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8-1-02



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

July 25, 2002

MEMORANDUM

TO: Malcolm Shaneman, Supervisor
Development Review Division

VIA: Daniel K. Hardy for Ronald C. Welke, Supervisor *DKH*
Transportation Planning

FROM: Ed Axler, Planner/Coordinator *DKH for*
Transportation Planning

SUBJECT: Preliminary Plan No. 1-02110
St. Mark's Episcopal Church – Selbourne Independent-Living Elderly Housing
Fairland/White Oak Policy Area

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject preliminary plan.

RECOMMENDATIONS

Transportation Planning staff recommends the following conditions as part of the transportation-related requirements to approve this preliminary plan:

1. Limit the development to a maximum of 80 independent-living apartments for residents 62 years or older as granted in the Special Exception Case No. S-2487 and specified in its attached *Amended Traffic Statement* dated March 16, 2000.
2. Dedicate right-of-way as follows:
 - a. An additional six feet of right-of-way for 100 feet from the centerline of Columbia Pike (US 29).
 - b. Additional right-of-way varying from 1 to 18 feet for 40 feet from the centerline of Old Columbia Pike.

3. Prohibit vehicular access to Columbia Pike.
4. Place in reservation for future dedication approximately 78 feet of right-of-way that is beyond the minimum 100 feet required in the *Fairland Master Plan* and as shown on the Maryland State Highway Administration's (SHA) design plans of the interchange of Columbia Pike and Randolph Road. Coordinate with SHA regarding their CTP Project No. MO6145170, US 29 (Columbia Pike) Interchange at Randolph Road. (The deputy project manager is Michael Krupsaw of Rummel, Klepper & Kahl, LLP at 1-410-728-2900, and SHA's interim project manager is Ryan Hoff at 1-410-545-8785.) The Planning Board reviewed the interchange as Mandatory Referral No. 01809-SHA-1 at its November 1, 2001, hearing. The right-of-way is now required for a future ramp.

SHA has programmed construction funding for the interchange between 2002 and 2005 (refer to the attachment showing the Consolidated Transportation Program (CTP) Project No. 152047). Detour roads and utility relocation has begun on the interchange project as an advance operation. The construction notice to proceed for the interchange itself is projected to be Fall 2002 with the end of construction estimated to be in 2005.

6. Regarding the Montgomery County Department of Public Works and Transportation (DPWT) and their Capital Improvements Program (CIP) Project No. 509953, to construct sidewalks along Old Columbia Pike, Phase II, from Randolph Road to Nalls Lane:
 - a. Coordinate with DPWT regarding sidewalk design and site access.
 - b. Contribute funds for the cost of sidewalk construction along the frontage of this development.

(A copy of the PDF for DPWT's CIP is attached and the project manager is Yasamin Esmaili at 240-777-7226). The Planning Board reviewed the Mandatory Referral at an October 2000 hearing. Construction is scheduled to begin in November 2002.

DISCUSSION

Site Location and Access

The site is located between Old Columbia Pike and Columbia Pike (US 29), approximately 700 feet north of East Randolph Road along Old Columbia Pike and approximately 400 feet north of East Randolph Road along US 29. The site access is from Old Columbia Pike. Sidewalks are proposed along Old Columbia Pike with lead-in sidewalks into the site.

Prior Planning Board Action

The Planning Board held a public hearing on November 15, 2001, where they recommended to the Board of Appeals that the Special Exception Case No. S-2487 be granted with conditions.

Master Plan Roads and Bikeways

According to the *Fairland Master Plan*, the master plan designations are recommended as follows:

1. Old Columbia Pike between East Randolph Road and Briggs Chaney Road is designated as a two-lane primary road, P-25b, with an 80-foot right-of-way and a Class II bikeway, EB-13.
2. Columbia Pike is designated as a controlled major highway, CM-10, with 100-to-200-foot right-of-way and proposed Class I commuter bikeway.
3. Nearby East Randolph Road is designated as an arterial, A-98, with an 80-foot right-of-way and a planned Class II bikeway, PB-20.

Local Area Transportation Review

In lieu of using the trip-generation rates from the Institute of Transportation Engineer's (ITE) *Trip Generation* Report, the transportation consultant surveyed the site-generated traffic from a similar independent-living elderly facility in Laurel, Maryland with 120 units. The resultant trip generation rates are more reflective of the proposed land use on the subject site compared with ITE's data collected in places such as New Jersey, California, and Canada between 1982 and 1996.

1. Data was collected during the weekday morning peak period (7:00 a.m. to 9:00 a.m.) for six days in May and June of 2000. The average number of vehicle trips was 0.04 per unit in and out of the Selbourne House during the morning peak hour.
2. The Data was collected during the weekday evening peak period (4:00 p.m. to 6:00 p.m.) for three days in January 2001. The average number of vehicle trips was 0.05 per unit in and out of the Selbourne House during the evening peak hour.

The resultant trip-generation data is consistent with other Montgomery County data previously collected in 1995. Those trip-generation rates were derived for another similar previously approved facility. Preliminary Plan No. 1-96060, Randolph Village-Kimblewick, (and previously as Special Exception Case No. S-2191) was approved on April 4, 1996, for a 130-unit independent-living facility. For Randolph Village, driveway counts were collected in 1995 during the weekday peak-hours at three similar facilities in Prince George's County-at Rainier Manor in Mt. Rainier, Vistas in Landover, and Woodside Village at Oxon

Hill. The average number of vehicle trips was 0.054 per unit during the morning peak hour and 0.041 per unit during the evening peak hour.

Using the trip-generation rate derived from the Selbourne House data above, an 80-unit independent-living facility would generate three peak-hour trips during the morning peak hour and four peak-hour trips during the evening peak hour. Since the proposed land use generates fewer than 50 peak-hour trips during the weekday morning and evening peak periods, a traffic study would *not* be required to satisfy Local Area Transportation Review where the congestion levels would be analyzed at nearby intersections.

Policy Area Review/Staging Ceiling Condition

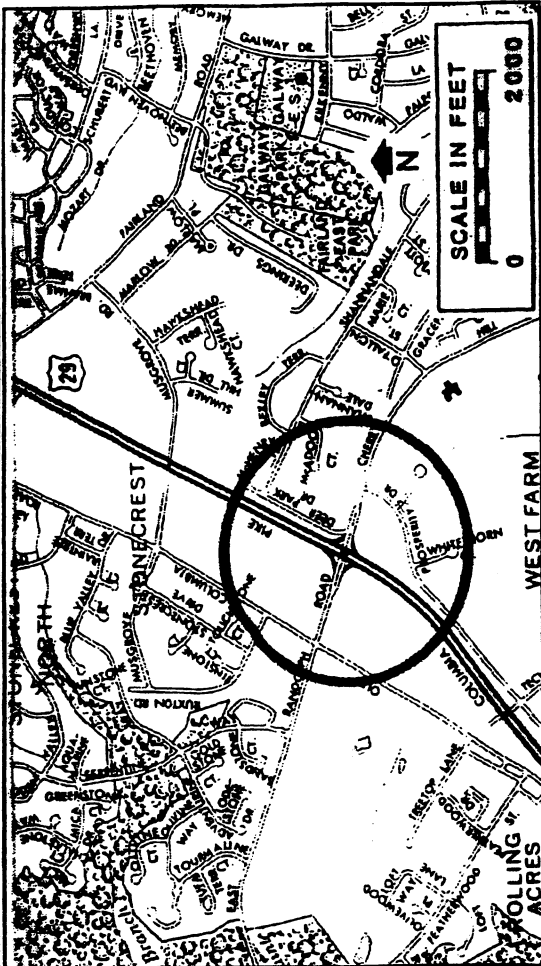
Based on the *FY 02 Annual Growth Policy (AGP)* staging ceiling capacity, there is no capacity available for additional housing units (negative 3,368 housing units as of June 30, 2002) in the Fairland/White Policy Area. Policy Area Review would be satisfied under the AGP's "Ceiling Flexibility - De Minimis Impacts" section. A De minimis impact is when the existing and proposed land uses generate five or fewer new peak-hour trips during the weekday morning and evening peak periods.

EA:cmd

Attachments

cc: Larry Cole
Yasamin Esmaili
Wes Guckert
Alex Hekimian
Ryan Hoff
Michael Krupsaw
Erica A. Leathan
Melinda Peters

PP #1-02110 St. Mark's Episcopal Church.DCC



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct new interchange at Randolph Road. Sidewalks will be included as appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Rapid development along the US 29 corridor has resulted in traffic growth and congestion. An interchange at this location will address falling levels of service and support planned economic development.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA Project Outside PFA; Subject to Exception
- Grandfathered Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- Eas/West Intersection Improvements Program (Construction Program)
- Eas/West Link Improvements (D&E Program)
- US 29 Interchanges (Construction and D&E Programs)
- MD 28/ MD 198, MD 97 to I-95 (D&E Program)

STATUS: Final Engineering and Right-of-way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of \$15.4 million is based on a change in scope which includes interchange modifications, US 29 shift, additional hot mix asphalt cost and landscaping.

Federal Funding By Year of Obligation							
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY	
PP	0	0	0	0	0		
PE	700	840	0	0	0	NHS	
RW	2574	828	1842	1830	0	NHS	
CO	0	9872	16682	25028	10988	HPP/NHS	

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	ESTIMATED COST (\$000)	PROJECT CASH FLOW						TOTAL												
		CURRENT YEAR		BUDGET YEAR		FOR PLANNING PURPOSES ONLY														
		2001	2002	2002	2003	2003	2004		2005	2006										
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Engineering	2,458	258	1,000	1,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	9,099	31	3,300	1,061	2,361	2,346	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction	39,831	0	0	3,178	13,727	15,932	6,994	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	51,388	289	4,300	5,439	16,088	18,278	6,994	0	0	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	39,887	205	3,274	4,146	12,549	14,257	5,456	0	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:
 STATE - Principal Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Primary
 DAILY TRAFFIC: (USAGE IMPACTS)
 CURRENT (1999) - 67,000
 PROJECTED (2020) - 96,550
 OPERATING COST IMPACT: \$7,000 per year

Old Columbia Pike, Phase 1 & 2 -- No. 509953

Category **Transportation**
 Agency **Public Works & Transportation**
 Planning Area **Fairland-Beltsville**
 Relocation Impact **None**

Date Last Modified
 Previous PDF Page Number
 Required Adequate Public Facility

January 7, 2000
 11-53 (99 App)
 NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY99	Estimate FY00	Total 6 Years	FY01	FY02	FY03	FY04	FY05	FY06	Beyond 6 Years
Planning, Design and Supervision	565	6	349	210	100	110	0	0	0	0	0
Land	315	2	63	250	250	0	0	0	0	0	0
Site Improvements and Utilities	586	0	166	420	160	260	0	0	0	0	0
Construction	1,365	0	335	1,030	410	620	0	0	0	0	0
Other	49	0	9	40	40	0	0	0	0	0	0
Total	2,880	8	922	1,950	960	990	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,854	8	922	1,924	954	970	0	0	0	0	0
Intergovernmental	26	0	0	26	6	20	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for design and construction of the following improvements to Old Columbia Pike between Spencerville Road (MD 198) and East Randolph Road. Construction of new four-foot wide concrete and asphalt sidewalks are planned at these locations: East side - East Randolph Road to Fairland Road and Nalls Lane to Spencerville Road (MD 198); West side - East Randolph Road to Briggs Chaney Road, and Perrywood Drive to Spencerville Road (MD 198). Improvements will be made to existing bike lanes, approximately 4,800 feet of northbound and 5,300 linear feet of southbound bike lanes on Old Columbia Pike. The project also includes construction of a left turn bypass on Old Columbia Pike at Perrywood Drive; removal of the existing traffic island at the intersection with Musgrove Road; and repair and re-striping the intersection. The construction of this project will be completed in two phases. Phase I from Nalls Lane to Spencerville Road (MD 198), and Phase II from Nalls Lane to East Randolph Road.

Service Area

Eastern Montgomery County

JUSTIFICATION

Old Columbia Pike connects the Perrywood Drive, Fairland West, and Stonecrest/Snowden Mill neighborhoods (approximately 1,620 single family homes and 64 townhouses) to shared amenities. Old Columbia Pike is shared by automobiles, buses, pedestrians, and bicycles. Its existing configuration is a two-lane non-standard roadway with discontinuous four-foot wide bike lanes, interspersed with sections of curbs and sidewalks. The current configuration cannot effectively accommodate the existing modes of travel.

Plans and Studies

The study corridor, included in the Fairland Master Plan, is in transition, having changed in less than two decades from a semi-rural area to a series of suburban communities. The communities share common amenities such as schools, library facilities, shopping areas, businesses, churches, day care centers, and fire stations. Growth and physical change have occurred without the timely provision of infrastructure to assure that these communities are accessible to one another and to the shared amenities.

Cost Change

Increase (Phase I) due to higher than anticipated utility relocation costs. Cost increase (Phase II) due to higher estimated costs for design fees, land acquisition, and landscaping.

STATUS

Phase I: detailed design complete. Phase II: detailed design stage.

OTHER

The project scope has remained the same. The intergovernmental revenue in the funding schedule is for WSSC's share of the utility relocation. Preliminary design costs were funded from the Facility Planning: Transportation project. The current project costs include preliminary figures for construction of Phase II. The cost can change upon finalization of Phase II. The implementation schedule assumes the County's ability to acquire right-of-way without condemnation procedures. Construction completion date has been accelerated from FY03 to FY02.

APPROPRIATION AND EXPENDITURE DATA

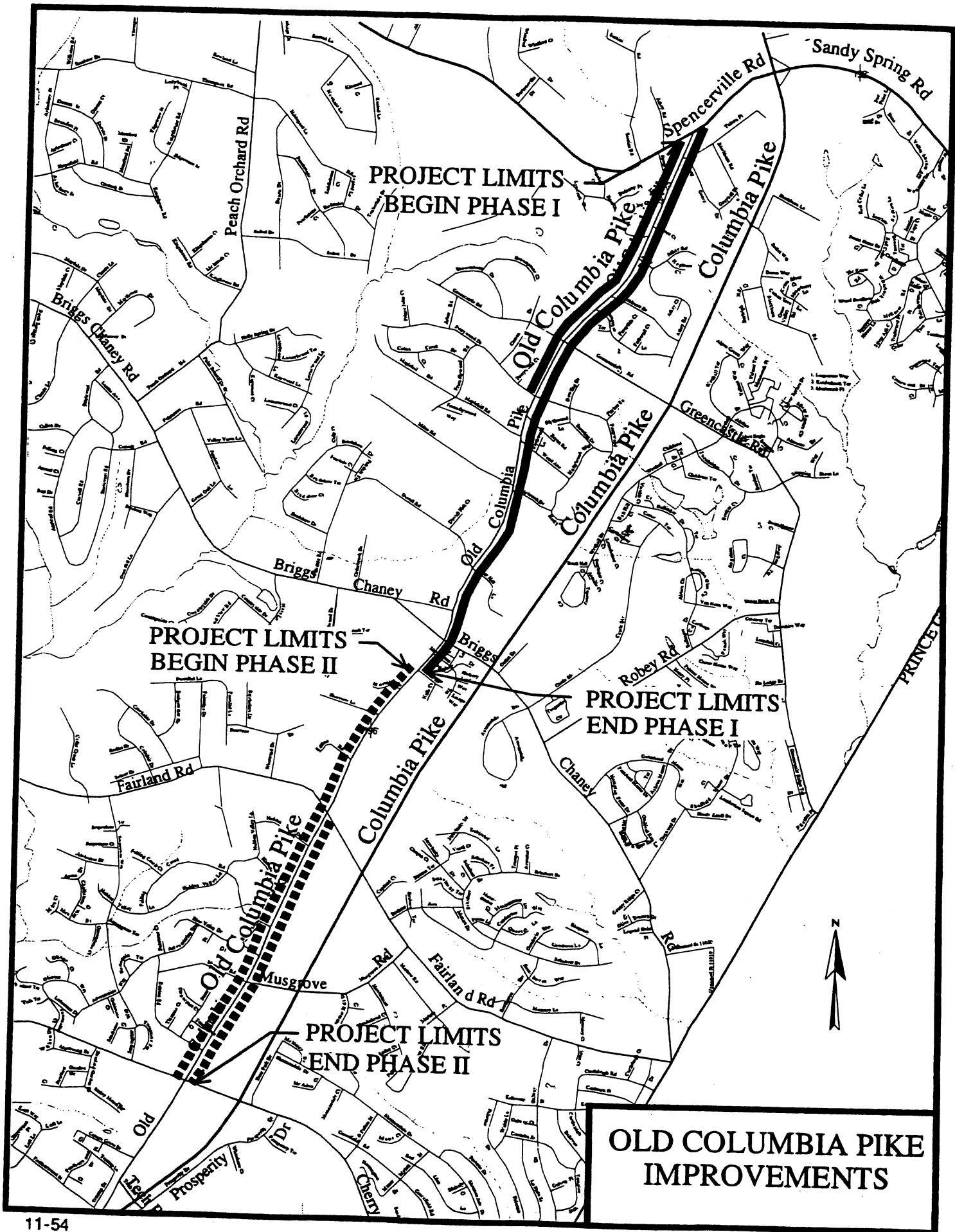
Date First Appropriation	FY99	(\$000)
Initial Cost Estimate		2,253
First Cost Estimate		
Current Scope	FY99	2,253
Last FY's Cost Estimate		2,253
Present Cost Estimate		2,880
Appropriation Request	FY01	627
Appropriation Request Est.	FY02	0
Supplemental		
Appropriation Request	FY00	0
Transfer		0
Cumulative Appropriation		2,253
Expenditures/		
Encumbrances		216
Unencumbered Balance		2,037
Partial Closeout Thru	FY98	0
New Partial Closeout	FY99	0
Total Partial Closeout		0

COORDINATION

Bell Atlantic Company
 Facility Planning: Transportation
 M-NCPPC
 MSHA
 PEPCO
 Department of Permitting Services
 U.S. Army Corps of Engineers
 Washington Gas and Light
 WSSC

MAP

See Map on Next Page



PROJECT LIMITS
BEGIN PHASE I

PROJECT LIMITS
BEGIN PHASE II

PROJECT LIMITS
END PHASE I

PROJECT LIMITS
END PHASE II

**OLD COLUMBIA PIKE
IMPROVEMENTS**

Item # 15



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MEMORANDUM

DATE: July 26, 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 August 1, 2002.

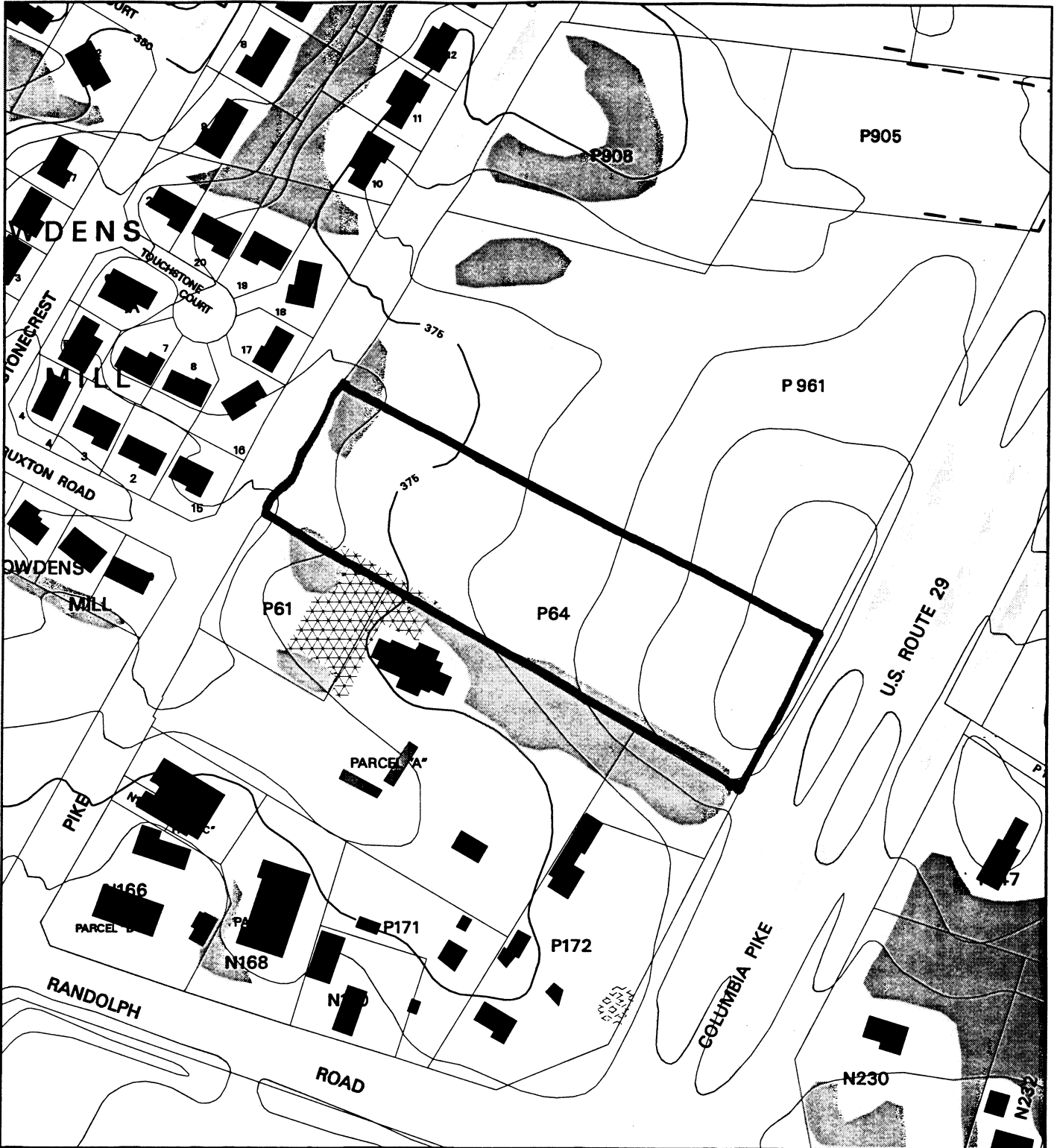
Attached are copies of plan drawings for Items #09, #11, #13, #14, #15, #16. These subdivision items are scheduled for Planning Board consideration on August 1, 2002. The items are further identified as follows:

- Agenda Item #09 - Preliminary Plan 1-02086
Layhill Village
- Agenda Item #11 - Preliminary Plan 1-02109
Plyers Mill Estates
- Agenda Item #13 - Preliminary Plan 1-02106
Chestnut Hills-Johnson's Addition
- Agenda Item #14 - Preliminary Plan 1-02032
Jones Property
- Agenda Item #15 - Preliminary Plan 1-02110
Selborne House at Saint Mark's
- Agenda Item #16 - Preliminary Plan 1-02075
Inverness Forest

Attachment

VICINITY MAP FOR

SELBORNE HOUSE AT SAINT MARK'S (1-02110)



Map compiled on July 24, 2002 at 1:31 AM | Site located on base sheet no - 216NE03

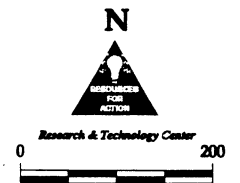
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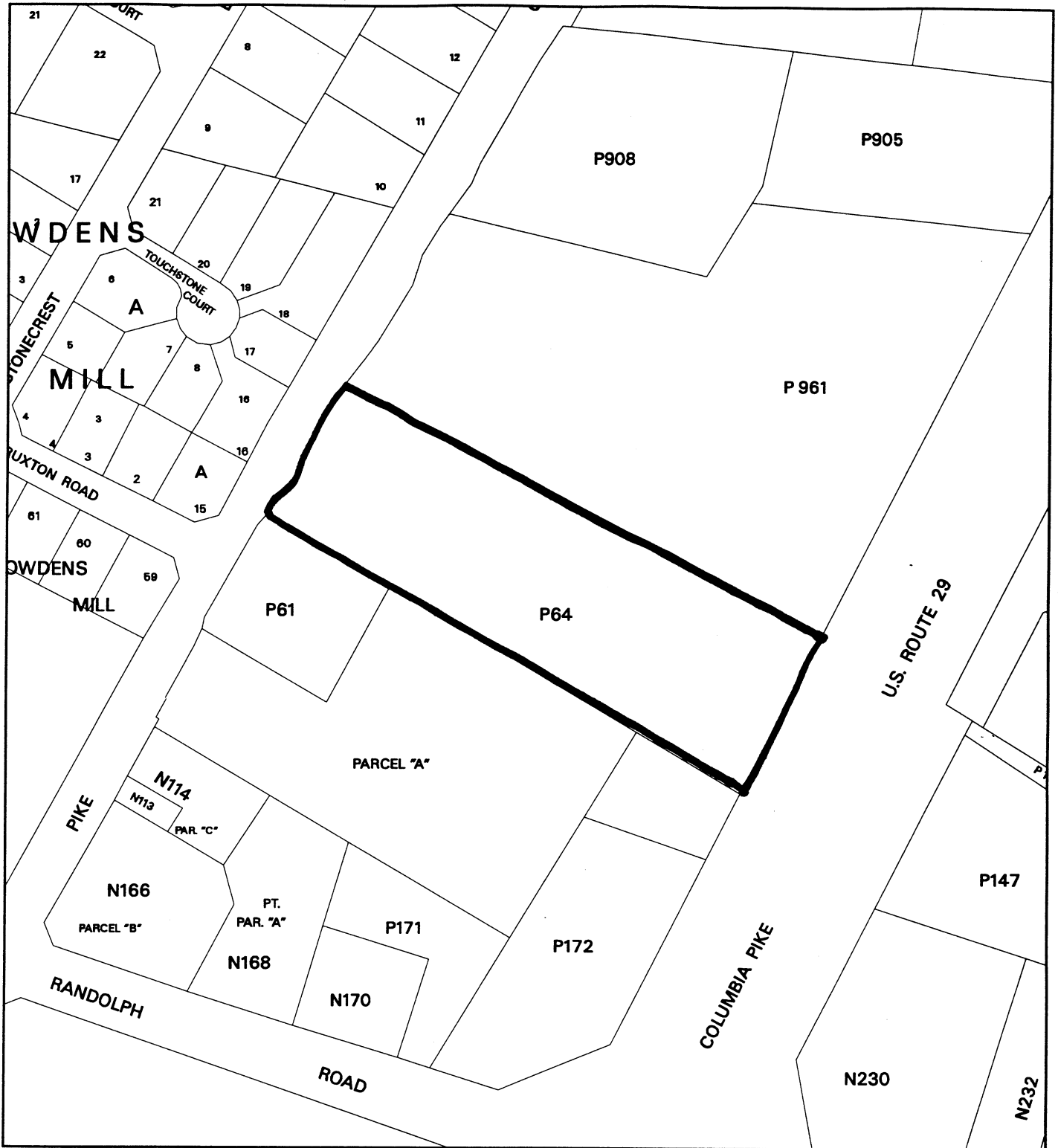
This map is created from a variety of data sources, and may not reflect the most current conditions in any one location and may not be completely accurate or up to date. All map features are approximately within five feet of their true location. This map may not be the same as a map of the same area plotted at an earlier time as the data is continuously updated. Use of this map, other than for general planning purposes is not recommended. - Copyright 1998

Key Map



VICINITY MAP FOR

SELBORNE HOUSE AT SAINT MARK'S (1-02110)



Map compiled on July 24, 2002 at 1:19 AM | Site located on base sheet no - 216NE03

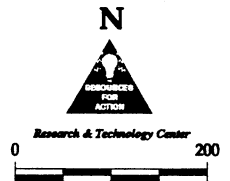
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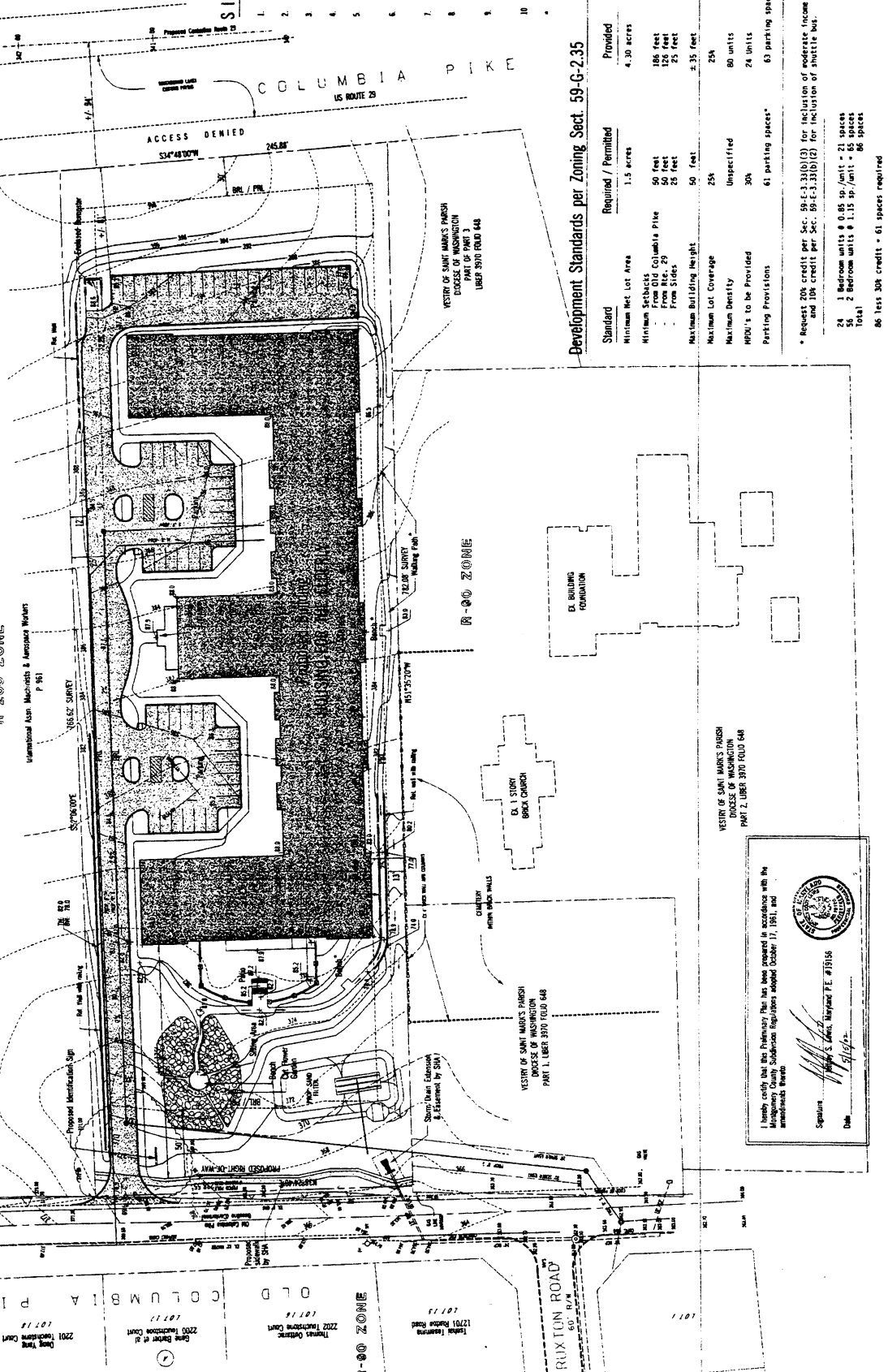
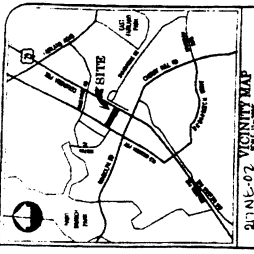
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Key Map



1 : 2400



SITE DATA

1. Gross Tract Area: 4.30 Acres (187,391 sq. ft.)
2. Old Columbia Pike Dedication: 2,949 sq. ft. / 0.067 Ac.
3. Property is Zoned R-290
4. Property is in the Related Planning Area (P.A. 34)
5. Property is Located in the Paid Branch Waterford Inside the Special Protection Area
6. Proposed Land Use: Housing for the Elderly (See: 59-G-2.35, Mont. Co. Zoning Ord., Part 5-2087)
7. Area of 100 Year Floodplain: None; Area of Wetlands: None
8. Stormwater Management to be provided in accordance with Montgomery County Dept. of Permitting Services requirements.
9. Landscaping and trees to be provided in accordance with Montgomery County Forest Conservation Requirements.
10. Development to be constructed in a single phase.

Development Standards per Zoning Sect. 59-G-2.35

Standard	Required / Permitted	Provided
Minimum Net Lot Area	1.5 acres	4.30 acres
Minimum Setbacks	50 feet From Old Columbia Pike 50 feet From Rtc. 29 25 feet From Sides	186 feet 126 feet 25 feet
Maximum Building Height	50 feet	25.35 feet
Maximum Lot Coverage	25%	25%
Maximum Density	Unspecified	80 units
MDU's to be Provided	300	24 units
Parking Provisions	61 parking spaces*	63 parking spaces

* Request 20% credit per Sec. 59-G-2.35(1)(3) for inclusion of moderate income housing and 10% credit per Sec. 59-G-2.35(1)(3) for inclusion of sheltered housing.

24 Moderate units @ 0.95 sp./unit = 23 spaces
 55 2 Bedroom units @ 1.15 sp./unit = 63 spaces
 Total = 86 spaces

86 less 30% credit = 61 spaces required

I hereby certify that this Preliminary Plan has been prepared in accordance with the Montgomery County Subdivision Regulations adopted October 17, 1984, and as amended thereto.

Signature: *[Signature]*
 Date: 1/19/16

ST. MARK'S, LLC, Maryland P.E. #19156