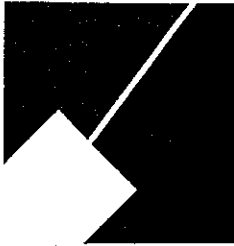


M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

March 28, 2002

MEMORANDUM

TO: Malcolm Shaneman, Supervisor
Development Review Division

VIA: Ronald C. Welke, Supervisor *RW*
Transportation Planning

FROM: Ki H. Kim, Planner *KHK*
Transportation Planning

SUBJECT: Preliminary Plan No. 1-02011
Martens Property
Clarksburg Policy Area

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject preliminary plan under the Development Approval Payment (DAP) procedure since the site is located in a policy area, which is in a moratorium.

RECOMMENDATIONS

Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to approval of this preliminary plan:

1. Limit the preliminary plan to the following uses and density:

326 residential dwelling units
2. Satisfy the APF test by paying the Development Approval Payment (DAP) under the Alternative Review Procedure for Limited Residential Development provision of the FY 02 Annual Growth Policy for the proposed residential development. The APF test includes:
 - a. Policy Area Review: Site-generated traffic has to be mitigated within the Clarksburg Policy Area, which is in a moratorium. There is no capacity available for residential development as of February 28, 2002 (-8,203 units)

in the Clarksburg Policy Area. The applicant is satisfying policy area review by paying the DAP under the *FY 02 Annual Growth Policy* staging ceiling capacity.

- b. Local Area Transportation Review: A traffic study to analyze the traffic impact at nearby intersections is required since the proposed land use generates more than 50 total peak-hour trips during the weekday morning peak period (7:00 a.m. to 9:00 a.m.) and the evening peak period (4:00 p.m. to 6:00 p.m.).
3. As a condition of site access, a) construct the outside lanes of Newcut Road Extended (A-302) through the property as a two-lane divided arterial road including a five foot sidewalk on the south side, an eight foot bikepath on the north side, street trees, and grading for a future four-lane roadway, and b) construct the full four-lane divided cross-section for 500 feet approaching the intersection of Frederick Road (MD 355).
4. Coordinate with the Montgomery County Board of Education regarding the extension of Wims Road to the subject site through the future school site.

DISCUSSION

Summary of Local Area Transportation Review

The critical lane volume (CLV) impacts of the proposed development on critical intersections in the vicinity of the site were analyzed and are summarized in Table I.

Table 1								
Intersection Capacity Analysis with CLV Under Various Development Schemes								
During the Peak Hour								
	Existing		Background		Total		Total Improved	
	AM	PM	AM	PM	AM	PM	AM	PM
MD 355/Shawnee Lane	1020	1159	1259	1322	1271	1344	1271	1344
MD 335/Foreman Blvd.	932	975	1054	1129	1065	1151	1065	1151
MD 355/Newcut Road	946	1187	1130	1401	1197	1498	1197	1498
MD 355/W Old Baltimore Road	1184	1305	1432	1609	1637	1756	1458	1394
MD 355/Brink Road	1311	1424	1043	1599	1135	1711	1135	1059
MD 355/Ridge Road (MD 27)	1165	1202	1274	1426	1310	1470	1310	1470

As shown in the above table, all intersections analyzed are operating at acceptable CLVs (below 1,500). Under the background development and the total development conditions, two intersections, MD 355/West Old Baltimore Road and MD 355/Brink Road, are anticipated to operate at an unacceptable level. With inclusion of roadway improvements identified by the applicant's traffic consultant, all intersections are anticipated to operate at an acceptable level. The roadway improvements include construction of a second northbound through lane on MD 355 at the MD 355/ Brink Road intersection, and construction of a left-turn by-pass lane on northbound MD 355 and a separate right-turn lane on eastbound Old Baltimore Road at the MD 355/West Old Baltimore Road intersection. The DAP payment could be used by the County toward construction of these improvements or other infrastructure improvements to satisfy staging ceiling requirements.

Site Access and Circulation

Two access points to the northern part of the property are proposed from Newcut Road Extended (A-302) and one access point to the southern part of the property is proposed from West Old Baltimore Road. Staff recommends that the applicant construct Newcut Road Extended through the property as a two-lane/four-lane divided arterial highway with 5' sidewalk/8' bikepath, street trees, and grading for a future four-lane roadway including median. Constructing Newcut Road Extended as a two-lane/four-lane divided roadway as described in Recommendation 3 is appropriate to provide safe and efficient access for the 251 residential units in this plan and the proposed new Rocky Hill Middle School that requires Newcut Road for access to Frederick Road (MD 355).

The southern part of the property is proposed for 75 residential units that will have access from West Old Baltimore Road. Staff supports the Department of Public Works & Transportation's (DPWT) site access requirement that West Old Baltimore Road should be built as a two-lane open section arterial road with 50 foot pavement width. Staff also supports that minimum driveways should be allowed along West Old Baltimore Road since this road is projected to function as an arterial road connecting MD 355 and MD 121.

The preliminary plan shows the future connection of Road "K" to the extension of Wims Road through the future school site, which is to be purchased by the Montgomery County Board of Education. Staff recommends that the applicant coordinate with the Board of Education regarding the extension of Wims Road to connect to Road "K" as shown on the preliminary plan since this connection will provide improved local traffic circulation.

The site access points and the internal pedestrian/bicycle circulation system shown on the preliminary plan are adequate.

CONCLUSION

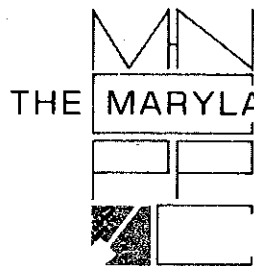
Staff concludes that the subject preliminary plan satisfies the APFO requirements since all nearby intersections are anticipated to operate at acceptable critical lane volumes

with the identified improvements. The applicant is satisfying policy area review by paying the Development Approval Payment (DAP) under the *FY 02 Annual Growth Policy* staging ceiling capacity.

KHK:cmd

PP 1-02011 Martens Property.doc

ITEM 2



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

MEMORANDUM

DATE: March 29, 2002
TO: Montgomery County Planning Board
FROM: A. Malcolm Shaneman
Development Review
(301) 495-4587
SUBJECT: Informational Maps for Subdivision Items on the Planning Board's Agenda for April 4, 2002.

Attached are copies of plan drawings for Items #2, #3, #4 and #5. These subdivision items are scheduled for Planning Board consideration on April 4, 2002. The items are further identified as follows:

Agenda Item #2 – Preliminary Plan No. 1-02011
Martens Property

Agenda Item #3 – Preliminary Plan No. 1-01029
Richards Property

Agenda Item #4 – Subdivision Regulations Waiver No. 02007
Dayspring Farm

Agenda Item #5 – Preliminary Plan No. 1-02080
Randolph Farms

VICINITY MAP FOR

MARTENS PROPERTY (1-02011)



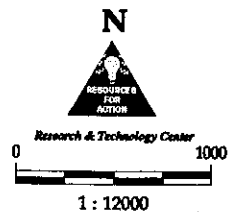
Map compiled on March 28, 2002 at 2:10 PM | Site located on base sheet no - 231NW13

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VICINITY MAP FOR

MARTENS PROPERTY (1-02011)



Map compiled on March 29, 2002 at 2:18 PM | Site located on base sheet no - 231NW13

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Key Map



1 : 12000

