

Resolution Number: 2021-08  
Introduced: xx/xx/2021  
Adopted: xx/xx/2021  
Effective: xx/xx/2021

**RESOLUTION STATING TOWN EXPECTATIONS AND POLICY TO  
MINIMIZE ADVERSE EFFECTS ON TOWN RESIDENTS AND THE  
ENVIRONMENT RESULTING FROM COUNTY CONSTRUCTION OF A  
BICYCLE/PEDESTRIAN CONNECTION BETWEEN THE TOWN AND  
CRABBS BRANCH WAY**

**WHEREAS,** Many Town residents have expressed their interest in a bicycle/pedestrian access path to the nearby Crabbs Branch shopping center and the Shady Grove Metro station. A reduction in the use of motor vehicles for shopping or Metro access would have both health and environmental benefits, however there is currently no safe or direct route from the Town to either of these locations except by motor vehicle; and

**WHEREAS,** Throughout the process of the development of the 500 block of Brown Street, beginning in 1994, the Town expected that a bicycle/pedestrian access to Crabbs Branch Way would be constructed at some point in that area; and

**WHEREAS,** Montgomery County Department of Transportation has funded for design, with construction to begin upon adoption of concept, the Washington Grove Connector, a bicycle/pedestrian path between Crabbs Branch Way and some point on the border of the Town. County representatives have held in-person and virtual meetings explaining three alternatives being considered: one on either side of the properties on the 500 Block of Brown Street, and one connecting to the cul- de-sac at the end of Brown Street; and

**WHEREAS,** In relation to the Shady Grove Sector Plan, the County DOT has also funded for conceptual design a possible extension of Amity Drive through the Lower Meadow and connecting to Crabbs Branch. This roadway project would include a parallel bicycle path; and

**WHEREAS,** Since the annexation by the Town of the property that is now the 500 Block of Brown Street, the County has constructed major maintenance facilities adjacent to the residential properties that are aesthetically oppressive and create noise and fumes. Especially obtrusive is a salt barn that was built much higher than the plan represented to the Town by the County; and

**WHEREAS,** The City of Gaithersburg expects to eventually develop its own plan for bicycle/pedestrian access to the Shady Grove Metro Station, but has not, to date, published any potential alignments or indicated whether it expects such route would be through or around the Town. Given its large population, including pending residential redevelopment at Lake Forest Mall, the potential exists for a significant volume of bicycle traffic from Gaithersburg to transit the town to reach the planned DOT connection; and

**WHEREAS,** On March 8,2021 The Town Council agreed to a motion to identify the end of Brown Street as the priority routing for the bikeway connection to Washington Grove..

**NOW THEREFORE, BE IT RESOLVED,** that the Mayor and Town Council, adopt the following principles as an expression of the Town’s expectations and policies:

1. To the maximum extent feasible, the location and design of the proposed bicycle/pedestrian path (“bikeway”) should preserve existing forested buffer between Town residents’ properties and the I 370/MD 200 roadway, the County facilities on Crabbs Branch Way, Robert’s Oxygen, and the bikeway.
2. To the extent the existing buffer cannot be preserved it should be replaced with comparable natural foliage or appropriate artificial screening.
3. The Town expects that it will be provided at the earliest possible stage with:
  - a. specific location, designs and parameters for the bikeway and the opportunity for to establish mutual agreement on them,
  - b. all projected usage studies for 1, 5 and 10 years after completion and the assumptions and methodology thereof,
  - c. the request for and results of all environmental impact studies with respect to the bikeway,
  - d. Be provided timely information and opportunity to participate in any future consideration of an Amity Drive to Crabbs Branch Way connection.

4. The Town's and the County's understanding of the foregoing 3 points should be memorialized in a memorandum of understanding prior to the initiation of construction. Such memorandum to include provision to ensure County compliance with its terms.

Adopted and effective this \_\_\_\_\_.

Council: \_\_\_\_\_  
Date \_\_\_\_\_

Approved by Mayor and Town  
\_\_\_\_\_  
Mayor  
Date \_\_\_\_\_

Attest: \_\_\_\_\_  
Town Clerk Date \_\_\_\_\_

