




White Oak Science Gateway Master Plan – Worksession No. 1

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Completed: 06/13/13

Staff Recommendation:

Discuss and provide guidance to staff.

Planning Board members should bring their copies of the Public Hearing Draft Master Plan.

Summary

On May 23, 2013, the Planning Board held a public hearing on the Public Hearing Draft of the White Oak Science Gateway Master Plan. The public hearing record was held open until June 6, 2013 to allow submission of additional written correspondence.

The Planning Board is scheduled to hold five worksessions over six weeks in June and July, as shown below. At the first Planning Board meeting in September, the Board is scheduled to review the Planning Board Draft of the Master Plan and approve it for transmittal to the County Executive and County Council. (Note: the Board is not meeting on Thursday, September 5, 2013 due to the Rosh Hashanah holiday.)

This packet is intended to serve as the staff report for all the worksessions. Attachment 1, an issues matrix, summarizes the oral and written testimony and provides staff responses. Staff will use this matrix during the worksessions to discuss the issues raised and will update it to reflect the Board's decisions as we proceed. The general topics to be covered in each worksession are listed below, but a session may cover more or less than the subjects outlined depending on the time and length of the discussions. Because transportation issues and impacts are a major concern, the first worksession will be devoted to those issues.

Planning Board worksessions are scheduled as follows:

June 20, 2013	Worksession 1: Transportation
June 27, 2013	Worksession 2: Land Use and Zoning
July 11, 2013	Worksession 3: Implementation and Staging
July 18, 2013	Worksession 4: Staging and Miscellaneous
July 25, 2013	Worksession 5: Design Guidelines
Sept. 2013	Transmit the Planning Board Draft to the County Executive and County Council

Attachments:

Issues Matrix

Functional Planning and Policy Division Staff Memorandum

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision	
General						
1	Area-wide	Land Use-Transportation Balance	Pages 19-23	<ul style="list-style-type: none"> • Applaud staff for proposing Plan that is not “technically” in balance (Wilhelm/CAC) • Achieving balance would improve the Plan; consider small “tweaks” to land use (Finnegan) 	<ul style="list-style-type: none"> • Achieving balance by reducing recommended densities may stymie redevelopment and reinvestment and may make it more difficult for the area to support high quality transit. Postponing possible redevelopment has been tried in the past and many in the community have not been satisfied with the results. 	
2	Area-wide	Land Use: housing/ employment	Pages 19-20, 25-48, 97	<ul style="list-style-type: none"> • No assurance of life sciences or other jobs; GP didn’t direct intensity to US 29 (Quinn) • Too much housing in Plan, don’t need more housing (Quinn) • Substantial residential increase is first step, “multiplier effect” will trigger job creation (Genn) 	<ul style="list-style-type: none"> • Plan is not dependent on life sciences jobs alone; other jobs, including high technology, will achieve the same objectives. • Recommendation for Stage 1 in the North White Oak/Cherry Hill Road Center limits residential to 1 million square feet. • Plan’s proposed CR Zones are flexible and could accommodate variety of commercial and residential uses. 	
3	Area-wide	Jobs-Housing Ratio	Page 96	<ul style="list-style-type: none"> • J/H ratio would only be slightly improved (Quinn) • J/H imbalance is actually too little housing in relation to jobs (Genn) 	<ul style="list-style-type: none"> • The ratio of jobs to housing units in an area is always dependent on the geographic boundaries. Staff estimates J/H ratio is currently 3.8/1 within Plan boundary and 1.6/1 in study area; with the proposed zoning/land use, it could be 4.4/1 within Plan area. • Increased J/H ratio within the Plan area is efficient from a transportation perspective; improving opportunities to live and work in area may reduce trips. May also increase travel in the off-peak direction. 	
Mobility Issues (Transit, Street Network, Pedestrians and Cyclists)						
4	Area-wide	No substantive issues to resolve.	Pages 49-68	<ul style="list-style-type: none"> • Supports mixed-use, compact, walkable centers and staging • US 29 interchanges are in CTP, but are not funded • Reconcile this Plan with BRT Plan, as necessary • Various suggestions for minor edits and cross-referencing; SHA contact information provided for ongoing coordination (Halligan, MDOT) 	<ul style="list-style-type: none"> • While not funded, US 29 interchanges are not contemplated to be removed from the State’s Consolidated Transportation Program (CTP) and are consistent with SHA’s long-range planning documents. • Staff will reconcile any inconsistencies between this Plan and the Countywide Transit Corridors Functional Master Plan (the “BRT Plan”) as the two plans proceed through the approval process. • Staff will address the suggested minor edits and cross-referencing of information. 	

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision
5	Area-wide Land Use-Transportation; BRT assumptions	Pages 19-23, 49-68	<ul style="list-style-type: none"> • Concurs with need for US 29 interchanges; supports other roadway recommendations • Plan does not achieve land use-transportation balance under the TPAR roadway test • Plan assumes BRT corridors not yet approved by Council • Current NADMS should be documented (Gonzalez, MCDOT) 	<ul style="list-style-type: none"> • Balance question is a key finding of the transportation analysis which speaks to the significant impact of regional through traffic and limited ability to introduce a more robust traffic network. The manner by which this finding will be addressed will be a policy decision. • The Plan will be modified, as appropriate, in accordance with the approved BRT Plan, including possible adjustments to ROW widths. • The current Non-Auto Driver Mode Share (NADMS) is 14% and was derived from the 2000 Census Transportation Planning Package (CTPP); this information can be added to the Plan. 	
6	Area-wide	Pages 52-58	<ul style="list-style-type: none"> • Questions whether all intersections were tested; seems like there should be more “red dots” (Finnegan) 	<ul style="list-style-type: none"> • The critical intersections in the Plan area were evaluated. 	
7	Area-wide		<ul style="list-style-type: none"> • Area shouldn’t be constrained by regional traffic problems beyond County control (Pollin, Elmendorf, Bloom, Redicker) 	<ul style="list-style-type: none"> • The impacts of regional traffic are reflected in the traffic analysis. How to handle the impacts of out-of-County traffic generally and US 29 congestion specifically are, ultimately, policy decisions. 	
8	Area-wide		<ul style="list-style-type: none"> • US 29 at capacity now; Plan will make bad situation worse (Hansen) 	<ul style="list-style-type: none"> • Planned US 29 grade-separated interchanges will address capacity issues within the Plan area. • Intersections along US 29 south of the Plan area will exceed capacity regardless of the Plan. 	
9	Area-wide Four Corners/ Woodmoor- Pinecrest Citizens’ Association (WPCA) US 29		<ul style="list-style-type: none"> • Opposes Plan: too much density will dramatically worsen traffic; promotes sprawl (Quinn) • More US 29 interchanges creates freeway to bottleneck at NH Ave-Four Corners (Quinn, Goemann) • Developers want to treat US 29 like I-495 to avoid LATR/TPAR-unacceptable to exempt them (Quinn, Goemann) • Developer assertions that majority of traffic is from outside County are overblown (Quinn) 	<ul style="list-style-type: none"> • Plan does not promote sprawl; it focuses future development in three distinct areas that will be served by BRT and limits the amount of development allowed until additional infrastructure is provided. • Additional interchanges are a long-standing SHA recommendation for US 29 that are reflected in the County’s Master Plans and SHA’s long-range planning documents. • Staff was asked to analyze the impacts of discounting traffic on US 29 (i.e., treating it like I-495 and I-270), but since it is not an interstate in its entirety, staff does not support this approach. • Staff does not support developer exemptions from LATR/TPAR. 	

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision
			<ul style="list-style-type: none"> • 10 intersections not analyzed • Route 29 Mobility Study should have been done to analyze corridor (Quinn, Goemann) 	<ul style="list-style-type: none"> • A significant proportion of US 29 traffic is estimated to originate from outside the County. Staff estimates that roughly half of the southbound traffic on US 29 in the vicinity of Cherry Hill/Randolph Road is currently external. This percentage is estimated to drop to roughly one-third in the context of the Plan. • All critical intersections within the Plan area were analyzed and a representative sample of intersections within the study area were analyzed. 	
10	BRT	Issue will be addressed in BRT Plan.	<ul style="list-style-type: none"> • Opposes taking lanes from cars for BRT south of White Oak (Graham) • Opposes lane repurposing; means more congestion, more cut through (Quinn) • Transit won't solve traffic congestion (Hansen, Goemann) 	<ul style="list-style-type: none"> • The BRT Plan is addressing lane repurposing. Staff notes that more detailed study is needed to make a final determination on lane repurposing; an assessment of its feasibility was needed to determine ROW requirements. For the most constrained areas, such as US 29 south of White Oak, lane repurposing appears the only way to implement BRT since impacts/costs of building additional lanes would be too great. 	
11	BRT	Issue will be addressed in BRT Plan.	<ul style="list-style-type: none"> • Action Committee for Transit supports Plan, but need BRT in dedicated lanes (not in mixed traffic) on US 29 and NH Ave. (Reed, Dancis) • Supports BRT (Slater) 	<ul style="list-style-type: none"> • The BRT Plan is addressing the level of treatment for BRT Corridors. • Mixed traffic, rather than dedicated lanes, is recommended where forecast BRT ridership was too low to warrant dedicated lanes and/or where traffic and/or property impacts would be too great. 	
12	BRT	None.	Pages 63, 64	<ul style="list-style-type: none"> • Need Randolph/Cherry Hill Road BRT (Myo Khin) 	<ul style="list-style-type: none"> • Staff supports a BRT on Randolph/Cherry Hill Road; it is listed on page 63, shown on Map 13, page 64.
13	Old Columbia Pike bridge	Should the Plan recommend the bridge be reopened?	Page 52	<ul style="list-style-type: none"> • Opposes reopening bridge to vehicular traffic (Davis-Isom, Simmons, Perlingiero, Federline, Spatafora, Esmark, Obie, Karns, Median, Mannos, Carter, Maydonovitch) 	<ul style="list-style-type: none"> • If the area redevelops as envisioned in the Plan, improved vehicular circulation is necessary and options are limited; purpose of connection is for local circulation, not an alternate for US 29 commuter travel.
14	Calverton			<ul style="list-style-type: none"> • Traffic is big concern, will create too much congestion on Cherry Hill Road and Calverton Blvd. (Karns, Kammel) • Connect Industrial Pkwy to FDA Blvd; need intersection improvements all around; more bike paths (Karns) 	<ul style="list-style-type: none"> • Calverton Boulevard and Cherry Hill Road will be impacted by traffic regardless of whether the Master Plan vision becomes reality. • Plan recommends Industrial Parkway be extended and connected with FDA Boulevard.

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision	
15	Hillandale - Elton Road	Should classification of Elton Road be modified?	Pages 60-61	<ul style="list-style-type: none"> • Classification of Elton Road should reflect its dual nature as residential road with some commercial uses • Trucks parked on Elton Road present hazard for residents • Elton Road used as cut-through; volumes and speed pose risks for residents; proposed solutions aren't enough; need engineering solution (Finnegan, C. & J. Scott) 	<ul style="list-style-type: none"> • Classification of Elton Road is currently Business District Street from New Hampshire Avenue to County line; residential classification could be considered for portion in front of single-family homes. • Trucks parking on Elton Road is an operational, not a Master Plan, issue. • Elton Road operational issues should be addressed by MCDOT in coordination with Prince George's County. 	
16	Hillandale-National Labor College	Could there be alternative APF standards for Powder Mill and New Hampshire?		<ul style="list-style-type: none"> • Consider alternative APF standards/policies to deal with Powder Mill/New Hampshire Avenue congestion (Peinovich) 	<ul style="list-style-type: none"> • CLV standards are for an entire policy area, not for a specific intersection. 	
17	Washington Adventist Hospital (WAH)	No substantive issue to resolve.	Pages 60-61	<ul style="list-style-type: none"> • Show proposed road B-5 as private street with 60' width, without bus circulator; bike path on east side; text revisions submitted (Newmyer, Perrine, Morgan) 	<ul style="list-style-type: none"> • Staff agrees text can be revised to clarify that proposed road B-5 will remain a private street; will remove bus circulator and show on alternate streets, with language noting that operational decisions like the circulator route will be made later by DOT. 	
18	North White Oak/Cherry Hill Center	Removal of Trip Mitigation agreements	Page 99	<ul style="list-style-type: none"> • Supports recommendation to remove the trip reduction restrictions and proposes slight text revisions (Kominers) 	<ul style="list-style-type: none"> • Staff agrees with suggested text revision. 	
19	US 29 Bikeway	Should the type of bikeway recommended on US 29 be changed?	Pages 65-66	<ul style="list-style-type: none"> • Signed Shared Roadway on Colesville Road not sufficient; should at least be Shared Use Path (Filice, Cochrane) 	<ul style="list-style-type: none"> • Staff recommends that US 29 between Lockwood Drive and the Northwest Branch be changed to a Dual Bikeway with a signed shared roadway and a shared use path on the east side of the road. This will accommodate cyclists that want to ride on the road (few in this location) and those that want a protected bikeway. 	
20	Bikeways	No substantive issues to resolve.	Pages 65-66	<ul style="list-style-type: none"> • New Hampshire Avenue should have bike lanes (instead of signed shared roadway) if road is resurfaced (Cochrane) • July Drive should be signed shared roadway (Cochrane) 	<ul style="list-style-type: none"> • Plan recommends Dual Bikeway (DB-7) with shared use path and signed shared roadway. Plan could note that a cycle track and sidewalk should be considered in the future. • Bikeway connection between Lockwood Drive and Old Columbia Pike in vicinity of July Drive may be possible if there is redevelopment as shown on illustrative (page 35). 	

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision
			<ul style="list-style-type: none"> • Bikeways that extend into Prince George’s should be coordinated (Halligan, MDOT) • Plan should encourage private property owners to provide bike parking (Halligan, MDOT) • Barriers on Old Columbia bridge inhibit cyclists (Halligan, MDOT) • Bikeway through White Oak Shopping Center should be provided (Halligan, MDOT) 	<ul style="list-style-type: none"> • Proposed bike lanes on Powder Mill Road are consistent with Prince George’s County bikeway recommendation for its segment of the road. • County code requires bicycle parking. Zoning Code Rewrite proposes updates to bicycle parking requirements as well. • Plan recommends bridge be rebuilt, reopened; addressing bikeway “barriers” in interim is operational issue. • Plan shows bikeway through shopping center (SP-63) that could occur with redevelopment. In interim, bike lane (LB-2) exists on Lockwood Drive and Stewart Lane. 	
21	Bikeways and Pedestrians	No substantive issues to resolve.	Pages 65-66; 85-90	<ul style="list-style-type: none"> • Address several inconsistencies with bikeway recommendations; suggests pedestrian links in Parks section be referenced on page 65 (Halligan, MDOT) • Improve walkability by using “paper” streets as formal paths; better maintenance needed (Finnegan) 	<ul style="list-style-type: none"> • Staff will clarify use of term “shared use path” on two illustratives as well as other minor edits. • Staff agrees with suggestions to reference pedestrian connections discussed on pages 85-90 (Parks chapter) in the Bikeway and Pedestrian section (Transportation chapter, page 65) as well. • Staff will consult with DOT regarding the future use of “paper” streets for pedestrian paths. Current maintenance of these areas is not a Master Plan issue.
Property Specific Issues (Use, Zoning, Site Design)					
22	White Oak Shopping Center Current Zone: C-2 Site Acres: 28	Is recommended zoning/density for this site appropriate? Is recommended open space on this site appropriate?	<i>Proposed Zone:</i> CR-2.5 C-1.5 R-1.5 H-200 (page 31 #1, 36) Open spaces (page 87) Illustrative (page 35) shows grid, open spaces, and FDA connection	<ul style="list-style-type: none"> • Needs CR-3.5 C-3.0 R-3.0 H-250 to support redevelopment • Opposes on-site neighborhood green urban park, but not urban plaza • Illustrative should show more of a grid in this node per developer’s drawing • County initiative needed to encourage FDA and private property owners to create connection between FDA and Lockwood Drive (Downie) 	<ul style="list-style-type: none"> • Staff’s recommended density for this site is substantial (3 million square feet). Owner’s requested density and height is not appropriate outside a CBD or Metro station area and was not modeled for transportation impacts. • The two-acre neighborhood green urban park (and the .75-acre urban plaza) on this 28-acre site represents 7% open space (gross tract). CR optional method projects of 6 or more acres must provide minimum public use space of 10% (net tract area), approximately 2.8 acres. • Intent of illustrative is to indicate desire for additional future connections should redevelopment occur; staff has shown connections along property lines and has avoided placing them through lots and buildings; Plan text can encourage more connections if redevelopment occurs. • Staff agrees that language could be added regarding County initiative, but connection requires property owner agreement and possible private redevelopment.

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision
23	11120 NH Av Current Zone: C-2/C-O Site Acres: 4.18	Should zoning density and height be increased?	<i>Proposed Zone:</i> CRT-1.5 C-1.0 R-0.75 H-50 (page 31 #2, 37)	<ul style="list-style-type: none"> Plan density and height offers no redevelopment opportunity; property owner requests minimum 2.0 FAR and 65' height (P. Harris) 	<ul style="list-style-type: none"> The overall recommended zoning density is comparable to the existing zone and height is eight feet more than currently allowed; housing is additional use in CR. Site is adjacent to single-family homes, so 50-foot height is appropriate, focused toward New Hampshire Avenue.
24	10230 NH Av Hillandale Current Zone: C-T Site Acres: 2.4	Should zoning density and height be increased?	<i>Proposed Zone:</i> CRN-1.0 C-0.75 R-0.75 H-45 (page 31 #7, 40)	<ul style="list-style-type: none"> Plan density and height offers no redevelopment opportunity; property owner requests minimum 2.0 FAR and 65' height (P. Harris) 	<ul style="list-style-type: none"> The recommended zoning density and height are more than what is allowed in the existing zone; housing is additional use in CR. Site is adjacent to single-family homes, so 45-foot height is appropriate. Small site size limits ability to ameliorate or transition height and provide buffer for single-family.
25	National Labor College (NLC) Current Zone: R-90 Site Acres: 46	Is the proposed zoning (FAR and height) appropriate? Should Plan encourage single-family in CRN and specify items for CR points?	<i>Proposed Zones:</i> Eastern area: CRT-1.5 C-1.0 R-1.0 H-75 (page 31 #5, 40) Western area: CRN-0.25 C-0.0 R-0.25 H-45 (page 31 #6, 40)	<ul style="list-style-type: none"> HOC and Reid Temple Church are acquiring NLC site (Marks, Watley, Kline) Request west area residential be increased to R-0.3, height to 50' Request 150' height for "mixed use land bay" near Beltway More comments to follow on zoning, site issues, staging (Kline) Plan should promote single-family on CRN portion; don't use it for surface parking. Consider CR points for public playground, path to neighborhood, adaptive reuse of buildings (chapel, Meany archives) (Finnegan) 	<ul style="list-style-type: none"> CR Zone densities must be increments of 0.25 FAR, so an R-0.3 is not possible and staff believes an R-0.5 is too high. Density transfers could be considered from eastern portion. An additional 5 feet in height on the western portion, with substantial buffers, is acceptable. Staff is analyzing request for additional 75 feet of height on east side. CRN allows for single-family housing Language could be added regarding specific items for points in the CRT Zone.
26	Hillandale – Properties on Elton Road & residential adjacent to commercial	Is density and height on properties adjacent to residences appropriate?	<i>Proposed Zones:</i> CRT-1.5 C-1.0 R-1.0 H-75 Page 31 #5, 39 CRT-1.0 C-0.75 R-0.75 H-45 Page 31 #8, 39	<ul style="list-style-type: none"> Consider reducing FAR and height of properties adjacent to residences (Scott, Finnegan) Review whether proposed zoning on Elton Road is appropriate given traffic problem; consider guidance (or CR points) for future development that addresses Elton Road cut-through (Finnegan) 	<ul style="list-style-type: none"> The densities and heights are appropriate and text addresses compatibility on page 39 (...ensure adequate transitions through buffering or reduced building heights...adjoining the single-family residential lots on Green Forest Drive). The Design Guidelines will provide additional guidance on these sensitive transition areas.

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision
27	Washington Adventist Hospital <i>Current Zones: I-1, I-3</i>	None.	<i>Proposed Zone:</i> LSC Zone (page 31, 47)	<ul style="list-style-type: none"> Entire 48 acres of WAH site should be in LSC Zone (Newmyer, Perrine, Morgan) 	<ul style="list-style-type: none"> Concur. Map on page 31 will be corrected to show entire WAH site in the LSC Zone.
28	Percontee/ Site 2 <i>Current Zone:</i> I-2 (overlay) <i>Site Area:</i> 300 acres	Should the entire area be one CR zone? Should there be a new "CR/LSC" zone for these properties?	<p><i>Proposed Zones:</i> CR-0.75 C-0.5 R-0.5 H-120 (page 31 #9, 46)</p> <p>CR-1.25 C-1.0 R-0.25 H-220 (page 31 #10, 46)</p>	<ul style="list-style-type: none"> Want one CR zone; eliminate #9, use #10 for all 300 acres and increase residential density: CR-1.25 C-1.0 R-0.75 H-220 (Genn, Elmendorf) Ensure heights, densities are appropriate, flexible (Ossont) Adopt new CR/LSC Zone for marketing and viability of LifeSci Village (Genn, Elmendorf) Supports Percontee's Global LifeSci Village plans (Myers, Bloom, Newmyer, Bretz, Ruben, Levin, Richardson, Amir, Rosario, Dyer, W. Harris, Gillece, Myo Khin, Seyfert-Margolis) 	<ul style="list-style-type: none"> The rationale for two CR zones is to establish a higher density core district (or Town Center along Industrial Parkway extended to FDA Blvd.) and a lower density periphery, which includes an elementary school and park site. The recommended zoning includes a higher "C" in the core area and a higher "R" for the surrounding area. Staff does not support an increase in density; what is recommended is substantial. Developer request is more density than was modeled. Staff does not support a new zone. Developer's proposed CR/LSC Zone makes minor additions/deletions to use table, but reduces the minimum public benefit points and makes BLT payments optional.
29	Percontee/ Site 2 North White Oak/Cherry Hill Road Center	Should the Plan's illustrative be replaced with the developer's? Should this node be renamed "Life Sciences/FDA Village Center"?	Page 45	<ul style="list-style-type: none"> Percontee's illustrative is more representative of community, CAC, County input (Genn, Elmendorf, Ossont, Newmyer Wilhelm/CAC, Myers) Board should note Executive's/DED's marketing/branding efforts for the LifeSci Village (Ossont) Rename "North White Oak /Cherry Hill Road Center" to "Life Sciences/FDA Village Center" (Genn, Elmendorf) 	<ul style="list-style-type: none"> The Plan illustrative is schematic and conceptual, which is appropriate given the long-term development timeframe for such a large site. The Plan illustrative Plan does not preclude the type of layout shown on the developer's concept. Master Plans do not and should not include project plans created by individual property owners. The Plan illustratives are intended to convey a sense of desirable future character rather than a recommendation for a particular design. Staff does not support a name change for the "North White Oak/Cherry Hill Road Center," which includes the County/developer's 300-acre area as well as 500 acres with many existing businesses and a residential community. The names of the nodes are intended to identify areas by their neighborhood name or the geographic location. Developers ultimately select their own marketing names.

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision
30	North White Oak/Cherry Hill Road Center	None	Page 31 #11, 41, 46	<ul style="list-style-type: none"> • Supports zoning for their property and overall Plan direction (Solomon) 	
Historic Preservation					
31	Naval Ordnance Laboratory Building/FDA	Should this property be designated for historic preservation?	Page 80	<ul style="list-style-type: none"> • Supports designation of NOL in the <i>Master Plan for Historic Preservation</i> (Kirwan, Peper, Tino) • Future improvements to New Hampshire Avenue may impact the environmental setting (Halligan, MDOT) 	<ul style="list-style-type: none"> • Designate in the <i>Master Plan for Historic Preservation</i> as a historic resource and add to the Locational Atlas and Index of Historic Sites in the interim.
Environment					
32	National Labor College (NLC)	Should maps and text be changed per commenter's request?	Maps 4 and 15 (Pages 26 & 71) show stream from GIS layer NLC Environmental text (pages 73-74)	<ul style="list-style-type: none"> • There is no stream on the NLC as depicted on Maps 4 and 15 and text on pages 73-74 • Approved FCP does not depict stream as identified in Plan • Delete all references to a NLC stream in this location (Peinovich) • Preserve environmental wetlands in center of site and forest conservation easements; enhance buffers for community (Finnegan) 	<ul style="list-style-type: none"> • Any streams shown on maps are for illustrative purposes only and depict hydrology. Stream determinations are made through the regulatory process and not in the Master Plan. In the case of NLC, the stream bisecting the property was piped. While the stream channel is missing, the hydrology, complete with floodplain, is still present. This stream should be daylighted and restored through the redevelopment process, improving hydrology and creating a community asset. Forested areas adjacent to the existing community should be preserved and enhanced.
Staging					
33	Area-wide	Should the staging plan be modified to have six stages instead of three and different trigger mechanisms?	Pages 96-100	<ul style="list-style-type: none"> • Modify staging to create six phases. Stage 1 changes: add 1 million SF, raise CLV. Stage 2: add 1,000 more DUs (Genn, Elmendorf, Wilhelm/CAC, Bloom, Pollin, Myers) 	<ul style="list-style-type: none"> • Staff does not support suggested changes to the staging plan, including increasing Stage 1 by 1 million square feet, raising CLV in Stage 1, or increasing housing in Stage 2. • Staging triggers are appropriate for implementation of the entire length of the BRT corridors that show more potential ridership. Building only the segment of the BRT within WOSG will not relieve the area-wide congestion.

Area	Issue to Be Resolved	Draft Plan (page)	Testimony (Commenter)	Staff Response	Board Decision	
				<ul style="list-style-type: none"> Consider more staging steps based on NADMS (Ossont) Add “optional method pathway” to each stage with voluntary taxing to allow development without LATR (Genn, Elmendorf, Wilhelm/CAC, Pollin) 	<ul style="list-style-type: none"> NADMS goals need to be area-wide to be effective, not project-by-project. TPAR and LATR requirements must be retained as critical and essential regulatory tools to analyze, mitigate, and resolve a development’s traffic impact. 	
34	Area-wide	Should the staging plan be retained as is?	Pages 96-100	<ul style="list-style-type: none"> Ineffective staging, too reliant on unproven BRT (Quinn) Supports Staff’s staging plan, which is clear and equitable; Opposes Genn’s changes, which will weaken it “Optional pathway” eliminates TPAR, LATR; more traffic problems without funds to fix it Retain 1475 CLV in Stage 1 Randolph Road BRT is not equal to US 29 and New Hampshire Opposes more housing in Stage 2 (Finnegan) 	<ul style="list-style-type: none"> Staff disagrees that staging is ineffective. It is clearly defined yet flexible enough to evolve over time. Proposed staging plan ensures excessive development does not occur without transit or equivalent infrastructure. We have several approved Master Plans that include staging elements. As with those areas, this Plan recommends an implementation advisory committee be formed and a biennial report be prepared to monitor development and the delivery of infrastructure. Staff does not recommend changes to the staging plan. 	
35	Area-wide	Should suggested modifications be made to staging?	Pages 96-100	<ul style="list-style-type: none"> Agree with NADMS goal of 30% in stage 3 Concur with raising CLV to 1600 in stage 2 Biennial report should track development, LOS, actual NADMS, transit, roads Construction of US 29 interchanges should be prioritized and added to staging (Gonzalez, MCDOT) 	<ul style="list-style-type: none"> Agree that Plan could list more specific items that will need to be addressed in the biennial monitoring report. Council staff and Council have not typically supported the inclusion of specific road improvements in Master Plan staging plans. The US 29 interchanges are in the State’s Consolidated Transportation Program (CTP). 	

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Mary Dolan, Chief 
Functional Planning and Policy Division

FROM: Eric Graye, Planning Supervisor (301.495.4632) 
Functional Planning and Policy Division

SUBJECT: Worksession #1: Key Transportation Recommendations for the White Oak Science Gateway Master Plan

STAFF RECOMMENDATION: Confirm support for key transportation recommendations in the WOSG Master Plan

A key purpose of the June 20th worksession is to review the overall transportation/land use balance and key transportation recommendations for the White Oak Science Gateway (WOSG) Master Plan. The WOSG Transportation Appendix, included as an attachment in the packet for this worksession, forms the primary technical material for the June 20th discussion.

Key transportation-related recommendations, based largely on the material provided in the WOSG Transportation Appendix, for which staff will seek Planning Board support on June 20th, include:

- Move the Plan forward with the recognition of transportation/land use imbalance in Fairland/White Oak policy area as indicated by the Transportation Policy Area Review (TPAR) analysis
- Establish a 1600 CLV standard for the application of Local Area Transportation Review (LATR) within the Plan area
- Plan for grade-separated interchanges on US 29
- Plan for Bus Rapid Transit (BRT) within the Plan Area
- Plan for the re-opening of the Old Columbia Pike Bridge to local traffic

Each of these recommendations is briefly described below:

1. Recognition of Land Use/Transportation Imbalance as Indicated by Transportation Policy Area Review

Staff recommends that the Board find that even though the Draft Plan does not provide a balance between land use and transportation, the Plan’s general development pattern and transportation recommendations are appropriate. In addition, APFO requirements would provide an additional transportation test for each project at time of development review.

The Plan’s Alternative Master Plan Scenario assumed a significantly higher level of development based on the land use contemplated in the Plan vision for the three major centers at White Oak/FDA, Hillandale, and North White Oak/Cherry Hill. It included all of the grade-separated interchanges and road improvements assumed in the 2040 scenario with the addition of rebuilding the Old Columbia Pike Bridge over Paint Branch that parallels US 29. This scenario also assumed a BRT network.

This Plan is within the Fairland/White Oak Policy Area, which covers most of the eastern County, and the traffic modeling analysis also included an estimation of roadway adequacy for the policy area using the Transportation Policy Area Review (TPAR) methodology. Land use and transportation infrastructure is forecasted to be out of balance in the Fairland/White Oak Policy Area at build-out of the alternative Master Plan scenario as measured by the Subdivision Staging Policy’s TPAR roadway adequacy test. The TPAR test evaluates the forecasted speed of travel of each arterial road within the policy area in its peak direction of travel (as derived from the regional transportation demand model) against uncongested, “free flow” speed, and weight-averages the results of all arterials in a policy area by vehicle miles of travel (VMT). The ratio of forecasted speed to uncongested speed is consistent with the type of analysis recommended by the Transportation Research Board’s *Highway Capacity Manual (HCM)*.

The Subdivision Staging Policy’s roadway adequacy standard for the Fairland/White Oak Policy Area is a minimum 45 percent ratio of forecast speed to uncongested speed (mid-point of Level of Service “D”). A ratio that is lower than this standard is considered to be inadequate. For the Fairland/White Oak Policy Area, a TPAR analysis was performed assuming that the level of development in the Plan area reaches the build-out amounts in the Alternative Master Plan scenario (see Figure 1). This analysis assumed the implementation of a BRT network to serve the Plan area and the achievement of a 30 percent non-auto driver mode share (NADMS) for workers in the Plan area. The analysis also assumed that the un-built, master-planned interchanges are constructed along US 29 and the bridge over Old Columbia Pike is rebuilt and opened to traffic. These recommendations are supportive of approaching area-wide land use-transportation balance in the Fairland/White Oak Policy Area. However, the resulting policy area ratio of 38 percent of forecast speed relative to uncongested speed is well below the minimum 45 percent policy area adequacy standard.

When analyzing whether a policy area is in balance for master planned land use and transportation, County policy explicitly excludes traffic associated with interstate highways (I-495, I-270, and I-370) from the area-wide transportation test in recognition of the high proportion of through and regional trips on these roads. US 29 functions, in part, as a limited access facility between the County line and New Hampshire Avenue. The corridor is also only one of three (I-495 and I-270 being the others) in the

County that has seen an overall increase in Average Annual Daily Traffic (AADT) during the past seven years. This suggests that the corridor functions in a manner similar to I-495 and I-270 in that it has a higher percentage of through trips with longer than average trip length for the segment within the Fairland/White Oak area.

The TPAR analysis performed in support of this Plan also evaluated results assuming all traffic associated with US 29 between New Hampshire Avenue and MD 198 is excluded (see Figure 2). This test was based on the assumption that when the remainder of the planned grade-separated interchanges along US 29 are built, the road will function as a limited access freeway (rather than as a major highway) through much of the Fairland/White Oak policy area. Another rationale for excluding this segment of US 29 from the analysis is in recognition that a significant amount of US 29 traffic is regional through travel, similar to the character of traffic on I-270 or I-495. As a result of this test, the TPAR analysis estimates the ratio of forecast speed to uncongested speed in the Fairland/White Oak policy area to be 42 percent, which is a significant improvement relative to the 38 percent ratio that included all US 29 traffic. However, the resultant 42 percent policy area ratio of forecast speed to uncongested speed is still below the minimum 45 percent policy area roadway adequacy standard.

It should be noted that if US 29 were to be considered a limited access highway in the context of TPAR and traffic on US 29 is excluded accordingly, the Local Area Transportation Review element of the County's Adequate Public Facilities Ordinance (APFO) would still apply to future development proposals in the Fairland/White Oak Policy Area.

At least three key factors contribute to the forecasted area-wide level-of-service conditions in the Fairland/White Oak Policy Area described above:

- Regional traffic, primarily from nearby Howard and adjacent Prince George's Counties, over which the County has little control, contributes significantly to traffic congestion in the area.
- Options to significantly expand local or regional roadway capacity are limited, due largely to existing development and environmental constraints.
- Travel within the Plan area represents a sub-set of the amount of travel in the Fairland/White Oak Policy Area. In general, Plan recommendations designed to be supportive of achieving adequate travel conditions in the Plan area (e.g., the achievement of aggressive non-auto driver mode share goals and the realization of transit-oriented development densities) are not applicable to the greater Fairland/White Oak Policy Area.

Figure 1: Countywide TPAR Results

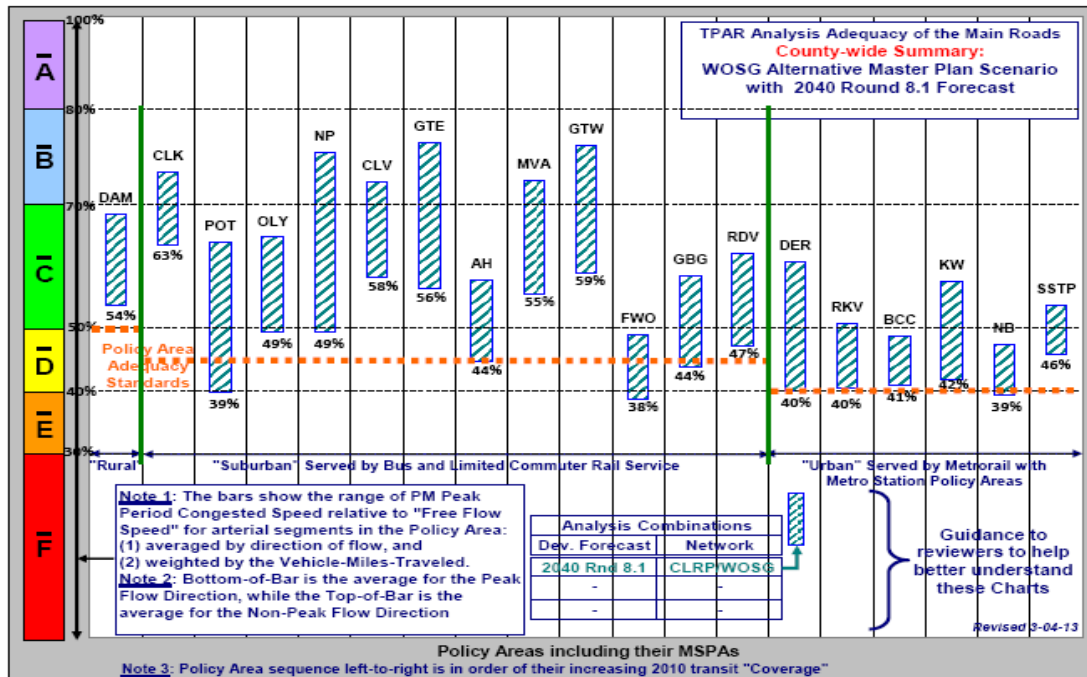
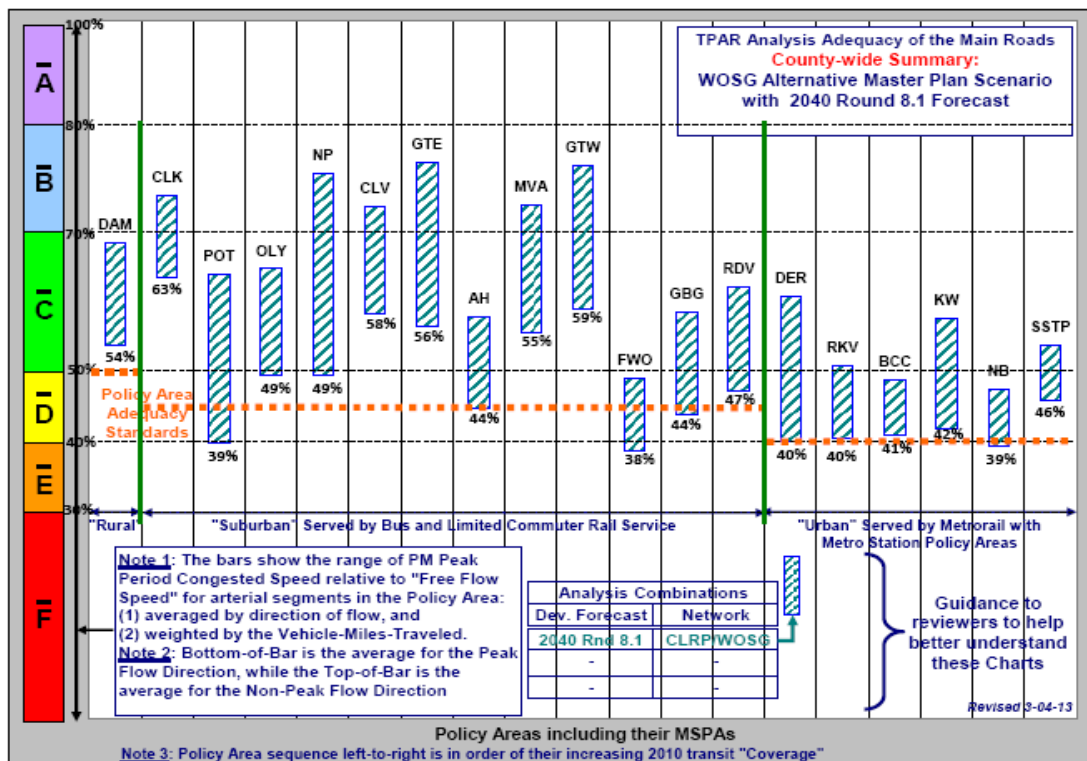


Figure 2: Countywide TPAR Results Excluding US 29 Traffic



The TPAR Roadway Adequacy Analysis retains and accepts the classification of each Policy Area by its level of transit service: Urban (with Metrorail), Suburban and Rural. TPAR specifies the following acceptable levels of average roadway congestion levels in the peak traffic directions within each Policy Area, where the Adequacy Standard differs for Urban, Suburban, and Rural Policy Areas, as shown in the following table.

Table 1: Roadway Level of Service Standards

Roadway (Arterial) Level of Service Standards	
Policy Area Categories	Acceptable Average Arterial Level of Service
Urban with Metrorail	Average congestion of "D/E" borderline in the peak flow directions
Suburban	Average congestion of Mid-"D" or less in the peak flow directions
Rural	Average congestion of "C/D" borderline in the peak flow directions

The following notes should be used in support of interpreting the results provided in Figures 1 and 2.

- The vertical “aqua blue/green-hatched” bars show the **range** of the average of roadway speeds by direction of travel in relation to the “free flow speed”, or level of service (LOS), for each Policy Area in the PM peak period.
- The bottom of the bar shows the average speed LOS in the peak direction of travel. The top of the bar shows the average speed LOS in the non-peak direction.
- The measurement scale weighted average LOS, A through F, is shown on the left side of the chart.
- Each policy area is shown by an abbreviation of its name as described below:

- Damascus – **DAM**
- Clarksburg – **CLK**
- Potomac – **POT**
- Olney – **OLY**
- North Potomac – **NP**
- Cloverly – **CLV**
- Germantown East – **GTE**
- Aspen Hill – **AH**
- Montgomery Village/Airpark – **MVA**
- Germantown West – **GTW**
- Fairland/White Oak – **FWO**
- Gaithersburg – **GBG**
- R&D Village – **RDV**
- Derwood/Shady Grove – **DER**
- Rockville – **RKV**
- Bethesda/Chevy Chase – **BCC**
- Kensington/Wheaton – **KW**
- North Bethesda – **NB**
- Silver Spring/Takoma Park - **SSTP**

2. Establish a 1600 CLV standard for the application of LATR within the Plan area

Staff recommends that the Board find that a 1600 CLV standard for the application of LATR within the Plan Area is appropriate when Bus Rail Transit (BRT) is a viable transit option.

As depicted in Figure 3 and shown in Table 2, the County’s Subdivision Staging Policy establishes acceptable levels of congestion for different policy areas based on the degree to which alternative modes of transportation are available. In rural policy areas, where few alternatives to auto transport exist, the congestion standard is 1,350 CLV (which equates to the middle range of LOS D). In Metro Station Policy Areas, where multiple alternatives to auto transport are provided, the congestion standard is 1,800. Currently, intersections in the White Oak Science Gateway Plan area, which is located within the Fairland/White Oak Policy Area, have a congestion standard of 1,475 CLV. Other Policy Areas with the same CLV standard are Aspen Hill and Derwood.

Figure 3: Intersection Congestion Standards by Policy Area

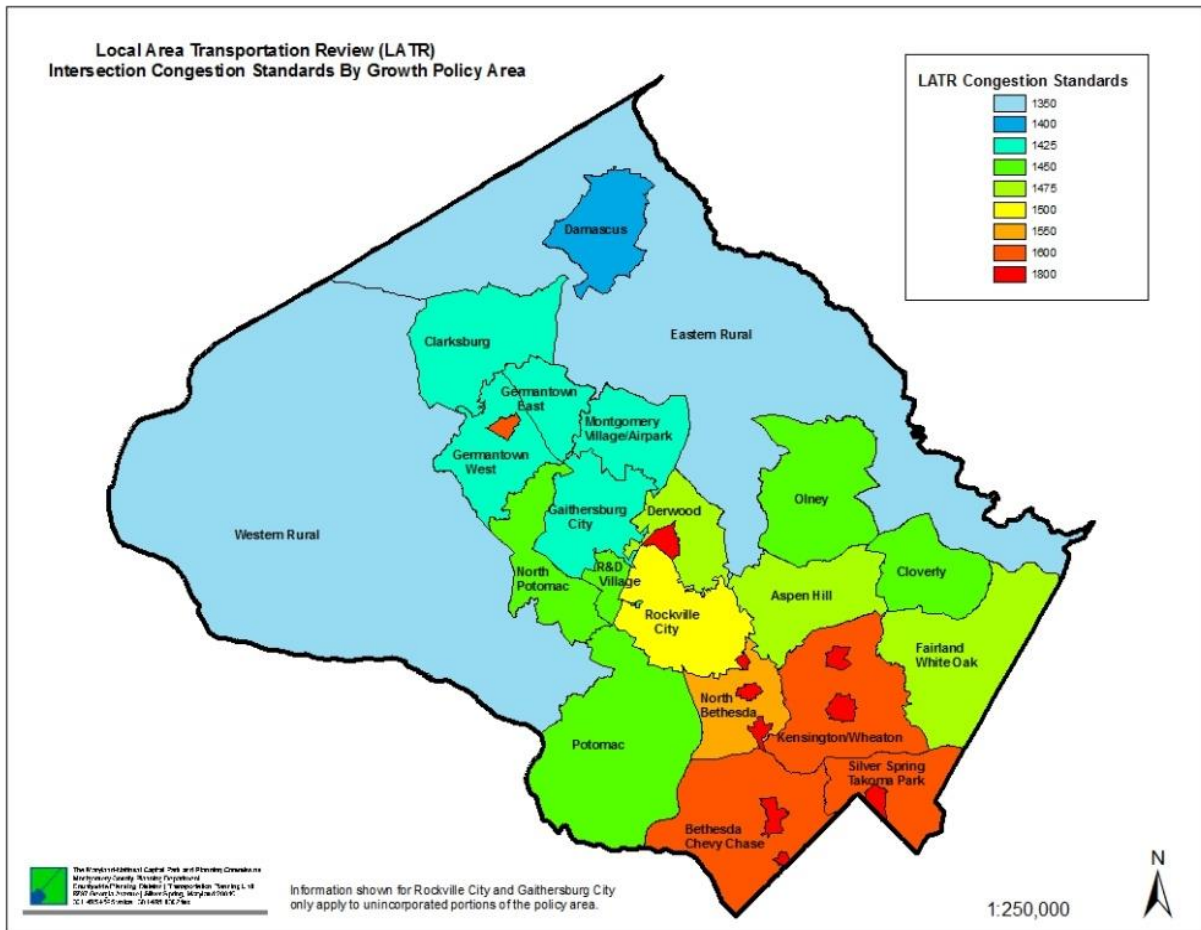


Table 2: Intersection Congestion Standards by Policy Area

CLV Congestion Standards	Policy Area
1800	<i>Central Business Districts/Metro Station Locations:</i> Bethesda, Silver Spring, Friendship Heights, Wheaton, Glenmont, White Flint, Grosvenor, Shady Grove, Twinbrook, Rockville Town Center
1600	Bethesda/Chevy Chase, Silver Spring/Takoma Park, Kensington/Wheaton, Germantown Town Center
1550	North Bethesda
1500	Rockville City
1475	Fairland/White Oak , Aspen Hill, Derwood
1450	Cloverly, Olney, Potomac, North Potomac, R&D Village
1425	Clarksburg, Germantown West, Germantown East, Montgomery Village/Airpark, Gaithersburg City
1400	Damascus
1350	Rural East, Rural West

Table 3 summarizes the results of the Local Area Model (LAM) analysis for the major intersections both within the Plan area and within the larger Master Plan study area for the Alternative Master Plan scenario. These results are also depicted graphically in Figure 4. When viewing this figure, the level of service for the intersections evaluated is reflected by color-coded dots. The left half of the dot represents morning peak hour conditions. The right half of the dot represents evening peak hour conditions.

The numbers displayed in the table are the volume/capacity ratios (or V/C) and are derived by dividing the CLV by 1600 (not 1475, the current Fairland/White Oak Policy Area CLV standard). The use of the higher CLV is consistent with the County’s policy of accepting greater levels of roadway congestion in areas where high quality transit options (such as Bus Rapid Transit) are available. The Plan vision is for the mix and intensity of development in the area to change significantly and the 1600 CLV standard is more representative of areas in the County that are characterized by multiple activity centers with a mix

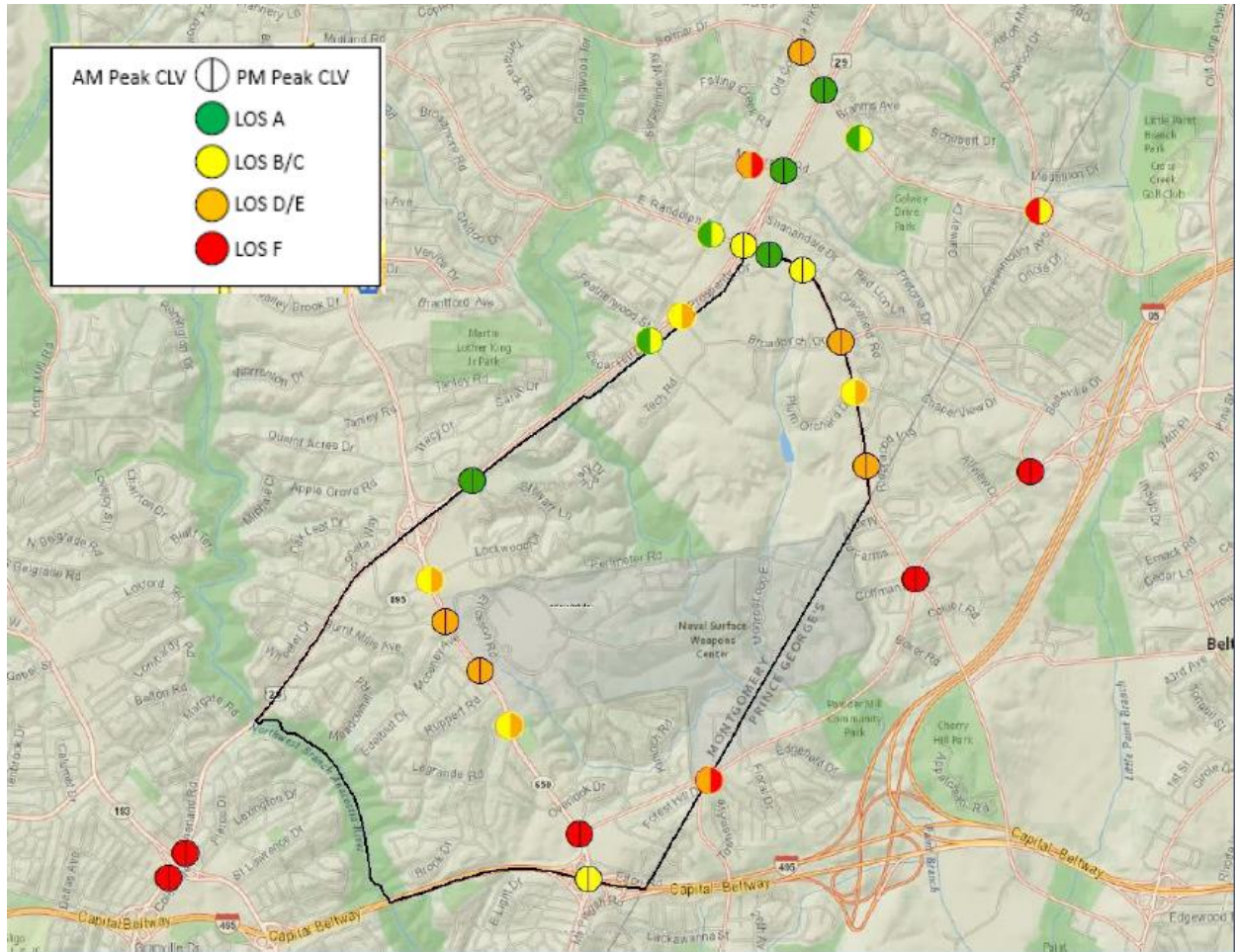
of land uses and more options to use transit. Policy Areas in the County with a current CLV standard of 1600 include Bethesda/Chevy Chase, Kensington/Wheaton (which includes Four Corners), Silver Spring/Takoma Park, and Germantown Town Center. All but Germantown include multiple Metro stations.

The V/C ratios reported in Table 3 also assume a number of infrastructure improvements (as noted in the table) that are not programmed or funded. The planned, but un-programmed, grade-separated interchanges along US 29 and the BRT network are important (but not the only) elements of these infrastructure improvements.

Table 3: Intersection Analysis – Alternative Master Plan Scenario

		Scenario 4E1		
County	ID	Year:	2040	
		Land Use:	High (25 million sf) with 25% NADMS	
		BRT:	Yes	
		Bridge:	Yes	
		Interchanges:	Yes	
		Tech Rd Ext:	Yes	
		Plum Orchard Ext:	Yes	
		Road A (N/S):	Yes	
		Road B (E/W):		
		Intersection Improvements:	Yes	
		AM	PM	
Montgomery	286	Old Columbia Pike & Fairland Rd	0.83	0.95
Montgomery	998	Old Columbia Pike & Musgrove Rd	0.84	1.13
Montgomery	281	Old Columbia Pike & Randolph Rd	0.55	0.66
Montgomery	289	US 29 & Fairland Rd	0.58	0.48
Montgomery	290	US 29 & Musgrove Rd	0.32	0.57
Montgomery	817	US 29 & Cherry Hill (Interchange)	0.72	0.73
Montgomery	589	US 29 & Tech Rd	0.63	0.88
Montgomery	292	US 29 & Industrial Pkwy	0.59	0.81
Montgomery	293	US 29 & Stewart Ln	0.14	0.19
Montgomery	331	US 29 & University Blvd (N)	1.13	1.12
Montgomery	332	US 29 & University Blvd (S)	1.17	1.25
Montgomery	997	New Hampshire Ave & Lockwood Dr	0.74	0.92
Montgomery	607	New Hampshire Ave & Northwest	0.96	0.88
Montgomery	296	New Hampshire Ave & Mahan/Schindler	0.84	0.99
Montgomery	297	New Hampshire Ave & Chalmers	0.80	0.84
Montgomery	298	New Hampshire Ave & Powder Mill	1.06	1.15
Montgomery	299	New Hampshire Ave & I-495	0.78	0.76
Montgomery	686	Cherry Hill Rd & Prosperity	0.41	0.57
Montgomery	996	Cherry Hill Rd & Road A	0.76	0.77
Montgomery	402	Cherry Hill Rd & Broadbirch/Calverton	0.88	0.97
Montgomery	717	Cherry Hill Rd & Plum Orchard/Cloverpatch	0.72	0.93
Montgomery	815	Cherry Hill Rd & FDA Blvd	0.85	0.91
Montgomery	999	Fairland Rd & Musgrove Rd	0.43	0.66
Prince Georges	814	Fairland Rd & Briggs Chaney Rd	1.11	0.80
Prince Georges	812	Powder Mill Rd & Cherry Hill Rd	1.40	1.32
Prince Georges	813	Powder Mill Rd & Beltsville Rd	1.11	1.10
Prince Georges	811	Powder Mill Rd & Riggs Rd	0.98	1.23

Figure 4: Intersection Analysis – Alternative Master Plan Scenario



3. Plan for grade-separated interchanges on US 29

Staff recommends that the Board support un-built master-planned interchanges on Columbia Pike (US 29).

Four (4) un-built master-planned grade-separated interchanges are needed in order to support anticipated development in US 29 Corridor, in general, and in the Plan Area, specifically ...

- US 29 at Musgrove Road;
- US 29 at Fairland Road;
- US 29 at Blackburn Road and;
- US 29 at Greencastle Road.

These projects have been assumed as elements of the transportation network used for the traffic analysis performed in support of the Plan. As noted in the letter dated June 19, 2012 received from the Maryland State Highway Administration (see Attachment 1), these assumptions are consistent with long-range Statewide planning efforts.

4. Plan for Bus Rapid Transit (BRT) within the Plan Area

Staff recommends that the Board support the inclusion of Bus Rapid Transit (BRT) as an integral element of the Plan's transportation network.

The preliminary recommendation for the BRT Network to serve the White Oak Science Gateway Master Plan area consists of the following corridors largely within Montgomery County:

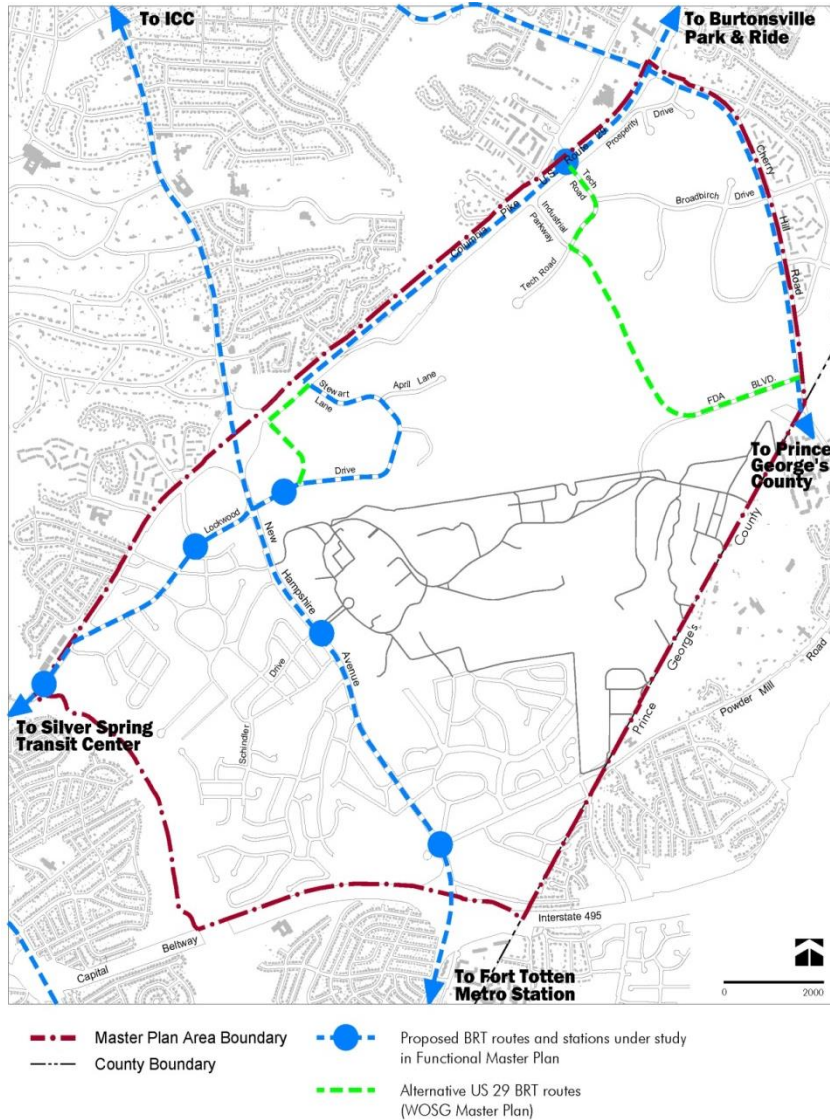
- US 29
- New Hampshire Avenue
- Randolph Road

Two other corridors complete the concept network and are largely within Prince George's County and are consistent with current Prince George's County concept level planning for a network of high capacity transit corridors:

- North White Oak/Cherry Hill Road Center to Konterra/Muirkirk MARC Station via Powder Mill Road/Ammendale Road
- Hillendale Center to Greenbelt Metro via I-495

A map depicting the BRT network is presented in Figure 5.

Figure 5: Bus Rapid Transit Conceptual Alignments and Station Locations



5. Plan for the re-opening of the Old Columbia Pike Bridge to local traffic

Staff recommends that the Board support the re-opening of the Old Columbia Pike Bridge to local traffic.

Physical and environmental constraints limit opportunities to improve local traffic circulation in the Plan Area as well as provide connectivity to other areas. Streets wind through the residential neighborhoods with few through streets to interconnect communities, which forces local traffic onto the major roads. The large Federal Research Center, which includes the FDA headquarters campus, does not allow public access through the property. With the exception of Plan’s recommendation to rebuild and reopen the Old Columbia Pike Bridge over the Paint Branch, there are no options for additional, new vehicular crossings of the Paint Branch, Northwest Branch, and I-495. This recommendation would improve connectivity in the area and provide an alternative to US 29 for **local** travel.

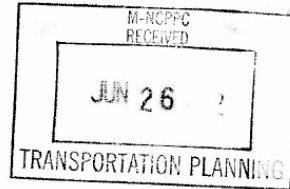
ATTACHMENT 1



Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor

Beverly K. Swaim-Staley, Secretary
Melinda B. Peters, Administrator

June 19, 2012



Mr. Eric S. Graye
Planning Supervisor
Travel Forecasting and Monitoring Unit
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring MD 20910

Dear ~~Mr.~~ ^{Eric} Graye:

Thank you for your email inquiry regarding the Maryland State Highway Administration's (SHA) position on the planned improvements for the US 29 intersections at Musgrove Road, Fairland Road, Blackburn Road, and Greencastle Road. We understand that the Maryland-National Capital Park and Planning Commission (M-NCPPC) is preparing the White Oak Sector Plan and would like direction on including these improvements for the transportation modeling work.

These four projects are included in the 2012-2017 Consolidated Transportation Program (CTP); however, they are currently on hold due to funding challenges. The US 29/Blackburn Road and US 29/Greencastle Road intersections are not included in the latest county priority letter (February 16, 2011) and the US 29/Fairland Road/Musgrove Road is listed at the 11th priority for construction in the letter. There are no current plans to remove the projects from the CTP, as the SHA recognizes the proposed grade separated interchanges to be consistent with the County master planning efforts and long-term regional traffic needs.

It is our recommendation that, for transportation modeling work, these interchanges are included in part of a phasing plan to accommodate future land-use recommendations. This is consistent with SHA modeling efforts and our long-range planning documents.

Thank you, again, for your concerns. If you have any further questions, please do not hesitate to contact Mr. Roy Gothie, Assistant Regional Planner, SHA at 410-545-5654 or via email at RGothie@sha.state.md.us.

Sincerely,

A handwritten signature in black ink, appearing to read 'G. Slater'.

Gregory I. Slater, Director
Office of Planning and Preliminary Engineering

cc: Mr. Roy Gothie, Assistant Regional Planner, SHA

410-545-0412/1-888-204-4828

My telephone number/toll-free number is
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