

November 30, 2000

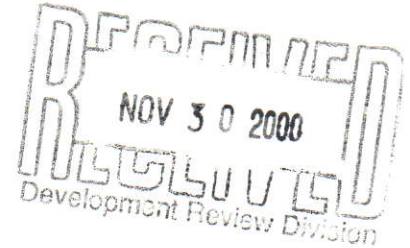
MEMORANDUM

TO: Malcolm Shaneman, Coordinator
Development Review Division

VIA: Ronald C. Welke, Coordinator
Transportation Planning

FROM: Ed Axler, Planner
Transportation Planning

SUBJECT: Preliminary Plan No. 1-84280A
Montrose Industrial Park
White Flint Policy Area



This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject preliminary plan revision to reflect the changes associated with Special Exception Case No. S-2450 for a Wendy's (or Davco) fast-food restaurant with a drive-through window.

RECOMMENDATIONS

Transportation Planning staff recommends the following conditions as part of the requirements to approve this preliminary plan revision (refer to the attached Planning Board's original opinion for Preliminary Plan No. 1-84280):

1. Change the office and retail land uses totaling 46,200 square feet to a fast-food restaurant of 3,200 square feet with a drive-through window.
2. Retain the existing curb-cut from Parklawn Drive for optimal sight distance around the horizontal roadway curve since it is located as far to the southwest as possible.
3. Replace the condition of approval to construct a second left-turn lane on Boiling Brook Parkway at Parklawn Drive with a condition to participate with other previously-approved preliminary plans by contributing to the Montgomery County

Department of Public Works and Transportation's (DWPT) Capital Improvements Program (CIP) Project 509992, Conference Center Intersection Improvements. The improvements include one at the intersection of Randolph Road and Parklawn Drive as follows:

- a. Add a second southbound left-turn lane on Parklawn Drive at Randolph Road
 - b. Convert the two northbound approach lanes on Parklawn Drive from a left-turn/through lane and a through/right-turn lane to an exclusive left-turn lane and a through/right lane
4. Encourage participation in the North Bethesda Transportation Management District (TMD) to assist in achieving the traffic mitigation recommendations in the *North Bethesda/Garrett Park Master Plan*.

DISCUSSION

Site Location and Access

The site is located on the northwest side of Nicholson Lane between Boiling Brook Parkway and Nebel Street-Nicholson Court. The existing site access is from Parklawn Drive which is being retained as it provides optimal sight distance around the horizontal curve on Parklawn Drive.

Prior Subdivision Approval

On this site, Preliminary Plan No. 1-84280, Montrose Industrial Park, was approved on September 12, 1985, for 30,000 square feet of office and 16,200 square feet of retail space (or a total of 46,200 square feet) and the transportation APF test was satisfied. The preliminary plan is being revised to change the land use to a fast-food restaurant with a drive-through window and to update the required off-site intersection improvements associated with Special Exception Case No. S-2450, Wendy's or Davco fast-food restaurant with a drive-through window, located at 5001 Nicholson Lane, Rockville. The Planning Board hearing for the special exception case was held on October 26, 2000 and recommended approval to the Board of Appeals. The Board of Appeals granted the special exception at its November 8, 2000 hearing.

Master Plan Roadways and Bikeways

According to the *North Bethesda/Garrett Park Master Plan*, the master plan roadways are as follows:

1. Nicholson Lane is designated as an arterial, A-69, with an 80-foot right-of-way with a Class III bikeway on this segment of Nicholson Lane.

2. Parklawn Drive is designated as an arterial, (also) A-69, with an 80-foot right-of-way with a Class II bikeway.
3. Boiling Brook Parkway is designated as a business street, B-8, with an 80-foot right-of-way with a Class I bikeway.
4. Nebel Street is designated as a business street, B-5, with an 80-foot right-of-way with a Class I bikeway.

On-Going Transportation Projects

The on-going transportation projects are as follows:

1. DWPT's Congested Intersection Initiative projects:
 - a. Site #3a: Randolph Road and Nebel Street
 - b. Site #3bw: Randolph Road and Parklawn Drive (west)

Alternative designs are under study to integrate both intersections with the Maryland State Highway Administration's (SHA) interchange study at MD 355, Montrose Road - Randolph Road, and the CSX Railroad and DPWT's Montrose Parkway and Randolph Road Facility Planning Projects. For the intersection of Randolph Road and Nebel Street, DPWT's Nebel Street Extended Facility Planning project also is being evaluated for integration into the roadway network design. DPWT's CIP Project for the Conference Center intersection improvements at the intersection of Randolph Road and Parklawn Drive was put on hold until the other design plans for SHA and DPWT projects are finalized.

2. SHA's Congestion Relief Study, Candidate Intersection No. 33, Rockville Pike and Nicholson Lane to add a through lane on northbound Rockville Pike and eastbound Nicholson Lane approaches. The design will be beginning soon. If the improvements are found to be feasible and construction funding becomes available, construction could begin as early as Spring 2003.

Site-Generated Traffic

The applicant submitted a traffic study dated August 3, 2000, to satisfy Local Area Transportation Review (LATR). In the study, the site-generated traffic was determined using the following rates:

1. For the morning peak period (7:00 to 9:00 a.m.), 128 total (38 new) peak-hour trips were used based on the rate in the *Local Area Transportation Review Guidelines* for fast-food restaurants under 3,600 square feet with and without a drive-through window. The trip-generation rate was developed in a study for all-franchises of fast-food restaurants in Montgomery County. No specific data is available to project site-

generated traffic during the morning peak period from the existing Wendy's restaurants in Montgomery County.

2. During the evening peak period (4:00 to 6:00 p.m.), 80 total (24 new) peak-hour trips were used based specifically on the level of business activity at four existing Wendy's restaurants in Montgomery County. The number of peak-hour trips used in the traffic study was the highest average number of projected peak-hour trips (i.e., 79 peak-hour trips in the 5:00 to 6:00 p.m. hour rounded up to 80 trips) within the two-hour peak period. The projected number of trips is lower the 170 peak-hour trips in the *Local Area Transportation Review Guidelines*.

Total trips include new, pass-by, and diverted trips. Pass-by and diverted trips are existing trips going to and coming from another primary destination such as work or home. In the traffic study, 70% of the total traffic was assumed to be pass-by and diverted traffic. The traffic study was required to satisfy LATR because the proposed land use generates more than 50 total peak-hour trips during the weekday morning and evening peak periods.

The number of peak-hour trips from the site-generated traffic for the approved preliminary plan uses and the fast-food restaurant are compared below:

Land Use	Trip Generation					
	New		Pass-by & Diverted		Total	
	Morning	Evening	Morning	Evening	Morning	Evening
Approved Office	43	63	0	0	43	63
Approved Retail	9	35	20	82	29	117
Total approved	52	98	20	82	72	180
Proposed Fast-food	38	24	90	56	128	80
Net Change	-14	-74	+70	-26	+56	-100

The number of site-generated trips for the fast-food restaurant is less than the number for office/retail uses of 46,400 square feet for new trips, but more than the number of pass-by (assumed to included diverted trips) and total trips during the morning peak period as shown in italicized numbers.

Congestion Levels at Nearby Intersections

The congestion levels were analyzed at nearby intersections in the submitted traffic study for the year-2000 traffic. The existing and projected traffic also was analyzed in 1985 with the original approval of the preliminary plan. The CLV or congestion standards and

factors used in the CLV methodology have been changed since 1985. In 1985, the CLV standard of 1,525 was used for all intersections not located in rural policy areas, while current congestion standards range from 1,450 to 1,800. The congestion levels in 1985 are relevant to show that the required intersection improvement is no longer needed. The calculated critical lane volume (CLV) in 1985 and 2000 during the morning and evening peak periods are shown below. The current congestion standards are shown in the second column. The background traffic condition does not include the unbuilt, but approved 46,400 square feet of office and retail uses (as Preliminary Plan No. 1-84280) on this site. The total traffic condition includes all the peak-hour trips generated by the proposed Wendy's restaurant and did not reduce the Wendy's traffic by the traffic generated by the previously approved Preliminary Plan No. 1-84280.

Intersection	2000 CLV Standard	Peak Period	Existing		Background		Total		Total Improved	
			1985	2000	1985	2000	1985	2000	1985	2000
Nicholson Lane & Nebel Street - Nicholson Court	1,800 White Flint	Morning	870	891	915	898	943	903	----	----
		Evening	1,218	1,089	1,262	1,098	1,279	1,103	----	----
Nicholson Lane & Site - Retail Center Driveway	1,800 White Flint	Morning	Not Done	769	Not Done	775	Not Done	868	----	----
		Evening		884		891		919	----	----
Parklawn Drive & Boiling Brook Parkway	1,600 North Bethesda	Morning	1,140	1,027	1,194 ¹	1,035	Not Found	1,042	953 ¹	----
		Evening	1,516	1,421	1,577 ^{*1}	1,442		1,448	1,455 ¹	----
Parklawn Drive & Randolph Road	1,600 North Bethesda	Morning	1,448	1,490	1,492 ²	1,604 [*]	Not Found	1,607 ^{*3}	1,492 ²	1,565 ³
		Evening	1,546 [*]	1,362	1,521 ²	1,492		1,494 ³	1,522 ²	1,379 ³
Nicholson Lane & Rockville Pike	1,800 White Flint	Morning	Not Done	1,335	Not Done	1,418	Not Done	1,418	Not Done	----
		Evening		1,994 [*]		2,012 [*]		2,012 [*]		----

¹ CLV calculations included dual left-turn lanes from Boiling Brook Parkway to Parklawn Lane. The applicant of Preliminary Plan No. 1-84115, Donohue Property, was also required to participate in this improvement.

² CLV calculations included DPWT's improvement to restripe Randolph Road/Parklawn Drive to provide a right-turn lane.

³ CLV calculations included improvements required of other approved developments to the following:
 1) Add a second southbound left-turn lane
 2) Convert two northbound approach lanes from a left-turn/through lane and a through/right-turn lane to an exclusive left-turn lane and a through/right lane.

^{*} CLV at the intersection exceeds the applicable congestion standard.

In 1985, two intersections exceeded the 1,525 congestion standard:

1. Parklawn Drive and Boiling Brook Parkway (during the evening peak period): The applicant was required to provide the improvement described in footnote No. 1 based on the first traffic count and the 1985 CLV standard of 1,525. However, with the updated traffic count and the 2000 CLV standard of 1,600, the CLVs without the previously-required improvement for a second left-turn lane from Boiling Brook Parkway are less than the current standard. Thus, the previously-required improvement is no longer required.
2. Parklawn Drive and Randolph Road (during the morning peak period): DPWT's programmed improvement described in footnote No. 2 increased the capacity and reduced the CLV below the 1,525 standard.

In 2000, two intersections exceeded their CLV standard:

1. Parklawn Drive and Randolph Road: The CLV in the morning existing and total traffic conditions exceeds 1,600. Improvements were proposed on the north-south approach of Parklawn Drive:
 - a. Adding a second southbound left-turn lane
 - b. Converting two northbound approach lanes from a left-turn/through lane and a through/right-turn lane to an exclusive left-turn lane and a through/right lane
2. Rockville Pike and Nicholson Lane: The CLV in the evening background and total traffic conditions exceed 1,800. However, the eight site-generated trips through the intersection are not in a critical directional movement. Thus, the CLV is not increased from the background to the total traffic condition and no improvement is needed.

In the submitted traffic study, the background traffic did not include the traffic generated by the previously-approved office and retail uses on the site. If the background traffic included the previously-approved land uses on the site, the CLVs for the background traffic condition might be higher than the CLVs for the total traffic condition at some intersections. The CLVs for the total traffic condition would not change because the proposed fast-food restaurant traffic would be reduced by the same previously-approved land uses (which was added to the background traffic). If this situation was further analyzed, the off-site improvement at the intersection at Parklawn Drive and Randolph Road may not be needed.

Transportation Demand Management

This site is within the boundary of the North Bethesda TMD. The applicant is *not* required to participate in the North Bethesda TMD but is encouraged to participate by:

1. Appointing an Employee Transportation Coordinator to promote the TMD's programs to employees.

2. Participating in the TMD's annual transportation survey.

Policy Area Review/Staging Ceiling Condition

The White Flint Policy Area has a remaining capacity available of 2,106 jobs as of August 31, 2000, under the *FY 01 Annual Growth Policy* transportation staging ceilings. Because Preliminary Plan No. 1-84280 was approved for 30,000 square feet of general office use and 16,200 square feet of general retail use, a total of 174 jobs (i.e., 133 office jobs and 41 retail jobs) are already in the pipeline as non-residential development for the White Flint Policy Area. A fast-food restaurant of 3,200 square feet is equivalent to eight jobs.

EA:cmd

Attachment

cc: Dan Hardy
Jody Kline
Dana Knight
Bill Landfair
Greg Leck
Tom Migrock
Steve Petersen
Tom Pogue
Peggy Schwartz
Tom Robertson

1-84280R Montrose Industrial Park.doc



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring, Maryland 20907

MONTGOMERY COUNTY PLANNING BOARD

OPINION

Preliminary Plan 1-84280
NAME OF PLAN: MONTROSE INDUSTRIAL PARK

On 12-19-84, NICHOLSON FIVE LTD. PTN. , submitted an application for the approval of a preliminary plan of subdivision of property in the C2 zone. The application proposed to create 1 lots on 41293.00 SQ FEET of land. The application was designated Preliminary Plan 1-84280. On 09-12-85, Preliminary Plan 1-84280 was brought before the Montgomery County Planning Board for a public hearing. At the public hearing , the Montgomery County Planning Board heard testimony and received evidence submitted in the record on the application. Based upon the testimony and evidence presented by staff and on the information on the Preliminary Subdivision Plan Application Form attached hereto and made a part hereof, the Montgomery County Planning Board finds Preliminary Plan 1-84280 to be in accordance with the purposes and requirements of the Subdivision Regulations (Chapter 50, Montgomery County Code, as amended) and approves Preliminary Plan 1-84280, subject to the following conditions:

1. Dedication along Nicholson Lane
(40' off center line)
2. DOT approval of access to site
3. Conditions of DEP stormwater
management waiver
4. Necessary easements
5. Provision of additional left turn
lane on Boiling Brook Parkway at
Parklawn Drive
6. Agreement with Planning Board limiting
development to 30,000 square feet of
office space and 16,200 square feet of
retail space without further APF review

Date of Mailing: September 20, 1985