

**ATTACHMENT A: Table of Existing and Proposed Density Calculations**

Area/Property Name	Acres	Existing Dwelling Units	Existing Master Plan DU Potential	Public Hearing Draft DU Potential	March Proposal DU Potential
<b>Town Center Total</b>	<b>91</b>	<b>356</b>	<b>356</b>	<b>1,339</b>	<b>1,339</b>
<i>Transition Area Properties Proposed for Zoning Change Subtotal</i>	1,117	387	805	884	1,052
<i>Residual Transition Area Properties Subtotal</i>	6,533	4,029	5,939	5,939	5,939
<b>Transition Area Subtotal</b>	<b>7,650</b>	<b>4,416</b>	<b>6,744</b>	<b>6,823</b>	<b>6,991</b>
<b>Rural Area Subtotal</b>	<b>13,447</b>	<b>976</b>	<b>1,187</b>	<b>1,187</b>	<b>1,187</b>
<b>PLANNING AREA TOTAL</b>	<b>21,188</b>	<b>5,748</b>	<b>8,287</b>	<b>9,349</b>	<b>9,517</b>

**Attachment B:**

Comments from the County  
Executive



**OFFICES OF THE COUNTY EXECUTIVE**

Douglas M. Duncan  
*County Executive*

February 4, 2005

Bruce Romer  
*Chief Administrative Officer*

Mr. Derick Berlage, Chairman  
Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD 20910

Dear Mr. Berlage:

Re: Public Hearing Draft – Damascus Master Plan

The staff of the Executive Branch has reviewed the Damascus Master Plan Public Hearing Draft issued in October 2004. The Plan appears to be a well-reasoned document in most regards, striving to implement the goal of ensuring the identity of central Damascus as the heart of the master plan area. We support the recommendation for the increased housing options within and near the Town Center, and the limitations on residential development in the Agricultural Reserve. The County's Affordable Housing Policy proposes that affordable housing be provided in many forms and locations throughout the County. While the main focus of new growth will remain in the more urban areas of the County, along highway corridors and near Metro stations, providing some additional housing opportunities in areas such as Damascus helps round out the entire housing puzzle, and contributes to the diversity and balance countywide.

The goal of the transportation chapter of the Master Plan is to improve the efficiency of the roadway network, provide road improvements, expand the pedestrian and bicycle path networks, and improve the potential for intercepting commuters through expanded transit options. It is recommended that within two years after completion of Woodfield Road Extended, M-NCPCC should begin an evaluation of current traffic conditions and work with the community to determine whether a Master Plan Amendment process is warranted to evaluate the need for a bypass type road.

While the goals of the Plan are addressed somewhat through the recommendations in the transportation chapter, the Department of Public Works and Transportation (DPWT) finds that the plan does not provide adequate solutions to meet the transportation demand which the next 20 years will pose. The key transportation decision (whether to increase capacity by providing a bypass, or by widening the existing roadways instead) will be made later. Implementation of some of the land use options in



**Planning Implementation Section**

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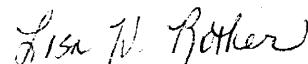
the plan prior to the study of a bypass or road widenings could preclude implementation of recommended transportation options in the future because the land will no longer be available to implement these options.

Executive staff believes that a section on Davis Airport should be included in the Plan. The Airport needs to be discussed with respect to its transportation aspects in the Transportation Chapter, particularly in regard to its role in the State Aviation System and function in the Maryland Aviation Plan. It also needs to be discussed in the context of its unique land use and environmental aspects.

The Draft contains language inappropriate for a master plan Transportation Element seeking to direct operational issues. All such references are requested to be deleted since master plans simply cannot accurately predict all the future technological, financial, safety, or cultural changes which will impact on these issues. Requested deletions have been submitted separately in a "technical comments" document sent to Planning Board staff.

Thank you for the opportunity to comment on the Public Hearing Draft Damascus Master Plan. We look forward to working with you as this Plan is reviewed through the entire master planning process.

Sincerely,

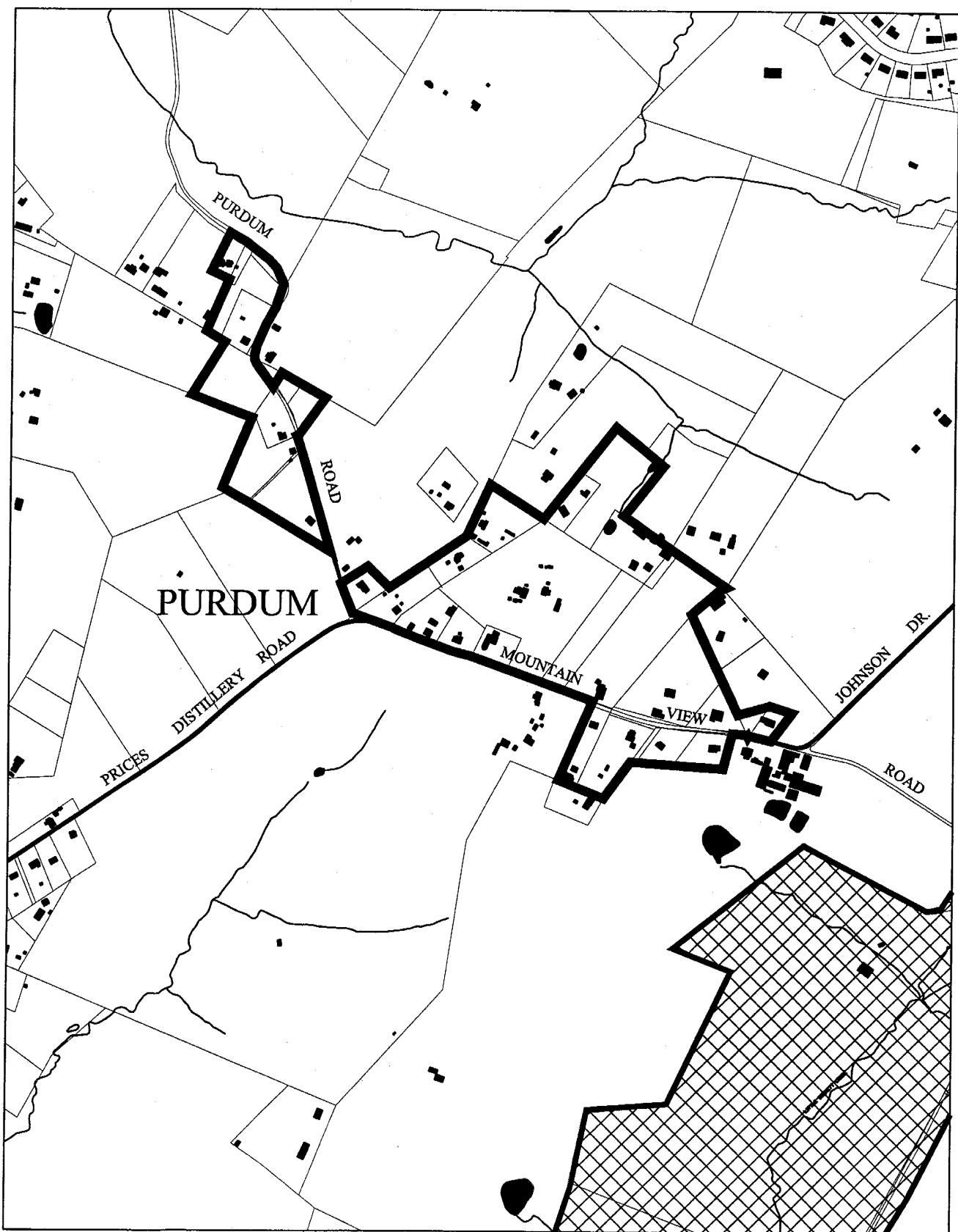


Lisa W. Rother  
Planning Manager

cc: Bob Simpson, DPWT

**Attachment C:**  
Purdum Map

**PURDUM RURAL HAMLET ZONE**



#	Speaker/ Speaker Context	Issues Raised	Master Plan Recommendation on Topic Discussed	Staff Response
	Land Use/Rural Area			
1	Rick Mencia, Joe D'Erasmo, (letter), Property in Etchison	35 acres; C1, R-200, and RDT. Etchison Store and Cycle Repair. Believes Hamlet zone will be more restrictive. Other property owners being given value, which devalues Mancia property. And no water/sewer recommended. Combined, this damages his investment. Hamlet motivated by aesthetics, not health/safety. Oppose.	The Rural Hamlet Zone (RHZ) is recommended for Etchison and Browningsville. The zone is intended to protect the rural character of these villages by limiting the development potential to smaller scale uses, but still allowing a variety of commercial and residential uses at a scale appropriate for a rural setting. The Plan supports the continuation of limited convenience retail, agriculturally related commercial activity, or tourism related uses that are currently permitted in the C-1 Zone (P. 104).	Support the Plan recommendation. The staff understands the concern expressed, but the recommendation for the RHZ derives from a long standing recommendation that rural village areas be protected from the potential for inappropriately scaled commercial development. The mixed-use nature of the proposed RHZ will provide some additional development potential for some property owners, and will put some constraints on the owners of the small pieces of commercial property in these villages. But the intent of the zone is to protect and enhance the scale, integrity and character of the village overall; and the staff believes that is the greater good.
2	Rick Mencia, Joe D'Erasmo, (letter), Property in Etchison	Deserve compensation if downzoned. Expand Hamlet zone to RDT portion of property (32 acres). Or expand C-1 Zone.	The RHZ is recommended for Etchison and Browningsville (P. 104).	The staff does not believe that compensation is required for the owner of 1.29 acres of commercial property, which already has a viable commercial use that would continue to be an allowed use in the zone; even if other property owners in the zone would have the potential to have other small commercial uses. The staff does not believe that many people in these village would turn their homes into businesses. The staff does not support turning 32 acres of RDT property into the RHZ. The staff believes that preservation of community historic character is a viable reason for recommending the use of this zone.
3	Neal King, Browningsville (letter)	Property currently zoned C-1, purchased in 2001. Not clear how proposed Hamlet Zone would impact property and uses currently allowed. Oppose if it reduces uses allowed. Need to be allowed to continue small businesses as in the past.	The RHZ is recommended for Etchison and Browningsville. The zone is intended to protect the rural character of these villages by limiting the development potential to smaller scale uses, but still allowing a variety of commercial and residential uses at a scale appropriate for a rural setting. The Plan supports limited convenience retail, agriculturally related commercial activity, or tourism related uses that are currently permitted in the C-1 Zone (P. 104).	Support the Plan recommendation. The intent of the Rural Hamlet Zone is to allow small businesses of many types to continue and expand to a limited extent. The restrictions of the RHZ would prevent inappropriate, suburban type uses (such as multipump gas stations with minimarts) from locating in historic rural crossroad communities.
4	Steve Elmendorf, Roger Watkins Property	1. Property has had split zoning since 1958, making any development a problem. Rural Hamlet Zone would be appropriate, or put all C-1. 2. Correct error in one of maps for Purdum on page 40. Proposed zoning shows all of Purdum in RDT, mistake.	Although it was discussed during the Task Force process, the village of Purdum was not included in the Public Hearing draft of the Plan because of a staff determination that it was less susceptible to development pressure because of its location away from major commuter roads (P. 40).	The staff would support a Rural Hamlet Zone designation for Purdum village. The Plan did not recommend Purdum as a Rural Hamlet as it is not on a major road, and not as potentially threatened by inappropriate development as Etchison (MD 108 and Damascus Road) and Browningsville (Clarksburg Road). The staff was not aware of the split-zoned property situation of this property in Purdum. Revise the Plan to recommend Purdum for the RHZ, to resolve this issue. The staff would not recommend C-1 Zoning for either of the two split-zoned properties in Purdum: 1.27 acres (P. 046) or the 38,796 SF (P. 064) property.
5	Pamela Bussard	The viewshed language particularly important, as structures can interrupt vistas. This is one of the last true rural areas in the county. Can make it a model.	This Plan encourages the protection of rural vistas that are intrinsic to the character of Damascus. Land uses that impede these scenic view sheds should be discouraged (P. 38).	Support the recommendation of the Plan for viewshed protection language.
6	Gary Richard (letter)	Support the proposed language for viewshed protection.		

**Attachment D: Comments**  
**Received at the Public Hearing**