




July 9, 2003

MEMORANDUM

TO: Malcolm Shaneman, Supervisor
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning 

FROM: Ed Axler, Planner/Coordinator 
Transportation Planning

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SUBJECT: Pre-Preliminary Plan No. 7-01050
Fairland Golf Course Community (or Fairland Park)
Fairland/White Oak Policy Area

INTRODUCTION

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject pre-preliminary plan located on the Montgomery County/Prince George's County line.

Even though the Fairland/White Oak Policy Area is in a moratorium for residential development, the Policy Area Transportation Review is proposed to be satisfied under the *FY 2003 Annual Growth Policy* (AGP) Section TA.3.3.2 – "Restrictions on Number of Approvals, Exception: Golf Course Community" (Attachment 1). In accordance with this AGP section, no more than 100 housing units, in addition to MPDUs, are permitted at a single location in each fiscal year for a planned development that includes a golf course that is developed on a public/private partnership basis. In the Fairland/White Oak Policy Area, no more than a total of 100 housing units, in addition to MPDUs, are permitted in each fiscal year.

RECOMMENDATIONS

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

1. Limit the pre-preliminary plan to:
 - a. A total of up to 396 housing units as limited in the *Fairland Master Plan* (Attachment 2) with a current mix of 300 single-family detached units and 96 single-family attached units and phased for up to 100 housing units each year.
 - b. Replace the existing Gunpowder Golf Course with an 18-hole golf course operated on a public/private partnership basis. The clubhouse with its parking area and 12 holes are entirely within Montgomery County while the County line divides four holes. Two holes, a driving range, and a "First Tee" (designed for disadvantaged, disabled, and young golfers) are entirely in Prince George's County.
2. Support internal street network and cross-section designs to provide interconnectivity for local traffic.
3. Resolve with the Maryland State Highway Administration's (SHA) transportation language on page 92 (Attachment 2) of the *Fairland Master Plan* to evaluate relocating the existing traffic signal along Sandy Spring Road (MD 198) from McKnew Road to Cedar Tree Drive.
4. Coordinate with SHA's MD 28/MD 198 Corridor Improvement Study regarding the following:
 - a. Satisfying the right-of-way requirements along Sandy Spring Road property frontage approximately 800 feet east and west of Riding Stable Road.
 - b. Providing safe and adequate traffic operation along Sandy Spring Road at the intersection of Sandy Spring Road and Riding Stable Road. Additional turning lanes on Sandy Spring Road may be needed to accommodate site-generated traffic to and from a new access/internal street terminating opposite Riding Stable Road.
5. Coordinate with the Montgomery County Department of Public Works and Transportation (DPWT) regarding the following:
 - a. Providing sidewalks within available right-of-way.

- b. Designing and installing traffic calming measures to minimize non-local traffic on Cedar Tree Drive, McKnew Road, and the site's internal residential streets between Sandy Spring Road and Old Gunpowder Road.
6. Coordinate with SHA and DPWT regarding upgrading the northbound McKnew Road approach at Sandy Spring Road (MD 198) for an extra approach lane to separate left-turns from right-turns where some right-turns now use the shoulder as a second approach lane.
7. Submit an updated traffic study that is complete and adequate in accordance with the updated *Local Area Transportation Review Guidelines* when filing a preliminary plan application.
8. Coordinate with the Montgomery County Public Schools regarding dedication of land for an elementary school site at the terminus of Saddle Creek Drive.
9. Coordinate with SHA on alternatives under consideration for the new ICC project planning study.

DISCUSSION

Site Location

The site is located in the southwest quadrant of Sandy Spring Road and Old Gunpowder Road (i.e., Prince George's County). The Montgomery County and Prince George's County line runs north-south through the site and approximately two-thirds of the land area is located in Montgomery County. The site includes the existing Gunpowder Golf Course and part of the existing Fairland Recreational Park.

Vehicular Site Access

The five site access points are from either Sandy Spring Road in Montgomery County or from Old Gunpowder Road in Prince George's County. The internal street network should be interconnected to permit local traffic to access Sandy Spring Road in Montgomery County and Old Gunpowder Road in Prince George's County.

Within Montgomery County, the site accesses from Sandy Spring Road are as follows:

1. Cedar Tree Drive: An existing raised center median along Sandy Spring Road restricts motorists to right-turn-in and right-turn-out at Cedar Tree Drive. As discussed in Recommendation No. 3, relocating the traffic signal along Sandy Spring Road from McKnew Road to Cedar Tree Drive is recommended in the *Fairland Master Plan*. However the Oak Hills Homeowners Association does not support installing a traffic signal at the intersection of Cedar Tree Drive

and Sandy Spring Road because of their concerns about additional non-local traffic along the northern segment between Sandy Spring Road and McKnew Road.

2. McKnew Road: The northern segment is an alternative connection between Cedar Tree Drive and Sandy Spring Road with speed humps to encourage reduction of motorists' speed. The intersection with Sandy Spring Road has a median break that permits full movement to and from McKnew Road at the signalized intersection. McKnew Road is not built to primary residential street standards.
3. A proposed internal residential street serves 95 single-family detached units on the Pre-Preliminary Plan with five units located in Prince Georges County. This proposed residential street terminates at Sandy Spring Road opposite Riding Stable Road. The existing intersection of Sandy Spring Road and Riding Stable Road is not signalized. The homeowner association of the residences living off existing Riding Stable Road requested a traffic signal warrant study. A study was conducted and determined that existing nor projected future site-generated traffic would satisfy warrants for a traffic signal at this intersection.

Within Prince George's County, two access points are from Old Gunpowder Road that serves:

1. The 54 single-family dwelling units located in Prince George's County and on the north and south side of the PEPCO right-of-way.
2. Dwelling units located in Prince George's County and Montgomery County and the golfers:
 - a. The 60 single-family dwelling units located around the tenth golf hole within Prince George's County.
 - b. The clubhouse parking area within Montgomery County.
 - c. The single-family dwelling units in Montgomery County via a connection into Montgomery County and to Cedar Tree Drive.

Roadways and Bikeways

The roadways and bikeways are as follows:

1. According to the *Fairland Master Plan*, adjacent and nearby roadways and master-planned bikeways are as follows:

- a. Sandy Spring Road/Spencerville Road (MD 198) is designated as a four-lane divided major highway, M-76, with 120-foot right-of-way. An eight-foot Class I, PB-34, hiker/biker trail is planned on the south side plus on-road bicycle provisions between US 29 and the Prince George's County line in the *Fairland Master Plan* and SHA's MD 28/MD 198 Improvement Corridor Study.
 - b. McKnew Road is designated as a two-lane primary road, P-26, with a 70-foot right-of-way and sidewalks between Sandy Spring Road and Sugar Pine Court on both sides.
 - c. Saddle Creek Drive is designated as a two-lane primary road, P-27, with a 70-foot right-of-way and an extension of the sidewalks on both sides.
 - d. Cedar Tree Drive is designated as a two-lane primary road, P-45, with a 70-foot right-of-way and a Class III, PB-46, bikeway between Sandy Spring Road and the Fairland Recreational Park. A second Class I bikeway is PB-47, Cedar Tree Drive Connector, through the Fairland Recreational Park connecting Cedar Tree Drive's terminus to Robey Road.
 - e. Riding Stable Road is designated as a two-lane primary road, P-47, with a 70-foot right-of-way and a Class III, PB-61, bikeway from Sandy Spring Road north to the Prince George's County line/Brooklyn Bridge Road.
 - f. Through the site, an unpaved trail, PB-41, Patuxent Trail.
2. Within Prince George's County's *Sectional Map Amendment to the Subregion 1 Master Plan* (Attachment 3), Old Gunpowder Road is a four-lane limited access collector with an 80-foot right-of-way and a 20-foot landscaped median.
 3. Residential streets should be designed with sidewalks for adequate internal pedestrian connections per Recommendation No. 2.

Pedestrian Site Access

Besides the identified bikeways in the *Fairland Master Plan*, the residential streets should have sidewalks for adequate internal pedestrian connections per Recommendation No. 2.

The Intercounty Connector and its Previous Alternative Alignments

SHA has recently re-implemented the study process for the proposed Intercounty Connector (ICC), a limited-access east-west highway intended to link areas between I-270 and I-95/US 1, within central and eastern Montgomery County and western Prince

George's County. SHA anticipates developing alternate alignments for detailed study by Fall 2003.

The 1997 Draft Environmental Impact Statement (DEIS) and Major Investment Study (MIS) for the proposed ICC identified a Master Plan Alternative alignment and three alternative alignments for this master-planned roadway -- Upgrade Existing Roads Alternative, Northern Alternative, and Midcounty Highway-MD 198 Alternative.

1. To the west of I-95, the Northern Alternative alignment traversed north-south, parallel and to the east of Old Gunpowder Road before crossing Old Gunpowder Road, Montgomery/Prince George's County lines and MD 198 within the northeastern corner of the proposed Fairland Golf Course community.
2. The Midcounty Highway-MD 198 Alternative alignment for the ICC followed the existing alignment of MD 198 within Prince George's County (with roadway and intersection improvements), and shifted northwards within Montgomery County, creating a new intersection with Riding Stable Road, which was relocated to intersect MD 198 across from Birmingham Drive.

These two proposed ICC alignments are located to the north of the Master Plan Alternative alignment (i.e., which crossed Old Gunpowder Road to the south of Greencastle Road) and are not in the area Master Plans. At this time, the proposed Fairland Golf Course community is a pre-preliminary application, and the Planning Board does not place rights-of-way in reservation at the pre-preliminary plan stage.

Of the above three alternative alignments proposed, only the Northern Alternative alignment would have any physical impact on the proposed Fairland Golf Course community. Some of the single-family detached dwelling units shown off MD 198 (opposite Riding Stable Road) and off Old Gunpowder Road are affected by the proposed Northern Alternative alignment. This alignment will also impact the access to those dwelling units proposed off MD 198. Other possible vehicular access to these dwelling units would be via connections to either Old Gunpowder Road (which will involve at least one stream crossing) or Birmingham Drive.

The new ICC planning process is starting de novo in procedural terms. It has been selected as one of the few transportation projects in the country for a "streamlined" review process. A newly drafted Purpose and Needs Statement is in circulation. Alternative alignments have not been identified at this time. The only information we have on possible alignments comes from the 1997 ICC DEIS and MIS.

Though Park and Planning staff in the past supported protecting the Master Plan Alternative alignments in active planning development, staff in the past has not recommended right-of-way dedication of non-master planned alignments. SHA, as the lead agency planning, designing and implementing the project is free to choose any of the previously studied alternative alignments or even a new alignment based on current

environmental, community and cost impacts, and/or other constraints. If SHA selects an alignment other than the Master Plan Alternative alignment, area Master Plans affected by the proposed new alignment must be amended by County Council action. We have alerted SHA to this pre-preliminary plan and may expect their testimony at the Planning Board hearing.

Other On-Going Transportation Projects

The other on-going transportation projects are as follows:

1. SHA's Consolidated Transportation Program (CTP) Project No. MO8675170, US 29/MD 198 Interchange from north of Dustin Road to south of MD 198. Construction started in June 2002 and completion is anticipated at the end of 2004. Refer to the attached Project Newsletter dated Spring 2003.
2. SHA's Planning Project, No. MO8861, MD 28 (Norbeck Road)/MD 198 Corridor Improvement Study (Attachment 4) has been initiated. SHA anticipates releasing the draft environmental document for the project in Summer/Fall 2003. The study is currently funded for project planning only.
3. A private "Road Club" is constructing Relocated Dino Drive between the existing road and Sandy Spring Road from west of Star Pointe Drive to Valley Stream Avenue in accordance with the *Fairland Master Plan*. Dino Drive Extended is designated in the *Fairland Master Plan* as a two-lane industrial road, I-2, with a 70-foot right-of-way. The "Road Club" consists of the applicants of approved, pending, and future preliminary plans who need vehicular access to their sites that are:
 - a. Fronting on and located between Relocated Dino Drive and Sandy Spring Road. When these properties were approved or are being developed, SHA will not permit vehicular access directly to Sandy Spring Road. The alternative vehicular access to Sandy Spring Road would be via Relocated Dino Drive.
 - b. Now being served by the existing southern terminus of Star Pointe Drive. The alternative vehicular access to Sandy Spring Road will be needed when SHA closes the Sandy Spring Road/Star Pointe Drive intersection to construct and operate ramps for the US 29/MD 198 Interchange.
 - c. Denied vehicular access by SHA directly from Sandy Spring Road when these properties are developed. The alternative vehicular access to Sandy Spring Road would be via the extension of Relocated Dino Drive west of Star Pointe Drive.

Prior Plan Reviews

The Fairland Golf Course Community was previously reviewed or approved as follows:

1. In Prince George’s County, Preliminary Plan No. 4-01070 was approved for 120 clustered single-family detached units on November 15, 2001. Refer to the resolution by the Prince George’s County Planning Board (Attachment 5).
2. In Montgomery County, a public hearing of the Planning Board was held on April 12, 2001, for informational briefing on the Fairland Golf Course Community as a proposed public/private partnership for development of a golf course community. No public testimony was taken at that time.

Site-Generated Traffic

The number of peak-hour trips generated by the proposed land uses during the weekday morning peak period (6:30 a.m. to 9:30 a.m.) and the evening peak period (4:00 p.m. to 7:00 p.m.) are as follows:

| Type of Single-Family Units | Vehicular Access from | Number of Units | Peak-Hour Trips | |
|--|-----------------------|-----------------|-----------------|---------|
| | | | Morning | Evening |
| Within Montgomery County | | | | |
| Attached | Cedar Tree Drive | 96 | 46 | 80 |
| Detached | | 210 | 155 | 193 |
| Detached | Riding Stable Road | 90 | 81 | 95 |
| Both Types | | 396 | 282 | 368 |
| Within Prince George’s County | | | | |
| Detached | Riding Stable Road | 5 | 5 | 6 |
| | Old Gunpowder Road | 115 | 93 | 113 |
| | Both Access Points | 120 | 98 | 119 |
| Within Montgomery County and Prince George’s County | | | | |
| Attached | | 96 | 46 | 80 |
| Detached | | 423 | 334 | 407 |
| Both Types | | 519 | 380 | 487 |

Congestion Levels at Nearby Intersections

The proposed land uses generate 50 or more peak-hour trips during weekday morning and evening peak hours. Thus, a traffic study is required to satisfy Local Area Transportation Review. An initial traffic study was submitted to assess the congestion levels at nearby intersections within Montgomery County and to identify any off-site improvements at these intersections. The calculated critical lane volumes (CLV) at one

of the four intersections were within approximately 90 percent of the 1,550 congestion standard for the Fairland/White Oak Policy Area. The CLV at the other three intersections were between 70 and 80 percent of the congestion standard. The traffic study is to be updated with current counts and standards in the revised *Local Area Transportation Review Guidelines* per Recommendation No. 7.

Policy Area Transportation Review/Staging Ceiling

Under the *FY 2003 AGP* as of May 31, 2003, the remaining transportation staging ceiling capacity for non-residential development is positive 3,399 jobs and negative 3,542 housing units in the Fairland/White Oak Policy Area. Policy Area Transportation Review can be satisfied under the *FY 2003 AGP* Section TA.3.3.2 – “Restrictions on Number of Approvals, Exception: Golf Course Community” as discussed in the Introduction and Recommendation No.1.

EA:CE:ct

Attachments

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