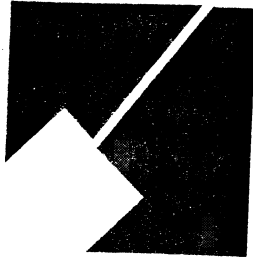


M-NCPPC



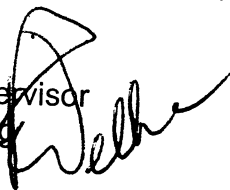
MONTGOMERY COUNTY DEPARTMENT OF PARK &amp; PLANNING

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

June 25, 2003

**MEMORANDUM**

**TO:** Michele Rosenfeld, Associate General Counsel  
Legal Department

**FROM:** Ronald C. Welke, Supervisor  
Transportation Planning 

**SUBJECT:** Cabin John Indoor Athletic Facility

This memorandum is Transportation Planning staff's review and analysis of the *Local Area Review Transportation Analysis* and *Parking Accumulation Analysis* prepared by Lee Cunningham & Associates, Inc. in June 2003 for the proposed indoor athletic facility to be located at Cabin John Regional Park located along Westlake Drive in Potomac, Maryland.

**CONCLUSIONS**

Based on our review of the transportation analysis and the parking accumulation analysis, Transportation Planning staff concludes the following:

1. There is insufficient parking available to accommodate activities at the indoor athletic facility if either one or both of the existing ballfields (#5 and #6) is in use.
2. An additional 100 parking spaces are needed to provide adequate parking for both the ballfields (#5 and #6) and the proposed indoor athletic facility should the three facilities be used simultaneously.
3. Approximately 30 parking spaces would be available for activities at the indoor athletic facility when one of the two ballfields (#5 or #6) is in use.
4. Traffic associated with the proposed indoor athletic facility will not cause operating conditions at four nearby intersections (i.e., Westlake Drive and Tuckerman Lane, Westlake Drive and the Park Entrance, Westlake Drive and Westlake Terrace, and Westlake Drive and Democracy Boulevard) to exceed

the acceptable congestion standard critical lane volume (CLV) of 1,525 during the peak hour of the weekday morning and evening peak periods.

## DISCUSSION

### Parking Accumulation Analysis

The *Parking Accumulation Analysis* prepared by the consultant indicates that the maximum parking accumulation per ballfield (#5 and #6) is approximately 62 vehicles. This compares favorably with experience at the Germantown Soccerplex where maximum parking accumulations approach 75 vehicles per field. The number of players, referees/umpires and coaches is comparable for baseball, softball and soccer, with possibly slightly more people associated with soccer.

The consultant counted 96–99 marked parking spaces associated with ballfields #5 and #6. Staff has field-verified this count. The consultant concludes that there are not enough marked parking spaces adjacent to ballfields #5 and #6 to handle the demand if both fields are in use concurrently. Staff concurs with that finding.

The consultant determined that the maximum parking accumulation for the indoor athletic facility was 62 spaces. The consultant suggests that if a car occupancy rate of two persons per car is used, the actual demand could be as low as 31 spaces. Staff does not support this assumption. Carpool rates of 1.1–1.2 are more typical of this type of recreational use. The projected parking accumulation table contained in Appendix C, "Trip Generation," of the traffic study indicates a maximum parking accumulation of 70 cars on weekdays and 62 cars on weekends.

Transportation staff believes that at least 62 parking spaces should be available for maximum projected use of the indoor athletic facility. As noted in our conclusions, an additional 100 parking spaces would be needed to provide adequate parking for both ballfields (#5 and #6) and the indoor athletic facility should the three facilities be used simultaneously. Careful scheduling of simultaneous activities could reduce this number. Approximately 30 parking spaces would be available for the indoor athletic facility when one of the two ballfields (#5 or #6) is in use.

### Local Area Review Transportation Analysis

Traffic counts were conducted at four nearby intersections in May 2003. It is noted that the count at Westlake Drive and Westlake Terrace was conducted on Tuesday, May 27, 2003, the day after Memorial Day, a federal holiday. Typically, counts are not to be taken on the day after a federal holiday. However, the traffic analysis indicates that this intersection has the lowest critical lane volumes of any of the four intersections, i.e. 830 and 800 in the morning and evening peak periods, respectively. Therefore, the results of the traffic study are considered acceptable.

Background conditions were calculated based on input from staff on approved but unbuilt development in the area.

Trip generation for the proposed indoor athletic facility was estimated using two methods. The first method assumed a 24,000 square foot recreational community center which typically does not include a large indoor practice field. Therefore, the trip generation using this method is considered conservative. The second method used trip generation developed from anticipated use of the various facilities to be provided, and was based on the parking accumulation analysis done by the consultant. It assumed that all users would drive alone, a conservative assumption. This method produced the highest trip totals and was used to project the impact of the proposed facility. (see Table 1)

USE	AM Peak			PM Peak		
	Total	In	Out	Total	In	Out
Recreational Community Center (24,000 sq. ft.)	32	21	11	42	14	28
Proposed Indoor Athletic Facility	40	40	0	48	38	10

As shown in Table 2, CLV calculations were made using total volumes and existing lane configurations. Results indicate that all intersections are projected to operate within the congestion standard (CLV=1,525) for the Potomac Policy Area during both weekday morning and evening peak periods. Based on a review of off-peak volumes from other recent counts conducted in the area, Transportation Planning staff believes that weekend peak-hour CLVs would not exceed the morning and evening peak period weekday CLVs.

Intersection	Morning Peak Hour CLV	Evening Peak Hour CLV
Westlake Drive at Tuckerman Lane	1,192	1,097
Westlake Drive at the Park Entrance	796	1,011
Westlake Drive at Westlake Terrace	830	800
Westlake Drive at Democracy Boulevard	924	1,296

Staff concludes that traffic from the proposed indoor athletic facility can be accommodated safely and efficiently on the existing local road network.

RW:ct