

PHED COMMITTEE #1  
July 21, 2011

**MEMORANDUM**

July 19, 2011

TO: Planning, Housing, and Economic Development Committee  
FROM: Glenn Orlin, <sup>60</sup>Deputy Council Staff Director  
SUBJECT: Takoma/Langley Crossroads Sector Plan—transportation follow-up

**Please bring your copies of the Draft Sector Plan and the Appendix to this worksession.**

*1. Relocating left-turns from the MD193/MD650 intersection.* As noted at the June 20 worksession, the University Boulevard/New Hampshire Avenue intersection is projected to operate within the 1,600 Critical Lane Volume standard (barely) only if the left-turns on all four legs of the intersection are prohibited. The northeast and northwest quadrants are in Prince George's County, and so the decision as to how this is accomplished is theirs, of course.

The Committee agreed with the Planning Board not to show a set of business district streets in the southwest quadrant as an alternative route for the northbound-to-westbound left turns. Less direct alternative routes would be:

- making a right on Holton Lane, a left on a new north-south street in the southeast quadrant (see below), another left on University Boulevard, and then passing west across New Hampshire Avenue; or
- passing north across University Boulevard, making a left on Lebanon Street and or Merrimac Drive in Prince George's County, then a right onto westbound University Boulevard.

In the southeast quadrant, this function would be provided by the combination of Holton Lane (B-3) and a new road running north from Holton Lane to University Boulevard. The Final Draft Plan shows this as B-2, which would be a widened version of the alley that currently runs north-south and intersects University Boulevard east of the current Walgreen's drug store, directly across from Edwards Place in the northeast quadrant. For this to function as a left-turn alternative there would need to be a median break and a traffic signal at the intersection of B-2 and University Boulevard. However, currently the traffic signal is further west, at the entrance to the shopping center in the northeast quadrant, just west of Walgreen's.

**Council staff recommendation:** Show two north-south streets in the southeast quadrant connecting Holton Lane and University Boulevard, one east of Walgreen's and one west of it. Note in the plan that one of these two roads—the one that would connect to the ultimate location of the traffic signal—would be the public business district street B-2, and that the other would be a private street with a smaller cross-section. The final decision as to which is the public street and which is the private street would be determined when the properties redevelop.

**2. Private streets.** On June 20 the Committee concurred that private streets should be allowed, but with conditions similar to those in the recently approved White Flint Sector Plan. Subsequently, Council staff has worked with the staffs of the Department of Transportation and the City of Takoma Park, and we concurred on the following conditions:

1. Public easements must be granted for the roadway and be reviewed and approved by the Maryland-National Capital Park and Planning Commission (M-NCPPC), the Department of Transportation (MCDOT), and the City of Takoma Park for connectivity and consistency with the Sector Plan prior to acceptance of the easement.
2. The design of the road must follow or improve the corresponding Road Code standard for a similar public road, unless approved by M-NCPPC and the City of Takoma Park at the subdivision review stage or otherwise specified in the Sector Plan.
3. Installation of any public utilities must be permitted within such easement.
4. Except for private roads passing within the sites shown on pp. 52-53 of the Sector Plan, no private roads will close during the morning and evening regular weekday peak periods.
5. Approval from the Department of Fire and Rescue Services must be obtained for purpose of fire access.
6. The public easement may be volumetric to accommodate uses above or below the designated easement area.
7. An applicant may be required to install appropriate traffic control devices within the public easement and the easement must grant the right to construct and install such devices.
8. Maintenance and Liability Agreements will be required for each easement area. These agreements must identify the applicants' responsibility to maintain all of the improvements within their easement area in good fashion and in accordance with applicable laws and regulations.

**Council staff recommendation:** Allow for private streets with the eight conditions noted above.