

Attachment: The Adequate Public Facilities Review Process

Within Montgomery County, the traffic impact is reviewed under the Adequate Public Facilities Ordinance that includes:

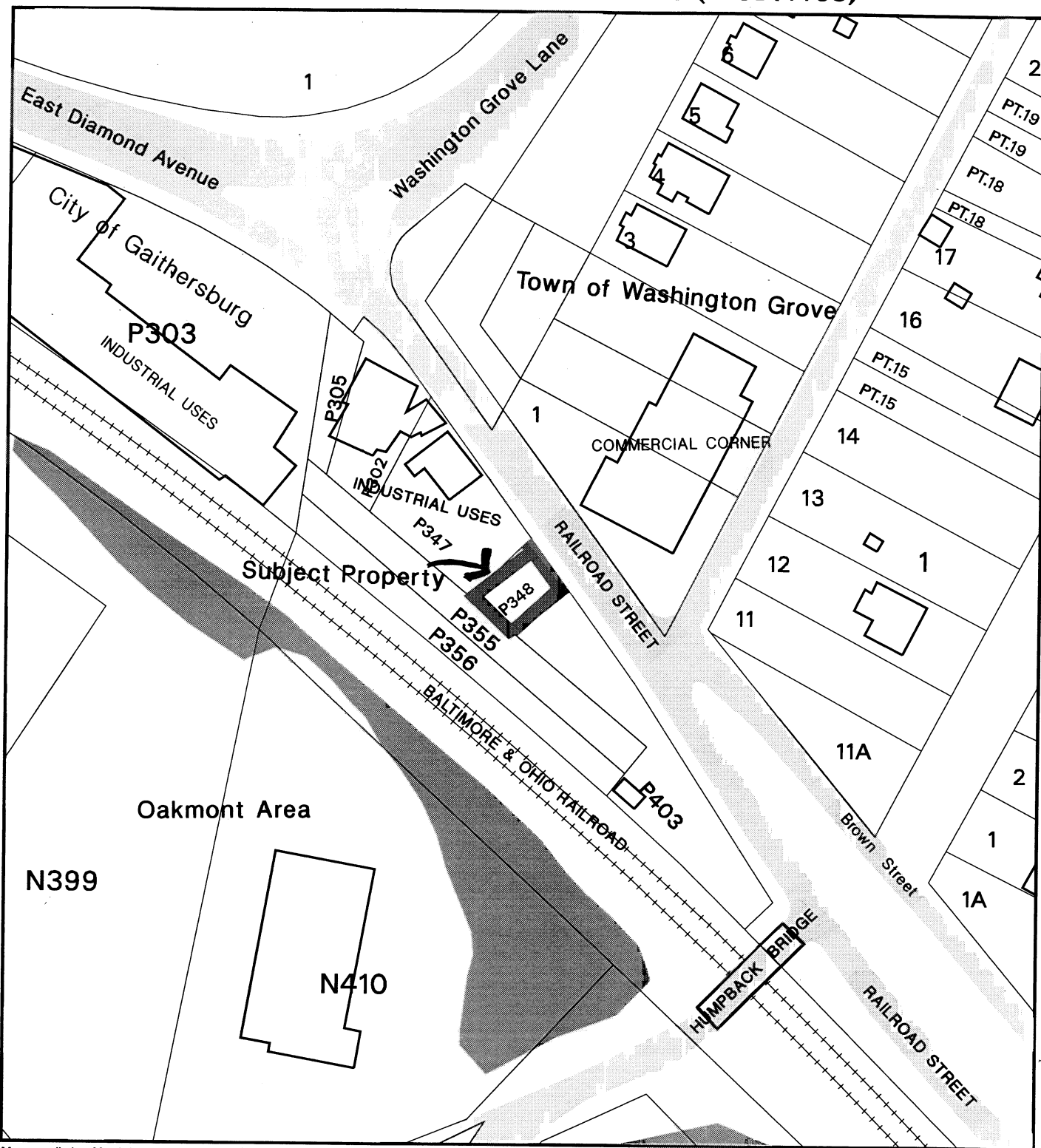
1. Local Area Transportation Review (LATR)

For this petition, a traffic study would not be required to satisfy LATR because the proposed site generates fewer than 50 peak-hour trips during both the weekday morning peak period (6:30 to 9:30 a.m.) and the weekday evening peak period (4:00 to 7:00 p.m.). Thus the operation of nearby intersections and roads would not be analyzed to determine if the calculated critical lane volume is below the LATR congestion (or established critical lane volume value) standard for the Derwood Policy Area. The critical lane volume values established as LATR congestion standards were adopted as part of the *Annual Growth Policy*.

2. Policy Area Review (or the Staging Ceiling Condition)

The congestion is analyzed in each delineated portion of the County (or policy area). Key concepts are as follows:

- a. Jobs (or Employees): Non-residential land uses generating travel demand.
- b. Housing Units: Housing units (or dwelling units) generating travel demand.
- c. Staging Ceiling "Capacity": The maximum amount of development that can be accommodated by the existing and programmed public transportation facilities. Travel includes trips by private vehicles, buses, passenger trains, and other non-motorized modes of transportation. For each policy area, its capacity is adopted by the Montgomery County Council and given in the *Annual Growth Policy*.
- d. Staging Ceiling "Pipeline": Previously approved development, which is partially or not yet built.
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- f. "Queue" of Pending Preliminary Plans: The queue of preliminary plans of subdivision is an ordered list of those plans that were filed with the Planning Board staff, have completed subdivision applications, and are now waiting to resolve Policy Area Review issues prior to Planning Board review and approval. The queue usually refers to those preliminary plans located in policy areas with a moratorium for non-residential and/or residential development and are waiting for staging ceiling capacity to become available (usually by programming construction funds for public transportation facilities).



Map compiled on March 13, 2003 at 2:45 PM | Site located on base sheet no - 223NW08

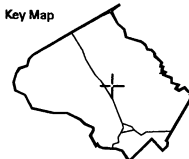
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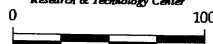
Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14400 scale aerial photography using stereo photogrammetric methods.

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Key Map

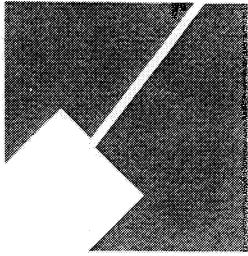


Research & Technology Center



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## MONTGOMERY COUNTY DEPARTMENT OF PARK &amp; PLANNING

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

March 14, 2003

**MEMORANDUM**

TO: Nellie Maskal, Planner  
Community-Based Planning Division

VIA: Daniel K. Hardy, Supervisor *DKH*  
Transportation Planning

FROM: Ed Axler, Planner/Coordinator *EA*  
Transportation Planning

SUBJECT: Town of Washington Grove Annexation Resolution No. 2002-06  
"Railroad Park", Parcel P348  
Derwood Policy Area

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject annexation resolution. The subject property is contiguous and adjoins to the existing corporate limits and is within the maximum expansion limits of the Town of Washington Grove. The petitioner proposes to reclassify the property from Montgomery County's light industrial I-1 zone to the Town of Washington Grove's CL (Commercial-Local) zone.

**FINDINGS**

Transportation Planning staff recommends the following as part of the Planning Board's comments to the Town of Washington Grove regarding the APF test for this annexation resolution:

1. To satisfy APF review within Montgomery County as a non-residential development within the Derwood Policy Area:
  - a. For Policy Area Review, remaining capacity in the Derwood Policy Area is available for additional jobs (and not in a moratorium).
  - b. For Local Area Transportation Review (LATR), a traffic study would not be required to analyze the impact of site-generated traffic on nearby roads and intersections because the potential number of site-generated trips is fewer than 50 peak-hour trips during the weekday morning peak period (6:30 to 9:30 a.m.) and the evening peak period (4:00 to 7:00 p.m.).

- a. West Diamond Avenue between Girard Street and Washington Grove Lane is designated as a two-lane collector street.
- b. Girard Street is designated as an arterial.

Railroad Street is not explicitly designated in the master plans above. The existing right-of-way for Railroad Street varies from 30 feet to 90 feet. The segment of Railroad Street fronting P348 is a two-lane road with approximately 35 feet of right-of-way. However, this segment is part of the relocation or extension of Oakmont Avenue (A-255) described in the 1985 *Gaithersburg Vicinity Master Plan*.

### Nearby Transportation Projects

The status of nearby transportation projects is as follows:

1. The site is at the north end of the Montgomery County Department of Public Works and Transportation's (DPWT) Facility Planning Project, Deer Park ("Humpback") Bridge/Oakmont Avenue Project. DPWT has just begun the Facility Planning Project.
2. A transit easement runs along the west side of the CSX railroad tracks and is located on the opposite side of the railroad tracks from the subject site.

### Adequate Public Facilities Review

The APF review process is summarized in Attachment No. 1 for transportation impacts within Montgomery County. Transportation Planning staff's comments are as follows:

1. Local Area Transportation Review
  - a. Projected Site-Generated Traffic

The permitted uses in Montgomery County's I-1 zone would generate approximately six peak-hour trips during both the weekday morning and evening peak periods based on the Institute of Transportation Engineers trip-generation rates for light industrial uses. The maximum development on this I-1 zoned parcel of 2,295 square feet was based on its front setback, minimum green area, and maximum building height and assumed no other constraints.

The site is an existing historical and passive recreational park. In the proposed Washington Grove's CL zone, the park would remain as is and generate minimal peak-hour trips during the weekday morning and evening peak periods. If the site were to be developed for commercial use, a general retail use of approximately 2,000 square feet would generate 6 peak-hour

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