

My name is Jan Fine. I am a resident of Mission Hills and live at 126 Mission Drive .I am also a member of Residents For Reasonable Development. RRD is made up of citizens who live in neighborhoods proximate to the Great Seneca Science Corridor and through which the proposed CCT will operate.

I am speaking in opposition of the proposed realignment of the CCT and in favor of the original alignment along Great Seneca Highway. This alignment is far more consistent with the fabric and nature of the entire area. As I have stated before, I am skeptical that either alignment will actually help reduce congestion, but believe that the original alignment is the better when given the choice between only those two options.

As a neighbor of the Belward Campus and resident of Mission Hills I am speaking in direct opposition to the alignment proposed as Figure 11-2 labeled “Alternative Alignments” and notated in RED which shows the CCT crossing Belward Farm from Key West Avenue to Muddy Branch Road. This alignment would necessitate the removal of the Mission Hills Monument (our entrance sign) and the home located at 100 Mission Drive. Removal of this home along with the monument not only displaces a family, it also greatly changes the entire character of the Mission Hills neighborhood. And if that were not enough, it would also mean that the CCT route would run across the ONLY way in and out of our neighborhood.

Residents for Reasonable Development suggested another alignment that we believe makes the most sense, but it has been largely ignored. Perhaps this is because we are an organization of residents who have nothing monetary to gain from it except retention of community. This alternative alignment would follow the beginning of the redlined alternative and divert at the point where the newly proposed station on the Belward Campus would be located and loop out to Great Seneca Highway along or adjacent to Belward Campus Drive to where it then meets Great Seneca Highway and then continuing along either side of Great Seneca Highway. This alignment would not only move the CCT off of Muddy Branch Road but it would also reduce the amount of traffic on Muddy Branch as it feed into Great Seneca Highway and eliminate the need for a grade separated interchange at Muddy Branch and Great Seneca Highway. It would also reduce the impact on pedestrian and bicyclists who use Muddy Branch and Great Seneca paths.

The CCT fits into the plan in its current form. The county’s proposed LSC loop is being used to justify an unreasonable increase in “transit oriented” development. Without increased density in development, funding to support transit is not assured. In other words, you have to build more to get the funding to build transit. But increasing density greatly increases auto traffic and congestion. The County needs to balance the interests of it residents with its desire to serve and support biotech growth by not enticing overdevelopment.

The current planned route supports the biotech development the County wants without enticing overdevelopment, and better serves transit users in Germantown and Clarksburg. It welcomes biotech into the community as a good neighbor should.