



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, September 19, 2019, at 10:41 a.m. in the Montgomery Regional Office in Silver Spring, Maryland, and adjourned at 1:36 p.m.

Present were Chair Casey Anderson, Vice Chair Natali Fani-González, and Commissioners Gerald R. Cichy and Partap Verma.

Commissioner Tina Patterson was necessarily absent.

Items 1, 2, 4, 3, and 5, discussed in that order, are reported on the attached agenda.

There being no further business, the meeting was adjourned at 1:36 p.m. The next regular meeting of the Planning Board will be held on Thursday, September 26, 2019, in the Montgomery Regional Office in Silver Spring, Maryland.

A handwritten signature in black ink, appearing to read 'James J. Parsons'.

James J. Parsons
Sr. Technical Writer/Editor

**Montgomery County Planning Board Meeting
Thursday, September 19, 2019
8787 Georgia Avenue
Silver Spring, MD 20910-3760
301-495-4600**

1. Consent Agenda

***A. Adoption of Resolutions**

1. One Bethesda Center Project Plan 91983005B – MCPB No. 19-087
2. One Bethesda Center Site Plan 81984006B – MCPB No. 19-088
3. Metro Tower-One Bethesda Center Preliminary Plan 120190190 – MCPB No. 19-085
4. Metro Tower Site Plan 820190110 – MCPB No. 19-086

BOARD ACTION

Motion: FANI-GONZÁLEZ/CICHY

Vote:

Yea: 4-0

Nay:

Other: PATTERSON ABSENT

Action: Adopted the Resolutions cited above, as submitted.

***B. Record Plats**

Subdivision Plat No. 220161140, Clarksburg Town Center

CRT (formerly RMX-2) zone; 9 parcels; located on the south side of Clarksburg Square Road at the intersection of St. Clair Road; Clarksburg Master Plan.

Staff Recommendation: Approval

Subdivision Plat No. 220180560, Piedmont Woods Park

AR zone; 1 parcel; located in the northeast quadrant of the intersection of Snowden Farm Parkway and Burnt Hill Road; Clarksburg Master Plan.

Staff Recommendation: Approval

Subdivision Plat No. 220190170, Kenwood, Section 5

R-90 zone; 2 lots; located on the west side of Highland Drive, directly opposite Kenwood Avenue; Bethesda-Chevy Chase Master Plan.

Staff Recommendation: Approval

BOARD ACTION

Motion: FANI-GONZÁLEZ/CICHY

Vote:

Yea: 4-0

Nay:

Other: PATTERSON ABSENT

Action: Approved staff recommendation for approval of the Record Plats cited above, as submitted.

***C. Other Consent Items**

BOARD ACTION

Motion:

Vote:

Yea:

Nay:

Other:

Action: There were no Other Consent Items submitted for approval.

***D. Approval of Minutes**

Planning Board Meeting Minutes of September 5, 2019

BOARD ACTION

Motion: CICHY/FANI-GONZÁLEZ

Vote:

Yea: 4-0

Nay:

Other: PATTERSON ABSENT

Action: Approved Planning Board Meeting Minutes of September 5, 2019, as submitted.

2. Roundtable Discussion

- Planning Director's Report

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

Planning Department Director's Report – Planning Department Director Gwen Wright offered a multi-media presentation and briefed the Board on the following ongoing and upcoming Planning Department events and activities: the recent National Capital Area Chapter of the American Planning Association (APA) Conference held September 13 at the Silver Spring Civic Building; the recent workshop on social housing in Vienna, Austria, held on September 13; the ongoing 2019 Urban Land Institute (ULI) Fall Meeting scheduled for September 18 through 21 at the Walter E. Washington Convention Center in Washington, DC; the recent briefing of the County Council Planning, Housing, and Economic Development (PHED) Committee regarding Planning Department work to create a planning equity agenda held on September 16; the upcoming Parking Day event scheduled for September 20; the upcoming Montgomery Hills Festival, Poolesville Day, and Burtonsville Day events scheduled for September 21; the upcoming Long Branch Week event scheduled for September 20 through 27; the upcoming Wheaton Arts Parade event scheduled for September 22; the status of the Shady Grove Minor Master Plan Amendment, with an initial Planning Board briefing forthcoming; the status of the Germantown Plan for the Town Sector Zone, with a Planning Board worksession scheduled for September 26; the upcoming Burtonsville placemaking event scheduled for October 5 and 6; the upcoming Design Excellence Design Awards Ceremony scheduled for October 17 at the Strathmore Arts Center; her recent interview for an article on the Agricultural Reserve in the most recent issue of Plenty Magazine; and recent updates to the Planning Department website, which include live streaming of Planning Board meetings, links to Google Translate, and a Spanish language page for the Thrive Montgomery 2050 Update to the General Plan.

There followed a brief Board discussion with questions to Ms. Wright.

4. Capital Improvement Program Priorities – FY21-26 – Transportation and School Projects---Planning staff has developed CIP priorities recommendations for the coming FY21-26 Budget. For transportation, the Top 100 projects will be identified. For schools, CIP project issues are raised with areas of concern and CIP recommendations.

Staff Recommendation: Approval of Recommended CIP Priorities for Submission to the County Executive for Consideration by County Agencies for Inclusion in the FY2021-2026 Capital Improvement Program

BOARD ACTION

Motion: FANI-GONZÁLEZ/VERMA

Vote:

Yea: 4-0

Nay:

Other: PATTERSON ABSENT

Action: Approved staff recommendation to transmit comments to the County Executive, as discussed during the meeting, and as stated in the attached transmittal letter.

Planning Department staff offered a multi-media presentation and discussed transportation project priorities and school facility recommendations for inclusion in the FY21-26 Capital Improvements Program (CIP). According to staff, transportation priorities have changed significantly since 2017, mainly due to a modified methodology that ranks projects using the priorities of major master plans such as the Bicycle Master Plan, Vision Zero criteria, and equity criteria. Staff noted that of the 59 new projects in the Top 100 Transportation Priorities, 43 support the Bicycle Master Plan, with the remaining supporting the MARC Rail Communities Plan, Veirs Mill Corridor Master Plan, Montgomery Hills/Forest Glen Sector Plan, and the Bethesda Downtown Plan. Projects are then ranked as to whether they provide positive safety benefits to roads on the High Injury Network (HIN), which are non-interstate roads that have been identified by the County Vision Zero Two-Year Action Plan with five or more severe or fatal collisions per year and one or more collisions per mile per year. Staff noted that the County currently has 54 road-miles within the HIN. Of the Top 100 Transportation Priorities, 45 projects are estimated to provide positive transportation/safety benefits to the HIN, including 11 transit projects, 23 bikeway projects, two pedestrian projects, one bridge project, one interchange project, and seven road safety projects.

Staff then discussed equity, noting that projects are also ranked as to whether they provide positive transportation benefits to roads located in Equity Emphasis Areas (EEAs), which are census tracts with higher than average concentration of low-income populations, minority populations, or both. Currently, EEAs account for seven percent of County land area but 24 percent of County population. Of the Top 100 Transportation Project Priorities, 4

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4. Capital Improvement Program Priorities – FY21-26 – Transportation and School ProjectsCONTINUED

projects are deemed to have positive benefits to equity, including 10 transit projects, 25 bikeway projects, six pedestrian projects, and five road safety projects. Staff added that 31 projects have positive benefits to both Vision Zero and equity, including eight transit projects, 16 bikeway projects, two pedestrian projects, one bridge project, and four road safety projects. Staff recommended the Board transmit the list of the Top 100 Transportation Project Priorities for the FY21-26 CIP and recommend improvement of the accountability of Vision Zero-related efforts by creating dedicated Vision Zero CIP projects, including the recommendation to conduct corridor assessments and implementation programs on the HIN.

Staff then discussed school priorities for the upcoming CIP. According to staff, school priorities are tied directly to the results of the Annual School Test and are prioritized in three tiers: Tier 1) Currently funded projects that need to remain funded and on schedule to prevent moratoria; Tier 2) Projects in areas currently in moratorium or open conditionally due to a placeholder, or projects that directly impact a recently adopted master plan or sector plan; and Tier 3) Projects in areas currently in moratorium or near moratorium, or projects that do not directly impact a recently adopted master plan or sector plan. Tier 1 recommendations include re-opening Charles W. Woodward High School, which will resolve the Walter Johnson cluster moratorium; an expansion and facility upgrades to Northwood High School, which will resolve Blair and Einstein cluster moratoria; and the construction of the new Crown High School, which will resolve Richard Montgomery and Quince Orchard moratoria. Tier 2 recommendations include moving Bethesda Elementary School, Somerset Elementary School, South Lake Elementary School, Clopper Mill Elementary School, Lake Seneca Elementary School, Sargent Shriver Elementary School, Francis Scott Key Middle School, and all James H. Blake cluster elementary schools out of moratorium. Tier 3 recommendations include projects to address 14 schools that are either in or near moratorium.

Mr. Dan Wilhelm, representing the Greater Colesville Citizens Association, offered testimony.

There followed extensive Board discussion with questions to staff, during which the Planning Board instructed staff to re-prioritize the Randolph Road Bus Rapid Transit project from number 83 on the Transportation priorities list to an appropriate higher spot. The Board also instructed staff to note in the transmittal letter to the County Council that it supports the use of boundary changes as a tool to address school capacity and equity issues.

3. Cheng Property (H-134)

A. Local Map Amendment H-134---Request for a reclassification from CRN 1.5, C-1.0, R-0.5, H-45 (Commercial Residential Neighborhood) Zone to CRTF 1.5, C-1.0, R-0.5, H 45 (Commercial Residential Town Floating) to allow existing retail building to accommodate uses permitted in CRTF and to redevelop existing gas station and associated convenience store; located at 15585 and 15595 Old Columbia Road, Burtonsville, known as Parcel N913 and Parcel N924 in the “parcel D Subdivision,” Plat book 111, Plat No. 12953; 2012 Burtonsville Crossroads Neighborhood Plan

Staff Recommendation: Approval with Conditions

(NOTE: Action required for Hearing by Hearing Examiner on September 30, 2019)

B. Preliminary Forest Conservation Plan H-134 ---Request for a reclassification from CRN 1.5, C-1.0, R-0.5, H-45 (Commercial Residential Neighborhood) Zone to CRTF 1.5, C-1.0, R-0.5, H 45 (Commercial Residential Town Floating) to allow existing retail building to accommodate uses permitted in CRTF and to redevelop existing gas station and associated convenience store; located at 15585 and 15595 Old Columbia Road, Burtonsville, known as Parcel N913 and Parcel N924 in the “parcel D Subdivision,” Plat book 111, Plat No. 12953; 2012 Burtonsville Crossroads Neighborhood Plan

Staff Recommendation: Approval with Conditions

BOARD ACTION

Motion: A. & B. CICHY/FANI-GONZÁLEZ

Vote:

Yea: A. & B. 4-0

Nay:

Other: PATTERSON ABSENT

Action: A. Approved staff recommendation to transmit comments to the Hearing Examiner, as stated in the attached transmittal letter.

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

Planning Department staff offered a multi-media presentation and discussed a proposed Local Map Amendment (LMA) and the associated Preliminary Forest Conservation Plan (PFCP) requests to rezone a property to allow the redevelopment of two existing structures on the site. The 3.46-acre property consists of two parcels, identified as Parcel C and Parcel D, located in the southwest quadrant of the intersection of Old Columbia Pike (MD198) and Columbia Pike (US29), and is currently zoned Commercial/Residential/Neighborhood (CRN) within the

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3. Cheng Property (H-134) -- A. Local Map Amendment H-134 & B. Preliminary Forest Conservation Plan H-134CONTINUED

Burtonsville Crossroads Neighborhood Plan area. The property is currently developed with a gas fueling station and associated convenience store on Parcel C and a retail/commercial building on northeastern portion of Parcel D. A 0.38-acre forest stand is located along the southwestern portion of Parcel D.

Following approval of a Special Exception, the applicant proposes to rezone the property from the CRN to the Commercial/Residential/Town Floating (CRTF) zone to allow for redevelopment and modernization of the existing fueling station and convenience store. While the filling station will continue to operate, the proposed rezoning will allow for four additional fueling pumps and a 5,000-square foot expansion of the existing convenience store on Parcel C, as well as a broader array of uses to occupy the existing retail structure on Parcel D. Vehicular access will be provided via two access points from MD198, including a western access point located across from the entrance to the confronting Burtonsville Town Square Shopping Center. Staff noted that while a recent limited Maryland Department of Transportation State Highway Administration (MDOT/SHA) traffic study of this access point determined that this intersection did not meet the MDOT/SHA minimum spacing between signalized intersections requirement, a full traffic study and signal warrant analysis will be required as part of any subsequent development application for the site. In addition, given the existing right-in-right-out access point located to the east, staff also recommends that the Planning Board write a letter to MDOT/SHA to support the placement of a signal at this intersection. The applicant will provide a 10-foot wide shared use path to run along the northern frontage along Old Columbia Pike, which will connect to existing shared-use path facilities that run south along US29 and east along MD198. The applicant also proposes 16,900 square feet of open space along the western portion of Parcel D, which will front on MD198 but extend south into the property and include seating, shading, landscaping, pathways, non-structural stormwater management features and other elements appropriate for public gathering activities.

Staff then discussed the proposed PFCP, noting that the applicant proposes 0.06 acres of forest removal and 0.32 acres of forest retention, resulting in a 0.28-acre afforestation/reforestation requirement, which will be met onsite with new forest plantings adjacent to the existing forest area. All retained and planted forest on the property will be placed in a 0.56-acre Category I conservation easement. The applicant has also submitted a variance request to impact, but not remove, one high priority tree, which requires no mitigation. Staff recommends approval of the variance request.

Ms. Patricia Harris, attorney representing the applicant, offered comments, and concurred with the staff recommendation.

There followed a brief Board discussion with questions to staff, during which the Board agreed with staff's recommendation regarding the letter to MDOT/SHA supporting the placement of a traffic signal at the western access point intersection.

5. Montgomery Lane / Montgomery Ave Separated Bike Lanes -- Mandatory Referral

Staff Recommendation: Approval and Transmittal of Comments to Montgomery County Department of Transportation

BOARD ACTION

Motion: FANI-GONZÁLEZ/CICHY

Vote:

Yea: 4-0

Nay:

Other: PATTERSON ABSENT

Action: Approved staff recommendation to transmit comments to Montgomery County Department of Transportation, as stated in the attached transmittal letter.

Planning Department staff offered a multi-media presentation and discussed a proposed Mandatory Referral request by the Montgomery County Department of Transportation (MCDOT) to construct a 0.3-mile long, two-way separated bike lane to be located along the south side of Montgomery Lane and Montgomery Avenue between Woodmont Avenue and Pearl Street within the Bethesda Downtown Master Plan area. The proposed bikeway will be ten-foot wide with a curbed buffer that varies between six and eight feet wide. The bikeway itself will narrow to eight feet as it passes behind a proposed floating bus stop at East Lane. Staff noted that a second floating bus stop is proposed at Pearl Street. The western project limit will connect to a planned two-way separated bike lane on Woodmont Avenue that will ultimately connect to the National Institutes of Health to the north and the Capital Crescent Trail (CCT) to the south. The eastern project limit will connect to a bikeway on Pearl Street that extends north to Jones Bridge Road and extends south to the CCT. The proposed project is to be constructed between the existing roadway curbs by narrowing the existing travel lanes and converting one travel lane to a bikeway. Construction for the bikeway is proposed to be completed in three phases, with Phase I currently under construction between Wisconsin Avenue and Waverly Street as part of the Avocet Tower Development project. Phases II and III are currently in the 30 percent design phase and are fully funded for construction under MCDOT Capital Improvements Program (CIP). The segment under review today will likely be constructed in Phase II. Staff noted that the final segment between Waverly Street and Pearl Street provides little value without the other two segments. The applicant proposes to remove the existing free right at the western leg of the intersection of Montgomery Lane and Wisconsin Avenue, and repurpose the space for the separated bike lane. At the intersection of Montgomery Avenue and Pearl Street, a two-stage queue box will be provided on the south leg of the intersection to help bicyclists travel north. Curb extensions will be provided on both the southeast and southwest corners to reduce pedestrian crossing distance.

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5. Montgomery Lane / Montgomery Ave Separated Bike Lanes -- Mandatory ReferralCONTINUED

Staff then discussed their recommendations for the proposed project, which include protected intersections at all intersections, as per the Bicycle Master Plan recommendations; raised pedestrian crossings, tactile directional indicators, lean rails, and pavement markings indicating that bicyclists should yield to pedestrians at both floating transit islands; continued coordination with the Commission on People with Disabilities regarding floating bus stop design; potential right-turn-on-red restrictions at all traffic signals along the bikeway; signs stating that southbound bicyclists at intersecting streets can turn right onto the separated bike lanes on Montgomery Lane; modifying the proposed curb extension at the southeast corner of Montgomery Avenue and Pearl Street in order to improve the ability of eastbound bicyclists to continue traveling past Pearl Street; a crosswalk on the east legs and perpendicular curb ramps at the northeast corners of the intersection of East and Montgomery Lanes; an Americans with Disabilities Act (ADA) compliant pedestrian clear zone at the Avocet Tower and across the parking garage driveway along Montgomery Avenue; a crosswalk on the east leg and curb ramps on the northeast and southeast corners of the intersection of Pearl Street and Montgomery Avenue; and protection of the existing trees along the proposed project area.

Messrs. Charles Crawford, representing the Capital Area Guide Dog Users, Incorporated, and Brian Porto of Landon Lane offered testimony.

Ms. Patricia Shepherd of MCDOT offered comments and concurred with the staff recommendation.

Ms. Laura Barna from Toole Design, engineering consultant for the applicant, also offered comments.

There followed extensive Board discussion with questions to staff and Mr. Crawford.