



THE MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION

MCPB
11.21.02
Item #10

MEMORANDUM

DATE: November 14, 2002
TO: Montgomery County Planning Board
VIA: Joseph R. Davis, Chief
Michael Ma, Supervisor
Development Review Division
FROM: Mary Beth O'Quinn
Planning Department Staff
(301) 495-1322



REVIEW TYPE: Site Plan Review concurrent with Preliminary Plan 1-03016
APPLYING FOR: 36,000 sf Institutional Office Space
PROJECT NAME: CSAAC Headquarters
CASE #: 8-03004
REVIEW BASIS: Site Plan required in the T-S Zone [59-C-7.21]
Supplemental Development Plan Update
and Parking Waiver 59-E-4.54

ZONE: TS Town Sector
LOCATION: Montgomery Village
MASTER PLAN: Gaithersburg Vicinity Master Plan
APPLICANT: Montgomery Village Foundation, Inc.
FILING DATE: September 26, 2002
HEARING DATE: November 21, 2002

STAFF RECOMMENDATION: Approval of 36,000 sf institutional office space, associated parking, and 4.0 acres of open space for public use dedication:

1. Stormwater Management
Conditions of MCDPS stormwater management concept approval dated September 5, 2002.

2. Transportation Planning
Conditions of Transportation Planning memo dated November 14, 2002, including:
 - a. Coordinate with DPST regarding the location of the sidewalk along East Village Avenue across the property frontage.
3. Transportation and/or Pedestrian safety
Conditions of DPS memo dated November 8, 2002, including:
 - a. Provide a five-foot sidewalk and street trees along the property frontage on East Village Avenue from Harron Valley Way to the west property line;
 - b. Eliminate the median from the ingress/egress driveway.
4. Environmental
Provide with the Signature Set the following items:
 - a. Provide a tree protection and maintenance plan for the Mockernut Hickory tree, to be submitted to Environmental Planning prior to clearing and grading; the plan must be prepared by a licensed arborist;
 - b. Provide photometric lighting distribution plan for staff review and approval;
 - c. Provide lighting details with uniformity ratios and catalogue cuts for light fixtures and poles proposed; light fixtures should be full cut-off light fixtures, or flat lenses and not drop flat lenses as proposed; Light poles should all be the same height;
 - d. Provide a plan indicating when the lights will be on and at what time they will be completely shut off, as per the testimony of the DPA.
5. Signature Set
Prior to signature approval of the site/landscape plans the following revisions shall be made and/or information provided, subject to staff review and approval:
 - a. Site Plan
 - i. Show LODs and PUE, bus stops;
 - ii. Indicate hours of building use and operation;
 - iii. Show conformance with all binding elements of the Development Plan Amendment;
 - b. Landscape Plan
 - i. Provide landscape hedges at the perimeter that is 36 inches in height throughout;
 - ii. Provide eight additional trees for landscape buffer at the residential area perimeter, including hardwood and evergreen trees; identify existing tree species that are located within the buffer area;
 - iii. Provide details and top/bottom elevations for all retaining walls and/or freestanding walls;
 - c. Supplemental Development Plan
 - i. Provide updated calculations for open space and green space for the Supplemental Development Plan sheet.
6. Site Plan Enforcement Agreement
Submit a Site Plan Enforcement Agreement, Development Review Program and Homeowner Association Documents for review and approval prior to approval of the signature set as follows:

- a. Development Program to include a phasing schedule as follows:
 - i. Streets tree planting must progress as street construction is completed, but no later than six months after completion of the units adjacent to those streets;
 - ii. Clearing and grading to correspond to the construction phasing, to minimize soil erosion;
 - iii. Coordination of each section of the development and roads;
 - iv. Phasing of dedications, stormwater management, sediment/erosion control, recreation, forestation, community paths, or other features;
 - v. Site Plan Enforcement Agreement to include conditions pertaining to access and maintenance of the storm water management parcel and the Traffic Mitigation Agreement;
- b. No clearing or grading prior to M-NCPPC approval of signature set of plans.

SUMMARY OF ISSUES:

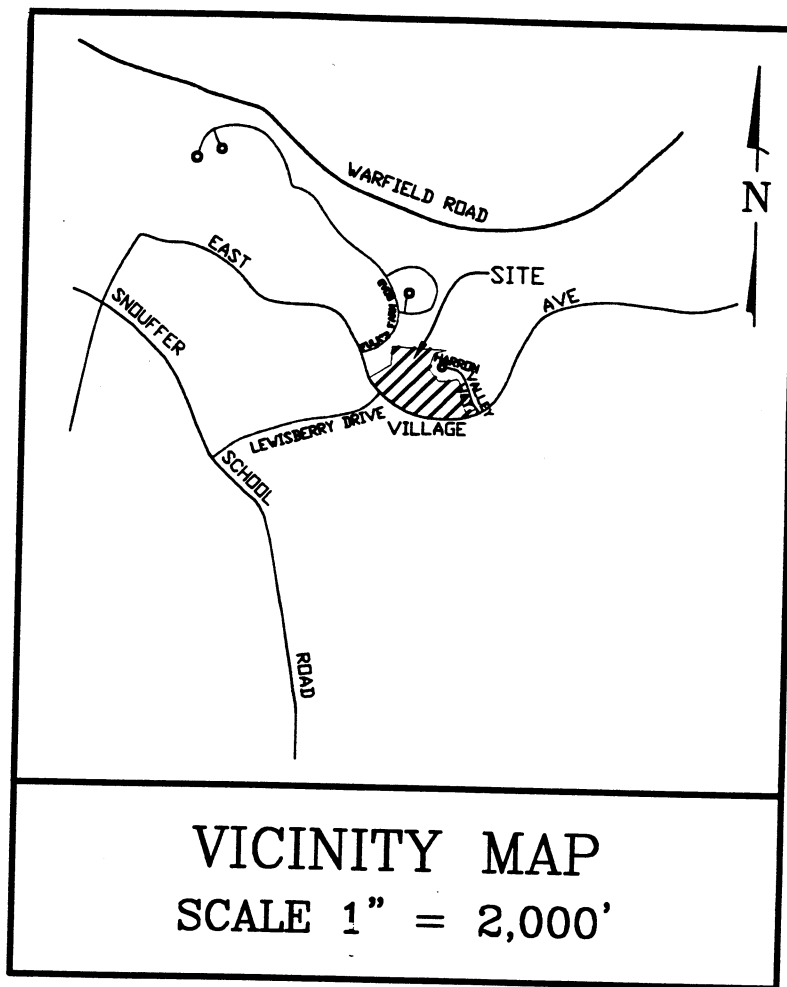
Other issues reviewed include safe pedestrian connections, landscaping, tree preservation, and storm water management facility location. Staff and applicant worked to refine the site plan with respect to building program functions, interior and exterior spaces, placement of the courtyards, landscaping and streetscaping.

The applicant requests a waiver of 18 parking spaces, stipulated as a binding element of the adopted Development Plan Amendment. The elimination of these spaces would allow the area of open space dedication to be enlarged from 3.0 acres to 4.0 acres and increase recreational opportunities and extend pedestrian connections of the natural trail system. The Planning Board, at the initial hearing recommended this increase in the area of the open space; therefore, staff recommends approval of the parking waiver requested by the applicant.

Staff responded to one citizen who voiced concern over the volume and speed of vehicular traffic on East Village Drive and the provision of the sidewalk requested by DPWT. Staff has included a condition of approval requiring a traffic engineering warrant study for analysis of this condition.

PROJECT DESCRIPTION: Surrounding Vicinity

The subject property is located at the northeast portion of Montgomery Village. The surrounding neighborhood is zoned Town Sector and predominantly residential in character. Residential development is medium density with 5 – 7 dwelling units per acre. Adjoining the subject property to the north is a PEPCO transmission line. Further to the north is the Gablefield development of single-family homes. Adjoining to the east is the single-family community of Ashford. Ten residences in this development share a boundary with the subject property. Confronting to the south is The Estates development of single-family homes, the DeSimon Recreation Area, another section of the Ashford community and the Meadowgate townhouse development. Adjoining the subject property to the west is a Montessori School. Other uses in the vicinity include the Lake Marion Community Center.



VICINITY MAP FOR
CSAAC HEADQUARTERS (1-03016) (8-03004)



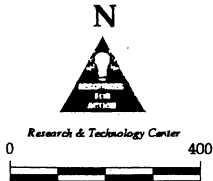
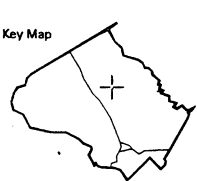
Map compiled on October 28, 2002 at 6:20 PM | Site located on base sheet no - 228NW08

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.

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



PROJECT DESCRIPTION: Site Description

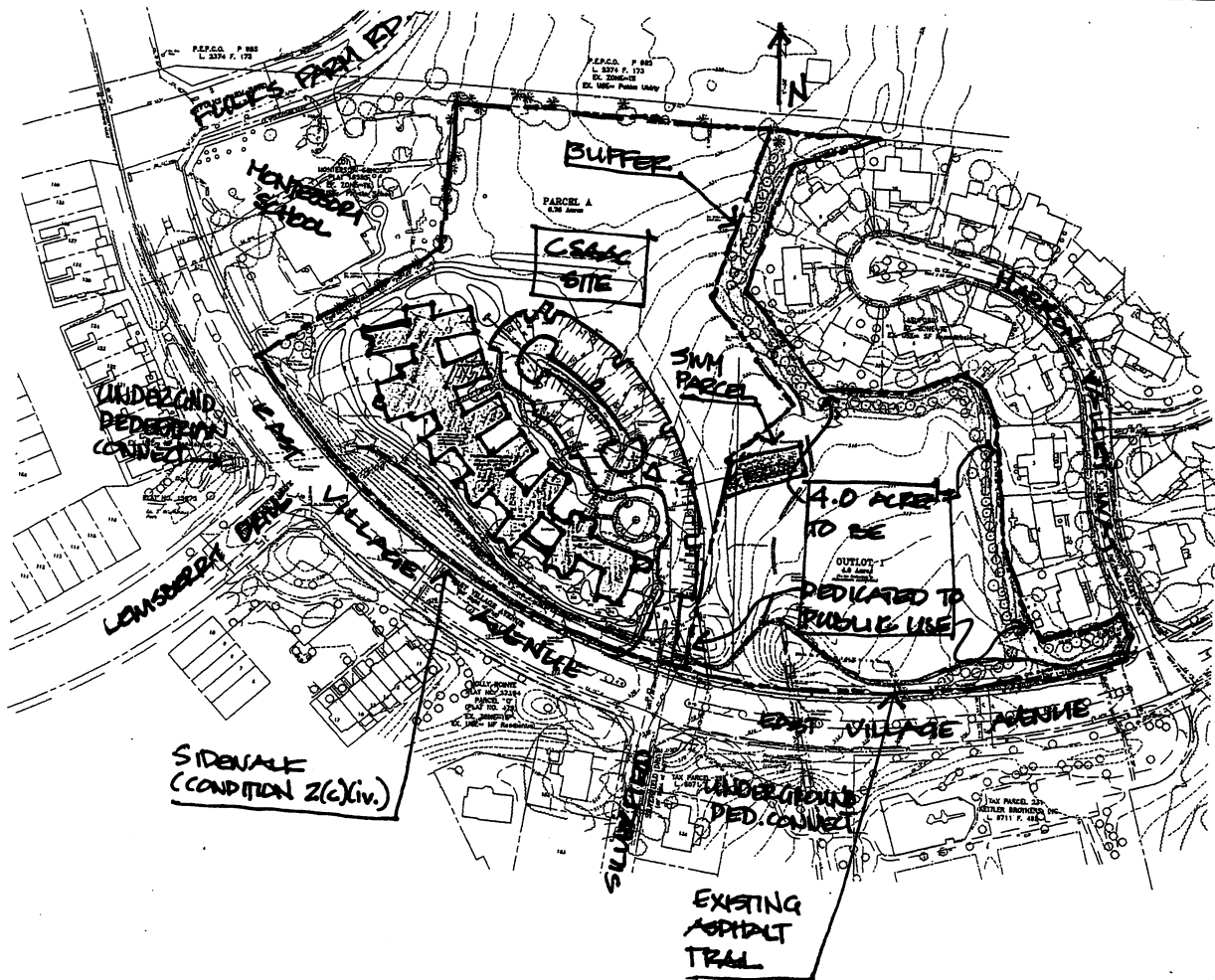
The subject property is located on the north side of East Village Avenue between Harron Valley Way and Fulks Farm Road. The irregularly shaped property is comprised of 10.76 acres of land and has approximately 1,140 feet of frontage along East Village Avenue. The site once functioned as a landscape staging area supplying trees used to enhance the common areas and neighborhoods of Montgomery Village. Now the topography reflects open space dominated by tall grass. A single specimen tree is located in the center of the property, a 28-inch Mockernut Hickory. Evergreen trees ranging in height from 8' to 20' are located along the north, east, and west property boundaries. Along the east property line, the trees are located on top of a berm. A paved hiker/biker pathway meanders along the frontage with East Village Avenue. Two underpasses connect this pathway to the south side of the road.

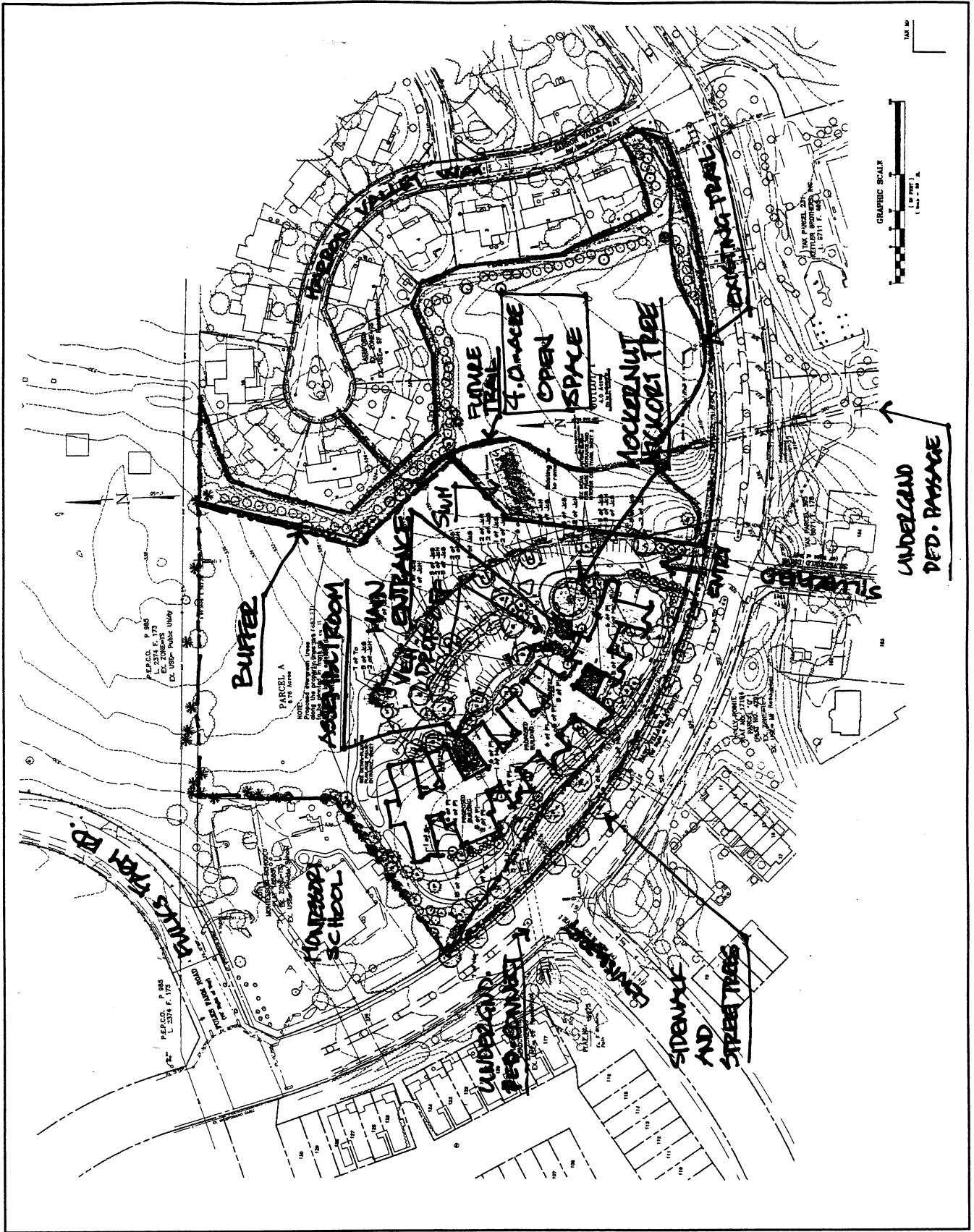


PROJECT DESCRIPTION: Proposal

The proposed facility will consist of a one-story building measuring 36,000 square feet in size. The building is designed as a curved linear form with a series of small, articulated "fingers" adjoining a central spine that accommodates the natural topography of the site. The massing of the small volumes allows the multiple facades along the "spine" resulting in a building with "two fronts," one that defines the street frontage and another that provides functional ingress and egress to the building. The vehicular and pedestrian access is provided from East Village Avenue opposite Silverfield Drive.

The building functions will include office and support space, work training clinic space, and a multi-purpose room suitable for training, meetings, seminars, activities and other related services. The building will be buffered from the community by a combination of berms and landscaping. Parking will be provided at the sites interior.





PROJECT DESCRIPTION: Prior Approvals

The District Council adopted development Plan Amendment 01-04, for the amendment of Montgomery Village Town Sector Plan on January 29, 2002. The Planning Board approved the proposal for the Development Plan Amendment October 1, 2001.

The amendment approval contains a binding element that permits only “charitable, philanthropic and educational uses related to CSAAC’s mission.” Any change to this binding element would require approval of another development plan amendment. Additional binding elements of the DPA require the applicant to perpetually maintain all areas of the property intended for common or quasi-public purposes unless such areas are dedicated to the East Village Homeowners Association or the Montgomery Village Foundation. The amendment approval also requires the applicant to request the waiver of 18 parking spaces.

DISCUSSION OF ISSUES

ANALYSIS: Conformance to Master Plan

The proposed use will be compatible, and desirable within the community and will not adversely affect the intent of the Gaithersburg Vicinity Master Plan for the following reasons:

The Master Plan recommends an institutional use for the subject property (a public elementary school). The scale and density of the proposed facility is similar to that of the use designated for the property in the Master Plan. The building footprint is less than a typical elementary school square footage. Substantial setbacks and green area (approximately 70%) will be provided. The maximum density will not exceed a Floor Area Ratio (FAR) of .10. In addition, four acres will be dedicated to the community for open space or recreational use.

ANALYSIS: Conformance to Development Standards

Project name	CSAAC Headquarters	
Site Plan 8-03004	T-S Zone	
Site Plan review required in the T-S Zone [59-C-7.21].		
PROJECT DATA TABLE		
<u>Development Standard</u>	<u>Permitted/Reqd</u>	<u>Proposed</u>
Gross Lot Area (ac)	N/A	10.76 acres
Net Lot Area (ac)	N/A	6.76 acres (294,465 sf)
Building Area (office)	N/A	36,000 sf
Commercial Use limit	10%	5.50%
Eleemosynary Use	Required *	
Green Space %	10% for TS area	4.0 acres
Internal Green Space	5% (1,821 sf)	11 % (4,275 sf)
Floor Area Ratio	N/A	0.12 FAR
Building Height 59-C-7.26	3 stories	1 story with one 24-ft public assembly space
Setbacks (If)		
Front	N/A	45 feet
Side	N/A	
Rear	N/A	
Parking		
Standard	103 spaces	85 spaces **
Bicycle	6 spaces	6 spaces
Motorcycle	3 spaces	3 spaces
HC	5 spaces	5 spaces
Total Parking	108 spaces	90 spaces
* binding element of DPA 01-04		
** request parking waiver		

FINDINGS for Site Plan Review:

1. The site plan is consistent with an approved development plan or a project plan for the optional method of development, if required. [See attached opinion, Development Plan Amendment 01-04.]
2. The site plan meets all of the requirements of the zone in which it is located. See Project Data Table above.
3. The locations of the buildings and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation systems are adequate, safe and efficient.

- a. **Location of Buildings**

The location of the building is adequate, safe, and efficient. The building is skillfully sited to complement the natural topography, street frontage, and the disposition of adjacent neighborhoods. The building's linear form follows East Village Avenue, offering appropriate visibility and efficient site access while creating a safe, protected, and highly functional entry off the street frontage for employees and visitors. The composition created by the curved spine, the small articulated volumes, the rhythm of the exterior courtyards, and the thoughtful massing and placement of the public assembly space result in a building type and design that achieves a "natural fit" with its site.

- b. **Open Spaces**

The open space provides a variety of visual and recreational amenity. The 4.0 acres to be dedicated for public use will offer a substantial opportunity for future recreational activities for employees, visitors, and residents of Montgomery Village.

This open space may accommodate the future pedestrian trail connection from the surrounding residential cluster, fulfilling another piece of the plan for the Village's comprehensive pedestrian system.

The courtyards which complement the small building volumes along length of the building spine are unique in their function and visual impact---offering visual amenity to those inside and out--the building occupants, neighborhood drivers and pedestrians, and recreational walkers and runners who use the adjoining paths. The form of these small volumes, which alternate with their accompanying open courtyards reduces the massing and scale of the buildings and integrates the future natural and built environments at this site. The limitation of pedestrian and vehicular access to the north side of the building

allow the street façade on East Village Drive to achieve a quiet, more passive appearance that is harmonious with its topography and landscaping.

c. Landscaping and Lighting

Landscaping on site consists of street trees along East Village Avenue, with ornamental tree clusters marking the entry drive. The existing perimeter landscaping at the boundaries of the residential areas will supplement with evergreen trees to provide a thicker visual screen. The edge of the parking areas will feature a mix of hedge plantings that will screen vehicle headlights. The parking area will feature shade trees and ornamental plantings. The small exterior courtyards and the interior building courtyard will feature smaller scale plantings appropriately scaled to the space, with a variety of ornamental and colorful species.

d. Vehicular and Pedestrian Circulation

Traffic and vehicular access has been the subject of a thorough traffic study as required by the Preliminary Plan. In response to citizen concerns, staff further recommends a traffic engineering warrant study to analyze the levels of activity and related safety issues associated with high levels of activity at the intersection of East Village Avenue and Silverfield Drive.

Vehicular and pedestrian entry to the site is channeled from this intersection to the north side of the building. The parking lot features a loop pattern with a vehicular drop-off area at the building entrance. Lead sidewalks are provided from East Village Avenue for the length of the north building façade, and from the various areas of the parking spaces.

The new parking provides direct access to the soccer field, to the new building addition, and to the recreation center via the underpass.

Pedestrian connections will be enhanced for recreational users and surrounding residents through the installation of the sidewalk and street trees along East Village Avenue. The future connection of the Montgomery Village pedestrian path will be created with the 4.0-acre open space dedication for public use.

4. Each structure and use is compatible with other uses and other site plans and with existing and proposed adjacent development.

The proposed building of 36,000 square feet is skillfully designed to provide to achieve a high degree of compatibility with site, its topography, the surrounding residences, and with future uses and activities associated with the structure and the

adjacent community open space. The building form, using a curved spine shaped to the site, uses small individual massings for functional program spaces which reduce the expected scale and bulk of the building. This design partie creates a series of small facades, alternating with planted courtyards that assemble a varied and attractive street frontage on East Village Avenue---one that promises to provide a humane presence in its scale, ground plane, and building materials and landscaping. The combination of the small size of the building pieces with this unique building form will integrate this complex with its natural site, the streets, and the pedestrian and vehicular activity to result in compatible relationship to the surrounding community.

The layout and landscaping for the parking areas are thoughtfully arranged, with adequate buffers and screening. Staff recommends a few more trees for species variety and seasonal interest, and the longevity of the buffer. The applicant's request for a parking waiver of 18 parking spaces will enhance the compatibility of this proposal with the surrounding residential uses and will allow a greater amount of open space to be dedicated to public use – a desirable amenity. The street trees proposed for East Village Avenue will provide a substantial improvement to the appearance of this route.

The activity associated with the proposed building and parking will not cause any negative effect on existing buildings, public works, and recreational use.

5. The site plan meets all applicable requirements of Chapter 22A regarding forest conservation.

The Site Plan is exempt from Forest Conservation, PUD Exemption 4-01131E, granted November 21, 2000.

APPENDIX

- B. Correspondence referenced in report
- C. Documentation of relevant prior action or approval



DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan
County Executive

Robert C. Hubbard
Director

MEMORANDUM

November 8, 2002

TO: Mary Beth O'Quinn
Development Review Division - MNCPPC

FROM: Sarah R. Navid *S. Navid*
Right-of-Way Permitting and Plan Review Section

SUBJECT: Site Plan Review #8-03004 CSAAC Headquarters

We have reviewed the subject site plan and have the following comments:

- As previously indicated by DPWT, a five foot wide sidewalk will be required along the property frontage on East Village Avenue from Harron Valley Way to the west property line. Street trees will also be required. We will work with the applicant to provide the most appropriate design for the crossing of the existing pedestrian path and the public sidewalk at the proposed driveway. Pedestrians on the private path should cross at the intersection with East Village Avenue. Alternatively they need to cross a sufficient distance away so that vehicles turning in have finished their turn maneuver and are not surprised by a pedestrian crossing the driveway and so that outbound queuing vehicles do not block the crossing.
- The median should be removed from the driveway. The geometrics are too tight with the proposed median.
- Internal site circulation is acceptable.

Please contact me if you have any questions concerning our comments.

srn\esaac.doc

cc: C. Robert Dalrymple
Brian Donnelly
Matthew Hurson
Jeff Riese





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

November 14, 2002

MEMORANDUM

TO: Malcolm Shaneman, Supervisor
Mary Beth O'Quinn, Site Planner
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning

FROM: Ed Axler, Coordinator/Planner EA
Transportation Planning

SUBJECT: Preliminary Plan No. 1-03016 and Site Plan No. 8-03004
Community Services for Autistic Adults and Children, Inc. (CSAAC)
Montgomery Village/Airpark Policy Area

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

RECOMMENDATIONS

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

1. Limit the site plan and preliminary plan to an institutional office use consisting of a maximum of 36,000 square feet of office, training, and support space.
2. Limit the number of administrative employees to 40 who are arriving and departing during the weekday morning peak period (6:30 a.m. to 9:30 a.m.) and during the weekday evening peak period (4:00 p.m. to 7:00 p.m.). The remaining employees are part-time who arrive and depart outside the weekday morning and evening peak periods. Refer to Ed Papazian's letter dated July 28, 2000.
3. Satisfy the following components of the APF test:

- a. Local Area Transportation Review: Enter into a Traffic Mitigation Agreement (TMA) with the Planning Board to limit the CSAAC facility to 40 administrative employees who arrive or depart during the weekday morning and evening peak periods. The TMA should contain the necessary assurances to guarantee compliance with the limit of 40 administrative employees. With this TMA, the site-generated traffic would be less than 50 peak-hour trips during the weekday morning and evening peak periods. Therefore, a traffic study would not be required to satisfy Local Area Transportation Review (LATR).
 - b. Policy Area Transportation Review (or Staging Ceiling Condition): Under the "Full Cost Developer Participation" provision in the *FY 03 Annual Growth Policy*, participate in the existing MD 124 Road Club by widening Woodfield Road (MD 124) from two to four lanes between Airpark Road and Fieldcrest Road. This widening would reduce congestion on MD 124, a major north-south roadway, on the eastern border of the Montgomery Village/Airpark Policy Area and add transportation capacity to the Policy Area. The additional capacity would result in mitigating all of the traffic generated by the proposed CSAAC facility and by the approved land uses of the other Road Club members. CSAAC's share of the Road Club's funding was determined by members of the privately sponsored MD 124 Road Club as coordinated through Dick Pettit. Refer to the attached letters.
4. Conduct a traffic engineering study to determine the type of traffic control (i.e., four-way stop signs, advance warning signs of the Silverfield Drive intersection, or other alternatives) which would best improve the safety for left turning vehicles from Silverfield Drive onto westbound East Village Avenue. Coordinate with the Montgomery County Department of Public Works and Transportation (DPWT) to investigate other actions (i.e., reducing the raised median height along East Village Avenue) as alternatives to better improve the traffic safety.
 5. Coordinate with DPWT regarding the location of a sidewalk along East Village Avenue across the frontage of the property.

DISCUSSION

Site Location and Access

The site is located on the north side of East Village Avenue between Harron Valley Way and Fulks Farm Road in the East Village, Section 12, Part of Area III-K of the Montgomery Village Town Sector (zone). The vehicular site access is proposed from East Village Avenue opposite Silverfield Drive. Pedestrian access is from the sidewalk and path along East Village Avenue.

Related Traffic Control Issue

The sight distance for motorists approaching East Village Avenue on Silverfield Drive is limited to the east (or looking to the motorist's right) due to a vertical dip in the East Village Avenue pavement and the raised median. This existing situation should be investigated as described in Recommendation No. 4.

Prior Regulatory Actions

1. Development Plan Amendment No. DPA-01-4 was granted by the Montgomery County Council on December 5, 2001, for the land uses described in Recommendation No. 1 with the transportation condition described in Recommendation No. 2.
2. Development Plan Amendment No. 88-01 was approved on October 23, 1990, where the site was designated as a public elementary school site.

Master Plan Roadway

In accordance with the *Gaithersburg Vicinity Master Plan*, East Village Avenue is designated as a primary residential roadway, P-8, with a 70-foot right-of-way and a five-foot pathway along East Village Avenue.

Related Transportation Project

The Maryland State Highway Administration's (SHA) Capital Transportation Program (CTP) MD 124 (Woodfield Road) Project Planning Study, No. MO632A11, is an on-going study to improve Woodfield Road from Midcounty Highway to Warfield Road. The Planning Board hearing was held on December 7, 2000, where the recommended alternative was to widen from two to four lanes within the 120-foot, master planned right-of-way and include a sidewalk and a bikeway.

Local Area Transportation Review

The applicant's transportation consultant submitted a traffic statement, which proffered to limit the administrative office to 40 employees who arrive and/or depart during the peak hour of the morning and/or evening peak period. A traffic study is not required to satisfy LATR with the 40-employee limit because the proposed land use would generate fewer than 50 total peak-hour trips during the weekday morning and evening peak periods. In addition, the TMA as described in Recommendation No. 3. will be required because without the 40-employee limit the proposed office development of 36,000 square feet would generate 50 or more peak-hour trips using the trip-generation rates for general office uses. The table below gives the number of peak-hour trips for alternative land uses in comparison to the proposed CSAAC land use:

Land Use	Square Feet or Number	Weekday Peak-Hour Trips	
		Morning	Evening
Alternative Land Uses:			
General Office Use	36,000	53	72
Townhouses	60 - 80 Units	29 – 38	50 - 66
Single-Family Detached Units	25 - 50 Units	24 – 48	28 – 56
Elementary School	500 Students	145	N/A*
Versus the Proposed CSAAC with 40 On-Site Employees:			
Administrative Office/Training	40 Employees	40	40

*Elementary schools end classes before the weekday evening peak period.

The traffic generated by the proposed CSAAC administrative offices and training facility would be less than the alternative land uses except for townhouses during the weekday morning peak period, the lower range of single-family detached units during both weekday peak periods, and an elementary school during the weekday evening peak period.

Policy Area Transportation Review/Staging Ceiling Condition

The Montgomery Village/Airpark has a deficit of negative five jobs under the *FY 2003 Annual Growth Policy* transportation staging ceiling as of September 30, 2002. The proposed land use of 36,000 square feet is equivalent to 72 jobs using the “other” land use multiplier of 500 square feet per job. Policy Area Transportation Review is satisfied with Recommendation No. 3b under the “Full Cost Developer Participation” provision in the *FY 2003 Annual Growth Policy*.

Although the widening of Woodfield Road does not directly improve traffic conditions near the site along East Village Avenue (e.g., which is analyzed for LATR), the widening reduces congestion on MD 124, a major north-south roadway, on the eastern border of the Montgomery Village/Airpark Policy Area to satisfy Policy Area Transportation Review.

EA:cmd
Attachments

- cc: Dennis Atkins
- Bob Dalrymple
- Ki Kim
- Ed Papazian
- Dick Pettit
- Mary Goodman
- Eric Graye



Kimley-Horn
and Associates, Inc.

July 28, 2000

Mr. Edward Axler
M-NCPPC Transportation Planning
8787 Georgia Avenue
Silver Spring, MD 20910

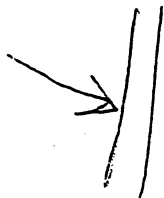
TRANSPORTATION PLANNING DIVISION
THE MARYLAND NATIONAL CAPITAL
PLANNING AND PLANNING COMMISSION
RECEIVED
AUG 01 2000
BETHESDA, MD.

■
Suite 2000
11710 Plaza America Drive
Reston, Virginia
20190

Re: Staging Ceiling Calculations
Woodfield Road between Snauffer School Road and Fieldcrest Road

Dear Mr. Axler:

As a follow-up to our meeting on July 27th concerning the CSAAC (Community Services for Autistic Adults and Children) administration offices, this letter serves as our request for you to conduct a review of staging ceiling calculations resulting from the road club widening of Woodfield Road (MD Route 124) between Snauffer School Road and Fieldcrest Road.



This section of road is to be widened by the road club from two lanes to four lanes. This improvement is intended to satisfy local area transportation review (LATR) and policy area review (PAR) for these developments. The proposed CSAAC administrative offices will result in 40 employees, which is equivalent to 10,000 square feet of office space.

We specifically request that you examine the calculations that determined the amount of residential and jobs capacity created by the Woodfield Road widening. Further, please determine if the proposed CSAAC office jobs figure could be accommodated within the capacity created by the Woodfield Road project. This would allow CSAAC to join the road club and obtain credit for the capacity.

We look forward to the results of your review. In addition, when Ron Welke returns, we need to meet to review the traffic issues regarding this proposed development.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Edward Y. Papazian, P.E.
Project Manager

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■
TEL 703 871 5017
FAX 703 871 5018



Kimley-Horn
and Associates, Inc.

MEMORANDUM

TO: Edward Axler
Ronald C. Welke
M-NCPPC Transportation Planning

From: Edward Y. Papazian, P.E. *EYP*

Date: September 18, 2000

Subject: Policy Area and Local Area Transportation Review Findings
Community Services for Autistic Adults and Children (CSAAC)
Administrative Offices

This memorandum is intended to confirm findings regarding the ability for the proposed Community Services for Autistic Adults and Children (CSAAC) administrative offices to address policy area transportation review (PATR) by participating in the road club widening of Woodfield Road (MD Route 124) between Snouffer School Road and Fieldcrest Road. This memorandum further describes our understanding regarding local area transportation review (LATR).

We understand that the staging ceiling for jobs that would be generated by the CSAAC administrative offices can be accommodated within the capacity created by the Woodfield Road widening. As a result, CSAAC will participate in the road club for this widening.

Based on the satisfaction of PATR by participating in the road club for the Woodfield Road widening, LATR would be satisfied without the need for a traffic impact study as long as the proposed CSAAC office will generate fewer than 50 peak hour vehicle trips. CSAAC commits that its proposed administrative office will generate fewer than 50 peak hour vehicle trips.

Please confirm that my understanding of the results of your review of PATR and my understanding of the LATR conclusions are accurate.

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*

October 12, 2000

Mr. Edward Papazian.
Kimley-Horn and Associates, Inc.
9411 Lee Highway, Suite A
Fairfax, Virginia 22031

RE: **Community Services for Autistic
Adults and Children (CSAAC)**

Dear Mr. Papazian:

We are writing in response to your memorandum dated September 18, 2000 (enclosed) regarding satisfying Policy Area Review and Local Area Transportation Review for the referenced project.

Since there is a moratorium in the Montgomery Village/Airpark Policy Area, the traffic generated by the proposed 25,000 square feet of general office use (i.e., to be used as the administrative offices for CSAAC) must be mitigated to satisfy Policy Area Review.

Transportation Planning staff has performed a "staging ceiling flexibility" analysis in order to satisfy the Policy Area Review component of the Adequate Public Facilities (APF) test. The "staging ceiling flexibility" analysis was performed based on the results of Park and Planning's computer model, TRAVEL/2, to project the traffic impacts on transportation facilities from future land uses and to determine the recommended staging ceiling capacities in the *FY 2001 Annual Growth Policy*.

The TRAVEL/2 model projected vehicular volume during the evening peak-hour along Woodfield Road in each direction for all existing and approved, but not built development. Thus, the model included the approved land uses of the MD 124 Road Club members. The projected northbound volume in the peak direction along Woodfield Road was compared to the roadway capacity per lane per hour. The projected northbound volume was more than the capacity of one lane but approximately 60% of the capacity if this roadway segment is widened to four lanes as required by the Road Club.

You have proposed to participate in the existing MD 124 Road Club for additional transportation capacity in the Montgomery Village/Airpark Policy Area. The additional transportation capacity would result from the widening of Woodfield Road (MD 124); from two to four lanes between Airpark Road and Fieldcrest Road. This additional capacity would mitigate all of the traffic generated by approved land uses of the other Road Club members plus your proposed office use. Your share of the funding would be determined

by members of the privately-sponsored MD 124 Road Club which is coordinated through Dick Pettit.

The other component of the APF test is "Local Area Transportation Review" (LATR). Your July 28, 2000 letter was submitted as the traffic statement which proffered to limit the administrative office to 40 employees. A traffic study is not required to satisfy LATR with the 40-employee limit when the proposed land use would generate fewer than 50 peak-hour trips during the morning peak period (7:00 to 9:00 a.m.) and during the evening peak period (4:00 to 6:00 p.m.). In addition, an APF Agreement will be required because, without the 40-employee limit, the proposed office of 25,000 square feet would generate 50 or more peak-hour trips using the trip-generation rates for general office uses.

If you have any further questions, please call me at 301-495-4525.

Sincerely yours,



Edward Axler, Planner/Coordinator
Transportation Planning

EA:cmd

Encl.

cc: Dick Pettit

Community Services - ltr to Papazian.WPD



2A

Richard B. Pettit,
President

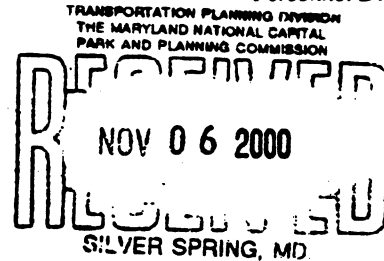
J. Stephen Pettit,
Vice President/Secretary

Jeanne M. Pettit,
Assistant Secretary

Barbara L. Pettit,
Personnel Director

November 2, 2000

Mr. Charles Loehr, Planning Director
Maryland National Capital Park & Planning Commission
8787 Georgia Ave.
Silver Spring, MD 20910-3760



RE: Route 124 Road Club - Final Completion and Closure

Charlie
Dear Mr. Loehr:

This is to advise you and your staff that all of the required work for the road clubs which have provided improvements to Maryland Route 124 and to the Fieldcrest Road Intersection have now been fully completed and accepted by the Maryland State Highway Administration (see attached acceptance letter). These improvements made by our members have provided the required capacity as is more further detailed on Exhibit A.

We are therefore officially notifying you of the closing these road clubs effective as of the date of this notice. I hope this provides you with all of the necessary information. If it has not, please contact me for any additional information that you or your staff may feel is necessary.

Should you have any other questions or concerns, please feel free to contact me.

Sincerely,
Pettit & Griffin, Inc.

Richard B. Pettit, President
Project Manager

CC: Mr. Ed Axler, Transportation Planning Coordinator
Mr. Edgar Gonzalas, Chief of Engineering, DPW&T
All Road Club Members



STATE HIGHWAY ADMINISTRATION

DISTRICT NO. 3

PERMIT RELEASE

July 26, 2000

MEMORANDUM

TO: Charlie K. Watkins
District Engineer

FROM: Augustine J. Rebish
District Utility Engineer



SUBJECT: 3M-29-00 MD 124
Permit No. Route No.

FEDERAL I.D.
OR
SOCIAL SECURITY NO. N/A

A final inspection made by Randy Evans on July 26, 2000 reveals that all work performed under the subject permit has been done in accordance with the terms of the permit and to the satisfaction of this Administration.

It is now in order to release the Performance Bond being held by the State Highway Administration.

JMG:ea

Exhibit A

Route 124 Road Club

Phase 1 - Route 124 Widening:

From the southern boundary of the Gustin Property to a point 750 feet south of the centerline of Fieldcrest Road.

<u>Developer:</u>	<u>Project Name</u>	<u>Plan Number</u>	<u>Trips</u>	<u>Pro Rata Share</u>
Pettit & Griffin, Inc.	Flower Hill - Parcel 32	1-85226	0	
	Flower Hill - Section 7	1-85227	0	
	Brown Property - Section 1	1-85071	0	
	Brown Property - Section 2	1-85071R	20	
	Brown Property - Section 3A	1-88080	16	
	Brown Property - Section 3B	1-88189	0	
	Brown Property - Section 3C	1-88192	0	
	Brown Property - Section 3D	1-88329	52	
	Brown Property - Section 4A	1-89217	21	
	Brown Property - Section 4B	1-89292	33	
	Brown Property - Section 4C	1-90216	21	
	Brown Property - Section 4D	1-90217	19	
	Brown Property - Section 4E	1-91031	11	
		Total		193
Dr. Kapiloff	Fulks Property	1-84196R	27	03.71%
Maryland Development (Smart, Ltd.)	Hadley Farms - Sections 4 & 5	1-84255 &		
	Hadley Farms - Sections 6 & 7	1-85012	146	
	Montgomery Airpark	1-91062	10	
	Total		156	21.43%
Kettler Brothers, Inc.	Mayne Property	1-85007	219	30.08%
Richmond America	Fulks Property	1-89145	35	04.81%
Christopher Gehring	Leung Property- Mont. Airpark	SP 8-01003	49	06.73%
Community Services For Autistic Adults & Children	Ewing Propert - East Village	(none yet)	49	06.73%
TOTAL FOR ALL			728	100.00%

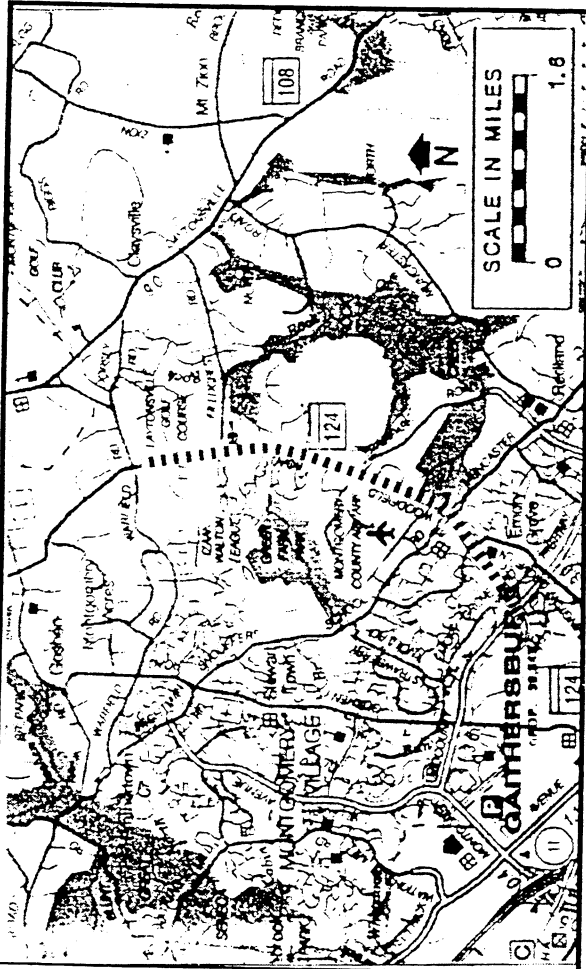
Exhibit A

Route 124 Road Club

Phase 2 - Fieldcrest Intersection:

From a point 750 feet south of the centerline of Fieldcrest Road to a point 1,185 feet north of the centerline of Fieldcrest Road and 1,000 feet east of the centerline of Maryland Route 124, including the Fieldcrest Road Intersection.

<u>Developer:</u>	<u>Project Name</u>	<u>Plan Number</u>	<u>Trips</u>	<u>Pro Rata Share</u>
Pettit & Griffin, Inc.	Flower Hill - Parcel 32	1-85226	0	
	Flower Hill - Section 7	1-85227	0	
	Brown Property - Section 1	1-85071	0	
	Brown Property - Section 2	1-85071R	23	
	Brown Property - Section 3A	1-88080	19	
	Brown Property - Section 3B	1-88189	0	
	Brown Property - Section 3C	1-88192	0	
	Brown Property - Section 3D	1-88329	56	
	Brown Property - Section 4A	1-89217	8	
	Brown Property - Section 4B	1-89292	12	
	Brown Property - Section 4C	1-90216	7	
	Brown Property - Section 4D	1-90217	5	
	Brown Property - Section 4E	1-91031	5	
	Total		135	19.01%
Maryland Development (Smart, Ltd.)	Hadley Farms - Sections 4 & 5	1-84255 &		
	Hadley Farms - Sections 6 & 7	1-85012	195	
	Montgomery Airpark	1-91062	10	
	Total		205	28.87%
Kettler Brothers, Inc.	Mayne Property	1-85007	286	40.28%
Richmond America	Fulks Property	1-89145	35	04.93%
Pulte Home Corp.	Hoover Property	1-96117	49	06.90%
	TOTAL FOR ALL		710	100.00%



PROJECT: MD 124, Woodfield Road

DESCRIPTION: Study to reconstruct MD 124 from Midcounty Highway to Warfield Road (3.46 miles).

JUSTIFICATION: MD 124 is a heavily traveled commuter route from northern Montgomery County to the Rockville-Gaithersburg Area, which experiences capacity and sight distance problems.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA Project Outside PFA : Subject to Exception
- Grandfathered Exception Approved by BPWMDOT

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Construction Program)
 East/West Link Improvement (D&E Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 99-04 CTP: None.

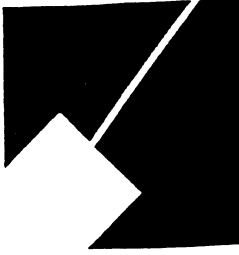
Federal Funding By Year of Obligation							FEDERAL CATEGORY
PHASE	FFY 00	FFY 01	FFY 02	FFY 03	FFY 04-05		
PP	0	0	0	0	0	0	--
PE	0	0	0	0	0	0	--
RW	0	0	0	0	0	0	--
CO	0	0	0	0	0	0	--

Potential Funding Source	X	SPECIAL	X	FEDERAL	GENERAL	OTHER	PROJECT CASH FLOW					
							Total Estimated Cost (\$000)	Expended Thru 1999	Current Year 2000	Budget Year 2001	For Planning Purposes Only	
Phase							2002	2003	2004	2005	Six Year Total	Balance to Complete
Planning	1000	516	350	134	0	0	0	0	0	0	484	0
Engineering	1	1	0	0	0	0	0	0	0	0	0	0
Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	1001	517	350	134	0	0	0	0	0	0	484	0
Federal Aid	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Major Collector
 FEDERAL - Major Collector
 STATE SYSTEM: Secondary
 DAILY TRAFFIC : (USAGE IMPACTS)
 CURRENT(1998) - 29,000
 PROJECTED(2020) - 50,950
 OPERATING IMPACTS: N/A

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

MCPB
Item No. L
12-7-00

December 1, 2000

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Jeffrey Zyontz, Chief, County-wide Planning Division
Richard C. Hawthorne, Chief, Transportation Planning *RCH*
Khalid Afzal, Georgia Avenue Team Leader *KA*
Sue Edwards, I-270 Corridor Team Leader *sue*
Community-Based Planning Division

FROM: Daniel K. Hardy, Transportation Supervisor (301-495-4530) *DKH*
Transportation Planning

PROJECT: MD 124 (Woodfield Road) Project Planning Study (M0632A11) from
Midcounty Highway to Warfield Road

REVIEW TYPE: Project Planning Study Briefing

APPLICANT: Maryland State Highway Administration

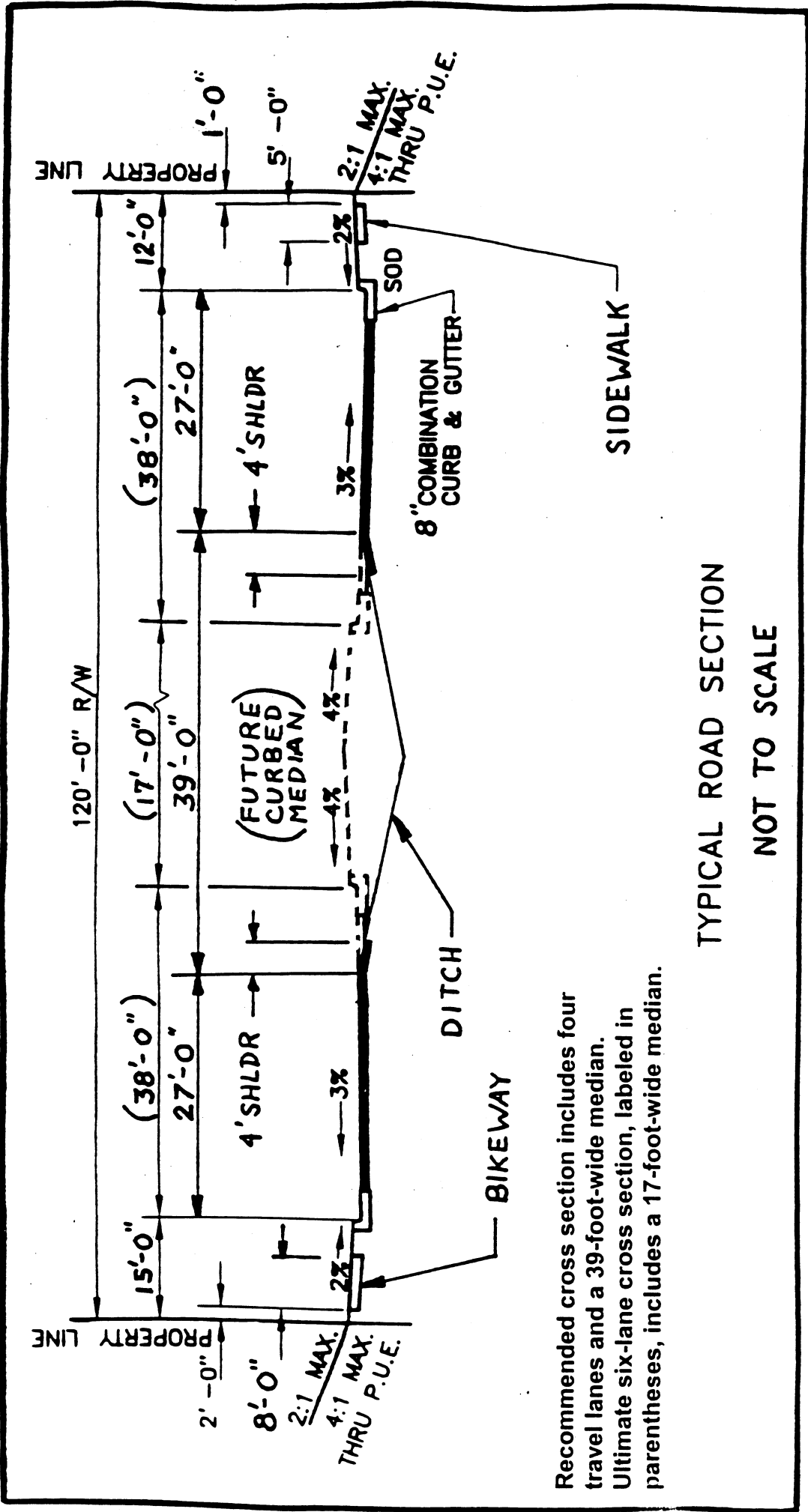
APPLYING FOR: Planning Board Recommendation

COMMUNITY-BASED PLANNING TEAM AREAS: I-270 Corridor
Georgia Avenue Corridor

RECOMMENDATION: Approval to transmit the following to the Maryland State Highway Administration (SHA).

1. Each of the two build alternatives described in this memorandum, "Alternative 3" and "Alternative 4" is consistent with the 1985 Gaithersburg Vicinity Master Plan and the 1985 Upper Rock Creek Master Plan.
2. A four-lane cross section with a Class I bicycle facility within the Master Plan 120 foot right-of-way is the preferred typical cross section. The typical section elements should be designed so that eventual widening to six lanes can be easily accommodated. **The recommended cross section is shown in Exhibit 1.**

RECOMMENDED CROSS SECTION



TYPICAL ROAD SECTION
NOT TO SCALE

Recommended cross section includes four travel lanes and a 39-foot-wide median. Ultimate six-lane cross section, labeled in parentheses, includes a 17-foot-wide median.

3. The subsequent design process should consider more site-specific design alternatives, such as alternative intersection configurations and sidewalk and bike path locations, so that the project can best meet traveler needs while minimizing adverse community impacts.
4. The subsequent design process should evaluate traffic progression in the corridor to ensure that sufficient gaps will be provided for all modes of travelers crossing MD 124 at unsignalized intersections.

ORGANIZATION OF MEMO

This memorandum contains the following sections:

- SHA study process
- Staff recommendation for typical cross section
- Considerations leading to development of staff recommendation, including effects on staging ceiling, environmental impacts and capital costs, level of service, traffic operations, and consideration of public comment
- SHA alternatives description
- Master Plan guidance

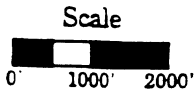
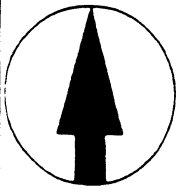
SHA STUDY PROCESS

The Maryland State Highway Administration (SHA) is studying improvements along MD 124 to address congestion, safety, and traffic operations for motor vehicles, bicycles, and pedestrians using MD 124 and its intersections from Midcounty Highway to Warfield Road. The study area is shown in Exhibit 2. The study is being conducted with input from the Montgomery County Department of Public Works and Transportation (DPWT) and the Maryland-National Capital Park and Planning Commission (M-NCPPC). The Location/Design Public Hearing was held on October 23, 2000 for the three alternatives, including the no-build alternative, currently under consideration. The remaining steps in the project planning process are that the Project Planning Team will evaluate and assess public and agency comments from the hearing, recommend a preferred alternative to the State Highway Administrator, and seek location and design approvals. The project will then enter the final design process, during which SHA will return to the Planning Board for a mandatory referral (MR 00815-SHA-1).

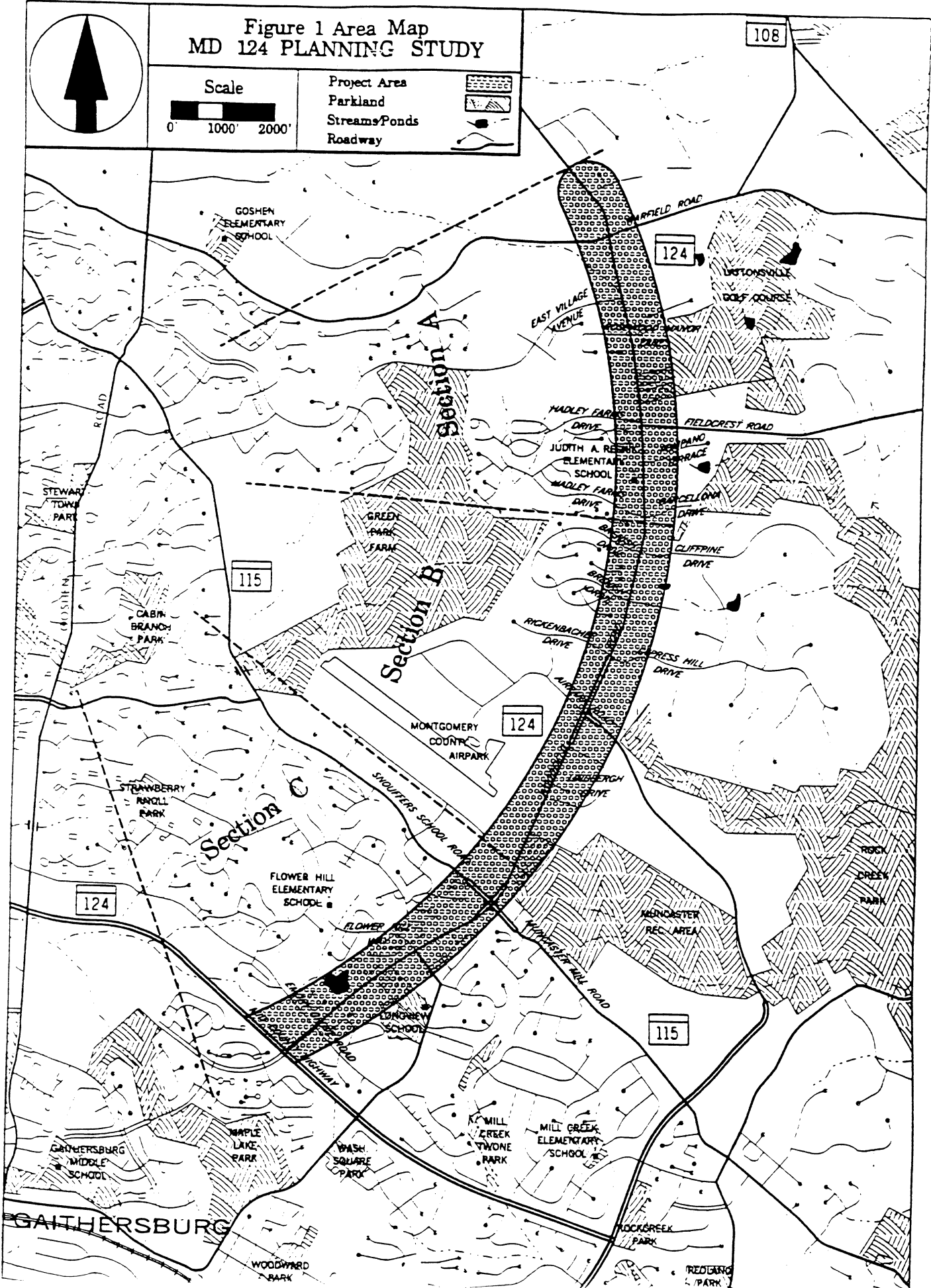
STAFF RECOMMENDATION FOR TYPICAL CROSS SECTION

Staff recommendation on the number of lanes in the typical cross section reflects a compromise between the travel demand forecasts which some would consider to justify a six-lane cross section and current policy guidance and community response which tends to favor the four-lane alternative. Staff judgment is that the six lane alternative does not provide substantial congestion relief relative to the four lane alternative for the year 2020, but recognizes that over a longer timeframe, six lanes may be desirable. Staff therefore recommends a typical four-lane cross section designed so that future widening to six lanes could be accomplished in the distant future without requiring further physical impacts to the

Figure 1 Area Map
MD 124 PLANNING STUDY



Project Area
Parkland
Streams/Ponds
Roadway



adjacent community. The Master Plan of Highways should retain the four- to six-lane designation.

Exhibit 1 demonstrates how the typical four-lane interim and six-lane ultimate cross section could be established by modifying the County's design standard for a six-lane major highway to narrow the median to provide landscape panels between the curb and the sidewalk (or bike path). The staff recommendation for the current project would be to construct the outside two lanes in each direction, resulting in two 27-foot-wide travelways and a 39-foot-wide median.

The detailed design process should evaluate opportunities to customize the typical cross section to better meet design opportunities and constraints. Examples of this customization include transitions to two lanes in the vicinity of Warfield Road, transitions to accommodate multiple turning lanes at Airpark Road, and opportunities to increase the distance between the roadway and the bike path in the vicinity of Resnik Elementary School.

CONSIDERATIONS LEADING TO STAFF RECOMMENDATIONS

At this stage in the planning process, the State Highway Administration is primarily seeking recommendations regarding two basic questions:

- Should the typical cross section be four lanes or six lanes, and
- Should a Class I bicycle path be included

Staff recommends that the typical cross section contain four lanes and a Class I bicycle path. The elements considered in the development of these recommendations are described below.

Number of Lanes

The items considered in developing the staff recommendation are described below, generally listed in order of increasing support for the four-lane alternative.

Staging ceiling capacity. The Montgomery Village/Airpark Policy Area is currently in a moratorium for jobs, with a remaining capacity of negative 2,035 jobs as of August 31, 2000. Staff has estimated that the four-lane alternative might increase the staging ceiling by between 1,000 and 2,000 jobs and that the six-lane alternative might increase the staging ceiling by between 2,500 and 3,500 jobs. In summary, the six-lane alternative might provide enough capacity to bring the Montgomery Village/Airpark Policy Area out of moratorium whereas the four-lane alternative would likely reduce, but not eliminate, the capacity deficit. The staging ceiling capacity analysis provides the strongest argument in favor of the six-lane alternative.

Environmental impacts and capital costs. A four-lane alternative would typically require less right-of-way than a six-lane alternative. Exhibit 3 demonstrates the environmental and cost impacts associated with the four-lane (Alternative 3) and six-lane

Table 3: Summary of Impacts for Retained Alternatives			
- MD 124 (Woodfield Road) From MidCounty Highway to Warfield Road -			
Alternative	1	3	4
Typical Section	No Build	4-Lane, Divided	6-Lane, Divided
Properties Affected			
Residential	0	6	32
Businesses	0	15	46
Public Golf Courses	0	1	1
Public Utility	0	4	4
Public Schools	0	0	1
Religious Institutions	0	3	4
TOTAL	0	29	88
Displacements			
TOTAL	0	0	0
Right-of-Way Required (acres)			
Residential	0	1.02	2.47
Businesses	0	1.93	2.75
Public Golf Courses	0	0.05	0.07
Public Utility	0	1.41	1.62
Public Schools	0	0	0.01
Religious Institutions	0	0.53	0.63
TOTAL	0	4.94	7.55
Environmental Impacts			
Historic Properties	0	0	0
Wetlands (Acres)	0	0.08	0.08
Woodlands (Acres)	0	0.85	0.94
Stream Crossings	0	1	1
Estimated Cost (\$ Million)			
Engineering	0	5.60	5.90
Right-of-Way	0	1.94	3.10
Construction	0	37.20	39.40
TOTAL COST (\$ MILLION)	0	44.74	48.40

(Alternative 4) alternatives as described in the SHA public hearing brochure. The impacts shown in Exhibit 3 reflect the 108-foot and 126-foot typical cross sections shown in Exhibits 4 and 5, respectively. The impacts to the natural environment and capital costs are nearly identical for the four-lane and the six-lane alternative. The 120-foot typical section recommended by staff would likely have property impacts and a capital cost close to the six-lane alternative described in Exhibit 3.

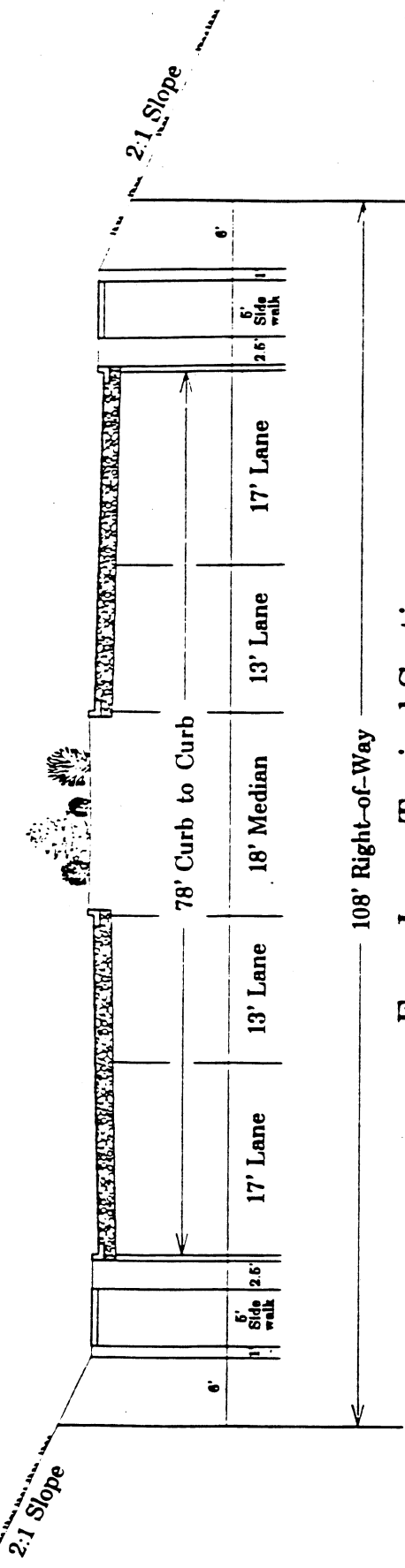
One advantage to selecting the six-lane alternative at the present time would be to save the reconstruction costs and disruption of future widening, should such widening become desirable. Staff feels, however, that because the additional benefits of widening to six lanes are not substantial within the 20-year study horizon, the ultimate widening to six-lanes should be deferred. This approach is similar to the implementation plan for Great Seneca Highway (MD 119), with four lanes constructed within an ultimate six-lane design.

Level of traffic service. The six-lane alternative appears to provide better levels of traffic service than the four-lane alternative. Exhibit 6 identifies the Critical Lane Volume (CLV), volume-to-capacity (V/C) ratio and level of service (LOS) at the study area intersections for current conditions, 2020 No-Build conditions, and conditions for the four-lane (Alternative 3) and six-lane (Alternative 4) alternatives.

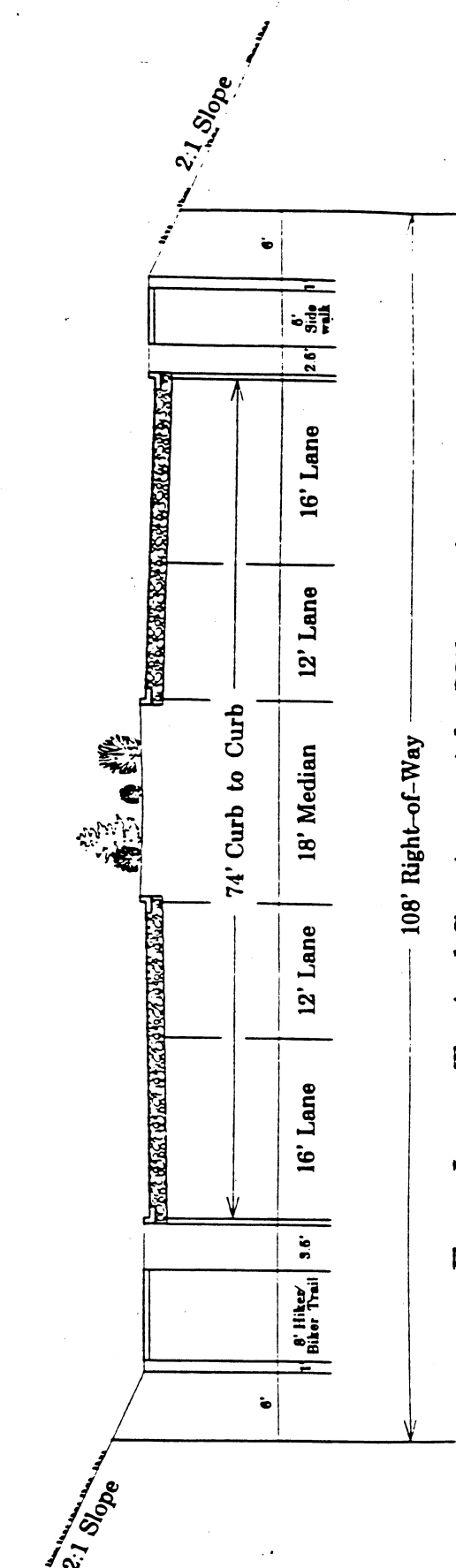
Currently, average daily traffic (ADT) volumes on MD 124 in the study area range from 10,000 ADT in the vicinity of Warfield Road to 29,000 ADT in the vicinity of Airpark Road. Throughout the corridor, traffic volumes are projected to increase by roughly 50% to 100% by the year 2020, ranging from 16,800 ADT in the vicinity of Warfield Road to 50,900 in the vicinity of Airpark Road. The forecasts were developed assuming that the road would be four lanes wide throughout the study area.

Both the four-lane and six-lane alternatives provide an improvement over the No-Build conditions, but neither eliminate forecasted congestion. Under the four-lane alternative, LOS F conditions are predicted during either the morning or evening at nine of the sixteen study intersections in the year 2020. Under the six-lane alternative, LOS F conditions are predicted during either the morning or evening at four of the sixteen study locations in the year 2020.

Staff feels that the summation of failing intersections, however, overstates the relative benefits of the six-lane alternative. At four locations (Midcounty Highway, Muncaster Mill Road, Airpark Road, and Warfield Road), the transition to adjacent roadway sections results in intersection geometry for the six-lane alternative that is identical to the geometry for the four-lane option. At these locations, therefore, the forecast levels of congestion are identical for the four-lane and six-lane options. About two-thirds of the cross-street traffic occurs at these four intersections. The calculated benefit to the six-lane alternative is therefore generally realized at the lower-volume intersections with primary and secondary residential roads. The level of service information therefore suggests that the six-lane alternative may provide slightly improved levels of service at those lower-volume intersections which can be signalized, but that overall corridor progression will not necessarily be greatly improved over the four-lane option.



Four Lane Typical Section



Four Lane Typical Section with Hiker/Biker Option

October, 2000

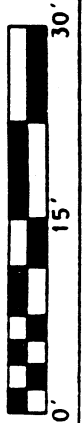
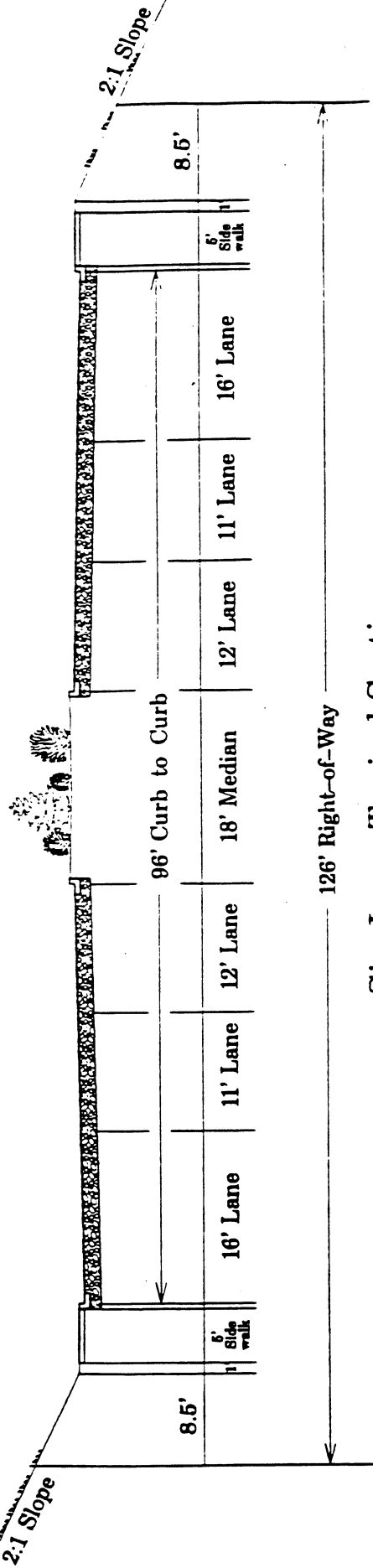
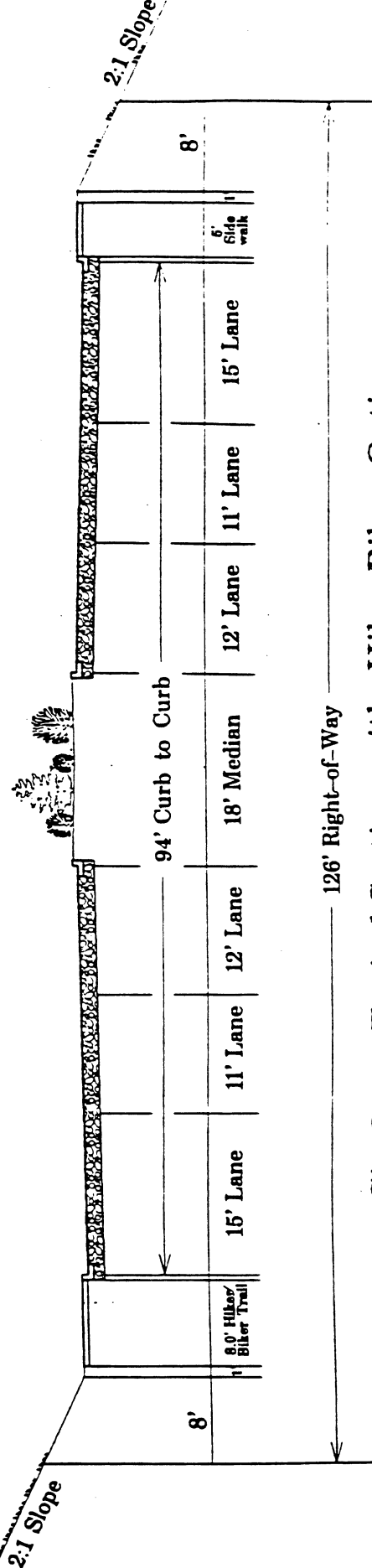


Figure 5
Alternative 3



Six Lane Typical Section



Six Lane Typical Section with Hiker/Biker Option

Figure 6
Alternative 4

In the six-lane alternative, the highest V/C ratio forecast is 1.16 at Muncaster Mill Road. In the four-lane alternative, only one location exceeds that V/C ratio, a 1.27 V/C ratio forecast at Fieldcrest Road. Staff suggests that further review should be conducted for the four lane option to determine if alternative configurations, such as a westbound dual left-turn lane, could improve the V/C ratio at Fieldcrest Road without widening to six lanes on MD 124.

Traffic operations. The primary concern expressed by community members at the October 23 public hearing was accessibility to, from, and across MD 124 at unsignalized intersections. In general, these unsignalized intersections are those which Exhibit 6 indicates would see the greatest reduction in V/C ratio from a six-lane alternative. If, however, these intersections remain unsignalized, the V/C ratio benefits may be somewhat misleading. The effect of six lanes versus four lanes should be to disperse the traffic somewhat, resulting in larger gaps between vehicles. However, the benefit of larger gaps could be offset by the need to traverse three, rather than two, travel lanes (which requires a larger gap). Staff recommends that SHA perform a traffic flow and gap-acceptance analysis as part of the detailed design for this project and recommend traffic signal location and timing plans which would best provide adequate gaps for left turns and cross traffic at unsignalized intersections. Without such an analysis, it is unclear which alternative would provide superior accessibility and safety for the community.

Compatibility with adjacent land use and roadway network. The northern half of the project, between Airpark Road and Warfield Road, forms the boundary of the Gaithersburg Vicinity Master Plan area to the west and the Upper Rock Creek Master Plan area to the east. This line also forms the eastern boundary of the I-270 Corridor Priority Funding Area. To the north of the project limits (within 1,000 feet of Warfield Road) MD 124 enters the agricultural and low density wedge. The Damascus Master Plan indicates that MD 124 is an arterial roadway (A-11) of two to five lanes between Warfield Road and MD 27. All of the intersecting roadways in the study area are recommended for two or four lanes, with the exception of Midcounty Highway, the study's southern terminus, which is currently a four-lane roadway and identified as a four-to-six lane roadway in the Gaithersburg Vicinity Master Plan. Staff considers that, if all other factors were equal, a four-lane road is more appropriate for this transitional location.

Maryland Department of Planning Perspective. The Maryland Department of Planning recommends a four-lane alternative, as described in Exhibit 7. The primary concern regarding the six-lane alternative is that the additional capacity will encourage additional growth outside of the Smart Growth Priority Funding Areas and therefore lead to additional pressure for widening MD 124 through the agricultural and low density wedge.

Citizen comment. The transcript of public comment from the October 23 public hearing has not been finalized at the time of this memo. Staff notes from the public hearing indicate that of approximately 19 speakers, seven indicated that the four-lane alternative should be selected. No speakers supported the six-lane alternative.

LOS	A	B	C	D	E	F
KEY:						

Maryland 124 Project Planning Study
Level of Service Summary

	No Build (1998)						No Build (2020)					
	AM			PM			AM			PM		
	critical volume	v/c ratio	LOS	critical volume	v/c ratio	LOS	critical volume	v/c ratio	LOS	critical volume	v/c ratio	LOS
MidCounty Highway	1235	0.77	C	1495	0.93	E	1556	0.97	E	1694	1.06	F
Emory Grove Road	837	0.52	A	782	0.49	A	1454	0.91	E	1389	0.87	D
Flower Hill Way	1125	0.70	B	1289	0.81	C	1995	1.25	F	2240	1.40	F
Muncaster Mill Road (MD 115)	1137	0.71	B	1354	0.85	D	1948	1.22	F	1867	1.17	F
Lindbergh Drive (south)	550	0.34	A	648	0.41	A	1021	0.64	B	1196	0.75	C
Lindbergh Drive (north)	667	0.42	A	709	0.44	A	1217	0.76	C	1188	0.74	C
Airpark Road	1152	0.72	C	1575	0.98	E	2366	1.48	F	2524	1.58	F
Rickenbacher Road/Cypress Hill Drive	1053	0.66	B	1159	0.72	C	1681	1.05	F	1791	1.12	F
Brenish Drive	1880	1.18	F	1836	1.15	F	2955	1.85	F	2955	1.85	F
Brenish Drive/Cliffpine Drive	1867	1.17	F	1847	1.15	F	2873	1.80	F	2982	1.86	F
Hadley Farms/Barcellona Drives	1765	1.10	F	1681	1.05	F	2715	1.70	F	2731	1.71	F
Pompano Terrace	1615	1.01	F	1705	1.07	F	2420	1.51	F	2705	1.69	F
Hadley Farms Drive/Fieldcrest Road	1565	0.98	E	1431	0.89	D	2310	1.44	F	2565	1.60	F
Rosewood Manor Lane	1136	0.71	B	1276	0.80	C	1811	1.13	F	2652	1.66	F
East Village Avenue	1165	0.73	C	1345	0.84	D	1730	1.08	F	2405	1.50	F
Warfield Road	1074	0.67	B	1426	0.89	D	1712	1.07	F	2765	1.73	F

	Alternative 3 (2020)						Alternative 4 (2020)					
	AM			PM			AM			PM		
	critical volume	v/c ratio	LOS	critical volume	v/c ratio	LOS	critical volume	v/c ratio	LOS	critical volume	v/c ratio	LOS
MidCounty Highway	1556	0.97	E	1694	1.06	F	1556	0.97	E	1694	1.06	F
Emory Grove Road	1454	0.91	E	1389	0.87	D	1307	0.82	D	1220	0.76	C
Flower Hill Way	1543	0.96	E	1703	1.06	F	1392	0.87	D	1523	0.95	E
Muncaster Mill Road (MD 115)	1771	1.11	F	1698	1.06	F	1771	1.11	F	1856	1.16	F
Lindbergh Drive (south)	1312	0.82	D	1201	0.75	C	1066	0.67	B	1019	0.64	B
Lindbergh Drive (north)	950	0.59	A	1027	0.64	B	734	0.46	A	907	0.57	A
Airpark Road	1419	0.89	D	1370	0.86	D	1419	0.89	D	1370	0.86	D
Rickenbacher Road/Cypress Hill Drive	1780	1.11	F	1791	1.12	F	1339	0.84	D	1394	0.87	D
Brenish Drive	1700	1.06	F	1646	1.03	F	1281	0.80	C	1209	0.76	C
Brenish Drive/Cliffpine Drive	1623	1.01	F	1664	1.04	F	1217	0.76	C	1232	0.77	C
Hadley Farms/Barcellona Drives	1675	1.05	F	1523	0.95	E	1323	0.83	D	1118	0.70	B
Pompano Terrace	1323	0.83	D	1525	0.95	E	978	0.61	A	1120	0.70	B
Hadley Farms Drive/Fieldcrest Road	1569	0.98	E	2027	1.27	F	1318	0.82	D	1647	1.03	F
Rosewood Manor Lane	1032	0.65	B	1226	0.77	C	774	0.48	A	914	0.57	A
East Village Avenue	1100	0.69	B	1239	0.77	C	1100	0.69	B	1239	0.77	C
Warfield Road	1458	0.91	E	1806	1.13	F	1458	0.91	F	1806	1.11	F

Class I Bikeway Inclusion

Staff recommends including a Class I bikeway on the west side of the roadway even though it is not explicitly recommended in either the Gaithersburg Vicinity or Upper Rock Creek Master Plan. A Class I bicycle facility along MD 124, however, would effectively replace the recommended Class I facility in the northern portion of Rock Creek Park which is likely to be removed from the Upper Rock Creek Plan due to environmental concerns.

The adverse impact associated with including a Class I bikeway is nominally the three-foot difference between a five-foot sidewalk and an eight-foot hiker-biker trail. The SHA typical sections accommodate this difference by retaining a constant right-of-way but reducing the width of the landscape panel. Staff recommends that a Class I bikeway and landscape panels wide enough to support the planting of street trees be accommodated within the Master Plan 120-foot right-of-way as indicated in Exhibit 1.

SHA ALTERNATIVES DESCRIPTION

The SHA project team has developed four initial alternatives:

1. No-build TSM (Transportation Systems Management) alternative
2. Four-lane highway with a combination of a center left-lane and a center median alternative
3. Four-lane divided highway alternative
4. Six-lane divided highway alternative

SHA held an Alternates Public Workshop on February 24, 2000. Following the workshop, the alignments of Alternatives 2, 3 and 4 were modified to better utilize the existing right-of-way and increase the distance between the proposed roadway and the Resnik Elementary School. Alternatives 1, 3, and 4 were selected as the ARDS (Alternatives Retained for Detailed Study) and presented at the Location/Design Public Hearing. The brochure for the public hearing is provided to the Planning Board members as an attachment to this memorandum. The ARDS alternatives are described below.

Alternative 1 – No-Build/TSM

The No-Build Alternative would not provide any significant improvements to MD 124 or its associated side streets except minor improvements as part of normal maintenance and safety operations.

Alternative 3 – Four-Lane Divided

This alternative proposes the widening of MD 124 to a four-lane divided highway with an 18-foot-wide-curbed median throughout the study limits. Two typical section options have been developed as shown in Exhibit 5. The first option includes five-foot-wide sidewalks along both sides of the MD 124 corridor and the second option includes an eight-

foot-wide hiker/biker trail along the west side of MD 124 and a five-foot-wide sidewalk on the east side.

Alternative 4 – Six-Lane Divided

This alternative proposes the widening of MD 124 to a six-lane divided highway with an 18-foot-wide curbed median throughout the study limits. Like Alternative 3, two typical section options have been developed, one with five-foot-wide sidewalks along both sides of the MD 124 corridor and the other with an eight-foot-wide hiker/biker trail along the west side of MD 124 and a five-foot-wide sidewalk on the east side. These typical cross sections are shown in Exhibit 6.

For each of these alternatives, this memo summarizes the general impacts and benefits associated with a design applying the typical cross sections. The study team has identified areas where more customized designs can be explored during subsequent design process.

MASTER PLAN GUIDANCE

The subject MD 124 corridor is covered by two master plans. The 1985 Gaithersburg Vicinity Master Plan designates MD 124 as a major highway from Midcounty Highway to Warfield Road within a 120-foot right-of-way and four to six lanes recommended for paving width. The 1985 Upper Rock Creek Master Plan designates MD 124 as a major highway from Muncater Mill Road to Warfield Road within a 120-foot right-of-way and does not contain a recommendation for the number of lanes. Thus, each of the two build alternatives, four-lane divided and six-lane divided, described in this memorandum are consistent with recommendations of area master plans. Neither of the two master plans recommends a bikeway along MD 124.

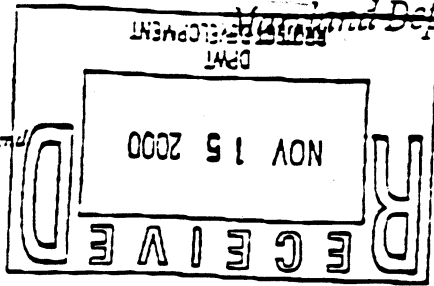
DKH:KK:kcw
Attachments

mno to mcpb MD 124 study.doc



Exhibit 7

Parris N. Glendening
Governor
Kathleen Kennedy Townsend
Lt. Governor



MD 124 Project
MD 124 Project
MD 124 Project

November 8, 2000

Ms. Cynthia D. Simpson, Deputy Director
Office of Planning & Preliminary Engineering
Maryland State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

Attention: Ms. Gay L. Olsen

Post-it® Fax Note	7671	Date	11/15/00	# of pages	3
To	Glenn Orlin	From	Bob Simpson		
Co./Dept.	County Council Staff	Co.	DPWT		
Phone #		Phone #			
Fax #	77888	Fax #	77178		

Re: Planning Act Consistency Review
MD 124 Project (from MidCounty Highway to Warfield Road)

Dear Ms. Simpson:

Thank you for providing the Department of Planning with the Planning Act consistency Project Review Checklist regarding the alternates retained for detailed study for the MD 124 project. We also received additional maps and traffic data from your staff and the consultant. The information provided has been very helpful for our review. Our assessments of the alternates for consistency with the Maryland Economic Growth, Resource Protection, and Planning Act of 1992 are provided as follows.

No Build Alternate

The No Build Alternate includes only routine maintenance and developer-based improvements. It would not provide additional needed transportation facility improvements to meet the purposes of the project. We consider that the No Build Alternate is not consistent with the Maryland Economic Growth, Resource Protection, and Planning Act of 1992.

Alternate 1 (TSM)

This alternate would provide minimum improvement to traffic flow through provision of additional traffic signals and timing adjustments to existing signals; however, these improvements would not adequately improve safety and traffic/pedestrian/bicycle operations to support existing communities and planned development within the County's Priority Funding Areas (PFA's), particularly the development associated with the Montgomery County Airpark. Alternate 1 will not fully meet the project purposes and is less consistent with the policies of the 1992 Planning Act.

Alternate 3 (4-lane Widening)

We recognize that the proposed improvements under Alternate 3 meet the purposes of the project by significantly improving traffic operations and safety on MD 124 and particularly at the intersection of MD 124 and Airpark Road, by accommodating bicycles and pedestrians, and by improving accessibility to the PFA's particularly located west of MD 124. Our preliminary 2000 traffic analysis for the project area indicates that over 50% of the morning peak hour southbound trips using improved MD 124 are from and to the residential areas and the Airpark employment/commercial center, which are the PFA's west of MD124. Improving transportation facility to serve existing and future growth in PFA's is consistent with the County growth policies and the policies of the Planning Act. The Project study indicates that both socio-economic and natural environmental resource impacts from construction of Alternate 3 would be minimum. Overall, we conclude that Alternate 3 is consistent with the Maryland Economic Growth, Resource Protection, and Planning Act of 1992.

In addition to knowing that the PFA's west of MD 124 are major MD 124 traffic origins and destinations, we found that significant amount of traffic (about 20%) traveling on MD 124 in the morning peak hour would come from the Damascus and Mount Airy areas. The SHA's O&D data also indicated that about 42% of the traffic on MD 124 would travel to Rockville and Gaithersburg and that total 75% of the traffic would remain in Montgomery County. Presumably, concentrated traffic from one place to another indicates a good potential for providing transit service. We strongly recommend that transit services to and from these PFA's be implemented or enhanced. Transit should be an important means of alternative transportation to help relief of roadway congestion in the project area.

Considering the fact that the area east of MD 124 is non-PFAs where low density or rural residential developments will continue to occur, we suggest that SHA, in coordination with the County, manage access points from eastside of the road.

It is not clear to us how pedestrian and bicycles would be adequately accommodated in the MD 124 and Airpark Road intersection area since there would be a number of turn lanes on each of the approaching roads. Information on pedestrian and bicycle access for this intersection area would be helpful.

Alternate 4 (6-lane Widening)

Alternate 4 would provide two more general use lanes compared to Alternate 3 so that traffic operations along MD 124 would be further improved. However, Alternate 4 would reduce the wide curb lanes by 3 feet from 17 feet under Alternate 3 to 14 feet, which would be less desirable for bicycles. Furthermore, such six-lane highway expansion on this section of MD 124 could have considerable secondary development impacts on rural areas in Montgomery, Howard, Carroll, and Frederick Counties.

Located in the fringe of the Montgomery County growth area, the project section of MD 124 forms the boundary of PFA's. To its east and north, majority of the areas are in rural settings.

Our preliminary secondary land use impact analysis indicates under Alternate 4, significant increases in job and housing accessibilities not only to rural areas in the north and northeast of Montgomery County but to rural areas in western Howard County, eastern Frederick County, and southwest of Carroll County as well. In recent years, low density residential developments in those rural areas are pervasive. Increase in job accessibility would put further development pressure on these areas outside of certified PFA's and would make rural conservation more difficult. Building a 6-lane MD 124 from Warfield Road to MidCounty Highway while the rest of MD 124 north of Warfield Road remains two-lane highway could spur expansion of MD 124 northward in the future. The SHA's 2020 No-Build traffic projection for MD 124 shows LOS E or F in the PM peak hours for the intersections north of Warfield Road but south of Brink Road. That implicates such potential.

Overall, Alternate 4 would have greater negative secondary development effects in rural areas across several counties and could trigger further roadway expansion into rural areas in Montgomery County. Although Alternate 4 would further improve traffic flow on MD 124, such traffic improvement can't last long if it would help to facilitate further developments in outer areas. From long-term perspective, comprehensive growth management approaches, including rural conservation would be a key strategy to reduce travel demand from these rural areas. As we discussed previously under the Alternate 3 section, we strongly encourage improvement of transit services for PFAs. Continuing expanding highway would not be the ultimate solution to traffic congestion. **Therefore, we conclude that Alternate 4 is not consistent with the Maryland Economic Growth, Resource Protection, and Planning Act of 1992.**

We apologize for the delay in response to your review request. Thank you again for providing MDP the opportunity to review the Planning Act Checklist. Should you have any questions with regard to our comments, please do not hesitate to contact me at 410-767-4564.

Sincerely



David Whitaker, AICP
Principal Planner

cc: Ron Young, OP Deputy Secretary
Bihui Xu, OP Transportation Planning
Feng Liu, OP Transportation Planning
Nelson Castellanos, FHWA
Attention: Denise Sinslow
Denise Rigney, EPA
Attention: Jamie Stark
Keith Harris, COE
Attention: CENB-OP-R, Paul Wettlaufer

Ray Dintaman. DNR
Elder Ghigiarelli, MDE
Don Halligan. MDOT
Fatimah Hasan, MDOT
Bob Simpson, Montgomery County

CSAAC / M.O.I.I

Resolution No: 14-1123
Introduced: January 29, 2002
Adopted: January 29, 2002

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS A DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY, MARYLAND

By: District Council

Subject: Approval of Development Plan Amendment (DPA) 01-4 for Amendment of Montgomery Village Town Sector Plan, Area III-K, Community Services for Autistic Adults and Children, Inc., Applicant

BACKGROUND

Application No. DPA 01-4, filed February 5, 2001, seeks to amend the approved land use plan for Montgomery Village in the Town Sector Zone to remove a school designation for a 10.76-acre parcel of undeveloped land and allow construction of the applicant's administrative headquarters building on the site. The applicant, Community Services for Autistic Adults and Children, Inc. (CSAAC), is a private, non-profit provider of educational and other support services to children and adults with autism. The subject site is located on East Village Avenue in Montgomery Village, north of the intersection of Lewisberry Drive and East Village Avenue.

The Hearing Examiners recommend approval of the application on the basis that the proposed development satisfies all the requirements of the Town Sector Zone, meets the requirements for a development plan amendment, and bears sufficient relationship to the public interest to justify approval. The Planning Board and Technical Staff also recommend approval. The District Council agrees with these conclusions.

The subject property is located on East Village Avenue in Montgomery Village, north of the intersection of Lewisberry Drive and East Village Avenue, east of Harron Valley Way

development of towns that contain residential, commercial, community and industrial facilities. All uses authorized in any zone, by right or special exception, may be similarly authorized in the Town Sector Zone.

CSAAC was established in 1979 to provide community-based residential, education and employment services to children and adults with autism in Montgomery County. CSAAC's services can be broken down into five primary categories: (1) residential – CSAAC maintains and operates¹ 51 group homes for autistic adults in Montgomery County, approximately 28 of which are in or near Montgomery Village; (2) employment support for autistic individuals working for private employers; (3) education in separate classrooms in existing public and private schools; (4) an intensive early intervention program for infants and toddlers with autism; and (5) pre-school and after school respite services for families and individuals with autism. Most of these services are provided off-site, i.e., in homes, schools, and work places, rather than in CSAAC's administrative facility. The State of Maryland and Montgomery County provide most of CSAAC's funding.

CSAAC seeks to construct a 36,000-square-foot building on the subject property that will house all of its administrative functions. These include staff development, financial and accounting functions, managing employment services, and training for parents of learning disabled children. Normal hours of operation would be weekdays from 9:00 a.m. to 5:00 p.m.

The site design includes substantial use of berms and landscaping to buffer the view from surrounding residences. Lighting would be designed to preclude glare or spillage into the adjoining residential neighborhoods. Vehicular access would be from a single entrance at an existing break in the median along East Village Avenue, directly opposite Silverfield Drive. Sidewalk connections are planned to the existing pedestrian/bicycle path along East Village Avenue and to the two underpasses on the site that connect with the south side of East Village Avenue.

In accordance with the recommendations of the Master Plan, CSAAC intends to dedicate approximately three to four acres of land to the Montgomery Village Foundation and/or East Village Homes Corporation for open space or recreational use. This land comprises roughly the eastern third of the property. CSAAC intends to allow the two community organizations to decide which group should take title to the land, and how it would be used. The Planning Board requested that the applicant dedicate four acres of land, rather than the three acres originally

¹ CSAAC leases its homes from an affiliated non-profit organization, Residential Continuum, Inc., which owns the properties.p

parameters established under the Town Sector Zone for maximum commercial and industrial space in the zone, minimum open space, population density, building height, and utilities.

The District Council finds that the proposed development would be compatible with adjacent development. It complies with the express purposes of the Town Sector Zone, particularly the self-sufficiency and recreational and open space requirements. The site design and building layout have been carefully structured to blend in with the adjacent school and residential neighborhoods. The site plan preserves the existing pedestrian/bicycle path, and would enhance the landscaping of the property. In addition, approximately one third of the property would be provided to a community organization for recreational or open space use. Moreover, none of the evidence presented suggests that the proposed development would have any objectively identifiable adverse effect on the surrounding area.

Community members opposed to this DPA voiced a concern that CSAAC will someday abandon this site to an occupant that is unambiguously commercial and has greater impacts on the neighborhood. The District Council finds that this concern is resolved by the binding element that explicitly permits only "charitable, philanthropic and educational uses related to" CSAAC's mission, and any change to this binding element would require approval of another DPA. CSAAC's proposal is not incompatible merely because it may possess some attributes of a commercial office use.

The proposed internal vehicular and pedestrian circulation systems and points of access are safe, adequate, and efficient. The proposed development would tend to prevent erosion of the soil and to preserve natural vegetation and other natural features of the site through site design that works with the topography and minimizes grading, the dedication of roughly one-third of the property for open space or recreational use, and the preservation of all existing trees on the property. Like Montgomery Village as a whole, the property is exempt from forest conservation requirements. The proposed development would satisfy the requirements for water resources protection under Chapter 19 of the County Code.

Finally, CSAAC has committed as a binding element of its DPA to perpetually maintain all areas of the property that are intended for common and/or quasi-public purposes unless or until such areas are dedicated to the East Village Homeowners Association or Montgomery Village Foundation. CSAAC has also provided written assurances that any documents used to