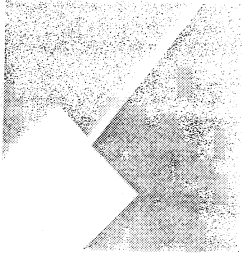


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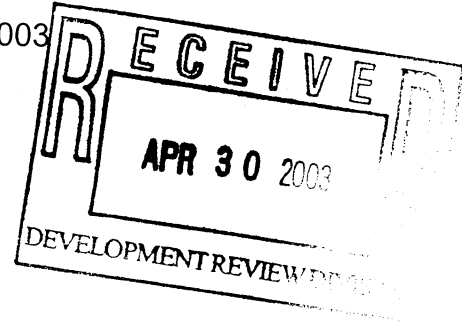


MONTGOMERY COUNTY DEPARTMENT OF PARK & PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

April 30, 2003



MEMORANDUM

TO: Malcolm Shaneman, Supervisor
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning Division

FROM: Cherian Eapen, Planner/Coordinator
Transportation Planning Division

SUBJECT: Preliminary Plan No. 1-03052
Maple Ridge Townhomes
Lockwood Drive
Fairland/White Oak Policy Area

This memorandum summarizes the Transportation Planning staff's Adequate Public Facilities (APF) review of the subject preliminary plan for 59 single-family attached housing units in an RT-8 Zone within the Fairland/White Oak Policy Area, which is currently in a moratorium for residential development.

The Policy Area Transportation Review (PATR) component of the APF test for the Maple Ridge Townhomes preliminary plan application is proposed to be satisfied under the FY03 Annual Growth Policy (AGP) Staging Ceiling Flexibility section (see attached p. 22; TP4) with a Full-Cost Developer Participation option (see attached p. 22; TP4.1). Montgomery County Planning Board (MCPB) staff and Montgomery County Department of Public Works and Transportation (DPWT) staff have worked with the applicant to prepare a Draft Traffic Mitigation Agreement (TMA) to satisfy the PATR test. Based on these consultations, the applicant is proposing a Transit Fare Subsidy Program (see attached Summary of Proposal), which will enable the preliminary plan to satisfy the PATR, and also satisfy all other APF tests including the Local Area Transportation Review.

RECOMMENDATIONS

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

1. Limit the development to up to 59 single-family attached housing units, to be developed in one phase.
2. Satisfy the PATR component of the APF test by entering into a TMA (as summarized in the attached proposal) with MCPB and DPWT to sponsor and implement a trip reduction program for 12 years.
3. Consistent with the 1997 Approved and Adopted White Oak Master Plan, dedicate additional right-of-way along:
 - Lockwood Drive to provide 40 feet of right-of-way from centerline
 - Columbia Pike (US 29) to provide 60 feet of right-of-way from centerline
4. Provide a five-foot wide sidewalk, an eight-foot wide tree panel, and a 13-foot paved area (for a future on-street Class II bicycle lane and parking) on Lockwood Drive along the entire property frontage.
5. Extend the proposed sidewalk along site frontage/Lockwood Drive off-site (within the existing 60-foot right-of-way) to the north to connect with the existing sidewalk along Oak Leaf Drive, and to the south to the bus stop at the corner of Northwest Drive and Lockwood Drive.
6. Coordinate with Maryland State Highway Administration (SHA), Maryland Mass Transit Administration (MTA), and Washington Metro Area Transit Authority (WMATA) on their Capital Beltway Corridor Transportation Study.

DISCUSSION

Site Location, Access, Circulation and Transportation Facilities

The site is located between Lockwood Drive to the east and Columbia Pike (US 29) to the west. The site consists of three parcels, numbers 491, 533 and 545, all of which were registered loophole properties.

Access to the site is proposed off Lockwood Drive, across from Arrington Drive. As part of the proposed development (as shown on the latest Preliminary Plan), the applicant is providing a five-foot wide sidewalk, an eight-foot wide tree panel, and a 13-foot paved area (for a future on-street Class II bicycle lane and parking) on Lockwood Drive along the entire property frontage. The applicant is extending the proposed sidewalk along the site frontage/Lockwood Drive off-site (within the existing 60-foot right-of-way) to the north to connect with the existing sidewalk along Oak Leaf Drive, and to the south to the bus stop at the corner of Northwest Drive and Lockwood Drive. Pedestrian facilities are provided on-site with lead-in sidewalks to the proposed sidewalk along Lockwood Drive.

Between New Hampshire Avenue (MD 650) to the north and US 29 to the south, there are minimal pedestrian and no bicycle facilities along Lockwood Drive. Sidewalks exist along Oak Leaf Drive that run between Lockwood Drive and US 29, just to the north

of the site. Several Metrobus Z routes and Ride-on routes 22 and 10 serve this area and have bus stops along Lockwood Drive and US 29.

Master Plan Roadways and Pedestrian/Bikeway Facilities

The 1997 Approved and Adopted White Oak Master Plan describes the nearby master-planned roadways, pedestrian, and bikeway facilities as follows:

1. Lockwood Drive, between US 29 to the southwest and a point 400 feet west of MD 650 to the northeast, is designated as a two-lane closed-section arterial (A-286), with a minimum right-of-way width of 80 feet. The Master Plan also recommends on-street parking, sidewalks, tree panel and a Class I or II bikeway (PB-27) along Lockwood Drive (see attached Lockwood Drive Closed Section Arterial cross-section from the Master Plan, p. 48).
2. Columbia Pike (US 29) is designated as a northeast to southwest major highway (M-10) between the Master Plan area boundary (Northwest Branch) to the southwest and MD 650 to the northeast. A 120-foot minimum right-of-way (six-lane divided) is recommended for this section of US 29. The Master Plan recommends sidewalk improvements along US 29 between Burnt Mill Avenue and Northwest Branch. A Class III bikeway (PB-6) is also proposed in the Master Plan for US 29 between Lockwood Drive and Northwest Branch.

Additionally, the Master Plan recommends investigating the feasibility of a transit center within the White Oak Commercial Center (next to the MD 650/Lockwood Drive intersection) consisting of a large number of residential units and office/commercial/retail centers to increase transit service to the area.

Nearby Transportation Improvement Projects

SHA's Consolidated Transportation Program (CTP) and DPWT's Capital Improvement Program (CIP) include the following nearby projects:

1. SHA Contract No. MO9005171; Construction of improvements along MD 650 from Powder Mill Road to the north of US 29: Improves/widens MD 650 from Powder Mill Road to the north of US 29 to provide an additional northbound through lane along with intersection improvements at the following locations:
 - MD 650/Powder Mill Road
 - MD 650/Mahan Drive/Schindler Drive
 - MD 650/Relocated Michelson Road
 - MD 650/Lockwood Drive
 - MD 650/US 29 Interchange

The project will include adequate vehicular, pedestrian, and bicycle access to existing and planned activity centers along MD 650, including commercial sites. A Notice to Proceed for the project is planned for July 2003.

2. The Maryland Department of Transportation (MDOT), SHA, MTA, and WMATA's Maryland Capital Beltway Corridor Transportation Study: Provides High Occupancy Vehicle (HOV) and transit improvements along the vicinity of the Capital Beltway. This project is included in the Interstate Development and Evaluation portion of the FY00-FY05 MDOT's CTP, and is currently funded for planning study. The project is currently in Stage 2 of SHA's project planning process. Preliminary alternatives, including projected ridership and costs of various transit alternatives, are currently under development.
3. DPWT CIP Project No. 509997; US 29/Lockwood Drive Sidewalks: Provides for the engineering, right-of-way acquisition and construction of approximately 5,000 feet of sidewalk on the east side of US 29 to provide continuity of pedestrian facilities between University Boulevard (MD 193) and Prelude Drive as well as construction of approximately 700 feet of missing sidewalk links on the east side of Lockwood Drive from US 29 to MD 650. The scope also includes construction of approximately 3,300 feet of sidewalk on the west side of US 29 where feasible. The project includes the construction of retaining walls to reduce the impacts to properties adjacent to the public right-of-way. Construction of the US 29 sidewalks began in July 2002.

Prior Approvals/Review

The proposed Maple Ridge Townhomes development was previously reviewed and approved as an assisted-living facility (Preliminary Plan No. 1-99062 and Site Plan No. 8-99031, Maple Ridge at White Oak for 112 units) and a residential development (Preliminary Plan No. 1-99063, Maple Ridge for four single family detached or six attached units) by MCPB on June 24, 1999. These preliminary plans were required to consolidate the parcels for the assisted-living facility and move the property lines for the residential units. The above assisted-living facility was submitted as a Pre-Preliminary Plan No. 7-99006) and was reviewed by MCPB on November 5, 1998. Additionally, MCPB reviewed Special Exception Case No. S-2383 for the previous assisted-living facility proposal on April 29, 1999.

Local Area Transportation Review (LATR)

The proposed Maple Ridge Townhomes development consisting of 59 single-family attached housing units would generate less than 50 total peak hour trips during the weekday morning (6:30 to 9:30 a.m.) and evening (4:00 to 7:00 p.m.) peak periods (28 and 49 total peak hours trips, respectively). Therefore, a traffic study to analyze traffic impact at nearby intersections is not required to satisfy the LATR.

Policy Area Transportation Review (PATR)/Staging Ceiling Conditions

Based on the FY03 AGP transportation staging ceilings, there is no capacity available for additional housing units (negative 3,544 housing units as of March 31, 2003) within the Fairland/White Oak Policy Area. However, the Maple Ridge Townhomes preliminary plan is proposing to mitigate its impact as a Full-Cost Developer Participation

development under the FY03 AGP Staging Ceiling Flexibility provisions. This would permit the applicant in a moratorium area to go forward by entering into a TMA with MCPB and DPWT to sponsor and implement a trip reduction program for 12 years.

CE:ct

Attachments

cc: Mary Goodman
Calvin Nelson
Ed Axler
Sandra Brecher
Greg Leck
Greg Cooke

mmo to shaneman re maple ridge.doc

Adopted Fiscal Year 2003
Annual Growth Policy
for Montgomery County, Maryland

Guidelines for the Administration of the
Adequate Public Facilities Ordinance
&
Growth Capacity Ceilings for FY2003

Adopted by the Montgomery County Council
Effective July 15, 2002

- TP3.5 Development approved under TP3 must be added to the pipeline.
- TP3.6 Each recommended annual growth policy ceiling element must contain a list of all pending or approved development under TP3.

TP4 Ceiling Flexibility for Developer Participation Projects



Staging Ceiling Flexibility allows the Planning Board, after considering the recommendation of the County Executive, to approve a preliminary plan application, which exceeds the staging ceiling. In allowing the staging ceiling to be exceeded, caution should be exercised to assure that the average level of service for the relevant policy area is not adversely affected. Except as otherwise expressly stated in TP4, the same level of service criteria already established in the Annual Growth Policy must be used in evaluating an application under these ceiling flexibility provisions.

In general, each approval above the staging ceiling must be conditioned upon the planned and scheduled construction by either the applicant and/or the government of some public facility project or other appropriate capacity measure (such as the private operation of a transit program) which, if added to the approved CIP or CTP programmed facilities, will add capacity or its equivalent to the existing facility system and result in no lessening of the area-wide level of service.

In general, the capacity addition must be scheduled for completion at the same time or before the proposed development is to be completed. The application must also be approved under Local Area Transportation Review standards. The nature, design and scale of the additional project or program must receive prior approval from the relevant governmental agencies responsible for constructing or maintaining such facilities or programs. The recommendation of the Executive also must be evaluated carefully.

Both the subdivision plan and the necessary additional facilities must be in accordance with an adopted master plan or other relevant policy statement; the design of the facilities must be subject to mandatory referral to the Planning Board; and the applicant and the relevant public agency must execute an appropriate public works agreement before record plat approval.

The phrase "additional transportation facilities" means transportation facilities other than those on which the policy area staging ceilings of the current Annual Growth Policy are based.

TP4.1 Full-Cost Developer Participation



If an applicant agrees to pay for the full cost of all the additional necessary public facilities, and the relevant administering agency has agreed, the Planning Board may approve subdivision plans whose public facility needs exceed the net remaining capacity under the adopted staging ceiling.

Where the applicant commits to provide the full cost of a transit, para-transit or ridesharing program, such application may be deemed to have passed the staging ceiling test, insofar as transportation is concerned, if the Board finds, after reviewing recommendations of the County Executive, that the program will reduce the number of peak-hour, peak-direction automobile trips by as many trips as would be generated by the proposed development. After a preliminary subdivision plan has been approved on this basis, later applications may be credited for reduced trips generated by the new proposal.

An applicant may meet the requirements of TP4.1 even if all or part of the funds used to build public facilities or operate programs is provided by a government agency.

MAPLE RIDGE

TRIP REDUCTION – TRANSIT FARE SUBSIDY PROGRAM

SUMMARY OF PROPOSAL

Preliminary Plan No. 1-03052

1. The White Oak Master Plan recommends increasing public transit usage, and specifically recommends that the County “[i]ncrease use of . . . transit through the White Oak Master Plan area by providing services and facilities and establishing policies that encourage their use.”
2. Applicant will offset 49 peak hour trips, generated by its proposed townhouse community, by expending \$352,000 over a 12-year period on transit fares (the “Funds”).
3. The Funds will be used to pay for discounted, monthly transit fare passes for 49 individuals residing within the Fairland/White Oak Policy Area for a 12-year period. To ensure user ‘buy-in’, as recommended by County staff and consultants, Applicant will pay 80% of transit pass fares, and users will pay 20%.
4. The passes will be targeted to individuals living within multifamily, rental properties (containing affordable housing units) in the immediate vicinity of the Maple Ridge project, and to individuals living within the Maple Ridge community.
5. Applicant agrees to initially reserve 25% of the 49 passes or 13 passes for eligible participants purchasing homes within Maple Ridge. Buyers will have 60 days after executing their contract of sale to confirm their intention to participate in the Program. The number of reserved passes for Maple Ridge residents will decrease pro-rata with remaining house sales. Applicant will make reasonable efforts to target at least 10% of the 49 passes to Maple Ridge residents throughout the life of the Program.
6. To be eligible in the Transit Subsidy Program, the participant will have to sign a legally binding affidavit, which states that they will be using their transit passes for weekday peak hour travel and that they are new transit users who would otherwise drive alone during the weekday peak hour for their commute trips.
7. The Applicant will utilize a firm that is in the business of administering a transit program. The Administrator will verify transit fare sales.
8. The Applicant will submit a written report to the Planning Board and the County every quarter verifying the number of active monthly transit passes.
9. Applicant’s proposed Transit Fare Subsidy Program will help the County accomplish the goals of the Master Plan, and will offset the trips generated by the proposed Maple Ridge development.

Approved and Adopted

WHITE OAK MASTER PLAN

An Amendment to the Master Plan for Eastern Montgomery County Planning Area: Cloverly, Fairland, White Oak, 1981, as amended; the Master Plan for Kemp Mill-Four Corners and Vicinity, 1967; the Master Plan for the Communities of Kensington-Wheaton, 1989, as amended; the Master Plan of Bikeways, 1978, as amended; the Master Plan for Historic Preservation, 1979, as amended; The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, 1964, as amended; and the Master Plan of Highways within Montgomery County, as amended.

Prepared by

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Montgomery County Department of Park and Planning
8787 Georgia Avenue
Silver Spring, Maryland 20910
July 1996

Approved by

THE MONTGOMERY COUNTY COUNCIL
January 1997

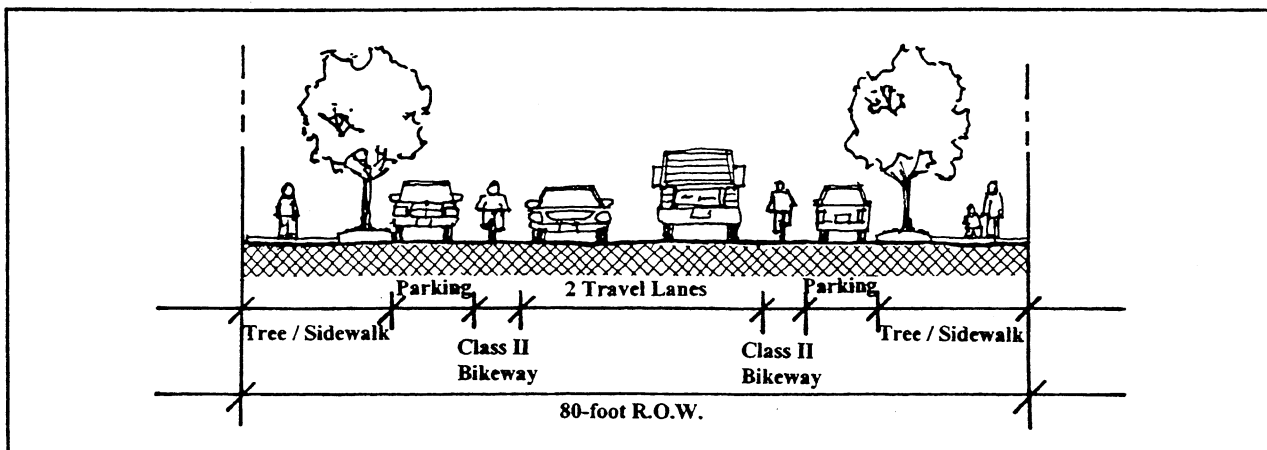
Adopted by

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
March 1997

as well as a traffic connection between US 29 and New Hampshire Avenue. Traffic forecasts indicate that a two-lane street will be adequate over the life of the Master Plan. This Plan recommends an arterial road cross-section that will allow for two lanes of traffic, on-street parking, sidewalks, and either a Class I or Class II bikeway within an 80-foot closed section cross-section that is compatible with the community. This section of Lockwood Drive should be designed with features to enhance pedestrian crossings and movement. Such features could include collars at intersections, alternating parking, or other design aspects that are deemed appropriate. The purpose is not to constrict vehicle movements, but to provide an increased level of pedestrian safety and convenience.

Lockwood Drive Closed Section Arterial

Figure 24



Commercial Business District Streets

- Improve Vital Way as a two-lane Commercial Business District Street between Randolph Road and New Hampshire Avenue. Provide on-street parking spaces and distinctive treatment to emphasize pedestrian crossings. In the future, this street should not function as a through street for vehicles traveling from eastbound Randolph Road to southbound New Hampshire Avenue since the exclusive right-turn lane will more appropriately accommodate the same movement. Vital Way is intended to function as a local street serving adjacent commercial areas. The recommended improvements should help local traffic and pedestrian access and encourage property owners to redevelop or improve their properties. (See Figure 25, page 50.)

Miscellaneous Road Improvements

- Recommend a network of two-lane secondary residential roads within the Milestone Drive property that allows access to the property from both New Hampshire Avenue and US 29. The park and ride lot and optional office development previously recommended for this site have been removed. (See page 42 and the Land Use and Zoning Plan chapter, page 22.) The roadways within the neighborhood should have sufficient right-of-way for sidewalks, street trees, and a Class II bikeway on the principal roadway serving the neighborhood, and should discourage cut-through traffic.
- Do not rebuild the bridge on Old Columbia Pike over the Paint Branch. The existing bridge over Paint Branch is unfit for automobile use. The 1981 *Eastern Montgomery County Master Plan* recommends rebuilding the bridge for automobiles to provide an additional crossing over Paint