



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MEMORANDUM

DATE: July 03, 2002

TO: Montgomery County Planning Board

FROM: A. Malcolm Shaneman
Development Review Division
(301) 495-4587

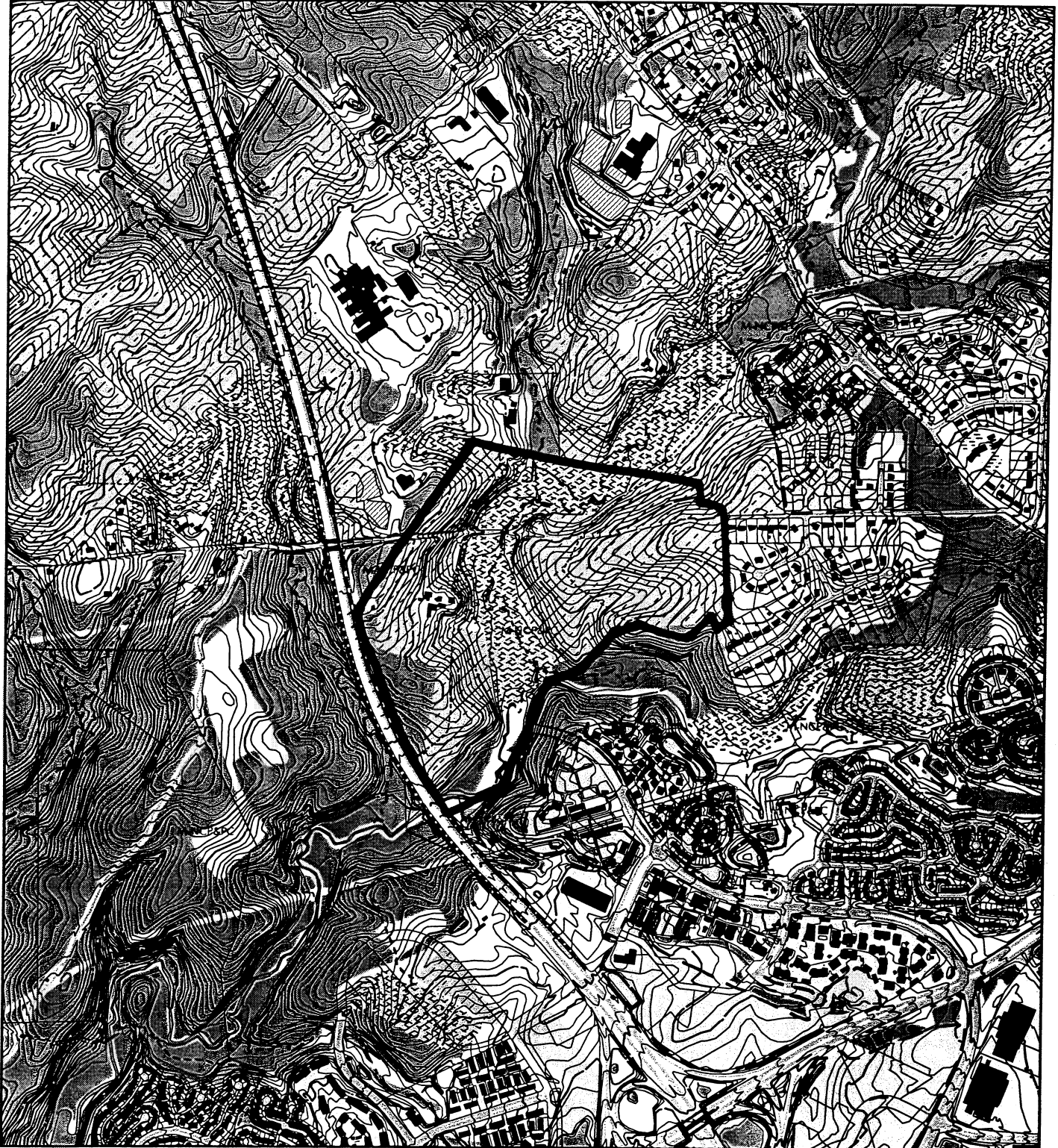
SUBJECT: Informational Maps for Subdivision Items on the
Planning Board's Agenda for July 11, 2002.

Attached are copies of plan drawings for Items #07, #08, #09, #10, #11. These subdivision items are scheduled for Planning Board consideration on July 11, 2002. The items are further identified as follows:

- Agenda Item #07 - Preliminary Plan 1-98092E
Rock Spring Center (Camalier/Davis)
- Agenda Item #08 - Preliminary Plan 1-02073
~~Yetley Property~~
- Agenda Item #09 - Preliminary Plan 1-02015
Linthicum Property
- Agenda Item #10 - Preliminary Plan 1-02100
Muncaster Manor
- Agenda Item #11 - Subdivision Regulation Waiver SRW-02011
Rock Creek Forest

Attachment

VICINITY MAP FOR
LINTHICUM PROPERTY (1-02015)



Map compiled on July 02, 2002 at 8:32 PM | Site located on base sheet no - 230NW13

NOTICE

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Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14400 scale aerial photography using stereo photogrammetric methods.

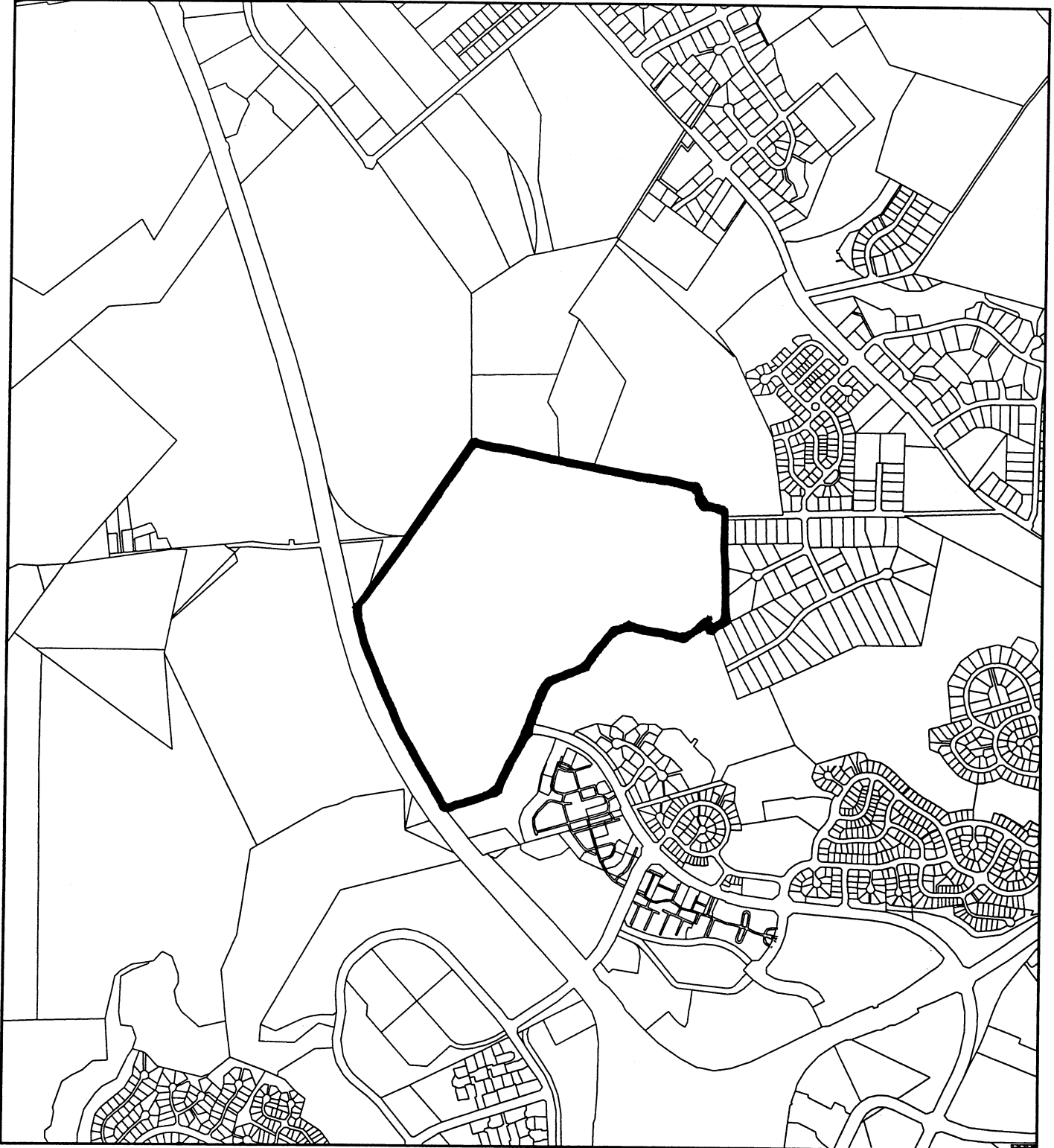
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Key Map



1 : 18000

VICINITY MAP FOR
LINTHICUM PROPERTY (1-02015)



Map compiled on July 02, 2002 at 9:22 PM | Site located on base sheet no - 230NW13

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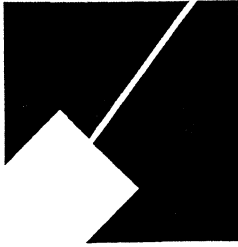


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RESEARCH & TECHNOLOGY CENTER

1 : 18000

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

July 2, 2002

MEMORANDUM

TO: Malcolm Shaneman, Supervisor
Development Review/Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning

FROM: Ed Axler for Ki Kim, Planner/Coordinator
Transportation Planning EA

SUBJECT: Preliminary Plan No. 1-02015
Linthicum East Property
Clarksburg Policy Area

This memorandum is Transportation Planning staff's review of transportation requirements related to approval of the subject preliminary plan. The adequate public facilities (APF) test is being reviewed under the Alternative Review Procedure for Limited Residential Development (ARP/LRD) since the site is located in a policy area that is in a moratorium for residential development. The subdivision application is grand fathered because it was filed in October 2001, which was before November 1, 2001, when residential developments were eligible for ARP/LRD under the *FY 2002 Annual Growth Policy (AGP)*.

RECOMMENDATIONS

Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to approval of this preliminary plan:

1. Limit the preliminary plan to 157 single-family detached units and 102 single-family attached or townhouses units.
2. Satisfy the APF test by paying the Development Approval Payment (DAP). The APF test includes:
 - a. Policy Area Review: There is no remaining capacity available for housing units in the Clarksburg Policy Area. The applicant is satisfying Policy Area

Review by paying the DAP under the *FY 2002 AGP* transportation staging ceiling capacity.

- b. Local Area Transportation Review: A traffic study (to analyze the traffic impact at nearby intersections) was required and submitted because the proposed residential development generates 50 or more total peak-hour trips during the weekday morning peak period (7:00 to 9:00 a.m.) and the evening peak period (4:00 to 6:00 p.m.).

The DAP collected by the County could be used for the following improvements:

- a. For Local Area Transportation Review:
 - 1) Participate with the applicant of Clarksburg Village (Di Maio Property), Preliminary Plan No. 1-01030, to add an exclusive right-turn lane on northbound Frederick Road (MD 355) at the intersection with Newcut Road.
 - 2) Construct second through lanes and receiving lanes on southbound Frederick Road at the intersections with West Old Baltimore Road and Brink Road.
- b. For Policy Area Review, contribute to the Maryland State Highway Administration's (SHA) planned improvements along I-270.
- 3. Dedicate 150 feet of right-of-way for future Observation Drive and 120 feet of right-of-way for future Newcut Road through the entire property.
- 4. Coordinate the connection of Street "E" with the adjacent and previously approved Martens Property, Preliminary Plan No. 1-02011.
- 5. Reconstruct West Old Baltimore Road to arterial standards, including sidewalks, bikeway, landscaping, as appropriate, and in accordance with the Montgomery County Department of Public Works and Transportation's (DPWT) requirements.

DISCUSSION

Site Location, Access, and Circulation

The site, Parcels P600 and P457, is located on the east side of I-270 on both sides of West Old Baltimore Road. The proposed vehicular access is from West Old Baltimore Road. Pedestrian access is provided by the five-foot lead-in sidewalk from West Old Baltimore Road on both sides of proposed Streets "D" and "E" and by the four-foot sidewalks along one side of the proposed residential tertiary streets. The sidewalks would provide a path for transit riders of the Ride-On bus route 75 that currently runs along West

Old Baltimore Road. Proposed Street "E" connects to the previously approved Martens Property, Preliminary Plan No. 1-02011, approved on April 4, 2002.

Master Plan Roadways and Bikeways

According to the *Clarksburg Master Plan*, the adjacent nearby roadways and bikeways are functionally classified as follows:

1. The existing West Old Baltimore Road is designated as an arterial roadway, A-7, with an 80-foot right-of-way and a Class I bikeway, B-13.
2. The unbuilt Observation Drive is designated as an arterial roadway, A-19, with a 100-foot right-of-way plus a 50-foot transit facility and a Class I bikeway, B-16.
3. The unbuilt Newcut Road is designated as an arterial roadway, A-302, with a 120-foot right-of-way and a Class I bikeway, B-12.

Local Area Transportation Review

As discussed in Recommendation No. 2.b., a traffic study was submitted that determined the congestion levels at the nearby intersections. The submitted traffic study was prepared prior to the final changes on the preliminary plan and reflects a larger-sized residential development with more site-generated traffic (i.e., 186 single-family detached units and 123 single-family detached units). The proposed residential development of 157 (or 29 fewer) single-family detached units and 102 (or 21 fewer) single-family detached units generates 171 peak-hour trips during the morning peak period and 234 peak-hour trips during the evening peak period.

At the nearby intersections, the calculated critical lane volume (CLV) values are shown in the table below:

Intersection	Peak Hour	Traffic Condition			
		Existing	Background	Total	Total-Improved
Frederick Road (MD 355) and Newcut Road	Morning	1,113	1,393	1,395	1,395 ¹
	Evening	1,030	1,504 [*]	1,508 [*]	1,388 ¹
Frederick Road and West Old Baltimore Road	Morning	1,319	1,681 ^{2*}	1,804 ^{2*}	1,240 ³
	Evening	1,266	1,418 ²	1,421 ²	1,421
Frederick Road and Brink Road	Morning	1,508 [*]	1,379 ⁴	1,485 ^{4*}	899 ⁵
	Evening	1,418	1,079 ⁴	1,154 ⁴	1,165 ⁵
Old Baltimore Road and <u>West</u> Site Access Point	Morning	(Not Existing Now)		191	-----
	Evening	(Not Existing Now)		244	-----
Old Baltimore Road and <u>East</u> Site Access Point	Morning	(Not Existing Now)		268	-----
	Evening	(Not Existing Now)		326	-----

As indicated with asterisks in the table above, three intersections have calculated CLV values exceeding the CLV congestion standard of 1,500 for the Clarksburg Policy Area. The footnotes below describe improvements to increase the intersection capacity and reduce the CLV values:

1. The calculated CLV values for the intersection of Frederick Road and Newcut Road exceed 1,500 during the evening peak hour in the background and total traffic conditions. The CLV calculations for the total-improved traffic conditions include the widening of Newcut Road from two to four lanes east of Frederick Road and adding an exclusive right-turn lane on northbound Frederick Road. The improvements were required of two applicants - the Clarksburg Village, Preliminary Plan No. 1-01030, approved on July 30, 2001 and the Greenway Village at Clarksburg, Preliminary Plan No. 1-02033, approved on February 7, 2002.
2. For the intersection of Frederick Road and West Old Baltimore Road, the calculated CLV values for the background, total, and total-improved traffic conditions include an additional left-turn lane from northbound Frederick Road and an additional right-turn lane from eastbound West Old Baltimore Road. These improvements were previously required of the Martens Property, Preliminary Plan No. 1-02011.
3. Even with the intersection improvements described in Footnote No. 2, the calculated CLV values exceed the congestion standard during the morning peak hour in the background and total traffic conditions. The transportation consultant proposed adding a second through lane on southbound Frederick Road that would increase the intersection capacity so that the calculated CLV value in the total-improved traffic condition is reduced below 1,500. The second southbound through lane could be funded with the DAP.
4. For the intersection of Frederick Road and Brink Road, the calculated CLV values for the background, total, and total-improved traffic conditions include:
 - a. The additional left-turn lane from southbound Frederick Road and the additional left-turn lane from westbound Brink Road. These improvements were previously required of the Clarksburg Village, Preliminary Plan No. 1-01030 and Greenway Village at Clarksburg, Preliminary Plan No. 1-02033.
 - b. The second through lane from northbound Frederick Road previously required of the Martens Property, Preliminary Plan No. 1-02011.
5. Even with the intersection improvements described in Footnote No. 4, the calculated CLV value exceeds the congestion standard during the morning peak hour in the total traffic condition. The transportation consultant proposed adding a second through lane on southbound Frederick Road that would increase the intersection capacity such that the calculated CLV value in the total-improved traffic condition is reduced below 1,500. The second southbound through lane could be funded with the DAP.

Policy Area Review/Staging Ceiling Condition

The site is located in the Clarksburg Policy Area, which has a transportation staging ceiling of a negative 8,562 housing units as of May 31, 2002, under the *FY 2002 Annual Growth Policy*.

EA:cmd

cc: Mary Goodman
Ki Kim
Jody Kline
Terry Miller

PP #1-02015 Linthicum East PropertyDOC