



April 27, 2004

MEMORANDUM

TO: Richard Weaver, Planner
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning

FROM: Ki H. Kim, Planner
Transportation Planning

SUBJECT: Preliminary Plan No. 1-04029
Eton Square
Germantown

This memorandum is Transportation Planning staff's Adequate Public Facilities (APF) review of the preliminary plan for the Eton Square, which is located on the west side of Frederick Road (MD 355) and south of Germantown Road (MD 118) in the Germantown East Policy Area. The proposed development under this preliminary plan includes 122 townhouses.

RECOMMENDATIONS

Based on our review of the submitted traffic analysis, Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to approval of the subject preliminary plan:

1. Total development under this preliminary plan is limited to 122 townhouses.
2. The applicant shall provide trip mitigation measures which include providing two bus shelters, and constructing 260 feet of sidewalk (including on-site credit). The location of the bus shelters is to be determined by the Montgomery County Department of Public Works and Transportation (DPWT). The sidewalk location(s) shall be determined by DPWT, the Maryland State Highway Administration (SHA), and the applicant.

3. The applicant shall dedicate right-of-way on MD 355 along the property frontage for 150 feet from the opposite right-of-way line.
4. The applicant shall provide roadway improvements along MD 355 as required by the Maryland State Highway Administration (SHA), including the widening of MD 355 per the master plan, and constructing an eight-foot asphalt bike path along the property frontage.

DISCUSSION

Summary of Local Area Transportation Review

Four intersections were defined as critical local intersections to be affected by the development of the subject site and were examined in the traffic study to determine whether they meet the applicable congestion standard of 1,500 Critical Lane Volume (CLV) for the Germantown East Policy Area. The CLV impacts of the proposed development on those critical intersections in the vicinity of the site were analyzed and are summarized in Table I.

Table I

Critical Lane Volume Analysis								
Intersection	Existing		Background		Total		Total w/Trip Reduction	
	AM	PM	AM	PM	AM	PM	AM	PM
MD 355/Middlebrook Road	1,702	1,378	1,787	1,456	1,788	1,458	1,787	1,458
MD 355/Oxbridge Drive	1,158	1,180	1,221	1,271	1,225	1,273	1,222	1,272
MD 118/MD 355	1,217	1,495	1,474	1,791	1,475	1,791	1,474	1,791
MD 118/Observation Drive	863	945	1,204	1,250	1,205	1,263	1,204	1,258

As shown in the above table, all existing intersections analyzed are currently operating at acceptable CLVs except during the peak hour of the weekday morning peak period at the MD 355/Middlebrook Road intersection. Under the background development (developments approved but not built) and the total development (background plus the site development) conditions, the unacceptable conditions at the MD 355/Middlebrook Road intersection will deteriorate somewhat further, and the MD 355/MD 118 intersection will exceed the congestion standard.

The applicant proposes to provide trip mitigation measures to reduce the projected peak hour trips during the weekday morning and evening peak periods to the level where development of the site will not increase the CLV at the MD 355/Middlebrook Road and MD 355/MD 118 intersections when the background conditions exceed the congestion standard. The results of these trip reduction measures are shown in the above table under the column of the total traffic conditions with the trip reduction.

Policy Area Transportation Review

Based on the FY 2004 Annual Growth Policy staging ceiling capacity, there is sufficient capacity available for housing (3,119 dwelling units as of March 31, 2004) in the Germantown East Policy Area to accommodate the proposed development.

Site Access and Circulation

Access to the site will be provided from MD 118 via the construction of Cider Barrel Drive and from MD 355 via construction of Oxbridge Drive. The site will not have a direct access to MD 355. The applicant should provide the roadway improvements along MD 355 as required by SHA, including widening and constructing the bike path as described in the Condition #4 in this memorandum. Staff finds the access and internal vehicular circulation are safe and adequate.

Pedestrian Access

Staff finds that construction by the applicant and the Cider Barrel developer of an eight-foot bike path along the MD 355 frontage, and a five-foot sidewalk along the MD 118 frontage by the Cider Barrel developer provides an adequate and safe sidewalk system on the surrounding roadways. Sidewalks also are provided along Cider Barrel Drive and Oxbridge Drive internal to the site.

CONCLUSION

Staff concludes that the subject preliminary plan satisfies the APF requirements since all nearby intersections are anticipated to operate within the acceptable congestion standard or the site trips are mitigated by the applicant's trip mitigation measures.

KHK/gw