

**ADEQUATE PUBLIC FACILITIES
ADVISORY COMMITTEE**

SUMMARY MINUTES

MEETING OF MAY 12, 2011

The meeting was convened at 7:03 p.m. The following members of the committee were present: Chair Julie Carr, Dennis Cain, Sean Hart, Soo Lee-Cho, Charles Littlefield, Roald Shrack, and Eric Siegel; Tom Gibney arrived at 8:05 p.m. and Vice-Chair Jason Anthony was absent. The following were also present as observers: Christina Ginsburg, Victoria McMullen, Judy Miller and Nancy Regelin. Emad Elshafei, David Levy, Deane Mellander, and Jim Wasilak of City staff were also present.

The chair moved to approve a modified agenda: 5 minutes for additional discussion on the addresses to be provided to Bruce Crispell of MCPS for the actual student generation numbers; 5 minutes for an update on the Mayor and Council's action on the APFS change request related to the Silverwood project. The motion passed by a vote of 6-0-1, with Dennis Cain abstaining and Tom Gibney absent for the vote.

Eric Siegel moved, seconded by Charles Littlefield, to approve the minutes for the May 5 meeting, with corrections noted. The motion passed by a vote of 6-0-1 with Dennis Cain abstaining.

The Committee discussed the list of addresses to be submitted to Bruce Crispell. The Committee reviewed the resulting map showing the 1 and 2 mile radius request around the Children's Resource Center (former Hungerford ES), and Beall, Twinbrook and Maryvale elementary schools, which indicated that this would encompass the entire City and beyond into areas of the County. The Committee ultimately decided to modify the request to include the school boundaries for the sites, plus the West End park subdivision. Sean Hart made a motion to that effect, seconded by Eric Siegel, to modify the list as discussed. The motion passed unanimously.

David Levy began the Rockville Pike Plan discussion by stating that the Mayor and Council directed staff to begin a rewriting of the Plan in 2007, and that a citizen and business community panel had helped select the planning consultant team. The process began with public events, including a charrette, in 2008. The City asked the consultants to re-examine the traffic impacts associated with the resulting draft before the draft was released to the public.

David Levy explained that the Plan contains a recommended form code to establish the development parameters but that the Plan does not include densities that are greater than what the existing zoning allows. The Plan notes that there are constraints in school capacity to be addressed but makes no recommendation on the issue. The infrastructure in

the corridor would still be governed by the APFS. He noted that the economic analysis indicated that the corridor could absorb 250 units per year for the next 20 years, equating to about 210 students in total over the period. For traffic capacity, the Plan does recommend consideration of a different intersection capacity threshold in the Pike area.

Building height in the plan is measured in stories rather than feet to encourage variation in roof height of buildings. The current zoning allows up to 11 stories around the Metro station. David Levy explained that in practical terms there is a break point between stick-built (wood-frame) construction at about 5-6 stories and concrete and steel construction which becomes economical at about 12 stories. The committee discussed what is meant by density in the corridor.

Emad Elshafei noted that the Comprehensive Transportation Review (CTR) is used to establish the impact on intersections, which are rated Level of Service A through F. When an intersection approaches Level of Service F, the impact must be mitigated. Due to right-of-way constraints there is little opportunity to make physical improvements to mitigate impacts. Per the APFS, if impacts cannot be mitigated, then an application cannot be approved. He reviewed the tables on p. E8 and E9 of the draft, which note levels of service of various intersections. Intersection Critical Lane Volumes (CLVs) are measured based on the design, signal phasing and traffic volume. Most jurisdictions establish a standard CLV maximum for intersections across the jurisdiction, in many cases 1600, while Rockville assigns different values for various intersections. Montgomery County uses 1800.

An option to address traffic concerns in the Pike corridor would be to raise the CLV to 1800 from the current 1600 as noted in the draft plan. Sean Hart asked how the Plan proposes to deal with the through movements at the "choke point" where there are no cross streets. Part of the solution is that the roadway would become a multimodal boulevard supporting different methods of transport such as bikers, pedestrians and surface transportation. Sean asked what improvements would be made for pedestrian circulation, particularly for those crossing the pike. The response was that there would be better crosswalks, signal timing and new buildings would be closer to the street to shorten the pedestrian trip.

Soo Lee-Cho asked what could be done to help create the grid system, but it was noted that this would not significantly reduce traffic by itself. Sean Hart asked about proposed recommendations for the administration of development, such as the creating of the Town Architect that can approve developments of up to 40,000 square feet without Planning Commission approval. David Levy stated that there is no provision to exempt the corridor for APFO purposes. Jim Wasilak noted that under the current Zoning Ordinance some smaller projects can be approved administratively, based on their expected impact. Tom Gibney asked if the recommendations usurped the Chief of Planning's authority, to which Jim Wasilak responded that it did not, and would be

helpful to gain additional design review as that has been a source of criticism of recent projects in the corridor.

Emad Elshafei described the Corridor Cities Transitway (CCT) project, which is planned to extend from the Shady Grove Metro station to Clarksburg via Great Seneca Science Corridor. The first segment is proposed to be built in the median of King Farm Boulevard with two stops planned. The study has been ongoing for at least 20 years, with the decision as to whether it will be Light Rail Transit (LRT) or Bus Rapid Transit (BRT) to be made by Governor O'Malley. The Mayor and Council asked the Maryland Transit Authority (MTA) to look at routing alternatives not using King Farm Boulevard. He also noted that the Mayor and Council would be receiving a presentation on BRT studies by the County at the June 6 meeting.

Jim Wasilak noted for the Committee that the Mayor and Council had voted to direct staff to bring back a resolution to approve the proposed change to the APFS, as proposed by the developers of the Silverwood project (Reed Brothers Dodge site). This would occur at the June 6 meeting.

The Committee discussed additional guest speakers. Soo Lee-Cho suggested Glenn Orlin or someone from County staff who can discuss policy related to schools and traffic. Dennis Cain suggested that there should be Rockville citizens invited, and he recommended the president of the West End Citizens Association (WECA), former Mayor Jim Coyle, and Christina Ginsburg, president of Twinbrook Citizens Association (TCA). He also reminded the Committee that he had suggested that they hear from an expert that can address the impact of crowded schools on the quality of education. Tom Gibney suggested Nancy Paul, a resident of King Farm that has worked extensively with school projections.

The Committee voted on each prospective speaker and the following were approved: Glenn Orlin, likely later in the Committee's substantive discussion related to specific issues; President of WECA; Jim Coyle; Christina Ginsburg; and Nancy Paul. The Committee approved written comment from an education expert to address the effects of school crowding on learning.

The meeting was adjourned at 10:54 p.m.