



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

December 9, 2003

**MEMORANDUM**

**TO:** Robert Kronenberg, Planning Coordinator  
Development Review Division

**FROM:** <sup>CB</sup> Candy Bunnag, Planning Coordinator  
Environmental Planning Section, Countywide Planning Division

**SUBJECT:** Day Property, Site Plan No. 8-04006

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**STAFF RECOMMENDATIONS**

Staff recommends approval of the site plan with the following conditions:

1. Category I conservation easement boundary to be revised to include an area outside of the environmental buffer behind Lots 7-9 and the environmental buffer behind Lot 10. Conservation easement to exclude an area of the environmental buffer in and near Lot 11.
2. Relocate storm drain outfall and sewer line in environmental buffer area so that they are located within an existing cleared area.
3. Compliance with the conditions of approval for the final forest conservation plan. The applicant must satisfy all conditions of the forest conservation plan prior to recording of plat(s) and DPS issuance of sediment and erosion control permit. Conditions include, but are not limited to, the following:
  - a. Reforestation with native trees and shrubs to occur in existing non-wooded areas and proposed cleared areas for sewer line and storm drain outfall within staff's recommended Category I conservation easement area.
  - b. Permanent split-rail fence to be located along the Category I conservation easement boundary.
  - c. Detailed restoration and reforestation plan for the area that is currently unforested, steep slopes or is covered in debris piles to be submitted for review and approval as part of the final forest conservation plan. Area that is to be restored to be specifically delineated on the final forest conservation plan.

## **SITE DESCRIPTION AND BACKGROUND**

The subject property is 2 acres. A house exists on the property with large trees surrounding the house. The middle of the property, behind the house, has been used for storage of landscaping materials, including plant materials, wood chips, mulch, and gravel. Past activities on the property have resulted in large quantities of spoil dirt being dumped and graded to form a relatively flat area. Some of this flat area is also covered in gravel. The edge of the flat area drops off steeply and eventually ties into the stream valley that lies along the western portion of the property. Dirt and debris have been pushed onto part of the created and natural sloped areas of the stream valley.

The created flat area and steep slopes lie within the environmental buffer area. The Geencastle North Tributary of Little Paint Branch (Use I waters) lies just to the west of the property and enters the property at the southwestern corner. Forest covers that portion of the environmental buffer that was not disturbed by past grading and dumping of dirt and debris.

The applicant proposes 11 townhouses, underground stormwater management facilities for water quantity and quality controls. The property is zoned RT-8.

## **DISCUSSION**

### **Forest Conservation**

Existing forest cover is 0.67 acre. The applicant proposes to retain 0.57 acre of forest that will be protected by a Category I conservation easement. This is above the 0.45 acre breakeven point for the property. Therefore, no reforestation is required to meet the forest conservation law.

There are seven individual large trees (24 inches and greater in diameter) surrounding the existing house (outside of the forest). However, because the trees are located within the developable envelope, the site is small and is zoned for townhouses, none of the large trees can be preserved as part of the proposed project.

### **Environmental Guidelines**

The applicant proposes to place the majority of the environmental buffer area in a Category I conservation easement. The back corner of Lot 11 and part of the sewer line and storm drain next to Lot 11 are proposed to lie in about 0.02 acre ( 730 square feet) of the environmental buffer on the south central portion of the property. The applicant proposes to exclude this portion of the buffer from the conservation easement area.

Staff believes the permanent buffer encroachment is acceptable *if 0.03 acre (1200 square feet) of proposed common area behind lots 7 through 9 and adjacent to the buffer are added to the conservation easement and all areas (total of about 0.25 acre or 11,000 square feet) within the recommended conservation easement that are currently unforested*

*or are proposed to be cleared for the sewer line and storm drain outfall are reforested. This reforestation would not normally be required for the project to meet the forest conservation law.*


In addition, staff recommends that unforested steep slopes and debris piles that were created by past activities be removed and that this area be restored and reforested. This area lies within the environmental buffer and proposed conservation easement. Some regrading of created steep slopes are necessary to create stable slopes that can be replanted in trees and shrubs.

December 11, 2003

**MEMORANDUM**

**TO:** Robert Kronenberg, Development Review Division

**VIA:** Bill Barron, Community-Based Planning

**FROM:** Calvin Nelson, Jr., Community-Based Planning 

**SUBJECT:** Day Property #8-04006

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The Day Property is located in the Fairland Master Plan area along the eastern boundary of the Greencastle/Briggs Chaney community, across from the Fairland Recreational Park. The RT-8 zoned, two-acre property is also within an area that the Master Plan designates as "Area 12", which comprises four parcels and a total of seven acres.

The 1997 Approved and Adopted Fairland Master Plan makes four recommendations for those parcels located in Area 12, and staff comments follow these recommendations.

1. Suitable for a mix of detached and townhouse development; rezone from R-30 to R-60; suitable for townhouses, RT-8.

*The two-acre property was rezoned from R-30 to RT-8, and proposes 11 townhouses.*

2. Provide connections to open space in adjacent properties to expand open space along tributaries to the Little Paint Branch.

*The stream buffer area that will extend along the rear of the property provides open space the tributary to the Little Paint Branch and with adjacent properties.*

3. Incorporate stream buffer areas in open space.

*The proposed development provides open space incorporated within the stream buffer area.*

4. Require appropriate setbacks and noise mitigation along Greencastle Road.

*The nearest proposed townhouse is setback an appropriate distance (60 feet) from Greencastle Road, and conforms with the setbacks of other existing and approved townhouse developments along this side of Greencastle Road.*



DEPARTMENT OF PUBLIC WORKS  
AND TRANSPORTATION

Douglas M. Duncan  
County Executive

Albert J. Genetti, Jr., P.E.  
Director

December 5, 2003

Mr. A. Malcolm Shaneman, Supervisor  
Development Review Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan No. 1-04020  
Day Property Greencastle Road

Dear Mr. Shaneman:

We have completed our review of the preliminary plan dated September 12, 2003. This plan was reviewed by the Development Review Committee at its meeting on October 6, 2003. We recommend approval of the plan subject to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to MCDPS in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.

1. Show all existing planimetric and topographic details (paving, storm drainage, driveways adjacent and opposite the site, sidewalks and/or bikeways, bus stops, utilities, etc.) as well as existing rights of way and easements on the preliminary plan.
2. Necessary dedication for future widening of Greencastle Road in accordance with the master plan and/or MCDPWT design standards.
3. As with the applicant's (Mr. Robert LoPinto) previous subdivisions along Greencastle Road (i.e., 1-03102) coordinate with Mr. Dan Sheridan of MCDPWT Capital Projects for the desired participation in construction along that roadway. The applicant, upon Mr. Sheridan's concurrence will either build the required improvements from the centerline, including storm drainage, street trees and lights and the class I bikeway, or contribute a prorata share to the Capital Project account.
4. Provide sidewalks in front of each townhouse unit and a lead walk to link with the Greencastle Road bikeway.
5. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.



Division of Operations

101 Orchard Ridge Drive, 2nd Floor • Gaithersburg, Maryland 20878  
240/777-6000, TTY 240/777-6013, FAX 240/777-6030

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Preliminary Plan No. 1-04020  
December 5, 2003  
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6. Grade establishments for all new public streets and/or pedestrian paths must be approved prior to submission of the record plat (use of the MCDPWT Capital Improvements Project grade establishment for Greencastle Road is appropriate).
7. A Public Improvements Easement may be necessary along Greencastle Road, in order to accommodate the required bikeway construction. Prior to submission of the record plat, the applicant's consultant will need to determine if there is sufficient right of way to permit this construction. If not, the applicant will need to either dedicate additional right of way or execute a Declaration of Public Improvements Easement document. That document is to be recorded in the Land Records of Montgomery County, with the liber and folio referenced on the record plat. Unless otherwise noted, the Public Improvements Easement is to be a minimum width of ten (10) feet with the overlapping Public Utilities Easement being no less than twenty (20) feet wide.
8. The sight distances study has been accepted. A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference.
9. Tree removal/trimming along existing public rights of way is to be coordinated with the State Forester's Office of the Maryland Department of Natural Resources. They may be contacted at (301) 854-6060.
10. Record plat to reflect a reciprocal ingress, egress, and public utilities easement to serve the lots accessed by each common driveway or place the private access in an HOA controlled parcel.
11. Private common driveways and private streets shall be determined through the subdivision process as part of the Planning Board's approval of a preliminary plan. The composition, typical section, horizontal alignment, profile, and drainage characteristics of private common driveways and private streets, beyond the public right-of-way, shall be approved by the Planning Board during their review of the preliminary plan.
12. In order to ensure adequate driveway capacity, particularly egress volume, provide a minimum fifty (50) foot tangent section before encountering cross traffic on-site, for all driveways.
13. The parking layout plan will be reviewed by the Department of Permitting Services at the site plan or building permit stage, whichever comes first. To facilitate their review, that plan should delineate and dimension the proposed on-site travel lanes, parking spaces, curb radii, handicap parking spaces and access facilities, and sidewalks. The applicant may wish to contact Ms. Sarah Navid of that Department at (240) 777-6298 to discuss the parking lot design.
14. For safe simultaneous movement of vehicles, we recommend a driveway pavement width of no less than twenty four (24) feet to allow vehicles to enter and exit the site without encroaching on the opposing lanes. This pavement width will permit an inbound lane width of fourteen (14) feet and an exit lane width of ten (10) feet.
15. Curb radii for intersection type driveways should be sufficient to accommodate the turning movements of the largest vehicle expected to frequent the site.

Mr. A. Malcolm Shaneman  
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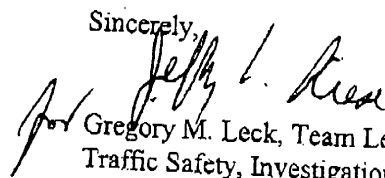
16. Where perpendicular parking spaces border a sidewalk, a two (2) foot vehicle overhang is assumed. The applicant should either provide a seven (7) foot wide sidewalk or wheelstops within those parking spaces.
  17. The owner will be required to submit a recorded covenant for the operation and maintenance of private streets, storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
  18. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
  19. If the proposed development will alter any existing street lights, signing, and/or pavement markings, please contact Mr. Pat Bradley of our Traffic Control and Lighting Engineering Team at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
  20. If the proposed development will alter or impact any existing County maintained transportation system management component (i.e., traffic signals, signal poles, handboxes, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.), please contact Mr. Bruce Mangum of our Transportation Systems Management Team at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
  21. Trees in the County rights of way - species and spacing to be in accordance with the applicable MCDPWT standards. A tree planting permit is required from the Maryland Department of Natural Resources, State Forester's Office [(301) 854-6060], to plant trees within the public right of way.
  22. Permit and bond will be required as a prerequisite to MCDPS approval of the record plat. The permit will include, but not necessarily be limited to, the following improvements:
    - A. Street grading, paving, shoulder, eight foot (8) wide asphalt bikepath and handicap ramps, side drainage ditches and appurtenances, and street trees along Greencastle Road as directed by the MCDPWT Division of Capital Projects.
- \* **NOTE: the Public Utilities Easement is to be graded on a side slope not to exceed 4:1.**
- B. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
  - C. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the MCDPWT Division of Traffic and Parking Services.

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- D. Erosion and sediment control measures as required by Section 50-35(j) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Montgomery County Department of Permitting Services (MCDPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the MCDPS.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please call Mr. Jeffrey Riese on (240) 777-2190.

Sincerely,

  
Gregory M. Leck, Team Leader  
Traffic Safety, Investigations and  
Planning Team

M:/subd/jir/prel/104020

Enclosures (2)

cc: Dan Sheridan; MCDPWT, Capital Projects  
Robert LoPinto Spire Woods LLC  
Jeffrey S. Lewis, P.E.; Site Solutions, Inc.  
William Kominers; Holland & Knight  
Joseph Y. Cheung; MCDPS Subdivision Development  
Christina Contreras; MCDPS Subdivision Development



MONTGOMERY COUNTY  
SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: DAY PROPERTY

Preliminary Plan #: 1-04020

Street Name: GREENCASTLE ROAD

Master Plan  
Classification: ARTERIAL

Posted Speed Limit: 30 MPH

Street/Drwy. 1 (Private Driveway)

Sight Distance (feet)      OK?  
Right +1000                    ✓  
Left +1000                    ✓

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Street/Drwy. 2 ( \_\_\_\_\_ )

Sight Distance (feet)      OK?  
Right \_\_\_\_\_                    \_\_\_\_\_  
Left \_\_\_\_\_                    \_\_\_\_\_

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance In Each Direction#
Tertiary - 25	150
Secondary - 30	200
Business - 30	200
Primary - 35	250
Arterial - 40	325
(45)	400
Major - 50	475
(55)	550

# Source AASHTO

Sight distance is measured from an eye height of 3.5 feet at a point on the centerline of the driveway (or side street), 6 feet back from the face of curb or edge of traveled way of the intersecting roadway, to the furthest point along the centerline of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing.)

ENGINEER/SURVEYOR CERTIFICATION

I hereby certify that this information is accurate and was collected in accordance with the guidelines.

Signature

[Signature]  
MD 19156  
PLS (P.E.) MD Registration No.

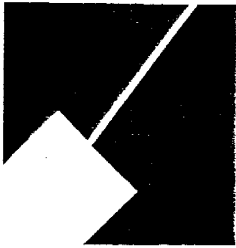


Accepted By:

Date:

[Signature]  
10/1/03

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

December 12, 2003

MEMORANDUM

TO: Malcolm Shaneman, Supervisor  
Development Review Division

VIA: Ronald C. Welke, Supervisor  
Transportation Planning Division

FROM: Cherian Eapen, Planner/Coordinator  
Transportation Planning Division

SUBJECT: Preliminary Plan No. 1-04020  
Site Plan No. 8-04006  
Day Property (Lot 1 Seibel's Subdivision)  
Greencastle Road  
Fairland/White Oak Policy Area

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This memorandum summarizes Transportation Planning staff's Adequate Public Facilities (APF) Ordinance review of the subject preliminary plan/site plan for 11 single-family attached housing units (townhouses) in an RT-8 Zone within the Fairland/White Oak Policy Area.

The Fairland/White Oak Policy Area is currently in a moratorium for residential development. The Policy Area Transportation Review (PATR) component of the APF test for the Day Property is proposed to be satisfied under the FY 2004 Annual Growth Policy (AGP) Staging Ceiling Flexibility section (see Attachment 1; TP4 - Ceiling Flexibility for Developer Participation Projects) with a Full-Cost Developer Participation option (see Attachment 1, TP4.1). The Montgomery County Planning Board staff and the Montgomery County Department of Public Works and Transportation (DPWT) staff have worked with the applicant to prepare a Draft Traffic Mitigation Agreement (TMA) to satisfy the PATR test, which is currently being reviewed and finalized by the legal staff of both agencies. The TMA will enable the subject development to satisfy the PATR test.

## RECOMMENDATIONS

Transportation Planning staff recommends the following conditions as part of the transportation-related requirements to approve this application:

1. Limit the development to 11 single-family attached housing units (townhouses), to be developed in one phase.
2. Satisfy the Policy Area Transportation Review component of the Adequate Public Facilities test by entering into a Traffic Mitigation Agreement with the Montgomery County Planning Board and Department of Public Works and Transportation, to make a one-time lump sum payment of \$21,600 to support transit use within the Policy Area.
3. Consistent with the 1997 Approved and Adopted Fairland Master Plan, dedicate additional right-of-way along Greencastle Road to provide 40 feet of right-of-way from its centerline.
4. Coordinate with DPWT's CIP Project No. 500100, Greencastle Road, to provide roadway improvements and the proposed Class I bikeway along the entire property frontage.
5. Coordinate with DPWT/Department of Permitting Services on design requirements for the proposed site access driveway as well as on-site parking.

## DISCUSSION

### Site Location, Access, Circulation and Transportation Facilities

The site is located on the west side of Greencastle Road immediately north of Greencastle Ridge Terrace and has access to Greencastle Road. The M-NCPPC Fairland Recreational Park is located on the east side of Greencastle Road. Land use on the west side of Greencastle Road is generally residential.

In the vicinity of the site, Greencastle Road is a two-lane roadway, with no paved shoulders and a rolling terrain. To the north of the site, a Class I bikeway exists along both Greencastle Road (to the north of Robey Road) and Robey Road. There are currently no on-road or off-road pedestrian/bicycle provisions along the section of Greencastle Road between Robey Road and Prince George's County Line. Greencastle Road has a posted speed limit of 30 mph in this area. Several bus routes serve Greencastle Road and Robey Road, to the north of the site.

### Master Plan Roadways and Pedestrian/Bikeway Facilities

The 1997 Approved and Adopted Fairland Master Plan describes the nearby master-planned roadways, pedestrian and bikeway facilities as follows:

1. Greencastle Road, between US 29 to the northwest and Prince George's County Line to the southeast, is recommended as a four-lane Arterial (A-110) with a minimum right-of-way

width of 80 feet. The Master Plan also recommends sidewalks and a Class I bikeway (PB-52) along Greencastle Road between Old Columbia Pike (to the west of US 29) and the Prince George's County Line.

#### Nearby Transportation Improvement Projects

Montgomery County's Capital Improvement Program (CIP) includes the following nearby project (see Attachment 2):

1. CIP Project No. 500100. Greencastle Road: This project will provide for the reconstruction of Greencastle Road from 400 feet south of Robey Road to Greencastle Ridge Terrace (a distance of approximately 2,100 feet). The improved roadway will be a two-lane arterial with concrete curb and gutter. The entire improved section of the roadway will have a separate eight-foot Class I bikeway along the west side of Greencastle Road. The section of Greencastle Road from Robey Road to Wildlife Lane (approximately 900 feet in length) will have 50-foot wide pavement and the remaining 1,200-foot section of the roadway from Wildlife Lane to Greencastle Ridge Terrace will have 34-foot wide pavement. The project is fully funded for design and construction, and is to be completed in October 2006.

#### Prior Approvals/Review

The proposed Day Property development was previously reviewed as Pre-Preliminary Plan No. 7-03051 for 12 townhouse units.

#### Local Area Transportation Review

The proposed Day Property development consisting of 11 single-family attached housing units (townhouse) would generate less than 50 total 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 (5 and 9 total peak-hour trips, respectively). Therefore, a traffic study (to analyze traffic impact at nearby intersections) is not required to satisfy Local Area Transportation Review.

#### Policy Area Transportation Review/Staging Ceiling Conditions

Based on the FY 2004 AGP's staging ceiling, there is no capacity available for additional housing units within the Fairland/White Oak Policy Area (negative 3,534 housing units as of November 30, 2003). However, the Day Property development is proposing to mitigate its impact with the Full-Cost Developer Participation option under the FY 04 AGP Staging Ceiling Flexibility provisions.

#### Trip Mitigation Agreement

Similar to Greencastle Town's preliminary/site plans, recently approved by the Planning Board, the proposed Day Property's Traffic Mitigation Agreement will assist the Division of Transit Services to continue an existing transit route on Castle Boulevard that was initiated over 12 years ago

due to mitigation agreements that have now expired. The lump-sum contributions by Day Property, Greencastle Towns, and other developers within the Fairland/White Oak Policy Area will allow DPWT to continue this very successful service, keep current transit patrons in buses, and prevent them returning to single-occupant vehicles. Thus, this and other similar TMA's are "taking trips off the road" by assisting DPWT in continuing an existing successful bus route that otherwise may have to be discontinued. The TMA for the Day Property is based on a value of \$200 per transit rider per year as the cost of mitigation developed by DPWT for the Fairland/White Oak Policy Area. The figure of \$200 is based on developer contributions to fund similar transit service enhancements in the area. (See Attachment 3.)

CE:RCW:gw  
Attachments

cc: Mary Goodman  
Calvin Nelson  
Robert Kronenberg ✓  
Jeff Riese  
William Kominers

mmo to mshaneman re day property

households at or below 50% of the area median income, adjusted for family size, or 40% of the units are occupied by households at or below 60% of the area median income, adjusted for family size. Such a development must be certified by HOC as affordable housing, and the owner of that development must agree with HOC to maintain the occupancy requirements for at least 15 years. These requirements include the provision of any MPDUs.

**TP3.2** Except as provided in **TP3.3**, in a policy area with insufficient remaining capacity, the Planning Board may approve in each fiscal year not more than:

- 125 units for projects owned or controlled by HOC;
- 300 units for privately owned affordable housing developments; or
- an aggregate of 300 units in a policy area with both HOC owned and controlled developments and privately owned affordable housing developments.

**TP3.3** The Planning Board must not approve additional housing units under this allocation in a policy area:

- that has been in a moratorium for new housing subdivision approvals for more than 5 consecutive years and the remaining capacity for the policy area is at least 1000 housing units in deficit; and
- if the Planning Board has cumulatively approved 500 housing units in that policy area under this special ceiling allocation.

Subject to the housing unit cap under **TP3.2**, approvals under this special ceiling allocation may resume if the deficit in remaining capacity in the policy area has been reduced under 1000 housing units, but only to the extent that transportation capacity has increased due to a programmed transportation improvement that is either under construction or funded for construction in the fiscal year for which the special ceiling allocation is requested from the Planning Board.

If the subdivision moratorium is eliminated in a policy area subject to **TP3.3** and is later reinstated, the calculation of the number of cumulative housing units approved under **TP3** starts at zero.

**TP3.4** Any development approved under **TP3** must meet all zoning requirements and all other subdivision requirements, including standards for local area transportation review.

**TP3.5** Development approved under **TP3** must be added to the pipeline.

**TP3.6** Each recommended annual growth policy ceiling element must contain a list of all pending or approved development under **TP3**.

#### **TP4 Ceiling Flexibility for Developer Participation Projects**

Staging Ceiling Flexibility allows the Planning Board, after considering the recommendation of the County Executive, to approve a preliminary plan application, which exceeds the staging ceiling. In

allowing the staging ceiling to be exceeded, caution should be exercised to assure that the average level of service for the relevant policy area is not adversely affected. Except as otherwise expressly stated in **TP4**, the same level of service criteria already established in the Annual Growth Policy must be used in evaluating an application under these ceiling flexibility provisions.

In general, each approval above the staging ceiling must be conditioned upon the planned and scheduled construction by either the applicant and/or the government of some public facility project or other appropriate capacity measure (such as the private operation of a transit program) which, if added to the approved CIP or CTP programmed facilities, will add capacity or its equivalent to the existing facility system and result in no lessening of the area-wide level of service.

In general, the capacity addition must be scheduled for completion at the same time or before the proposed development is to be completed. The application must also be approved under Local Area Transportation Review standards. The nature, design and scale of the additional project or program must receive prior approval from the relevant governmental agencies responsible for constructing or maintaining such facilities or programs. The recommendation of the Executive also must be evaluated carefully.

Both the subdivision plan and the necessary additional facilities must be in accordance with an adopted master plan or other relevant policy statement; the design of the facilities must be subject to mandatory referral to the Planning Board; and the applicant and the relevant public agency must execute an appropriate public works agreement before record plat approval.

The phrase "additional transportation facilities" means transportation facilities other than those on which the policy area staging ceilings of the current Annual Growth Policy are based.

#### **TP4.1 Full-Cost Developer Participation**

If an applicant agrees to pay for the full cost of all the additional necessary public facilities, and the relevant administering agency has agreed, the Planning Board may approve subdivision plans whose public facility needs exceed the net remaining capacity under the adopted staging ceiling.

Where the applicant commits to provide the full cost of a transit, para-transit or ridesharing program, such application may be deemed to have passed the staging ceiling test, insofar as transportation is concerned, if the Board finds, after reviewing recommendations of the County Executive, that the program will reduce the number of peak-hour, peak-direction automobile trips by as many trips as would be generated by the proposed development. After a preliminary subdivision plan has been approved on this basis, later applications may be credited for reduced trips generated by the new proposal.

An applicant may meet the requirements of **TP4.1** even if all or part of the funds used to build public facilities or operate programs is provided by a government agency.

#### **TP4.2 Development District Participation**

Under Chapter 14 of the County Code, development districts may be created by the County Council as a funding mechanism for needed infrastructure in areas of the County where substantial development is expected or encouraged. The Planning Board may approve subdivision plans in accordance with the terms of the development district's provisional adequate public facilities approval (PAPF).

Greencastle Road -- No. 500100

Category **Transportation**  
 Agency **Public Works & Transportation**  
 Planning Area **Fairland-Beltsville**  
 Relocation Impact **None**

Date Last Modified  
 Previous PDF Page Number  
 Required Adequate Public Facility

May 19, 2003  
 11-82 (03 App)  
 NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY02	Remain FY02	Total 6 Years	FY03	FY04	FY05	FY06	FY07	FY08	Beyond 6 Years
Planning, Design and Supervision	575	0	0	575	100	207	48	220	0	0	0
Land	169	0	0	169	0	0	169	0	0	0	0
Site Improvements and Utilities	590	0	0	590	0	0	0	590	0	0	0
Construction	1,216	0	0	1,216	0	0	166	1,050	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2,550</b>	<b>0</b>	<b>0</b>	<b>2,550</b>	<b>100</b>	<b>207</b>	<b>383</b>	<b>1,860</b>	<b>0</b>	<b>0</b>	<b>0</b>

FUNDING SCHEDULE (\$000)

EDAET	126	0	0	126	0	126	0	0	0	0	0
G.O. Bonds	1,411	0	0	1,411	61	0	233	1,117	0	0	0
Impact Tax	988	0	0	988	39	81	150	718	0	0	0
Intergovernmental	25	0	0	25	0	0	0	25	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				8	0	0	0	0	4	4	0
Energy				8	0	0	0	0	4	4	0
<b>Net Impact</b>				<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>

DESCRIPTION

This project provides for the reconstruction of Greencastle Road from 400 feet south of the Robey Road intersection to Greencastle Ridge Terrace (approximately 2,100 feet). The improved road will be a two-lane arterial roadway with concrete curb and gutter. The section of roadway from the Robey Road intersection to Wildlife Lane will be 50 feet wide with a separate 8-foot wide bikeway located on the west side of the road (approximately 900 feet). The remaining 1,200-foot section of the roadway from Wildlife Lane to Greencastle Ridge Terrace will be 34 feet wide and consist of two 12-foot travel lanes and two 5-foot shoulder areas marked for bike lanes. Appropriate landscaping and stormwater management facilities will be included.

Service Area

Eastern Montgomery County/ Fairland.

Capacity

The improved roadway will be designed to carry up to 15,000 vehicles per day.

JUSTIFICATION

The reconstruction of this road was requested by M-NCPPC to provide safe access to the new Fairland Regional Park. Reconstruction is also required to improve the safety of the existing roadway which is narrow with no shoulders and has poor sight distance in two locations.

Plans and Studies

The Eastern Montgomery County Master Plan designates Greencastle Road as Arterial Road A-110.

Specific Data

The existing section of roadway is the last section between Columbia Pike and the County line to be improved. The improvements under this project will result in a continuous arterial roadway from Columbia Pike to the County line.

Cost Change

Not applicable.

STATUS

Preliminary design

OTHER

The project scope has remained the same. The Intergovernmental revenue in the funding schedule represents a reimbursement from WSSC for its share of utility relocation costs. Planning and preliminary design are funded from the Intersection and Spot Improvements project. Project cost may change after the stormwater management requirements for this project are determined.

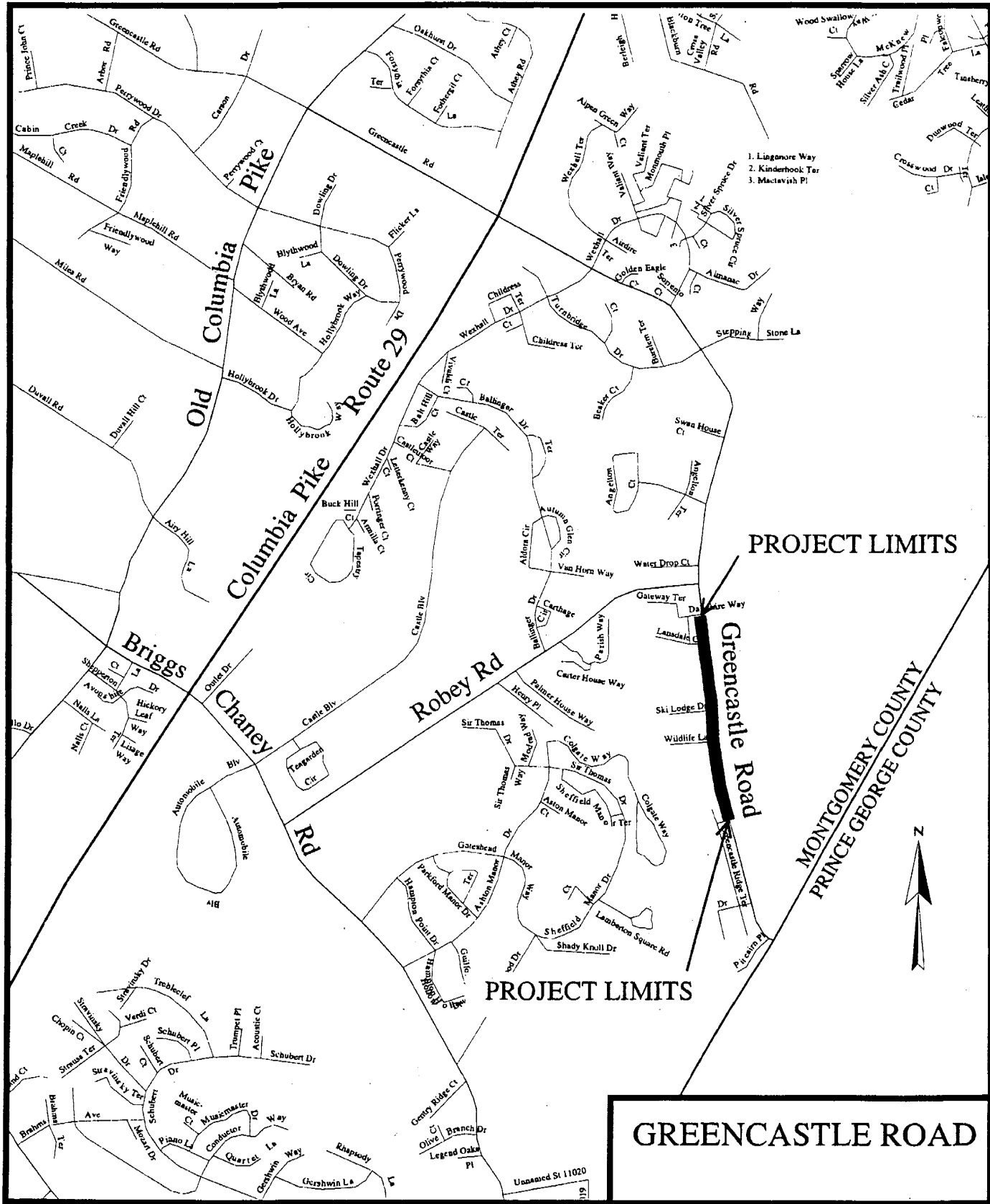
FISCAL NOTE

Starting in FY02, Impact tax for this project is assumed at 39.1 percent of the project cost in the Eastern Montgomery Impact Tax Area.

APPROPRIATION AND EXPENDITURE DATA			COORDINATION		MAP
Date First Appropriation	FY01	(\$000)	M-NCPPC		
Initial Cost Estimate		2,550	Fairland Regional Park		
First Cost Estimate			Department of Permitting Services		
Current Scope	FY01	2,550	WSSC		
Last FY's Cost Estimate		2,550	PEPCO		
Present Cost Estimate		2,550	Bell Atlantic Company		
			Washington Gas & Light Co.		
			Intersection and Spot Improvements		
Appropriation Request	FY04	2,243			
Supplemental					
Appropriation Request	FY03	0			
Transfer		0			
Cumulative Appropriation		307			
Expenditures/					
Encumbrances		2			
Unencumbered Balance		305			
Partial Closeout Thru	FY01	0			
New Partial Closeout	FY02	0			
Total Partial Closeout		0			

See Map on Next Page





1. Liganore Way
2. Kinderhook Ter
3. Mactavish Pl

**GREENCASTLE ROAD**

MEMORANDUM

October 29, 2003

**TO:** Ron Welke

**FROM:** Howard Benn, Chief, Customer & Operations Support

**SUBJECT:** Determination of Trip Value in White Oak/Fairland Policy Area for Trip Mitigation Agreements

This memo is in response to your inquiry into how recent trip values were determined in the White Oak/Fairland Policy Area.

As you are aware, there is no fixed value for a trip. Rather, an appropriate mitigation to keep SOVs off the area's roads is selected and the 12 year cost of that mitigation is determined (the length of the standard agreement in years). The cost of that mitigation is first divided by 12 and then divided again by the requisite number of trips. The result is the per car per year cost of the mitigation. Recently, a value of \$200/car/year in the White Oak/Fairland Policy Area has been used, a relatively low amount compared with those of other mitigation agreements. The history of how this particular amount came about follows.

DPWT-Transit Services had desired to inaugurate regular fixed route Ride On or Metrobus service on Robey Road at such time that it re-opened after it was rebuilt (2001-2002). Towards that end, a collection of mitigation agreements had been pulled together over the immediate, preceding few years. When the opening was closer, the remaining required funds to pay for this service came from multiple mitigation agreements then in negotiation in the White Oak/Fairland Policy Area. The total number of trips covered by these agreements, when divided into the remaining required funds balance to provide the service, came out to \$190/car/year. The amount was rounded up to \$200.

At about the same time, the mitigation agreement covering service on Castle Boulevard expired (the 12 years were completed). Castle Boulevard, like Robey Road and Greencastle Towns, is in the White Oak/Fairland Policy Area. There are no provisions currently in place to deal with services losing their 'patron.' Rather than discontinue the service, it was mutually agreed by P&P and DPWT to accept sponsorship of the formerly mitigation-sponsored trips by new agreements. While this would not represent new or additional trips off the road, it would keep transit patrons in buses and prevent their turning to SOVs. In ascertaining an appropriate rate, it was decided to use the same rate that had been used recently on the nearby Robey Road service, \$200.

Should you have any further questions, please contact me.