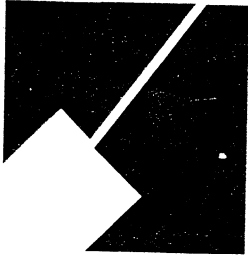



M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK & PLANNING

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

May 21, 2003

MEMORANDUMTO: Richard A. Weaver, Senior Planner
Development Review DivisionVIA: Ronald C. Welke, Supervisor
Transportation Planning Division FROM: Cherian Eapen, Planner/Coordinator
Transportation Planning Division SUBJECT: Preliminary Plan No. 1-03017
Hodges and Lansdale Property
Olney-Sandy Spring Road (MD 108)
Patuxent (Rural) Policy Area

This memorandum presents Transportation Planning staff's Adequate Public Facilities (APF) Ordinance review of the above Preliminary Plan for 29 "new" single-family dwellings and 17,625 sq. ft. of "new" general retail in RNC, R-90 and C-2 Zones within the Patuxent Policy Area. The R-90 and C-2 parcels on the site are within the Sandy Spring/Ashton Rural Village Overlay Zone. The proposed development will replace two of the three single-family dwellings (both in the R-90 Zone) and 15,500 sq. ft. of general retail (in the C-2 Zone) that currently exist on the site.

RECOMMENDATIONS

The Transportation Planning staff recommends the following conditions as part of the transportation-related requirements to approve this Preliminary Plan (as shown on the Preliminary Plan of Subdivision, dated September 2002; revised May 14, 2003):

1. Limit the development to a maximum of 29 new single-family dwellings (for a total of 30 dwellings including one existing) and a maximum of 17,625 sq. ft. general retail.
2. Dedicate adequate right-of-way along the site frontage to provide 40 feet of right-of-way from the centerline of Olney-Sandy Spring Road (MD 108).

3. Widen MD 108 to provide three travel lanes (with two through lanes and one center two-way left-turn lane) along site frontage (see attached MD 108 closed section cross-section from Sandy Spring/Ashton Master Plan; page 51).
4. Provide a five-foot sidewalk on MD 108 along site frontage and along the adjacent property to the east of the site (Parcel P455) to connect to Sherwood High School (with appropriate separation between the edge of the road and the sidewalk to minimize impact to existing trees along MD 108). Provide necessary public easement along the northwest corner of Parcel P455 to accommodate the sidewalk extension to the Sherwood High School.
5. Coordinate with the Maryland State Highway Administration (SHA), the Montgomery County Department of Public Works and Transportation (DPWT) and the Montgomery County Public School (MCPS)/Sherwood High School, as needed, to facilitate construction of the above sidewalk.
6. Provide a Modified Tertiary Residential Street (Public Road "A"; DPWT Standard No. MC-210.03) in place of the Primary Residential Street (P-4) recommended in the Sandy Spring/Ashton Master Plan (see attached discussion on the Northern Rural Neighborhood from the Master Plan; pages 22-25) as access to the residential portion of the development within the R-90 Zone, leading into the RNC Zone, where it ends as a cul-de-sac. From the above cul-de-sac, provide Private Road "A" and Private Court "B" (off Private Road "A") as access to dwellings within the RNC Zone. Provide a separate access to the general retail portion of the development (within the C-2 Zone) from MD 108.
7. Provide a pedestrian connection to Sherwood High School from Private Road "A" (in the vicinity of Lot 11) through coordination with the MCPS/Sherwood High School.
8. Coordinate with the Parks Department to provide necessary trail connections and easements through the site.
9. Coordinate with DPWT to ensure adequate sight distance at driveways proposed for the Hodges and Lansdale development.
10. Coordinate with SHA on design requirements for MD 108 and for the proposed Hodges and Lansdale site access driveways (see attached letter from SHA).

DISCUSSION

Site Location, Access, Existing Pedestrian/Bikeway Facilities and Public Transit

The proposed Hodges and Lansdale subdivision is located along the south side of MD 108, between New Hampshire Avenue (MD 650) to the east and Brooke Road/Meeting House Road to the west. Sherwood High School is located to the east of the proposed development. MD 108 currently has a two-lane section along site

frontage, a three-lane section in front of Sherwood High School, and a posted speed limit of 30 mph within the study area.

Pedestrian facilities within the study area include sidewalks along the south side of MD 108 between Sherwood High School and MD 650 (approximately 1,300 feet), and along the west side of MD 650 to the south of MD 108 for approximately 300 feet. Limited sidewalks also exist along MD 108 and Brooke Road in the vicinity of the MD 108 intersection with Brooke Road/Meeting House Road. A crosswalk across MD 108 is present at the above intersection; another crosswalk is provided in front of the Sherwood High School. Though not marked on the pavement, signs indicating a crosswalk are present on MD 108 at its intersection with Bentley Road. Currently, there are no existing bikeway facilities within the study area. MD 108 is serviced by the Metrobus system (Route Z2), which has a stop in front of the school.

Access to the site is proposed off MD 108, which is a two-lane roadway in front of the property. Separate access points are proposed for the residential and general retail portions of the development. The development proposal will widen MD 108 to provide three travel lanes (with two through lanes and one center two-way left-turn lane along site frontage) including sidewalks along site frontage.

Master Plan Roadway and Pedestrian/Bikeway Facilities

The 1998 Approved and Adopted Sandy Spring/Ashton Master Plan describes the nearby master-planned roadways, pedestrian and bikeway facilities as follows:

1. Olney-Sandy Spring Road (MD 108) is a master-planned east-west Arterial (A-92) between Howard County line to the east and Dr. Bird Road to the west, with a minimum 80-foot right-of-way. The roadway is "Main Street" for the Sandy Spring and Ashton village centers. Except where four lanes already exist, the Master Plan recommends no more than three lanes for MD 108 between MD 650 to the east and Norwood Road to the west to preserve the rural character of the road and the character/scale of the village centers (see attached pages 50-51). The Master Plan also recommends regional trails along MD 108, with connections to the Rural Legacy Trail and the Northwest Branch Trail that connect to the Sandy Spring, Woodlawn Manor Park and to the Northwest Branch Park. A Class I (off-road) bikeway (PB-66) is recommended for MD 108 along its north side between MD 650 and Dr. Bird Road.
2. New Hampshire Avenue (MD 650) is a north-south roadway within the master plan area, with a Major Highway classification (M-12) to the south of MD 108 and an Arterial classification (A-13) to the north of MD 108. The Major Highway and the Arterial sections of MD 650 have a recommended minimum right-of-way width of 120 feet and 80 feet, respectively. The Master Plan recommends maintaining the existing two-lane section for MD 650 except where localized improvements such as acceleration/deceleration and turn lanes may be needed for access or safety. The Master Plan conveys the need for a local trail along MD 650 to the south of MD 108. A Class I (off-road) bikeway (PB-23) is

recommended for MD 650 to the south side of MD 108 and a Class II or III (on-road) bikeway to the north side to MD 108.

3. Norwood Road is a master-planned, two-lane Arterial (A-256) between MD 108 to the north and Dr. Bird Road to the south, with a recommended minimum right-of-way width of 80 feet. The Master Plan recommends a local trail along Norwood Road to the south of MD 108 that connects to Friends House and Friends School. Additionally, a Class II (on-road) bikeway (PB-67) is recommended along Norwood Road between MD 108 and Dr. Bird Road.
4. Brooke Road is classified as a Primary Residential Street (P-2) that connects MD 650 with MD 108 with a recommended minimum right-of-way width of 70 feet and two travel lanes. The Master Plan recommends a local trail and a Class III (on-road) bikeway (PB-68) along Brooke Road between MD 108 and Chandlee Mill Road.
5. Meeting House Road is classified as a Rustic road (R-1) that extends south from MD 108 for approximately 0.4 mile (to the Johnson Property). Access to any future development on the Johnson Property will be provided via Meeting House Road (see attached page 24 from the Master Plan).
6. Primary Residential Street (P-4; to the south of MD 108), shown as a Modified Tertiary Residential Street (per Montgomery County Standard No. MC-210.03) on the Hodges and Lansdale Property Preliminary Plan (as Public Road "A"), is identified in the Master Plan to provide access to Hodges and Lansdale Properties as well as to the Alfandre Property to the south of the above properties (currently owned by M-NCPPC Parks Department; see attached page 25 from the Master Plan). A minimum right-of-way width of 70 feet was recommended in the Master Plan for P-4. The Modified Tertiary Residential Street provides for a right-of-way of 27.33 feet, and an additional 40 feet of Public Utility Easement/Public Infrastructure Easement (PIE). It also provides for four-foot sidewalks on both sides of the roadway within PIE.

With the purchase of the Alfandre Property by the Parks Department, P-4 does not need to be extended to this property. Additionally, with the separation of the general retail portion of the development from its residential portion, P-4 does not need to have a Primary Residential Street classification either. Therefore, staff recommends approval of the above reclassification.

Nearby Transportation Project

SHA's Consolidated Transportation Program (CTP) includes the following project within the study area: SHA Contract No. MO8765171 (MD 108/MD 650 Intersection Improvements). As part of the State's Congestion Relief Study (CRS) program, this project improves MD 108 for approximately 1,600 feet and MD 650 for approximately 600 feet to provide turn lanes, crosswalks (at the MD 108/MD 650 intersection), sidewalks (along the south side of MD 108 to the west of MD 650 to Hidden Garden

Lane and along the west side of MD 650 to the south of MD 108), and a Class I bikeway along the north side of MD 108. The project design is nearly 100 percent completed; however, it is not currently funded for construction.

In addition to the above SHA project, DPWT is currently pursuing a project as part of its Annual Sidewalk Program to construct a sidewalk along the south side of MD 108 from Hidden Garden Lane along site frontage to Norwood Road (approximately 4,000 feet). The project is currently in the preliminary/conceptual design stage.

Local Area Transportation Review (LATR)

To satisfy the requirements of LATR guidelines, the applicant submitted a traffic study dated February 13, 2003. A traffic study was required since both the existing and proposed land uses on the site generated over 50 total peak-hour trips during the weekday morning and evening peak periods.

The study area considered as part of the study and the traffic counts included in the study complied with the requirements of LATR. The peak-hour traffic count data at the study intersections compared well with previous counts. Roadway features and lane configurations were correctly identified in the traffic study. A Pedestrian Impact Statement was also included in the traffic study. The Background and Total traffic conditions presented in the study correctly incorporated traffic associated with the background developments identified by the staff and that of uses proposed on the site. The site, with credit for the existing two single-family dwellings and general retail, was estimated to generate 30 additional peak-hour trips during the weekday morning peak period (6:30 a.m. – 9:30 a.m.) and 47 additional peak-hour trips during the weekday evening peak period (4:00 p.m. – 7:00 p.m.). A summary of the above calculation is provided in Table 1.

**TABLE 1
SUMMARY OF SITE TRIP GENERATION
HODGES AND LANSDALE PROPERTY**

Density	Estimated Site Trips	
	Morning Peak-Hour	Evening Peak-Hour
Proposed land uses (30 dwellings/17,625 sq. ft. retail)	61	161
Existing land uses (3 dwellings/15,500 sq. ft. retail)	31	114
Additional Trips	30	47

Additionally, the Critical Lane Volume (CLV) methodology was applied correctly in the traffic study. The analysis results indicated that all study intersections operated within the policy area congestion standard of 1,450 during the peak hours. A summary of the CLV analysis for the study intersections is presented in Table 2. It should be noted that the latest Preliminary Plan for the Hodges and Lansdale Property consists of

one less "new" dwelling compared to that included in the traffic study. However, information presented in Table 2 is related to that originally presented in the traffic study.

TABLE 2
SUMMARY OF CRITICAL LANE VOLUME (CLV) ANALYSIS
HODGES AND LANSDALE PROPERTY

Intersection	Morning Peak-Hour			Evening Peak-Hour		
	Existing	Back-ground	Total	Existing	Back-ground	Total
Olney-Sandy Spring Rd and Norwood Rd	1,101	1,216	1,229	982	1,118	1,134
Olney-Sandy Spring Rd and Brooke Rd/Meeting House Rd	1,153	1,251	1,264	880	982	998
Olney-Sandy Spring Rd and Residential Access Rd	--	--	1,178	--	--	933
Olney-Sandy Spring Rd and General Retail Access Dr	--	--	1,177	--	--	1,027
Olney-Sandy Spring Rd and New Hampshire Ave	1,240	1,324	1,328	1,171	1,244	1,256

Policy Area Transportation Review (PATR)/Staging Ceilings

Rural policy areas such as the Patuxent Policy Area are not assigned any transportation staging ceilings. Therefore, the proposed development is not required to meet the PATR test.

CE: ct

Attachments

- cc: Kevin D. Sitzman, P.E.
 Kevin Foster
 Mary Goodman
 Doug Powell
 Ed Axler
 Piera Weiss
 James Song
 Jeff Riese
 Richard Earp
 Greg Leck
 Greg Cooke