

Resolution No. ____ RESOLUTION: To strongly request that Montgomery County Fully Takes into Account and Mitigates the Impact on Surrounding Communities, including the City of Rockville, of the Gaithersburg West Master Plan

WHEREAS, Montgomery County Council is currently reviewing the Montgomery County Planning Board Draft of the Gaithersburg West Master Plan; and

WHEREAS, the Gaithersburg West planning area is immediately adjacent to the City of Rockville; and

WHEREAS, the draft Gaithersburg West Master Plan envisions a Life Sciences Center and recommends zoning to accommodate for a very large amount of new office, residential and retail development, representing a significant increase over what is permitted under the plan currently in force; and

WHEREAS, the Mayor and Council of Rockville support the goals of the Life Sciences Center to leverage the County's comparative advantages in biosciences as long as the impacts of increased development can be mitigated; and

WHEREAS, the impacts of this large amount of new office, residential and retail uses will extend far beyond the planning area, and includes the City of Rockville; and

WHEREAS, this large amount of new development could have detrimental impacts on the quality of life in existing nearby communities, including Rockville; and

WHEREAS, key transportation corridors for the Gaithersburg West Master Plan, including roads and the proposed Corridor Cities Transitway, pass directly through the City of Rockville; and

WHEREAS, the City of Rockville lies between the Gaithersburg West planning area and three Metro Stations; and

WHEREAS, The Mayor and Council have significant concerns about the ability of an already over-burdened Metro system to absorb the amount of growth projected in this and nearby planning areas; and

WHEREAS, traffic projections from Plan-generated growth, as conducted by County Planning staff, show key Rockville intersections to be failing based on Rockville's standards; and

WHEREAS, many key intersections and corridors that will be heavily impacted by the plan have not been studied as part of the analysis; and

WHEREAS, the Draft Plan recommends no mitigation of impacts on many key intersections and corridors in Rockville that will be affected by Plan implementation; and

WHEREAS, there is no assurance that the Corridor Cities Transitway will be funded and built during the planning horizon of this Draft Plan; and

WHEREAS, public services other than transportation will also be affected by the development;

NOW, THEREFORE, be it resolved that, before the Montgomery County Council approves the Gaithersburg West Master Plan, the following items should be addressed:

- Traffic studies must be revised to include the traffic impact on all affected arterials within Rockville. For all intersections within Rockville, the analysis must follow Rockville's Adequate Public Facilities Ordinance (APFO) and use Rockville's

Critical Lane Volume (CLV) standard, which at many intersections is lower than the 1600 CLV that has been used in the analysis to date. Using Rockville's standard will show that the projected growth will make certain intersections exceed capacity and need mitigation. Rockville's specific requests regarding the Transportation Analysis include the following:

- Analyze the traffic impact on I-270.
- Analyze the traffic impact on arterials in terms of road Levels of Service and/or Delays. The arterials include MD 28 (Key West Avenue, W. Montgomery Avenue and E. Jefferson Street) between Shady Grove Road and MD 355; Gude Drive; and Darnestown Road. Figure 25 in the Plan Appendix 7: Transportation Analysis, shows a potential traffic increase of approximately 50% with the "High Scenario" conditions on W. Gude Drive and W. Montgomery Avenue, without much detail on how this significant increase in volume would be managed.
- Analyze the traffic impact on Wootton Parkway and Watts Branch Parkway. The current traffic on Watts Branch during the AM peak period has already reached the threshold level identified in the City's Guidelines for Neighborhood Traffic Management.
- A detailed analysis should be conducted regarding impacts on the adjacent community of Fallsgrove in general, and more specifically on Blackwell Road, Fallsgrove Boulevard. and Fallsgrove Drive.
- Analyze the traffic impacts on the I-270 ramps at MD 28, and at the Falls Road interchange.

- Analyze the traffic impacts on the intersection of MD 28 (W. Montgomery Ave) at Darnestown Road.
 - Perform the analysis for intersections and roads within the City of Rockville under two scenarios: with an added interchange at I-270 and W. Gude Drive, and without it.
- The plan must include mitigation strategies in surrounding communities, including Rockville, where development is expected to create or exacerbate problems. Specifically, once the traffic studies are completed, a thorough analysis should be undertaken and recommendations should be made for infrastructure improvements necessary to mitigate the additional traffic in Rockville that exceeds Rockville's standards. Any such infrastructure improvements should be included in the Staging Requirements.
- If mitigation is not possible, or if the recommended mitigation is not consistent with maintaining a high quality of life within the planning area and in the surrounding communities (including Rockville), development densities should be adjusted.
- In order to avoid a long-term state of congestion in and around the planning areas, Staging Requirements must be included in any approved plan, so as to appropriately plan for and manage the impacts of the development. The Staging Requirements recommended in the Planning Board Draft should be strengthened to include appropriate infrastructure being built in advance of the approval of new *residential*

development, which is not currently addressed. Staging should be programmed in a manner that the stages anticipate the negative impacts of new development, so as to mitigate those impacts *before* they occur, rather than after they have been experienced for many years. Furthermore, a mechanism should be developed to continuously monitor development progress and the related impacts in the area to ensure that the Staging Requirements are met and/or to make adjustments to those requirements. Surrounding communities, including Rockville, should be part of that monitoring.

- Should the State of Maryland reject the Plan's recommended alignment of the Corridor Cities Transitway (CCT), or decide not to fund the project, the Plan should consider alternative phasing and/or amount of development.
- The plan should incorporate pedestrian-friendly design components to the infrastructure that ensure connectivity between the planning area and existing neighborhoods.
- All public services and amenities should be planned and programmed to serve both the new residents and existing communities and to minimize the impacts on surrounding communities such as the Cities of Rockville and Gaithersburg.
- The Plan should include appropriate provisions for open space and parklands, to service the new residents and employees of the planning area, as well as existing

communities; but also to lessen the impacts on the adjacent system of parks and open spaces in the City of Rockville. Specific provisions are as follows:

- Developers should be required to meet at least minimal standards for provision of public open space or publicly accessible open space. The National Recreation and Park Association standard of 12 acres per 1,000 residents would be an appropriate goal.
 - Parkland should contain approximately 50 percent of “developable” land for recreational amenities.
 - Connectivity to Rockville greenways and other parklands should be established in the plan
 - It is recommended that public parkland should be dedicated to the MNCPPC to ensure continued access and maintenance.
- The plan should not compromise the County’s standards and goals with respect to affordable housing, and should include full implementation of the Moderate Priced Dwelling Unit (MPDU) program; and
- Montgomery County Councilmembers, staff, developers and institutions should be required to coordinate continuously with the Cities of Rockville and Gaithersburg throughout the decision process, during implementation of the plan (if it is adopted), and in monitoring the impacts. The City of Rockville stands ready to participate.

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I hereby certify that the foregoing is a true and correct copy
of a resolution adopted by the Mayor and Council at its
meeting of March 8, 2010.

Claire F. Funkhouser, CMC, City Clerk