



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

MCPB
Item #
5/20/10

May 12, 2010

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Glenn Kreger, Acting Chief, Vision Division *GK*

FROM: Nancy Sturgeon, Planner Coordinator (301-495-1308) *NS*
North Central Transit Corridor Team, Vision Division

SUBJECT: Approved Great Seneca Science Corridor Master Plan
Montgomery County Planning Board Resolution of Adoption

RECOMMENDATION: Approve Resolution of Adoption for Transmission to Full Commission

Attached for your review and approval is the Montgomery County Planning Board Resolution Number 10-53 to adopt the Great Seneca Science Corridor Master Plan. The County Council, sitting as the District Council, approved the Great Seneca Science Corridor Master Plan by Resolution Number 16-1325 on May 4, 2010.

Attachments:

1. Montgomery County Planning Board Resolution Number 10-53
2. Montgomery County Council Resolution Number 16-1325

NS:ha M:\Gaithersburg\Approval and Adoption\PB Resolution Memo



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

MCPB NO. 10-53

M-NCPPC NO. 10-06

RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Article 28 of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties*; and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to procedures set forth in the Montgomery County Code, Chapter 33A, held a duly advertised public hearing on March 26, 2009 on the Public Hearing Draft Gaithersburg West Master Plan, being also an amendment to the approved and adopted 1990 *Shady Grove Study Area Master Plan*, as amended; the 1985 *Gaithersburg Vicinity Master Plan*, as amended; the 1982 *Oakmont Special Study Plan*; *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties*, as amended; the *Master Plan of Highways Within Montgomery County*, as amended; and the *Countywide Bikeways Functional Master Plan*, as amended; and

WHEREAS, the Montgomery County Planning Board, after said public hearing and due deliberation and consideration, on July 16, 2009, approved the Planning Board Draft Gaithersburg West Master Plan, recommended that it be approved by the District Council, and forwarded it to the County Executive for recommendations and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Planning Board Draft Gaithersburg West Master Plan and forwarded those recommendations and analysis to the District Council on September 10, 2009; and

WHEREAS, the Montgomery County Council sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing on September 15 and 17, 2009, wherein testimony was received concerning the Planning Board Draft Gaithersburg West Master Plan; and

WHEREAS, the District Council, on May 4, 2010 approved the Planning Board Draft Great Seneca Science Corridor Master Plan (previously named Gaithersburg West Master Plan) subject to the modifications and revisions set forth in Resolution No. 16-1325.

NOW, THEREFORE BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt the said Great Seneca Science Corridor Master Plan, together with the *General Plan for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties*, as amended, and as approved by the District Council in the attached Resolution No. 16-1325; and

BE IT FURTHER RESOLVED, that copies of said Amendment must be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's Counties, as required by law.

Resolution No.: 16-1325

Introduced: May 4, 2010

Adopted: May 4, 2010

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY, MARYLAND**

By: District Council

SUBJECT: Approval of Planning Board Draft of Great Seneca Science Corridor
(Gaithersburg West) Master Plan

1. On July 31, 2009 the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft Gaithersburg West Master Plan.
2. The Planning Board Draft Gaithersburg West Master Plan amends the approved and adopted 1990 Shady Grove Study Area Master Plan, the 1985 Gaithersburg Vicinity Master Plan, and the 1982 Oakmont Special Study Plan; The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties; the Master Plan of Highways within Montgomery County; and the Countywide Bikeways Functional Master Plan.
3. On September 10, 2009 the County Executive transmitted to the County Council the fiscal analysis and Executive Branch technical comments on the Gaithersburg West Master Plan.
4. On September 15 and 17, 2009 the County Council held a public hearing regarding the Planning Board Draft Gaithersburg West Master Plan. The Master Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
5. On September 29, October 12, October 26, October 29, 2009 and February 1, March 10, March 22, and April 5, 2010, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board Draft Gaithersburg West Master Plan.
6. On April 6, 2010 and April 13, 2010 the County Council reviewed the Planning Board Draft Gaithersburg West Master Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft Gaithersburg West Master Plan, dated July 2009, is approved with revisions. County Council revisions to the Planning Board Draft Gaithersburg West Master Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring. All page references are to the July 2009 Planning Board Draft Plan. The Council has changed the name of the planning area to the Great Seneca Science Corridor planning area; throughout the document, all references to the Gaithersburg West Master Plan should be changed accordingly.

Page 8: Revise the fifth bullet as follows:

- Meet the recreation needs of the [Gaithersburg West] Great Seneca Science Corridor Master Plan by identifying and acquiring a site for a new local public park in the Quince Orchard area and requiring the dedication of parkland for new parks and open spaces in the LSC Districts.

Page 11: Revise text in the text box as follows:

The [proposed] 2009 *Germantown Master Plan* builds on the Corridor City concept and envisions an up-County center for community life with mixed uses and density focused at transit stations.

The [proposed 2009] 2010 *White Flint Sector Plan* envisions the Metro station area and Rockville Pike as a vibrant and sustainable urban center that can adapt to future challenges.

Page 15: Revise the "Proposed Acreage" column of the "Existing and Proposed Life Sciences Center Zoning" table to reflect the zoning changes made by the District Council.

Page 17: Revise proposed zoning map on page 17 and throughout the Master Plan to reflect all Council changes in zoning.

Page 22: Revise the first two sentences in the paragraph as follows:

Overall, the potential residential land use for the greater LSC could yield a maximum of 5,750 additional dwelling units to complement a projected total of [60,000] 52,500 jobs (based on existing, approved, and proposed development). The resulting ratio of [6.6] 5.8 jobs per dwelling unit is based on the existing housing in the greater LSC area (3,262 dwelling units, including the Traville, Decoverly, and Washingtonian residential cluster) combined with new housing (5,750 dwelling units) for a total of 9,012.

Page 24: Delete the entire section entitled Public Open Spaces (to be replaced with a new section on open spaces on page 25).

Page 24: Revise the text under the "Sustainability" heading as follows:

[New development must feature building, site, and street designs that respect natural systems, respond to sun, shade and topography, and make maximum use of renewable resources, reducing disruption of the natural environment to the highest extent feasible. Development should be compact and feature a diversity of land uses, making more efficient use of land, energy and building materials, and enabling people to live, work and shop in one area. The CCT, trails, and attractively designed sidewalks will connect the districts and adjacent neighborhoods, encouraging walking instead of driving. Trail systems within developed areas will connect with trails surrounding parks.

This Plan recommends reinforcing and expanding the use of green buildings to emphasize green site design and energy conservation practices. Development should incorporate approaches and technology to maximize energy conservation and increase renewable energy use such as solar, wind and geothermal. Environmental site design and stormwater management techniques should be used to improve water conservation and reduce energy required for water treatment and distribution. Building re-use, deconstruction techniques that recover reusable building materials, and recycling should be employed to further reduce energy associated with development.

Minimizing imperviousness will be necessary to reduce construction energy costs, but also reduce urban heat island effect and improve water conservation. Improving connectivity through the provision of trails, transit, and sidewalks will reduce automobile use. Forestation approaches are recommended, including preserving existing forest, adding urban tree canopy and landscaping to reduce local carbon concentrations. All these building and site design approaches will benefit air quality, water quality, and human health.

▪ **Air Quality Protection**

The Washington Metropolitan region, including the Gaithersburg West Master Plan area, has been identified as a non-attainment area for ground-level ozone and fine particulate matter. The same recommendations this Plan makes for creating a sustainable community and improving climate protection, including forestation, green buildings, reducing imperviousness, and improving connectivity, will provide overall air quality benefits.

▪ **Water Quality Protection**

County, State and Federal regulations establish water quality protection goals. In addition, this Plan recommends protecting existing streams and wetlands and their buffers through site design. Stormwater management should include best management practices that capture stormwater on-site for re-use in non-potable water applications.

- **Active Living**

All of the environmental recommendations can contribute to maintenance of the physical and mental well-being of the residents and employees in Gaithersburg West. Besides the direct health benefits of protecting the climate, air quality and water quality, compact, pedestrian-friendly design will encourage walking and bicycle riding, increasing physical fitness.]

Sustainability

Sustainability is defined as meeting the needs of the present without compromising the ability of future generations to meet their own needs. A sustainable community integrates economic viability, environmentally conscious design, social equity, and renewable energy sources. The compact, walkable, and green community envisioned for the plan area integrates many aspects of sustainability. It accommodates new residents and businesses while reducing land consumption and vehicle miles traveled, thereby reducing the carbon footprint from new development in the County.

Urban development patterns served by transit can reduce dependence on the automobile. Outside of the Belward site, most new development will take place over existing surface parking lots. An expanded street grid with adequate sidewalks and street trees along with the LSC Loop will encourage people to walk or bicycle to local services or destinations. Energy conservation, onsite energy generation, or renewable energy sources will reduce the costs of energy transmission and the carbon footprint of the new development. Energy efficient building design will reduce energy costs for building materials and energy usage. On-site stormwater management improves water quality and quantity. Street trees add to the tree canopy and reduce the heat island effect. Mixed uses put services in easy reach of residents. New residential development will provide more affordable housing and expand opportunities for economic diversity located near transit and services.

Sustainable development first preserves existing resources and then improves environmental conditions.

Resource Protection and Preservation

This Plan recommends ways to restore environmental functions in the Plan area as it redevelops, including: water quality protection (intercepting, detaining, evaporating, transpiring, and filtering precipitation and infiltrating it into ground water tables, preventing erosion and sedimentation, controlling flooding), air quality protection (filtering pollutants from air, producing oxygen), climate protection (sequestering and storing carbon, reducing urban heat island effect), protection of biological diversity (provision of habitat), and health benefits (clean air and water, recreational benefits, mental health benefits). Redevelopment of already disturbed areas will avoid losses of natural resources in the outer portions of the County. To preserve and enhance natural resources and their associated functions in the Life Sciences Center, this Plan:

- Creates a local street network that avoids impact to natural resource areas as much as possible (see page 43).

- Recommends that facility plans for any new roads minimize impacts to existing resources.
- Recommends creation of the Life Sciences Center Loop (see pages 25-26). Existing natural resource areas are preserved through the Planning Board's Environmental Guidelines and connected by the LSC Loop.
- Where possible, use required forest and tree planting to enhance and expand existing resources.

Water Quality

Wherever development occurs, water quality impacts result primarily from the creation of impervious surfaces that seal off the soil layer and remove forests and tree canopy. Increases in imperviousness and decreases in forest cover have been associated with declines in water quality. Pollution from vehicles and road salts accumulates on roads and parking lots, and is washed off and carried into nearby streams in rain and snow events. In summer, rain water is heated on contact with unshaded impervious surfaces, creating temperature spikes in aquatic systems that can be damaging to aquatic organisms. Rainfall and snowmelt runs off impervious surfaces quickly, creating erosive flows that damage streams and carry harmful sediments into streams, rivers, and the Chesapeake Bay. Infiltration is the most difficult of the environmental functions to restore, as it requires reconnecting runoff with the soil. Approaches for improving water quality in urbanizing areas should recognize opportunities presented by both horizontal and vertical surfaces at various levels throughout the development.

Many of the techniques recommended in this Plan are included in the Environmental Site Design (ESD) stormwater treatment approaches now required by State and local laws and regulations. In addition, the County will be undertaking retrofit programs consistent with the requirements of the state stormwater permit. The result of this combination of regulation, County retrofit programs and master plan recommendations will be the restoration of natural resources and environmental functions that can be incorporated into the concentrated development pattern envisioned for this area.

To protect water quality, this Plan:

- Recommends site design and construction options that minimize imperviousness. These options include:
 - Compact development.
 - Parking options such as reduced parking requirements and the use of structured parking and/or shared parking facilities (see page 44).
- Recommends the use of bioswales, planter beds, rain gardens, pervious pavement, the incorporation of non-paved areas into open spaces, and similar techniques included in Environmental Site Design. Techniques that increase soil volume and porosity under paved areas are recommended to enhance infiltration opportunities.
- Recommends the use of vegetated roofs and walls.

- Recommends increasing tree canopy. Specific tree canopy goals are:
 - Predominantly commercial mixed-use areas: 15 - 20 % minimum canopy coverage.
 - Predominantly residential mixed-use areas: 20-25 % minimum canopy coverage.
 - The Belward Campus, with its specialized institutional use and protection of existing natural resources, should have a minimum canopy coverage of 30%.

These goals should be met by combining forest conservation requirements with street tree plantings and landscaping plantings (see page 74). Public and private open space areas should strive for a minimum of 25% canopy coverage. Surface parking areas should meet or exceed 30% canopy coverage.
- Recommends incorporating tree canopy and infiltration techniques into portions of the LSC Loop that connect existing natural areas.
- Recommends incorporating tree canopy and infiltration techniques into other open spaces wherever feasible.
- Recommends landscaping with plants that do not require extensive watering or fertilization. Native plants that are adapted to grow in our area are preferred.
- Recommends the use of low-flow plumbing fixtures in buildings.
- Promotes using techniques that capture and re-use stormwater and/or graywater (graywater is water from sinks, bathtubs and showers that can be safely used for watering plants or flushing toilets). This may include the use of rain barrels and cisterns. These uses must be consistent with County health regulations.

Piney Branch SPA

Portions of the Life Sciences Center area are included in the Piney Branch Special Protection Area for water quality and contain remnants of the rare habitat provided by the serpentinite rocks that underlie parts of this area. Special Protection Areas require that a water quality plan be prepared detailing how impervious surfaces will be minimized and how advanced and redundant stormwater treatment measures will be achieved. Most of the Special Protection Area is in the LSC South District, where this Plan recommends that development be restricted to existing and approved development, with the exception of the Rickman Property. Development on this property should minimize new impervious surfaces especially on that portion of the property that drains to the Special Protection Area. A small portion of the SPA extends north of Darnestown Road into the southern portion of the LSC Central District. Most of this area is already developed.

- Future redevelopment in this area should minimize imperviousness in their site designs, particularly in the Special Protection Area (see page 41).
- Any development that involves or is adjacent to serpentinite habitat should preserve this area and provide additional buffering wherever possible.

Air Quality

Most impacts to air quality result from the operation of motorized vehicles and regional energy production involving the combustion of fossil fuels. Impacts include the emissions of precursors of ground-level ozone, volatile organic compounds, carbon monoxide, oxides of nitrogen and sulfur, and fine particulates. Amelioration of air quality impacts involves

restoring air filtering and oxygen-producing functions, reducing vehicle miles traveled, and reducing use of energy produced by burning fossil fuels.

To restore air filtering and oxygen-producing functions, this Plan:

- Recommends increasing vegetation through the use of planter beds, bioswales and rain gardens, landscaping, street trees, and vegetated roofs and walls to the maximum extent feasible through aggressive application of Environmental Site Design.

To reduce vehicle miles traveled, this Plan:

- Recommends creating compact, mixed-use development that encourages and facilitates non-motorized travel and reduces travel distances.
- Recommends providing alternatives to automobile travel, including:
 - Public transit in the form of the CCT and local bus service.
 - Incorporating trails into the LSC Loop. Trails in regulated areas such as stream buffers and forest conservation easements should be natural surface; trails outside of environmentally regulated areas may be hard-surfaced to facilitate travel by bicycle (see page 79).
 - Incorporate other pedestrian and bicycle trails throughout the Life Sciences Center, and make connections to other Countywide and local jurisdiction trail systems (see page 79).
 - Make the existing area more walkable by improving road crossings (see page 74).
- Encourages other measures, such as the provision of bicycle parking facilities, to promote and facilitate non-motorized travel.

Climate Protection

Carbon dioxide and other greenhouse gasses are released into the atmosphere by combustion of fossil fuels to power motorized vehicles and to provide power for lighting, heating and cooling buildings and powering electronics and appliances, and by deforestation. Summertime energy use is driven higher by urban heat island effects from radiant heating of hard surfaces. Approaches to mitigating climate impacts focus on reducing energy consumption, increasing use of renewable energy, restoring carbon sequestration and storage functions, and reducing urban heat island effect.

The carbon footprint analysis contained in the Appendix to this Plan shows that, even if we cannot account for potential improvements to building and vehicle technology or behavioral changes to reduce energy consumption, per capita carbon dioxide emissions will be significantly less with compact, transit served development than would be the case if the same number of new homes and jobs were built on vacant land in other parts of the County.

Taken in isolation, the carbon footprint of new development in the Plan area will be greater than would occur under the 1990 Master Plan; however, the increase in the carbon footprint for the entire County will be less under this Plan. The compact, walkable, transit served community will enable people and employers to make even greater reductions in the carbon footprint. The following recommendations are aimed at reducing the carbon footprint through

reduced energy consumption, promotion of renewable energy generation, increased carbon sequestration and reduced urban heat island effect.

To reduce carbon footprint, this Plan:

- Recommends development that is compact, features a mixture of land uses, is walkable and served by public transit to make efficient use of land and resources, to reduce vehicle miles traveled and facilitate non-motorized travel.
- Creates opportunities for new development and redevelopment that take advantage of existing infrastructure and adaptive re-use of existing structures where feasible.
- Recommends that development meeting LEED or equivalent certification of any level obtain as many points as possible from approaches that reduce carbon emissions, including:
 - Site and building design and orientation that takes advantage of passive solar heating and lighting opportunities, maximizes potential for use of renewable solar energy systems, and permits passive cooling through proper shading and ventilation.
 - A commitment to reduce energy and water consumption.
 - A commitment to use recycled building materials, locally produced materials, and local labor.
 - A commitment to use building deconstruction techniques to facilitate re-use and/or recycling of building materials.
 - A commitment that new buildings meet the minimum energy efficiency standards of 17.5% below the calculated baseline performance or meet the appropriate ASHRAE advanced energy design guide. Renovated buildings should commit to meet a 10.5% energy efficiency standard below the calculated baseline performance or meet the appropriate ASHRAE advanced energy design guide.
 - Incorporates renewable energy systems to supply a portion of a building's energy needs, where feasible. Such systems may include:
 - Solar power.
 - Wind power.
 - Use of geothermal heating and cooling systems.
- Recommends maximizing tree canopy coverage. (See goals for tree canopy coverage in the water quality section).
- Recommends the use of green roofs and walls.
- Recommends the use of light-reflecting roof surfaces where green roofs cannot be used.
- Recommends increasing vegetation throughout the Life Sciences Center. Approaches include:
 - Targeting unforested portions of regulated areas for reforestation.
 - Incorporating street trees and landscaping trees throughout the Life Sciences Center.
 - Use of vegetated roofs and walls.

- Use of planter beds, bioswales and rain gardens.
- Incorporating vegetation into hardscaped open space areas.

Protection of Biological Diversity

Protection of biological diversity focuses on preserving existing habitat, and on restoring habitat where feasible. Biological diversity is maintained when habitat is protected and invasive species are controlled. Control of invasive species and reducing wildlife overpopulations are operational issues not appropriate to address in a master plan. While an urban environment cannot typically support highly diverse plant and wildlife populations, much can be done to improve conditions for native plants and animals.

To protect biological diversity, the Plan:

- Recommends preservation of existing natural areas, including the forest at the corner of Key West Avenue and Great Seneca Highway.
- Recommends the use of native plants and trees in landscaping and street tree planting to the maximum extent possible.
- Recommends the use of plants that serve as hosts for butterflies and other pollinator insect species.
- Recommends preservation of the 10-acre forested tract west of the power line and north of Game Preserve Road on the McGown property.
- Recommends preservation and additional buffering of the endangered Krigia dandelion population.

Health and Wellness

Health and wellness are promoted by providing an environment with clean air and water, by providing opportunities to exercise and recreate, and by establishing an environment that helps reduce stress. The recommendations detailed in the above sections will all help contribute to health and wellness.

In addition, this Plan:

- Encourages that walkways and bicycle trails be safe and attractive to encourage walking, jogging and biking.
- Recommends that public open spaces be attractively designed destinations within the community to draw in pedestrians and cyclists.
- Encourages using some open spaces and on green roofs for use as community gardens to promote the consumption of locally-grown seasonal fruits and vegetables.
- Creates the 3.5-mile LSC Loop path which incorporates natural features, and provides non-motorized connectivity for the districts and destinations throughout the Life Sciences Center.

Page 25: Revise the heading on page 25 as follows:

Community Facilities [and Amenities], Open Spaces, and Connectivity

Page 25: Add the following sentence at the end of the first full paragraph:

Where possible, connections to existing neighborhoods surrounding the LSC should be created or enhanced.

Page 25: Revise the third paragraph as follows:

A fire station is needed in this area, and the northwest corner of Shady Grove Road and Darnestown Road [is under consideration] has been selected.

Page 25: Add the following sentence after the first sentence in the fourth paragraph:

This Plan recommends that consideration be given to the purchase of a site for a new local park in the Quince Orchard area.

Page 25: Revise the last sentence in the fifth paragraph as follows:

A publicly accessible specialized library could be funded through private sector development contributions to an amenity fund and could be located at Belward or the JHU-MCC site, or another appropriate location, in LSC Central.

Page 25: Add the following section after the fifth paragraph:

Open Spaces

Thriving places rely on a high quality public realm. Parks and open spaces offer community gathering places, foster a sense of place and civic pride, and encourage environmental stewardship; essential components of community life. The best communities incorporate substantial green elements and open spaces that provide opportunities for recreation, outdoor socializing, collaborating, and connecting to nature. This Plan recommends that parks, publicly accessible open spaces, civic gathering places, and trails be designed as part of a comprehensive system that contributes to a sustainable community. To achieve this goal, an interconnected pedestrian and bike path system should link new and existing neighborhoods to parks and other destinations.

Additional parks and open spaces (described more fully in each District) will be created to provide recreational opportunities that support and enhance the vision of the LSC. The future open space system will support a vibrant and sustainable work life community by creating open spaces that will be easily accessible by walking or transit and will provide a range of experiences for a variety of people.

This Plan recommends a series of open spaces provided through a combination of public and private efforts. Both residential and commercial development projects should provide recreational facilities, open spaces, and trail connections that shape the public realm, help implement the Plan recommendations, and serve existing and future employees and residents.

The open space system will include:

- An extensive open space network on the Belward property with a variety of passive, active, and cultural experiences.
- Completion of the Muddy Branch Trail Corridor along the western edge of the Belward property.
- Civic greens at each CCT station.
- A shared park/school site in LSC West as well as a public civic green.
- Development of Traville Local Park in LSC South.
- Green corridors between and through major blocks linked by the LSC Loop to connect destinations and integrate passive and active spaces.
- An additional active use Local Park in the Quince Orchard area (outside the LSC; see page 49).

Page 25: Add the following heading before the sixth paragraph:

Community Connectivity and the LSC Loop

Page 25: Revise the first sentence of the sixth paragraph and add a second sentence, as follows:

The organizing element of the LSC open space plan is a 3.5-mile multi-use path loop connecting the districts and destinations with extensions from the core loop that link to the surrounding communities, including the cities of Gaithersburg and Rockville (see the map on page 26). Connectivity between the LSC Districts and adjacent neighborhoods is described more fully in the following District section.

Page 25: Revise the beginning of the last paragraph as follows:

The LSC Loop will link activity centers and community facilities, including the planned high school on the Crown Farm (in the City of Gaithersburg), the historic Belward Farm, and the civic green and retail center on LSC West. Creation of the loop (including landscaping and facilities such as benches) will be the primary amenity requested of property owners. CCT Stations along the Loop include the Crown Farm, Belward, and LSC West. Each CCT station in the LSC will have a public open space and property owners will also be requested to contribute to the implementation of this amenity.

Page 25: Revise the last sentence on the page as follows:

Traville Local Park, in LSC South, is proposed to [have] include a small rectangular field, half-court basketball, older children's playground, and a tot lot, and should be accessible from an extension of the LSC Loop.

Page 27: Add the following to the bullet list:

- Create extensions (from the main loop) that connect surrounding neighborhoods with the LSC, providing residents of these communities with access to the transit stations, activities, amenities, and open spaces in the LSC Districts.

Page 27: Revise the table to update the amount of existing development and revise the proposed 2010 Plan numbers to reflect Council changes to the total allowed commercial development as follows:

life sciences center: existing and proposed development

	Existing	Existing & Approved	1990 Master Plan	Proposed 20[09]10 Plan
Commercial (sf)	6,940,000	10,700,000	13,000,000	[20,000,000] <u>17,500,000*</u>
Dwelling units	3,300	3,300	3,800	9,000
Jobs	21,200	30,550	38,000	[60,000] <u>52,500</u>
Jobs-Housing Ratio	6.4	9.2	10.0	[6.6] <u>5.8</u>

* Although zoning would allow up to 20 million square feet of development, the staging plan limits development to 17.5 million square feet.

Page 28: Add the following paragraph after the fifth paragraph:

The LSC Zone allows for a transfer of density from one LSC-zoned property to another LSC-zoned property. This provision would allow a transfer of density from Belward to LSC Central, but it is completely voluntary and could only occur at the property owners' initiative. With a transfer of density, if there is an offsetting reduction in FAR on Belward, the density and height in LSC Central could be increased by 0.5 FAR and by 50 feet above what the Plan allows for this district.

Page 28: Revise the first sentence of the last paragraph as follows:

A fire station is needed in this area and [a possible location] the selected location is the northwest corner of Shady Grove Road and Darnestown Road.

Pages 29 and 30: Modify the graphics to reconfigure the proposed business road connections in the vicinity of Shady Grove Adventist Hospital and the 9700 block of Medical Center Drive to minimize property impacts and include all road number labels.

Page 30: Add two bullets as follows:

- Widen Key West Avenue (MD 28) to 8 lanes divided
- Construct an interchange at Key West Avenue (MD 28) and Shady Grove Road

Page 31: Add the following text after the fourth paragraph:

Creating a new community on publicly-owned land in the LSC West District provides an opportunity for the County to engage outstanding practitioners of sustainable town planning, layout, and design to help implement this Plan's vision. Located between LSC Central and Belward, the new LSC West community will be a hub of activity that draws people from the other LSC Districts as well as surrounding neighborhoods. Residents of the new high density housing in this District will enliven and activate the retail uses and open spaces. An interconnected street grid will create walkable blocks with a synergistic mix of uses, including ground-floor retail and wide sidewalks to accommodate outdoor cafes. The central, civic green at the CCT station should be framed by buildings and be large enough for major outdoor activities and gatherings, such as a summer concert series.

Page 31: Revise the first sentence of the fifth paragraph as follows:

The Plan recommends the Commercial Residential (CR) Zone with a 1.0 FAR that could yield 2,000 dwelling units with supporting retail, services, open spaces, and community uses.

Page 31: Add the following sentence to the sixth paragraph after the fourth sentence:

This park should be large enough to accommodate a regulation size rectangular field.

Page 31: Revise the fifth sentence in the sixth paragraph as follows:

In addition to the park/school site, development should be accompanied by a new public urban park to serve as the central, civic open space for the residential community.

Page 31: Add the following paragraph after the sixth paragraph:

LSC West is the primary site for housing for the live/work community envisioned for the LSC. This site is expected to provide a public school/park parcel, a civic green, a CCT station and right-of-way, a road network, and structured parking. In addition, a significant water main traverses the property. Without impairing the ability to achieve the uses and density for LSC West, this Plan recommends that at least 35 percent of the incentive density attainable for this site be achieved through the use of building lot termination (BLTs) easements and affordable housing.

Page 31: Add the following three paragraphs after the last paragraph on the page:

Future development or redevelopment of the Darnestown Road side of LSC West should be compatible with the existing residential community of Hunting Hill Woods to the south (in

the 2002 Potomac Subregion Master Plan). A proposed townhouse development (on the RT-8 parcels) in LSC West along the north side of Darnestown Road addresses land use compatibility and design (with a maximum building height limit of 35 feet). If there is future redevelopment of the existing retail and office uses at the corner of Darnestown Road and Key West Avenue (zoned C-3 and O-M; recommended for CR), compatibility with Hunting Hill Woods must be addressed.

This Plan encourages improved connectivity from the residential neighborhoods south of Darnestown Road to the LSC West District. As the core of the District develops into a new community with retail, open spaces, and a CCT station, adjacent communities should have access to these amenities. The Plan recommends a Dual Bikeway/Shared Use Path along Darnestown Road (DB-16) and there is an existing off-road shared-use path along Travilah Road (SP-57) that is recommended to extend into LSC West (LB-5). In addition, an LSC Loop extension is recommended from LSC West into LSC South (see map on page 26).

Opportunities to create new connections are limited by the character of existing neighborhoods to the south, which are inward-facing with numerous cul-de-sacs, rear yards along Darnestown, and only one access point at Yearling Drive. As shown on the XX map, an extension of Yearling Drive (which is aligned with the access driveway to the existing office uses on the north side of Darnestown Road) may provide the best future opportunity for improved access to the LSC West District. Opportunities for a public easement through the proposed townhouse development could also be explored.

Page 33: Add a bullet as follows:

- Widen Key West Avenue (MD 28) to 8 lanes divided

Page 34: Revise the second paragraph as follows:

This Plan recommends increased density on the Belward property (1.0 FAR), served and supported by a CCT transit station. The Plan recommends that both the 107-acre undeveloped Belward property as well as the developed, eastern portion, be rezoned from the R&D Zone to the revised LSC Zone to allow [a mix of uses and] higher densities and height focused [on] at the CCT station. Development on the Belward property may include housing for the employees and/or visiting researchers. Plan recommendations allow a concentrated and compact form of development for Belward that is centered around transit. This denser building pattern (with structured parking) creates opportunities for an extensive open space system. Previous plans for Belward were a conventional suburban office park model with sprawling, low-density, auto-dependent development, vast amounts of surface parking lots, and few community amenities intended for use by residents or workers not on the Belward campus.

Page 34: Add the following after the second paragraph:

As discussed in the LSC Central section, the LSC Zone allows for a transfer of density from one LSC-zoned property to another LSC-zoned property if recommended in the Master Plan.

This Plan provides the option for a transfer of density from Belward to LSC Central . A density transfer is completely voluntary and could only occur at the property owners' initiative and discretion. With a transfer of density, if there is an offsetting reduction in FAR on Belward, the density and height in LSC Central could be increased by 0.5 FAR and by 50 feet above what the Plan allows for in this district.

The design and layout of Belward should be sensitive to the residential neighborhoods that surround the site. To create appropriate transitions and minimize impacts, the Plan recommends substantial open spaces, particularly on the three sides of Belward that are adjacent to neighborhoods. Development around the north, west, and south perimeters -- adjacent to the Mission Hills buffer, the Muddy Branch Road park, and Darnestown Road -- should be compatible with surrounding neighborhoods in terms of bulk, scale, and building height. Heights should transition from the highest (150 feet maximum) in the blocks immediately surrounding the CCT station to lowest at the edges of the property (50 feet maximum) and immediately adjacent to the historic area (60 feet maximum). Ultimately, the Planning Board will need to make the tradeoff between height and open space at the time of development. Rear walls and service areas should not face the surrounding neighborhoods. Generally, parking should be located in garages that are placed in the center of blocks and surrounded by buildings.

Page 34: Revise the second sentence of the fourth paragraph as follows:

New development adjacent to and near the farmstead must be compatible in scale and graduated in height (no higher than 60 feet immediately adjacent to the historic site) to be sensitive to the historic resource.

Page 34: Delete the last paragraph and replace with the following text. Add a new graphic that shows the proposed open space system on Belward.

[To meet the recreation needs of this area, as well as provide facilities for those working on-site at Belward, areas should be reserved for both active and passive recreation. Two rectangular fields for active recreation should be provided within the designated buffer areas along Muddy Branch and Darnestown Roads.]

The open space system for the Belward District includes an extensive network of passive and active recreation linked by an internal path system with connections to the LSC Loop and the surrounding communities. By concentrating density in a compact form (with a limited amount of taller buildings and parking garages), substantial amounts of open space can be created. Placing parks and open spaces around the edges of Belward provides compatible transitions and buffers for the adjacent single-family neighborhoods. From natural, passive areas with trails next to streams to an activated urban square at the CCT station, a range of outdoor experiences are planned, all of which would be connected by trails that allow visitors to go from one open area to another by foot. As outlined below and shown on map XX, the Plan recommends nearly 50 acres of open space:

- Muddy Branch Park will consist of a minimum of 12 acres (with a minimum width of 100 feet along Muddy Branch Road) for active and passive recreation, including informal and organized playing areas, and tree-lined edges at the perimeter. One rectangular field for active recreation could be provided in this area. The landmark tree in this area should be a focal point in the design of the park and open space. The park should be designed to create a sense of place and destination for existing and future residents with attractive amenities such as gardens, walking paths and water features. The Muddy Branch Trail Corridor and a countywide bikeway connection (DB-24; dual bikeway/shared use path) must be completed on the Belward side of Muddy Branch Road.
- Mission Hills Preserve will create a 200-foot wide buffer between the rear property line of the nearest Mission Hills homes and any buildings on the northern side of Belward. In addition, 200-foot wide stream buffers will be created around two tributaries of the Muddy Branch, limiting development in this portion of the property. Mission Hills Preserve, combined with the two stream buffers, will create a 20-acre area for reforestation and passive recreation that should include natural surface trails that connect with the other open spaces on the site.
- Darnestown Promenade will include a three-acre landscaped buffer (60-foot wide) along Darnestown Road that maintains vistas to the historic farmstead, includes the landmark sign (boulder and plaque), and creates a tree-lined pedestrian path that connects to the on-site path system as well as the LSC Loop. The buffer will be significantly deeper on the western portion of the site where it merges with the Muddy Branch Park. In addition, a countywide bikeway (DB-16) must be completed along Darnestown Road.
- Belward Commons and Historic Farmstead will include 10 to 12 acres of open space surrounding and including the historic farmstead buildings. Views of the farmstead from Darnestown Road and residential neighborhoods to the south and west, as well as other vantage points within the site, should be preserved to the extent practicable, consistent with other Master Plan objectives for this site. Reuse of the historic buildings offers opportunities for community-serving uses that could include active indoor recreation or cultural activities. A weekend farmers market could be established here.
- Urban Square at the CCT Station is envisioned as a hub of daily activity with space for special events and gatherings and some community retail for the convenience of CCT riders, workers, and area residents.

When a development plan application for Belward is submitted, the Planning Board should seek to maximize open space adjacent to existing residential neighborhoods and, to the extent feasible, maintain views of the historic farmstead. The Muddy Branch Park and all open spaces proposed on Belward are to be publicly accessible while remaining privately owned, constructed, and maintained. At the time of development plan approval, the Planning Board

will ensure that the recreation and open space facilities in the approved development plans are built to suitable recreation standards and that the Muddy Branch Park will be substantially completed before the property owner receives building permits for more than 25 percent of the total development allowed on the property.

Development in accordance with this Plan should add value and enhance the quality of life in the area by creating substantial amenities, recreational opportunities, and phasing new development with the provision of transit and infrastructure to support it. This Plan recommends that connections be created so that residents from surrounding neighborhoods have access to these amenities. Residents should be engaged throughout all phases of the Belward development review process to provide comments and suggestions on issues such as connectivity, plans for open space, and other amenities. As shown on the graphic on page 36, the Plan recommends new streets on Belward, including one aligned with Midsummer Drive that can provide access from the Washingtonian Woods neighborhood. The bikeway and trail connections mentioned above will improve access. Options for more direct links from the surrounding communities to Belward should be explored as development proceeds.

Page 35: Revise the second bullet under “Land Use and Zoning” as follows:

- Require a Belward Concept Plan with the first Preliminary Plan application to address the Plan’s guidelines, including the CCT location, the highest densities and height at transit, preservation of the historic property and views of the farmstead, creation of a local street network and the LSC Loop, [and] the open space system, neighborhood buffers, and connections from surrounding residential neighborhoods

Page 35: Revise the first bullet under “Historic Belward Farm” as follows:

- Preserve views of the farmstead, to the extent practicable, from Darnestown Road[, looking north, east, and west as well as other vantage points within the larger Belward site] and residential neighborhoods to the south and west, consistent with other master plan objectives for this site

Page 36: Revise the second bullet under “Urban Form and Open Spaces” as follows:

- Organize the significant roads and buildings to provide views of the historic Belward Farm

Page 36: Revise the seventh and eighth bullets under “Urban Form and Open Spaces” as follows:

- Provide at least [15] 20 percent of the net tract areas as public use space
- Create an [300-foot buffer] open space along Muddy Branch Road with a minimum width of 100 feet and a 60-foot landscaped buffer along Darnestown Road

Page 36: Revise the ninth bullet under “Urban Form and Open Spaces” as follows:

- Provide one [two] rectangular field[s] for active recreation in the Muddy Branch Park [in these buffer areas], with permitting by the Parks Department

Page 36: Revise the last bullet under “Urban Form and Open Spaces” as follows:

- Provide a 100-foot wide stream buffer on either side of [around] the two tributaries of the Muddy Branch

Page 37: Add two bullets as follows:

- Widen Key West Avenue (MD 28) to 8 lanes divided
- Construct interchanges at Great Seneca Highway (MD 119) and Sam Eig Highway and at Great Seneca Highway (MD 119) at Muddy Branch Road

Page 38: Revise the heading at the top of the page as follows:

LSC North and Washingtonian Cluster: Residential and Office

Page 38: Add the following sentences at the end of the first paragraph:

The Washingtonian residential area is part of this Master Plan, but is geographically separated from the Life Sciences Center by the Crown Farm, which is in the City of Gaithersburg. The Washingtonian cluster is a housing resource for those who work in the LSC. As such, for purposes of staging, this area is included in the total amount of existing and approved dwelling units (3,300).

Page 38: Revise the last four sentences of the second paragraph as follows:

The DANAC parcel on the southeast corner of Key West Avenue and Diamondback Drive (the 6.93-acre Lot 7) is largely undeveloped and is adjacent to the proposed CCT station on the east side of the property. The recommended Zone for this parcel (Lot 7) is: CR 2, C 1.5, R 1.5, H 150. The remainder of the DANAC property should be zoned CR 1.0, C 0.5, [R 0.5] R 1.0, H 80. Building height along Decoverly Drive adjacent to the residential community to the north is limited to 50 feet within 100 feet of the Decoverly Drive right-of-way (not including the 50-foot transit right-of-way).

Page 38: Delete the third paragraph:

[Each of the other office parks in LSC North has some remaining development capacity. Current zones for several of the office parks allow relatively high density for the area (1.5 FAR) and the Plan does not recommend increases because the objective is to concentrate additional density at the proposed CCT stations and achieve an overall balance between land use and transportation infrastructure.]

Page 38: Remove the fourth paragraph and add the following paragraph:

[The possibility of residential as an infill use on remaining developable sites in LSC North would increase the amount of housing near the jobs in the greater LSC. To create a sense of community, the Plan encourages clustering any housing to create a residential neighborhood rather than isolated housing sites in scattered office parks. The Plan recommends the Planned Development (PD) Zone option for the 6.9-acre site in the Shady Grove Executive Center and for the 11.34-acre Bureau of National Affairs (BNA) site. These sites would be appropriate for urban, high density housing and the zoning can be requested through a Local Map Amendment. Pedestrian-oriented local retail facilities that are compatible with and provide convenience for residents are encouraged. Community-serving amenities should be provided, including the LSC Loop along Omega Drive as well as pedestrian connections to CCT stations at DANAC and Crown Farm.]

The Plan does not recommend any zoning change to the National Association of Securities Dealers site. The Plan encourages mixed-use infill for the Shady Grove Executive Center and Bureau of National Affairs sites and recommends CR 1.5, C 1.5, R 1.5, H 100. Residential uses are encouraged, as are pedestrian-oriented local retail facilities that are compatible with and provide convenience for residents. Public benefits that improve connectivity and mobility or add to the diversity of uses and activity are encouraged. These should include the LSC Loop along Omega Drive as well as pedestrian connections to CCT stations at DANAC and Crown Farm.

Page 39: Revise the map on page 39 to indicate the location of properties described in the text, including Lot 7 on the DANAC property.

Page 39: Delete the fourth bullet under “Recommendations” and replace with the following two bullets:

- [Allow a Planned Development option for high density residential use at the Shady Grove Executive Center and the Bureau of National Affairs sites]
- Rezone the Shady Grove Executive Center property from C-2 and O-M zones to the CR Zone
- Rezone the Bureau of National Affairs property from the O-M Zone to the CR Zone

Page 39: Add two bullets as follows:

- Widen Key West Avenue (MD 28) to 8 lanes divided
- Construct interchanges at Great Seneca Highway (MD 119) and Sam Eig Highway and at Key West Avenue (MD 28) at Shady Grove Road

Page 40: Add the following sentence after the third paragraph:

This Plan recommends that the 5.2-acre property on the southeast corner of Darnestown Road and Travilah Road be rezoned from C-4 to CR 0.75: C 0.5, R 0.75, H 80 to allow the possibility of mixed-use or residential development at this corner.

Page 40: Revise the fourth paragraph as follows:

Only the 13-acre Rickman property on Travilah Road [(zoned R&D)] is undeveloped. [The Plan supports R&D uses on this site, but housing would also be compatible with surrounding properties. The Plan recommends the Planned Development option (PD-22) for the Rickman property and supports a waiver of the percentage requirements for dwelling unit types to encourage a compact design that respects this environmentally sensitive area. The property owner can initiate the rezoning by filing a Local Map Amendment. A Development Plan and Site Plan are required in the PD Zone.] The Plan recommends the Rickman property be rezoned from the R&D Zone to CR 0.5, C 0.5, R 0.5, H 80. The CR Zone has a height limit of 40 feet for standard method development. However, a maximum height of 80 feet on this property could be considered to minimize imperviousness and encourage compact development, which may include parking underneath buildings (ground-level). The Rickman property is not subject to the Staging requirements.

Page 40: Add the following paragraph after the fourth paragraph:

The Piney Branch SPA bisects the Rickman Property. A key to protecting water quality in the SPA is limiting impervious surfaces. Development within this SPA requires a Water Quality Plan that details how stormwater runoff will be managed to prevent further degradation to water quality in the SPA. The Water Quality Plan is prepared by the developer and reviewed and approved during the development review process. Guidelines for the development of the Rickman property are provided below. In addition, a population of state endangered Krigia dandelion is located east of the property along Shady Grove Road. The road was specifically aligned to avoid disturbance of this plant. Further development in this area should avoid disturbance of this population and provide a buffer area from new uses.

Page 41: Delete the first bullet and replace with the following:

- [Maintain the R&D Zone on the Rickman site, but recommend rezoning to PD-22 by a Local Map Amendment to encourage residential development.]
- Rezone the Rickman site to the CR Zone: CR 0.5, C 0.5, R 0.5, H 80. Development of the property must address the following guidelines:
 - Minimize impacts to the SPA by orienting buildings and parking nearer Travilah Road, outside the SPA boundary to the extent feasible.
 - Ensure proper sediment control during construction.
 - Consider parking underneath buildings (ground-level), compact development design, and other techniques to minimize impervious surfaces.

- Consider placing recreation facilities that are not noise-sensitive closer to Shady Grove Road.
- Consider meeting afforestation requirements in the area adjacent to the existing protective strip along Shady Grove Road to enhance protection of the Krigia dandelion population.

Page 41: Add the following bullet after the first bullet:

- Rezone the property at the southeast corner of Darnestown Road and Travilah Road from the C-4 Zone to the CR Zone: CR 0.75, C 0.5, R 0.75, H 80.

Page 41: Add a proposed zoning map for LSC South that indicates the location of the Rickman property.

Page 42: Revise the last sentence in the first paragraph under “Street System” as follows:

[Revisiting the Plan in six years] A biennial monitoring program will assess the pace of buildout and the need for infrastructure delivery.

Page 43: Modify the graphics to reconfigure the proposed business road connections in the vicinity of Shady Grove Adventist Hospital and the 9700 block of Medical Center Drive to minimize property impacts and include all road number labels.

Page 43: Modify the third bullet as follows:

- Reconstruct Sam Eig Highway as a grade-separated highway within a 250-foot right-of-way or other right-of-way necessary to adequately provide [with]; three through lanes in each direction; [shoulders suitable for peak-period, peak-direction] bus rapid transit (BRT); two-lane, one-way frontage roads connecting to Washingtonian Boulevard, Fields Road, and Diamondback Drive; necessary slip ramps between frontage roadways and Sam Eig Highway; and a [flyover ramp] full-movement grade-separated interchange between [from eastbound] Great Seneca Highway [to northbound] and Sam Eig Highway.

Page 43: Modify the fourth bullet as follows:

- Reconstruct Key West Avenue within a 200-foot right-of-way between Darnestown Road [Great Seneca Highway] and Shady Grove Road to provide a consistent design treatment including a wide landscaped median, eight through travel lanes (four in each direction), and a separate curb lane that can serve as a through lane for transit vehicles and a right turn lane for other vehicles during peak periods.

Page 44: Modify the first complete bullet at the top of the page as follows:

- Construct urban diamond, grade-separated interchanges at two [three] LSC locations: Great Seneca Highway at [over] Muddy Branch Road[, Great Seneca Highway over Key West Avenue,] and Key West Avenue at [over] Shady Grove Road.

Page 44: Modify the second complete bullet at the top of the page as follows:

- Delete the proposed [Remove the] grade-separated interchange from the intersection of Shady Grove and Darnestown Roads and from the intersection of Darnestown Road and [Wootton Parkway] Glen Mill Road (previously recommended in the 1990 *Shady Grove Study Area Master Plan*).

Page 44: Modify the third complete bullet at the top of the page as follows:

- Develop an LSC bicycle network that facilitates bicycle travel in mixed traffic along local streets. This network should include an interconnected system of shared use paths (Class I bikeways) [, signed shared roadways/on-road paths (Class III bikeways along local streets),] and shared signed roadways with wide curb lanes (Class III bikeways) or paved shoulders (Class II bikeways).

Page 44: Modify the second and third bullet under the heading Recommendations as follows:

- [Develop] Explore express bus service using value-priced lanes from I-270 and Intercounty Connector (ICC) to serve the LSC.
- [Develop] Explore shuttle bus routes serving the LSC area.

Page 49: Add the heading "Parks" at the top of the page.

Page 51: Add the following two paragraphs after the first paragraph under McGown Property:

Much of the property is wooded, including some high quality forest. Seneca Creek State Park lies near the property to the west and the topography includes some significant steep slope areas. Large scale development in this area will have the potential for significant negative impacts to stream conditions unless the development is carefully designed to maintain the natural topography, and the infiltration and runoff rate of the existing landscape.

The Plan recommends that Environmental Site Design (ESD) techniques be employed to minimize any negative water quality impacts, but negative impacts will occur. The degree of recovery of the stream will depend on the extent to which ESD design is successfully applied to the area. Tributary streams draining the northern and southern portions of the McGown property and streams south of Great Seneca Highway east of the Seneca Creek mainstem in the Quince Orchard area are among those identified as priorities for stream restoration in the Great Seneca and Muddy Branch Watershed Study.

Page 51: Revise the second paragraph as follows:

[The property contains mature forest, some of high quality. Tributary streams flow to Seneca Creek across the property and are priorities for restoration or retrofit.] The 10-acre, R-200 parcel features steep slopes, a mature oak-hickory forest with birds common to an interior woodland, as well as mature mountain laurel in the understory with a minimal presence of invasive species. The Plan recommends that this high quality forest be preserved through a forest conservation easement or other method to be determined through the development review process.

Page 57: Add bullet after the second bullet at the bottom of the page as follows:

- Plan for a grade-separated arterial roadway connection over the CSX tracks in the general location of the Deer Park Bridge that respects the resource value of the existing bridge.

Page 60: Add the following sentence after the second sentence under the heading “Washingtonian Light Industrial Park”

If a new mixed-use zone emphasizing retail and office uses is identified, it should be considered for the Shady Grove Center and other similar properties in this area (i.e., the other I-1 properties with grandfathered retail uses) and may also be appropriate for the two small areas zoned C-3.

Page 63: Revise the first sentence of the fourth paragraph under “Zoning” as follows:

The CR Zone and the LSC Zone allow[s] contributions to a fund for off-site amenities that benefit the public, subject to Planning Board approval.

Page 63: Revise the third bullet as follows:

- Design and construct [two rectangular fields recommended in the buffer area] amenities and open spaces proposed on the Belward site.

Page 64: Revise the second sentence of the first paragraph under “Staging” as follows:

Staging assures sufficient capacity for the next phase of growth, provides essential place-making facilities, helps achieve a desired form of development, as well as necessary connections for efficient mobility within and around an area.

Page 64: Revise the last sentence in the first paragraph under “Staging” as follows:

Realizing the vision in this Plan will take time [and], its implementation should be [reviewed six years after adoption] monitored to evaluate how development is achieving the vision [and to make any necessary adjustments].

Page 64: Under “Staging,” move the first sentence of the third paragraph behind the last sentence of the second paragraph and delete the remainder of the third paragraph and the four bullets.

The goal of the APFO is to ensure that transportation and school facilities have sufficient capacity for the Planning Board to approve specific development projects. [Although the AGP and APFO serve vital functions, they are insufficient to accomplish the purposes of master plan staging, which has a different and complementary set of functions, including:

- Provide early notice of what must be done to realize the long term growth envisioned in a master plan, including programming large capital projects like the CCT. Such projects are often needed to serve the aggregate level of development in an area but are too large to have a regulatory nexus to a specific development project. This type of staging is particularly important where a major infusion of capital is needed for substantial growth to occur.
- Achieve a desired form of development—community building—or accomplish other policy goals, such as a desired level of “environmental adequacy.”
- Provide long-term continuity for growth management. Master plans are updated less often than the growth policy, which is revised every two years, so there is less unpredictability. This Plan recommends that the buildout of Gaithersburg West be reevaluated six years after adoption of the Plan to verify that the vision of the Plan is being achieved and to address the need for mid-course corrections.
- Provide assurance that development will be timed with the provision of necessary public facilities to support it. A growth policy that is revised every two years provides less certainty.]

Page 64: Revise the next to last paragraph on the page, as follows:

In addition to the APFO standards, this Plan recommends staging to ensure that infrastructure, particularly the CCT, is in place before development is allowed to proceed. Staging is applied to all five [the] LSC [North, Central, and Belward] districts [where the greatest changes are proposed] with the exception of the Rickman property in LSC South. Each development stage will be initiated when all of the triggers for that stage are met. After a stage has been triggered, individual properties can proceed with Preliminary Plan approval. [Residential development is not subject to the staging amount or sequence since increasing housing in the LSC is encouraged to improve the jobs-housing balance and provide mixed uses.]

Page 65: Add the following sentence at the end of the first full paragraph on page 65:

Public institutions are not subject to staging because these projects are reviewed as mandatory referrals.

Page 65: Move the following text from page 65 to page 13 (after the second paragraph under “Vision”) with revisions as shown:

[Staging Principles

Staging] The following objectives will help implement the Plan’s vision [as follows]:

- Life science uses should be given priority.
- Density and height should be concentrated at transit stations amid transit-oriented mixed-use development at LSC Central, LSC West, Belward, and DANAC.
- Historic and environmental resources should be protected.
- Buildings within one-eighth mile of the future CCT stations should be at least 60 feet high. In all other areas, the desired minimum building height is 36 feet (three stories of occupied space) in order to retain land for future higher densities.
- Mixed-use development is emphasized; single purpose or free standing retail buildings are inconsistent with the Plan’s vision in any phase of development.
- [Public institutions are not subject to staging because these projects are reviewed as mandatory referrals.]
- Structured parking should be hidden from the street; although surface parking is inconsistent with the Plan’s vision, it is anticipated and acceptable on an interim basis.

Page 65: Revise the first paragraph under “Staging Requirements” as follows:

In [2009] 2010, the LSC contains [nearly] 7 million square feet of commercial development. Approximately 3.7 million square feet of commercial (non-residential) development has been approved but is not yet built in the five LSC districts. The total existing and approved commercial development in all five LSC districts is 10.7 million square feet. The total existing and approved dwelling units in the LSC area is 3,300.

Page 65: Revise the beginning of the second paragraph under “Staging Requirements” as follows:

This Plan recommends that the staging plan and its requirements be applied to [the LSC North, LSC Central, and LSC Belward] all five LSC districts except the Rickman property in LSC South. [In these three districts in 2009, existing commercial development totaled nearly 5.5 million square feet, with 2.7 million square feet in the pipeline, for a total of 8.2 million square feet.] The [2.7] 3.7 million square feet of development in the pipeline is not subject to the Plan’s staging requirements unless a project’s Preliminary Plan expires. The owner of a property approved for commercial development may re-subdivide and convert to residential development and still be exempt from staging, provided that the change in development will not increase the number of vehicle trips. This may require an administrative adjustment in the number of approved jobs and housing units exempt from staging.

Page 65: Revise the third paragraph under “Staging Requirements” as follows:

[In the three districts that are subject to staging,] In Stage 1, the Plan provides for the current [8.2] 10.7 million commercial square feet (existing development and the approved pipeline), plus an additional increment of 400,000 square feet [in Stage 1]. Health care services are

exempt from the requirements of Stage 1. Development above [8.6] 11.1 million commercial square feet cannot proceed until all the prerequisites for Stage 2 have been met, including full funding of the CCT from the Shady Grove Metro Station to Metropolitan Grove within the first six years of the County's CIP or the State CTP.

Page 66: Delete the language on the stages and replace with new text on the stages as follows:

[Stage 1

Stage 1 allows an additional 400,000 square feet of commercial (nonresidential) development in LSC North, Central, and Belward. Existing and approved development totals 8.2 million square feet and Stage 1 allows 400,000 additional square feet for a total of up to 8.6 million square feet. Health care services (as defined in the Life Sciences Center Zone) are exempt from the requirements of Stage 1.

5,500,000 existing development
 2,700,000 approved development
400,000 additional new development
 8,600,000 Total Stage 1 development

Stage 2

Stage 2 allows a total of 11.4 million square feet of commercial development, of which 8.6 million will have been built in Stage 1. After all the prerequisites required before Stage 2 have been met, development above 8.6 million can proceed, including an additional 2.8 million square feet of new commercial development, up to a total of 11.4 million square feet.

8,600,000 Stage 1 development
2,800,000 Stage 2 additional new development
 11,400,000 Total Stage 2 development at full buildout

Stage 3

Stage 3 allows a total of 13.2 million square feet of commercial development, of which 11.4 million square feet will have been built in Stages 1 and 2. After all the prerequisites required before Stage 3 have been met, development above 11.4 million square feet can proceed, including an additional 1.8 million square feet of new development, up to a total of 13.2 million square feet.

11,400,000 Stage 2 development
1,800,000 Stage 3 additional new development
 13,200,000 Total Stage 3 development at full buildout

Stage 4

Stage 4 allows a total of 17.7 million square feet of commercial development, of which 13.2 million square feet will have been built in the previous stages. After all the prerequisites required before Stage 4 have been met, development above 13.2 million can proceed, including an additional 4.5 million square feet of new development, up to a total of 17.7 million square feet.

13,200,000 Stage 3 development
4,500,000 Stage 4 additional new development
 17,700,000 Total Stage 4 development at full buildout]

Stage 1

Stage 1 allows an additional 400,000 square feet of commercial (nonresidential) development and 2,500 additional dwelling units. Existing and approved development totals 10.7 million square feet and Stage 1 allows 400,000 additional square feet for a total of up to 11.1 million square feet. Health care services are exempt from the requirements of Stage 1. Stage 1 allows 2,500 additional residential dwelling units.

7,000,000 existing development
3,700,000 approved development
400,000 additional new development
 11,100,000 Total Stage 1 commercial development

3,300 existing and approved dwelling units
2,500 additional new dwelling units
5,800 Total Stage 1 residential dwelling units

Stage 2

Stage 2 allows a total of 13.4 million square feet of commercial development and 7,300 dwelling units, of which up to 11.1 million square feet of commercial development and 5,300 dwelling units may have been built in Stage 1. After all the prerequisites required before Stage 2 have been met, development above 11.1 million can proceed, including an additional 2.3 million square feet of additional commercial development, up to a total of 13.4 million square feet. Stage 2 allows 2,000 additional residential dwelling units.

11,100,000 Stage 1 development
2,300,000 Stage 2 additional development
13,400,000 Total Stage 2 commercial development

5,800 Stage 1 dwelling units
2,000 Stage 2 additional dwelling units
7,800 Total Stage 2 residential dwelling units

Stage 3

Stage 3 allows a total of 15.7 million square feet of commercial development and 9,000 dwelling units, of which 13.4 million square feet of commercial development and 7,300

dwelling units may have been built in Stages 1 and 2. After all the prerequisites required before Stage 3 have been met, development above 13.4 million square feet can proceed, including an additional 2.3 million square feet of new development, up to a total of 15.7 million square feet. Stage 3 allows 1,200 additional residential dwelling units.

13,400,000 Stage 2 development
2,300,000 Stage 3 additional new development
15,700,000 Total Stage 3 commercial development

7,800 Stage 2 dwelling units
1,200 Stage 3 additional dwelling units
9,000 Total Stage 3 residential dwelling units

Stage 4

Stage 4 allows a total of 17.5 million square feet of commercial development and 9,000 dwelling units, of which 15.7 million square feet of commercial development and all the residential development may have been built in the previous stages. After all the prerequisites required before Stage 4 have been met, development above 15.7 million square feet can proceed, including an additional 1.8 million square feet of new commercial development, up to a total of 17.5 million square feet.

15,700,000 Stage 3 development
1,800,000 Stage 4 additional new development
17,500,000 Total Stage 4 development at full buildout

9,000 Stage 3 dwelling units
No Stage 4 additional dwelling units
9,000 Total Stage 4 residential dwelling units

Page 67: Revise color of Stage 1 text highlight to match the Stage 1 color in the bar chart.

Page 67: Delete the third bullet under “Before Stage 1” and replace with new bullet text, as follows:

- [Create a new LSC Policy Area with urban standards and characteristics.]
- Designate the LSC Central, West, Belward, and North Districts as a Road Code Urban Area.

Page 67: Add the following bullets after the fifth bullet under “Before Stage 1”

- Develop a monitoring program for the Master Plan within 12 months of adopting the sectional map amendment that addresses the following:
 - The Planning Board must develop a biennial monitoring program for the LSC. This program will include a periodic assessment of development approvals, traffic issues (including intersection impacts), public facilities and amenities, the status of new facilities, and the CIP and Growth Policy as they relate to the LSC. The program

should conduct a regular assessment of the staging plan and determine if any modifications are necessary. The biennial monitoring report must be submitted to the Council and Executive prior to the development of the biennial CIP.

- The Planning Board must establish an advisory committee of property owners, residents, and interested groups (including adjacent neighborhoods in Gaithersburg and Rockville), with representation from the Executive Branch, the City of Rockville, and the City of Gaithersburg that are stakeholders in the redevelopment of the Plan area – to evaluate the assumptions made regarding congestion levels, transit use, and parking. The committee’s responsibilities should include monitoring the Plan recommendations, monitoring the CIP and Growth Policy, and recommending action by the Planning Board and County Council to address issues that may arise, including, but not limited to, community impacts and design, and the status and location of public facilities and open space.
- Dependent on availability of outside funding, the Planning Board must initiate an ongoing health impact assessment of development in the Plan area, with the participation of the Montgomery County Department of Health and Human Services, Department of Environmental Protection, Department of Transportation, the City of Gaithersburg, and the City of Rockville.

Page 67: Revise the Stage 1 text box as follows:

Stage 1 New Commercial Development Allowed: 400,000 square feet
 Total Commercial Development Allowed: [8.6] 11.1 million square feet
New Residential Development Allowed: 2,500 dwelling units
Total Residential Development Allowed: 5,800 dwelling units

Page 67: Revise color of Stage 1 text highlight from yellow to brown for consistency with the Stage 1 color in the bar chart.

Page 67: Revise the first bullet under “Before Stage 2” as follows:

- Fully fund construction of the CCT, including the proposed realignment through the LSC, from the Shady Grove Metro Station to Metropolitan Grove [in] within the first six years of the County’s [six-year] CIP or the State CTP.

Page 67: Delete the last bullet under “Before Stage 2” and replace as follows:

- [Achieve a five percent increase over the baseline for the non-driver mode share.]
- Attain an 18 percent non-auto driver mode share (NADMS).

Page 67: Revise the Stage 2 text box as follows:

Stage 2 New Commercial Development Allowed: [2.8] 2.3 million square feet
 Total Commercial Development Allowed: [11.4] 13.4 million square feet
New Residential Development Allowed: 2,000 dwelling units
Total Residential Development Allowed: 7,800 dwelling units

Page 68: Revise the first bullet under “Before Stage 3” as follows:

- CCT is under construction from Shady Grove Metro Station to Metropolitan Grove and at least 50 percent of the construction funds have been spent.

Page 68: Add a new bullet after the first bullet under “Before Stage 3” as follows:

- Program for completion within six years any needed master-planned transportation improvement identified by the most recent biennial monitoring review to be needed at this time.

Page 68: Delete the third bullet under “Before Stage 3”

- [Fully fund construction of the following two interchanges, or other transportation project(s) providing equivalent mobility and capacity, in the County’s six-year CIP or the State CTP:
 - Sam Eig Highway at Great Seneca Highway
 - Great Seneca Highway at Key West Avenue.]

Page 68: Delete the fourth bullet under “Before Stage 3” and replace as follows:

- [Achieve a 10 percent increase over the baseline for the non-drive mode share.]
- Attain a 23 percent NADMS.

Page 68: Revise the Stage 3 text box as follows:

Stage 3 New Commercial Development Allowed: [1.8] 2.3 million square feet
 Total Commercial Development Allowed: [13.2] 15.7 million square feet
New Residential Development Allowed: 1,200 dwelling units
Total Residential Development Allowed: 9,000 dwelling units

Page 68: Add a bullet after the first bullet under “Before Stage 4”, as follows:

- Program for completion within six years any needed master-planned transportation improvement identified by the most recent biennial monitoring review to be needed at this time.

Page 68: Delete the second, third, and fourth bullets under “Before Stage 4”

- [Fully fund the widening of Key West Avenue, or other transportation projects providing equivalent mobility and capacity, in the County’s six-year CIP or the State CTP.
- Complete construction of the two highest priority interchanges identified as prerequisites to Stage 3.
- Fully fund construction of the following three interchanges, or other transportation project(s) providing equivalent mobility and capacity, in the County’s six-year CIP or the State CTP:
 - Shady Grove Road at Key West Avenue
 - Sam Eig Highway at Diamondback Drive
 - Great Seneca Highway at Muddy Branch Road.]

Page 68: Delete the fifth bullet under “Before Stage 4” and replace as follows:

- [Achieve a 15 percent increase over the baseline for the non-driver mode share.]
- Attain a 28 percent NADMS.

Page 68: Revise the Stage 4 text box as follows:

Stage 4 New Commercial Development Allowed: [4.5] 1.8 million square feet
 Total Commercial Development Allowed: [17.7] 17.5 million square feet
Total Residential Development Allowed: 9,000 dwelling units

Page 68: Delete the first sentence under “Plan Evaluation”

[This Plan should be reviewed approximately six years after adoption.]

Pages 68-69: Delete the entire “Policy Areas” section:

[Policy Areas

Growing strategically means higher densities where transit is or will be, creating greener buildings, providing more services locally, using existing infrastructure, and providing mobility choices. The County’s growth policy addresses traffic and school capacity issues. Creating nodes of activity at transit locations with mixed uses can promote a better balance between jobs and housing, reducing the number of vehicle miles traveled. This Plan helps achieve these goals, promoting the opportunity for transit service in the mid-County area.

- Establish a new LSC policy area for the LSC Central, LSC West, and LSC Belward transit station areas.
- Revise the R&D Village policy area to include the entirety of the Rickman property, located on Travilah Road, within its boundary. Presently, the subject property is physically located in two policy areas – R&D Village and North Potomac. This revision would rectify this situation and is consistent with the Plan’s land use and transportation objectives.]

Page 69: Add new first bullet under the "Street and Highway Classifications" heading, as follows:

- Classify Sam Eig Highway as a Controlled Major Highway with grade-separated cross streets and a frontage road system as described in the LSC Circulation section.

Page 69: Revise the second bullet as follows:

- [Remove] Delete the proposed Shady Grove Road/Darnestown Road and [Shady Grove Road/Wootton Parkway] Darnestown Road/Glen Mill Road interchanges recommended in the 1990 Shady Grove Study Area Master Plan.

Page 69: Revise the third bullet as follows:

- Retain the 1990 *Shady Grove Study Area Master Plan* recommendations for grade-separated interchanges at:
 - [Sam Eig Highway at Diamondback Drive]
 - Sam Eig Highway and Great Seneca Highway (MD 119)
 - [Great Seneca Highway and Key West Avenue (MD 28)]
 - I-270 at Watkins Mill Road extended (in the City of Gaithersburg).

Page 69: Revise the fourth bullet by adding a fourth sub-bullet as follows:

- Add new grade-separated interchanges at:
 - I-270 and Gude Drive (in coordination with the City of Rockville).

Page 69: Add the following new bullets after the sixth and last bullet:

- Change the number of lanes for Key West Avenue from six to eight within the plan area.
- Classify Game Preserve Road as a Rustic Road.
- Change the number of lanes for Longdraft Road from four to two.

Page 69: After the last bullet, add new text as follows:

It is recognized that future social and technological changes may allow for equivalent mobility and capacity to be achieved without building additional grade-separated interchanges. Such mobility and capacity enhancements would need to be considered as alternative solutions to a grade-separated interchange during a transportation project planning study, or the review of a land development project. These enhancements include, without being limited to, increased transit services, implementation of a robust street system that promotes walking and bicycling, managed parking supply, provision of proactive travel demand management services, and operational improvements to at-grade intersections, streets, arterials and highways. Emerging state and federal sustainable community initiatives

incorporating climate change and energy concerns may significantly reduce future demand for single occupancy vehicle travel, potentially reducing the need for interchanges.

Prior to any interchange design, a feasibility study will examine the alternative mobility enhancements described above and develop context-sensitive solutions. The Plan supports context-sensitive improvements that are designed to facilitate community connections, minimize right-of-way needs, and address visual and noise concerns through design elements such as depressing roadways and ramps below grade. The feasibility study will include participation by adjacent community representatives to help define community needs and context. All transportation improvements should be planned, designed and constructed under the lens of sustainability, balancing their effects on the natural environment, social community, and economic resources.

Pages 71-73: Modify the Street and Highway Classifications Table as follows:

street and highway classifications

Road Number	Name	Limits	Minimum r.o.w.	Lanes ¹	Target Speed (m.p.h)	Design Standard
Freeways						
F-1	I-270	Great Seneca Creek to Shady Grove Road	300'	12	-	-
F-9	I-370	I-270 to Frederick Road (MD 355)	300'	6	=	=
Controlled Major Highways						
CM-22	Key West Avenue (MD 28)	Darnestown Road (MD 28) to Shady Grove Road	200'	8	40	Custom
CM-28 6+BRT	Sam Eig Highway	Great Seneca Highway (MD 119) to I-270	250'		[40] 50	Custom (see LSC Circulation section)
CM-90	Great Seneca Highway (MD 119)	Great Seneca Creek to Gaithersburg City Limit	150'	6	50	[Custom] 2008.10
		Sam Eig Highway to Key West Avenue (MD 28)	150'-200' ²	6	45	2008.10
		Key West Avenue to Darnestown Rd.	150'	6	45	2008.10
Major Highways						
M-6	Frederick Avenue (MD 355)	Gaithersburg City Limit to Gaithersburg City Limit	120'	6	40	2008.01
M-13	West Montgomery Avenue (MD 28)	Darnestown Road to 800' east of Darnestown Road	150'	6	-	2008.04 [or .10]
M-15	Muddy Branch Road	Darnestown Road (MD 28) to [Gaithersburg City Limit] <u>Decoverly Drive (extended)</u>	150'	6	45	2008.04 or .08
	Muddy Branch Road	Gaithersburg City Limit to West Diamond	150'	6	45	2008.04 or .08
	Muddy Branch Road	Avenue (MD 117) <u>Decoverly Drive (extended) to Gaithersburg City Limit</u>	170' ²	6	45	2008.04
M-22	Darnestown Road (MD 28)	Riffle Ford Road to Muddy Branch Road	120'	4	40	2008.04
	Darnestown Road (MD 28)	Muddy Branch Road to Key West Avenue (MD 28)	150'	6	40	2008.04
	[Key West Avenue (MD 28)]	[Darnestown Road (MD 28) to Shady Grove Road]	[200']	[8]	[40]	[Custom]
M-24	Quince Orchard Road (MD 124)	Darnestown Road (MD 28) to Longdraft Road	150'	6	40	2008.04
	Quince Orchard Road (MD 124)	Gaithersburg City Limit to Gaithersburg City Limit	170' ²	6	40	2008.04
M-26	Clopper Road (MD 117)	Great Seneca Creek to [Muddy Branch] <u>Longdraft Road</u>	150'	4 to 6	45	2008.04
	<u>West Diamond Avenue (MD 117)</u>	Quince Orchard Road (MD 124) to Muddy Branch Road	120'	4 to 6	45	2008.01
[M-28]	[Sam Eig Highway]	[Great Seneca Highway (MD 119) to I-270]	[250']	[6+BRT]	[50]	[Custom]
M-42	Shady Grove Road	Darnestown Road to 1,200' west of Frederick Road (MD 355)	150'	6	40	2008.04
M-90	Darnestown Road	Great Seneca Highway to Shady Grove Road	150'	6	45	2008.10

Road Number	Name	Limits	Minimum r.o.w.	Lanes ¹	Target Speed (m.p.h)	Design Standard
A-17	Watkins Mill Road	Clopper Road (MD 117) to MD 355 (City of Gaithersburg)	NA ³	4	-	-
A-23	Rio Boulevard	Washingtonian Boulevard (City of Gaithersburg) to Fields Road	80'	4	30	As built
A-33	Longdraft Road	Quince Orchard Road (MD 124) to 180' north of Longdraft Court (City of Gaithersburg)	80'	[4] <u>2</u>	30	[2004.01] <u>Custom</u>
	Longdraft Road	Golden Post Lane (City of Gaithersburg) to Clopper Road (MD 117)	80'	[4] <u>2</u>	30	[2004.01] <u>Custom</u>
A-34	Shady Grove Road	Darnestown Road to Cavanaugh Drive	100'	4	35	2004.09
A-103	Riffle Ford Road	Great Seneca Creek to 700' north of Woodsboro Drive	80'	4	-	-
	Riffle Ford Road	220' east of Hallman Court to Darnestown Road (MD 28)	80'	4	40	2004.08
A-255	Oakmont Avenue	[From] <u>East Diamond Avenue/ Washington Grove Lane</u> [Plan boundary] to Plan boundary	80'	2	30	<u>Custom</u>
A-261	Fields Road	From 1500' east of Rio Boulevard (City of Gaithersburg) to 675' west of Washingtonian Boulevard (City of Gaithersburg)	150' ²	4	<u>30</u>	<u>2004.10</u>
	Fields Road	From 150' west of Omega Drive (City of Gaithersburg) to Omega Drive	150' ²	4	<u>30</u>	<u>2004.10</u>
A-261a	Omega Drive	Fields Road to Key West Avenue (MD 28)	100'	4	30	2004.10
A-261b	Diamondback Drive	[Sam Eig Highway] <u>Plan boundary</u> to Key West Avenue	100'-150' ²	4	30	2004.09
	Broschart Road	Key West Avenue to Medical Center Drive	100'	4	30	2004.09
A-261d	[Medical Center Drive] <u>Johns Hopkins Drive</u>	Key West Avenue (MD 28) to [Key West Avenue (MD 28)] <u>Decoverly Drive</u>	100']-150'] ²	4	30	2004.10 [(needs SUP)]
A-263	Medical Center Way	Shady Grove Road to Medical Center Drive	100'	4	30	As built
A-280	Darnestown Road	Key West Avenue (MD 28) to Great Seneca Highway	100'	4	40	2004.10
A-280	Darnestown Road	Shady Grove Road to West Montgomery Avenue (MD 28)	100'	4	40	2004.10
A-284	Decoverly Drive	Muddy Branch Road to [Fields Road] <u>Plan boundary</u>	100'-150' ²	4	30	2004.09

¹ The number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other auxiliary purposes.

² Fifty feet of right-of-way is intended for provision of an exclusive transitway; where dual width is specified, the lower figure refers to non-transitway sections.

³ Watkins Mill Road is an arterial within City Limits. As a significant connection to I-270, it is included in this table; right-of-way requirements are deferred to the City of Gaithersburg.

Road Number	Name	Limits	Minimum r.o.w.	Lanes ¹	Target Speed (m.p.h)	Design Standard
Business District Streets						
B-1	Blackwell Road	Great Seneca Highway to Broschart Road	100'	4	30	2005.03
	Blackwell Road	Broschart Road to Shady Grove Road	100'	4	30	2005.03
	Blackwell Road	[Key West] Darnestown Road to Great Seneca Highway	70'	2	30	2005.02
B-2	Road A	proposed new road	60'	2	30	2005.01
B-3	Road B	proposed new road	70'	2	30	2005.02
B-4	Road C	proposed new road	70'	2	30	2005.02
B-5	Road D	proposed new road	70'	2	30	2005.02
B-6	Road E	proposed new road	70'	2	30	2005.02
B-7	Road F	proposed new road	60'	2	30	2005.01
B-8	Road G	proposed new road	70'	2	30	2005.02
B-9	Road H	proposed new road	60'	2	30	2005.01
B-10	Road I	proposed new road	70'	2	30	2005.02
B-11	Road J	proposed new road	60'	2	30	2005.01
B-12	Road K	proposed new road	[70'] 60'	2	30	[2005.02] 2005.01
B-13	Road L	proposed new road	[60'] 70'	2	30	[2005.01] 2005.02
B-14	Road M	proposed new road	60'	2	30	2005.01
B-15	Road N	proposed new road	70'	2	30	2005.02
B-16	Traville Gateway Drive	Shady Grove Road to Medical Center Drive	70'	2	30	2005.02
B-17	Travilah Road	Darnestown to Medical Center Drive Extended	70'	2	30	2005.02
B-18	Road Q	proposed new road	70'	2	30	2005.02
B-19	Road R	proposed new road	60'	2	30	2005.01
I-7	Gaither Road	Shady Grove Road to Gaithersburg City Limit	100'	4	30	Custom
I-8	Research Boulevard	Omega Drive to Shady Grove Road	80'	4	30	2006.03
Primary Residential Streets						
P-9	Central Avenue	500' east of Frederick Avenue (MD 355, City of Gaithersburg) to 350' north of Oakmont Avenue (City of Gaithersburg)	70'	2	25	2003.12
P-14	Travilah Road	Darnestown Road to Unicorn Way	70'	2	30	2003.10
Rustic Roads						
R-63	Game Preserve Road	Clopper Road (MD 117) to Frederick Avenue (MD 355)	70'	2	N/A	N/A

¹ The number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other auxiliary purposes.

Pages 76-77: Modify the Countywide Bikeways Functional Master Plan Table as follows:

[gaithersburg west] great seneca science corridor bikeways recommended by the countywide bikeways functional master plan

Route Number	Name	Type	GWMP Limits	Status/Condition	Description
BL-30	Shady Grove Road east	Bike lanes	Frederick Road (MD 355) to Muncaster Mill Road (MD 115)	Implemented between MD 115 and Crabbs Branch Way. Proposed between MD 355 and Crabbs Branch Way.	Part of a direct route to Shady Grove Metrorail station.
BL-32	Dufief Mill Road	Bike lanes	Darnestown Road (MD 28) to Travilah Road	Existing	Roadway shoulder functions as bike lanes.
BL-34	Rifle Ford Road	Bike lanes	Darnestown Road to Germantown Road (MD 118)	New proposal in 2005 CBFMP	Important connection to South Germantown Park.
DB-15	Shady Grove Road west	Dual bikeway: shared use path and bike lanes	Darnestown Road to Frederick Road	Proposed	Forms part of connection to Shady Grove Metrorail station; shared use path to be implemented by Rockville, bike lanes to be implemented by County.
DB-16	Darnestown Road north	Dual bikeway: shared use path and bike lanes	Seneca Road to [Great Seneca Highway (MD 119)] <u>Glen Mill Road</u>	Shared use path and bike lanes exist in segments. Bike lanes installed by SHA from Seneca Road to Muddy Branch Road.	Provides direct connection to Rockville and forms part of connection to Gaithersburg from Poolesville; SHA-provided 16' wide curb lanes should be striped as bike lanes.
DB-17	Clopper Road/Diamond Avenue	Dual bikeway: shared use path and signed shared roadway	Summit Avenue to Clarksburg Road (MD 121)	Mostly proposed. Shared use path exists in segments.	Provides direct connection to City of Gaithersburg as well as several MARC stations; Improvements by SHA underway within Gaithersburg city limits.
DB-23	Shady Grove Road extended	Dual bikeway: shared use path and signed shared roadway	Darnestown Road to River Road (MD190)	Modified proposal in 2005 CBFMP	Suitable for both on-road and off-road facilities. An important east-west connector between Potomac communities and cities of Rockville and Gaithersburg.
DB-24	Muddy Branch Road	Dual bikeway: shared use path and bike lanes	Darnestown Road to Diamond Avenue	Mostly proposed. Existing 8' concrete path in segments, but narrows in places.	Direct connection to City of Gaithersburg; indirect connection to Gaithersburg MARC station. Need consistent-width path for entire roadway; adequate ROW exists for bike lanes if road is improved in the future.
[SP-56]	Key West Avenue	[Shared use	Darnestown Road to Gude Drive	Existing	Connection between

Route Number	Name	Type	GWMP Limits	Status/Condition	Description
<u>DB-43</u>		<u>path] Dual bikeway; shared use path and bike lanes</u>			countywide bikeway network and City of Rockville bikeway system.
SP-57	Travilah Road	Shared use path	Darnestown Road to River Road	Proposed, exists in segments	Connects to two major bikeways and several local destinations; forms part of alternate route to C&O canal.
[SP-58] <u>DB-44</u>	Quince Orchard Road	[Shared use path] <u>Dual bikeway; shared use path and bike lanes</u>	[Dufief Mill] <u>Clopper Road to Darnestown Road</u>	Exists in segments; mostly proposed	Provides direct connection to Gaithersburg. <u>Portion along NIST frontage coterminous with SP-66, the CCT shared use path.</u>
SP-59	Darnestown Road south	Shared use path	[Key West Avenue to] <u>Wootton Parkway to West Montgomery Avenue (MD 28)</u>	Proposed	Forms part of important connection to City of Rockville and Rockville Metrorail station.
SP-60	Longdraft Road	Shared use path	Quince Orchard Road to Clopper Road (MD 117)	Proposed	Connects to two major bikeways and to City of Gaithersburg.
SP-63	Great Seneca Highway (MD 119)	Shared use path	Darnestown Road to Middlebrook Road	Existing	Provides excellent off-road connections between Germantown and Gaithersburg.
SP-64	Frederick Road (MD 355)	Shared use path	Gude Drive to Watkins Mill Road	Exists in segments; mostly proposed	Provides excellent connection to downtown Rockville and Gaithersburg.
SP-66	Corridor Cities Transitway	Shared use path	Shady Grove Metro Station to Frederick Road (MD 355)	Mostly proposed; segments exist as part of other bikeways	Connects major employment centers in the I-270 Corridor north of Rockville; intended to parallel the CCT and be implemented as part of CCT project, regardless of mode or alignment.

SP=Shared Use Path

BL=Bike Lanes

DB=Dual Bikeway

Page 78: Revise the LSC Bikeways Table as follows:

LSC bikeways

Name	Type	Limits	Status/Condition	Discussion
LB-1 LSC Loop	{Shared use path} <u>Dual bikeway;</u> <u>shared use path with shared signed roadway</u>	Circular loop through the LSC	Proposed	3.5- mile recreational path connecting major destinations in the LSC districts. <u>Portions coterminous with SP-66, the CCT shared use path.</u>
LB-2 Washingtonian Boulevard	Shared use path	Sam Eig Highway to 850' northwest of Fields Road (City)	Existing and proposed, short segments exist	Connects mixed-use area to the local and City of Gaithersburg bikeway networks.
LB-3 [Discoverly-] Diamondback Drive	{Shared use path} <u>Dual bikeway;</u> <u>shared use path with shared signed roadway</u>	Key West Ave. to [Crown Farm property line] <u>Discoverly Drive</u>	Existing path [segment, proposed through Crown Farm.]	Connects mixed-use areas to the countywide bikeway network on Key West; should extend through Crown Farm to Fields Road. <u>Coterminous with SP-66, the CCT shared use path.</u>
LB-4 Blackwell Road	{Shared use path} <u>Dual bikeway;</u> <u>shared use path with shared signed roadway</u>	Shady Grove Road to [Darnestown Road] <u>Medical Center Drive</u>	Proposed	Connect countywide bikeway on Shady Grove Road to LSC and City of Rockville.
LB-5 PSTA	Shared use Path	Medical Center Drive extended through PSTA to Darnestown Road	Proposed	Connect LSC Loop on Medical Center Drive to the PSTA site and across Darnestown Road to countywide SP-57 and DB-16.
LB-6 Medical Center Way	Signed, shared roadway	Medical Center Drive to Shady Grove Road	Proposed	Connect LSC Central to the countywide network and City of Rockville paths and destinations.
LB-7 Belward Property	Shared use path along the CCT alignment	Key West Avenue to Muddy Branch Road	Proposed	Connect to LSC Loop, CCT station, historic farm, and countywide DB-24 on Muddy Branch Road. <u>Coterminous with SP-66, the CCT shared use path.</u>
LB-8 Sam Eig Highway	Shared use path	Washingtonian Blvd. to Great Seneca Highway	Existing	Connects Rio and future Crown Farm development to the Countywide bikeways. <u>To be reconstructed along the west side of frontage road system described in LSC Circulation section.</u>

LB=Local Bikeway

Page 79: Modify the LSC Bikeways Network map to show designation of SP-66 (CCT bikeway).

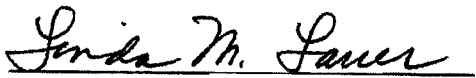
Page 81: Remove the 'Stage' column from the table of proposed capital improvements projects. Modify other columns to reflect all changes made by the Council.

General

All illustrations and tables included in the Plan are to be revised to reflect District Council changes to the Planning Board Draft Gaithersburg West Master Plan (July 2009). The name of the Plan should be changed throughout the document to the Great Seneca Science Corridor Master Plan. The text and graphics are to be revised as necessary to achieve and improve clarity and consistency, to update factual information, and to convey the actions of the District Council. Graphics and tables should be revised to be consistent with the text.

Throughout the document, modify the graphics so that the alignment shown in the Planning Board Draft as "Current Corridor Cities Transitway and Stations" is corrected and the word "Proposed" is deleted from the remaining legend designation. Modify any graphics with the legend label "interchanges" with a footnote: "See text for details regarding Sam Eig Highway"

This is a correct copy of Council action.


Linda M. Lauer, Clerk of the Council