



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Montgomery County Department of Park and Planning

July 15, 2004

Revised October 12, 2004

MEMORANDUM

TO: Catherine Conlon, Supervisor
Development Review Division

VIA: Shahriar Etemadi, Supervisor
~~Ronald C. Welke, Supervisor~~
Transportation Planning

FROM: Cherian Eapen, Planner/Coordinator
Transportation Planning
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SUBJECT: Preliminary Plan No. 1-01064-R
Deer Park Subdivision - Revision
Musgrove Road/Marlow Road
Fairland/White Oak Policy Area

CE

This memorandum summarizes Transportation Planning staff's Adequate Public Facilities (APF) review of the subject Preliminary Plan Revision for 14-12 single-family detached dwelling units in an R-90 Zone within the Fairland/White Oak Policy Area.

The subject Preliminary Plan was filed prior to July 1, 2004, when the Fairland/White Oak Policy Area was in moratorium for residential development, and under the requirements of the FY 2004 Annual Growth Policy (AGP), the subject Preliminary Plan was required to pass the Policy Area Transportation Review (PATR) test since the site was estimated to generate more than five weekday peak hour trips during the morning and evening peak periods.

The applicant proposes to satisfy the PATR component of the APF test for Deer Park Subdivision under the FY 2004 AGP Staging Ceiling Flexibility section (TP4 - Ceiling Flexibility for Developer Participation Projects) with a Full-Cost Developer Participation option (TP4.1 - Full-Cost Developer Participation). The Montgomery County Planning Board (MCPB) 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. 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 Preliminary Plan application:

1. Limit the proposed development to up to ~~14~~ 12 single-family detached dwelling units.
2. Satisfy the PATR component of the APF test by entering into a TMA with the MCPB and the DPWT, to make a one-time lump sum payment of \$36,000 \$31,200 to support transit use within the Policy Area.
3. Consistent with the 1997 Approved and Adopted Fairland Master Plan, dedicate required right-of-way along Musgrove Road to provide 40 feet of right-of-way from the centerline.
4. Dedicate required right-of-way along Marlow Road to provide 30 feet of right-of-way from the centerline.
5. Dedicate required right-of-way (50 feet) and construct Penny Lane within the site as a closed section tertiary residential street with a cul-de-sac at the end.
6. Reconstruct/relocate existing sidewalk along the east side of Musgrove Road between Marlow Road to the north and Hawkshead Terrace to the south, as necessary, to provide a five-foot wide sidewalk and a minimum eight-foot wide tree panel.
7. Construct a four-foot wide sidewalk and a minimum eight-foot wide tree panel along Marlow Road, offset two feet from the property line, along the entire property frontage.
8. Per requested waiver, construct a four-foot wide sidewalk on only one side of Penny Lane (east side), extending the sidewalk around the cul-de-sac to the driveway for Lot ~~four~~ 12.
9. Coordinate with the Montgomery County Department of Public Works and Transportation (DPWT) and the Department of Permitting Services on design requirements for the proposed Penny Lane, and on the recommended Musgrove Road/Marlow Road sidewalk improvements.
10. ~~Coordinate with the Maryland State Highway Administration (SHA) on the ongoing preliminary planning/design studies for the proposed interchange(s) at Fairland Road and Musgrove Road intersections with US 29.~~

DISCUSSION

Site Location, Access, Circulation and Transportation Facilities

The site is located along the east side of Musgrove Road within the southeast quadrant of the Musgrove Road/Marlow Road intersection. The units proposed on the site will have access to Marlow Road either directly or via the proposed Penny Lane. Other land uses in the area include residential, office (Verizon offices), institutional, and recreational (Calverton/Fairland and Galway parks) uses.

In the vicinity of the site, Musgrove Road and Marlow Road are open-section two-lane roadways, with no paved shoulders. A four-foot wide sidewalk currently exists along the east side of Musgrove Road to the south of Marlow Road. Metrobus routes Z1 and Z5 serve Musgrove Road near the site; several other Metrobus routes service US 29, located to the west 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:

- Musgrove Road, between Old Columbia Pike (P-25b) to the southwest and Fairland Road (A-75) to the northeast, is a two-lane Arterial (A-100), with a minimum right-of-way width of 80 feet. The Master Plan also recommends sidewalks and a Class II/III bikeway (PB-43) along Musgrove Road/US 29 between Cherry Hill Road and Fairland Road. Additionally, Marlow Road to the east of Musgrove Road to Galway Elementary School is recommended as a Class III bikeway (PB-56) in the Fairland Master Plan.

Nearby Transportation Improvement Projects

The Maryland State Highway Administration's Consolidated Transportation Program and the Montgomery County DPWT's Capital Improvement Program include the following nearby projects:

- US 29/Musgrove Road/Fairland Road Interchange: SHA is currently in the process of preparing preliminary design plans for the interchange. However, the project is funded for planning/preliminary design only.
- Improvements to Fairland Road: This DPWT project (No. 500402) provides for the design and construction of Fairland Road between US 29 and the Prince George's County line. The planning study for this roadway improvement is ongoing.

Local Area Transportation Review

The proposed Deer Park Subdivision, consisting of 14-12 single-family detached units, will 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 (14-11 and 16-13 total peak hour trips, respectively). Therefore, a traffic study (to analyze traffic impact at nearby intersections) is not required of this development to satisfy Local Area Transportation Review.

Policy Area Transportation Review/Staging Ceiling Conditions

Based on the FY 2004 AGP transportation staging ceilings, there is no capacity available for additional housing units within the Fairland/White Oak Policy Area (negative 3,557 housing units, as of June 30, 2004). However, the proposed Deer Park Subdivision is proposing to mitigate its impact with the Full-Cost Developer Participation option under the FY 2004 AGP Staging Ceiling Flexibility provisions.

Trip Mitigation Agreement

Similar to the other (Greencastle Towns, Day Property) preliminary/site plans recently approved by the Planning Board, the proposed Deer Park Subdivision TMA will assist the DPWT Division of Transit Services to continue an existing transit route on Castle Boulevard that was initiated over 12 years ago by mitigation agreements by other developers, that now have expired. The lump-sum contributions by the subject Deer Park Subdivision 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 their turning to single occupant vehicles. Thus, this and other similar TMA's are "taking trips off the road" by assisting DPWT in continuing existing successful bus routes that otherwise may have to be discontinued.

The TMA for the proposed Deer Park Subdivision was based on a value of \$200 per ~~vehicle~~ weekday peak hour trip per year as the cost of mitigation, developed by DPWT for the Fairland/White Oak Policy Area based on developer contributions to fund similar transit service enhancements in the area. Deer Park is the last development able to participate in this particular trip mitigation program.

CE:gw

cc: Mary Goodman
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