



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Office of the Chairman, Montgomery County Planning Board

November 12, 2004

MEMORANDUM

TO: Catherine Conlon, Acting Supervisor
Development Review Division

VIA: Shahriar Etemadi, Supervisor *SE*
Transportation Planning

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

SUBJECT: Preliminary Plan No. 1-05020
Site Plan No. 8-05006
Fairland Golf Course Community (or Fairland Park)
Sandy Spring Road (MD 198) and Old Gunpowder Road
Fairland/White Oak Policy Area

INTRODUCTION

This memorandum summarizes Transportation Planning staff's Adequate Public Facilities (APF) review of the subject Preliminary Plan/Site Plan applications to build 396 dwelling units (including 346 single-family detached, 34 single-family attached or townhouse, and 16 semi-detached or duplex units) on the property, in a PD-2 Zone within the Fairland/White Oak Policy Area.

RECOMMENDATIONS

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

1. Applicant shall not record any plats for any lots located within the area identified by Maryland State Highway Administration (SHA) in its letter dated October 29, 2004 (see Attachment 1), and shown on Attachments 2, 2a and 2b ("Alignment Options") until the earlier of (a) September 1, 2005; or (b) a final Record of Decision is issued by the Federal

Highway Administration (FHWA), provided that Record of Decision does not include the Alignment Options, or any portions thereof, within the final Intercounty Connector (ICC) alignment.

2. If FHWA issues a final Record of Decision that includes either of the Alignment Options, the applicant shall submit a revised preliminary plan that appropriately reconfigures all remaining dwelling units and related infrastructure (e.g., site access roads, on-site roadways, public areas, etc.) not affected by the Alignment Options.
3. Any contract of sale between the applicant and any prospective buyer within the subdivision must (a) advise the buyer in writing of the location of the Alignment Options; and (b) advise the buyer that they can contact the SHA for current information on these alignments. This notification requirement is binding on the applicant's heirs/successors and/or assigns, and shall be required as long as the applicant is precluded from recording plats under Condition No. 1, above.
4. Limit any future development on the site as part of the subject Preliminary Plan to:
 - a. A total of up to 396 housing units as limited in the *Fairland Master Plan* (see Attachment 3) and stipulated under the *Annual Growth Policy* (see Attachment 4) with a mix of 346 single-family detached units, 34 single-family attached or townhouse units, and 16 semi-detached or duplex units
 - b. An 18-hole golf course that will replace the existing 18-hole Gunpowder Golf Course to be operated on a public/private partnership basis, locating the clubhouse with its parking area and 13 holes entirely within Montgomery County, three holes within both counties, and two holes, a driving range, and a "First Tee" (designed for disadvantaged, disabled, and young golfers) entirely within Prince George's County.
5. Dedicate and show on final record plat, right-of-way along MD 198 as shown on the preliminary plan dated October 5, 2004.
6. Coordinate with SHA on the ongoing MD 28/MD 198 Corridor Improvement Study stormwater management facility requirements, as necessitated by the roadway improvement design.
7. Coordinate with SHA on its ongoing MD 28/MD 198 Corridor Improvement Study to provide an eight-foot-wide hiker-biker trail (Class I bikeway) along the south side of MD 198 along the entire property frontage.
8. Coordinate with SHA on its ongoing MD 28/MD 198 Corridor Improvement Study on design requirements for the proposed site access driveway to MD 198 across from Riding Stable Road (as extension of Riding Stable Road to the south).

9. Dedicate and construct Cedar Tree Drive as a 70-foot-wide primary residential street with 36 feet of paving from its current terminus (to the south of Islewood Terrace) to Prince George's County Line, with appropriate traffic calming measures as approved by Montgomery County Department of Public Works and Transportation (DPWT) and the Montgomery County Department of Permitting Services (DPS).
10. Dedicate and construct Street "G" as a 70-foot-wide primary residential street with 36 feet of pavement between Cedar Tree Drive and the proposed Montgomery County Public Schools (MCPS) elementary school site.
11. Dedicate and construct, up to the extent as agreed to with MCPS, the extension of Street "G" as a cul-de-sac into the MCPS elementary school site as a 70-foot-wide primary residential street with 36 feet of pavement.
12. Provide adequate termination and/or extension, as appropriate, for the following streets as required by, and to the satisfaction of DPWT:
 - a. Saddle Creek Drive,
 - b. Greene Avenue, and
 - c. Birmingham Drive.
13. Construct Riding Stable Road, Street "D", Street "E", and Street "G" as over-length cul-de-sacs.
14. Extend the proposed five-foot sidewalk along the east side of Cedar Tree Drive approximately 100 feet to the north to Islewood Terrace and the proposed eight-foot Class I bikeway along the west side of Cedar Tree Drive approximately 250 feet to the north to Crosswood Drive.
15. Construct sidewalk ramps/crosswalks provided as part of this Preliminary Plan/Site Plan to standards recommended by the Americans with Disability Act (ADA) Best Practices.
16. Coordinate, as needed, with the SHA, DPWT (per letter dated November 3, 2004), DPS, and MCPS, on the dedication, termination and construction of all master-planned as well as internal, both existing and future streets/roadways, residential driveways, sidewalk/sidewalk connections, bikeways, and other requirements.
17. Coordinate with the Parks Department to provide necessary trail connections and easements through the property.

DISCUSSION

Site Location

The site is located within the southwest quadrant of MD 198 and Old Gunpowder Road. The Montgomery County and Prince George's County line runs north-south through the site.

Approximately two-thirds of the site is located in Montgomery County. The site includes the existing Gunpowder Golf Course and part of the existing Fairland Recreational Park.

Vehicular Access

The proposed development provides for five access points to the site, including three from MD 198 in Montgomery County. The other two access points are from Old Gunpowder Road in Prince George's County. The internal street network consists of primary and modified tertiary residential streets interconnected within the site to provide local access to/from both MD 198 and Old Gunpowder Road.

Within Montgomery County, the site will be accessed from MD 198 via the following three access points:

1. Cedar Tree Drive: Via an extension of Cedar Tree Drive as a primary residential street from its current terminus, through the proposed development as recommended in the *Fairland Master Plan*, to the Prince George's County Line, where it will connect to a similar roadway. An existing center median along MD 198 restrict motorist movements at Cedar Tree Drive to right-turn in and right-turn out only.
2. McKnew Road: The section of McKnew Road to the north of Cedar Tree Drive is an alternative connection between Cedar Tree Drive and MD 198. Its intersection with MD 198 is signalized, and has a median break that permits full movement of vehicles to and from McKnew Road. The McKnew Road intersection with Cedar Tree Drive is four-way STOP sign controlled.
3. Riding Stable Road (South): A proposed internal modified-tertiary residential street across from the existing Riding Stable Road to the north of MD 198 to serve approximately 113 dwelling units including five units located in Prince George's County. The existing intersection of MD 198 and Riding Stable Road is not signalized. Previous signal warrant studies had indicated that a traffic signal would not be warranted at this intersection under either existing or projected future traffic volumes.

Within Prince George's County, the site will be accessed from Old Gunpowder Road via the following two access points:

1. A proposed internal residential street to the south of the PEPCO right-of-way, which will serve single-family dwelling units located in Prince George's County to the north as well as to the south of the PEPCO right-of-way.
2. A proposed internal primary residential street at the location of the access point to the existing Gunpowder Golf Course, which will connect to Cedar Tree Drive in Montgomery County. This roadway will provide access to dwelling units located in both Prince George's and Montgomery Counties, to the proposed golf course and the clubhouse. The Prince George's County Planning Board has approved this connection.

Pedestrian Circulation/Recreational Trails

In addition to the sidewalks and bikeways identified within the *Fairland Master Plan*, the site will have sidewalks, hiker-biker trails (Class I bikeways), and other unpaved trails for adequate internal pedestrian circulation and recreational activity.

Public Transportation

Metro-bus routes Z9, Z29, as well as the City of Laurel Connect-A-Ride bus system serve MD 198 in the area.

Master Plan Roads, Bikeways, Pedestrian and Trail Facilities

According to the 1997 Approved and Adopted *Fairland Master Plan*, the nearby master-planned facilities include:

1. Sandy Spring Road/Spencerville Road (MD 198), a four-lane divided Major Highway (M-76) with a 120-foot right-of-way, with an eight-foot Class I bikeway/Shared Use Path (PB-34) to the south side of the roadway between Old Columbia Pike/US 29 and the Prince George's County line.
2. Cedar Tree Drive, a two-lane Primary Road (P-45) with a 70-foot right-of-way and a Class III/I bikeway (PB-46) between MD 198 and the Fairland Recreational Park/Prince George's County Line. A Class I bikeway (PB-47 – Cedar Tree Drive Connector) that connects Cedar Tree Drive through Fairland Recreational Park with Robey Road is also included in the master plan.

The existing portion of Cedar Tree Drive (between MD 198 and Islewood Terrace) is built as a two-lane Primary Road to master plan recommendations with sidewalks on both sides and a Class III bikeway. The subject development proposes extending this roadway to the Prince George's County line.

3. McKnew Road, a two-lane Primary Road (P-26) with a 70-foot right-of-way, is recommended to have sidewalks between MD 198 and Sugar Pine Court on both sides. The existing portion of McKnew Road to the south of Sugar Pine Court is currently built to master plan recommendations with sidewalks on both sides.
4. Saddle Creek Drive, a two-lane Primary Road (P-27) with a 70-foot right-of-way and sidewalks on both sides. The master plan recommends that Saddle Creek Drive be extended from McKnew Road to an undetermined point near Cedar Tree Drive as a cul-de-sac or connecting it to Cedar Tree Drive. The existing portion of Saddle Creek Drive is built as a two-lane Primary Road to master plan recommendations with sidewalks on both sides. The subject development proposes not to use/extend Saddle Creek Drive for access to the proposed elementary school site, but instead proposes a primary street connection to the elementary school site from Cedar Tree Drive.

5. Riding Stable Road, a two-lane Primary Road (P-47) with a 70-foot right-of-way and rural open-section to the north of MD 198, with a Class III bikeway (PB-61) between MD 198 to the south to the Prince George's County line/Brooklyn Bridge Road to the north.
6. Patuxent Trail, through the site, as an unpaved trail (PB-41) within the PEPCO right-of-way.

Within Prince George's County, in the Subregion I Master Plan, Old Gunpowder Road is classified as a four-lane limited access collector with an 80-foot right-of-way and a 20-foot landscaped median.

Proposed Intercounty Connector

As part of its preparation of the Draft Environmental Impact Statement (DEIS) for the proposed ICC, SHA is currently developing detailed engineering mapping for the roadway, which is proposed as a limited-access east-west highway intended to link areas between I-270 and I-95/US 1, through central/eastern Montgomery and western Prince George's Counties.

The ICC planning process has concurrence on two alternative alignments, selected through the Alternatives Retained for Detailed Study or ARDS, called Corridor 1 and Corridor 2. Corridor 1 is the southern alignment that generally follows the alignment incorporated in the area master plans for the ICC, and Corridor 2 is the alignment to the north that is not represented in any area master plans.

Of the above two alternative roadway alignments, based on current information available from the SHA, the Corridor 2 alignment and its two options in the area (the southern Fairland Option A and the northern Fairland Option B) would physically impact the subject development as shown on Attachments 2, 2a and 2b. Based on information provided by the SHA (see Attachment 1) the Fairland Option A would impact 46 units proposed off Riding Stable Road, and Fairland Option B would impact five units proposed off Riding Stable Road. These ICC alignment options will also eliminate access to those dwelling units off MD 198 to the south via Riding Stable Road, that are not directly eliminated by the above ICC alignment options.

Transportation Planning staff recommends that the areas identified as Alignment Options and currently requested by the SHA to be placed in reservation, instead be protected from development with a condition that precludes the applicant from recording plats until after September 1, 2005. The ICC study process continues to move forward, following guidelines mandated by Federal agencies that require evaluation of more than one "build" alternative, and the two options along Corridor 2 identified in Attachments 2a and 2b (Alignment Options) are among those alternatives retained within the ARDS. The Planning Board, when it last deliberated on this issue (in an unrelated plan), elected to require the applicant to send to SHA written notification 90 days in advance of filing for building permits. SHA has expressed to staff concerns about the notification approach. By preventing the applicant from filing record plats, however, no development can occur within the Alignment Options until September 1, 2005 (or until a final Record of Decision is issued, if issued before September 1, 2005). (Clearing and grading, however, can occur.) In the opinion of Transportation Planning staff this limitation

fully protects the alignment pending the DEIS review process and the ensuing final Record of Decision.

Other On-going Transportation Projects

The Maryland State Highway Administration's Consolidated Transportation Program (CTP) include the following nearby projects:

1. The US 29/MD 198 interchange project, from north of Dustin Road to south of MD 198. Construction of this project started in June 2002, and is approximately 70% complete. The project is anticipated to be completed by mid 2005.
2. The MD 28/MD 198 Corridor Improvement Planning Study is ongoing. SHA anticipates releasing the draft environmental document for the project in Spring 2005. The study is funded for project planning only. The environmental document is expected to identify a potential stormwater management pond on the subject property, as indicated in Attachment 5. Stormwater management facilities are not typically determined during the project planning process, but rather during the subsequent design process. Staff therefore does not recommend dedication or reservation to protect the potential stormwater management pond, but rather recommends continued coordination by the applicant with SHA to evaluate the potential for shared stormwater management facilities within the property.

In addition to the above SHA projects, locally, construction of the new alignment of Dino Drive between MD 198, and Star Pointe Drive to the west in accordance with the *Fairland Master Plan* by a private "Road Club" is ongoing. Dino Drive Extended is designated in the master plan as a two-lane Industrial Road (I-2) with a 70-foot right-of-way. The "Road Club" consists of applicants of approved, pending and future preliminary plans who need vehicular access to their sites from MD 198 via Dino Drive Extended or Star Pointe Drive.

Site-Generated Traffic

The number of peak-hour trips generated by the residential uses proposed as part of the Fairland Golf Course Community development during the weekday morning peak-period (6:30 am to 9:30 am) and the evening peak-period (4:00 pm to 7:00 pm) is summarized in Table 1. For analysis purposes, it was assumed that the proposed new golf course would generate peak hour trips that are comparable to those generated by the existing Gunpowder Golf Course.

**TABLE 1
SITE TRIP GENERATION
FAIRLAND GOLF COURSE COMMUNITY DEVELOPMENT**

Type of Single-Family Units	County	Number of Units	Peak-Hour Trips	
			Morning	Evening
Attached	Montgomery	50	24	42
Detached		346	265	326
Both Types		396	289	368
Detached	Prince George's	120	98	119
Attached	Montgomery and Prince George's	50	24	42
Detached		466	363	445
Both Types		516	387	487

As shown in Table 1, the combined residential density proposed as part of the above subdivision in both Montgomery and Prince George's Counties would generate a total of 387 and 487 peak hour trips during the respective weekday morning and evening peak periods. Within Montgomery County, the residential portion of the site would generate a total of 289 trips during the weekday morning peak-hour and a total of 368 trips during the weekday evening peak-hour, which is approximately 75 percent the combined site trip generation estimate.

Congestion Levels at Nearby Intersections

A traffic study was required for the proposed Fairland Golf Course Community development per the LATR Guidelines since the development generated **30 or more** peak-hour trips during weekday morning (6:30 a.m. – 9:30 a.m.) and evening (4:00 p.m. – 7:00 p.m.) peak-periods. The consultant for the Fairland Golf Course Community submitted a traffic study (dated July 8, 2004) that assessed congestion levels at local area intersections within Montgomery County. The study also investigated the need for any off-site improvements at these intersections.

A summary of the Critical Lane Volume (CLV) analysis results for the study intersections for the weekday morning and evening peak hours during the respective peak periods based on the analysis presented in the traffic study is provided in Table 2.

**TABLE 2
SUMMARY OF CRITICAL LANE VOLUME (CLV) CALCULATIONS
FAIRLAND GOLF COURSE COMMUNITY DEVELOPMENT**

Intersections	Traffic Conditions					
	Morning Peak Hour			Evening Peak Hour		
	Existing	Background	Total	Existing	Background	Total
MD 198/US 29 SB Ramps	--	978	1002	--	1006	1031
MD 198/US 29 NB Ramps	--	979	999	--	826	838
MD 198/Cedar Tree Drive	906	925	929	974	1005	1016
MD 198/McKnew Road	1401	1424	1480	1260	1295	1335
MD 198/Riding Stable Road	1011	1035	1078	1129	1150	1189
Cedar Tree Dr/McKnew Road	399	399	444	346	351	400

Note: Fairland/White Oak Policy Area CLV Standard: 1,500

As shown in Table 2, the analysis results indicated that the CLVs at study intersections are below the congestion standard for Fairland/White Oak Policy Area (1,500 CLV).

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Attachments

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