-GONZALEZ

Vote:

Yea: 5-0

Nay:

Other:

Action: Approved staff recommendation to approve the Working Draft of the Master Plan of Highways and Transitways as the Public Hearing Draft, with revisions discussed during the meeting, and to set the Public Hearing Date for February 15, 2018.

Planning Department staff offered a multi-media presentation, and discussed the Working Draft of the technical update to the Master Plan of Highways and Transitways (MPOHT). The MPOHT is a functional master plan summarizing adopted transportation recommendations for all highway and transit rights-of-way (ROWs), including planned interchanges, High Occupancy Vehicle (HOV) lanes and transitway stations; a tool for preservation of highway and transit ROWs; and a tool for master-planned transportation investments. According to staff, the technical update is needed because the most recent comprehensive Master Plan of Highways was adopted in 1955. Staff also noted that the update will correct inconsistencies in the planned transportation network, provide a reference and guidance for transportation updates or adjustments to area plans, improve public accessibility and clarity, and increase responsiveness in order to make MPOHT updates more quickly. The proposed updates include improved documentation, new interactive web tools to facilitate information and feedback, compliance with Montgomery County Road Code Chapter 49, and an easy to update online map book.

Staff then discussed the proposed modifications to the existing plan, which include 101 proposed road reclassifications in seven sub-categories, including reclassifying 18 existing Arterial roads to Minor Arterial, 20 proposed new Primary Residential Streets, 23 reclassifications to correct master plan inconsistencies, 11 reclassifications to address Rural Road Code boundary modifications, 14 proposed reclassifications of existing Major Highways and Controlled Major Highways, nine reclassifications in response to existing or proposed development in Germantown and Cabin Branch, and six segments of road proposed for removal from the updated MPOHT. Other updates to the MPOHT include the inclusion of HOV lanes, proposed expanded and new Urban Road Code boundaries, the addition of target speeds in Urban Road Code areas, the inclusion of a Bicycle-Pedestrian Priority Area Map book, eight new or expanded Urban Road Code boundaries, and proposed changes to target speeds in the Urban Road Code.

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8. Master Plan of Highways and Transitways Working Draft

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Staff then discussed public outreach for the Plan, noting that in addition to five community meetings held at locations throughout the County, staff has utilized press releases, focused emails to homeowners and civic associations, and an MPOHT Feedback Map.

Following Board approval of the Public Hearing Draft, the next steps for the MPOHT include worksessions scheduled throughout January and February 2018, a Planning Board Public Hearing scheduled for February 15, submission of the Planning Board Draft scheduled for March, transmittal to the County Executive and County Council scheduled for April, and adoption by the County Council scheduled for August.

Mr. Andrew Bossi of MCDOT offered comments.

There followed extensive Board discussion with questions to staff and Mr. Bossi, during which the Board instructed staff to include explanatory text on page 25 of the Plan that clarifies the differences in road types, and to remove the “Proposed Right-of-Way (ROW)” column from all tables.