

Minutes
November 12, 2013

CALL TO ORDER

President Barbara Falcigno called the meeting to order at 7:30 p.m. and the GOCA Board and Representatives, alternates, and members of the public then introduced themselves. Matt Zaborsky moved to approve the October minutes. The minutes were approved unanimously. Matt Zaborsky moved to approve the agenda. The minutes were approved unanimously.

PUBLIC COMMENT

On November 20, 2013 at the Silver Spring Civic Building (One Veteran's Place, downtown Silver Spring), there will be a small business employment law update and informational breakfast. To RSVP, please call 240-777-8454.

On November 13, 2013, there will be a meeting at the White Oak Recreational Center, sponsored by The Communities for Transit, on ideas for the BRT along the corridor on Route 29.

One Montgomery is sponsoring a workshop at the Episcopal Church on New Hampshire Avenue to discuss ideas on generating resources for a one equitable school system in Montgomery County. More information can be found at www.onemontgomery.wordpress.com.

On November 18, 2013 Congressman John Sarbanes is holding a town hall meeting at the Remax Building.

SPECIAL PRESENTATION: The Rapid Transit (RT) Proposal

Tom Street, Assistant CAO for County Executive, discussed the issues on the Rapid Transit (RT) Proposal, sponsored by a grant by the Rockefeller Foundation and otherwise known as "light rail on rubber tires." Looking at overall transportation expenses, the cost of building a metro service is \$250-300 million per mile and the cost of light rail is \$75-125 million per mile. Rapid transit (RT) is much less. However, the exact amount will not be known until details of system are known (routes/right of way/number of vehicles/etc). The Planning Board recommended 80+ mile system by maximizing the number of dedicated RT lanes so vehicles are not in the same congestion as traffic.

To change behavior of people, Mr. Street suggested that the project needs to be a world class system. Currently, 12% of the populations are Ride On users – riding the bus as a last resort option. In order for the project to be successful, the RT cannot have cost considerations to ruin its chances. The RT will need have stylish/comfortable vehicles with side doors on both aisles, wifi, and the like. Further, the RT needs to be reliable and predictable. Ideally, stations would have level platform boarding (like rail), off vehicle fare collection, and real time information available at stops/on line. The initial proposed system, Phase I, includes 162+ miles. The County Executive recommends the completion of phase I only, which is 83 miles (similar to what Planning Board recommended).

Montgomery County is #2 among all jurisdictions for the longest commute times, translating into 74 hours of delayed time and \$1400 of wasted fuel each year. Further, there is no space to continue to widen roads.

Mr. Street stressed that several master plans need RT to move forward (e.g. Greater Seneca and White Flint). The Center for Regional Analysis (CRA) study indicates potential 163,000 net new jobs over the next 20 years in Montgomery County. 80% will be in the 4 recently approved master plan areas. If the jobs are not able to be in Montgomery County, then they will likely go to surrounding jurisdictions and Montgomery County will still have congestion from the drive through traffic. Additionally, over the next 20 years, there will be 180,000 new housing units. Daily trips in and through the region will triple by 2030. If the county does nothing, it will still have development and increased congestion.

Early estimates show that there will be 165,000-270,000 daily riders. RT looks at “person through put.” One RTV = 72 cars. The RT system allows the county to grow responsibly in an environmentally-wise fashion so as to ensure there will be the space to build it in the future

The Process for constructing the RT goes in this fashion. The Council is having work sessions now on the plan. The County Executive recommends funds for planning/studies for the RT. All proposed corridors are along state roads so there may be available funding from state. Federal money may be used to purchase vehicles.

ITDP was not asked to produce the report they did and there are several problems with their estimates: 1) The report looks only at today's ridership - not projected future use (as more development occurs, there will be a natural rise in bus users); 2) The report did not consider the effect from creating a network. Current bus system is not designed as a network; 3) the report used international standards which do not represent America's use. For example, in many countries if you do not take a bus then your other choice is to walk. Few countries have the same percentage of car ownership as America; 4) the report did not consider for things that would increase ridership such as parking or re-routing the current Ride On system to bring people to RT stations so pick up locations are close to homes. All these things presumably will attract riders.

There are still issues that must be resolved during planning stage: impact to cross traffic along routes and parking structures to intercept through traffic (Route 29, 270, maybe even 97 to intercept Howard County traffic)

Lastly, Parson's Brinkerhoff's study on the RT found all routes met federal standards

OLD BUSINESS: Marian Fathers Development Concerns from the Manor Oaks HOA:

Direct access to Georgia Ave. is needed to mitigate additional traffic load on Abbey Manor Drive. Marian Fathers should include sufficient parking for their townhome residents such that overflow parking does not impact Manor Oaks residents. Construction traffic needs to access Georgia Ave. directly and not be routed thru Manor Oaks. Construction traffic should access the St. Albert side of Marian Fathers by traversing the parking lot (as opposed to using St. Albert Drive in Manor Oaks).

Marian Fathers should include in their governing HOA documents that townhome garages are to be used for cars only.

Moreover, Marian Fathers should include a new traffic study of Abbey Manor Drive and St. Albert Drive and its effect on the existing neighborhood. Marian Fathers should include additional recreation facilities to discourage use of Manor Oaks Tot Lots and other facilities. This developer should work with the county to have sidewalks/asphalt paths join from Manor Oaks into their neighborhood so that there is no area along the joining of the roadways without a proper walkway meeting the 10 foot wide standard. Landscape buffers should preserve Manor Oaks residents' enjoyment of existing views. Extension of the Georgia Avenue asphalt walking path at the northern edge of Manor Oaks up to Gold Mine Road. New homes should be built maintaining architectural and quality consistency with existing Manor Oaks homes. As such, GOCA Officers' Committee proposed the following motion as follows:

Whereas Marian Fathers will develop their property; whereas Abbey Manor Drive is currently a quiet dead end street, whereas recreational facilities within Manor Oaks is to serve Manor Oak residents, GOCA moves to request the Planning Board give the Manor Oaks concerns list due consideration during the plan review process.

GOCA voted 24 to 2 to approve motion on Marian Fathers Development.

NEW BUSINESS

GOCA had a discussion on the further funding or taxing districts to fund expansion of BRT to Olney in light of the Countywide Transit Corridors Functional Master Plan

Planning Board Draft:

http://www.montgomeryplanning.org/viewer.shtm#http://montgomeryplanning.org/transportation/highways/documents/ctcfmp_planning_board_draft_production_version_7-24-2013.pdf

Presentation of Staff Draft 3/18/2013: http://montgomerycountymd.gov/brac/resources/files/brt-mncppc_corridorsfunctionalmasterplan-bic-031813.pdf

ITDP Report: http://www.itdp.org/documents/ITDP_-_MCDOT_Demand_and_Service_Planning_Report.pdf

GOCA voted not to support the tabled resolution opposing further funds or taxing districts to fund expansion of BRT to Olney. The vote was 9 for the resolution and 16 against.

OFFICERS/COMMITTEE/LIAISON REPORTS

a. President's Report

Jim Smith, Helene Rosenheim, and Barbara Falcigno met with Park & Planning staff to review the zoning rewrite, specifically looking at Olney and the Town Center. Zoning matches with MXTC zone, however, a master plan review would be more specific.

Norbeck Meadows HOA had a meeting with At Large Councilmember Marc Elrich who expressed the following concerns: Height limits are top of top floor, not top of roof line, don't globally replace all zones – start with commercial zones and replace the residential as master plans are updated, eliminate all floating zones from residential zones, change the point system in the CR (Commercial-Residential) zone to require better changes, and in CR zones, require true mixture of commercial and residential.

The October 23 forum for HOAs, Condo, and Civic Associations is available to watch on the web. Link is in: <http://mccouncil.blogspot.com/2013/11/leaders-of-hoas-condo-associations.html>

b. Correspondence Report

No new issues.

c. Chamber of Commerce Report

Joe Buffington thanked GOCA for its support for Olney Community Night at Good Counsel High School.

d. Olney Town Center Advisory Committee

Helene Rosenheim announced that OTCAC's next meeting will focus on the CR zones and CIP priorities that were issued to the County Executive for consideration. The meeting will be held on November 26 2013 at the Remax Building at 7:30 p.m.

e. Membership Report

2014 Membership form is available on the GOCA website.

f. Nomination Committee Report

Matt Zabrosky announced that The Nominating Committee needs nominations for citizen awards in March 2, 2014 and the new forms are on the GOCA website. Electronic voting will also be used so please make sure that GOCA has the correct email addresses for all Olney HOA representatives and alternates. The Nominations Committee is also looking into a new location to hold the awards ceremony either at Good Counsel High School, Norbeck Country Club, or the Olney Theatre. Nominations are due by January 14, 2014.

f. Transportation Report

Paul Jarosinski announced the changes the State Highway Administration wants to do a study to restore a second left-turn lane from northbound Georgia Avenue onto eastbound Norbeck Road as there was prior to March 2011.

ADJOURNMENT

The meeting was adjourned at 9:33 p.m.

Respectfully submitted,

Mark K. Hill, Recording Secretary

GOCA Executive Board

Barbara Falcigno (President, Olney Oaks), Kathy Curtis (2nd Vice President, Lake Hallowell), Greg Intoccia (Corresponding Secretary, Ashley Hollow), Mark K. Hill (Recording Secretary, Camelback Village), Ruth Laughner (Treasurer, Williamsburg Village), Helene Rosenheim (Past President, Highlands), John Webster (Executive Vice President, Manor Oaks), Howard Grief (First Vice President), Paul Jarosinski (Cherrywood HOA), Judy Broseker (Brookeville Knolls), Bob Reel (Victoria Springs), Matt Zaborsky (Past President, Norbeck Meadows), Jim Smith (Oatland Farm,) Jay Feinberg (Olney Oaks), Dave Rada (Brooke Manor) Ed Weisel (Norbeck Meadows), Andrea Keller (Fair Hill Farm), Jeffery Kahan (Christie Estates). Della Dorsey (Camelback Village), Jim Messimore (Cherrywood), Anthony Macaluso (Hallowell), Bill Calomeris (Olney Mill), Carolyn Knight (Olney Oaks), Vickey Aceto (Olney Square), Sharon Dooley (James Creek), Ann Marie Saporito (James Creek)

Invited Guests

Terri Hogan (The Gazette), Tom Street (Assistant CAO for County Executive), Dale Tibbitts (Councilmember Elrich),

Public

Kevin Mell (MedStar Montgomery), Louis Saporito (James Creek) Kim McCary (Cherrywood), , Art Bodsky (Cherrywood), Tim Steman (Williamsburg Village), Joe Fritsch (Highlands), Lee Lofthus (Oatlands), Sharon Parker (Hallowell), Audrey Partington (OTCAC), Clayton Englar (SEROCA), Kathleen Donodes (Hallowell).