

MEMORANDUM TO: Mayor & City Council

FROM: Rob Robinson, Lead
Long Range Planning

DATE: July 29, 2013

SUBJECT: Midcounty Highway Alternatives 2 & 9

Staff has been asked to provide a comparison of Alternatives 2 and 9 as discussed in the Midcounty Corridor Study (MCS) 2013 Draft Environmental Effects Report released for public comment on May 2, 2013, in order to clarify the positions expressed in the City's comment letter dated July 17, 2013. While Alternative 2 was not discussed in depth during the May 13, 2013 MCS work session, upon thorough review of the study, staff expressed that the City could support Alternative 2 as the preferred option.

As stated in the MCS,

"The purpose of the Midcounty Corridor Study is to develop transportation improvements in Montgomery County east of I-270 between Clarksburg and Gaithersburg that will:

- reduce projected congestion on roadway facilities between Clarksburg and Gaithersburg, east of I-270;*
- provide a north-south corridor which improves the safety and efficiency of short and moderate length trips in the study area;*
- improve vehicular, pedestrian and bicycle access to residential, commercial and employment destinations in Clarksburg and in the eastern areas of Gaithersburg and Germantown; and*
- be implementable in an environmentally sensitive manner using measures to avoid, minimize, and mitigate impacts."*

The "Need" for the study is based upon the following goals:

- Reduce existing and future congestion.
- Improve vehicular safety.
- Enhance the efficiency of the roadway network and improve the connections between economic centers.
- Accommodate planned land use and future growth.
- Provide bicycle and pedestrian connections.
- Enhance homeland security.
- Improve the quality of life.

Alternative 2 – Transportation System Management / Travel Demand Management:

This alternative is to improve the existing transportation system with minimal capital improvements while reducing the demand for single-occupant vehicle travel on roadways. This is accomplished by way of intersection improvements that could be constructed within the existing rights-of-way (ROW), such as additional turning lanes.

The following intersections were identified for future improvements¹:

Table 2-2: Proposed Improvements Evaluated under Alternative 2

Type of Improvement	Locations
Intersection Improvements	Midcounty Highway /Montgomery Village Avenue Midcounty Highway/Goshen Road Midcounty Highway/Woodfield Road Midcounty Highway/Washington Grove Road Midcounty Highway/Miller Fall Road Midcounty Highway/Shady Grove Road MD 355/Shady Grove Road MD 355/Montgomery Village Avenue MD 355/Watkins Mill Road MD 355/Professional Drive MD 355/Gunners Branch Road MD 355/Middlebrook Road MD 355/Germantown Road MD 355/Shakespeare Boulevard Watkins Mill Road/Stedwick Road MD 115/Shady Grove Road/Airpark Road

Alternative 9 – Master Plan Alignment:

This alternative is a 5.7-mile route that follows the Midcounty Highway Master Plan alignment from Snowden Farm Parkway to Montgomery Village Avenue. The proposed corridor improvements include:

- Construct the Midcounty Highway Master Plan alignment as a four-lane divided highway with two six-foot shoulders, a sidewalk, and a shared use path from future Snowden Farm Parkway to Montgomery Village Avenue, using one of three Northern Terminus Options: A, B, or D.
- Widen existing Midcounty Highway to six-lane divided highway between Goshen Road and Montgomery Village Avenue.
- Widen Middlebrook Road to a four-lane divided highway from Midcounty Highway to MD 355.

¹ All figures and charts are taken from the Midcounty Corridor Study 2013 Draft Environmental Effects Report

The following table compares the estimated costs (in millions) of the two subject alternatives:

Table 2-3: Estimated Cost

Alternative	No-Build	2	9A	9B	9D
Costs (mil S)	0	41	357 ¹	338 ¹	350 ¹

¹Cost excludes \$14 million for Middlebrook Road construction.

The MCS conducted its alternatives analysis based upon a design year of 2030 with each alternative judged against a “no-build” scenario. Sixteen (16) study area intersections were identified to exceed Critical Lane Volumes (CLVs) of 1425, which is the County’s congestion standard for the policy areas that comprises the study area.

The analysis states that Alternative 2 would result in no reduction in traffic volumes versus “no build” on MD 355 and Alternative 9 would cause the largest reduction in traffic volumes on MD 355.

Table 3-7: Range of Projected Changes in 2030 Traffic Volumes on MD 355

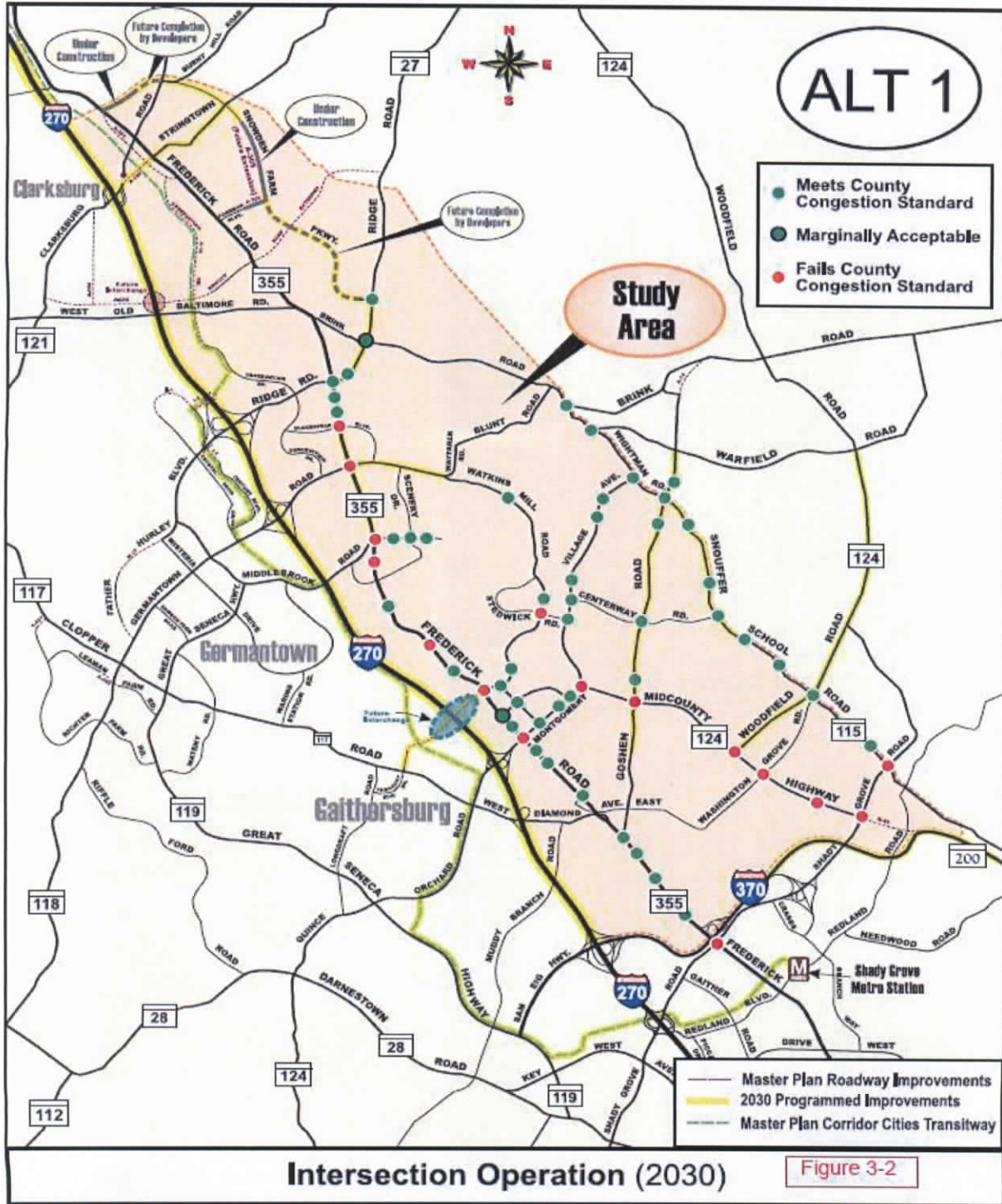
Segment of MD 355	Traffic Vol on MD 355 with No Build	Traffic Vol on MD 355 with Alt 9	Change between Alt 9 and No Build
Ridge Road to Henderson Corner Road	33,550	20,725	-38 %
Henderson Corner Road to Milestone Center (South)	40,400	24,475	-39%
Milestone Center (South) to Shakespeare Blvd	42,275	27,400	-35%
Shakespeare Blvd to Germantown Road	47,750	32,900	-31%
Germantown Road to Middlebrook Road	45,975	30,300	-34%
Middlebrook Road to Gunners Branch Road	50,425	34,925	-31%
Gunners Branch Road to Plummer Drive	46,900	34,050	-27%
Plummer Drive to Professional Drive	47,950	34,900	-27%
Professional Drive to Travis Avenue	48,400	35,900	-26%
Travis Avenue to Watkins Mill Road	45,200	33,900	-25%
Watkins Mill Road to Christopher Avenue	48,775	37,750	-23%
Christopher Avenue to Lockheed Martin	45,500	34,100	-25%
Lockheed Martin to Montgomery Vill. Ave.	49,475	37,325	-25%

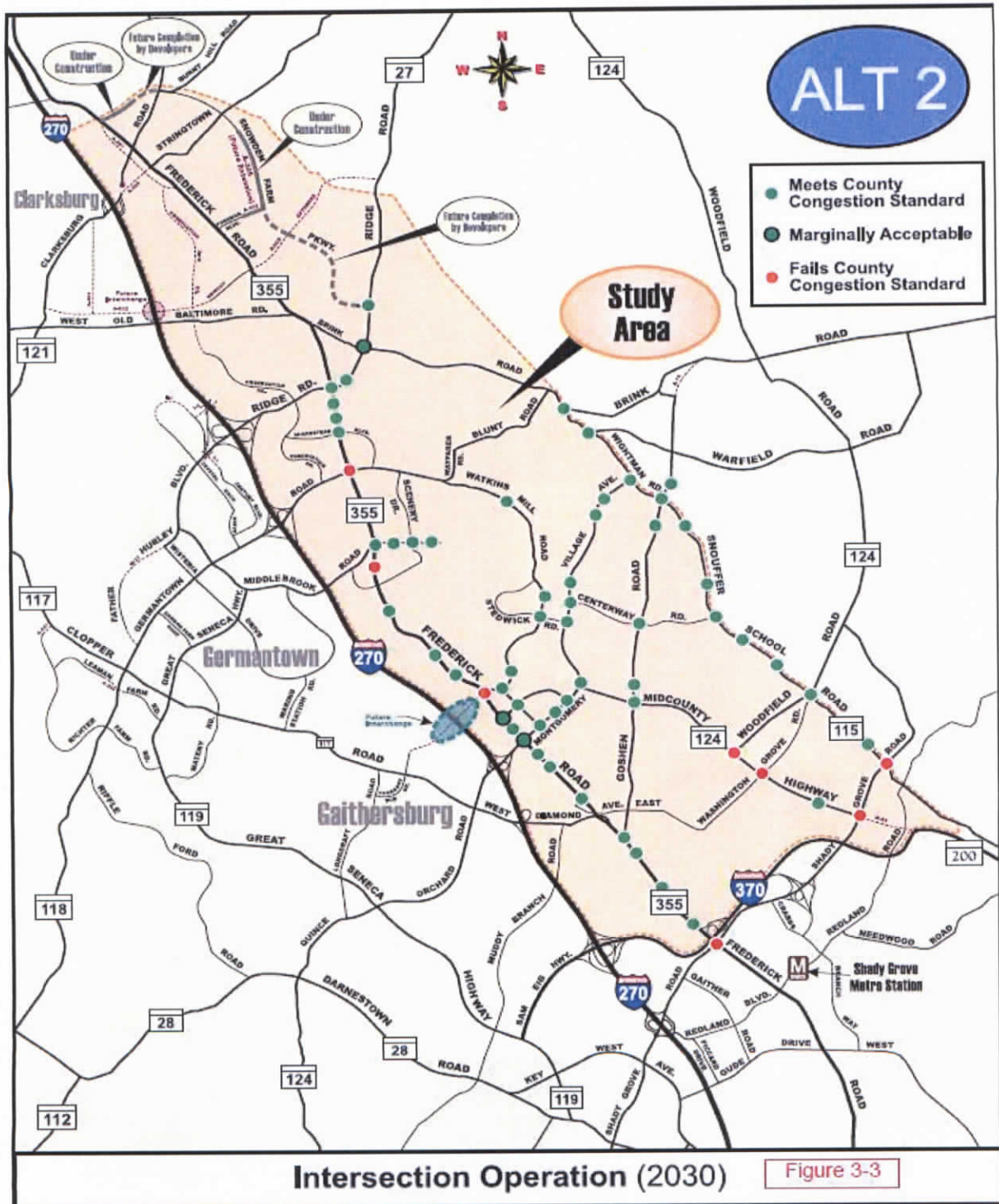
Of note, traffic volumes alone are not a measure of operational congestion. Further, often commercial entities such as found along North Frederick Avenue in the City rely on drive-by traffic and volume reductions may negatively affect the number of potential customers. The following table illustrates various major intersections, including those along MD 355, having acceptable operations during peak hours per alternative:

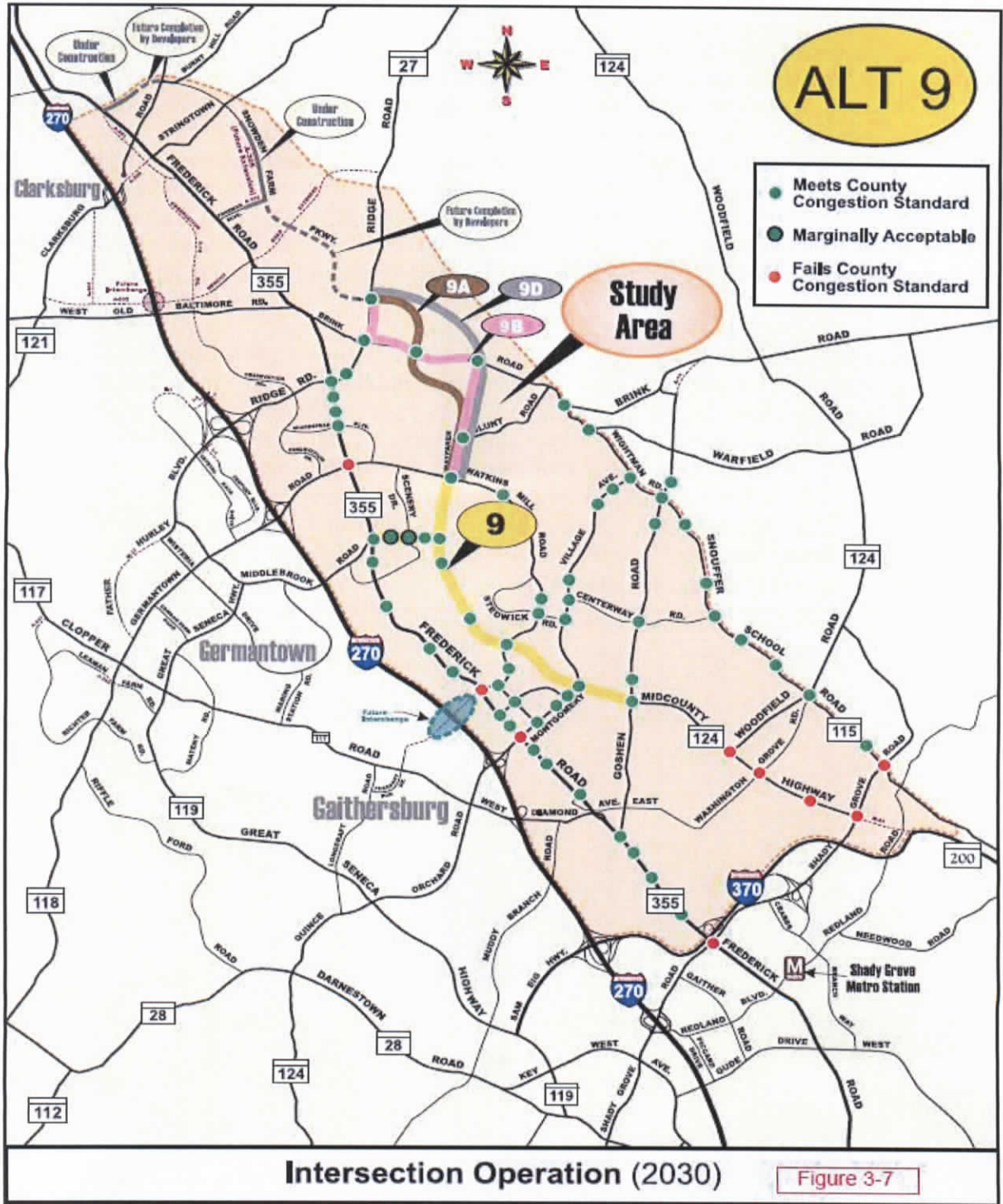
Table 3-3: Major Intersections Having Acceptable Operation during Peak Hours

Major Intersection	Peak Hours with each Alternative					
	1		2		9	
	AM	PM	AM	PM	AM	PM
Frederick Rd. at Mont. Village Ave.			✓	✓	✓	
Frederick Rd. at Watkins Mill Rd.						✓
Frederick Rd. at Middlebrook Rd.			✓	✓	✓	✓
Frederick Rd. at Germantown Rd.						✓
Frederick Rd. at Ridge Rd.	✓	✓	✓	✓	✓	✓
Ridge Rd. at Brink Rd.	✓	✓	✓	✓	✓	✓
Ridge Rd. at Snowden Farm Pkwy.	✓	✓	✓	✓	✓	✓
Muncaster Mill Rd. at Shady Grove Rd			✓			✓
Snouffer Sch. Rd.-Muncaster Rd at Woodfield Rd.	✓	✓	✓	✓	✓	✓
Wightman –Snouffer Sch.Rd. at Goshen Rd.	✓	✓	✓	✓	✓	✓
Wightman Rd. at Mont. Village Ave.	✓	✓	✓	✓	✓	✓
Midcounty Hwy. at Shady Grove Rd.						
Midcounty Hwy. at Goshen Rd.			✓	✓	✓	✓
Midcounty Hwy. at Mont. Village Ave			✓	✓	✓	✓

It is noted that Alternatives 2 and 9 have virtually identical impacts on those major intersections; however, while Alt. 9 is identified to have a PM peak hour benefit to MD 355/Watkins Mill Rd., Alt. 2 has benefits in both the AM and PM peak hours for MD 355/ MD 124. The following pages illustrate the impacts to all intersections within the greater study area. It is noted that Alt. 2 has one less failing existing intersection than Alt. 9. Neither Alternative 2 nor 9 will alleviate congestion in both the peak hours at the three major MD 355 intersections located within the City: Watkins Mill Rd.; MD 124; and Shady Grove Rd.







The MCS often references the “ladder” advantage to Alt. 9 in which a newly constructed M-83 would provide a new highway link parallel to MD 355 and I-270, resulting in three north-south highways that each have connections to five major east-west arterial roads: Ridge Road (MD 27), Germantown Road (MD 118), Middlebrook Road, Watkins Mill Road, and Montgomery Village Avenue (MD 124). These east-west roads would function like “ladder rungs” while Midcounty Highway, MD 355 and I- 270 would function as the “ladder stringers”: The theory being to avoid congestion on one “stringer”, one could use another then reconnect through a “rung.” However, the previous diagrams clearly show the “rungs” within the City are themselves congested and not resolved by Alt. 9. The question then is: How much time is saved by using Alt. 9 as opposed to MD 355 to reach the employment centers of north Frederick Avenue, a stated study goal?

Better operating intersections directly influence travel time; a performance measure of congestion. The measurement of travel time includes both the actual time driving and the time spent in a queue at intersections. In performing travel time analysis the MCS identified three specific corridors for measurement all originating from point A, located at the intersection of Ridge Road and the future Snowden Farm Parkway, and ending at point B, located at the intersection of Goshen Road and the existing Midcounty Highway. The three corridors are MD 355; the Master Plan Alignment (Alt. 9); and a Brink, Wightman, Goshen route. The travel time estimates are based on the travel times in the peak direction of the peak hour (i.e., southbound in the AM peak hour and northbound in the PM peak hour).

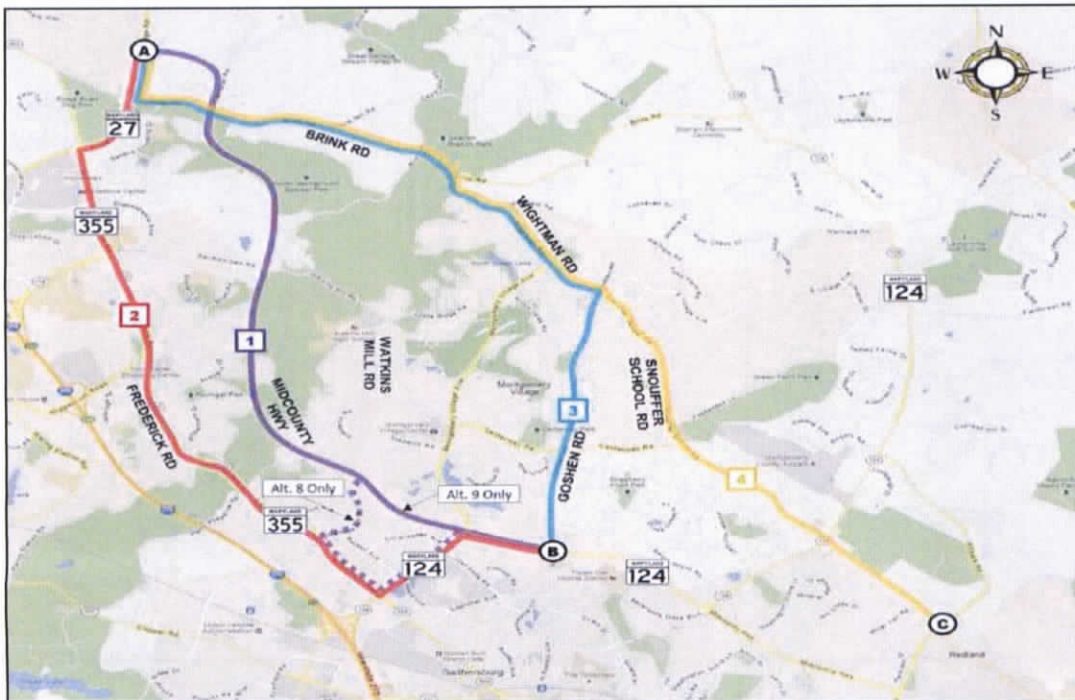


Figure 3-11: Travel Time Corridors

Staff, in reviewing the study, focused upon the results related to MD 355 (in Red above), specifically how much time savings can be expected and do the savings fulfill the study's stated need? Staff acknowledges that Alt. 9 will create a new direct route along the Purple alignment above and the travel time would be the shortest possible travel time between points A and B, but the question is how much savings in travel time will Alt. 9 create along the Red alignment? The Red route identified is approximately five miles in length. The following table shows the associated travel savings along the Red route with each alternative:

Table 3-8: Comparison of Travel Time

Alternatives	Travel Time between Points A-B along Purple Path		Travel Time between Points A-B along Red Path	
	AM Peak	PM Peak	AM Peak	PM Peak
1	-	-	25.9	26.1
2	-	-	21.1	20.2
9	12.1	11.1	19.0	16.1

The table above clearly shows that construction of Alternative 9 equates to a two (2) minute travel time savings over Alt.2 in the AM peak hour and a four (4) minute savings over Alt. 2 in the PM peak hour over the five mile Red route, including MD 355.

Bicycle and Pedestrian Travel Connections:

The City in its adopted 2009 Transportation Element identified issues with the bicycle/pedestrian facilities sited along MD 355. The MCS notes that Alt. 2 would not include further bicycle accommodations than currently exist. Alternative 9 would incorporate bicycle facilities into the design of the new constructed road, linking Clarksburg to the existing Midcounty Highway. This would provide a missing link in the County's bicycle network. While this new connection would provide connections to park trails, existing paved trails and, by extension, possibly to the Shady Grove Metro Station it would not improve facilities linking to the commercial and employment centers within Gaithersburg and along MD 355, a purpose of the study.

Improve Vehicular Safety:

The MCS provided a discussion on vehicular safety as it relates to the various alternatives. The MCS identified more than 90 access points (signalized intersections, unsignalized intersections, and driveways) along MD 355 between Ridge Road and Montgomery Village Avenue. Each access point represents a potential conflict point between through-vehicles and turning vehicles. The MCS states that approximately 70% of the accidents along MD 355 occur at intersections. It is noted that Alt. 2 would not change this physical environment so it is hypothesized that there would not be changes to observed accident rates as a result of Alt. 2. The study goes on to state:

“While it is not possible to predict that the build alternatives would experience crash rates identical to today's statewide average crash rates for similar type highways, it is accurate to state that alternatives with partial controls of access (like Alternatives 8 and 9) would result in substantially lower accident rates than alternatives which have no access controls (such as Alternatives 2 and 4 Modified).”

The point of note regarding this analysis is the MCS is making a case that accident rates on a newly constructed Alt. 9 would be lower than for MD 355; however, what is not stated is that the issues defined in Alt. 2 remain. No analysis was performed regarding any expected reduction in incidents along MD 355 as a result of Alt. 9 and if the stated goal of the MCS is linking upcounty residential areas with the commercial and employment areas of Gaithersburg; travellers will still be using MD 355.

Travel Demand:

The MCS provides a discussion on road networks and capacity needs. When a network contains higher roadway classifications such as provided in Alt. 9 regional traffic such as longer distance commuters will use those roadways with increased capacity where they are able to drive at higher speeds and make fewer stops. When those higher type roadways are not part of the network, regional traffic will use arterial and collector roads where more of the traffic has a local destination and shorter trips.

The MCS acknowledges that Alt. 2 would reduce the number of congested intersections and reduce travel time along MD 355, but the limited scope of improvements proposed under Alt. 2 would not increase capacity or demand. The MCS states that Alt. 9 would provide a major arterial highway with partial access control. This new road would attract regional traffic, leaving more capacity on the existing arterial roads for local traffic, thereby improving mobility and an increase in travel demand. Of note, no data was provided in the MCS identifying capacity reduction amounts on the adjacent “ladder” arterials.

Table 3-5: Lane-Miles of New Highway Capacity Provided by Each Alternative

No Build Alternative	Alternative 2	Alternative 9
0	0	22.3

Staff understands the justification made by the MCS, but views the true issue as being more policy based. The City, as well as other organizations, has defined policies supporting the reduction of the dependence on single-occupancy vehicles; to explore multi-modal transportation options; and to do so in an environmentally sustainable fashion. Alternative 9 does not fully promote these goals. As shown in the table above, 22 new miles of new impervious lanes with environmental impacts will be built which will foster increased use of single-occupancy vehicles.

As stated in the MCS, Alt. 2 would, “create slight changes to aesthetic character where intersections would be improved by the additional of turning lanes. Paved surfaces would increase slightly and existing green space would be reduced,” whereas Alternative 9 would convert existing two-lane roads and introduce a new four-lane highway where wooded areas, farmland, or fields currently stand. The MCS acknowledges the Alt.9 impacts would include “the loss of scenic natural lands, a change in aesthetic character (particularly for adjacent residences and the Watkins Mill Elementary School that currently border parkland or open space), alteration of the quiet, rustic setting at the Dayspring Church Silent Retreat Center, and a substantial change in the rustic setting and passive recreational experience in Great Seneca Stream Valley Park, North Germantown Greenway Stream Valley Park, **Blohm Park**, and South Valley Park.”

Summary:

Staff, in developing the comment letter on the MCS, conveyed the position expressed by Council during the May 13, 2013 work session regarding the MCS on the various "build" alternatives; namely that Alternative 9 was the least objectionable. While Alternative 2 was not discussed in depth during that work session, upon thorough review of the MCS and the comparisons identified above, staff expressed that the City could support (prefer) Alternative 2 as the preferred option. Alternative 2 would reduce the number of congested intersections and reduce travel time along MD 355 almost as equally as Alternative 9 at a much lower financial cost; without impacts to natural resources; would be restricted to the existing right-of-way; have minimal impacts to adjacent properties; and would facilitate the needs of the Corridor. For the City, aspects such as bicycle/pedestrian facilities and vehicular conflicts are the same regardless should either alternative be selected.



July 17, 2013

Mr. Jack Dinne, CENAB-OP-RMN
U.S. Army Corps of Engineers
Baltimore District
P.O. Box 1715
Baltimore, Maryland 21203-1715

Mr. Sean McKewen
Maryland Department of the Environment
Wetlands and Waterways Program
160 South Water Street
Frostburg, Maryland, 21532

Dear Sirs

The City of Gaithersburg would like to take this opportunity to comment on the Midcounty Corridor Study (MCS) released for public hearing. The City has long been involved with this project as a stakeholder and offers the following:

General Comments:

The City acknowledges the need for regional transportation alternatives to serve a growing population in this region. The MCS defines the "Project Need". Prior to comments related to specific Alternatives, the City offers the following related to the "Project Need":

Reduce existing and future congestion.

The document discusses the congestion on I-270 as a detriment to future economic growth; however, no data is provided to show how the various alternatives will impact I-270. While analysis of the alternatives is shown regarding congestion reductions on MD 355, the City would recommend that as part of any final environmental impact study (FEIS) modeling be restudied using current data. Based upon recent traffic counts initiated by the City, it appears that east/west traffic has been reduced significantly since 2011: Much of the data used in the MCS may no longer be accurate or reflect changing dynamics. Further, the study states MWCOG Regional Forecast Round 8.0 was used in the modeling. It is to be noted the current round is 8.2 with 8.3 to begin Fall 2013 and 9.0, Fall 2014. Lastly, the City supports the inclusion of a rapid transit vehicle (RTV) system as proposed in the County Executive's "Transit Task Force Report" and how such a system impacts the need for any expansion of M-83, Midcounty Highway as part of this study. While it is stated that the potential RTV system was not included because it is not funded or in the CLRP, continued references to an unplanned/unfunded possible connection to the ICC are made as a benefit to specific alternatives. This is not consistent.

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Henry F. Marraffa, Jr.
Michael A. Sesma
Ryan Spiegel

CITY MANAGER
Tony Tomasello

Improve vehicular safety.

The City questions the improvement to vehicular safety stated because the majority of conflict points, i.e. curb cuts on MD 355 remain regardless of alternative selected and further, as shown in the study, the City of Gaithersburg accident rates will be relatively unaffected regardless of alternative selected.

Enhance the efficiency of the roadway network and improve the connections between economic centers.

The City has concerns regarding the claimed improvements to the roadway network. Some of the alternatives proposed may divert traffic to City streets not currently impacted. The economic centers discussed include the Life Sciences Center and businesses such as MedImmune-both well outside of the study area. Further, the City questions the proposed benefits of the "ladder configuration" discussed. It does not seem efficient that a driver would exit a congested I-270 to drive past MD 355 to join M-83, especially if the intended destination is anywhere but the Shady Grove Metro area. As to efficiency, the City notes that the travel time savings along MD 355 illustrated in Figure 3-12 at best equates to ± 8 minutes northbound (Alternative 8) and ± 10 minutes southbound (Alternative 9) during the peak hour; however, this savings is over an approximately 5 mile span and potentially unnoticeable by a driver not traversing the full 5 mile route. The City again questions the overall impacts of the alternatives for such a relatively small savings in drive time.

Accommodate planned land use and future growth.

For the City of Gaithersburg, many of the proposed alternatives conflict with City goals and Master Plan recommendations including not facilitating RTV on Frederick Avenue, losing passive open space, and potentially impacting current and future commercial properties and growth along Frederick Avenue. The study in fact states Alternative 5 would have the greatest potential for long-term indirect effects on businesses through changes in access attributable to the closure of existing entrances and the construction of service roads.

Provide bicycle and pedestrian connections.

The City's adopted 2009 Transportation Element identifies the deficiencies of the MD 355 bicycle/pedestrian facilities. The City believes none of the alternatives proposed address these issues. The bicycle/pedestrian facilities proposed would have little benefit to the City as it relates to MD 355 or connectivity for activity nodes within the City.

Improve the quality of life.

The City has no comments regarding Homeland Security issues. As to improving quality of life, the study presented states this is accomplished through reduced commuting times and offering safer alternatives to congested local roads; however, as shown previously the City questions whether these claims are valid as it relates within our incorporated limits. While the quality of life may improve for Clarksburg and Germantown-at what cost to Gaithersburg?

Comments Related to Alternatives:

Alternative 2:

The City can support Alternative 2, TSM/TDM methods. This alternative is shown in the MCS to alleviate congestion and improve drive times with minimal investment utilizing the existing infrastructure and public rights-of-way, coupled with new express bus service. While this alternative is stated to not substantially improve vehicular traffic safety or mobility; would not provide a new highway or additional lane capacity; and would not provide additional bicycle and pedestrian connections as opposed to other alternatives, the City as discussed has questioned these claims regardless. This alternative would have the least impact to natural resources, parks, and property while still providing relief on MD 355 within the City.

Alternative 5:

The City would like to re-emphasize our opposition to this alternative. The City of Gaithersburg has long expressed its opposition to any alternative that directs traffic onto MD 355, Frederick Avenue. The proposed improvements, such as services roads and MD 355 widening, seem more "theoretical" rather than feasible. The MCS acknowledges such improvements will involve property acquisitions and land use impacts conflicting with zoning approvals previously granted by the City. The City further questions whether there is consensus from State Highway Administration (SHA) regarding these proposed changes. The City would like to review SHA's position on this alternative and Alternative 8. Again as stated, this alternative does not address the inclusion of a RTV system as proposed in the County Executive's "Transit Task Force Report" and currently being studied.

Alternative 8:

This City also opposes this alternative in that it includes the fundamental issues related to the previous alternative discussed, plus the impacts to Blohm Park opposed in Alternative 9. In order for this alternative to work a number of improvements are needed that cannot be made without impacting existing properties located within the City. Further, the City is opposed to adding any M-83 "thru" traffic to the local streets. We continue to express concerns on the true impacts to the adjacent streets such as Russell Avenue and Christopher Avenue as well as the impacts to future redevelopment efforts in this vicinity. The study references M-83 as a northern Great Seneca Highway; however, it is the City's opinion that this type of traffic should not be directed onto the City streets in this area.

Alternative 9:

The City has long documented its concerns regarding the Master Plan Alignment and its impacts to the City's Blohm Park. This alternative would fundamentally change if not effectively destroy the form and function of this park. The passive, scenic park would no longer exist.

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Should this alternative be chosen as the preferred alternative, the City would request the following be considered as part of the alternative:

- Relocation of the existing gazebo structure;
- Location of new parking as a result of the loss of on-street spaces;
- An exchange of County owned parkland adjoining the City's corporate limits to replace impacted acreage; and
- Participation in constructing a repurposing of the park as an "active" amenity which could include design/build of a new skate park or similar type use.

In short, the City would prefer Alternative 2, but should it have to choose between the three other alternatives located within the City of Gaithersburg, the Master Plan alignment would be the least objectionable provided the considerations discussed above were made part of Alternative 9. Thank you for the opportunity to comment on the Midcounty Corridor Study.

Sincerely,



Rob Robinson III, Lead
Long Range Planning
City of Gaithersburg

Cc:

Mayor & City Council
Tony Tomasello, City Manager
Jim Arnoult, Director, DPW
John Schlichting, Director, Planning & Code Administration
Ollie Mumpower, Engineering Services Director
Greg Hwang, Capital Projects Manager, Montgomery County Department of Transportation
Matthew Folden, Planner Coordinator, Montgomery County Planning Department



City of Gaithersburg

31 South Summit Avenue
Gaithersburg, Maryland 20877

Mayor and City Council Work Session Minutes City Hall - Council Chambers Monday, May 13, 2013

A Mayor and City Council Work Session was called to order with Mayor Katz presiding. Council Members present: Ashman, Drzyzgula, Marraffa, Sesma, and Spiegel. Staff present: City Manager Tomasello, City Attorney Board, Director of Public Works Arnoult, Director of Parks, Recreation and Culture Potter, Director of Planning & Code Administration Schlichting, Recreation & Park Services Division Chief McGuire, Engineering Services Director Mumpower, Public Works Operations Administrator Newhart, Lead Long Range Planner Robinson, Public Works Operations Superintendent Scafide, and Community Planning Director Schwarz.

I. CALL TO ORDER

II. DISCUSSION TOPICS

A. MidCounty Corridor Study: A Presentation from Montgomery County Dept. of Transportation

Staff provided a brief summary and then introduced Edgar Gonzalez, Deputy Director, Department of Transportation and Bruce Johnston, Chief, Division of Transportation Engineering. Mr. Johnston provided a full presentation of the Mid County Corridor Study including the project's history, a discussion of the six Alternatives Retained for Detailed Study (ARDS), and next steps. Following the presentation, Mr. Gonzalez and Mr. Johnston further spoke of the various ARDS impacts to the City and the importance and need for the subject project. Council reiterated its objection to Alternatives 5 and 8 which direct traffic onto MD 355. Council stated Alternative 9 was the least objectionable of the City impacting options; however, should Alternative 9 be chosen, the County should include means of mitigation for the impacts to Blohm Park into the scope of work. The County stated the City would be informed once a public hearing date on the Draft Study was established. Council directed staff to submit formal comments on the Study and stated they would consider providing testimony as part of the public hearing.

B. Briefing from the Constitution Gardens Ad Hoc Improvement Committee

Public Works Operations Administrator Newhart introduced two members of the Constitution Gardens Ad Hoc Committee, Deanna Holford and Dawn Studniarz. The members presented the findings and recommendations associated with planning and repurposing of Constitution Gardens. The briefing included the history of the Park, examination of issues and concerns associated with the site along with a series of recommendations to revitalize the property. Future considerations for the Park include relocation of the gazebo, a complete inventory and analysis of the existing shrubs and plants, components which support educational and green initiatives, improved signage and entry features, artwork, and redesign of the internal pedestrian flow. The desired outcome is a revival of the Park to ensure it is safe, secure, inviting and has features that promote an invitation for all ages to enjoy. Public Works Operations Superintendent Scafide

reported the funding for design (\$50,000) and construction (\$500,000) is recommended in the FY'14 and FY'15 City budgets respectively.

Landscape Architect David Post, members of the Committee who were present (Dawn Studniarz, Deanna Holford, Joseph & Barbara Tolker, Kris Pavlovic, Eydie Searles, Jenny Gregory), and staff were thanked for their presentation and were informed to proceed with design following adoption of the Budget.

III. CORRESPONDENCE

- A. From Staff - None to Date
- B. From Outside

IV. ADJOURNMENT

There being no further business to come before this session of the City Council, the meeting was duly adjourned at 8:55 p.m.

Respectfully submitted,

Michele Potter, Director of Parks, Recreation and Culture
John Schlichting, Director of Planning & Code Administration