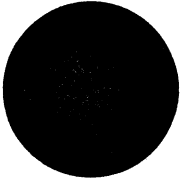


Attachment 5



January 3, 2006

MEMORANDUM

TO: Catherine Conlon, Supervisor
Development Review Division

VIA: Shahriar Etemadi, Supervisor *DEH Ar*
Transportation Planning

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

SUBJECT: Preliminary Plan No. 120060340 (1-06034)
Jacot Property
Spencerville Road
Cloverly Policy Area

This memorandum summarizes Transportation Planning staff's Adequate Public Facilities review of the subject Preliminary Plan to build four single-family detached dwelling units on the property as a cluster development, in an RE-1 Zone within the Cloverly Policy Area.

RECOMMENDATIONS

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

1. Per the Maryland State Highway Administration (SHA) letter dated November 3, 2005 (Attachment No. 1), and the November 2004 *Draft Environmental Impact Statement (DEIS)* for the proposed Intercounty Connector (ICC), place the entire property in reservation until the earlier of (a) February 1, 2006; or (b) a final Record of Decision is issued by the FHWA for the ICC, provided that Record of Decision does not include the property or any portions thereof within the final ICC alignment. Information from the *DEIS* that shows the physical impact of ICC Corridor 2 alignment on the property is provided as Attachment No. 2.

Proposed Intercounty Connector

The Intercounty Connector is proposed as a limited-access east-west highway intended to link areas between I-270 to the west and I-95/US 1 to the east, through central/eastern Montgomery and western Prince George's Counties. At present, the ICC planning process has concurrence on two alternative alignments called Corridor 1 and Corridor 2. Corridor 1 generally follows an alignment that is incorporated in area master plans, while Corridor 2, to the east of Georgia Avenue (MD 97), follows an alignment to the north of Corridor 1 that is not represented in any area master plans. Information available in the *DEIS*, which was presented as Attachment No. 2, indicated the extent of the physical impact of the non-master planned Corridor 2 alignment on the property.

Currently, the ICC planning process is moving forward with the State's recently announced selection of Corridor 1 as its preferred alternative for construction. SHA will further analyze the selected alignments and will submit a *Final Environmental Impact Statement (FEIS)* to the FHWA. After reviewing the *FEIS*, FHWA will make a final determination on the project in a Record of Decision, which at the present time is expected to occur in early 2006.

Other On-going Transportation Projects

SHA's Consolidated Transportation Program (CTP) includes the *MD 28/MD 198 Corridor Improvement Planning Study* along the property frontage, which is currently funded for project planning only. SHA has indicated that under a Section 4(f) resource avoidance (the Drayton and Edgewood historic resources to the north of the property; see Attachment No. 5) alignment option, as illustrated in Attachment No. 4, Spencerville Road may require additional right-of-way from the property. Additionally, the environmental document is expected to identify a potential stormwater management pond on the subject property. Typically, stormwater management facilities are not determined during the project planning process, but rather during the subsequent design process. Staff therefore does not recommend dedication or reservation on the property to protect the potential stormwater management pond, but rather recommends continued coordination between the applicant and the SHA during the MD 28/MD 198 project design phase. Currently, SHA does not have an announced date for the release of the *DEIS* for the project.

Master Plan Roadway and Pedestrian/Bikeway Facilities

The 1997 Approved and Adopted *Cloverly Master Plan* describes master-planned Spencerville Road (to the north of the site), as a four-lane Major Highway (M-76) with a minimum right-of-way of 120 feet to the west of Thompson Road to New Hampshire Avenue. A Class I bikeway (PB-34) is recommended in the master plan for this roadway.

Local Area Transportation Review

The subject Preliminary Plan, consisting of four single-family detached units, will generate less than **30** 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 (four total peak hour trips during both the morning and evening peak-hours). Therefore, a traffic study (to analyze traffic impact at nearby intersections) is not required of this development to satisfy Local Area Transportation Review.

CE:gw

Attachments

cc: Wes Mitchell
Shawn Burnett
Ray Burns
John Borkowski
Greg Leck
Barry Schwartz
Scott Wallace
Dan Hardy
Rich Weaver
Candy Bunnag

mmo to Conlon re Jacot Prop 1-06034



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

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

*Rec
11-4-05*

Maryland Department of Transportation

November 3, 2005

Re: Montgomery County
Intercounty Connector
Jacot Property (1-06034)

Attachment No. 1

Ms. Cathy Conlon
Development Review Subdivision Division
Maryland-National Capital Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Dear Ms. Conlon:

This office has reviewed the Preliminary Subdivision Plan for the Jacot Property dated September 2005. The 4.33 acres Jacot Property is located south of MD 198 and west of Good Hope Road. The Preliminary Plan shows four proposed single family lots on the property.

The Intercounty Connector (ICC) Corridor Two has several options in the vicinity of this property. These "Spencerville Options" have a range of impacts. Spencerville Option D would not impact the property while Spencerville Option B would require 3.18 acres of right-of-way as well as take or remove access to all of the proposed lots. The extent of the possible impacts is highlighted on the attached map.

An option to the MD 28/MD 198 Master Plan Alternate, as studied to date, would require 1.10 acres of right-of-way from the property for roadway improvements and stormwater management. The proposed right-of-way for this option would impact all four proposed lots and take three of the proposed houses, as shown on the attached map.

To protect property that will support the alignments under study for the ICC and county master-planned improvements along the MD 28/MD 198 corridor, which are being studied as part of the current National Environmental Policy Act process for both projects, we request that your agency require reservation of this property through the ICC's Record of Decision (ROD) scheduled for release in Winter 2006, for requirements of that project, and through the MD 28/MD 198 Corridor Improvement ROD anticipated for late 2007 for master-planned improvements associated with that project.

Ms. Cathy Conlon
Page Two

Thank you for the opportunity to comment on these projects. We appreciate your agency's consideration of the above action.

Sincerely,



Wesley Mitchell
Project Manager
Project Planning Division

cc: Mr. John A. Borkowski, Engineering Access Permits Division, SHA (w/enclosure)
Ms. Karen V. Carpenter, RLA, Apex Engineering
Mr. Greg Cooke, Engineering Access Permits Division, SHA
Mr. Tom Hinchliffe, Office of Real Estate, SHA
Mr. Chris Larson, Director, Office of Real Estate, SHA
Mr. Doug Mills, Chief, District Three, Right-of-Way Office, SHA
Mr. Thomas Jacot, Owner (w/enclosure)
Mr. Raja Veeramachaneni, Director, Office of Planning and Preliminary Engineering,
SHA