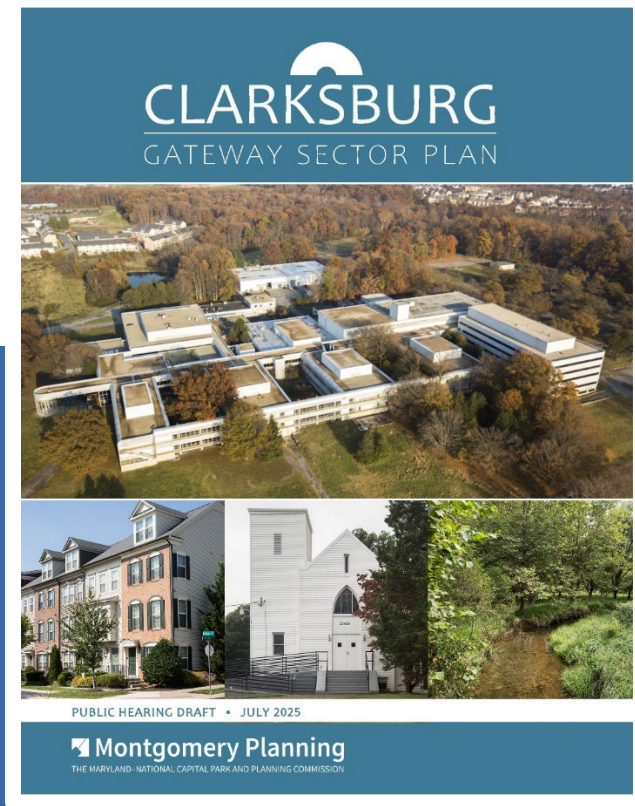


PUBLIC HEARING DRAFT OF THE CLARKSBURG GATEWAY SECTOR PLAN

PLANNING BOARD WORK SESSION #2 - TRANSPORTATION



Description

A work session to review transportation-related testimony submitted to the Planning Board and discuss other transportation topics on the Public Hearing Draft of the Clarksburg Gateway Sector Plan.

Planning Staff

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SUMMARY

- Transportation recommendations are included in Chapter 3, Section B, pp. 34-53 of the Public Hearing Draft of the Clarksburg Gateway Sector Plan.
- The Planning Board received 111 comments from 28 individuals and organizations on the draft plan's transportation recommendations.
- This report highlights the major topics raised by testimony submitted to the Planning Board related to the Public Hearing Draft Plan's transportation recommendations. These topics include:
 - I-270 Interchange vs. Overpass at Little Seneca Parkway Extended
 - Master Planned Typical Cross-Sections and Alignments
 - Enhanced Bus, Express Bus, and Bus Rapid Transit routes and stations
 - Additional trail connection recommendations
- For a summary of all transportation-related testimony, see "Attachment A – Testimony Summary – Transportation". This matrix includes a sequential comment number, alphabetic letter assigned to original testimony exhibits, commenter name, draft plan section and page (if applicable), a comment summary and brief description, and staff response.
- Original testimony identified in the Testimony Summary by alphabetical letter is included with this report as "Attachment B – Written Testimony – Transportation".

MASTER PLAN INFORMATION

Plan Phase

Public Hearing Draft Work Session #2

Report Date

October 16, 2025

Lead Planner

Clark Larson, AICP

Planning Division

Transportation Planning Division and
Upcounty Planning Division

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Planning Board Information

MCPB Item No. 6
October 23, 2025

CLARKSBURG GATEWAY SECTOR PLAN

WORK SESSION #2: TRANSPORTATION

The Clarksburg Gateway Sector Plan area covers approximately 969 acres in northern Montgomery County, Maryland, near the crossroads of Interstate 270 (I-270) and Clarksburg Road. The Sector Plan establishes a new vision for a more complete, connected, and sustainable Clarksburg community with recommendations to shape future development and transportation networks, provide additional recreational opportunities for area residents, advance the county's housing and economic goals, and preserve and protect the natural environment.

The Public Hearing Draft of the Clarksburg Gateway Sector Plan contains the text and supporting maps and figures for a comprehensive amendment to a portion of the Approved and Adopted 1994 *Clarksburg Master Plan & Hyattstown Special Study Area* (the 1994 Plan) and a portion of the 2014 *Ten Mile Creek Area Limited Amendment* (the 2014 Plan). It also amends *Thrive Montgomery 2050*, as amended; the 2025 *Master Plan of Highways and Transitways*, as amended; the 2018 *Bicycle Master Plan*, as amended; the 2022 *Corridor Forward: The I-270 Transit Plan*; the 2023 *Pedestrian Master Plan*; and the 1979 *Master Plan for Historic Preservation*, as amended.

The Planning Board held two Public Hearings for the draft plan on September 25, 2025, the first in the Montgomery County Planning Board auditorium at 2425 Reedie Drive in Wheaton and the second at the Upcounty Regional Services Center at 12900 Middlebrook Lane in Germantown. The public record remained open for written testimony through October 3, 2025. The Planning Board advertised the Public Hearings in the *Washington Times* on August 25, 2025, and a supplemental public hearing advertisement was published in the *Washington Times* on August 29, 2025.

Planning Staff identified about 220 unique comments submitted to the Planning Board from 68 individuals or organizations, either as written testimony or as oral testimony during the two public hearings. These comments include both support and opposition for various draft plan goals and recommendations, including topics on community design, community facilities, the environment, historic preservation, housing, land use, parks, plan implementation, and transportation.

This work session will focus on the draft plan's transportation recommendations related to public transportation, streets, and active transportation. Transportation recommendations are included in Chapter 3, Section B, pp. 34-53 of the Public Hearing Draft Plan. The Planning Board received approximately 111 unique comments from 28 individuals or organizations regarding these recommendations.

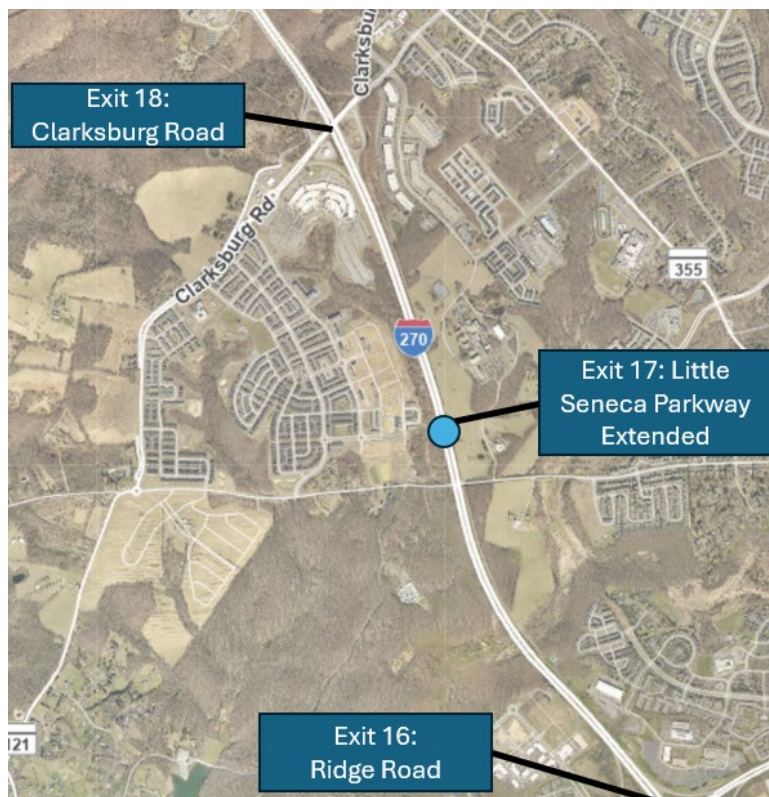
PUBLIC TESTIMONY

MAJOR TOPICS

After reviewing the testimony submitted to the Planning Board on transportation topics, Planning Staff has identified the following major topics for discussion at this work session. A summary of this testimony is provided below, along with a brief Planning Staff response for the Board's consideration. The Planning Board is welcome to raise additional comments and questions during the work session, as well.

Proposed Interstate 270 (I-270) interchange (Exit 17)

A recurring topic of testimony focuses on the question of a future interchange with I-270 within the Sector Plan Area. The 1994 *Clarksburg Master Plan* proposed a new highway interchange where the proposed Little Seneca Parkway Extended (formerly Newcut Road Extended) would cross I-270. Since this new interchange was expected to be approximately one mile between existing I-270 interchanges, Exits 16 and 18, this new interchange is referenced as Exit 17.



The proposed Exit 17 interchange was intended to serve two employment campuses, Comsat and Gateway 270, which together were anticipated to generate more than 20,000 jobs. The 1994 Plan also anticipated a range of new light industrial, research and development, and office industrial park development along both

sides of the interstate, an expected extension of the Montgomery County I-270 high-technology corridor north from Gaithersburg. Except for the Gateway 270 light industrial cluster on Gateway Center Drive, these planned employment centers have not been established, and the Comsat building has stood vacant for nearly 20 years.

The Public Hearing Draft of the Clarksburg Gateway Sector Plan recommends removing the planned Exit 17 interchange from the Master Plan of Highways and Transitways (MPOHT) as part of the draft plan's vision to establish complete, compact development along the planned Observation Drive corridor. Instead, the draft plan recommends the completion of Little Seneca Parkway Extended as a bridge over I-270 to allow for an additional east-west connection between the Cabin Branch neighborhood, the Sector Plan Area, and the Clarksburg community east of Frederick Road.

Travel demand modeling analysis and intersection Level of Service (LOS) analysis performed for the plan's recommended transportation infrastructure indicated that the value of the interchange was limited in terms of transportation benefits. Three travel demand model scenarios were completed to support the development of recommendations. Additionally, intersection LOS analysis was completed by a consultant using outputs from the travel demand model was completed. The travel model results demonstrated that there were limited impacts to transportation adequacy metrics when removing the interchange. The metric that was most impacted by the removal of the interchange was auto accessibility to jobs. However, including the interchange also resulted in higher vehicle miles traveled (VMT) per capita. For greater detail on the travel analysis completed for the Public Hearing Draft Plan, please refer to Appendix K.

Intersection LOS analysis also demonstrated that most intersections operate within acceptable delay thresholds under the scenario with no interchange. However, the analysis showed that one intersection, Gateway Center Drive & Stringtown Road, operated over the delay standard for the Clarksburg Town Center Policy Area. However, further analysis suggested that mitigation measures could improve intersection operations and bring the intersection within acceptable delay standards, such as additional turn lanes, channelized turn lanes, traffic signal timing changes, etc. Based on this analysis, Planning Staff determined that removing the interchange would not result in degradation of transportation network with the full build-out of the sector plan test scenarios by 2045.

Planning Staff is also concerned about an interchange's expected financial costs, environmental impacts, and resulting character of the built environment that highway-oriented development would encourage, as well as potentially delaying future development as land would have to be dedicated for an interchange that may never be constructed. Further investment in highway infrastructure would also encourage more highway use and undermine the county's long-range goal of reducing private vehicle dependence and GHG emissions. Instead, Planning Staff believes that investment in high-quality public transit as a meaningful alternative to single-occupancy vehicle trips is in the best interest of the county and the Clarksburg community.

Of the 23 comments received about the draft plan's interchange recommendation, 19 comments requested that the interchange remains as a sector plan recommendation and 4 supported the draft plan's recommendation to remove the proposed interchange with I-270. Testimony in favor of retaining the proposed interchange are comments #46, 48, 96, 127, 135, 145, 148, 154, 158, 162, 180, 181, 184, 185, 186, 198, 199, 201, and 202. Testimony in favor of removing the proposed interchange are comments #109, 139, 156, 178.

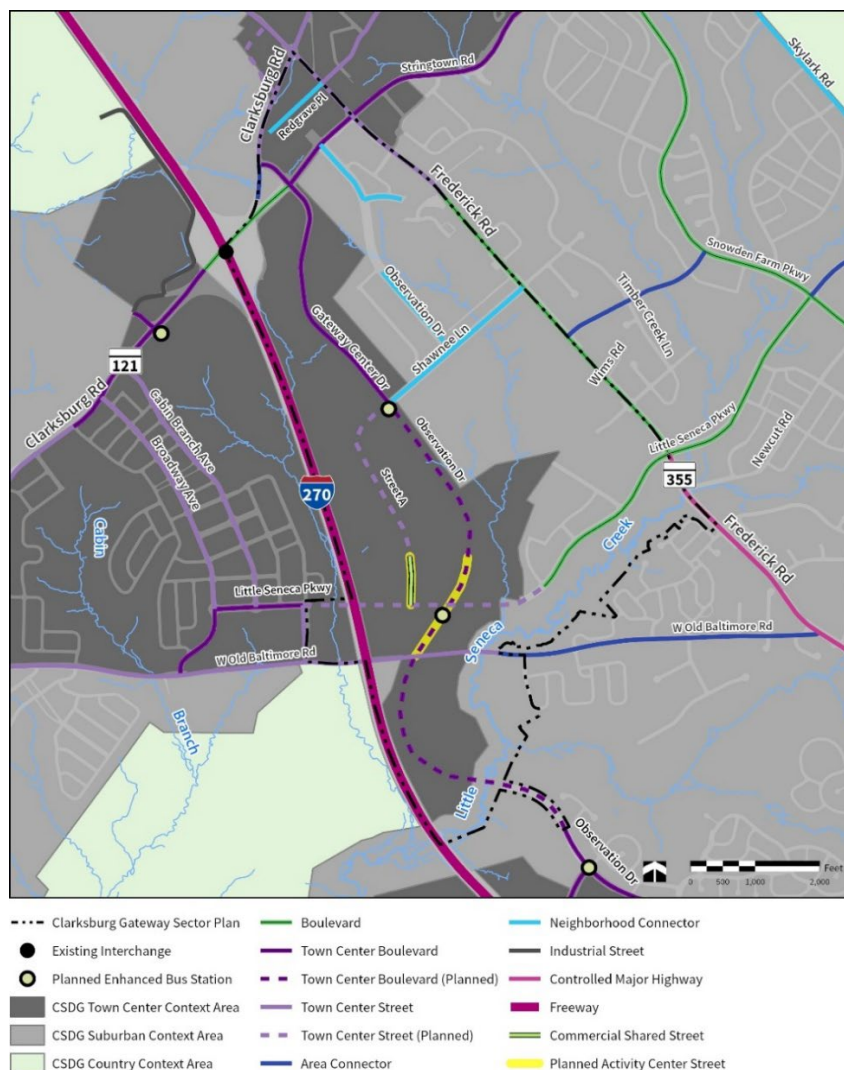
Planning Board may wish to consider the following options for the Exit 17 interchange. Planning Staff will offer a set of advantages and disadvantages for each option during this work session.

- **Option A** – Keep the draft plan's recommendation to remove the interchange, instead supporting a bridge overpass only.
- **Option B** – Revise the draft plan to retain the planned interchange in the Master Plan of Highways and Transitways.
- **Option C** – Revise the draft plan to establish conditional support in the Sector Plan for an interchange, otherwise support a bridge overpass only.

Master Planned Roadways Typical Cross-Sections and Alignments

Testimony received on the draft plan's street recommendations can be organized into two categories: (1) master planned street alignments and (2) master planned typical street cross-sections. Recommended street alignments are illustrated in the draft plan's Master Planned Roadways Map (Figure 11, p. 40), shown below, while recommended typical street cross-sections are related to the draft plan's recommended Street Type Classifications and Street Classification and Right-of-Way Recommendations (Table 1, p. 41) and illustrated in the draft plan in figures found in pages 43-47. The draft plan's street type classifications, in turn, reference street types from the Master Plan of Highways and Transitways.

Public Hearing Draft Master Planned Roadways Map (Figure 11)



Street Alignments

Observation Drive Extended

The Planning Board received the following testimony on the draft plan's recommended alignment for Observation Drive.

- Comments #43, 44, 56, 128, 147, 155, 166, 175, 193, 203: Testimony expresses support for the draft plan's recommended re-alignment and completion of Observation Drive Extended. Comment 43 (MCDOT) specifically requests that the plan state that the alignment of Observation Drive Extended crossing of Little Seneca Creek previously prepared by MCDOT as part of its initial Phase I design for Observation Drive Extended (paused to allow this sector plan to proceed) be maintained to limit design changes to current bridge plans, to environmental impacts, and to property needs. The remainder of the alignment north of the bridge should respect topography, natural resources, property boundaries, and redevelopment potential while providing a direct path of travel to minimize vehicle-miles-traveled and transit travel time.

Staff Response: Staff acknowledges the support for the draft plan's recommended alignment for Observation Drive Extended. In response to Comment 43, Planning Staff suggests adding language under Recommendation 3.B.6.a indicating that Observation Drive Extended should maintain the existing Little Seneca Creek bridge crossing alignment to limit design changes to current bridge plans, environmental impacts, and property needs.

- Comments #107, 115, 118, 120, 142: Testimony expresses concern that the extension of Observation Drive, primarily between Waters Discovery Lane and West Old Baltimore Road, would cut through and destroy upland forests, cross floodplains, traverse wetlands and steep slopes, and sever Little Seneca Creek Stream Valley Park – all of which could degrade the mainstream of Little Seneca Creek. They urge the plan to forego consideration of the northward extension of Observation Drive south of West Old Baltimore Road due to the extensive environmental impacts as well as the costliness of the bridge and road construction. Comments also note that the draft plan's recommended alignment shows this extension cutting through the forest on the Linthicum property rather than traversing the open field, which is a far less destructive route. Utilizing existing roadways on the COMSAT property instead of a new proposed Observation Drive alignment north of Little Seneca Parkway Extended is suggested as a way to minimize environmental impacts.

Staff Response: The Public Hearing Draft seeks to complete a critical piece in the Clarksburg transportation network with the construction of Observation Drive. Not only has the plan revised the recommended roadway alignment away from natural and sensitive environmental areas, but the draft plan also recommends a narrower right-of-way and street design than the 1994 *Clarksburg Master Plan*. Furthermore, the draft plan recommends that bridges over streams in the plan area be designed and constructed to minimize environmental impacts to the greatest extent possible. The recommended re-alignment of Observation Drive Extended does, in fact, pass through an existing forest stand on the Linthicum property, however, Planning Staff believes that a portion of this forest stand, possibly all of it, would be impacted

by development even if Observation Drive Extended follows the current planned alignment through the ‘middle’ of their property.

Little Seneca Parkway Extended

The Planning Board received the following testimony on the draft plan’s recommended alignment for Little Seneca Parkway Extended.

- Comment #119: Testimony suggests that, rather than extending Little Seneca Parkway through forests and wetlands, the plan should seek to utilize the existing east-west transportation infrastructure – West Old Baltimore Road – that already links MD 355 to Lake Ridge Drive.

Staff Response: The West Old Baltimore Road right-of-way and I-270 underpass is not sufficient to serve the traffic capacity projected in the Clarksburg area over the plan's 20-year planning horizon, nor does it allow space for continuous, safe movement by non-vehicular travel modes across I-270 (i.e., walking, biking, and rolling). Connecting the existing segments of Little Seneca Parkway on either side of I-270 will provide access for all modes between the currently disconnected communities of Cabin Branch and Clarksburg Village Center. With the draft plan’s guidance for low-impact, environmentally sensitive roadway and bridge construction, Planning Staff believes that Little Seneca Parkway Extended can be completed in a responsible way, while providing additional travel options within the greater Clarksburg community.

Clarksburg Bypass

The Planning Board received the following testimony on the draft plan’s recommended removal of master planned roads that would comprise the Clarksburg/355 ‘Bypass’. These roadways include of Roberts Tavern Drive Extended, between Frederick Road and Observation Drive, and Observation Drive Extended, between Stringtown Road and Clarksburg Road.

- Comment #108: Testimony supports the draft plan's removal of the Clarksburg/355 Bypass from the plan. This means the elementary school will remain and the headwaters, forests and wetlands of both Ten Mile Creek and the Cool Brook Tributary can be spared additional insults.

Staff Response: Staff acknowledges this comment.

Cross-Sections

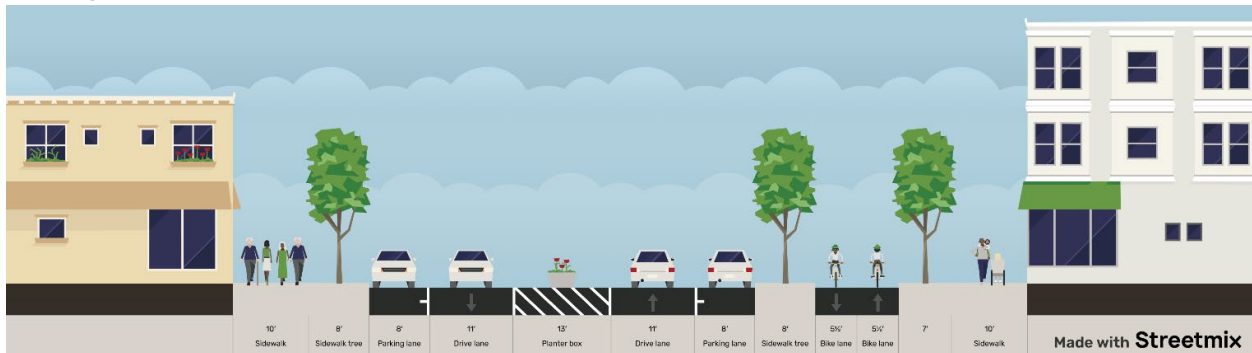
Observation Drive Extended

The Planning Board received the following testimony on the draft plan’s recommended typical cross-section for Observation Drive.

- Comment #45, 54, 71: Testimony notes that, as an interim condition, Planning Staff is recommending that the bus lanes be used specifically as parking lanes until BRT/express bus operations are initiated, at which time the lanes could be switched to dedicated bus lanes (see cross-section A/B, p. 47). MCDOT supports an interim approach that allows more flexibility in the interim use of future dedicated lanes, either as parking or travel lanes, based on their

experience with lane repurposing elsewhere. A similar approach was implemented in the Crown area of Gaithersburg both on Fields Road (a County road) and Decoverly Drive (a City street). In both cases, development fronts the road and additional width for on-street parking is provided. The resulting sections have worked well for repurposing of the rightmost travel lane as a bus-only lane.

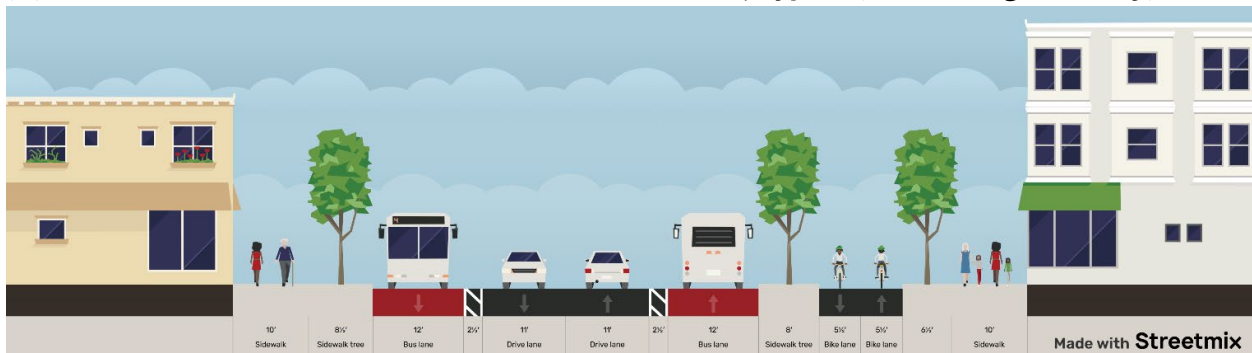
(A/B) Observation Drive Extended – Town Center Boulevard, Typical Interim Alternative (105-foot right-of-way)



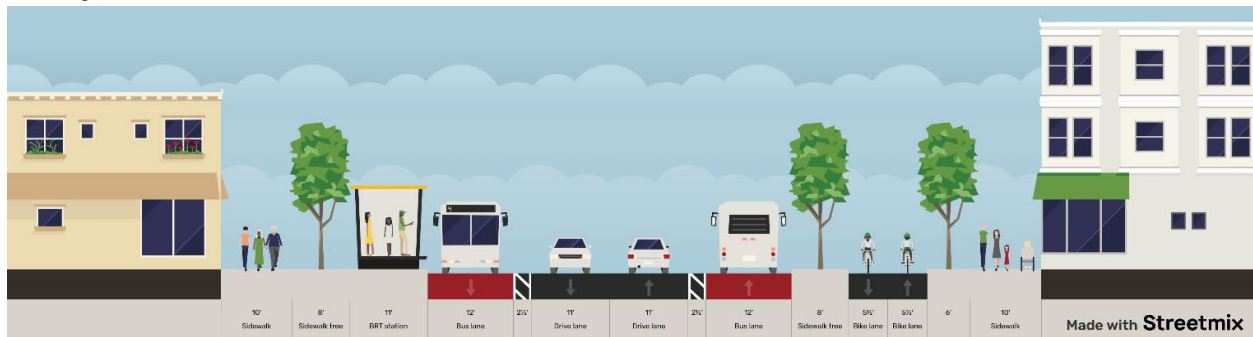
Staff Response: Staff understands the concern about establishing an interim road especially with the uncertainty of future transit service and demand. We propose to remove the interim cross section A/B on page 47 and instead add more flexible language to Recommendation 3.B.9 as follows: "At the time of design or construction, the outer lanes may be designated as interim parking or drive lanes, as appropriate, in advance of future dedicated bus lanes."

- Comment #129: Testimony suggests that the draft plan's typical cross-sections for Observation Drive Extended (cross-sections A and B, p. 43) do not account for adequate stormwater management facilities and do not accurately represent complete street design. The plan should provide a road section that incorporates stormwater management facilities within the right-of-way. Modified sections are suggested as testimony Exhibits B-1 and B-2.

(A) Observation Drive Extended – Town Center Boulevard, Typical (105-foot right-of-way)



(B) Observation Drive Extended – Town Center Boulevard, within Activity Center (115-foot right-of-way)



Testimony comment #129 Exhibits B-1 and B-2

EXHIBIT B-1

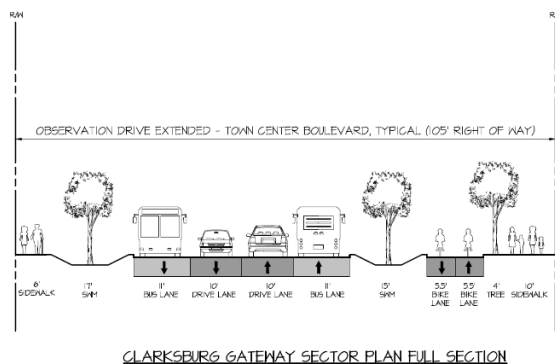
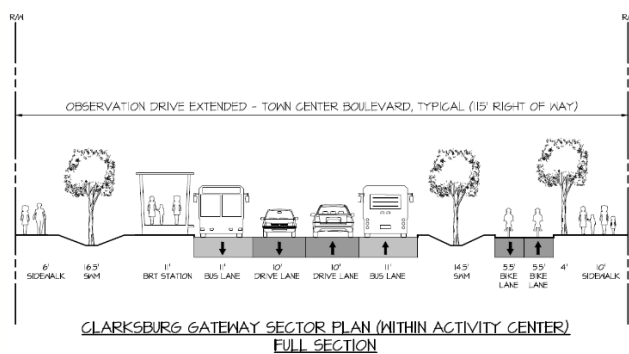


EXHIBIT B-2



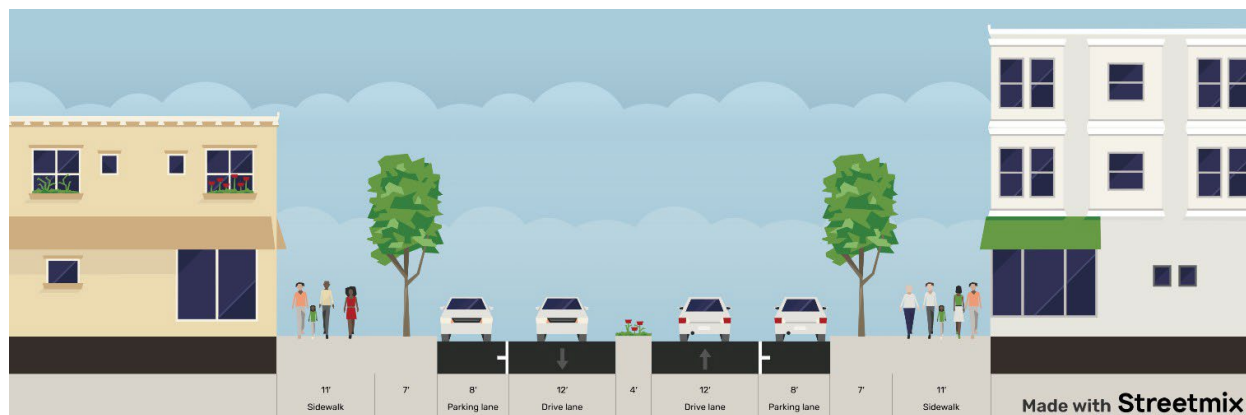
Staff Response: The commenter's proposed cross-sections for Observation Drive Extended do not provide for adequate dimensions for street elements established by the Complete Street Design Guide. Furthermore, continuous stormwater management facilities along a "closed section" road (i.e., built with curb-and-gutter as opposed to an "open section" road with no edge curb to allow stormwater to flow into side swales or other collection areas) are not a consistent element of the plan's recommended typical street cross-section. The Public Hearing Draft recommends the inclusion of both shade trees and stormwater management facilities within the right-of-way of both master planned street and local, non-master planned streets (See Recommendation 3.B.5.e and 3.B.17.c)

Little Seneca Parkway Extended

The Planning Board received the following testimony on the draft plan's recommended typical cross-section for Little Seneca Parkway.

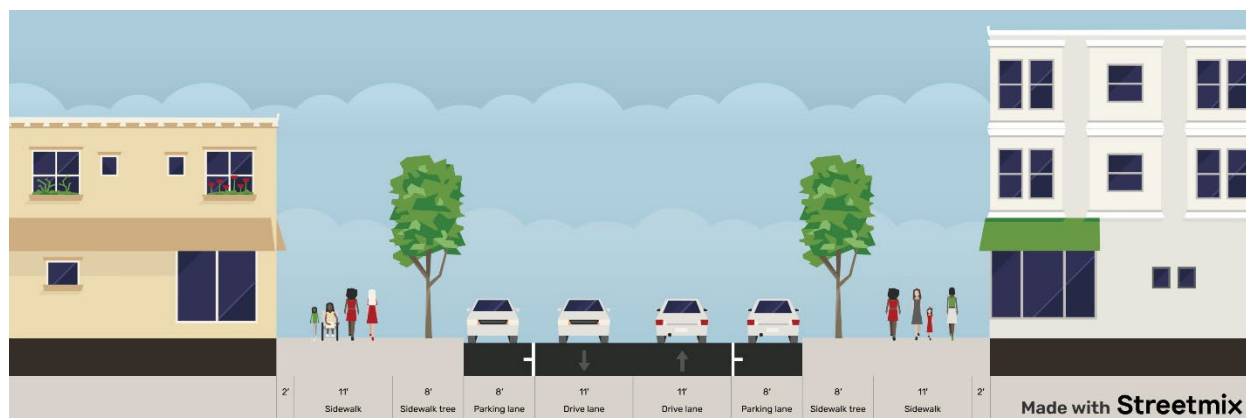
- Comment #68: MCDOT testimony on cross-section D, Little Seneca Parkway Extended (p. 44), requests Planning Staff to consider whether a median is necessary. If so, the four-foot median should be shown as monolithic concrete, as that is what would be constructed in such a narrow width. If greenery is desired within the median, it needs to be at least six feet wide.

(D) Little Seneca Parkway Extended – Town Center Street, within Activity Center (80-foot right-of-way)



Staff Response: Staff agrees that a 4-foot median is not necessary for Little Seneca Extended. Instead, Staff suggests removing the median and reallocating the remaining right-of-way width to 8-foot total tree buffer areas and new 2-foot building frontage zones on both sides of the street, as well as narrowing traffic lanes from 12 to 11 feet, as shown below.

(D) Little Seneca Parkway Extended – Town Center Street, within Activity Center (80-foot right-of-way) REVISED

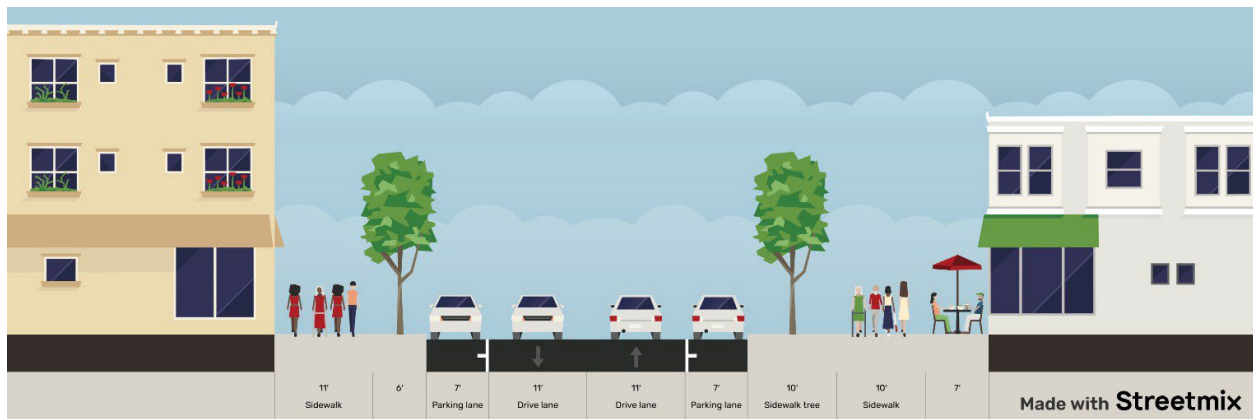


West Old Baltimore Road

The Planning Board received the following testimony on the draft plan's recommended typical cross-section for West Old Baltimore Road.

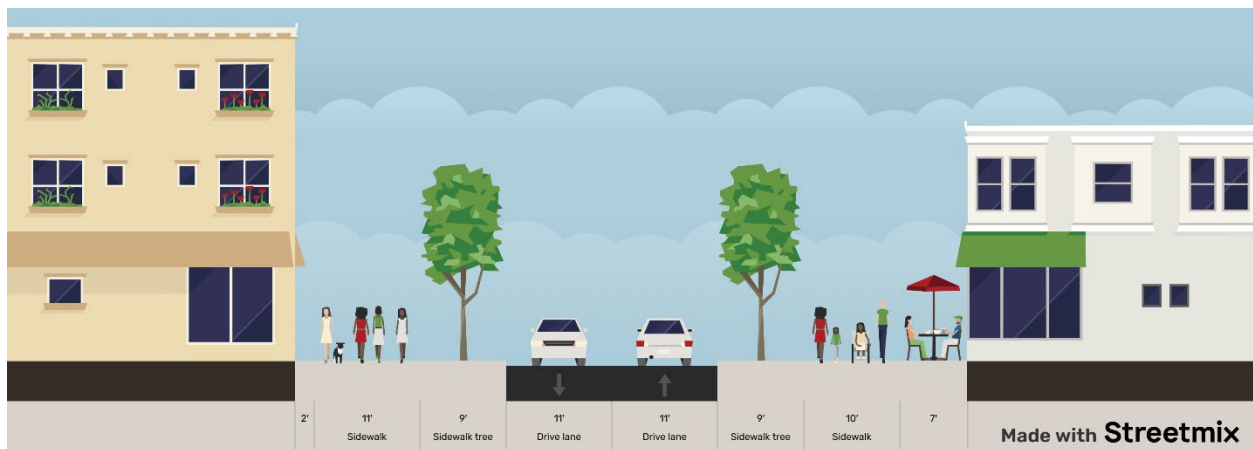
- Comment #69: MCDOT testimony on cross-section F, West Old Baltimore Road (p. 45), notes that seven-foot parking lanes are substandard and not acceptable for a master planned roadway such as this. The plan should either identify a means of widening to eight feet or consider the need for the parking lanes in the first place.

(F) West Old Baltimore – Town Center Street (80-foot right-of-way)



Staff Response: Staff recommends removing on-street parking from the master planned typical street section for West Old Baltimore Road, adding a 2-foot building frontage zone next to the 11-foot sidepath on the south side of the road, modifying both tree buffers to a total of 9-feet in width, and narrowing the overall recommended right-of-way by 10 feet, or a total of 70 feet as shown below.

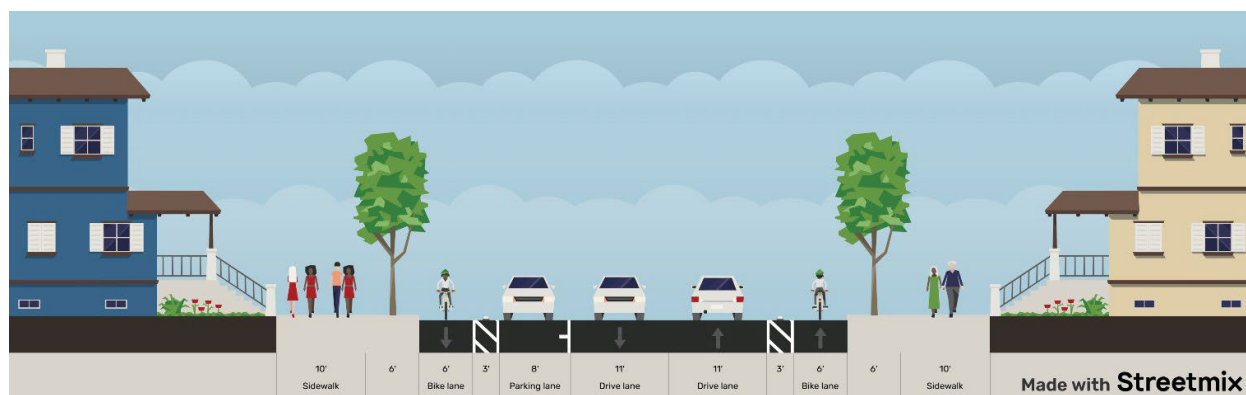
(F) West Old Baltimore – Town Center Street (80-foot right-of-way) REVISED



New "Street A"

- Comment #70: MCDOT testimony on cross-section G, New Street A (p. 46), states that the Bicycle Master Plan (and reaffirmed by Complete Streets and the soon-to-be-published Chapter 49 regulations) specifies that bikeways should be within the Active Zone, not the Street. Since the master planned street would practically be located on a 'greenfield' site, the plan should not propose substandard bicycle facilities.

(G) New “Street A” - Town Center Street, Typical (80-foot right-of-way)



Staff Response: While the statement that “that bikeways should be within the Active Zone” is not fully consistent with the Bicycle Master Plan, Planning Staff support the intent of the comment to upgrade the bikeway and suggests that the typical street cross-section be revised to locate the recommended bicycle facility in the Active Zone, with a 3-foot buffer between the sidewalk and bike lane to separate variable speed modes of walking and biking and the 6-foot tree buffer moved toward the middle of the cross-section, between the bike lane and parking lane as shown below.

(G) New “Street A” - Town Center Street, Typical (80-foot right-of-way) REVISED



- Comment #53, 67: MCDOT testimony explains that, while curbless and shared streets are an interesting concept we want to advance, it seems unlikely Street A would work as such. Being the continuation of a significant street and providing access to the commercial core, this is likely to be quite heavily trafficked. Without dedicated bike facilities, it will likely be a very high stress environment.

Staff Response: The draft plan’s recommendation to change the street classification of Shawnee Lane (from Boulevard to Neighborhood Connector) is likely to limit the traffic volume on new “Street A” that MCDOT is concerned about as a Shared Street. However, in response to their concern, staff suggests that either the Shared Street concept be recommended on a short street section wherever a commercial retail center is established on

the COMSAT property, without a definite location or, if a third north-south master planned street is recommended per MCDOT comment #44, perhaps it makes sense for one of the streets to be a shared street, instead.

Enhanced bus, express bus, and Bus Rapid Transit (BRT) routes and stations

Among the testimony that discussed public transit, there is general support for the provision of additional and improved transit service in Clarksburg, though questions about what kind of transit is best suited for the communities of Clarksburg and Germantown and skepticism that enhanced bus or BRT service can provide any meaningful alternatives to new roadway capacity and highway access (e.g., Exit 17).

- Comment #152, 200, 202: Testimony states that transit hubs/stations along the draft plan's proposed Corridor Connector are not the right fit for how people travel in Clarksburg. They need to be located along transit routes that get people to jobs. Testimony request support for express buses with park-and-ride facilities to supplement more planned Corridor Connector and MD 355 Flash BRT routes.

Staff Response: Planning Staff believes that the transit stations proposed along the Corridor Connector route on Observation Drive are an important element of the county's (and Clarksburg's) broader public transit network, with the potential to provide rapid bus service between Clarksburg and Germantown. This connector route is also recommended in the Approved and Adopted 2022 *Corridor Forward: The I-270 Transit Plan*. The planned MD 355 Flash BRT service will be an additional rapid bus service serving Clarksburg. Staff suggests that, in addition to the planned enhanced or rapid bus services, the sector plan might recommend establishing a new or modified Express Bus service that brings Clarksburg residents to job centers in the Mid- and Downcounty areas of the county, in conjunction with new or expanded park-and-ride facilities to serve express service.

Additional trail recommendations on public or private property

Several comments from MCDOT suggested that the draft plan's recommended publicly accessible trail connections through HOA common areas, other private properties, parkland, and street rights-of-way (Recommendation # 3.B.24, p. 49), as well as some additional suggested trail connections, should be included as planned trail connections on the Planned Bikeways Map (Figure 13, p. 50). For details, see the comments and proposed trail alignments under comment #73, 74, 75, 76, and 77.

Comment #76 is notable since it suggests that the plan recommends a bike and pedestrian trail connection as an extension of the Shawnee Lane sidepath, across I-270, into the Cabin Branch neighborhood. Three alternatives are proposed by MCDOT (see image to the right) that could be implemented by a mixture of new development (on the east side) and MCDOT/SHA (I-270 overpass and the west side). One or more bridges may be necessary, in addition to the I-270 bike/ped. bridge, to cross over



stream valleys in Cabin Branch, depending on the ultimate alignment.

Staff Response: Staff supports adding the suggested trail connections to the list of proposed trail connections under transportation recommendation #24 (p. 49), as well as the Planned Bikeways Network Map (Figure 13). Trail connections across stream valleys may need additional study to explore their feasibility and most appropriate alignments.

WORK SESSION SCHEDULE

A schedule of Planning Board work sessions by topic is provided below. This schedule is subject to change at the Planning Board's discretion.

October 16	Historic Preservation
October 23	Transportation
October 30	Land Use, Housing, Neighborhoods (morning) Community Design (afternoon)
November 6	Environment, Parks, and Community Facilities
November 20	Transportation (continued), follow-up on any remaining items, and possible consideration of approval of the Planning Board Draft

ATTACHMENTS

Attachment A: Testimony Summary – Transportation
(an extract of transportation-related testimony summaries)

Attachment B: Written Testimony – Transportation
(Original transportation-related testimony submitted to the Planning Board, identified in the Testimony Summary attachment by alphabetical letter. Individual items are bookmarked in the Adobe PDF for quick reference.)

CGSP Work Session 2 report - transportation

Final Audit Report

2025-10-16

Created:	2025-10-16 (Eastern Daylight Time)
By:	Dominique Costley (Dominique.Costley@montgomeryplanning.org)
Status:	Approved
Transaction ID:	CBJCHBCAABAATNSTglx2gHHKnhk1liZMD0p7tCN6kddV

"CGSP Work Session 2 report - transportation" History

-  Document created by Dominique Costley (Dominique.Costley@montgomeryplanning.org)
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Agreement completed.

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