



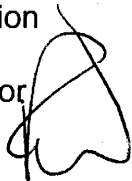
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION


MCPB
Item No. 11
10-9-03

October 8, 2003

MEMORANDUM

TO: Richard A. Weaver, Senior Planner
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning 

FROM: Cherian Eapen, Planner/Coordinator
Transportation Planning 
301-495-4525

SUBJECT: Preliminary Plan No. 1-04002
Olney Manor Independent-Living Elderly Housing Facility
18301 Georgia Avenue, Olney
Finneyfrock Property
Olney Policy Area

This memorandum presents the Transportation Planning staff's Adequate Public Facilities (APF) Ordinance review of the above Preliminary Plan for an affordable, independent-living housing facility for senior adults (62 years of age or older), called Olney Manor, located within the Olney Policy Area in a PD-9 Zone.

RECOMMENDATIONS

Transportation Planning staff recommends the following conditions as part of the APF test for transportation-related requirements to approve this Preliminary Plan:

1. Limit the development to a maximum of 100 independent-living senior adult apartments in one building.
2. Consistent with the July 2003 Olney Master Plan Staff Draft, delete the existing alignment of Appomattox Avenue through the subject property.
3. Associated with Condition 2, restrict access to/from the development at its southern driveway to right-turn in only and at its northern driveway to right-turn out only.

4. Provide a median on Georgia Avenue (MD 97) along the site frontage to restrict movements into and out of the site as stipulated under Condition 3.
5. Consistent with the 1980 Approved and Adopted Olney Master Plan (and the July 2003 Olney Master Plan Staff Draft) dedicate adequate right-of-way along MD 97 to provide 60 feet of right-of-way from the roadway centerline.
6. Provide an eight-foot wide Class I bikeway (shared-use path) and an eight-foot wide tree panel on MD 97 along the entire property frontage.
7. Extend the above shared-use path and tree panel from the southern property boundary south to Hillcrest Avenue.
8. Provide weekly shuttle services for residents at the facility to off-site amenities.
9. Coordinate with the Montgomery County Department of Public Works and Transportation (DPWT) to meet the relevant on-site County requirements per DPWT letter dated September 29, 2003.
10. Coordinate with the Maryland State Highway Administration (SHA) on the proposed site access driveways (as required under Condition 3), median (as required under Condition 4), and roadside improvements (as required under Conditions 6 and 7) along MD 97, as well as sight distance requirements at these driveways.

DISCUSSION

Site Location, Access, and Characteristics

The site is located on the east side of Georgia Avenue (MD 97) approximately 1,000 feet north of its intersection with Olney-Sandy Spring Road (MD 108). The property has approximately 560 feet of frontage on MD 97 and has a general triangular shape. The site is developed with a single-family detached dwelling unit and several accessory buildings. The remaining portion of the site is partially wooded and slopes gradually from MD 97 to the rear of the site. James Creek Tributary follows the rear southern and eastern boundary of the property.

Access to/from the site is proposed off MD 97. The southern site access driveway is proposed as a right-turn-in only driveway and, with the staff-recommended deletion of the existing alignment of Appomattox Avenue, the northern site access driveway is proposed as a right-turn-out only driveway. Parking for the proposed use will be located to the front and to the north of the property. Lead-in sidewalks are provided within the site that connects to MD 97, which will provide pedestrian connection to the retail/commercial uses within the Olney Town Center located to the south and west of the property. Most roadways within the northeast quadrant of MD 97/MD 108 intersection have sidewalks on both sides.

Ride-On bus Route 53 serves MD 97 along the site frontage. Metrobus system also serves the area, but has no service along the site frontage.

The applicant proposes to provide several on-site amenities (such as a library, a computer center, a health suite, etc.) for residents at the facility. An additional amenity will be weekly shuttle services for residents at the facility.

Master Plan Roads, Bikeways, and Pedestrian Facilities

According to the 1980 Approved and Adopted Olney Master Plan, the nearby master-planned roadways and bikeways includes:

- 1 Georgia Avenue (MD 97) to the front of the site, which is classified as a Major Highway (M-8) that transitions from a two-lane, undivided roadway north of the site to a four-lane, divided highway with turn lanes at its intersection with Olney-Sandy Spring Road (MD 108) south of the site. A 120-foot Master Plan right-of-way is recommended along the property frontage. (It is noted that this is consistent with the July 2003 Olney Master Plan Staff Draft, which also recommends a minimum 120-foot right-of-way for MD 97 along site frontage. The Staff Draft also proposes a shared-use path for bicycles along MD 97).
- 2 Olney-Sandy Spring Road (MD 108) located south of the site, which is classified as a four-lane Major Highway (M-60) with a 120-foot recommended Master Plan right-of-way. (It is noted that the July 2003 Olney Master Plan Staff Draft proposes a minimum 150-foot right-of-way for MD 108. The Staff Draft also proposes a shared use path for bicycles along MD 108).
- 3 Appomattox Avenue, which is classified as a Business Street (B-4) between Spartan Road and MD 97, and is identified in the Master Plan as an alternative connection between MD 97 and MD 108 within the northeast quadrant of the Olney Town Center area (to relieve congestion at the MD 97/MD 108 intersection and to promote circulation within the town center). Appomattox Avenue is defined in the 1980 Master Plan as a two-lane roadway with an 80-foot recommended right-of-way.

The proposed alignment of Appomattox Avenue crosses the site along its northern portion in such a way that approximately 0.93 acres of the 4.85-acre property is north of the right-of-way, while the remainder is to the south. Appomattox Avenue is currently built between Spartan Road and Marksman Circle, and has dedicated right-of-way between Marksman Circle and James Creek to the north.

As part of a previous Preliminary Plan for the subject site (Fair Hill Farm, 1-89104), the Planning Board discussed the possible termination of the Master Plan right-of-way for Appomattox Avenue to the east of James Creek on February 16, 1995 (see Attachment 1). At that time, both Planning Board staff and DPWT staff had recommended elimination of the extension of Appomattox Avenue on the basis of the following:

- Existence of alternative transportation facilities within the northeast quadrant of MD 97 and MD 108 to serve existing and future densities (for example,

Prince Philip Drive, within the northeast section of the town center, which connects to commercial properties within the town center via portions of Marksman Circle and Spartan Road classified as residential streets).

- Elimination of a stream crossing across James Creek. The crossing would not only be expensive to construct but would also have environmental effects on the stream.
- 1980 Olney Master Plan language which noted that “Appomattox Drive could be eliminated from the Master Plan if development in the northeast quadrant integrates residential uses with general office and commercial spaces and if Appomattox Drive is not necessary for access to Georgia Avenue.” (see Attachment 2).

Following discussion on the item, the Planning Board members present at that time commented that the extension of Appomattox Avenue through the subject property could be eliminated and that this action could be taken as part of the Fair Hill Farm preliminary plan process, which did not occur.

It is noted that the July 2003 Olney Master Plan Staff Draft also proposes not to extend Appomattox Avenue to connect to MD 97 (i.e., the Master Plan proposes to delete the existing alignment of Appomattox Avenue between Marksman Circle and MD 97). Instead, the Master Plan Staff Draft recommends connecting Appomattox Avenue with Hillcrest Avenue through the Village Mart Shopping Center (when the redevelopment of the center occurs) and retaining the existing right-of-way between Marksman Circle and James Creek as a green buffer (between the center and adjoining townhouses to the northeast). In the 2003 Olney Master Plan Staff Draft, the realigned Appomattox Avenue is recommended as a two-lane Business Street (B-4) with a minimum right-of-way width of 80 feet (see Attachment 3). However, it should be noted that the above extension from the constructed portion of Appomattox Avenue to Hillcrest Avenue is not possible at this time due to the existing Olney Village Mart Shopping Center.

Based on the above, staff concludes that there is no need to require the applicant to dedicate right-of-way necessary for the future alignment of Appomattox Avenue through the subject property.

- 4 Hillcrest Avenue, located south of the site, is classified as a two-lane Business Street (B-3) with a recommended 80-foot right-of-way. Hillcrest Avenue provides access to some homes and businesses located between MD 97 and the Olney Village Mart Shopping Center. Hillcrest Avenue ends at the shopping center property, makes a right-angle turn, and then connects with MD 108. (It is noted that the July 2003 Olney Master Plan Staff Draft recommends connecting Hillcrest Avenue with a realigned Appomattox Avenue through the Village Mart Shopping Center property. The Staff Draft recommends a minimum 70-foot right-of-way and two lanes for Hillcrest Avenue).

- 5 Prince Philip Drive intersects MD 97 approximately 1,000 feet north of the site and is classified as a four-lane Arterial (A-46) with a minimum recommended right-of-way width of 80 feet. The roadway connects MD 97 to MD 108 east of the site. (It is noted that this is consistent with the July 2003 Olney Master Plan Staff Draft, which also recommends a minimum 80-foot right-of-way and four lanes for the northeastern section of Prince Philip Drive. A shared roadway bikeway facility is also recommended in the Staff Draft for this section of Prince Philip Drive). South of MD 108, Prince Philip Drive loops west and again connects to MD 97, creating a loop around the Olney Town Center on the east side of MD 97.
- 6 Tidewater Court serves as an access driveway to a condominium complex on the west side of MD 97 across from the northern driveway to the site, and does not connect through to any other street. It is not a Master Plan classified roadway.
- 7 Olandwood Court serves as an access driveway to an office/commercial complex on the west side of MD 97 across from the southern driveway site, and does not connect through to any other street. It is not a Master Plan classified roadway.

Prior Approvals/Review

The proposed Olney Manor development property was reviewed and approved by the Planning Board (Rezoning Case G-803) for rezoning from C-1 and R-200 Zones to the PD-9 Zone and for 100 units of affordable, independent-living housing facility for senior adults on March 13, 2003.

Local Area Transportation Review

The transportation consultant for the proposed development presented a traffic statement (dated March 3, 2003), which documented that the site with 100 independent-living elderly housing units would generate three and six peak-hour trips during the weekday morning (6:30 a.m. – 9:30 a.m.) and evening (4:00 p.m. – 7:00 p.m.) peak-periods, respectively. Since peak-hour site-generated trips are fewer than 50 total peak-hour trips during both the weekday morning and evening peak-periods, a traffic study would not be required to satisfy Local Area Transportation Review (to analyze congestion levels at nearby intersections).

It is noted that the trip-generation rates used in the traffic statement (an average of 0.0333 and 0.0556 inbound plus outbound vehicle trips per unit during the weekday morning and evening peak-hours, respectively) were adequate for the purpose of this analysis and have been approved for use in several other similar projects by the staff.

Parking

For senior housing developments, the Montgomery County Zoning Ordinance requires 1.00 space for each one-bedroom apartment and 1.35 spaces for each two-bedroom apartment. Based on the above, the proposed development would require 125 parking spaces. However, the applicant is proposing providing 53 surface parking spaces at

the facility based on a 30% credit (or 38 parking spaces) to the number of parking spaces (based on the provision of units at or below the price levels of MPDU's – 20% deduction – and provision of private shuttle service for a minimum of seven years – 10% deduction), and a waiver for 34 parking spaces (waiver taken from the 87 required spaces after the 30% reduction from the zoning requirement).

The above was supported through a parking analysis (submitted by the traffic consultant for the proposed development) using data collected at two similar facilities (one in Montgomery County and one in Prince George's County). These facilities were observed to have parking demand ratios of 0.57 and 0.39, respectively. Based on the above data, an average parking demand ratio of 0.48 was developed for independent-living elderly housing developments. Therefore, it was concluded that parking proposed on site (or a ratio of 0.53 parking spaces per unit) would be adequate to accommodate parking demand from the 100 units proposed at the facility.

Policy Area Transportation Review/Staging Ceilings

Based on the FY 03 Annual Growth Policy (AGP) transportation staging ceilings, there is no capacity available for additional housing units in the Olney Policy Area (negative 38 housing units as of July 31, 2003).

Olney Manor, however, would satisfy the Policy Area Transportation Review test under the AGP's Alternative Review Procedure Section TP3 – Special Ceiling Allocation for Affordable Housing Facilities (see Attachment 4).

CE:kcw

Attachments

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