



July 13, 2005

**MEMORANDUM**

TO: Mary Beth O'Quinn  
Development Review Division

VIA: Shahriar Etemadi, Supervisor *DKH for*  
Transportation Planning

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

SUBJECT: Site Plan No. 8-05007-A  
Site Plan Amendment – Fairland View  
Stravinsky Drive/Fairland Road  
Fairland/White Oak Policy Area

---

This memorandum summarizes Transportation Planning staff's review of the subject Site Plan Amendment to amend the previously approved Site Plan for 73 single-family attached (townhouse) dwelling units on the property. This amendment, to limit the site development impact to outside of any potential Intercounty Connector (ICC) impact area, reduces the density on the site to 39 townhouse units. The property is in an R-60 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 Site Plan Amendment:

1. At the US 29/Fairland Road intersection, with Maryland State Highway Administration (SHA) approval, re-stripe the eastbound Fairland Road approach to Columbia Pike (US 29) to a left, left, through, through/right lane combination (from existing left, left/through, through, right lane combination).
2. Provide a lead-in sidewalk from Fairland Road to the site.

3. Provide adequate sidewalks, handicapped access ramps and crosswalks within the site in coordination with the Montgomery County Department of Permitting Services.

## DISCUSSION

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

The site is located within the Tanglewood community of Fairland, within the northeast quadrant of US 29/Fairland Road intersection, and is proposed to have access to Fairland Road via Stravinsky Drive, Schubert Drive and Brahms Avenue.

The Corridor 1 alignment of the proposed Intercounty Connector is to the north of the property, with an interchange at US 29 to the northwest corner of the property. The master-planned US 29/Fairland Road interchange is to the southwest corner of the property.

### Proposed Intercounty Connector

The Intercounty Connector is proposed as a limited-access east-west highway intended to link areas between I-270 to the west and I-95/US 1 to the east, through central/eastern Montgomery and western Prince George's Counties. At present, the ICC planning process is moving forward with the State's recently announced selection of Corridor 1 as its preferred alternative for construction.

The ICC planning process had concurred on two final alternative alignments called Corridor 1 and Corridor 2. Corridor 1 was the southern alignment that generally followed the alignment incorporated in the area master plans for the ICC. To the east of Georgia Avenue (MD 97), Corridor 2 followed an alignment to the north of Corridor 1 that is not represented in any area master plans. Based on information available in the *Draft Environmental Impact Statement*, the proposed Corridor 1 alignment interchange with Columbia Pike (US 29) physically impacted the proposed Fairland View development (see Attachment No. 1 and Attachment No. 2). As part of ongoing studies, SHA will further analyze Corridor 1 and submit a *Final Environmental Impact Statement (FEIS)* document to the FHWA this fall. After reviewing the FEIS, the FHWA will make a final determination on the project in a Record of Decision, which is expected to occur by end of this year.

At the time of preliminary plan, the Fairland View development was required to place in reservation the area shown on Attachment No. 2 (information provided by SHA, dated March 17, 2004; called the "Reservation Area") until the earlier of (a) September 1, 2005; or (b) a final Record of Decision is issued by the Federal Highway Administration (FHWA), and that Record of Decision does not include the Reservation Area, or any portions thereof, within the final ICC alignment. If FHWA issued a final Record of Decision that included the Reservation Area, the applicant was required to dedicate the Reservation Area, and submit a revised Site Plan that located all dwelling units and infrastructure (e.g., roads, public areas, etc.) related to the subdivision outside of the Reservation Area. Staff notes that this Site Plan Amendment addresses the ICC related reservation issue and locates all development on the property outside of the Reservation Area.

Local Area Transportation Review

A traffic study was required for the original Preliminary Plan associated with this Site Plan Amendment, per the *Local Area Transportation Review (LATR) Guidelines*, since the initial development with 74 townhouses was estimated to generate **30** or more peak-hour trips during the typical weekday morning (6:30 – 9:30 a.m.) and evening (4:00 – 7:00 p.m.) peak periods. It is noted that the above finding is true for the current Site Plan Amendment as well.

The consultant for the applicant submitted a traffic study (dated June 11, 2004) that presented the traffic-related impacts of the development on the nearby roadway intersections during weekday morning and evening peak periods. Staff review of the above traffic study indicated that the study complied with the requirements of the *LATR Guidelines* and the traffic study scope provided by the staff. The traffic study estimated that the initial Fairland View Preliminary Plan with 74 townhouses would generate approximately 36 peak-hour trips during the weekday morning peak-period and 61 peak-hour trips during the weekday evening peak-period. A summary of the above is provided in Table 1.

**TABLE 1  
SUMMARY OF SITE TRIP GENERATION  
FAIRLAND VIEW – 74 TOWNHOUSES**

Time Period	Trip Generation		
	In	Out	Total
Weekday Morning Peak-Hour	6	30	36
Weekday Evening Peak-Hour	41	20	61

Notes:

1. Based on M-NCPPC trip generation rates for townhouses.
2. The subject Site Plan Amendment, with 39 townhouses, was estimated to generate approximately 19 peak-hour trips during the weekday morning peak-period and 32 peak-hour trips during the weekday evening peak-period.

A summary of the capacity analysis/Critical Lane Volume (CLV) analysis results for the study intersections for the weekday morning and evening peak hours within the respective peak periods, as provided in the traffic study is presented in Table 2. As shown in Table 2, under Total traffic conditions, CLV values at the study intersections were either below the FY 2005 Fairland/White Oak congestion standard of 1,500, or with an applicant identified roadway improvement (lane designation changes to the eastbound Fairland Road approach to US 29 from existing left, left/through, through, right lane combination to a left, left, through, through/right lane combination) did not exceed the respective CLV under Background traffic conditions. Staff finds that this improvement is required for the subject development even with the reduced site density of 39 townhouses. It is noted that this mitigation improvement is also being utilized by two other pending preliminary plans (Montgomery Auto Park; 1-04101 and 1-04106).

**TABLE 2  
SUMMARY OF CAPACITY CALCULATIONS  
FAIRLAND VIEW – 74 TOWNHOUSES**

Intersection	Traffic Conditions							
	Existing		Background		Total		Total w/Applicant Funded Imps	
	AM	PM	AM	PM	AM	PM	AM	PM
US 29/Fairland Rd	1,541	1,485	1,560	1,491	1,569	1,504	1,544	1,459
Fairland Rd/Brahms Ave/Verizon Access <sup>1</sup>	823	727	832	733	5.1	6.5	--	--
Fairland Rd/Musgrove Rd/Marlow Farm Rd <sup>1</sup>	765	605	774	620	9.0	7.9	--	--
Schubert Dr/Stravinsky Dr/Access Dr	117	117	117	117	153	179	--	--
Schubert Dr/Brahms Ave	256	275	256	275	291	331	--	--

Notes:

1. Source: Fairland View Traffic Study. The Traffic Group, Inc. June 11, 2004.
  2. FY 2005 Congestion Standard for Fairland/White Oak Policy Area: 1,500
- <sup>1</sup> Background and Total Traffic Conditions reflect proposed DPWT improvements along Fairland Road. Total traffic conditions reflect operation of the intersection with a roundabout/traffic circle.

CE:gw

Attachments

cc: Piera Weiss  
 Dan Hardy  
 Mary Goodman  
 Cathy Conlon  
 Greg Leck  
 Sarah Navid  
 Greg Cooke  
 Wes Mitchell  
 Wes Guckert  
 Al Blumberg

mmo to O'quinn re fairland view 8-05007-A