

Resolution No.:	<u>16-1470</u>
Introduced:	<u>July 27, 2010</u>
Adopted:	<u>July 27, 2010</u>

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY, MARYLAND**

By: District Council

SUBJECT: Approval of Planning Board Draft for the Purple Line Functional Plan

Background

1. On April 20, 2010 the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft for the Purple Line Functional Plan, a comprehensive amendment to the 1990 Georgetown Branch Master Plan Amendment.
2. On June 25, 2010 the Executive transmitted to the Council comments concerning the Planning Board Draft with a fiscal analysis.
3. On June 29, 2010 the Council held a public hearing regarding the Planning Board Draft. It was referred to the Transportation and Environment Committee for review and recommendation.
4. On July 15, 2010 the Transportation, Infrastructure, Energy and Environment Committee held a worksession to review the issues raised in connection with the Planning Board Draft. The Committee forwarded it to the Council with several revisions.
5. On July 20, 2010 the Council reviewed the Planning Board Draft and the recommendations of the Transportation, Infrastructure, Energy and Environment Committee.

Action

The County Council of Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft for the Purple Line Functional Plan is approved with revisions. Council revisions to the Planning Board Draft are identified below.

Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

Page 1—Start the second paragraph as follows:

The goal of this Purple Line Functional Plan is to identify the specific alignment and station locations within ...

Page 5, Table 1—Change “Chevy Chase Lake” to “Connecticut Avenue” in the Purple Line Segment column.

Page 6—Add this fourth bullet in the “Light Rail as the Mode” section:

- Each light rail station should be designed with art, historic information, and other elements to make it a focal point for its community.

Page 6—Revise the second-to-last bullet as follows:

- [To the extent possible, the] MTA should [consider] use vehicles that would not require overhead wires for a power source, if they have proven to be reliable in a comparable environment elsewhere, and not be prohibitively expensive. Nor should a power source be used that would [prevent] rule out a track bed constructed over a natural porous surface such as grass, particularly in the segment where the trail is parallel to the tracks.

Page 8, Map 2—Add a Trail Access logo west of the Apex Building.

Page 11—Change references from “Bethesda Station” to “Bethesda South Station” and move the text from page 11 to page 9.

Page 11—Replace the second and third bullets in the “Capital Crescent Trail” section with the following bullet:

- Between Bethesda and the Silver Spring Transit Center build a 12’-wide paved surface with 2’ shoulders except where not feasible.

Page 11 – Delete Footnote 2.

Page 13—Add as the first note:

Trail routed on the north side of the Georgetown Branch right-of-way. This is a change from the 1990 - Georgetown Branch Master Plan Amendment.

Pages 14 and 16, Maps 5-6—Move the station logo for the Connecticut Avenue station east of Connecticut Avenue.

Page 15—Add as the first note:

Trail routed on the north side of the Georgetown Branch right-of-way. This is a change from the 1990 - Georgetown Branch Master Plan Amendment.

Page 16, Map 6—Show the Capital Crescent Trail on the north side of the Purple Line on the entire length of this map.

Page 17—Move the “Chevy Chase Lake Station” text from Page 19. Rename the section and the concept plan to “Connecticut Avenue Station.” Add the following key feature bullet:

- kiss-and-ride area incorporated into station area plan

Page 17—Revise the note as follows:

Trail routed on the north side of the Georgetown Branch right-of-way. This is a change from the 1990 - Georgetown Branch Master Plan Amendment. Tracks and trail go under Jones Mill Road [pedestrian bridge just west of Jones Mill Road as trail moves from north to south side of tracks going west to east].

Page 17—In the fifth column, change “Variesan” to “Varies an” ...

Page 18, Map 7—Show the Capital Crescent Trail on the north side of the Purple Line from on this map from the west edge to Rock Creek, where it crosses to the south side.

Pages 18 and 20, Maps 7-8—Move the station logo for the Lyttonsville station east of Lyttonsville Place.

Page 18, Map 7—Add a Trail Access logo near the intersection of Grubb Road and Terrace Drive.

Page 19—Revise the first note as follows:

Pedestrian ramp to trail in on [south] north side of tracks just east of Jones Mill Road.

Page 19—Add a new bullet before the first bullet under “Capital Crescent Trail”:

Trail routed on the north side of the Georgetown Branch right-of-way west of Rock Creek. This is a change from the 1990 - Georgetown Branch Master Plan Amendment.

Page 19—Revise the first bullet under “Capital Crescent Trail” section, as follows:

- a pedestrian/bike bridge [west of Jones Mill Road] over Rock Creek below the bridge for the Purple Line that moves the trail from the north side to the south side of the Georgetown Branch right-of-way.

Page 19—Delete the fourth bullet under “Capital Crescent Trail.”

Page 19—Add a bullet under “Capital Crescent Trail”:

- trail access from the intersection of Grubb Road and Terrace Drive

Pages 20 and 22, Maps 8-9—Add Trail Access logo at Kansas Avenue.

Pages 20, 22, and 24, Maps 8-10—Add Trail Access logo at Michigan Avenue.

Page 21—Move Lyttonsville Station text from page 19 to page 21.

Pages 22 and 24, Maps 9-10—Add Trail Access logo at Lyttonsville Road.

Page 23—Add bullets under “Capital Crescent Trail”:

- trail access from Kansas Avenue
- trail access from Michigan Avenue

Page 23 – Move 16th Street Station key feature bullets to page 25. Move Silver Spring Transit Center Station key feature bullets to page 27.

Page 24, Map 10—Add Trail Access logos at Michigan Avenue, Lyttonsville Road, and 16th Street.

Pages 24 and 26, Maps 10-11—Move the station logo for the 16th Street station 100 feet southeast of 16th Street.

Page 25—Add a “Capital Crescent Trail” section with the following:

- trail access from Lyttonsville Road
- trail access from near 16th Street

Page 25—Complete the last sentence in the fifth column as follows: “... and tracks on the south side.”

Page 25, Notes—Start the first note as follows: “Both tracks and trail ...”

Page 25, Notes—Add this note: “This 16th Street Station should be named the ‘Harry Sanders/Woodside Station.’”

Page 26, Map 11—Add Trail Access logos at 16th Street, Spring Street, and Apple Avenue.

Page 27—Add a “Capital Crescent Trail” section with the following:

- trail access from Spring Street
- trail access from Apple Avenue

Page 27, Notes—Start the first note as follows: “The tracks will be on an aerial structure ...”

Page 31, Notes—Change the last sentence as follows:

Separate left turn lanes will be provided where warranted to accommodate turning traffic [at signalized intersections, except the westbound to southbound left at Dale Drive, if the Dale Drive station is built].

Page 31—Add the following text under “Potential Dale Drive Station”:

There is no intent or desire to change the zoning in the single-family residential neighborhoods in and around the Wayne Avenue/Dale Drive intersection, if a station is established at this location in the future.

Page 31—In the “Silver Spring Green Trail” section, revise the second-to-last sentence as follows:

The combined trail and buffer along this segment will be at least 13 feet wide [with a minimum eight-foot wide trail and a minimum five-foot wide buffer].

Pages 32 and 34, Maps 14-15—Move the station logo for the Manchester Place station just east of Wayne Avenue.

Page 35—Move Arliss Street Station text from page 39 to page 35.

Page 37—Move Gilbert Street Station text from page 39 to page 37.

Pages 36 and 38, Maps 16-17—Move the station logo for the Gilbert Street station further north, south of University Boulevard intersection with Piney Branch Road.


All maps where applicable—Change Legend denoting “Pedestrian Access” to “Trail Access.”

Prior to Glossary—Insert new graphic showing conceptual roadway sections for selected locations along Bonifant Avenue, Wayne Avenue, Arliss Street, Piney Branch Road, and University Boulevard to convey the relationship between Purple Line tracks, through travel lanes, on-street parking, landscape panels, and sidewalks or shared use paths.

General

All figures and tables are to be revised where appropriate to reflect County Council changes to the Planning Board Draft for the Purple Line Functional Plan. The text is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the County Council. All identifying references pertain to the Planning Board Draft for the Purple Line Functional Plan, dated April 2010.

This is a correct copy of Council action.



Linda M. Lauer, Clerk of the Council