

MCPB  
Item No. 6  
06/23/05

June 17, 2005

**MEMORANDUM**

**TO:** Montgomery County Planning Board

**VIA:** Richard C. Hawthorne, Chief *RGH*  
Transportation Planning  
County-wide Planning Division

John Carter, Team Leader *JC*  
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Community-Based Planning Division

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Transportation Planning  
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**FROM:** David Paine, Senior Planner (301) 495-2191 *DP*  
Transportation Planning  
County-wide Planning Division

**SUBJECT:** Chapman Avenue Extended Phase I Facility Planning Study  
Project Prospectus Recommendations

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**RECOMMENDATION: Transmit the following comments to the Montgomery County Department of Public Works and Transportation (DPWT):**

1. The Chapman Avenue Facility Planning Study should proceed to Phase II of the Facility Planning process as recommended in the April 2005 Draft Project Prospectus to develop a detailed design for the recommended alternative, known as Concept B, of the master planned road.
2. At the beginning of the Phase II Facility Planning Study, DPWT should obtain staff's approval for a natural resource inventory and forest stand delineation (NRI/FSD) and a Forest Conservation Plan (FCP). It is expected that both will show no impacts that need to be mitigated.

## **PURPOSE OF THIS BRIEFING**

The purpose of this briefing is to apprise the Montgomery County Planning Board on the Phase I Facility Planning study completed by the DPWT for the Chapman Avenue Extended project, located in North Bethesda near the intersection of Rockville Pike (MD 355) and Randolph Road.

This study, commenced in late 2004, is expected to produce a final Prospectus in the summer of 2005 based on public meetings and agency discussions.

## **SUMMARY OF THE PROJECT**

The project limits under consideration are between Randolph Road with its intersection of Maple Avenue to just north of Old Georgetown Road, illustrated in Figure 1. The Recommended Alternative, also described as Concept B, consists of the construction of three linear roadway segments totaling 1,375 feet, with T-style intersections, and is shown in Figure 2. This is the final link in the Chapman Avenue/Citadel Avenue roadway system linking the White Flint Policy Area and the Twinbrook Policy area.

The Recommended Alternative for infrastructure and roadway improvement was developed based on Sector Plan vision and objectives, public comment, and study team review. It takes into consideration recent and planned development, as well as current public transportation projects in close proximity.

## **MASTER PLAN CONSISTENCY**

The 1992 North Bethesda/Garrett Park Master Plan recommends Chapman Avenue to be extended from Bou Avenue to Nicholson Lane. The roadway is classified as a Business Street with a 60-foot to 70-foot right-of-way, two travel lanes and parking on each side. The proposed typical section is shown in Figure 3.

Chapman Avenue is intended to provide a route for shorter distance, local access trips needed in addition to Nebel Street. The intersection configurations should allow for, but not emphasize through movement.

**Staff finds that the Recommended Alternative for the Chapman Avenue is consistent with the intent of the Master Plan.**

## **PUBLIC OUTREACH**

### **SUMMARY OF PROJECT PROSPECTUS STUDY FINDINGS**

#### **Benefits**

Chapman Avenue will provide local circulation to adjacent land uses; access to those parcels for pedestrians, cars, bikes, and shuttles; and serve as an alternate to Rockville Pike (MD 355) for shorter, local trips. The extension will provide roadway continuity, connectivity, and access; and will facilitate pedestrian movements by linking major retail centers, major planned employment centers, and residential centers with heavy transit such as White Flint Metro, as well as each other.

Of the alternatives considered, Concept B was chosen because it:

- Completes an efficient multi-modal transportation network that provides accessibility to local land uses.
- Provides for future transportation facilities that effectively balance costs and benefits, while minimizing the need for future reconstruction.
- Responds to planned land uses, retaining the most buildable land, and impacts the fewest businesses of the alternatives considered.

Three other build alternatives were considered in the study. Concepts A and D incorporated alternative curvilinear alignments that would best facilitate vehicular traffic movement between Randolph Road and Chapman Avenue. These concepts, however, required more right-of-way and had greater property impacts than Concept B. Concept C reflected the general alignment of Concept B, but incorporated roundabouts at the right-angle turns in the alignment. Concept C was dropped because the additional traffic control value of the roundabouts did not justify the additional right-of-way and property impacts.

#### **Design Elements**

The Phase II Facility Planning study for Chapman Avenue should incorporate the following design details to be consistent with the vision for the White Flint Sector Plan streetscaping, including ten-foot wide sidewalk panels, five-foot wide tree pits and Washington Globe streetlights.

#### **Impacts**

Socioeconomic impacts projected to occur as a result of the Recommended Alternative would include impacts to three buildings and right-of-way or easement impacts for 16 total properties. Businesses to be affected include eight auto oriented retail and service businesses, three retail properties, and three unknown or vacant parcels. A construction easement impact is also expected on the Forum condominium property. A more thorough evaluation will be conducted during Phase II.

The Recommended Alternative may impact a 0.01-acre potential wetland. Aside from this potential wetland, there are no other environmental encumbrances, such as stream valley buffers, steep slopes, high priority forests, erodible soils, or rare, threatened or endangered species located within the study area. DPWT will still need to document this finding through submission of a NRI/FSD and a FCP during Phase II activities.

### **Pedestrian and Bicycle Accommodations**

Implementation of Chapman Avenue will provide a direct pedestrian link between considerable residential development, the North Bethesda Town Center, and commercial area to the north. It breaks up the large suburban block providing shorter pedestrian and bicycle routes, which encourages those modes. The study team initially considered a shared-use path along Chapman Avenue to address the 1992 Master Plan recommendation for a bike path along the Washington Metropolitan Area Transit Authority (WMATA) tunnel between White Flint and Twinbrook. The 2005 Countywide Functional Master Plan of Bikeways confirmed that the function of bike path recommended along the WMATA tunnel would be appropriately served along Rockville Pike as part of shared-use path SP-41.

### **RELATED PUBLIC AND PRIVATE PROJECTS**

The Chapman Avenue study is designed to complete the master planned roadway that will facilitate access to several ongoing private and public investments in the White Flint and Twinbrook areas of North Bethesda as noted on Figure 4. Prior Planning Board actions include the following:

#### **Land Use Projects**

- LCOR/North Bethesda Town Center: 32.42 acres; 1,350 multi-family residential units including 169 MPDUs, 1,148,000 square feet of commercial office & 202,037 square feet of general retail and an 80,000 square foot theater. Zoning Map Amendment No. G-801; Preliminary Plan Review No. 1-04049, Approved Sept 30, 2004; Zoning Map Amendment No. G-801, Approved November 7, 2002.
- White Flint Place, 235 multi-family residential units including 30 MPDUs, & 15,000 square feet of retail. Preliminary Plan Review No. 1-01039A & Site Plan Review No. 8-01017B, Approved May 27, 2004. Site Plan Review No. 8-01017A, February 27, 2003. Preliminary Plan Review No. 1-01039 for 259,430 square feet office/retail and 480 multi-family dwelling units.
- Rockville Target, 147,990 square feet of commercial retail. Project Plan Amendment – No. 9-01003A & Site Plan Amendment – No. 8-01002A, Jan 16, 2003.
- Montrose Crossing Phase III, 150 multi-family residential units, Site Plan Review No. 8-95036B, April 24, 2003.

## Transportation Projects

- Citadel Avenue, Mandatory Referral No. 03805-DPWT-1, Huff Court/ Nicholson Lane. April 24, 2003.
- Nebel Street Extended, Phase I Recommendations, November 8, 2001.
- MD 355/Montrose Road/Randolph Road – Intersection Improvement Study, Selected Alternate Recommendations, February 28, 2002.
- Montrose Parkway East Facility Planning, Phase I Recommendations, June 17, 2004.
- White Flint WMATA Parking Structure; 6-level garage, Mandatory Referral No. 04202-WMATA-1, July 22, 2004.

DP/gw  
Attachments

mmo to mcpb re Chapman Ave Phase I

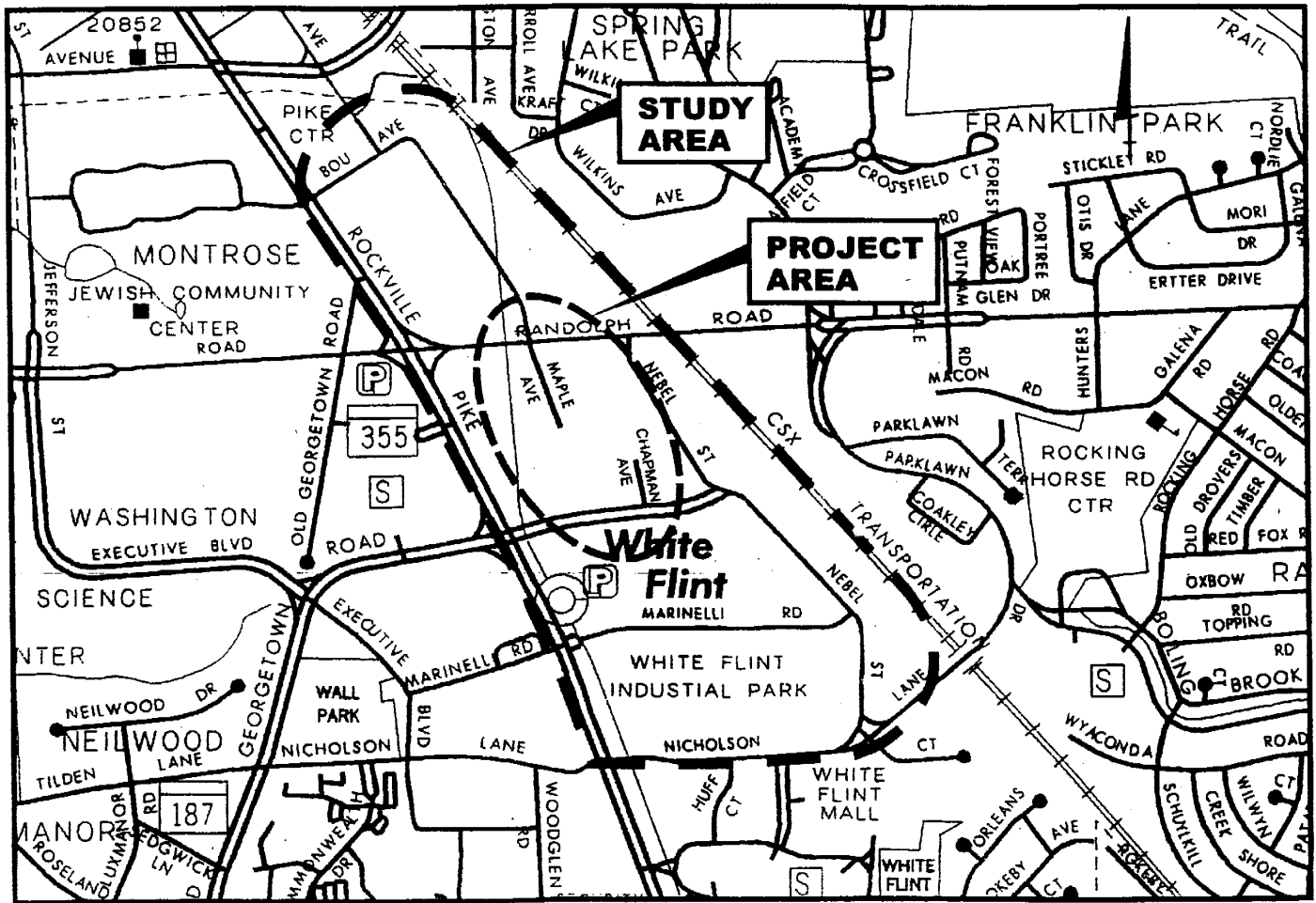


Figure 1