

Item # 4
June 13, 2002



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MEMORANDUM

DATE: May 29, 2002
TO: Montgomery County Planning Board
VIA: Joe Davis, Chief *JRD*
Development Review Division
FROM: Larry Ponsford AIA AICP, Supervisor *LRP*
Development Review Division
(301) 495-4576
PROJECT NAME: **Fairfield at Germantown**
CASE#: 9-02002
REVIEW TYPE: Project Plan
ZONE: RMX-2, R-200
APPLYING FOR: 610 garden apartments, 250,000 GSF office/retail on 62.4 acres
LOCATION: East of CSX tracks between MD #118 and Father Hurley Blvd.
MASTER PLAN: Germantown
REVIEW BASIS: Sec. 59-C-10 and 59-D-2 of Montgomery County Code
APPLICANT: F.F. Development, L.P.
FILING DATE: December 27, 2001
HEARING DATE: June 13, 2002

SUMMARY:

The 610 apartments are on the NW part of the site and are proposed by the contract purchaser of that part of the site. The 250,000 gsf office/retail are on the SE end of the site and are proposed by the applicant, who has been authorized by the property owner to submit this overall application in his behalf. The housing section is a detailed proposal following the submission requirements for this mixed-use zone. The office/retail proposal is a schematic one at this time, and the applicant seeks conceptual approval pending a resubmission for full review and approval when an appropriate commercial contract purchaser is committed to the project. The concept for the commercial area is included to allow the Board to evaluate the residential section in context of the overall RMX pattern anticipated to be built over time.

The amenities and facilities required by the RMX zone for the residential portion include a cash contribution to M-NCPPC for construction of facilities in the Park in the Germantown Town Center on the former Miller property, now the site of the future Germantown Library and a master-Plan urban park. Other facilities proposed include elimination of the free right turn at MD #118/Middlebrook with others' escrowed funds and construction of 600 feet of Father Hurley Boulevard from Wisteria SW toward the project entrance.

The amenities and facilities for the commercial part of the project remain to be determined; they will be the subject of the resubmission mentioned above.

ISSUES

There are no outstanding issues at this time.

STAFF RECOMMENDATION: Approval with conditions:

1. The commercial portion of this Project Plan is approved in concept only; the future commercial applicant must resubmit a complete Project Plan application for the commercial portion to the Planning Board for approval of the design, facilities and amenities later.
2. Provision of \$300,000 to the M-NCPPC for use in the Germantown Town Center Park on the former Miller property, to cover construction costs of park facilities and/or Library-site-related improvements, in an escrow account to be established prior to building permit release for the housing proposed.
3. Construction of the previously authorized removal of a free right turn from NW-bound Middlebrook to NE-bound MD #118, as part of the improvements described in the Transportation Planning staff memo which are conditions of approval of the Preliminary Plan.
4. Construction of two lanes of Father Hurley Boulevard from Wisteria SW to the site entrance, plus the full cross section of Father Hurley from Wisteria SW for a distance of approximately 600 feet, with final scope subject to pending minor realignment of Father Hurley by MCDPWT, to include a temporary transition from these six lanes to the two beyond. Final details are to be resolved as part of the Site Plan Review submission for Fairfield.
5. For Site Plan Review, conduct a noise analysis to determine the 65-db noise contour from the tracks and Father Hurley and to propose appropriate mitigation
6. Expanded NRI must be approved prior to submission of site plan. Tree #48 on NRI, a 55-inch Southern Red Oak in good condition, should be saved if possible.
7. All trails to be located outside environmental buffers

PROJECT DESCRIPTION: Surrounding Vicinity

The site is bounded on the NW by an unbuilt section of Father Hurley Boulevard between Wisteria Avenue and the CSX tracks; on the SW by the CSX tracks, across which are single family attached dwellings; on the SE by underdeveloped, industrial/commercial properties along MD #118 and along old Waters Road; and on the NE by low-intensity non-residential uses along Wisteria Drive.

The properties across Father Hurley are developed with low-density residential uses. Parts of this area could be affected by the construction of this section of Father Hurley. MCDPWT, concurrently with this review, is undertaking a study of the alignment of Father Hurley to see if it can be effectively moved slightly away from the affected housing and toward the subject site. This study will not be completed at time of this hearing, but preliminary findings indicate that a realignment away from the housing is possible, and the modified alignment can be incorporated into the subsequent Site Plan application.

The CSX tracks are in a trough alongside the subject site for much of the site's length. Train noise will be a factor affecting housing and site design on this site. The commercial portion of the subject site is within walking distance of the MARC station at the intersection of the CSX tracks and MD #118. Currently the narrow ROW of existing Waters Road connects the subject site to MD #118 and the MARC station just beyond.

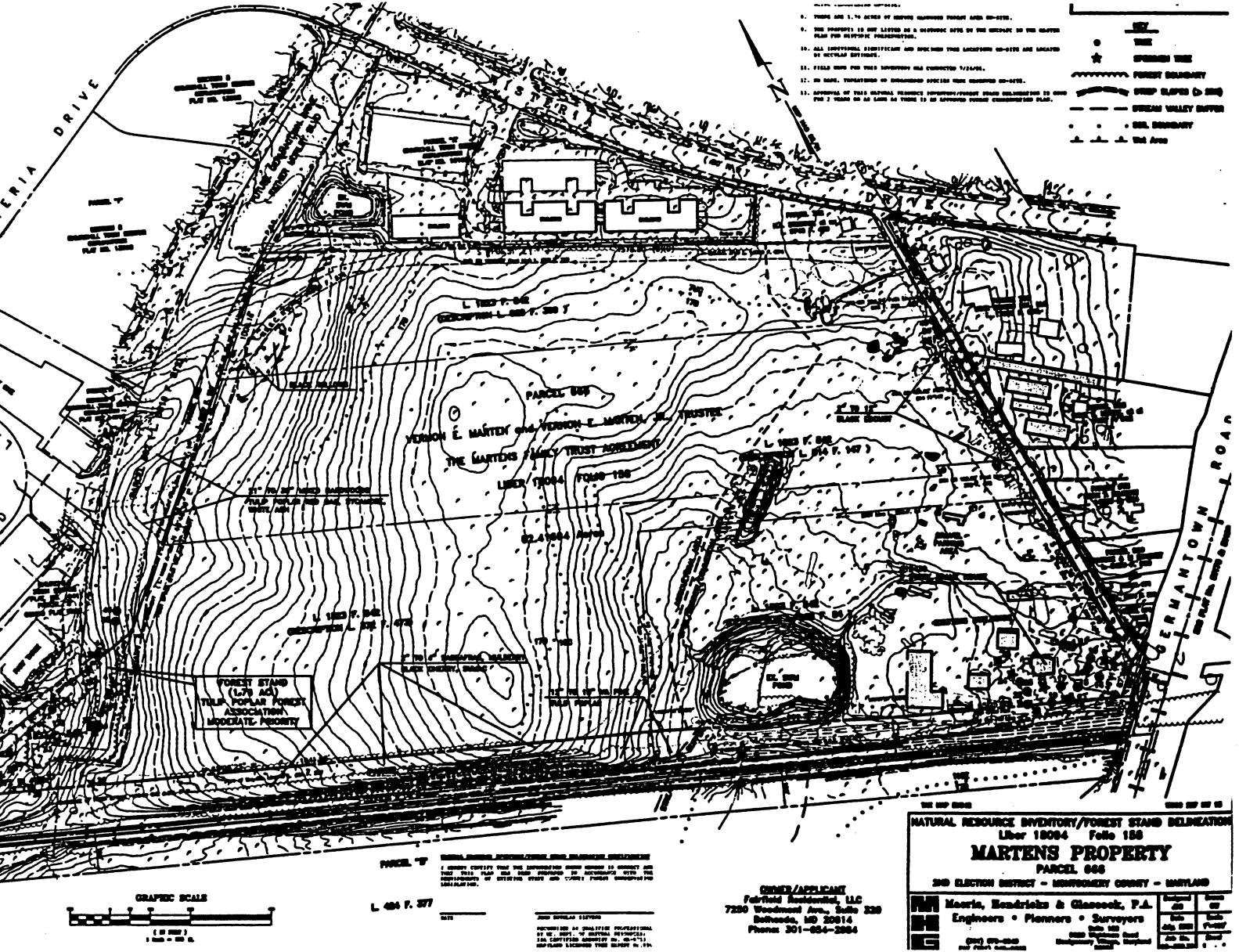
The existing, centrally-located SWM pond within the property is to be redesigned and relocated slightly NE of its current location, to eliminate the possibility of dam breach. The existing SWM pond in the NW corner is unaffected by this proposal, as new facilities are proposed upstream of this pond, SE of Father Hurley.



PROJECT DESCRIPTION: The site

The NW part of the site drains westerly to its low point at the intersection of the tracks and the MD #118 ROW, where there is an existing storm water management pond (wet). The SE half of the site drains to an existing SWM pond alongside the CSX tracks. There is little existing vegetation of value except along the north property line. This property line is separated from the Father Hurley ROW by a thin strip of land owned by another party; this strip tapers to a point at both ends and prevents access to the subject site from Father Hurley for much of the length of this site boundary.

The SE part of the site, slated for future commercial, is presently occupied by parking and storage of various commercial vehicles, along with several significant and specimen trees in varying condition. These are associated with an existing three-story frame structure in a mature 1.76-acre Tulip Poplar/White Oak forest which has been fragmented by various utility line installations.



PROJECT DESCRIPTION: Proposal

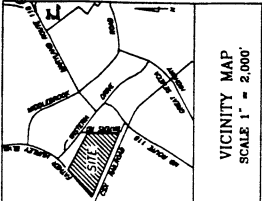
The plan is organized into two sections, the housing to the NW, and the commercial to the SE. The housing is fully developed for review; the commercial is conceptually presented for context and for conceptual approval only. While it would be desirable to review concrete plans for both the residential and commercial elements of this project, the commercial portion appears to be delayed as the Germantown Town Center is completed and market conditions for the Sugarloaf and Germantown Commons shopping centers improve.

Initially the housing would be accessed by the extension of Father Hurley Boulevard southwestward from Wisteria to the site entrance. When the commercial is added later, a second access would be developed by improving Waters Road south of Wisteria, along the eastern boundary of the commercial portion. A third access route would eventually develop independently of this project, as an extension of the Main Street in the Town Center through the two shopping centers south of the Town Center. See drawings following. Most of the housing site drains toward SWM facilities in the NW corner; the remainder drains toward centrally-located SWM facilities between the housing and the commercial along with the runoff from the commercial, so both SWM facilities will be built with the housing phase.

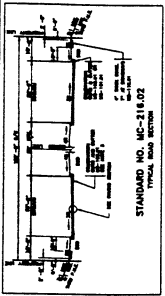
The low-rise apartments are organized along and either side of a spine road, which offers access into any of several smaller groupings of apartments arranged around courtyards. The courts and surrounding units and parking form "blocks", each with access from the spine road. This creates a loose grid pattern for the neighborhood. All units would be connected by a system of sidewalks and peripheral paths, including paths connecting the development to the surrounding neighborhood's circulation wherever possible.

The bigger blocks focus on common green areas. Some of these central spaces contain some parking, but the large areas are predominantly devoted to active or passive recreation, either outdoor or indoor in the case of the clubhouse/community facility. Some buildings feature garages integral with the unit, accessible by driveways from the peripheral streets. The housing would include the required Moderately Priced Dwelling Units (MPDUs) dispersed throughout the apartment buildings.

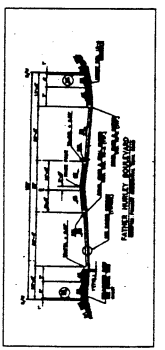
The concept for the commercial site is to locate one-or two-story office buildings along the main spine road with parking behind, and to configure the retail space in more traditional strip patterns with parking lots in front. Some of the retail and office buildings would take advantage of the view of the landscape-enhanced SWM facility in the center of the site.



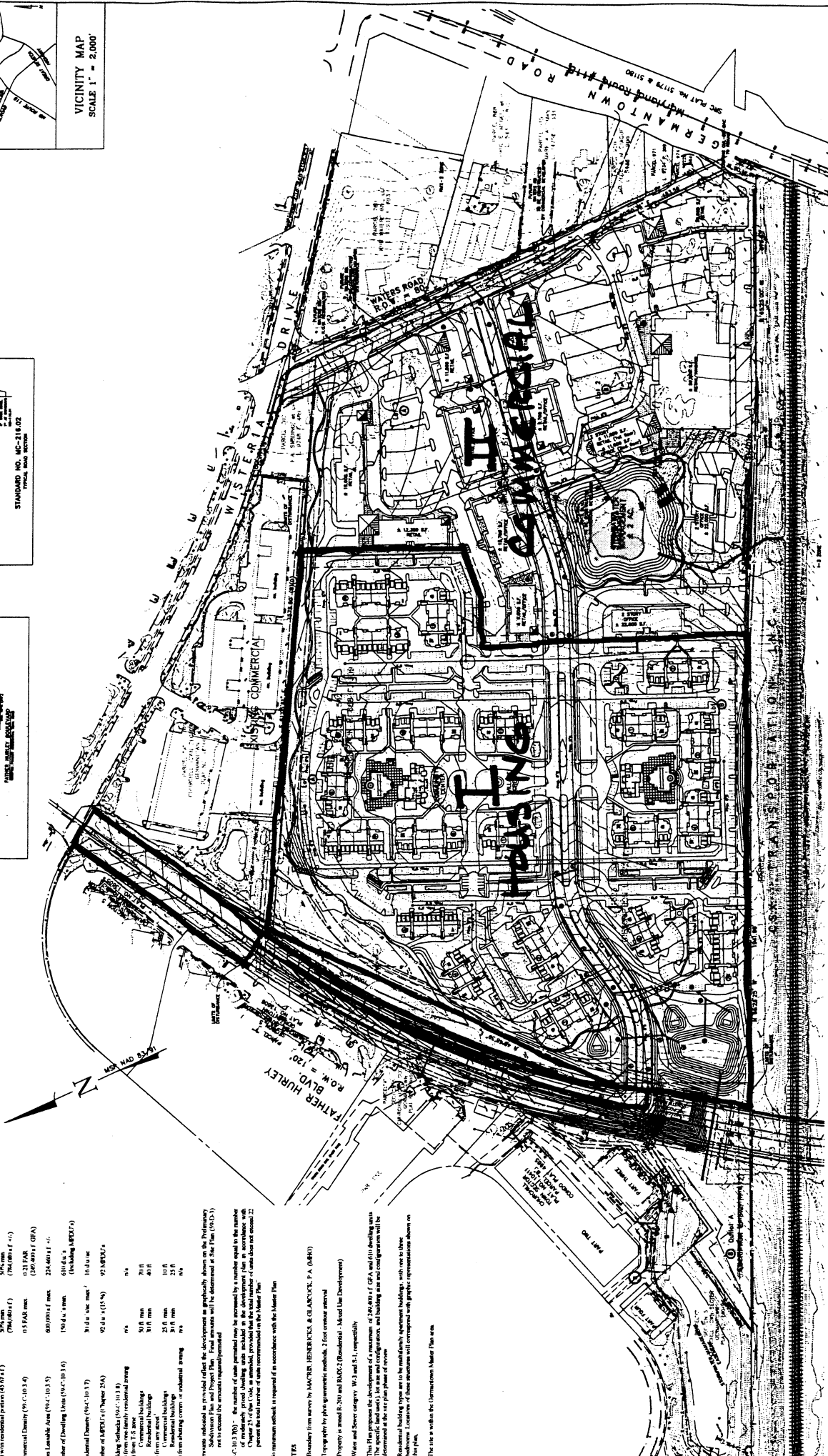
VICINITY MAP
SCALE 1" = 2,000'



STANDARD NO. MC-218.02
TRUCK BUS SERVICE

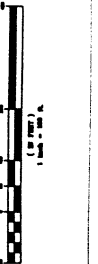


STANDARD NO. MC-218.02
TRUCK BUS SERVICE



THE MAP IS ON SHEET
PRELIMINARY PLAN OF SUBDIVISION
FAIRFIELD AT GERMANTOWN
L. 18094 F. 158
2ND ELECTION DISTRICT - MONTGOMERY COUNTY - MARYLAND
Macoris, Hendricks & Gleacock, P.A.
Engineers • Planners • Surveyors
2230 Rockledge Road
Bethesda, MD 20814
Phone: 301-654-2884
www.mhpa.com

EE Development, L.P.
7350 Woodmont Ave., Suite 330
Bethesda MD 20814
Phone: 301-654-2884



GRAPHIC SCALE
1" = 100'

PARKING SPACE REQUIREMENTS (SB-E-3.7)

OFFICE	COMMERCIAL	RESIDENTIAL
40 sq ft	200 sq ft	100 sq ft
100 sq ft	500 sq ft	200 sq ft
200 sq ft	1000 sq ft	400 sq ft
300 sq ft	1500 sq ft	600 sq ft
400 sq ft	2000 sq ft	800 sq ft
500 sq ft	2500 sq ft	1000 sq ft
600 sq ft	3000 sq ft	1200 sq ft
700 sq ft	3500 sq ft	1400 sq ft
800 sq ft	4000 sq ft	1600 sq ft
900 sq ft	4500 sq ft	1800 sq ft
1000 sq ft	5000 sq ft	2000 sq ft

SURVEYOR'S CERTIFICATE

I hereby certify that the boundary shown herein is correct based on existing monuments and other records, that I have personally surveyed and plotted, and that the same are correct and true to the natural and artificial monuments shown on the map.

DATE: _____

BY: _____

NOTES

1. Boundary lines shown on this map are based on the Preliminary Plan of Subdivision and Project Plan. Final amounts will be determined in the Final Plan (90.05.3) and in the contract requirements.

2. The site is within the Urban Main Plan area.

3. The site is within the Urban Main Plan area.

4. The site is within the Urban Main Plan area.

5. The site is within the Urban Main Plan area.

6. The site is within the Urban Main Plan area.

7. The site is within the Urban Main Plan area.

8. The site is within the Urban Main Plan area.

9. The site is within the Urban Main Plan area.

10. The site is within the Urban Main Plan area.

11. The site is within the Urban Main Plan area.

12. The site is within the Urban Main Plan area.

13. The site is within the Urban Main Plan area.

14. The site is within the Urban Main Plan area.

15. The site is within the Urban Main Plan area.

16. The site is within the Urban Main Plan area.

17. The site is within the Urban Main Plan area.

18. The site is within the Urban Main Plan area.

19. The site is within the Urban Main Plan area.

20. The site is within the Urban Main Plan area.

21. The site is within the Urban Main Plan area.

22. The site is within the Urban Main Plan area.

23. The site is within the Urban Main Plan area.

24. The site is within the Urban Main Plan area.

25. The site is within the Urban Main Plan area.

26. The site is within the Urban Main Plan area.

27. The site is within the Urban Main Plan area.

28. The site is within the Urban Main Plan area.

29. The site is within the Urban Main Plan area.

30. The site is within the Urban Main Plan area.

31. The site is within the Urban Main Plan area.

32. The site is within the Urban Main Plan area.

33. The site is within the Urban Main Plan area.

34. The site is within the Urban Main Plan area.

35. The site is within the Urban Main Plan area.

36. The site is within the Urban Main Plan area.

37. The site is within the Urban Main Plan area.

38. The site is within the Urban Main Plan area.

39. The site is within the Urban Main Plan area.

40. The site is within the Urban Main Plan area.

41. The site is within the Urban Main Plan area.

42. The site is within the Urban Main Plan area.

43. The site is within the Urban Main Plan area.

44. The site is within the Urban Main Plan area.

45. The site is within the Urban Main Plan area.

46. The site is within the Urban Main Plan area.

47. The site is within the Urban Main Plan area.

48. The site is within the Urban Main Plan area.

49. The site is within the Urban Main Plan area.

50. The site is within the Urban Main Plan area.

51. The site is within the Urban Main Plan area.

52. The site is within the Urban Main Plan area.

53. The site is within the Urban Main Plan area.

54. The site is within the Urban Main Plan area.

55. The site is within the Urban Main Plan area.

56. The site is within the Urban Main Plan area.

57. The site is within the Urban Main Plan area.

58. The site is within the Urban Main Plan area.

59. The site is within the Urban Main Plan area.

60. The site is within the Urban Main Plan area.

61. The site is within the Urban Main Plan area.

62. The site is within the Urban Main Plan area.

63. The site is within the Urban Main Plan area.

64. The site is within the Urban Main Plan area.

65. The site is within the Urban Main Plan area.

66. The site is within the Urban Main Plan area.

67. The site is within the Urban Main Plan area.

68. The site is within the Urban Main Plan area.

69. The site is within the Urban Main Plan area.

70. The site is within the Urban Main Plan area.

71. The site is within the Urban Main Plan area.

72. The site is within the Urban Main Plan area.

73. The site is within the Urban Main Plan area.

74. The site is within the Urban Main Plan area.

75. The site is within the Urban Main Plan area.

76. The site is within the Urban Main Plan area.

77. The site is within the Urban Main Plan area.

78. The site is within the Urban Main Plan area.

79. The site is within the Urban Main Plan area.

80. The site is within the Urban Main Plan area.

81. The site is within the Urban Main Plan area.

82. The site is within the Urban Main Plan area.

83. The site is within the Urban Main Plan area.

84. The site is within the Urban Main Plan area.

85. The site is within the Urban Main Plan area.

86. The site is within the Urban Main Plan area.

87. The site is within the Urban Main Plan area.

88. The site is within the Urban Main Plan area.

89. The site is within the Urban Main Plan area.

90. The site is within the Urban Main Plan area.

91. The site is within the Urban Main Plan area.

92. The site is within the Urban Main Plan area.

93. The site is within the Urban Main Plan area.

94. The site is within the Urban Main Plan area.

95. The site is within the Urban Main Plan area.

96. The site is within the Urban Main Plan area.

97. The site is within the Urban Main Plan area.

98. The site is within the Urban Main Plan area.

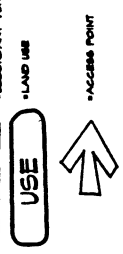
99. The site is within the Urban Main Plan area.

100. The site is within the Urban Main Plan area.

OFFICE	40,000 S.F. MAX 3.0 Density / 1,000 S.F. = 120
RETAIL	200,000 S.F. MAX 3.0 Density / 1,000 S.F. = 6,000
	Commercial District = 1,107
RESIDENTIAL PARKING SPACE REQUIREMENTS	
350 sq bedroom unit	= 1.25 spaces / unit = 413
250 sq bedroom unit	= 1.00 spaces / unit = 264
150 sq bedroom unit	= 0.75 spaces / unit = 184
Residential District	= 861
Total spaces required = 2,021	
Total spaces provided = 2,225	

AREA TABULATION

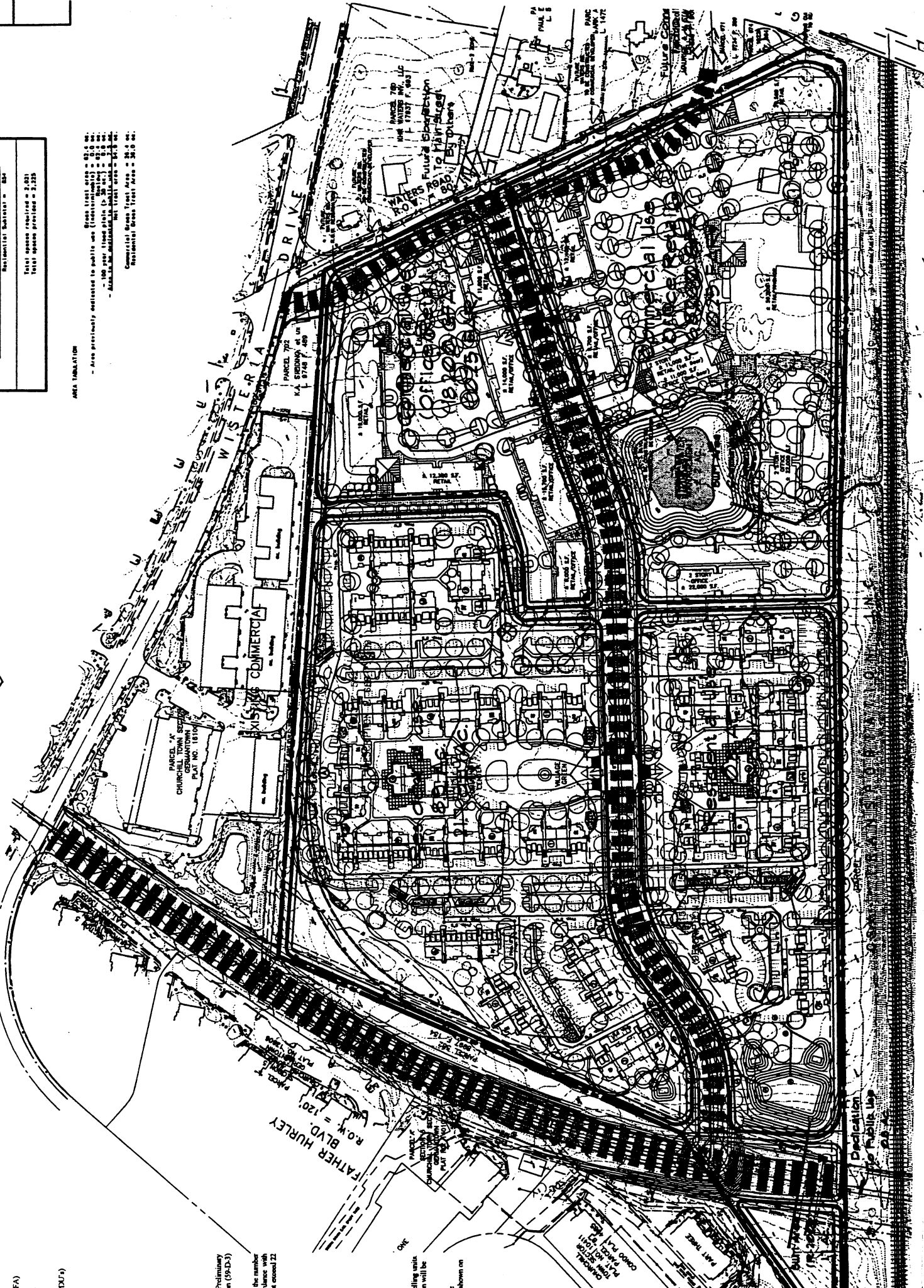
- Area presently dedicated to public use (intermediate) = 45.9 ac
- 100 year flood plain (5-30 ft) = 0.0 ac
- 100 year flood plain (1-5 ft) = 0.0 ac
- Area to be dedicated to public use = 45.9 ac
- Residential District Area = 30.0 ac



15
16
17
18
19
20

21
22
23
24

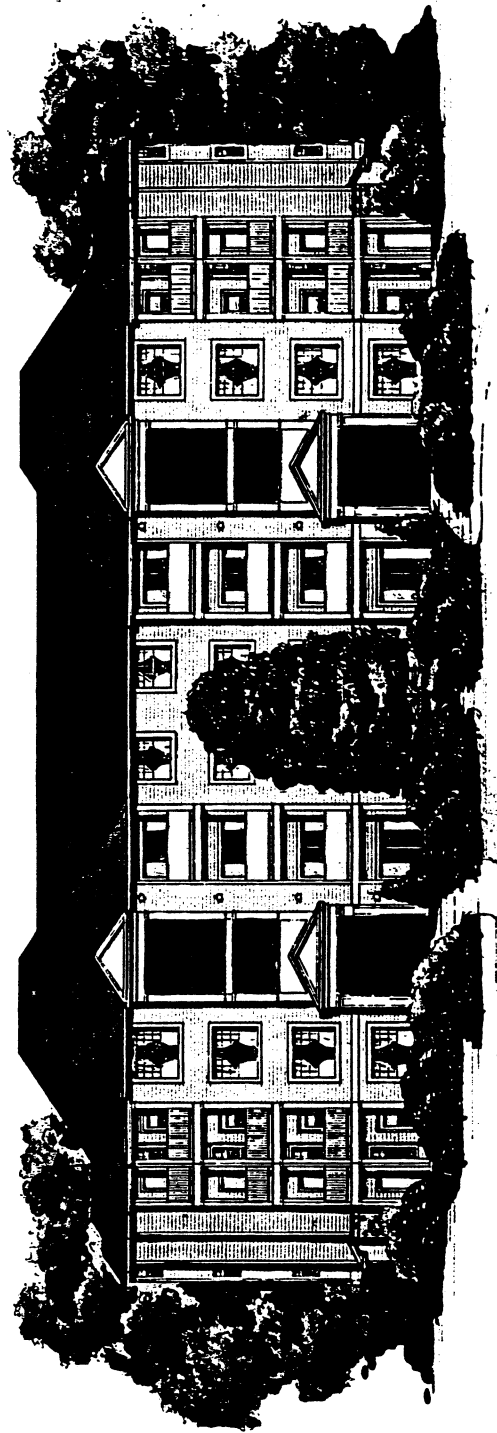
25
26
27

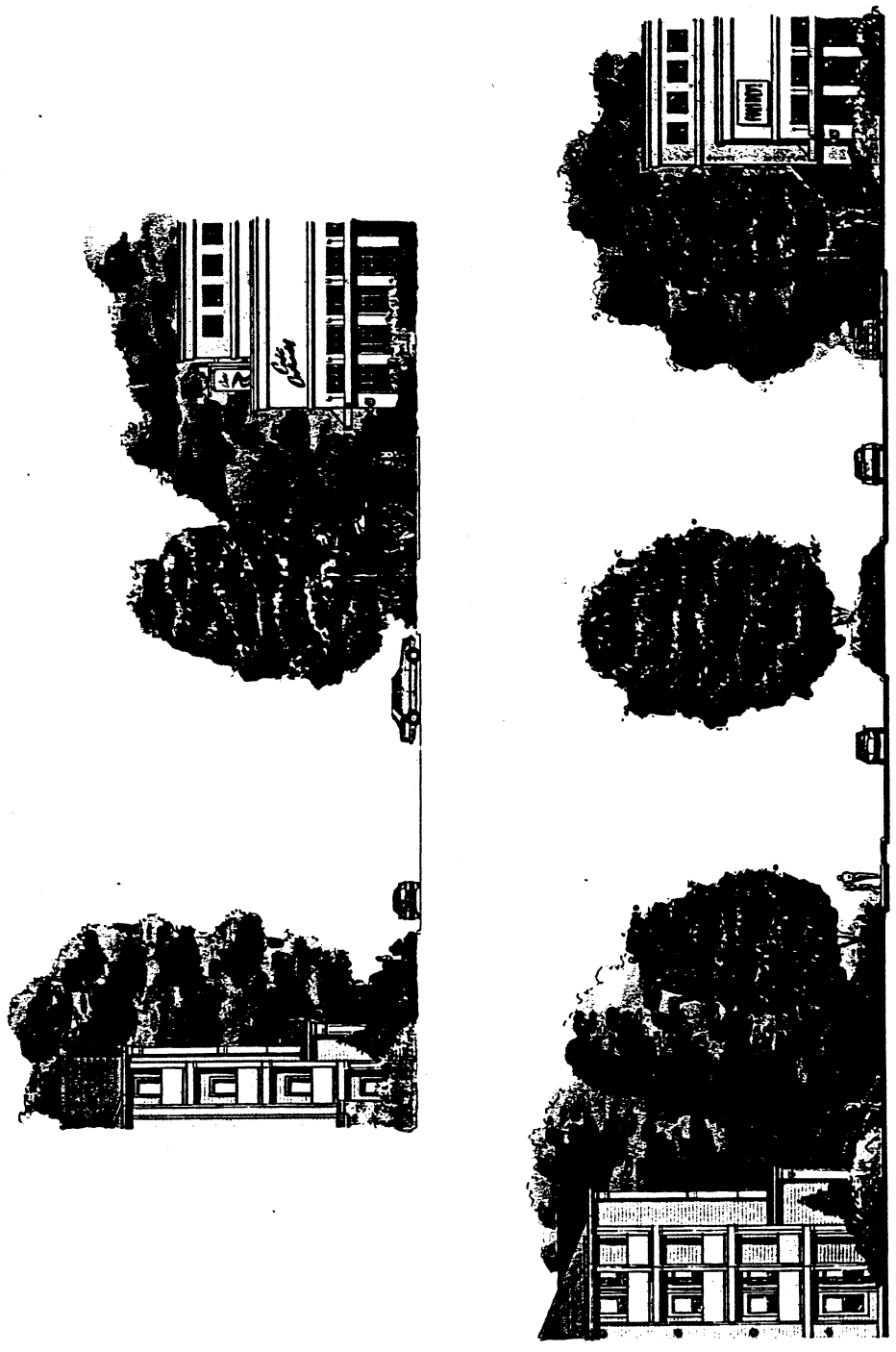


FATHER HURLEY
BLVD
R.O.M. = 120'

28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50

Dedication
for Public Use





SECTION 'B'

**FAIRFIELD AT
GERMANTOWN**
MONTGOMERY COUNTY, MARYLAND

PROJECT ANALYSIS: Prior Approvals

The Site was zoned RMX-2 by Sectional Map Amendment. The Preliminary Plan is being reviewed and heard concurrently with this case. Transportation Planning staff's memo describing the LATR and conditions of approval are attached.

PROJECT ANALYSIS: Master Plan Context

The 64-acre site covered by Project Plan 9-02002 is located within analysis area TC-5 of the *Germantown Master Plan*, approved and adopted in 1989. The 1989 Master Plan reconfirmed the light industrial use proposed in the 1974 Master Plan for the entire 76-acre analysis area. The 1989 Master Plan also recommended that the area should be "rezoned to the new R-MX (Residential-Mixed Use) Zone (page 42)" which was accomplished by Sectional Map Amendment in 1990.

The *Germantown Town Center Design Study: Guidance for the Implementation of Future Development of the Town Center* (approved by the Montgomery County Planning Board in December 1990) provides further guidance for analysis area TC-5. The Design Study describes this area as a retail and service park adding the commentary that "Although larger in area than TC-1, its location and the fact that both MD 118 and Father Hurley Boulevard have yet to be extended, have resulted in less visibility than the Town Center Core. (page 22)".

The TC-5 street configuration is primarily a grid. The four-lane divided boulevard (TC-5 Boulevard) connects the three entrances to this property described in the Design Study. This roadway forms the backbone on the vehicular framework within the analysis area. A smaller, undivided extension of the boulevard provides access to the parcels to the southeast of Waters Road and across Wisteria Drive to the Sugarloaf and Germantown Commons shopping centers.

The following sections highlight Master Plan recommendations for TC-5:

Proposed for this site is development of 500 residential multi-family units and 400,000 square feet of comparison retail in addition to automotive and business services. The proposed project plan for 62.4 acres contains 610 multi-family units, some with attached garages, in accordance with the Master Plan recommendations.

The applicant proposes to use the optional method of development for the R-MX zone to increase density by 110 MPDUs. The overall density conforms to Master Plan recommendations. Other properties contained within TC-5 are too small as to be suitable, on their own, for residential mixed use.

The commercial portion of the project plan consists of 26.4 acres. The co-applicant for this portion is the Martens Family Trust. Fairfield Communities and the Martens Family

Trust are actively marketing the site for a commercial partner but, to date, have been unsuccessful in securing a commitment.

The area is in multiple ownership and assembling the entire property into a single ownership and the subsequent development of a unified plan are strongly encouraged. The Martens property occupies 62.4 acres (approximately 80 percent) of the TC-5 analysis area. Other property owners with significant or strategic property ownership are: Wildman (2 acres) and Staquet (2 acres).

This area may be appropriate for a special exception to allow for outdoor automobile sales and automotive services if these uses are carefully screened and located away from the frontage of MD 118 or other highly visible locations. The commercial portion of the property covered by the proposed project plan may still be appropriate for auto-related uses. In the time period since adoption of the Master Plan, automobile sales and service uses have congregated off I-270 at Middlebrook Road and Amaranth Drive where property zoned I-1 was available. Automobile dealers have stated that visibility from MD 118 is a critical feature for use of the Martens property as a auto sales center. Thus, it appears that master plan recommendations for auto businesses will not be forthcoming due to market preferences.

The Development Plan and Site Plan for this Analysis Area need to be compatible with the landscaping and building setbacks along relocated MD 118 noted in the Townscape Design chapter. This relationship was further elaborated by the Town Center Design Study, which recommends extension of Loebury Drive and Waters Road southward to form an entrance to TC-5 from MD 118. As MD 118 was constructed, a driveway cut was left in the approximate location of this intersection. This connection is inconsistent with the Germantown Master Plan, which clearly illustrates a cul-de-sac terminus to Waters Road and no connection to MD #118.

Visual buffers are needed to screen the view of parking areas and automotive uses from Father Hurley Boulevard and relocated MD #118. Intervening land uses and separate ownership exist between the MD 118 frontage and the property covered by Project Plan #9-02002. Preliminary plan and site plan review for the commercial portion of the site will establish visual buffers and screening in the future. The proposed project plan considers the visible portions of the site from Father Hurley Boulevard as part of the facility planning for the road extension and bridge project.

Specific development guidelines will be prepared as part of a Townscape Design and Development Study. The 1990 Germantown Town Center Design Study provides more comprehensive guidance to development in the Town Center.

BASIS FOR CONSIDERATION OF ISSUES

Per Section 59D 2.43, in making its decision on an application for an Optional Method Project Plan, the Planning Board must consider:

- (a) *The nature of the proposed site and development, including its size and shape, and the proposed size, shape, height, arrangement and design of structures.*
- (b) *Whether the open spaces, including developed open space, are of such size and location as to serve as convenient areas for recreation, relaxation and social activities for the residents and patrons of the development and are so planned, designed and situated as to function as necessary physical and aesthetic open areas among and between individual structures and groups of structures, and whether the setbacks, yards and related walkways are so located and of sufficient dimensions to provide for adequate light, air, pedestrian circulation and necessary vehicular access.*
- (c) *Whether the vehicular circulation system, including access and off-street parking and loading, is so designed as to provide an efficient, safe and convenient transportation system.*
- (d) *Whether the pedestrian circulation system is so located, designed and of sufficient size as to conveniently handle pedestrian traffic efficiently and without congestion; the extent to which the pedestrian circulation system is separated from vehicular roadways so as to be safe, pleasing and efficient for movement of pedestrians; and whether the pedestrian circulation system provides efficient, convenient and adequate linkages among residential areas, open spaces, recreational areas, commercial and employment areas and public facilities.*
- (e) *The adequacy of landscaping, screening, parking and loading areas, service areas and lighting with relation to the type of use and neighborhood.*
- (f) *The adequacy of the provisions for the construction of moderately priced dwelling units in accordance with chapter 25A of this Code if applicable.*
- (g) *The staging program and schedule of development.*
- (h) *The adequacy of forest conservation measures proposed to meet any requirements under Chapter 22A.*
- (i) *The adequacy of water resource protection measures proposed to meet any requirements under Chapter 19.*

FINDINGS for Project Plan Review:

- A. *The proposal would comply with all of the intents and requirements of the zone. Only 1.9 acres of the site is zoned R-200, and no development is proposed on this area. The intent of the Optional Method RMX-2 zone is stated in Sec. 59-C-10.2.2, as follows:*

Under this method, general commercial uses and higher density residential uses are allowed in the RMX zones provided that they are in accordance with the provisions of section 59-C-10.3, as well as the density, numerical limitations, and other guidelines contained in the applicable master plan approved by the District Council. In addition, a project plan and site plan must be approved by the Planning Board.

PROJECT PLAN DATA TABLE

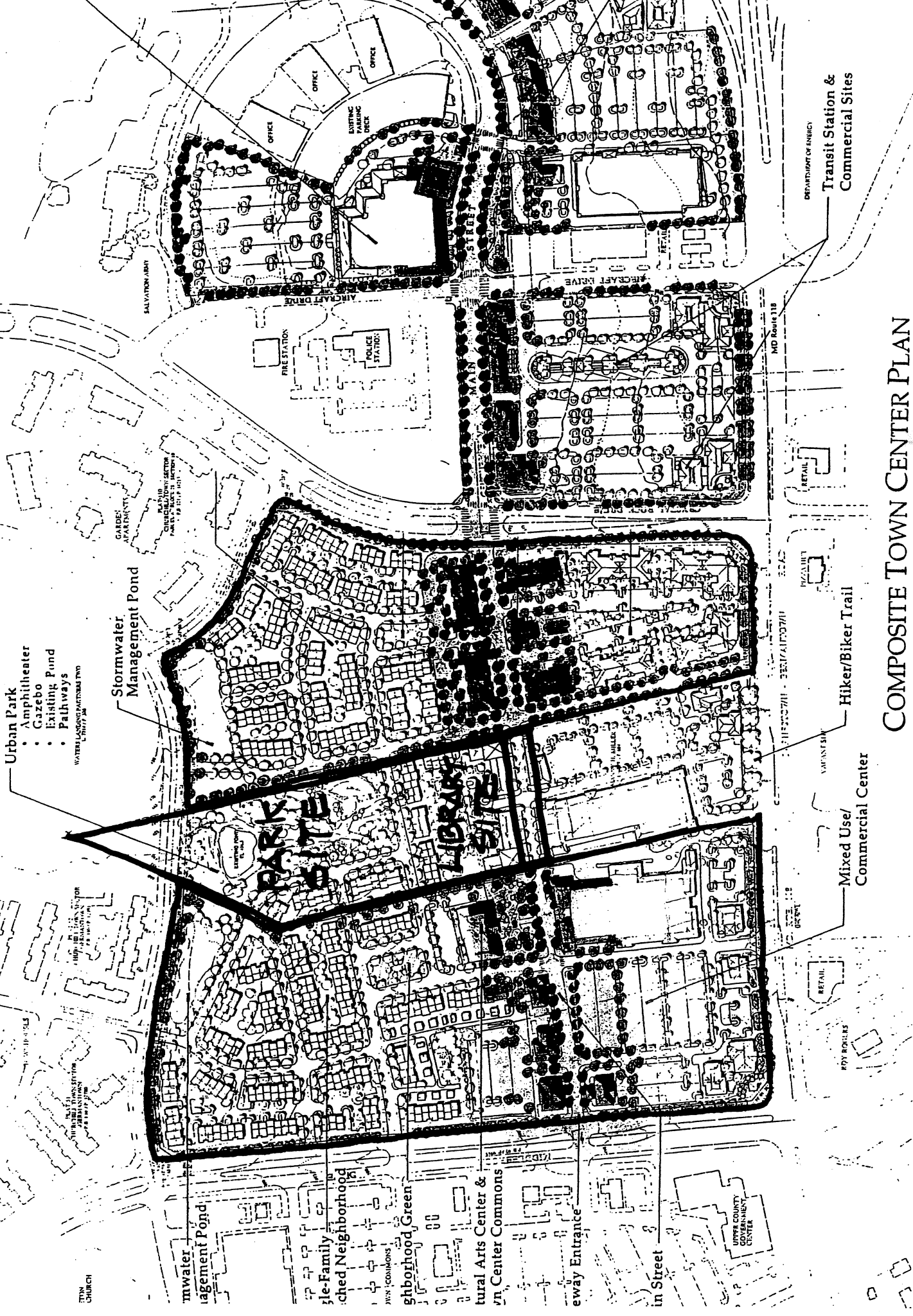
Development Standard	Required/ Permitted	Proposed
Office		
Professional, and business	20000	20000
General	20000	20000
Retail	400,000	210,000
TOTAL COMMERCIAL		250,000
Commercial Density	0.5 FAR	0.21 FAR
Green Area or Outside Amenity area		
Within commercial area (26.4 ac)	15%	15%
	172,498	172,498
Within residential area (36.0 ac)	50%	50%
	784,080	784,080
Dwelling units		
	150 min.	
	610 max.	610
included MPDUs	110	110
Building setbacks (ft)		
From one-family residential	N.A.	N.A.
From T-S zone commercial	50	70
From T-S zone residential	30	40
From any street (commercial)	25	10*
From any street (residential)	30	25*
From abutting Comm'l. or Ind'l. zone	N.A.	N.A.
* No minimum setback required if development is in accordance with the Master Plan		
Parking		
Office 40000 sf @ 3/1000	120	
Retail 210,000 sf @ 5/1000	1050	
Residential		
330 1BR @ 1.25/du	413	
238 2BR @ 1.50/du	357	
42 3BR @ 2.00/du	84	
TOTAL	2021	2225

(B) (N.A.)

(C) *Because of its location, size, intensity, design, operational characteristics and staging, it would be compatible with and not detrimental to existing or potential development in the general neighborhood.* The types and scales of development are similar to other development found in the Germantown town center

- (D) *It would not overburden existing public services nor those programmed for availability concurrently with each stage of construction and, if located within a transportation management district designated under chapter 42A, article II, is subject to a traffic mitigation agreement that meets the requirements of that article.* A Local Area Transportation Review has been performed in conjunction with the concurrent Preliminary Plan Review. Certain intersection improvements have been prescribed in satisfaction of the LATR.
- (E) *It would be more efficient and desirable than could be accomplished by the use of the standard method of development.* The site is located within walking distance of the MARC station, so developing more intensively with the optional method will increase the efficiency of that transit mode by providing more riders. The proposal is more desirable for this reason and because the RMX optional method requires the provision of amenities and facilities (described elsewhere) to the community, while the standard method does not.
- (F) *It would include moderately priced dwelling units in accordance with chapter 25A of this Code, if the requirements of that chapter apply.* See data table above.
- (G) (N.A.)
- (H) Any applicable requirements for forest conservation under Chapter 22A. The Plan conforms.
- (I) Any applicable requirements for water quality resource protection under Chapter 19. A revised SWM concept has been approved by MCDPS.

- Urban Park
- Amphitheater
- Gazebo
- Existing Pond
- Pathways



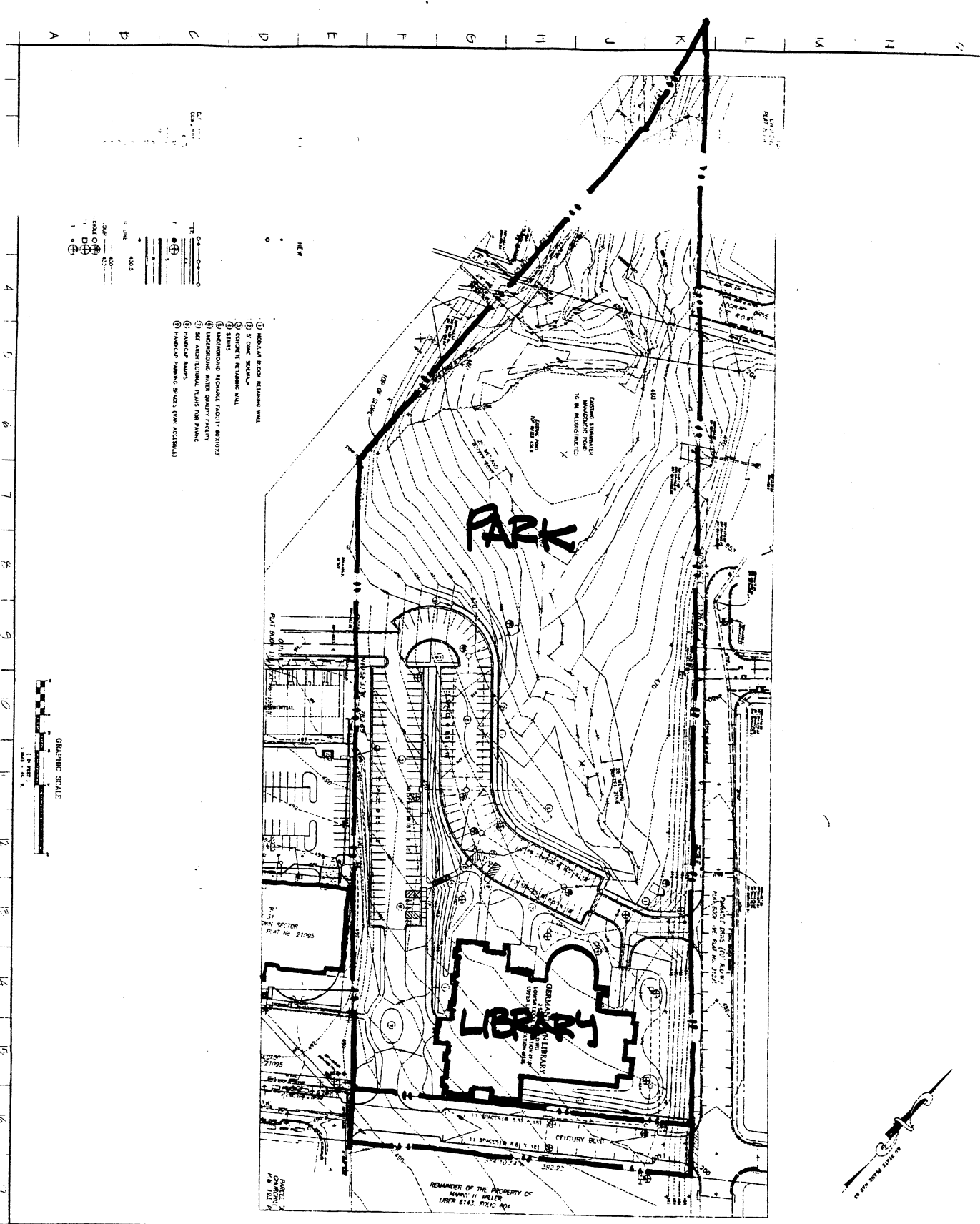
COMPOSITE TOWN CENTER PLAN

GERMANTOWN TOWN CENTER EAST
 MONTGOMERY COUNTY, MARYLAND

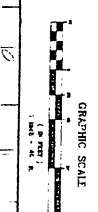
APPROVED DEVELOPMENT PLAN FOR ADJACENT ZONING

AGENCY: MONTGOMERY COUNTY
 PROJECT: GERMANTOWN TOWN CENTER EAST
 1200 EIGHTH STREET, SUITE 200
 GERMANTOWN, MARYLAND 20874
 DATE: 08/2018

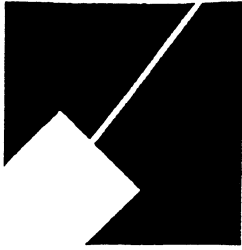
AGENCY: MONTGOMERY COUNTY
 PROJECT: GERMANTOWN TOWN CENTER EAST
 1200 EIGHTH STREET, SUITE 200
 GERMANTOWN, MARYLAND 20874
 DATE: 08/2018



- LEGEND**
- ① MODULAR BLOCK RETAINING WALL
 - ② 2' CONC. SCREEN
 - ③ 2' CONC. RETAINING WALL
 - ④ STAIR
 - ⑤ LANDSCAPING BOUND. FACILITY EXTERIOR
 - ⑥ LANDSCAPING WATER QUALITY FACILITY
 - ⑦ SET AND/OR TECHNICAL PLANS FROM PLANS
 - ⑧ LANDSCAPING PLANT
 - ⑨ LANDSCAPING BRIDGE (VAN ACCESSIBLE)



<p>Project Title</p> <h3>Germantown Library</h3> <p>Germantown, Maryland</p> <h2>MCF+S DESIGN</h2> <p>Owner: Montgomery County</p>	<p>THE LINKER PARTNERSHIP, INC.</p> <p>ARCHITECTURE & PLANNING</p> <p>400 N. 12th St. #200 Arling Heights, Virginia 22204 (703) 745-5111</p>	<p>DATE: 1/2/05</p> <p>PROJECT: GERMTOWN LIBRARY</p> <p>DESIGNER: DAVID E. BURKE</p> <p>SCALE: 1/8" = 1'-0"</p> <p>NO. OF SHEETS: 11</p> <p>THIS SHEET: C-1</p>	<p>THE MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS</p> <p>301 DORSETT ST. #100</p> <p>BETHESDA, MD 20814</p> <p>PHONE: (301) 591-1800</p> <p>FAX: (301) 591-1801</p>	<p>10/1/04</p> <p>10/2/04</p> <p>10/3/04</p> <p>10/4/04</p> <p>10/5/04</p> <p>10/6/04</p> <p>10/7/04</p> <p>10/8/04</p> <p>10/9/04</p> <p>10/10/04</p> <p>10/11/04</p> <p>10/12/04</p> <p>10/13/04</p> <p>10/14/04</p> <p>10/15/04</p> <p>10/16/04</p> <p>10/17/04</p> <p>10/18/04</p> <p>10/19/04</p> <p>10/20/04</p> <p>10/21/04</p> <p>10/22/04</p> <p>10/23/04</p> <p>10/24/04</p> <p>10/25/04</p> <p>10/26/04</p> <p>10/27/04</p> <p>10/28/04</p> <p>10/29/04</p> <p>10/30/04</p> <p>10/31/04</p>
	<p>SCHMATIC SITE PLAN</p> <p>C-1</p>		<p>REVISION PLAN</p> <p>No. Description</p>	<p>DATE</p>



May 30, 2002

MEMORANDUM

TO: Larry Ponsford, Supervisor
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning

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

SUBJECT: Project Plan No. 9-02002
Fairfield at Germantown

This memorandum is Transportation Planning staff's Adequate Public Facilities (APF) review of the project plan for Fairfield at Germantown, which is located south of Wisteria Drive and east of future Father Hurley Boulevard Extended in Germantown. The proposed development under this project plan includes 610 garden apartments, 210,000 square feet of retail, and 40,000 square feet of general office space.

RECOMMENDATIONS

Based on our review of the submitted traffic analysis, Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to approval of the project plan for the Fairfield at Germantown development.

1. Total development under this project plan application is limited to the following uses and density:
 - 610 garden apartments
 - 210,000 square feet of retail space
 - 40,000 square feet of general office space
2. To satisfy Local Area Transportation Review:

- a. The applicant shall construct a separate southbound right-turn lane, a second northbound left-turn lane, a second eastbound left-turn lane, and restripe the separate westbound right-turn lane on Wisteria Drive as a shared through and right-turn lane (Phase 1) at the MD 118/Wistria Drive intersection.
- b. The applicant shall construct a second westbound left-turn lane (Phase 1), a second northbound left-turn lane, and modify the traffic signal to eliminate eastbound-westbound split phasing at the MD 118/Middlebrook Road intersection (Phase 1). Also, the applicant shall design and construct the removal of the channelized (free flow) located in the southeast quadrant of this intersection, provided monies required to be escrowed pursuant to Site Plan No. 8-84011A (Northlake Commerce Center –Condition 2) and Site Plan No. 8-98042 (Germantown Town Center Phase I – Condition 10) are available for the improvement and Preliminary Plan No. 1-99020 (north Germantown - Condition 1) participate in the improvement as required by its approval. (Phase 1)
- c. The applicant shall restripe the eastbound Crystal Rock Drive approach to provide a separate right-turn lane, a separate through and left-turn lane, and a separate left-turn lane at the MD 118/Crystal Rock Drive intersection. (Phase 1)
- d. The applicant shall construct a second westbound left-turn lane at the (Great Seneca Highway (MD 119)/Middlebrook Road intersection. (Phase 2)
- e. The applicant shall construct a separate northbound right-turn lane, restripe and designate existing Wisteria Center Lane for separate left-turn lanes, and install a new traffic signal if warrants and spacing criteria are met at the Wisteria Drive/Waters Road intersection. (Phase 2)
- f. The applicant shall construct a westbound left-turn lane on Wisteria Drive, a separate left and through lanes on Father Hurley Boulevard (FHB), and install a new traffic signal if warranted at the Father Hurley Boulevard intersection. (Phase 1)
- g. The applicant shall construct two lanes of Father Hurley Boulevard from Wisteria Drive SW to the site entrance, plus the full cross section of Father Hurley Boulevard from Wisteria Drive SW for a distance of approximately 600 feet, with final scope subject to pending minor realignment of father Hurley boulevard by the Department of Public Works and Transportation (DPWT), to include a temporary transition from these six lanes to the two beyond. Final details are to be resolved as part of the Site Plan Review submission for Fairfield.

3. The applicant shall agree that the roadway improvements listed as conditions of approval are under construction in accordance with the phasing of road improvements as designated in the above conditions for the following phased development.
 - a) Phase 1 includes 610 garden apartments.
 - b) Phase 2 includes full development.

The locations of the above roadway improvements are shown in the attached Exhibit 1.

4. The applicant shall improve Waters Road (Loebury Drive) to meet the County two-lane roadway standards as shown on the project plan.

DISCUSSION

Summary of Local Area Transportation Review

Eight local intersections were defined as critical intersections to be affected by the development of the subject site and were examined in the traffic analysis to determine whether all intersections meet the applicable congestion standard of 1,500 Critical Lane Volume (CLV) for the Germantown Town Center Policy Area. The CLV impacts of the proposed development on critical intersections in the vicinity of the site were analyzed and are summarized in Table I.

Table I

Intersection Capacity Analysis with CLV Under Various Development Schemes During the Peak Hour								
	Existing		Background		Total*		Total**	
	AM	PM	AM	PM	AM	PM	AM	PM
MD 118/Wister Dr.	791	1250	1116	1659	1273	2406	1153	1509
MD 118/Middlebrook Rd.	1090	1118	1863	1498	1975	1760	1755	1438
MD 118/Crystal Rock Dr.	984	1230	1674	1871	1699	1942	1492	1578
MD 118/Aircraft Dr.	957	968	1359	1354	1385	1437	1385	1437
MD 119/Middlebrook Rd.	876	1351	1263	1824	1362	1911	1362	1445
Waters Road/Wisteria Dr.	382	458	444	546	804	1616	657	1099
FHB/Wisteria Dr.	827	871	957	1035	1147	1248	1147	1248
FHB/Middlebrook Rd.	803	802	1099	979	1205	1252	1205	1252

- * Total development conditions without proposed roadway improvements
- ** Total development conditions with proposed roadway improvements

As shown in the above table, all existing intersections analyzed are currently operating at acceptable CLVs (CLV standard is 1,500). Under the background development (developments approved but not built) condition, most of MD 118 intersections exceed the acceptable congestion standard. Under the total development conditions, the unacceptable conditions at the intersections identified under the background development conditions further deteriorate without the roadway improvements. However, these intersections will operate at either an acceptable congestion standard or better than the background conditions for the total development conditions with the roadway improvements conditioned upon approval of this project plan application.

Policy Area Transportation Review

Based on the FY 02 AGP staging ceiling capacity, there is sufficient capacity available for both the housing and employment developments (1,209 housing units and 4,494 jobs as of April 30, 2002) in the Germantown Town Center Policy Area to accommodate the proposed development.

Site Access and Circulation

Staff finds that the roadway and sidewalk system shown on the project plan is adequate to provide safe access for vehicles and pedestrians. Staff supports the construction of Father Hurley Boulevard described in this memorandum within a 120' right-of-way.

CONCLUSION

Staff concludes that the subject project plan satisfies the APFO requirements since all nearby intersections are anticipated to operate at either acceptable congestion standard or at better than the background developments with the identified improvements. Staff further concludes that the subject project plan satisfies the zoning requirements that it would not overburden existing public services nor those programmed for availability concurrently with each stage of construction.

KHK:cmd

Attachment

pp #9-02002 Fairfield at Germantown.doc

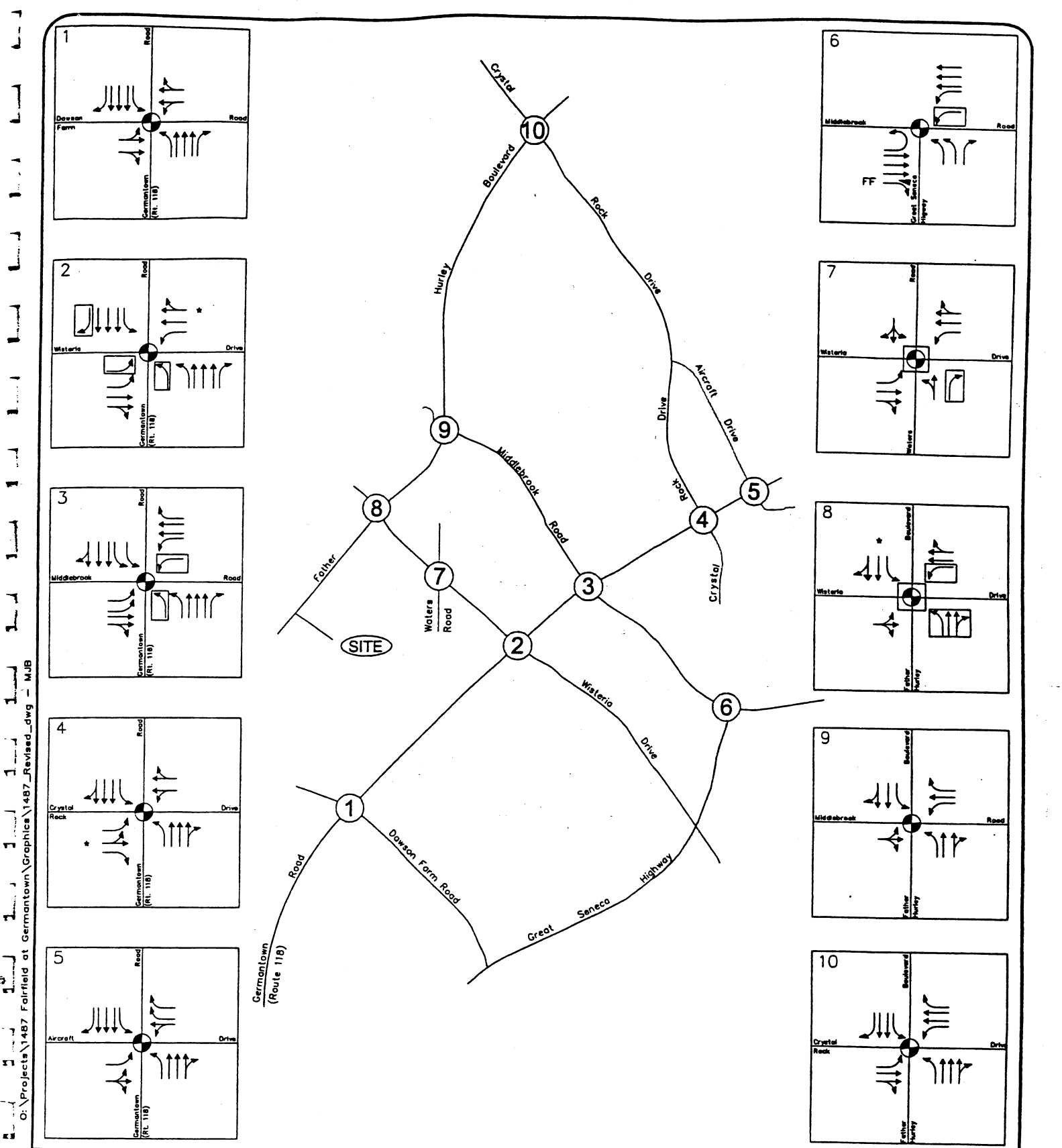
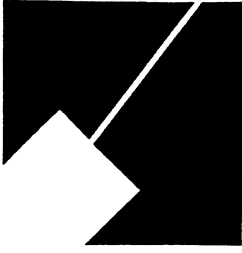


Figure 13
 Total Future Lane Use and Traffic Control
 for Phase 2 (610 Units + 210,000 S.F. Retail,
 and 40,000 S.F. Office)

- Future Improvement
- Represents One Travel Lane
- Signalized Intersection
- Stop Sign
- * Re-Striping Improvement

North
Schematic

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

May 30, 2002

MEMORANDUM

TO: Larry Ponsford, Supervisor
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning

FROM: Ki H. Kim, Planner
Transportation Planning

SUBJECT: Project Plan No. 9-02002
Fairfield at Germantown

This memorandum is Transportation Planning staff's Adequate Public Facilities (APF) review of the project plan for Fairfield at Germantown, which is located south of Wisteria Drive and east of future Father Hurley Boulevard Extended in Germantown. The proposed development under this project plan includes 610 garden apartments, 210,000 square feet of retail, and 40,000 square feet of general office space.

RECOMMENDATIONS

Based on our review of the submitted traffic analysis, Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to approval of the project plan for the Fairfield at Germantown development.

1. Total development under this project plan application is limited to the following uses and density:
 - 610 garden apartments
 - 210,000 square feet of retail space
 - 40,000 square feet of general office space
2. To satisfy Local Area Transportation Review:

- a. The applicant shall construct a separate southbound right-turn lane, a second northbound left-turn lane, a second eastbound left-turn lane, and restripe the separate westbound right-turn lane on Wisteria Drive as a shared through and right-turn lane (Phase 1) at the MD 118/Wistria Drive intersection.
- b. The applicant shall construct a second westbound left-turn lane (Phase 1), a second northbound left-turn lane, and modify the traffic signal to eliminate eastbound-westbound split phasing at the MD 118/Middlebrook Road intersection (Phase 1). Also, the applicant shall design and construct the removal of the channelized (free flow) located in the southeast quadrant of this intersection, provided monies required to be escrowed pursuant to Site Plan No. 8-84011A (Northlake Commerce Center –Condition 2) and Site Plan No. 8-98042 (Germantown Town Center Phase I – Condition 10) are available for the improvement and Preliminary Plan No. 1-99020 (north Germantown - Condition 1) participate in the improvement as required by its approval. (Phase 1)
- c. The applicant shall restripe the eastbound Crystal Rock Drive approach to provide a separate right-turn lane, a separate through and left-turn lane, and a separate left-turn lane at the MD 118/Crystal Rock Drive intersection. (Phase 1)
- d. The applicant shall construct a second westbound left-turn lane at the (Great Seneca Highway (MD 119)/Middlebrook Road intersection. (Phase 2)
- e. The applicant shall construct a separate northbound right-turn lane, restripe and designate existing Wisteria Center Lane for separate left-turn lanes, and install a new traffic signal if warrants and spacing criteria are met at the Wisteria Drive/Waters Road intersection. (Phase 2)
- f. The applicant shall construct a westbound left-turn lane on Wisteria Drive, a separate left and through lanes on Father Hurley Boulevard (FHB), and install a new traffic signal if warranted at the Father Hurley Boulevard intersection. (Phase 1)
- g. The applicant shall construct two lanes of Father Hurley Boulevard from Wisteria Drive SW to the site entrance, plus the full cross section of Father Hurley Boulevard from Wisteria Drive SW for a distance of approximately 600 feet, with final scope subject to pending minor realignment of father Hurley Boulevard by the Department of Public Works and Transportation (DPWT), to include a temporary transition from these six lanes to the two beyond. Final details are to be resolved as part of the Site Plan Review submission for Fairfield.

3. The applicant shall agree that the roadway improvements listed as conditions of approval are under construction in accordance with the phasing of road improvements as designated in the above conditions for the following phased development.
 - a) Phase 1 includes 610 garden apartments.
 - b) Phase 2 includes full development.

The locations of the above roadway improvements are shown in the attached Exhibit 1.

4. The applicant shall improve Waters Road (Locbury Drive) to meet the County two-lane roadway standards as shown on the project plan.

DISCUSSION

Summary of Local Area Transportation Review

Eight local intersections were defined as critical intersections to be affected by the development of the subject site and were examined in the traffic analysis to determine whether all intersections meet the applicable congestion standard of 1,500 Critical Lane Volume (CLV) for the Germantown Town Center Policy Area. The CLV impacts of the proposed development on critical intersections in the vicinity of the site were analyzed and are summarized in Table I.

Table I

Intersection Capacity Analysis with CLV Under Various Development Schemes During the Peak Hour								
	Existing		Background		Total*		Total**	
	AM	PM	AM	PM	AM	PM	AM	PM
MD 118/Wister Dr.	791	1250	1116	1659	1273	2406	1153	1509
MD 118/Middlebrook Rd.	1090	1118	1863	1498	1975	1760	1755	1438
MD 118/Crystal Rock Dr.	984	1230	1674	1871	1699	1942	1492	1578
MD 118/Aircraft Dr.	957	968	1359	1354	1385	1437	1385	1437
MD 119/Middlebrook Rd.	876	1351	1263	1824	1362	1911	1362	1445
Waters Road/Wisteria Dr.	382	458	444	546	804	1616	657	1099
FHB/Wisteria Dr.	827	871	957	1035	1147	1248	1147	1248
FHB/Middlebrook Rd.	803	802	1099	979	1205	1252	1205	1252

* Total development conditions without proposed roadway improvements

** Total development conditions with proposed roadway improvements

As shown in the above table, all existing intersections analyzed are currently operating at acceptable CLVs (CLV standard is 1,500). Under the background development (developments approved but not built) condition, most of MD 118 intersections exceed the acceptable congestion standard. Under the total development conditions, the unacceptable conditions at the intersections identified under the background development conditions further deteriorate without the roadway improvements. However, these intersections will operate at either an acceptable congestion standard or better than the background conditions for the total development conditions with the roadway improvements conditioned upon approval of this project plan application.

Policy Area Transportation Review

Based on the FY 02 AGP staging ceiling capacity, there is sufficient capacity available for both the housing and employment developments (1,209 housing units and 4,494 jobs as of April 30, 2002) in the Germantown Town Center Policy Area to accommodate the proposed development.

Site Access and Circulation

Staff finds that the roadway and sidewalk system shown on the project plan is adequate to provide safe access for vehicles and pedestrians. Staff supports the construction of Father Hurley Boulevard described in this memorandum within a 120' right-of-way.

CONCLUSION

Staff concludes that the subject project plan satisfies the APFO requirements since all nearby intersections are anticipated to operate at either acceptable congestion standard or at better than the background developments with the identified improvements. Staff further concludes that the subject project plan satisfies the zoning requirements that it would not overburden existing public services nor those programmed for availability concurrently with each stage of construction.

KHK:cmd

Attachment

pp #9-02002 Fairfield at Germantown.doc

O:\Projects\1487 Fairfield at Germantown\Graphics\1487_Revise.dwg - MJB

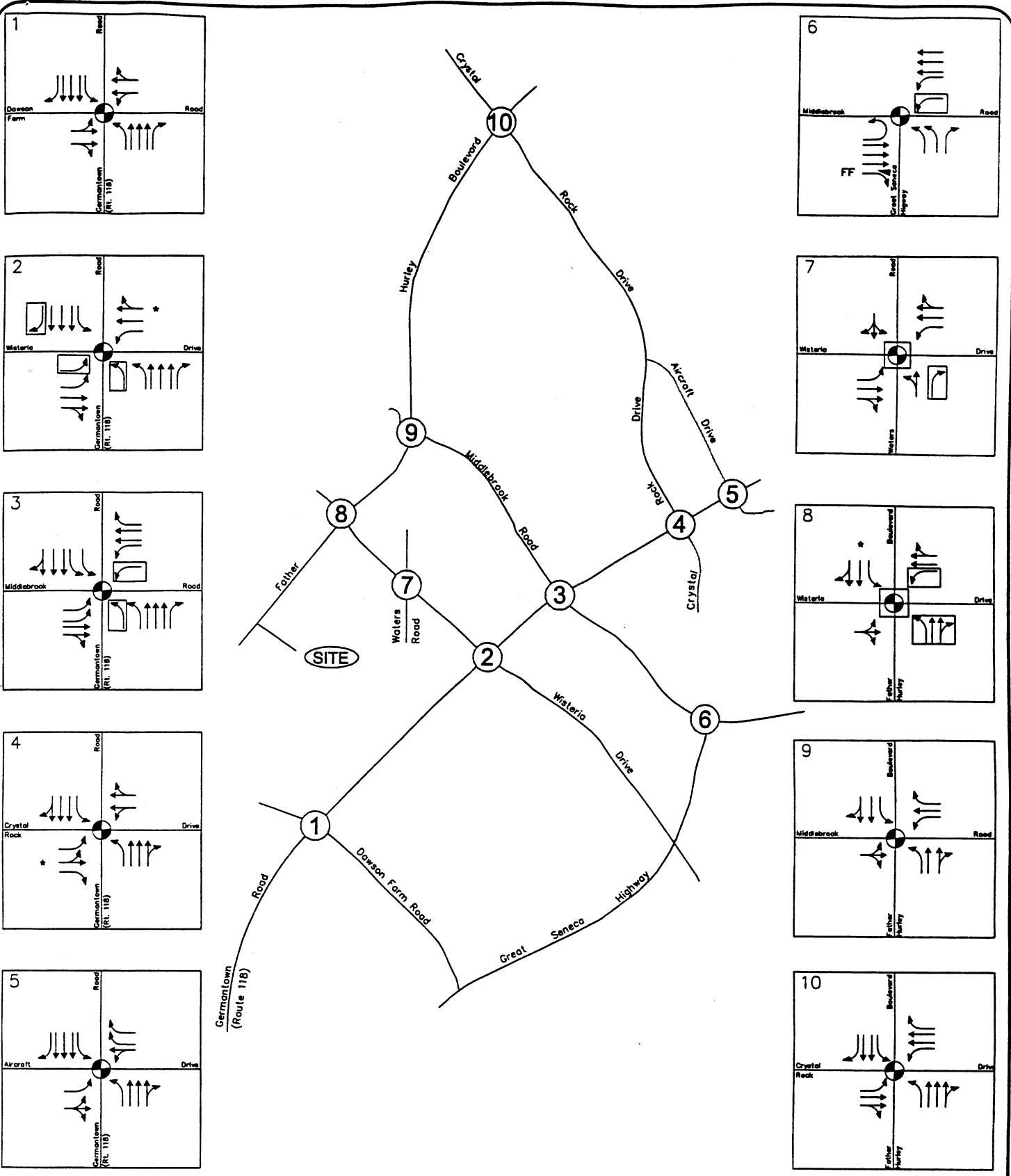


Figure 13
 Total Future Lane Use and Traffic Control
 for Phase 2 (610 Units + 210,000 S.F. Retail,
 and 40,000 S.F. Office)

- Future Improvement
- Represents One Travel Lane
- Signalized Intersection
- Stop Sign
- Re-Striping Improvement
- North Schematic