

Sugarloaf Edits Since July 2021 Printing

The following edits are reflected in the draft plan currently posted on the website at
<https://www.frederickcountymd.gov/8046/Sugarloaf-Area-Plan>

1. Chapter 2 - Corrected the spelling of "Bennett" Creek in three places where it appeared as "Bennet"
2. Chapter 2, Page 14, First paragraph - Corrected the text to read "formerly enslaved persons" instead of "former slaves"
3. Chapter 3, Page 23 - Corrected the caption under the photo of Frank Lloyd Wright that incorrectly identified the driver of the automobile. The caption is now, "Frank Lloyd Wright and his wife, Olgivanna, in their 1937 A.C. Roadster at Wright's Taliesin West studio complex in Scottsdale, Arizona (Photo Credit: Dr. Joe Rorke)"
4. Chapter 5, Page 63, The I-495 and I-270 Managed Lanes Study

Removed the following text:

Phase I of the Study extends along I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge, and along I-270 from I-495 to I-370 in Gaithersburg, including the east and west spurs in southern Montgomery County. A new Phase I-South study area was announced in the spring of 2021 by MDOT-SHA as the Recommended Preferred Alternate for the Managed Lanes Study. Phase I-South now includes a reconstructed American Legion Bridge over the Potomac River and two high occupancy toll (HOT) managed lanes in each direction from the George Washington Memorial Parkway in Virginia, traversing the American Legion Bridge, to east of MD 187, Connecticut Avenue on I-495, and HOT lanes on I-270 from the I-495 split to I-370. The eastern section of the Managed Lanes Project on I-495 to just east of the Wilson Bridge was excluded from Phase I.

Phase II of the Study is called the "I-495 and I-270 P3 Program Extension" and runs along I-270 from I-370 in Gaithersburg north to I-70 in Frederick. Both Phase I and Phase II will include proposals from the private sector to enter into a public-private partnership (P3) to develop innovative approaches to design, build, finance, operate, and maintain the improvements selected and developed.

A variety of road and transit options are being considered as part of the Phase II improvements, such as electronic toll lanes (ETL), HOT lanes, as well as fixed guideway (e.g., monorail) and bus rapid transit (BRT). The expectation by the State of Maryland is that the improvement would at least include new managed lanes¹ with a robust transit service that would maximize use, while at the same time producing enough return on investment to make a viable P3 project.

In Frederick County, the added lanes would be in the median and outside of or adjacent to the existing roadway. No significant right-of-way acquisition is required for the majority of the segments, though some land acquisition is expected in the vicinity of the MD 80 interchange in

Urbana, the interchange at MD 109 (Old Hundred Road) in Hyattstown, and adjacent to the Monocacy River in the Monocacy National Battlefield.

And replaced it with the following text describing the current status of the project:

The I-495 and I-270 Managed Lanes Study has experienced numerous adjustments to the scope and phasing during the planning and evaluation process. Phase I of the Study is now identified as the section from the George Washington Parkway in Virginia to I-270, including the replacement of the American Legion Bridge (ALB) and I-270 from I-495 to I-70. Phase I was further split into two phases: Phase I North is I-270 from I-370 to I-70 and Phase I South is from the GW Parkway across the ALB to west of MD 5, and on I-270 from I-495 to north of I-370. At this time there will be no action on I-495 east of Old Georgetown Road, including the I-270 eastern spur from I-495, and the remaining approximately 40 miles of I-495. This section is referenced as “future phases” and any further consideration of that area will require a new National Environmental Policy Act (NEPA) Study.

On February 18, 2021, the Maryland Department of Transportation (MDOT), MDOT State Highway Administration (MDOT-SHA), and the Maryland Transportation Authority (MDTA) announced the selection of Accelerate Maryland Partners, LLC (AMP) to become the Phase Developer responsible for overseeing the predevelopment work on Phase I of the project (North and South). AMP is led by toll operating company Transurban and banking company Macquarie Capital. The team has worked on approximately 90 public-private partnerships globally, including the Express Lanes network in Virginia on interstates I-95, I-395, and I-495.

The predevelopment work will advance and allow MDOT and MDTA to work with the Phase Developer and all stakeholders on the best ways to advance the preliminary design to further avoid and minimize impacts to environmental resources, communities, properties, utilities, and other features by working with the affected counties, municipalities, state and federal agencies, property owners, utilities, and citizens.

A variety of road and transit options are being considered as part of the Phase I improvements. The construction of HOT lanes will provide free travel to transit vehicles allowing for the potential advancement of a bus rapid transit (BRT) within the corridor. The expectation by the State of Maryland is that the project improvements would at least include new managed lanes with a robust transit service that would maximize use, while at the same time producing enough return on investment to make a viable P3 project. The new American Legion Bridge will have two HOT lanes along with added space for bicycles and pedestrians to cross. Currently no such pedestrian or bicycle routes exist on the bridge.

In Frederick County, the added lanes would be in the median and outside of or adjacent to the existing roadway. No significant right-of-way acquisition is required for the majority of the segments, though some land acquisition is expected in the vicinity of the MD 80 interchange in Urbana, the interchange at MD 109 (Old Hundred Road) in Hyattstown, and adjacent to the Monocacy River in the Monocacy National Battlefield. It is anticipated that the proposed transit improvements will focus on the needs identified in the Transit Service Coordination Report, dated May 2020. The report identifies transit infrastructure improvements needs at the Frederick and Monocacy MARC stations and park & ride improvements at Monocacy, Urbana

(North and South), and Hyattstown. Additionally, the report identified potential managed lane access points in Monocacy, Urbana, and Hyattstown.

5. Appendix, Historic Resources Inventory, Page A-9 – Removed the Burgee-King Farmstead which is not in the Sugarloaf Planning Area
6. Appendix, Sugarloaf Rural Heritage Overlay Zoning District, Page A-19, Regulatory Components for Overlay Zone – Revised the second bullet from:

“The site design elements, building design features, best management practices, or other measures that will be utilized to minimize negative impacts to natural resources and surrounding properties that may result from the overall development proposal and increased building square footage.”

to:

“The site design elements and building design features, such as enhanced energy efficiency, water conservation (e.g., re-use, consumption reductions), and stormwater runoff controls, or other measures that will be utilized to minimize negative impacts to natural resources and surrounding properties that may result from the overall development proposal and increased building square footage.”