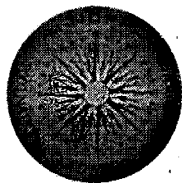


Item #15  
Attachment 1



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

October 21, 2004

**MEMORANDUM**

TO: Catherine Conlon, Acting Supervisor  
Development Review Division

VIA: Shahriar Etemadi, Supervisor  
Transportation Planning

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

CE

SUBJECT: Preliminary Plan No. 1-05001  
Fairland View  
Stravinsky Drive/Fairland Road  
Fairland/White Oak Policy Area

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This memorandum summarizes Transportation Planning staff's Adequate Public Facilities (APF) review of the subject Preliminary Plan to build 73 single-family attached (townhouse) dwelling units on the property, in an R-60 Zone within the Fairland/White Oak Policy Area. The application was reviewed under the FY 2005 Annual Growth Policy (AGP) since it was filed after July 1, 2004.

**RECOMMENDATIONS**

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

1. Place in reservation the area shown on Attachment 1, dated March 17, 2004 ("Reservation Area") until the earlier of (a) September 1, 2005; or (b) a final Record of Decision is issued by the FHWA, and that Record of Decision does not include the Reservation Area, or any portions thereof, within the final Intercounty Connector (ICC) alignment.

2. If FHWA issues a final Record of Decision that includes the Reservation Area, the applicant shall submit a revised Preliminary Plan that locates all dwelling units and related infrastructure (e.g., roads, public areas, etc.) outside of the Reservation Area.
3. Limit any future development as part of this subject Preliminary Plan on the site to 73 townhouse units.
4. Dedicate, and show on final record plat, adequate right-of-way along Fairland Road to provide 50 feet of right-of-way from the roadway centerline.
5. Construct Stravinsky Drive extension and its terminus within the property as a 60-foot wide secondary residential street with sidewalks, and with proper termination (with a cul-de-sac).
6. Provide a lead-in sidewalk from Fairland Road to the site at the approximate location shown on the Preliminary Plan (approximately 150 feet west of Copland Court).
7. Provide sidewalks across townhouse driveways at-grade. The sidewalk ramps within the site and along the Stravinsky Drive extension should meet Americans with Disabilities Act Best Practices.
8. Provide adequate sidewalks, handicapped access ramps and crosswalks within the site in coordination with the Montgomery County Department of Permitting Services.
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 extension and termination of Stravinsky Drive, DPWT recommended parking restrictions along Stravinsky Drive, and on-site/off-site sidewalk, parking requirements.

## **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 Master Plan alignment of the proposed Intercounty Connector is to the north of the property, with an interchange with 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

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

The ICC planning process has concurrence on two alternative alignments, selected through the Alternatives Retained for Detailed Study (ARDS) process, 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 the most current information provided by the SHA, the proposed Corridor 1 alignment interchange with Columbia Pike (US 29) would physically impact the proposed Fairland View development as shown on Attachment 1.

## 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:

1. Columbia Pike (US 29), to the west of the property, as a six-lane divided Major Highway (CM-10) between Northwest Branch to the southwest and MD 198 to the northeast. A minimum right-of-way width of 100 to 200 feet is recommended for this section of US 29. The master plan also recommends a commuter bikeway for US 29.
2. Fairland Road, to the south of the property, as a two- to four-lane divided, east-west Arterial (A-75) between Paint Branch to the west and Prince George's County Line to the east, with a minimum 80-foot right-of-way, and sidewalks. A Class I bikeway (PB-50) is recommended in the master plan for Fairland Road from Old Columbia Pike to Prince George's County Line along the south side of the roadway.
3. 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.
4. Brahms Avenue, between Schubert Drive to the north and Fairland Road to the south, as a two-lane Primary (P-33), with a minimum right-of-way width of 70 feet.
5. Intercounty Connector, as a Freeway (F-9) within the *Fairland Master Plan* area, to the north of the property.

### Nearby Transportation Improvement Projects

The Maryland State Highway Administration (SHA) Consolidated Transportation Program, and the Montgomery County Department of Public Works and Transportation (DPWT) Capital Improvement Program includes the following nearby projects:

1. Fairland Road: This DPWT project involves reconstruction of Fairland Road from US 29 to Prince George's County line, including widening to 3 lanes, a sidewalk on the north side of the road, a Class I bikeway on the south side of the road, etc. The project is in final design and is anticipated to start construction in late 2006.
2. US 29/Briggs Chaney Road Interchange: The above interchange is currently under construction by SHA and is approximately 14% complete as of September 2004. The estimated completion date for the project is October 2007.
3. US 29/Musgrove Road/Fairland Road Interchange: SHA is currently in the process of preparing preliminary design plans for the interchange. The project is fully funded for Preliminary Engineering and has funding for partial right-of-way.
4. The Intercounty Connector: Planning studies for this SHA project are currently ongoing.

### Local Area Transportation Review

A traffic study was required for the subject Preliminary Plan per the *Local Area Transportation Review (LATR) Guidelines* since the subject development 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.

The consultant for the applicant submitted a traffic study (dated June 11, 2004) that determined the traffic-related impacts of 74 townhouses 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 proposed Fairland View development was estimated to generate approximately 36 peak-hour trips during the weekday morning peak-period, and approximately 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

Note: Based on M-NCPPC trip generation rates for townhouses.

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 from the traffic study is presented in Table 2.

**TABLE 2**  
**SUMMARY OF CAPACITY CALCULATIONS (CLV)**  
**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	--	--

Source: Fairland View Traffic Study. The Traffic Group, Inc. June 11, 2004.

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.

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) did not exceed the respective CLV under Background traffic conditions. It is noted that the above mitigation improvement is being utilized by another pending Development Plan Amendment (DPA-04-2), and is acceptable to both the Maryland-National Capital Park and Planning Commission staff, and Maryland State Highway Administration (see Attachment 2).

Per Section III.A of the *LATR Guidelines* (see Attachment 3), "An intersection improvement may be used by two or more developments if construction of the improvement has not been completed and open to the public. In order to be considered, the program or improvement must provide sufficient capacity to:

- result in a calculated CLV in the total traffic condition that is less than the congestion standard for that policy area, or
- mitigate the traffic impact if the calculated CLV in the total traffic condition exceeds the intersection congestion standard for the applicable policy area. Mitigation is achieved when the CLV in the total traffic condition that includes traffic from each contributing development *with* the improvement is equal to or less than the CLV in the background traffic condition without the improvement."

Based on the review of the analysis presented in the traffic study, staff concludes that the proposed improvement to the eastbound Fairland Road approach to its intersection with US 29 will create adequate capacity to accommodate traffic associated with both the subject development as well as the pending DPA.

Staff has also reviewed a parking survey/parking demand analysis presented by the applicant (dated August 30, 2004), performed at the request of DPWT staff. Based on the findings contained in the study, staff support Department of Public Works and Transportation's plans to restrict parking to one side of Stravinsky Drive.

CE:gw

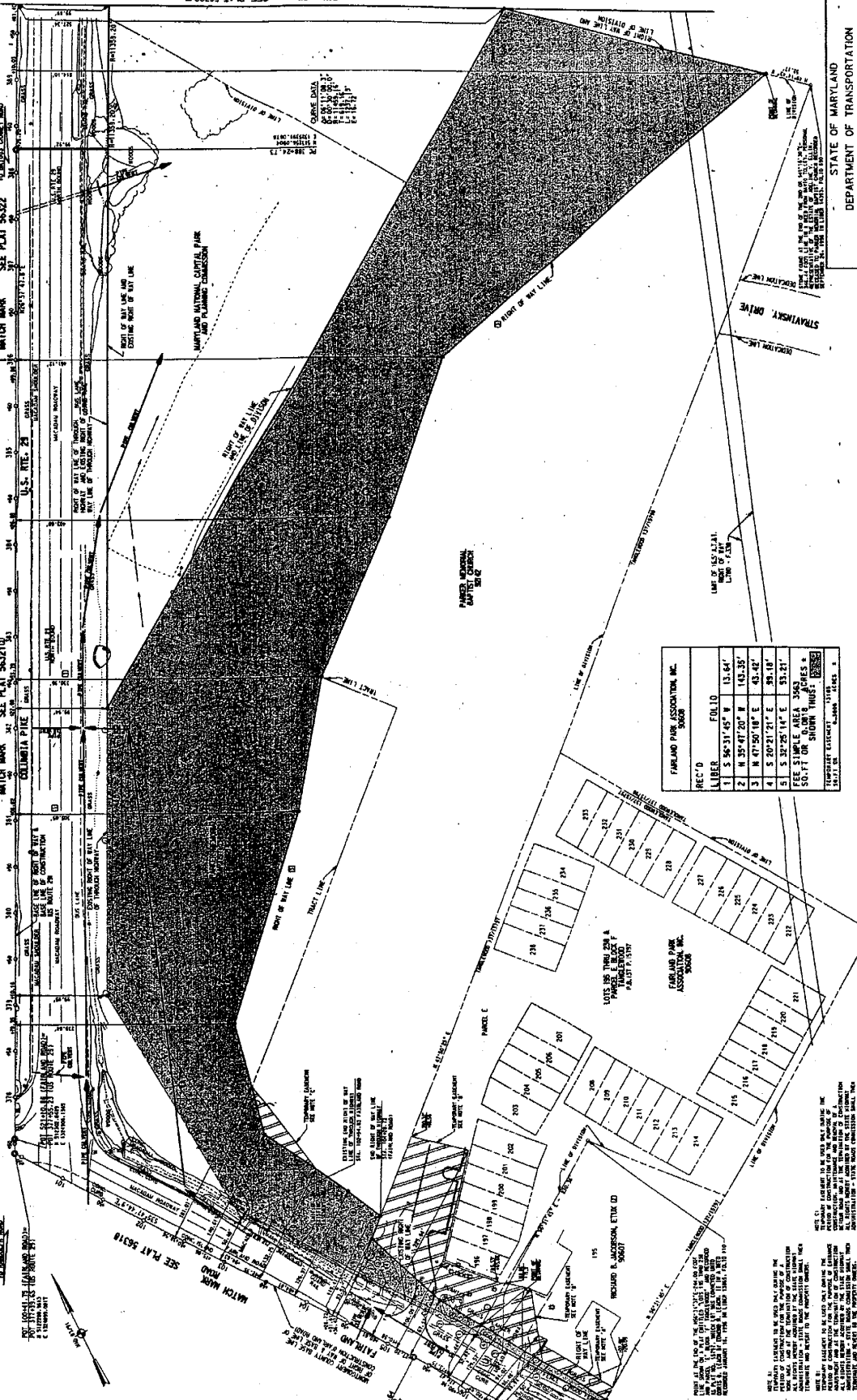
Attachments

cc: Piera Weiss  
Mary Goodman  
Rich Weaver  
Jeff Riese  
Sarah Navid  
Greg Cooke  
Wes Mitchell  
Wes Guckert  
Al Blumberg

mno to conlon re fairlandview 1-05001

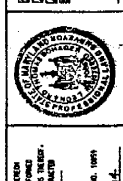
REC'D	LIBER	FOLIO	ACRES ±
1	S 70°16'25" W	466.14'	
2	S 45°15'18" W	183.02'	
3	S 50°00'52" W	183.25'	
4	S 36°30'55" W	148.03'	
5	S 43°02'00" W	237.76'	
6	S 12°06'18" W	124.64'	
7	S 28°42'27" E	110.60'	
8	S 29°01'48" E	44.85'	
9	S 47°50'18" W	89.46'	
10	N 35°47'20" W	141.59'	
11	N 04°33'14" W	283.31'	
12	N 20°37'00" E	311.89'	
13	N 56°37'48" E	865.57'	
14	S 49°14'43" E	294.53'	

REC'D	LIBER	FOLIO	ACRES ±
1	S 32°25'14" E	156.79'	
2	S 56°31'45" W	4.42'	
3	N 35°47'20" W	156.89'	
4	N 56°31'45" E	13.64'	



I HEREBY CERTIFY THAT THE PROPERTY LINES SHOWN HEREON ARE CORRECT AND AS SHOWN IN THE PLAT SUBJECT HEREON, AND THAT THIS PLAT MEETS THE REQUIREMENTS AS PRESCRIBED IN THE MARIANNE DEPARTMENT OF TRANSPORTATION TITLE CURATIVE ACT (GEN. L. CHAP. 201, SECS. 4-7) PROFESSIONAL LAND SURVEYOR REG. NO. 10895

*[Signature]*



REVISIONS

- REVISIONAL EASEMENT FOR SUPPORTING EASEMENTS.
- REVISIONAL EASEMENT FOR SPECIAL PURPOSE AS INDICATED ON THE PLAT.
- REVISIONAL EASEMENT FOR RESERVATION AS INDICATED ON THE PLAT.
- REVISIONAL EASEMENT TO INCORPORATE EASEMENT OF WATER FROM AN INTO EXISTING WATERWAY ON NATURAL WATERSHED CORNER.
- REVISIONAL EASEMENT TO INCORPORATE EASEMENT OF WATER FROM AN INTO EXISTING WATERWAY ON NATURAL WATERSHED CORNER.
- REVISIONAL EASEMENT TO INCORPORATE EASEMENT OF WATER FROM AN INTO EXISTING WATERWAY ON NATURAL WATERSHED CORNER.

NOTICE TO THE BUYER OF THIS PLAT: THIS PLAT IS PREPARED BY AN INDIVIDUAL WHO IS NOT A LICENSED SURVEYOR. THE BUYER OF THIS PLAT SHOULD CONSULT WITH A LICENSED SURVEYOR BEFORE PURCHASING ANY INTEREST IN THIS PLAT.

LOCATED IN: [ ] COUNTY [ ]

PREPARED BY: [ ]

CONSTRUCTION PROJECT: [ ]

CONSTRUCTION PROJECT NO.: [ ]

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

RIGHT OF WAY PROJECT: [ ]

FEDERAL AID PROJECT NO.: [ ]

SCALE: 1" = 50'

PLAT NO. 56320



Robert L. Ehrlich, Jr., Governor  
Michael S. Steele, Lt. Governor

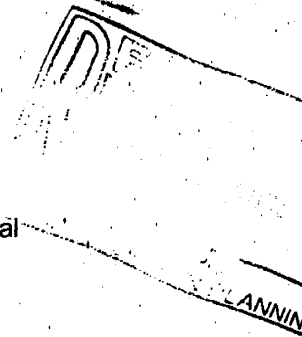
Robert L. Flanagan, Secretary  
Neil J. Pedersen, Administrator

Maryland Department of Transportation

August 31, 2004

Mr. Ronald Welke  
Transportation Coordinator  
M-NCPPC  
8787 Georgia Avenue  
Silver Spring, Maryland 20910

Re: Montgomery County  
U.S. Route 29 General  
Fairland View



Attachment 2

Dear Mr. Welke:

Enclosed are State Highway Administration's (SHA) comments on the review of the Traffic Impact Study Report by The Traffic Group, Inc. dated June 11, 2004 (received by the EAPD on August 3, 2004) that was prepared for the proposed Fairland View residential development in Montgomery County, Maryland. The comments and conclusions are as follows:

- Access to the 74 Townhomes is proposed from Stravinsky Drive (a County roadway). SHA has requested that the updated right-of-way lines for the Inter-County Connector (ICC) be shown on the site development plans. The necessary right-of-way for the ICC will likely impact the number of developable lots for site.
- The traffic consultant determined that the proposed development would negatively impact the U.S. Route 29 at Fairland Road intersection. Therefore, in order to mitigate the site traffic impact, the traffic consultant proposed to modify the eastbound Fairland Road approach from the existing 1 left turn lane, 1 left/through lane, 1 through lane, and 1 right turn lane -to- 2 left turn lanes, 1 through lane, and 1 through/right lane.

In conclusion, SHA concurs with the proposed mitigation measures at the U.S. Route 29 at Fairland Road intersection. Therefore, SHA recommends that the M-NCPPC condition the applicant to design and construct the roadway improvements at the U.S. Route 29 at Fairland Road intersection. Roadway improvement plans and traffic signal modification plans should be submitted to SHA for our review and comment in order to receive an SHA permit. If you have any questions or comments regarding the enclosed, please contact Larry Green at (410) 995-0090 x20.

Very truly yours,

Bo Ward, Assistant Chief  
Engineering Access Permits Division

- cc: Greg Cooke – SHA Engineering Access Permits Division  
Cherian Eapen – M-NCPPC Montgomery County  
Larry Green – Daniel Consultants, Inc.  
Lee Starkloff – SHA District 3 Traffic Engineering  
Joseph Finkle – SHA Travel Forecasting Section  
William Richardson – SHA Traffic Development & Support Division  
Dennis Simpson – SHA Regional Planning  
Michael Lenhart – The Traffic Group, Inc.