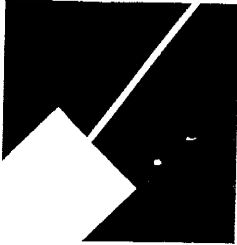


M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

December 12, 2003

MEMORANDUM

TO: Malcolm Shaneman, Supervisor
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning Division

FROM: Cherian Eapen, Planner/Coordinator
Transportation Planning Division

SUBJECT: Preliminary Plan No. 1-04020
Site Plan No. 8-04006
Day Property (Lot 1 Seibel's Subdivision)
Greencastle Road
Fairland/White Oak Policy Area

This memorandum summarizes Transportation Planning staff's Adequate Public Facilities (APF) Ordinance review of the subject preliminary plan/site plan for 11 single-family attached housing units (townhouses) in an RT-8 Zone within the Fairland/White Oak Policy Area.

The Fairland/White Oak Policy Area is currently in a moratorium for residential development. The Policy Area Transportation Review (PATR) component of the APF test for the Day Property is proposed to be satisfied under the FY 2004 Annual Growth Policy (AGP) Staging Ceiling Flexibility section (see Attachment 1; TP4 - Ceiling Flexibility for Developer Participation Projects) with a Full-Cost Developer Participation option (see Attachment 1, TP4.1). The Montgomery County Planning Board staff and the Montgomery County Department of Public Works and Transportation (DPWT) staff have worked with the applicant to prepare a Draft Traffic Mitigation Agreement (TMA) to satisfy the PATR test, which is currently being reviewed and finalized by the legal staff of both agencies. The TMA will enable the subject development to satisfy the PATR test.

RECOMMENDATIONS

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

1. Limit the development to 11 single-family attached housing units (townhouses), to be developed in one phase.
2. Satisfy the Policy Area Transportation Review component of the Adequate Public Facilities test by entering into a Traffic Mitigation Agreement with the Montgomery County Planning Board and Department of Public Works and Transportation, to make a one-time lump sum payment of \$21,600 to support transit use within the Policy Area.
3. Consistent with the 1997 Approved and Adopted Fairland Master Plan, dedicate additional right-of-way along Greencastle Road to provide 40 feet of right-of-way from its centerline.
4. Coordinate with DPWT's CIP Project No. 500100, Greencastle Road, to provide roadway improvements and the proposed Class I bikeway along the entire property frontage.
5. Coordinate with DPWT/Department of Permitting Services on design requirements for the proposed site access driveway as well as on-site parking.

DISCUSSION

Site Location, Access, Circulation and Transportation Facilities

The site is located on the west side of Greencastle Road immediately north of Greencastle Ridge Terrace and has access to Greencastle Road. The M-NCPPC Fairland Recreational Park is located on the east side of Greencastle Road. Land use on the west side of Greencastle Road is generally residential.

In the vicinity of the site, Greencastle Road is a two-lane roadway, with no paved shoulders and a rolling terrain. To the north of the site, a Class I bikeway exists along both Greencastle Road (to the north of Robey Road) and Robey Road. There are currently no on-road or off-road pedestrian/bicycle provisions along the section of Greencastle Road between Robey Road and Prince George's County Line. Greencastle Road has a posted speed limit of 30 mph in this area. Several bus routes serve Greencastle Road and Robey Road, to the north of the site.

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. Greencastle Road, between US 29 to the northwest and Prince George's County Line to the southeast, is recommended as a four-lane Arterial (A-110) with a minimum right-of-way

width of 80 feet. The Master Plan also recommends sidewalks and a Class I bikeway (PB-52) along Greencastle Road between Old Columbia Pike (to the west of US 29) and the Prince George's County Line.

Nearby Transportation Improvement Projects

Montgomery County's Capital Improvement Program (CIP) includes the following nearby project (see Attachment 2):

1. CIP Project No. 500100, Greencastle Road: This project will provide for the reconstruction of Greencastle Road from 400 feet south of Robey Road to Greencastle Ridge Terrace (a distance of approximately 2,100 feet). The improved roadway will be a two-lane arterial with concrete curb and gutter. The entire improved section of the roadway will have a separate eight-foot Class I bikeway along the west side of Greencastle Road. The section of Greencastle Road from Robey Road to Wildlife Lane (approximately 900 feet in length) will have 50-foot wide pavement and the remaining 1,200-foot section of the roadway from Wildlife Lane to Greencastle Ridge Terrace will have 34-foot wide pavement. The project is fully funded for design and construction, and is to be completed in October 2006.

Prior Approvals/Review

The proposed Day Property development was previously reviewed as Pre-Preliminary Plan No. 7-03051 for 12 townhouse units.

Local Area Transportation Review

The proposed Day Property development consisting of 11 single-family attached housing units (townhouse) would generate less than 50 total peak-hour trips during the weekday morning (6:30 a.m. – 9:30 a.m.) and evening (4:00 p.m. – 7:00 p.m.) peak periods (5 and 9 total peak-hour trips, respectively). Therefore, a traffic study (to analyze traffic impact at nearby intersections) is not required to satisfy Local Area Transportation Review.

Policy Area Transportation Review/Staging Ceiling Conditions

Based on the FY 2004 AGP's staging ceiling, there is no capacity available for additional housing units within the Fairland/White Oak Policy Area (negative 3,534 housing units as of November 30, 2003). However, the Day Property development is proposing to mitigate its impact with the Full-Cost Developer Participation option under the FY 04 AGP Staging Ceiling Flexibility provisions.

Trip Mitigation Agreement

Similar to Greencastle Town's preliminary/site plans, recently approved by the Planning Board, the proposed Day Property's Traffic Mitigation Agreement will assist the Division of Transit Services to continue an existing transit route on Castle Boulevard that was initiated over 12 years ago

due to mitigation agreements that have now expired. The lump-sum contributions by Day Property, Greencastle Towns, and other developers within the Fairland/White Oak Policy Area will allow DPWT to continue this very successful service, keep current transit patrons in buses, and prevent them returning to single-occupant vehicles. Thus, this and other similar TMA's are "taking trips off the road" by assisting DPWT in continuing an existing successful bus route that otherwise may have to be discontinued. The TMA for the Day Property is based on a value of \$200 per transit rider per year as the cost of mitigation developed by DPWT for the Fairland/White Oak Policy Area. The figure of \$200 is based on developer contributions to fund similar transit service enhancements in the area. (See Attachment 3.)

CE:RCW:gw
Attachments

cc: Mary Goodman
Calvin Nelson
Robert Kronenberg
Jeff Riese
William Kominers

mmo to mshaneman re day property

households at or below 50% of the area median income, adjusted for family size, or 40% of the units are occupied by households at or below 60% of the area median income, adjusted for family size. Such a development must be certified by HOC as affordable housing, and the owner of that development must agree with HOC to maintain the occupancy requirements for at least 15 years. These requirements include the provision of any MPDUs.

TP3.2 Except as provided in **TP3.3**, in a policy area with insufficient remaining capacity, the Planning Board may approve in each fiscal year not more than:

- 125 units for projects owned or controlled by HOC;
- 300 units for privately owned affordable housing developments; or
- an aggregate of 300 units in a policy area with both HOC owned and controlled developments and privately owned affordable housing developments.

TP3.3 The Planning Board must not approve additional housing units under this allocation in a policy area:

- that has been in a moratorium for new housing subdivision approvals for more than 5 consecutive years and the remaining capacity for the policy area is at least 1000 housing units in deficit; and
- if the Planning Board has cumulatively approved 500 housing units in that policy area under this special ceiling allocation.

Subject to the housing unit cap under **TP3.2**, approvals under this special ceiling allocation may resume if the deficit in remaining capacity in the policy area has been reduced under 1000 housing units, but only to the extent that transportation capacity has increased due to a programmed transportation improvement that is either under construction or funded for construction in the fiscal year for which the special ceiling allocation is requested from the Planning Board.

If the subdivision moratorium is eliminated in a policy area subject to **TP3.3** and is later reinstated, the calculation of the number of cumulative housing units approved under **TP3** starts at zero.

TP3.4 Any development approved under **TP3** must meet all zoning requirements and all other subdivision requirements, including standards for local area transportation review.

TP3.5 Development approved under **TP3** must be added to the pipeline.

TP3.6 Each recommended annual growth policy ceiling element must contain a list of all pending or approved development under **TP3**.

TP4 Ceiling Flexibility for Developer Participation Projects

Staging Ceiling Flexibility allows the Planning Board, after considering the recommendation of the County Executive, to approve a preliminary plan application, which exceeds the staging ceiling. In

allowing the staging ceiling to be exceeded, caution should be exercised to assure that the average level of service for the relevant policy area is not adversely affected. Except as otherwise expressly stated in **TP4**, the same level of service criteria already established in the Annual Growth Policy must be used in evaluating an application under these ceiling flexibility provisions.

In general, each approval above the staging ceiling must be conditioned upon the planned and scheduled construction by either the applicant and/or the government of some public facility project or other appropriate capacity measure (such as the private operation of a transit program) which, if added to the approved CIP or CTP programmed facilities, will add capacity or its equivalent to the existing facility system and result in no lessening of the area-wide level of service.

In general, the capacity addition must be scheduled for completion at the same time or before the proposed development is to be completed. The application must also be approved under Local Area Transportation Review standards. The nature, design and scale of the additional project or program must receive prior approval from the relevant governmental agencies responsible for constructing or maintaining such facilities or programs. The recommendation of the Executive also must be evaluated carefully.

Both the subdivision plan and the necessary additional facilities must be in accordance with an adopted master plan or other relevant policy statement; the design of the facilities must be subject to mandatory referral to the Planning Board; and the applicant and the relevant public agency must execute an appropriate public works agreement before record plat approval.

The phrase "additional transportation facilities" means transportation facilities other than those on which the policy area staging ceilings of the current Annual Growth Policy are based.

TP4.1 Full-Cost Developer Participation

If an applicant agrees to pay for the full cost of all the additional necessary public facilities, and the relevant administering agency has agreed, the Planning Board may approve subdivision plans whose public facility needs exceed the net remaining capacity under the adopted staging ceiling.

Where the applicant commits to provide the full cost of a transit, para-transit or ridesharing program, such application may be deemed to have passed the staging ceiling test, insofar as transportation is concerned, if the Board finds, after reviewing recommendations of the County Executive, that the program will reduce the number of peak-hour, peak-direction automobile trips by as many trips as would be generated by the proposed development. After a preliminary subdivision plan has been approved on this basis, later applications may be credited for reduced trips generated by the new proposal.

An applicant may meet the requirements of **TP4.1** even if all or part of the funds used to build public facilities or operate programs is provided by a government agency.

TP4.2 Development District Participation

Under Chapter 14 of the County Code, development districts may be created by the County Council as a funding mechanism for needed infrastructure in areas of the County where substantial development is expected or encouraged. The Planning Board may approve subdivision plans in accordance with the terms of the development district's provisional adequate public facilities approval (PAPF).

Greencastle Road -- No. 500100

Category **Transportation**
 Agency **Public Works & Transportation**
 Planning Area **Fairland-Beltsville**
 Relocation Impact **None**

Date Last Modified **May 19, 2003**
 Previous PDF Page Number **11-82 (03 App)**
 Required Adequate Public Facility **NO**

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY02	Remain FY02	Total 6 Years	FY03	FY04	FY05	FY06	FY07	FY08	Beyond 6 Years
Planning, Design and Supervision	575	0	0	575	100	207	48	220	0	0	0
Land	169	0	0	169	0	0	169	0	0	0	0
Site Improvements and Utilities	590	0	0	590	0	0	0	590	0	0	0
Construction	1,216	0	0	1,216	0	0	166	1,050	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,550	0	0	2,550	100	207	383	1,860	0	0	0

FUNDING SCHEDULE (\$000)

EDAET	126	0	0	126	0	126	0	0	0	0	0
G.O. Bonds	1,411	0	0	1,411	61	0	233	1,117	0	0	0
Impact Tax	988	0	0	988	39	81	150	718	0	0	0
Intergovernmental	25	0	0	25	0	0	0	25	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				8	0	0	0	0	4	4	0
Energy				8	0	0	0	0	4	4	0
Net Impact				16	0	0	0	0	8	8	0

DESCRIPTION

This project provides for the reconstruction of Greencastle Road from 400 feet south of the Robey Road intersection to Greencastle Ridge Terrace (approximately 2,100 feet). The improved road will be a two-lane arterial roadway with concrete curb and gutter. The section of roadway from the Robey Road intersection to Wildlife Lane will be 50 feet wide with a separate 8-foot wide bikeway located on the west side of the road (approximately 900 feet). The remaining 1,200-foot section of the roadway from Wildlife Lane to Greencastle Ridge Terrace will be 34 feet wide and consist of two 12-foot travel lanes and two 5-foot shoulder areas marked for bike lanes. Appropriate landscaping and stormwater management facilities will be included.

Service Area

Eastern Montgomery County/ Fairland.

Capacity

The improved roadway will be designed to carry up to 15,000 vehicles per day.

JUSTIFICATION

The reconstruction of this road was requested by M-NCPPC to provide safe access to the new Fairland Regional Park. Reconstruction is also required to improve the safety of the existing roadway which is narrow with no shoulders and has poor sight distance in two locations.

Plans and Studies

The Eastern Montgomery County Master Plan designates Greencastle Road as Arterial Road A-110.

Specific Data

The existing section of roadway is the last section between Columbia Pike and the County line to be improved. The improvements under this project will result in a continuous arterial roadway from Columbia Pike to the County line.

Cost Change

Not applicable.

STATUS

Preliminary design

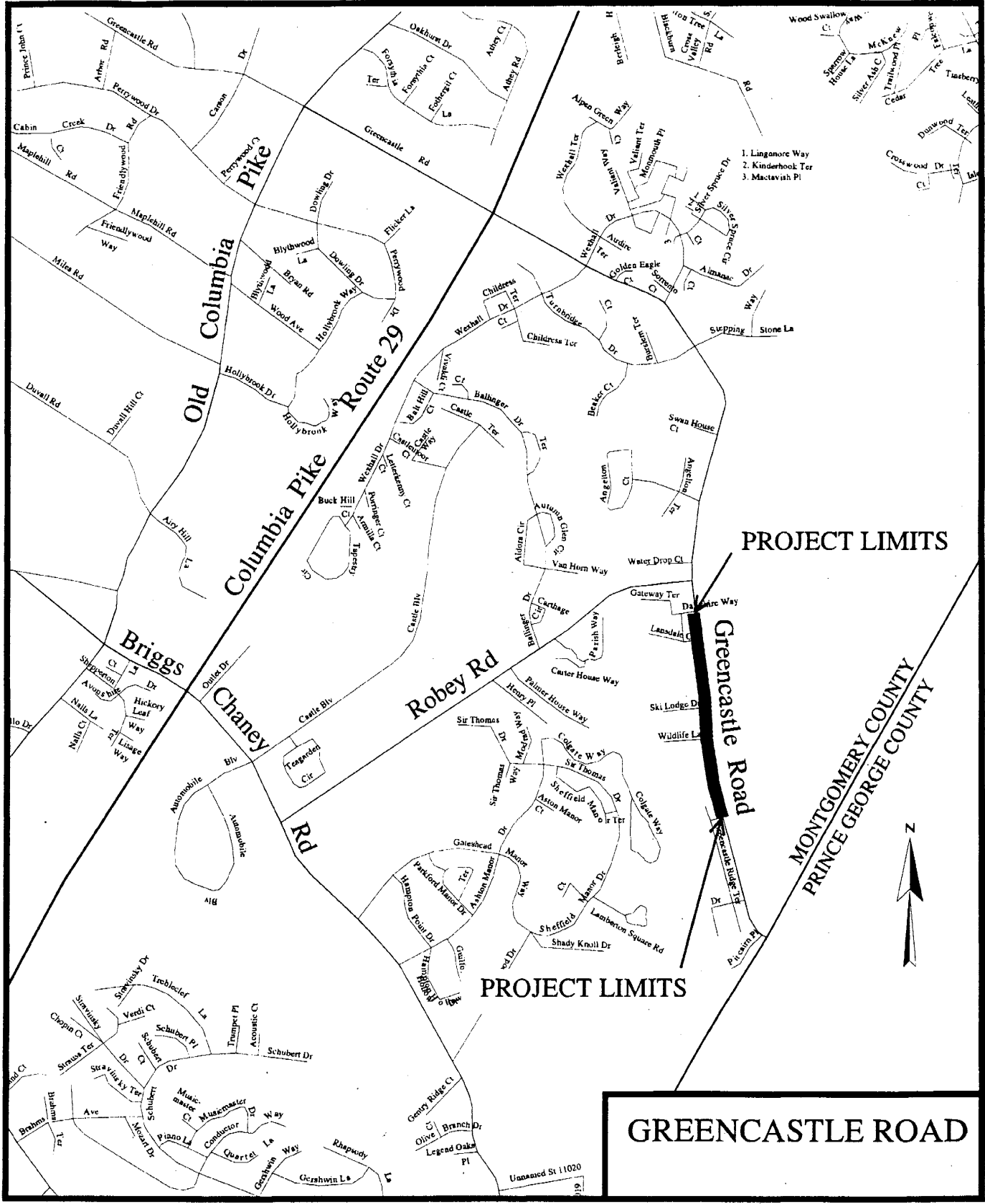
OTHER

The project scope has remained the same. The Intergovernmental revenue in the funding schedule represents a reimbursement from WSSC for its share of utility relocation costs. Planning and preliminary design are funded from the Intersection and Spot Improvements project. Project cost may change after the stormwater management requirements for this project are determined.

FISCAL NOTE

Starting in FY02, Impact tax for this project is assumed at 39.1 percent of the project cost in the Eastern Montgomery Impact Tax Area.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation FY01 (\$000)	M-NCPPC	See Map on Next Page
Initial Cost Estimate 2,550	Fairland Regional Park	
First Cost Estimate	Department of Permitting Services	
Current Scope FY01 2,550	WSSC	
Last FY's Cost Estimate 2,550	PEPCO	
Present Cost Estimate 2,550	Bell Atlantic Company	
Appropriation Request FY04 2,243	Washington Gas & Light Co.	
Supplemental	Intersection and Spot Improvements	
Appropriation Request FY03 0		
Transfer 0		
Cumulative Appropriation 307		
Expenditures/		
Encumbrances 2		
Unencumbered Balance 305		
Partial Closeout Thru FY01 0		
New Partial Closeout FY02 0		
Total Partial Closeout 0		



PROJECT LIMITS

Greencastle Road

MONTGOMERY COUNTY
PRINCE GEORGE COUNTY



PROJECT LIMITS

GREENCASTLE ROAD

MEMORANDUM

October 29, 2003

TO: Ron Welke

FROM: Howard Benn, Chief, Customer & Operations Support

SUBJECT: Determination of Trip Value in White Oak/Fairland Policy Area for Trip Mitigation Agreements

This memo is in response to your inquiry into how recent trip values were determined in the White Oak/Fairland Policy Area.

As you are aware, there is no fixed value for a trip. Rather, an appropriate mitigation to keep SOVs off the area's roads is selected and the 12 year cost of that mitigation is determined (the length of the standard agreement in years). The cost of that mitigation is first divided by 12 and then divided again by the requisite number of trips. The result is the per car per year cost of the mitigation. Recently, a value of \$200/car/year in the White Oak/Fairland Policy Area has been used, a relatively low amount compared with those of other mitigation agreements. The history of how this particular amount came about follows.

DPWT-Transit Services had desired to inaugurate regular fixed route Ride On or Metrobus service on Robey Road at such time that it re-opened after it was rebuilt (2001-2002). Towards that end, a collection of mitigation agreements had been pulled together over the immediate, preceding few years. When the opening was closer, the remaining required funds to pay for this service came from multiple mitigation agreements then in negotiation in the White Oak/Fairland Policy Area. The total number of trips covered by these agreements, when divided into the remaining required funds balance to provide the service, came out to \$190/car/year. The amount was rounded up to \$200.

At about the same time, the mitigation agreement covering service on Castle Boulevard expired (the 12 years were completed). Castle Boulevard, like Robey Road and Greencastle Towns, is in the White Oak/Fairland Policy Area. There are no provisions currently in place to deal with services losing their 'patron.' Rather than discontinue the service, it was mutually agreed by P&P and DPWT to accept sponsorship of the formerly mitigation-sponsored trips by new agreements. While this would not represent new or additional trips off the road, it would keep transit patrons in buses and prevent their turning to SOVs. In ascertaining an appropriate rate, it was decided to use the same rate that had been used recently on the nearby Robey Road service, \$200.

Should you have any further questions, please contact me.