



December 4, 2003

MEMORANDUM

TO: Malcolm Shaneman, Supervisor
Development Review Division
Michael Ma, Supervisor
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning

FROM: Shahriar Etemadi, Coordinator
Transportation Planning

SUBJECT: Preliminary Plan # 1-04017 and Project Plan # 9-04001
Bethesda View, Bethesda

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

RECOMMENDATION

Staff recommends the following conditions to support approval of the referenced plans:

1. Limit the development to 120 high rise residential apartment units and an additional 44,400 square feet of retail for a total of 125,637 square feet of mixed office and retail space.
2. Provide 50 feet of right-of-way and an additional 10 feet of easement (sidewalk & amenities) for a total of 60 feet from the centerline of Wisconsin Avenue to the face of the building for the length of parcel 923 and part of lot 1, block 2.
3. Provide 50 feet of right-of-way and an additional 10 feet of easement (sidewalk & amenities) for a total of 60 feet from the centerline of Bradley Boulevard to the face of the building for the length of part of lot 1, block 2.
4. Provide for a Class III bike facility; i.e., wide curb lane along Bradley Boulevard as required by the Maryland State Highway Administration (MSHA).

DISCUSSION

Local Area Transportation Review (LATR)

A traffic study was submitted to determine the impact of the proposed development on the local area transportation system. Staff concurs with the overall conclusion of the study that all affected intersections in the area will operate within the congestion standard of 1,650 Critical Lane Volume (CLV) for the Bethesda-Chevy Chase policy area and the 1,800 CLV standard for the Bethesda Central Business District.

The site's generated trips were added to the existing and background (trips from approved but un-built developments) traffic and assigned to eight intersections in the vicinity of the site. A CLV analysis for total future traffic indicates that all intersections operate within an acceptable congestion standard as described above. The following table shows the results of the CLV analysis for the intersections in the study area.

Intersections	Existing		Background		Total Future	
	AM	PM	AM	PM	AM	PM
Goldsboro Road and Bradley Blvd.	1163	1146	1169	1166	1174	1172
Arlington Road and Bradley Blvd.	926	1107	946	1171	976	1191
Wisconsin Avenue and Old Georgetown Road	1196	1198	1210	1239	1216	1266
Wisconsin Avenue and Montgomery Avenue	1191	1191	1208	1219	1212	1235
Wisconsin Avenue and Leland Street	820	880	864	954	869	971
Wisconsin Avenue and Bradley Blvd.	1510	1548	1537	1590	1434*	1607*
Wisconsin Avenue and Dorset Street	996	806	1024	836	1028	847
Connecticut Avenue and Bradley Blvd.	1362	1348	1370	1363	1374	1377

* The intersection of Wisconsin Avenue and Bradley Boulevard is funded for improvements by another developer. That improvement involves removing the split phasing on the Wisconsin Avenue approaches. It is currently a split phase operation but would change to concurrent movements for the north and south approaches on Wisconsin Avenue. The left-turn lane on northbound Wisconsin Avenue will be lengthened to store all left-turn movements within the designated lane.

Access and Circulation

The proposed development will provide safe and adequate vehicular and pedestrian access and circulation. Two separate driveways on Bradley Boulevard will provide future access to the site. One driveway provides access to the retail parking and the second driveway will provide access to underground parking for the residential units. Subject to approval of MSHA, a three-space passenger drop-off area will be located in front of the residential building along Bradley Boulevard. This passenger drop-off area will enhance the safety of traffic along Bradley Boulevard near the Wisconsin Avenue

intersection. Adequate sidewalks surrounding the site will provide safe access for pedestrians.

Policy Area Review/Staging Ceiling Analysis

The site is located within the Bethesda Central Business District policy area, which has a remaining capacity of 863 jobs and 161 housing units as of November 30, 2003.

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