



DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

Douglas M. Duncan
County Executive

Arthur Holmes, Jr.
Director

October 11, 2005

Ms. Catherine Conlon, Subdivision Supervisor
Development Review Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan # 1-97044B
New Covenant Fellowship Church

Dear Ms. Conlon:

We have completed our review of the preliminary plan dated 05/20/05. This plan was reviewed by the Development Review Committee at its meeting on 08/01/05. We recommend approval of the plan subject to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to DPS in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.

1. All comments in our preliminary plan review comments letter for plan number 1-97044 remain applicable unless specifically modified below.
2. Show all existing planimetric and topographic details (paving, storm drainage, driveways adjacent and opposite the site, sidewalks and/or bikeways, bus stops, utilities, etc.) as well as existing rights of way and easements on the preliminary plan. Delineate the topographic and planimetrics on the opposite side of Waring Station Road.
3. Delineate the Corridor City Transit easement on the preliminary plan; coordinate with Mr. Gary Erenrich at 240-777-7156 in DPWT Director's Office for alignment and details.
4. The amended parking layout plan will be reviewed by the Department of Permitting Services at the site plan or building permit stage, whichever comes first. To facilitate their review, that plan should delineate and dimension the proposed on-site travel lanes, parking spaces, curb radii, handicap parking spaces and access facilities, and sidewalks. The applicant may wish to contact Ms. Sarah Navid of that Department at (240) 777-6320 to discuss the parking lot design.



Division of Operations

101 Orchard Ridge Drive, 2nd Floor • Gaithersburg, Maryland 20878
240/777-6000, TTY 240/777-6013, FAX 240/777-6030

Ms. Catherine Conlon
Preliminary Plan No. 1-97044B
October 10, 2005
Page 2

5. Truck loading space requirements to be determined in accordance with the DPWT "Off-Street Loading Space" policy.
6. The applicant needs to submit a truck circulation plan for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and for a left-side backing maneuver. Passenger vehicle travel ways should be separated from the expected truck patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules.
7. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans With Disabilities Act.
8. Where perpendicular parking spaces border a sidewalk, a two (2) foot vehicle overhang is assumed. The applicant should either provide a seven (7) foot wide sidewalk or wheelstops within those parking spaces.
9. For any parking facility containing more than fifty (50) parking spaces, the applicant needs to furnish bicycle parking facilities as required Section 59 E-2.3 of the Montgomery County Code. Accordingly, the applicant should provide either bike lockers or inverted "U" type bike racks.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Mr. Sam Farhadi at sam.farhadi@montgomerycountymd.gov or (240) 777-6000.

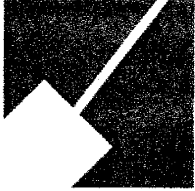
Sincerely,



Gregory M. Leck, Manager
Traffic Safety Investigations and Planning Team
Traffic Engineering and Operations Section

m:/wp/farhas01/preliminary plans/1-97044B,New Covenant Fellowship Church, gml revs.doc

cc: Tina K. Kim, New Covenant Baptist Church
Brian Donnelly, Macris, Hendricks & Glascock, P.A.
David Freishtat, Shulman, Rogers, Gandal, Porody & Ecker
Shahriar Etamadi; M-NCPPC TP
Joseph Y. Cheung; DPS RWPPR
Christina Contreras; DPS RWPPR



**THE MARYLAND-NATIONAL CAPITAL PARK AND
PLANNING COMMISSION**

Department of Park & Planning, Montgomery County, Maryland
8787 Georgia Avenue, Silver Spring, Maryland 20910

MEMORANDUM

TO: Cathy Conlon, Supervisor, Development Review

FROM: Mark Pfefferle, Planning Coordinator, Environmental Planning Division *MP*

DATE: March 21, 2006

SUBJECT: Preliminary Plan 11997044B
New Covenant Fellowship Church

The Environmental Planning staff reviewed the preliminary plan referenced above. Staff recommends approval of the preliminary plan of subdivision with the following conditions:

1. Compliance with the conditions of approval of the Forest Conservation plan.
2. Applicant to comply, prior to issuance of building permits, with the recommendations of the February 2, 2006 Traffic Noise Analysis – New Covenant Village including:
 - a. Determine the effects of building shielding on impacted outdoor recreational activity areas to determine the exact mitigation effects of building shielding and the necessity for noise barriers.
 - b. Conduct a building shell analysis when architectural plans become available to determine if modifications are necessary to the building elements (walls, doors, and windows) to ensure interior noise levels of 45 dBA Ldn or lower.
3. Commitment by the builder to construct in accordance with the acoustical design criteria as specified in the February 2, 2006 Noise Analysis and the future building shell analysis. An acoustical consultant must approve any changes to the building shell construction that may affect acoustical performance in writing with a copy to M-NCPPC staff prior to implementation.

BACKGROUND

The 32-acre property is located in a prominent location along Interstate 270 south of the Middlebrook Road and I-270 interchange. The property is bounded by I-270 to the east, Waring Station Road to the west, and Gunners Lake Village to the west and south. The property contains an existing church, parking areas and associated stormwater management facilities. The property includes streams, wetlands, and floodplains that were previously protected by a Category I Forest Conservation Easement by Preliminary Plan 119970440. There is 8-acres of existing forest on the subject property and the entire stream buffer and existing forest is within the forest conservation

easement. The property is within the Great Seneca Creek watershed.

Forest Conservation

The property is subject to a Final Forest Conservation Plan approved March 24, 1999. The proposed preliminary plan amendment does not remove any forest, however, the preliminary plan of subdivision does amend the forest conservation plan. An amendment is necessary because of a change in the land use categories and the ensuing retention requirements. The amended plan will retain all existing forest and still has no forest-planting requirement. The only change to this plan is the requirement for permanent forest conservation signage erected every 100 feet and clear delineation that 4.43 acres of unforested stream buffer is available for planting by others.

Environmental Buffers

The environmental buffers were delineated on preliminary plan of subdivision 19970440 and are contained within the existing category I forest conservation easement. The amended plan proposes no encroachment into environmental buffers.

Noise

The applicant prepared and submitted a noise analysis for the proposed residential development on the subject property. The noise analysis dated February 2, 2006 indicates that the exterior recreation areas and the upper residential floors will experience unmitigated noise levels great than 70 dBA Ldn. This is considerably greater than the 65 dBA Ldn exterior noise guideline and the interior 45 dBA Ldn interior noise guideline established in the 1983 "Staff Guidelines for the Consideration of Transportation Noise Impacts in Land Use Planning and Development".

The noise analysis, prepared by a professional acoustics consulting firm, recommends the applicant conduct a building shielding analysis to determine if additional noise mitigation, such as walls or fencing, is necessary to lower the exterior noise in the recreational areas to acceptable levels. The noise analysis also recommends a building shell analysis be conducted when the architecture for the building is known. This will enable the acoustical consultant to review the building elements and determine if sufficient noise damping will be accomplished to achieve an interior noise level of 45 Ldn dBA. If the building elements are not adequate, the acoustical consultant will recommend changes to ensure the interior noise level is achieved.

Environmental Planning recommends a condition of approval requiring the builder to construct the building using the criteria established by the acoustical consultants. The builder can satisfy this condition by providing a written commitment to construct the building in accordance with acoustical consultants recommendations.

RECOMMENDATION

Environmental Planning staff recommends approval of the preliminary plan of subdivision. All forest conservation requirements are met on-site and the applicant submitted a traffic noise analysis that indicates what must occur to the building to achieve acceptable exterior and interior noise levels.



**MONTGOMERY COUNTY DEPARTMENT OF ENVIRONMENTAL PROTECTION
WATERSHED MANAGEMENT DIVISION**

Rockville Center - 255 Rockville Pike, Suite 120 - Rockville, Maryland 20850-4166
Telephone No. 240-777-7700 - FAX No. 240-777-7715

**SUBDIVISION PLAN REVIEW: MNCPPC Development Review Committee (DRC)
Comprehensive Water Supply and Sewerage Systems Plan Issues**

MNCPPC File Number: **1-97044B**

DRC Meeting Date: **08/01/2005**

Subdivision Plan Name: **New Covenant Fellowship Church**

Proposed Development: **addition of 80 senior apts**

Watershed: **Great Seneca Creek**

Zoning: **RE1**

Planning Area: **Germantown**

Site Area: **31.9 acres**

Location:

Engineer: **Macris, Hendricks & Glascock 301-670-0840**

Water Supply and Sewerage Systems (as specified on the subject subdivision plan or plan application)

Proposed Water Supply:

Proposed Wastewater Disposal:

Community (public) **WATER** system

Community (public) **SEWER** system

Existing Service Area Categories: Water: **W - 1**

Sewer: **S - 1**

Water/Sewer Plan Map Amendment:

Water Supply Comments:

Sewerage System Comments:

Yes; the water supply system is consistent with the existing water service area category

Yes; the sewerage system is consistent with the existing sewer service area category

***Additional Comments:**

none

Prepared by: **Shelley Janashek**

Date prepared: **08/01/2005**

WSSC Comments on Items for August 1, 2005
Development Review Committee Meeting

File Number	Project Name	Substantial Comments
1-97044B	NEW CONVENANT FELLOWSHIP CHURCH	<p><u>SUBMIT ON-SITE PLAN</u></p> <p>Submit on-site plans for any new water lines greater than 2 inches or sewer lines greater than 4 inches (to the One-Stop-Shop) and relocation of existing onsite sewer piping. A professional engineer registered in Maryland must prepare plans. Plans must conform to W/S Design Standards.</p> <p><u>HYDRAULIC INFORMATION REQUIRED</u></p> <p>For commercial, industrial or public type buildings, to include apartment designs, fire sprinkler system hydraulic data, including estimated flow rate in gallons per minute and building top and lowest floor elevations, are required by WSSC.</p> <p><u>PAY SYSTEM DEVELOPMENT CHARGE (SDC) FEE</u></p> <p>System Development Charge (SDC) payment is required. Make payment to WSSC's One-Stop-Shop at the time of application for plumbing permit to install new fixtures.</p>



Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 29, 2005

Ms. Cathy Conlon
Acting Supervisor Development Review
Subdivision Division
Maryland National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Re: Montgomery County
I-270 General
New Covenant Fellowship Church
File No. 1-97044B

Dear Ms. Conlon:

The State Highway Administration (SHA) would like to thank you for the opportunity to review the preliminary plan application for the New Covenant Fellowship Church. We have completed our review have no comments at this time.

If additional information is required from SHA regarding this project, please do not hesitate to contact Mr. Gregory Cooke at 410-545-5602, Mr. John Borkowski at 410-545-5595, or by using our toll free number in Maryland only, 1-800-876-4742 (x-5602 for Greg, x-5595 for John). You may also E-mail Greg at gcooke@sha.state.md.us or John at jborkowski@sha.state.md.us. Thank you for your cooperation.

Very truly yours,

for Steven D. Foster
Steven D. Foster, Chief
Engineering Access Permits Division

SDF/jb

cc: Mr. Darrell Mobley (Via E-mail)
Mr. Augustine Rebish (Via E-mail)
Mr. Russell Walto (w/copy of record plat)
Mr. Richard Weaver, M-NCPPC (Via E-mail)

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

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DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan
County Executive

Robert C. Hubbard
Director

April 1, 2005

Mr. Steven L. Wilde
Macris, Hendricks & Glascock, P.A.
9220 Wightman Road, Suite 120
Montgomery Village, MD 20886-1279

Re: Stormwater Management **CONCEPT** Request
for New Covenant Fellowship Church
SM File #: 215950
Tract Size/Zone: 31.96 acres/RE-1
Total Concept Area: 4.2 acres
Parcel(s): D
Watershed: Great Seneca Creek

Dear Mr. Wilde:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above mentioned site is **acceptable**. The stormwater management concept consists of on-site channel protection measures via the existing pond; on-site water quality control via modification of the existing sand filter, grass swales and pervious pavers; and onsite recharge via recharge trenches.

The following **items** will need to be addressed **during** the detailed sediment control/stormwater management plan stage:

1. Prior to permanent vegetative stabilization, all disturbed areas must be topsoiled per the latest Montgomery County Standards and Specifications for Topsoiling.
2. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
3. An engineered sediment control plan must be submitted for this development.

This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 is not required.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.



(21)

If you have any questions regarding these actions, please feel free to contact Nadine Vurdelja Piontka at 240-777-6334.

Sincerely,

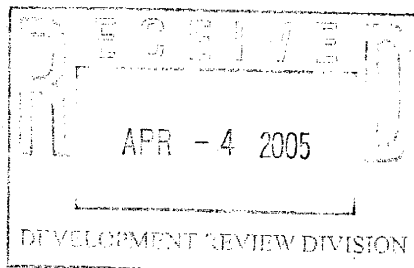


Richard R. Brush, Manager
Water Resources Section
Division of Land Development Services

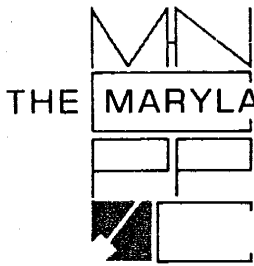
RRB:dm 215950

cc: R. Weaver
S. Federline
SM File # 215950

QN -onsite; Acres: 4.2 acres
QL - onsite; Acres: 4.2 acres
Recharge is provided



Agency Correspondence



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

October 19, 2001

MEMORANDUM

TO: Malcolm Shaneman, Subdivision Supervisor
Development Review Division

FROM: Sue Edwards, I-270 Corridor Team Leader *Sue*
Community-Based Planning Division

SUBJECT: New Covenant Fellowship Church

At the time the *Germantown Master Plan* was approved and adopted in 1989, this property (GL-2) was undeveloped and recommended for moderate intensity office use or a major institutional building. The Master Plan states:

“This property is at a prominent, gateway location as it is the first area in Germantown visible on the west side of I-270 when traveling north. Any development on this property will be highly visible from I-270” (page 55).

The property contains development constraints including severe slopes of a stream valley and land dedicated for the Corridor Cities Transitway easement. The property has been studied as a potential transit station.

The New Covenant Fellowship Church, as constructed, is very visible from I-270 but does not contribute to the character of a desirable gateway into Germantown. The landscaping and lighting plan, as approved in Preliminary Plan No. 1-97044, has been unsuccessful in softening and “greening” the image of the site as seen from I-270.

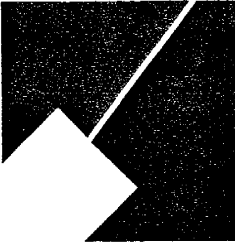
Modification of this preliminary plan to include a private school and daycare facility offers the potential to add defined green areas and shade landscaping for playfields. The play areas required for licensed day care facilities can also mitigate the stark, barren condition of the site today.

The parking area is entirely visible from I-270 without screening. Landscaping of parking aisles is not effective in providing shade and visual relief from the hardscape. Cleared areas are not well stabilized by groundcover or lawn.

The *I-270 Master Plan Design Guidelines* prepared for the Maryland State Highway Administration provide suggestions for landscape treatment at the right of way edge. It is important to create a scale and massing of plant material appropriate for a wide right of way.

Staff recommends that as a condition of the preliminary plan modification, additional landscaping, shade trees, vegetative screening and lawn be installed.

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April 12, 2006

MEMORANDUM

TO: Cathy Conlon, Supervisor
Development Review Division

VIA: Shahriar Etemadi – Supervisor
Transportation Planning

FROM: Tom Autrey, Supervisor *TA*
Ki H. Kim, Planner/Coordinator *KHK*
Transportation Planning

Subject: Preliminary Plan Amendment – Plan Number 11997044B
New Covenant Fellowship Church

This memorandum represents Transportation Planning staff's Adequate Public Facilities (APF) review and recommendations on the subject preliminary plan application for the proposed 89 units of housing for the elderly on the existing New Covenant Fellowship Church located on Waring Station Road in the Germantown area. The applicant filed for a preliminary plan amendment subsequent to the granting of a special exception (Case No S-2635) for the construction of housing and related facilities for senior adults.

RECOMMENDATION

Transportation Planning staff recommend the following condition as part of the APF test for transportation requirements related to approval of this preliminary plan amendment:

1. Total development under this preliminary plan application is limited to 89 units of housing for the elderly.

In addition, the Transportation Planning staff recommends the approval of the preliminary plan amendment be subject to the following additional conditions:

2. Prior to issuance of a building permit, the applicant shall provide documentation that it has reached an agreement with the Maryland Department of Transportation (MDOT) to grant an easement in perpetuity to MDOT as generally described in the attached letter of October 27, 2005 (and related attachments) for the planned I-270 improvements, including the highway improvements, Corridor Cities Transitway (CCT) corridor, hiker/biker trail, and associated transitional slope area. In addition, and also prior to the issuance of a building permit, the applicant shall provide documentation that it has reached an agreement with MDOT that, upon the request of MDOT, the applicant shall grant MDOT a construction easement as described in the MDOT memo of October 27, 2005 to be used for access, staging, equipment/material storage and other related construction activity during the construction phase of the project.
3. At the request of MDOT and after community input is obtained, applicant shall also grant to MDOT an easement in perpetuity over the northwestern portion of the subject site for the possible location of a CCT transit station including a total of no more than 50 auto (shared) parking spaces, two bus bays, and eight kiss and ride spaces. Access to the CCT transit station shall be limited to the drive aisle on the north side of the existing sanctuary building.

DISCUSSION

Local Area Transportation Review

The Local Area Transportation Review (LATR) analysis was conducted at the time of the special exception review. The results of the analysis indicate the proposed plan amendment passes the APFO test for the LATR. The following is a summary of the LATR analysis.

Two intersections were identified as critical intersections to be affected by the proposed addition of the then proposed 94-unit elderly housing development to the existing church site and were examined in the traffic study to determine whether they met the applicable congestion standard of 1,450 Critical Lane Volume (CLV) for the Germantown West Policy Area. The critical lane volume impacts of the proposed expansion on critical intersections in the vicinity of the site were analyzed and are summarized in Table 1.

Table 1

Intersection Capacity Analysis with CLV During the Peak Hour						
Intersection	Existing		Background		Total	
	AM	PM	AM	PM	AM	PM
Middlebrook Road/Waring Station Road	959	1,081	1,028	1,147	1,029	1,149
Waring Station Road/ Wisteria Drove	555	666	571	668	571	668

As shown in the above table, the two intersections analyzed are currently operating at acceptable CLVs (below 1,450) and this acceptable level will continue for the background development condition (existing traffic plus approved but not built subdivisions in the area) and the total development condition (background traffic plus traffic from the site) during both the AM and PM peak hours.

MASTER PLAN AND TRANSIT REQUIREMENTS

Prior Related Approved Plans and/or Regulatory Action

The *Germantown Master Plan (July 1989)* under a subsection entitled “The Corridor Cities Transit Easement” states, “It is important to assure that the right of way for future transit service be protected.” The plan also refers to the parcel on which the church was eventually constructed as “one possible location” for a transit station.

A brief analysis of the subject parcel is included on Page 55 of the *Germantown Master Plan (July 1989)*. A segment of the analysis relevant to this preliminary plan amendment includes the following:

“The development area is severely constrained due to the amount of land required for the alignment of the Corridor Cities Transit Easement and due to noise impacts from I-270 and the transit easement. Further, a significant amount of the parcel is undevelopable (sic) due to the steep slopes of a stream valley.”

Table 17 (page 103) of the *Germantown Master Plan (July 1989)* list I-270 as extending north-south through the planning area and consisting of a recommended eight travel lanes with a minimum right of way width of 300 feet.

On July 3, 1997, Preliminary Plan 1-97044 was approved providing for the original construction of the church. Conditions of that approval included, among others, the following:

“(3) Prior to MCPB release of building permit, technical staff must approve of a lighting landscape and parking facilities plan. The parking facilities plan shall include a final grading plan that demonstrates that all disturbances will take place outside of the area of the conservation easement. Eliminate approximately one hundred parking spaces in the area adjacent to Lots 1-8 at the southern property line.”

“(4) Dedication of Interstate 270 and Master Plan alignment of Transitway as shown on revised plan dated May 16, 1997.”

“(5) Record plat to reference a construction slope easement along the Transit right-of-way and Category I conservation easement over the stream buffer, wetlands, and forest conservation areas.”

On September 29, 1999, record plat 21196 (610-35) was recorded. The area dedicated for public use on the record plat is shown to be 182 feet west of the I-270 centerline and appears to remain at that distance along the entire eastern perimeter of the parcel.

On October 25, 2005, Preliminary Plan 1-97044A was approved providing for the addition of a grade school and day care center. Conditions of that approval included, among others, the following:

“(1) Compliance with conditions of Transportation Planning memorandum dated October 19, 2001 as follows:

Limit the preliminary plan amendment to K-5th grade school with enrollment of up to 300 students and a daycare center with enrollment of up to 300 students.”

“(2) All previous conditions of the preliminary plan approval as contained in the Planning Board’s Opinion dated July 3, 1997 remain in full force and effect.”

On July 13, 2005, a special exception (Case No. S-2635) was granted for housing and related facilities for senior adults. Conditions of that approval included, among others, the following:

“(3) Petitioner shall seek amendment to the preliminary plan of subdivision [No. 1-97044 of July 1977 (sic)] prior to the issuance of any building permits to insure that the preliminary plan makes provisions for

the possible location of a transit station for the Corridor Cities Transitway in the area, as may be required by the Montgomery County Planning Board.”

“(9) Petitioner shall obtain a written agreement from the New Covenant Fellowship Church that the first three rows (a single row and two double rows) on the southeastern edge of the main church parking lot (approximately 39 spaces) will be marked and reserved for residents and visitors to the new senior housing. A copy of that agreement should be filed with the Board of Appeals within 60 days, but the terms need not be carried out until the new senior housing building is operational.”

I-270/US 15 Multi-Modal Corridor Study – Draft Environmental Impact Statement and Section 4(f) Evaluation – May 2002

This Draft Environmental Impact Statement (DEIS) for a series of related improvements in the I-270 corridor includes a proposed roadway cross-section for I-270 southbound between MD 124 and Middlebrook Road (i.e., the segment where the church is located) consisting of four general-purpose lanes, two collector-distributor lanes, and one auxiliary lane.¹ The existing southbound cross-section consists of four general-purpose lanes. The transitway alignment is parallel to the west side of I-270 south of Middlebrook Road. The study includes a plan map depicting the highway improvements and CCT alignment (including hiker-biker trail) adjacent to the church parcel.²

The DEIS documents impacts of the proposed widening and while there is no mention of displacements on the west side of the corridor in the vicinity of the church parcel, there are anticipated displacements (26 to 35 single family residences) on the east side of I-270 directly across from the church parcel.³

The report notes this impact as a “ Non-Preferred Alternative” and recommends the placement of retaining walls that would reduce the residential impacts to between nine and 13 residences. More recent engineering analysis in this segment on the east side indicates the improvements can be made without displacing any residences.

With respect to noise impacts, the DEIS analysis reviewed impacts at a location (H-7 and T-9) near the south end of the parcel and found no impact under either established highway or transit methodology.⁴

¹ *I-270/US 15 Multi-Modal Corridor Study Volume 1 of 2, Alternatives Retained For Detailed Study – Montgomery County, Figure II-1, Plate 2 of 2, May 2002.*

² *I-270/US 15 Multi-Modal Corridor Study Volume 2 of 2 (May 2002) Sheet No. HWY 3A of 15*

³ *I-270/US 15 Multi-Modal Corridor Study Volume 2 of 2 (May 2002) Sheet No. HWY 3A of 15*

⁴ *I-270/US 15 Multi-Modal Corridor Study Volume 1 of 2 May 2002), page V-20 and Volume 2 of 2, (May 2002) Sheet No. HWY 3A of 15.*

Current Planning Studies

Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are requiring an Environment Assessment (EA) be completed by MDOT prior to the selection of a preferred alternative. According to MDOT, it is anticipated that this assessment will be available in April 2007. A final Environmental Impact Study for the I-270/US 15 Corridor improvements is expected in June 2008.

DISCUSSION

There are four issues with the proposed CCT improvements in the I-270/US 15 Corridor that are raised by this preliminary plan amendment.

I-270 Right of Way

The area dedicated for public use on the record plat is shown to be 182 feet from the I-270 centerline. The MDOT current project planning effort at this time indicates there is a need for an estimated 260 feet from the I-270 centerline to accommodate the planned improvements (additional roadway lanes, CCT alignment, hiker/biker trail alignment, and related grading slopes). The estimate of 260 feet can vary slightly along the parcel's eastern perimeter and is subject to further analysis and documentation by MDOT.

Staff has met with applicant regarding this issue and the applicant has agreed to grant MDOT an easement in perpetuity for the area delineated in the MDOT memo dated October 27, 2005. The area in the memo is essentially the area identified in the current DEIS as being required for the planned I-270 improvements, including the highway improvements, transitway corridor, hiker/biker trail, and associated transitional slope area. The easement would be in exchange for MDOT holding the applicant harmless from any costs and claims arising from the operation and construction of the highway, transitway, and hiker/biker trail. In addition, the applicant would grant MDOT a construction easement to be used for access, staging, equipment/material storage and other related construction activity during the construction phase of the project.

Storm Water Management Facility

The additional right of way requirement impacts the church's storm water management facility, encroaching upon about one-half of the facility's area. Staff has met with both the applicant and representatives of MDOT and the parties have agreed that I-270 improvements identified in the DEIS will require MDOT to replace the applicant's existing storm water facility and related functions at no cost to the applicant, and to do so without disturbing the area within the current conservation easement on the parcel.

Existing Church Parking

Staff estimates from the applicant's submitted plan that approximately 69 spaces located in the (east) perimeter row of the main church parking lot may be affected by the additional right-of-way requirement. The actual number could be more or less, depending upon more detailed site engineering measurements. The one single row and two double rows of parking designated for use by residents and visitors to the senior housing do not appear to be within the I-270 right-of-way requirement. As noted in the staff memorandum of April 6, 2005, related to the Special Exception, the existing parking capacity exceeds the amount required by ordinance (by 175 spaces) but is fully used on weekends during church services.⁵

Both the applicant and the MDOT are aware that it is likely that these perimeter parking spaces (approximately 69 in number) will be eliminated at the time of the construction of the I-270 improvements.

Noise

Both the applicant and MDOT representatives have expressed concern about the possible noise impacts of the I-270 improvements on the proposed senior housing location. As noted above, the analysis included in the DEIS does not identify the parcel as near a location of concern.

The MDOT environmental process will consider the proximity and any impacts of the I-270/US 15 Corridor Project, including the Corridor Cities Transitway, to the proposed elderly housing at the appropriate time, most likely during the development of the Final Environmental Impact Statement. At that time, the Locally Preferred Alternate will have been determined, as well as the exact building setting.

It is the understanding of the Transportation Planning staff that the applicant has also submitted a recent analysis of the potential noise impact and that a review of that analysis has been conducted by the Park and Planning Environmental staff.

Under any approval, the applicant is encouraged to include state of the art sound proofing construction techniques and materials in the building design given the current proximity to the highway.

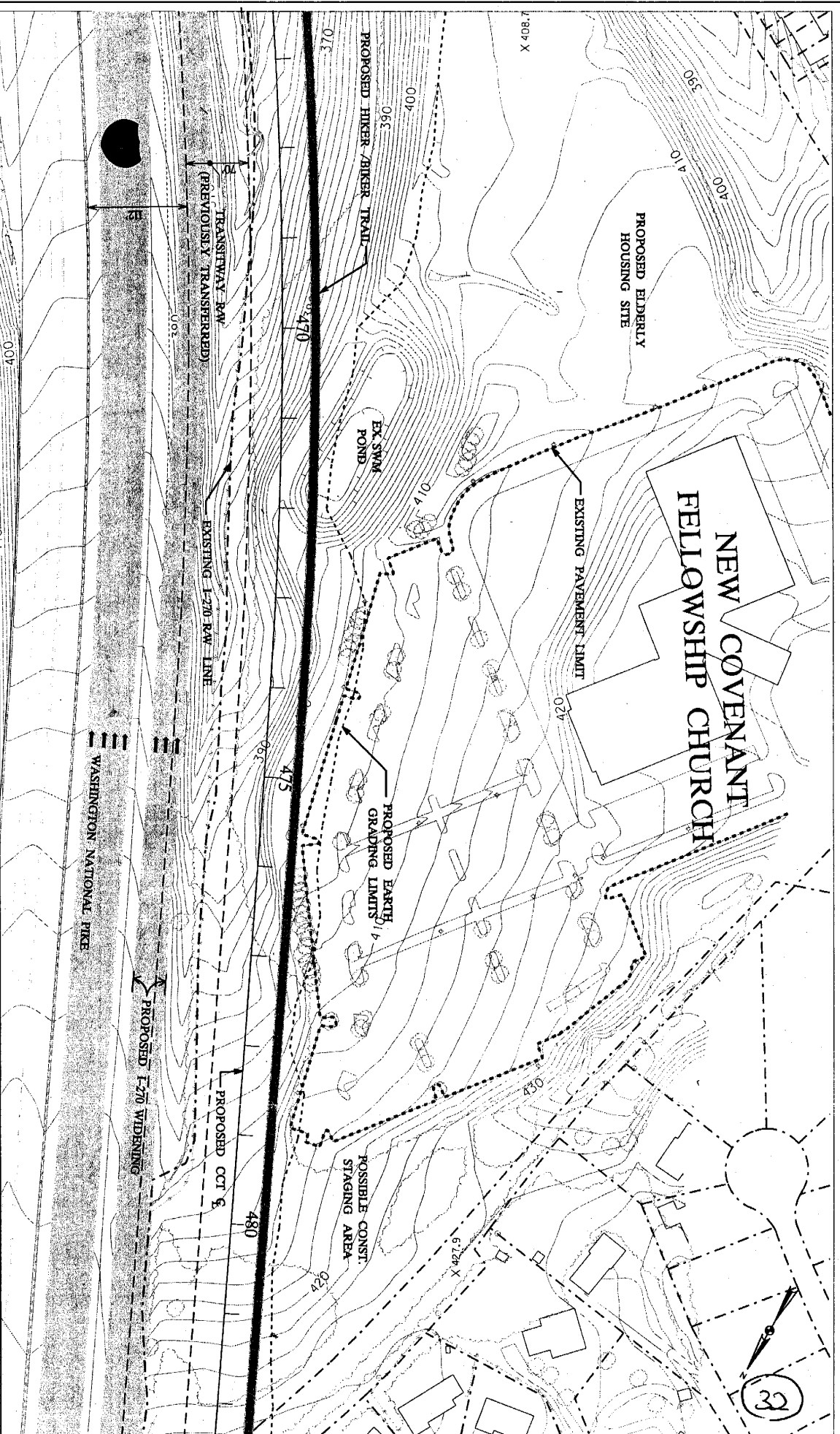
⁵ M-NCPPC Staff Memo From Joel Gallihue to Planning Board, April 6, 2005, Special Exception No. S-2635, page 3.

Future CCT Station

As noted above, the parcel was identified in the Germantown Master Plan as a potential location for a CCT station. The applicant has agreed to grant an easement in perpetuity to MDOT for the access to, and construction of, a CCT station including a total of no more than 50 auto (shared) parking spaces, two bus bays, and eight kiss and ride spaces. The granting of the easement for the station would take place only at such time as MDOT or its successors make the request for the easement and would be contingent upon MDOT holding the applicant harmless for any claims and costs resulting from the construction or operation of the station. Access to the CCT transit station will be limited to the drive aisle on the north side of the existing sanctuary building.

KHK/TA:gw
Attachments

mmo to Conlon re New covenant Fellowship Church 11997044B

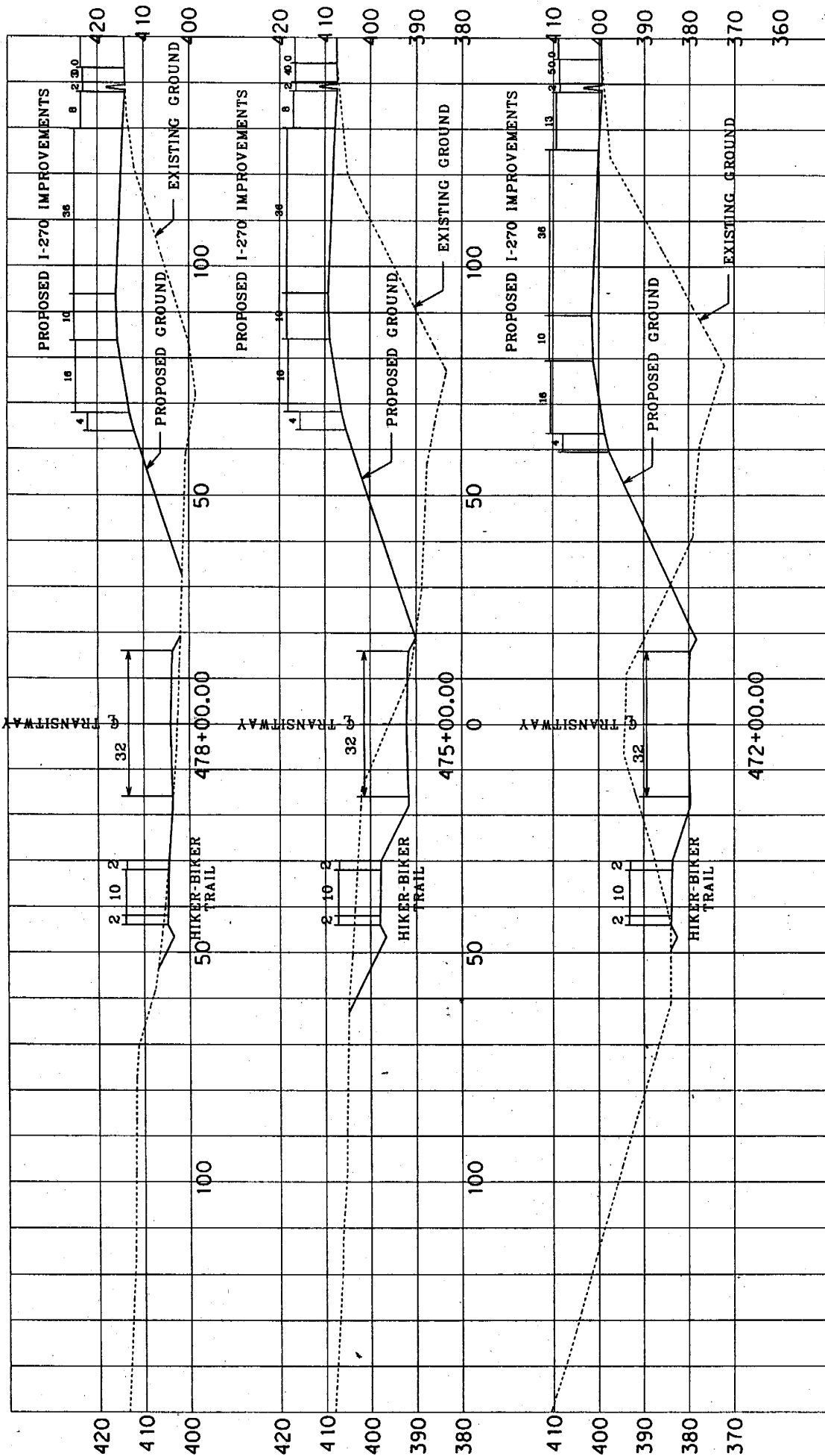


MARYLAND DEPARTMENT OF TRANSPORTATION
 MTA
 MARYLAND STATE HIGHWAY ADMINISTRATION

SCALE
 HORIZONTAL
 50 25 0 50 100

NEW COVENANT FELLOWSHIP CHURCH
 APPROXIMATE CORRIDOR CITIES TRANSITWAY IMPACTS
 (PRELIMINARY)

DATE: OCTOBER 2005 SCALE: AS SHOWN
 CONTRACT NO. 0-0000-0000
 DRAWING NO. SHEET NO. 1 OF 1



CROSS SECTION
 SCALE: 1 IN. = 30 FT.

PROJECT: I-270/US 15 MULTI-MODAL CORRIDOR STUDY - (CCT)

DESCRIPTION: FROM APPROACH NORTH OF WATKINS MILL EXT. TO PROP. MD 118 RAMP MOD.

CONTRACT NO. 17962A TASK13

STATION: _____ TO STATION: _____

SHEET NO. _____ OF _____

STATE OF MARYLAND, DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION HIGHWAY DESIGN DIVISION

CONTR. NO. 17962A TASK 13 1 of 10 SEE TITLE SHEET SHEET NO. _____ OF _____

DESIGNED BY: _____
 CHECKED BY: _____
 DRAWN BY: _____

