

Minutes approved read into mins

MINUTES

Sandy Spring Civic Association

07/13/2019

Location

Ross Boddy Community Center, Sandy Spring MD 20860

Time & Dates Proposed Format & Schedule

Date	Minutes & comments	Date	Minutes & comments
07/12/2019	Whitaker		
08/12/2019	No meeting scheduled		
09/09/2019			
10/14/2019			
11/11/2019			
12/09/2019			

Meeting called to order at 6:35 pm (Basile Whitaker, presiding)

- Meeting called to order and reading of June's minutes by Basile Whitaker
- Minutes were approved with minor changes.

Committee Reports

- Dorothy Slater provided a detailed summary of all transportation projects underway in Sandy Spring/Ashton community. A written summation was read into record and hard copy submitted for archives. In summary, Ms Slater provided an update on the following road projects:
 - Brooke Rd Repaving Project
 - Gold Mine Rd Bridge Project
 - New Hampshire Ave Southbound Project
 - Brooke Rd/Rte 108 Project
- Christine Hill-Wilson provided a treasury report and account balances to the membership body.
 - Membership checking acct: \$ 465.42 / 235.44
 - Scholarship checking acct: \$ 663.04 / 153.04
 - Scholarship savings acct: \$ 1,979.71 / 1,980.08
 - Scholarship CD acct: \$ 5.18 +
 - **Total avail Balance of: \$ 2,520.61 / 2,530.13**

Community Business:

- Devon Hahn from MDOT State Highway Admin, District 1 gave a MD 650/New Hampshire Ave at Brooke Rd. (See presentation)
- Mr. Hahn's presentation covered the following information.
 - Crash data
 - Alternate solutions
 - Sight Distance
 - Intersection Turning Volumes
- Discussed the Ashton Market Project. Fred Nichols commented project approx. 3.5 months behind schedule.
- ~~Kathy~~ ^{Kathleen} Wheeler announced Friends House meeting on July 23 to discuss further plans regarding the GASSCA. Awaiting more details.
- Meeting adjourned at 7:19 pm.

General Items

Next Meeting 9/09/2019

**Sandy Spring Civic Association
Treasurer's Report
Balances as of
August 31, 2019**

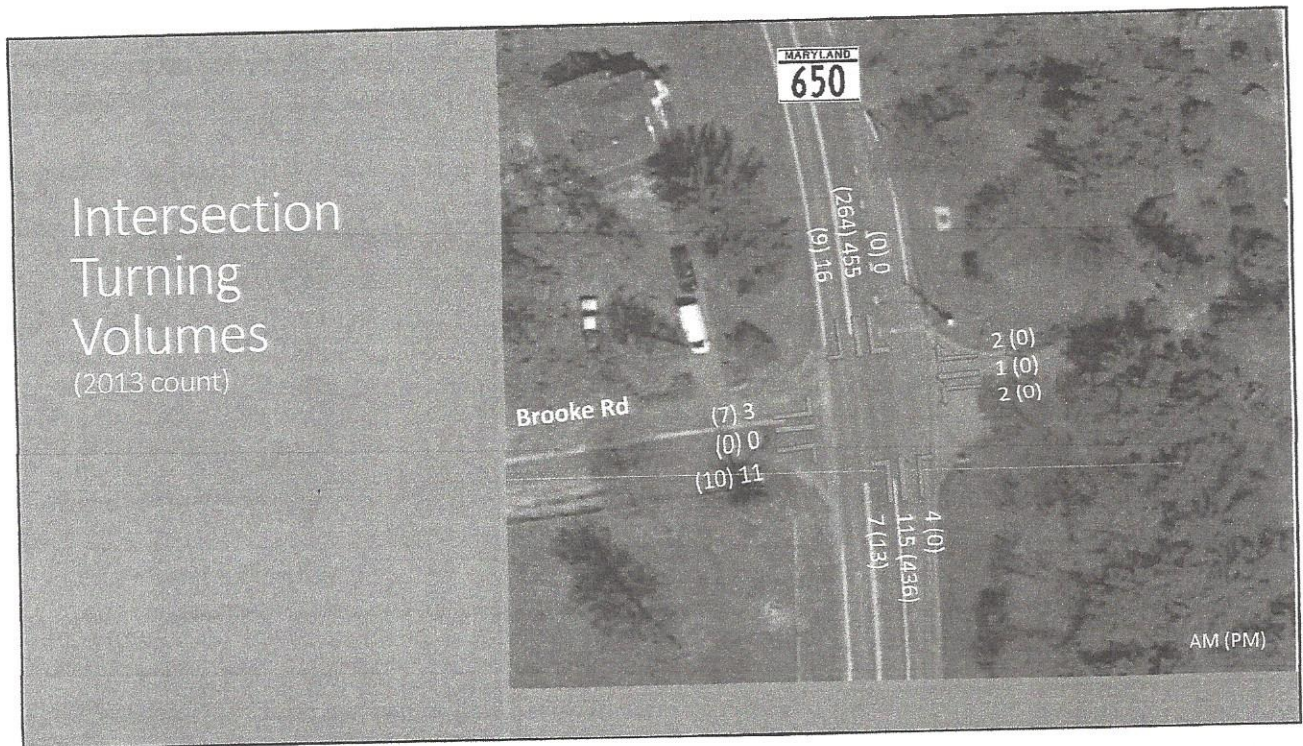
Membership Checking Account		\$ 465.42
7/29/2019 EIG, Homestead, web hosting	(21.99)	
8/5/2019 P O Box rental	(168.00)	
8/29/2019 EIG, Homestead, web hosting	(21.99)	
	(211.98)	
	Balance	\$253.44
 Scholarship Checking		 \$663.04
7/1/2019 Community Day donations	90.00	
6/18/2019 Florida A & M - C. Offord	(300.00)	
8/7/2019 Loyola University, MD - R. Smith	(300.00)	
	(510.00)	
	Balance	\$153.04
 Scholarship Savings Account		 \$ 1,979.91
7/31/2019 Interest	0.08	
8/31/2019 Interest	0.09	
	0.17	
	Balance	\$ 1,980.08
 Scholarship CD Account		 \$ 2,520.61
7/4/2019 Interest	5.02	
8/4/2019 Interest	5.20	
	10.22	
	Balance	\$2,530.83

July Presentation MDOT

MD 650/New Hampshire Ave at Brooke Road

JULY 8, 2019

1



2

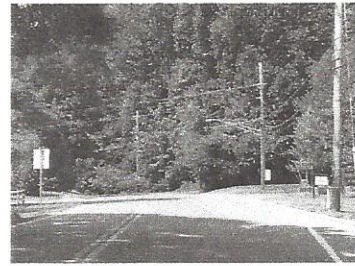
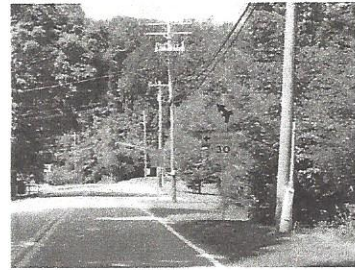
MD 650 Existing Conditions

Speed Limit – 40 MPH

Advanced warning signs with supplemental street name and 30 MPH advisory speed limit on both MD 650 approaches

Chevrons present within horizontal curve west of Brooke Road

Raised Pavement Markers (RPMs) along centerline



3

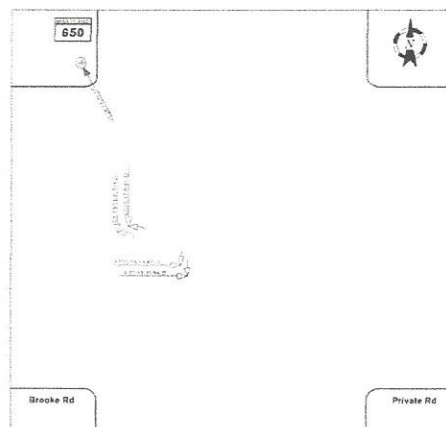
Crash Data: 2016 - 2018

2016 – 2018: 3 Total crashes

- 1 NBL/SBT
- 1 run-off-road
- 1 EBL/SBT

2013 – 2015: 2 crashes

- 1 NBL/SBT
- 1 EBL/SBT

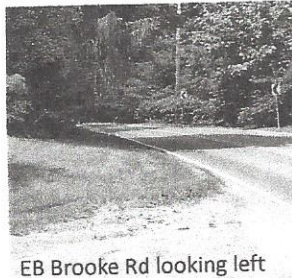


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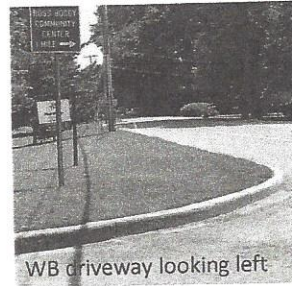
Sight Distance

Approach	Looking Left	Looking Right
AASHTO Guideline	385-ft ¹ / 290-ft ²	445-ft ¹ / 335-ft ²
Brooke Road	150-ft	>500-ft
Shared Driveway	300-ft	>500-ft

¹Sight distance for 40 mph
²Sight distance for 30 mph



EB Brooke Rd looking left



WB driveway looking left

5

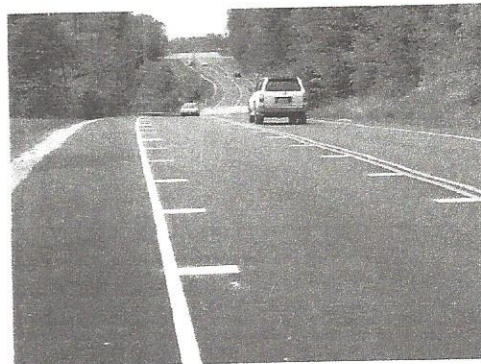
Options

Install speed management pavement markings, possibly including:

- "30 MPH" pavement markings on MD 650
- Optical transverse markings
- Wider edgelines

Install flashing hazard identification beacons on the advanced warning signs

Prohibit Brooke Road left-turns



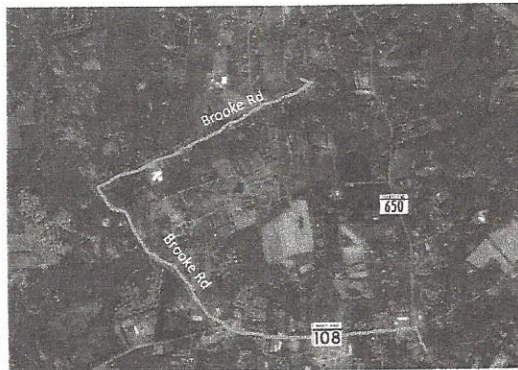
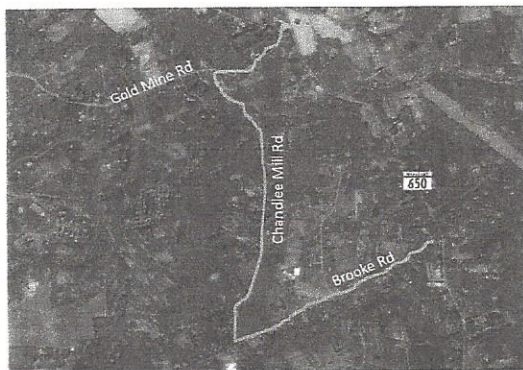
Source: FHWA

6

Brooke Road Alternate Routes

LEFT-TURNS OUT

LEFT-TURNS IN



7

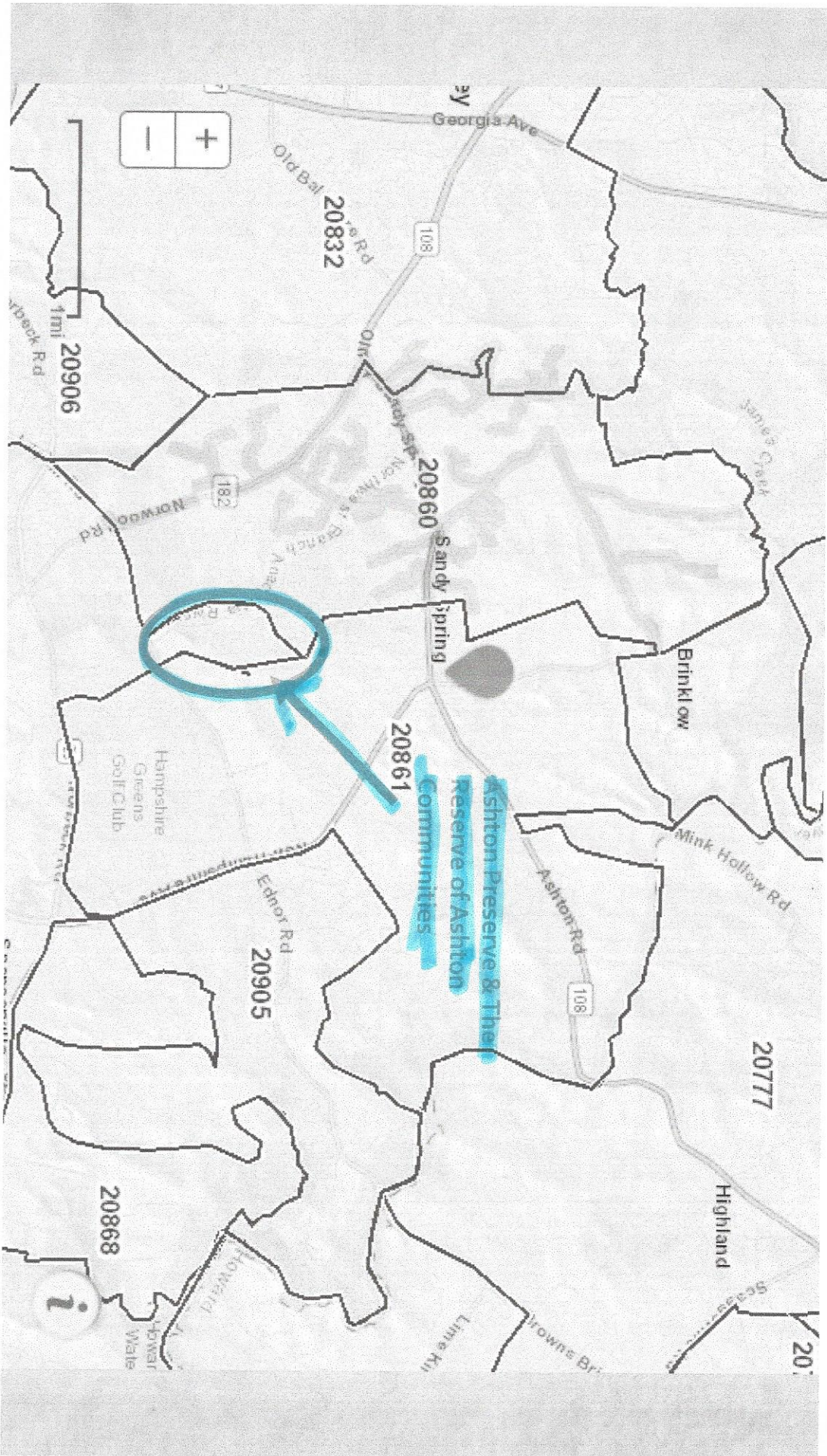
Thank you

DEVON HAHN- MDOT STATE HIGHWAY ADMINISTRATION DISTRICT 3
TRAFFIC ENGINEER- MONTGOMERY COUNTY
DHAHN@MDOT.MARYLAND.GOV

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MAPS (Bryan Powell) 9-9-2019

Ashton Preserve a Reserve of Ashton Request to be Annexed to Sandy Springs



HISTORIC RESOURCES

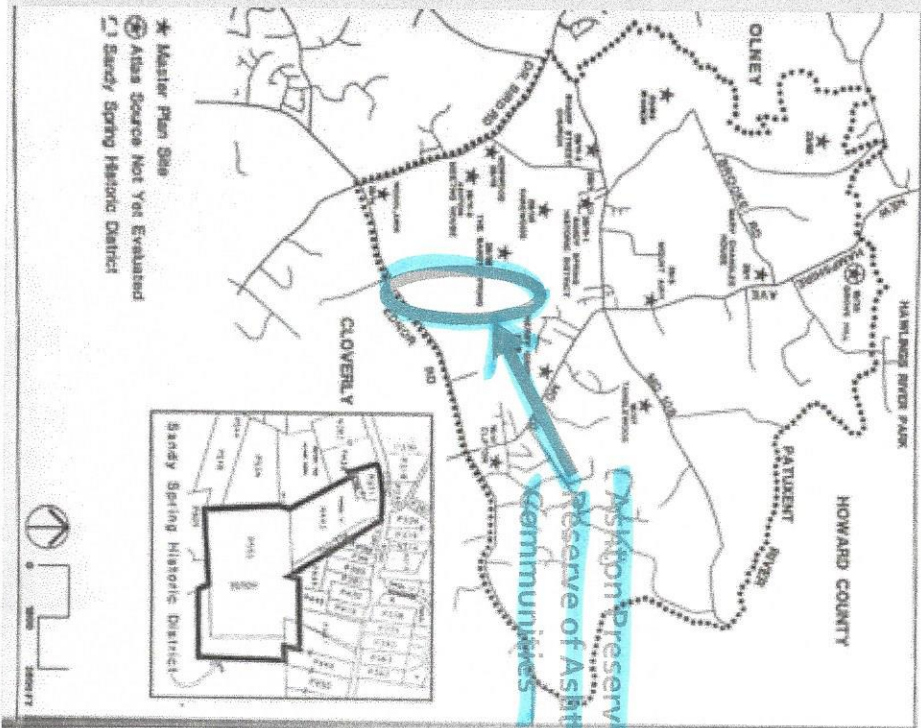


FIGURE 10

TWO RURAL NEIGHBORHOODS ALONG THE RURAL LEGACY TRAIL

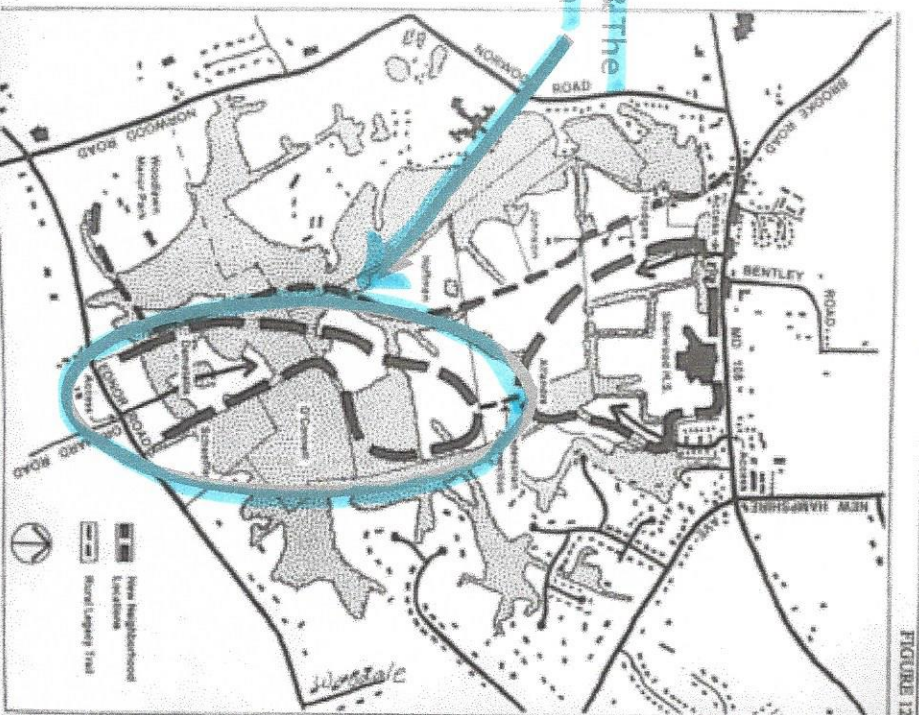
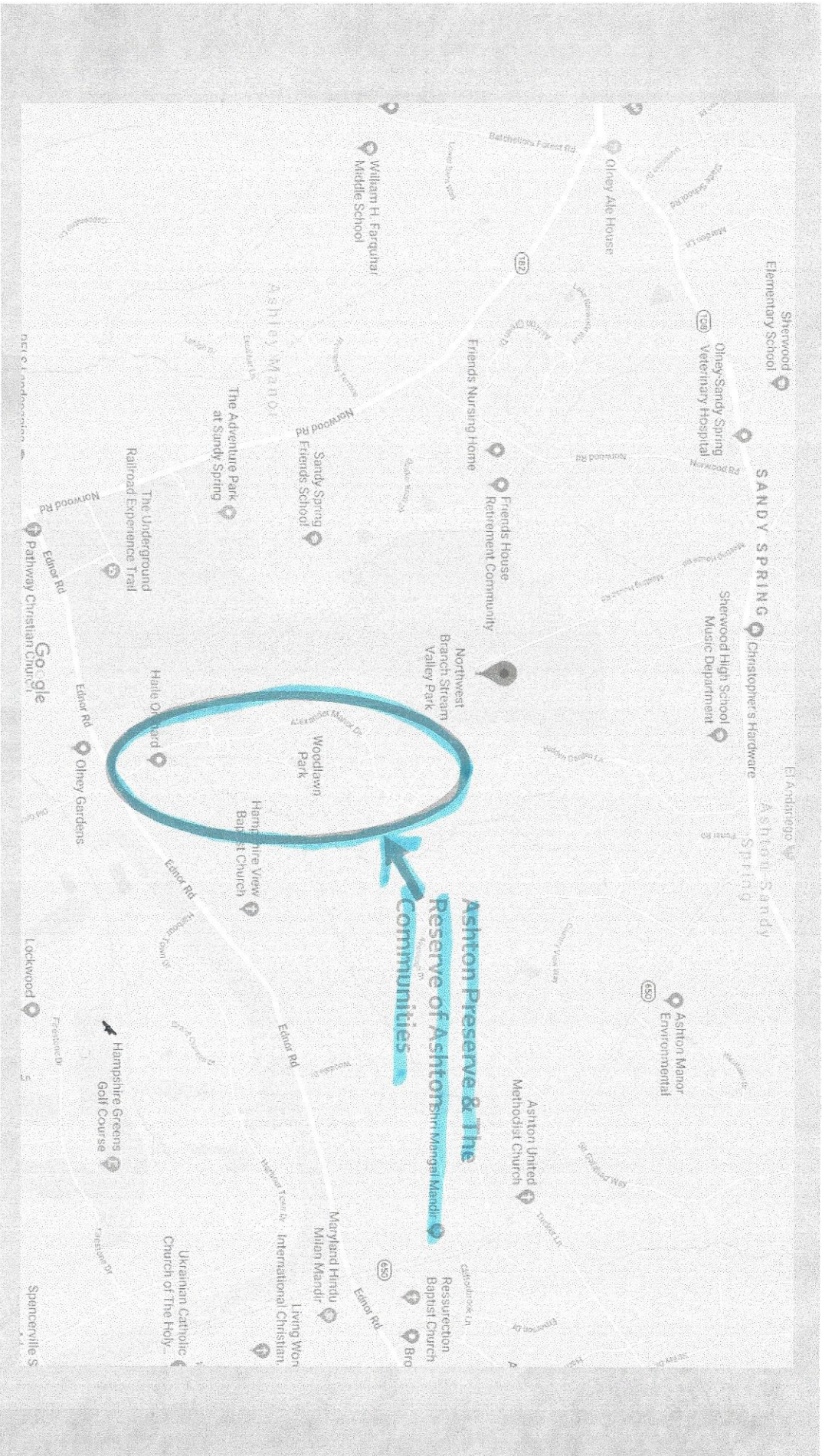


FIGURE 11

\$2588 of homes support this Ashton Reserve to Sandy Spring
Nurseries



Ashton vs Sandy Spring
Part of Steward Wood Center

From: SHA D3TrafficTeam <SHAD3TrafficTeam@mdot.maryland.gov>

To: robindekelbaum@gmail.com <robindekelbaum@gmail.com>; aolbegone@gmail.com <aolbegone@gmail.com>; rlglaaser@hotmail.com <rlglaaser@hotmail.com>; dmarieslater@verizon.net <dmarieslater@verizon.net>

Subject: Montgomery County: MD 650 (New Hampshire Avenue) and Brooke Road

Date: Wed, Aug 28, 2019 3:42 pm

Dear Concerned Residents:

This is in follow-up to your request to review traffic safety concerns at the MD 650 (New Hampshire Avenue) and Brooke Road location in Montgomery County. The Maryland Department of Transportation State Highway Administration (MDOT SHA) District Three traffic office initiated a study and offers the following summary of our findings and alternatives.

Our evaluation revealed that the stopping sight distance on MD 650 exceeds the requirements for both the 30 m.p.h. advisory speed as well as the posted 40 m.p.h. speed limit. However, the intersection sight distance for northbound Brooke Road is limited by the horizontal curve on MD 650 just west of the intersection.

A review of the existing signs in the area revealed that there is a horizontal curve/ side street warning sign with a supplemental 30 m.p.h. sign and name plate on both directions of MD 650. In addition, there are Chevron alignment signs around the curve.

On July 8, 2019, MDOT SHA staff met with the Ashton Sandy Spring Community group at Ross Boddy Community Center to review the findings and discuss potential alternatives. The group present recommended proceeding with the following short- and mid-term improvements:

- Install “30 MPH” pavement markings on MD 650 to emphasize the advisory speed limit.
- Install speed management pavement markings, which may include optical transverse markings and/or wider edgelines.
- Install active warning devices to enhance driver awareness of the approaching intersection through either:
 - A hazard identification beacon on the advanced horizontal curve warnings signs, or
 - A collision avoidance system to notify both MD 650 and Brooke Road motorists when a vehicle is approaching on the opposite street.

The group further recommended additional studies to consider lowering the speed limit on this section of MD 650 to 30 m.p.h. Speed studies are currently in progress.

At this time, MDOT SHA District Three staff will proceed with the installation of the pavement markings, and prepare the recommendation for the active warning devices for review and approval by our MDOT SHA Office of Traffic and Safety (OOTS). If you have any further questions regarding this location or the findings, please do not hesitate to contact me at 301-513-7498 or my Team Leader Robert Owolabi, at 301-513-7331 or 1-800-749-0737. We will be pleased to assist.

Sincerely,

Derek L. Gunn, P.E.

September 9, 2019

Gold Mine Road – Closed at Chandlee Mill June 22 and remained closed throughout summer until ribbon cutting on August 29, 2019

Brooke Road – repairs began August 19 and were completed week of August 26. There were complaints about lack of safety cones and how much of the road was disrupted during repairs. The responsible depot has contacted the sign shop to restripe the road.

Brooke and New Hampshire – Received correspondence August 28 from SHA District 3 (Derek Gunn) summarizing their assessment of the safety issue and outlining short and mid term improvements

Short term ---30 MPH pavement markings and speed management pavement markings. Status – Per telecon with Robert Owolabi – Assessment team was out last week. Expected completion within 90 days from that review. Weather dependent

Long term – hazard identification beacon or collision avoidance – Has been referred to HA Traffic Management – Per Owolabi --Expect yes or no decision within 60 days. If yes will decide which type. Will require design specific from that location-- could take up to 6 months.

Help Keep Ashton Rural

Big, long-term decisions on future development in Ashton will be made in the next two months

AT A MEETING IN SANDY Spring on September 7, County Executive Marc Elrich praised Ashton and Sandy Spring for being rural, and pledged his support for keeping Ashton from being over-developed during the imminent process to revise the development plan for Ashton. But he also said that what happens is out of his control. He charged community members to actively and vigorously engage with the Montgomery County Planning Board, and the planning staff that work for the Board. He told residents to ensure that Board members and the politicians who appoint them (the County Council) know that they will be held responsible if they don't do their job properly and listen to the community. He said that is how the Aspen Hill community defeated a Walmart proposed for their neighborhood.

We need your help

The Sandy Spring Ashton Rural Preservation Consortium (SSARPC) needs your help to keep Ashton from being overrun



County Executive, Marc Elrich addresses a crowd of Ashton/Sandy Spring residents at the Sandy Spring Museum on Saturday, September 7, 2019.

with dense, expensive, out-of-character townhouses like those recently built next to the old bank building in Sandy Spring. We encourage you to participate in community design workshops at the Sandy Spring Museum on October 15 and 16, so that your voice can be heard. We also need your financial support to retain an experienced independent land planner to prepare an alternative plan protecting the rural character of Ashton. This has worked before (details to follow).

The clock is ticking

More specifically, by the end of October 2019, the Montgomery County Planning Department will make its recommendations on the "Ashton Village Center Sector Plan," which will set new zoning rules for Ashton, including Ashton's main crossroads (the intersection of New Hampshire

Avenue and Route 108) and land across from Sherwood High School. The same developer responsible for the massive townhouse development recently constructed next to the original Sandy Spring Bank building plans to develop about eight acres, currently mostly vacant, on the southeast corner of the Ashton crossroads (where the Sandy Spring Bank Ashton branch is located). The developer's company is also responsible for the recently approved plan to build 20 large townhouses, three apartments, and 6,300 square feet of commercial space at the old Sole d'Italia restaurant site. The developer, while saying he is open to alternative designs, wants zoning approval to build townhouses, as well as single-family homes, apartments, and commercial buildings on the southeast corner. If history is any guide, those developments will be massive and lack significant visible green space.

What would you like to see in Ashton?

SSARPC wants to maintain Ashton's rural heritage by limiting density of developments consistent with the existing Master Plan. We need your help. Please join us. You can:

PARTICIPATE by attending neighborhood design workshops Tuesday, Oct. 15 (9 a.m. to 5 p.m.) and Wednesday, Oct. 16 (9 a.m. to 9 p.m.) at Sandy Spring Museum, 17901 Bentley Road, Sandy Spring, for public input on designs for the Ashton Village Center. Also, attend the planning staff presentation of conclusions on Thursday, Oct. 24, 6 p.m. to 9 p.m., at Sandy Spring Museum.

JOIN SSARPC: Send us your email address for updates. SSARPC is not anti-development or anti-change. SSARPC seeks to assure that development comports with the 1998 Sandy Spring/Ashton Master Plan, which was designed to keep our area rural. Email us at KeepAshtonRural@gmail.com.

DONATE: Support SSARPC efforts to hire an independent land planner to prepare and present a viable, eco-friendly plan as an alternative to the developer's proposal. As will be explained below, in 2007, SSARPC was able to defeat an intensive development proposed by the same developer at the same crossroads, but only with significant community involvement and donations that enabled SSARPC to retain a planner who came up with an alternative to the developer's plan. Mail your donations (\$100

from each concerned family will enable us to get the help we need) to SSARPC c/o Elizabeth Thornton, Quailhill, Box 187, Ashton, MD 20861, or send a PayPal contribution to: KeepAshtonRural@gmail.com

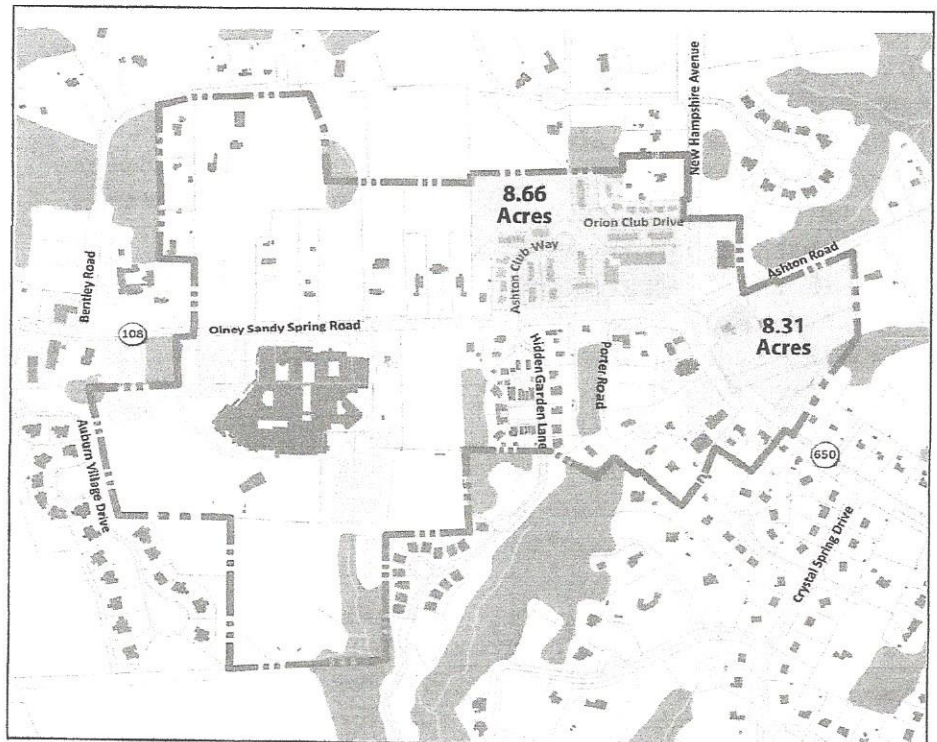
Developers are rarely designers

It is often the case that developers will hire the most effective and well-connected experts and lawyers in their attempt to gain approval for maximum-density development. We have identified highly qualified experts who can draft a realistic, economically viable alternative that retains the rural village character of our town, but they need their minimum expenses covered. We need to raise \$10,000 by mid-

September (more than \$3,000 has already been raised) to be able to present a rural, community-friendly alternative at the October design workshops, during proceedings by the Montgomery County Planning Board, and to our county's leaders. Please review the information that follows and donate. It will make a difference!

The Ashton Village Center Sector Plan

The Montgomery County Planning Department announced in May 2019 that it would be launching a process to study the current zoning provisions governing Ashton, described as a "historic crossroads community east of Olney," and said that the Ashton Village Center Sector



Boundaries of the study area for the Ashton Village Center sector plan.

Plan will cover approximately 70 acres around the intersection of New Hampshire Avenue and Olney-Sandy Spring Road (MD 108). A May 16 community presentation noted that there are two major parcels that will be subject to intense review (see previous chart): the northwest corner of the Ashton crossroads (location of the shopping center that includes the 7-11 and Dempsey's Restaurant, as well as surrounding townhouses) and the southeast corner (mostly vacant, except for the Sandy Spring Bank building). The presentation is available at https://montgomeryplanning.org/wp-content/uploads/2019/05/19.05.16_Kickoff-Community-Meeting.pdf. Although the Planning Department's website announcement of the plan <https://montgomeryplanning.org/planning/communities/area-3/ashton-village-center-sector-plan/> states that one goal of the process will be to "Maintain Ashton's rural character," the same goal was set for the plot that became Thomas Village, the development of 19 townhouses next to the original Sandy Spring Bank building.

Why is this important?

The pace of development in the Ashton/Sandy Spring area has left few large tracts that are still available for development: much of the remainder of our neighborhoods has already been developed to its maximum capacity, or is preserved by conservation easements. The most notable exception is

the southeast corner of the Ashton crossroads, serving as the prominent gateway for northbound and westbound traffic entering Ashton. Overly dense development would add to the massive traffic problems in our area, and would deprive our area of the open spaces and small-town atmosphere that are so important. SSARPC believes that what is needed in the Ashton planning area is preservation of the wide-open spaces on the north side of Route 108 (generally, across from Sherwood High School), and a development on the southeast corner of Ashton crossroads that provides the appearance of a small town center that developed over time, with visible green space, varying roof heights and building sizes, a variety of traditional building materials, varying setbacks from the roads, attractive and convenient pedestrian access, and a mixture of residential and commercial uses. Notably, interested parties predict that the development on the southeast corner will provide important precedent for the redevelopment of the 7-11 shopping center on the northwest corner, if that occurs.

In 2007, the same developer who controls the southeast corner today proposed a massive commercial building there with its back on Route 108, along with intense commercial and residential uses. After reviewing a counterproposal prepared by a land planner retained by the SSARPC (see rendering on next page), the Planning Board rejected the developer's proposal, and adopted the plan proposed by the SSARPC. Then, the

recession hit, and development was delayed. Until now.

Although SSARPC would not oppose development along the lines approved by the Montgomery County Planning Board in 2007, the developer has said that the decline of brick-and-mortar retail makes that plan impractical. He has said that he wants to build residential properties on the site. SSARPC believes he wants something with density very similar to the Thomas Village townhouses.

SSARPC believes that any residential development on the southeast corner should be constructed along the lines of the nearby Wyndcrest subdivision, built on the south side of Route 108 along Hidden Garden Lane, just to the east of Sherwood High School. That subdivision incorporates ample, attractive, and highly visible green spaces and a mixture of single-family homes and townhouses, creating a small-town atmosphere.

The process:

OCTOBER 15 AND 16: Design Workshops at Sandy Spring Museum (details above).

OCTOBER 24: County Planning Department presents conclusions (details above).

LATE FALL 2019: staff presents recommendations to the Montgomery County Planning Board.

FINALLY: After the Planning Board takes action on the proposed plan, it will be considered by the Montgomery County Council.

It is critical for many members of the public to provide comments and outline proposals to the Planning Department staff well before they finalize their recommendations to the Planning Board.

Who is SSARPC, and why do we want to hire a village planner?

The SSARPC is a group of neighbors who gathered about 12 years ago. SSARPC:

- successfully opposed the massive commercial development proposed in 2007 for the southeast corner of the Ashton crossroads,
- opposed the height and density of the townhouses at Thomas Village, which overwhelms the size of the neighboring pre-existing, smaller townhouses, and
- opposed the height and density of the townhouses recently approved for "Ashton Market," the development along Porter Road at the location of the Sole d'Italia restaurant.



In 2007 the SSARPC presented a plan much more suited to the southeast corner of Ashton Crossroads. This rendering was done by Miche Booz.

With your help, we can hire Mike Watkins

Mike Watkins, FAIA FAICP NCARB LEED-AP CNU-A, is the lead expert of the group that SSARPC will retain to prepare an alternative plan, if sufficient funds are raised. Mike worked on the highly successful and neighborhood-compatible Wyndcrest development along Hidden Garden Lane in Ashton, and on designing small neighborhoods in the King Farm development in Gaithersburg.

Hiring Mr. Watkins may be our only chance to

prepare a realistic alternative to the developer's vision. Otherwise, SSARPC may not be able to prevent another over-sized development on one of the few prominent, undeveloped parcels in our neighborhood.



Help Keep Ashton Rural

ssarpc.org