



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
9-11-03
Item No. 11

September 5, 2003

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Joseph R. Davis, Chief *JRD*
Development Review Division

FROM: Shahriar Etemadi, Coordinator
Transportation Planning *[Signature]*

SUBJECT: Mandatory Referral No. 03813-DPW&T-1, Proposed Sale of County-owned Property – 12,065 square feet of Woodmont Avenue right-of-way; northeast quadrant of the intersection of Old Georgetown Road (MD 187) and Woodmont Avenue in the CBD-R2 zone; Bethesda

RECOMMENDATION: Staff recommends approval of the request to sell 12,065 square feet of right-of-way in the northeast quadrant of the intersection of Old Georgetown Road and Woodmont Avenue in Bethesda.

Previous Action and Schedule

This mandatory referral is associated with the approval process for the Woodmont Corner development and will be presented to the Board in conjunction with the Project Plan (No. 9-03002) and Preliminary Plan (No. 1-03078).

Background

Woodmont Triangle Limited Partnership, the owner of the property, proposes to build 284,185 square feet of mixed-use urban infill that consists of 16,669 square feet of ground level retail space and 253 multi-family residential units, 44 of which are projected to be moderately-priced dwelling units. This project will replace an existing 55,865-square-foot building.

Discussion

The property owner is seeking to purchase right-of-way along the site frontage of Woodmont Avenue. The attached diagram identifies this right-of-way as rededication area. The right-of-way purchase on Woodmont Avenue ranges from 45 feet to 85 feet wide, consisting of 12,065 square feet owned by the County and presently being used by the public for sidewalks and travelways. Woodmont Triangle Limited Partnership will purchase the right-of-way from the County for \$269,000.00 to allow appropriate density to be captured for the project. The purchaser would dedicate the right-of-way for public use at no cost and as a result, the use of the subject property for Woodmont Avenue will be unaffected. The rededicated property would be recorded as part of the subdivision process for this project by a record plat.

Traffic Circulation and Safety

The applicant submitted a traffic study to satisfy the Local Area Transportation Review required by the Adequate Public Facilities Ordinance. Staff reviewed the study and determined that the proposed development will not negatively impact the area traffic circulation and safety.

Summary

Staff has no objection to the proposed sale and immediate subsequent rededication of the subject parcel.

SE:kcw
Attachment

mno to mcpcb woodmont corner mr.DOC

August 19, 2003

MEMORANDUM

TO: Mary Beth O'Quinn, Planner
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning

FROM: Shahriar Etemadi, Coordinator
Transportation Planning

SUBJECT: Project Plan 9-03002
Preliminary Plan 1-03078
Woodmont Corner in Bethesda

This memorandum is Transportation Planning staff's Adequate Public Facilities review of the subject application.

RECOMMENDATIONS

Transportation Planning staff recommends the following conditions as part of the transportation requirements related to the approval of the subject application.

1. Dedicate 40 feet from the centerline of Old Georgetown Road to provide for 82 feet of right-of-way as recommended in the Bethesda CBD Sector Plan.
2. Dedicate 40 feet from the centerline of Woodmont Avenue to provide for 80 feet of right-of-way as recommended in the Bethesda CBD Sector Plan.
3. Provide for minimum eight-foot sidewalks on both Old Georgetown Road and Woodmont Avenue.
4. Provide a marked pedestrian crosswalk on the north side of Old Georgetown Road at Moorland Lane, if approved by the Maryland State Highway Administration.
5. Construct a 25-foot radius to limit vehicle turning speeds and reduce the pedestrian crossing distance at the northeast and southwest corners of the

intersection of Old Georgetown Road and Woodmont Avenue and reconstruct the pedestrian refuge island, if necessary, at the southwest corner of the intersection, as recommended in the Bethesda CBD Sector Plan.

6. Enter into an access easement with the Department of Public Works and Transportation (DPWT) to use the public alley on adjacent property, N181, that provides access to the County's Parking Garage No. 11. (See attached DPWT letter.)
7. Coordinate the sidewalk reconstruction along Woodmont Avenue with DPWT's CIP Project No. 500102.

Local Area Transportation Review

A traffic study was prepared to determine the impact of the proposed development on the local area transportation network. Five intersections in the study area were evaluated. The trips generated from the site were added to existing and background traffic (trips from approved but not built developments in the area) to estimate the total future traffic. The total future traffic was assigned to the local roadway network and the affected intersections were analyzed for their level of performance. All five intersections in the area were determined to operate within the congestion standard of 1800 Critical Lane Volume (CLV) for the Bethesda CBD.

The following table shows the results of the CLV analysis for intersections in the area.

INTERSECTIONS	Existing		Background		Total Future	
	AM	PM	AM	PM	AM	PM
Wisconsin Avenue/East-West Highway	1311	1321	1421	1457	1418	1460
Woodmont Avenue/Montgomery Lane	461	398	514	448	526	444
Woodmont Avenue/Old Georgetown Road	1170	1073	1427	1268	1441	1276
Woodmont Avenue/Battery Lane	1094	726	1192	811	1185	814
Old Georgetown Road/Arlington Road/ Wilson Lane/St. Elmo Avenue	1279	1472	1366	1557	1363	1559

Some of the CLVs for total future traffic shown in the above table are slightly lower than the background CLVs. That is due to the fact that the new development generates 25 fewer trips in the peak hour of the weekday morning peak period and 20 fewer trips in the peak hour of the weekday evening peak period when compared with the trips currently generated from the site.

Site Access and Circulation

The site will have two full access points: one from Old Georgetown Road and the second from Woodmont Avenue. The circulation will take place behind the building from

a public alley that also provides access to the Montgomery County Parking Garage No. 11. The applicant will enter into an agreement with the County to gain access to the site. The site access and circulation will be safe and adequate.

Pedestrian Impact Analysis

The traffic study evaluated the pedestrian activities in the area and provided diagrams indicating the facilities. Tables provided in the traffic study show the number of pedestrians crossing the intersections during the peak hours of the weekday morning and evening peak periods. There are significant pedestrian activities in the Central Business District. All streets forming intersections provide adequate sidewalks and crosswalks for pedestrians crossing the intersections. As indicated above, the turning radius at the intersection of Old Georgetown Road and Woodmont Avenue should be reconstructed to 25 feet to slow turning vehicles and provide ease of crossings for pedestrians at this intersection.

The applicant will coordinate with DPWT for reconstruction of the sidewalk on Woodmont Avenue. The applicant also will provide a marked crosswalk on the north side of Old Georgetown Road at Moorland Lane, if approved by the Maryland State Highway Administration.

Providing those facilities will result in safe and adequate pedestrian movements in the vicinity of the proposed development.

Policy Area Review/Staging Ceiling Analysis

The site is located within the Bethesda CBD Policy Area, which has a remaining capacity of 847 jobs and 414 housing units as of July 31, 2003.

SE:ct

Attachment

mmo to o'quinn re woodmont corner.DOC

- ROW proposed for purchase and re-dedication
- ROW previously dedicated by plat
- Additional ROW for truncation dedication
- On-site public use space

