



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

November 24, 2014

Revised: December 12, 2014

Mr. D. Scott Newill
Maryland State Highway Administration
Mail Stop C-302
707 North Calvert Street
Baltimore, Maryland 21202

Mr. Greg Leck
Montgomery County Department of Transportation
100 Edison Park Drive, 4th Floor
Gaithersburg, Maryland 20878

Subject: Traffic Study for White Oak Town Center
Preliminary Plan No. 120150100
White Oak Policy Area

Dear Traffic Study Reviewers:

Enclosed are copies of the *Traffic Impact Analysis* ("traffic study") dated November 17, 2014, that analyzes the proposed grocery store of 65,000 square feet and 289 mid-rise apartment units on the site of a vacant building. The proposed mixed-use redevelopment is located in the northeastern quadrant of the intersection with Columbia Pike (US 29)/Prosperity Drive and Industrial Parkway with the vehicular access points from Industrial Parkway and the Old Columbia Pike/US 29 frontage road.

The traffic study was found to be complete and adequate for distribution. I have the following comments:

1. The traffic study complies with the requirements of the *Local Area Transportation Review and Policy Area Mobility Review Guidelines*. The turning movement counts at the studied intersections in the Appendix were collected less than a year ago. The electronic vehicular traffic counts must be submitted to Jose Dory.
2. The trip distribution is discussed on page 15 and shown on Exhibit 8 (page 16).
3. The site-generated peak-hour trips for the proposed redevelopment are discussed on pages 18 and 21 and shown on Figures 11, 12, & 13 (on pages 23, 24, & 25). In addition to the full-movement access from Industrial Parkway, the existing right-turn in/right-turn out access from the Old Columbia Pike/US 29 frontage road is being maintained.
4. The Critical Lane Volume ("CLV") values for the studied intersections are shown on Table 4 (page 28). The calculated CLV values exceed the recently established 1,600 CLV congestion standard for the newly-adopted White Oak Policy Area only at the intersection of Columbia Pike (US 29) and Tech Road-Old Columbia Pike in the PM peak hour of the background and total future traffic conditions. The PM CLV value in the total future traffic condition is less than the CLV value in the

background traffic condition because of the redistribution of the grocery store pass-by and diverted trips and availability of the existing right-turn in/right-turn out access from the Old Columbia Pike/US 29 frontage road.

5. The *Local Area Transportation Review and Transportation Policy Area Review Guidelines* require a Highway Capacity Manual (HCM) analysis of intersections weekday peak hour traffic when the calculated CLV is 1,600 or more. This is case at the intersection of Columbia Pike (US 29) and Tech Road-Old Columbia Pike during the weekday PM peak hour of the background and total future traffic conditions. The applicable HCM intersection performance criteria would be a volume to capacity ratio (v/c) less than 1.00 that corresponds to a 1,600 CLV. This performance criteria differs from intersections located in CBDs and Metro Station Policy Areas where queuing would be analyzed for the typically closed-spaced intersections located in those areas. Only the westbound left (WBL) turns and the northbound through (NBT) movements have a v/c greater than 1.00, but the v/c in the total future traffic condition is equal or less than the v/c in the background traffic condition.
6. The Transportation Policy Area Review (TPAR) test is discussed on page 30 and must be satisfied by making a TPAR payment of 50% of the development/transportation impact tax to the Montgomery County Department of Permitting Services at building permit. In accordance with the *Amendment to the 2012-2016 Subdivision Staging Policy in association with the White Oak Science Gateway Master Plan* adopted on July 29, 2014, the White Oak Policy Area has inadequate capacity for both transit and roadways where a 25% TPAR payment is required for both modes of transportation.
7. The property is located within the boundaries of the newly-adopted *White Oak Science Gateway Master Plan* that established a 3025% non-auto driver mode share (NADMS) goal (i.e., changed by the County Council from the earlier Planning Board draft) for ~~(grocery store)~~ employees and residents in the FDA Village Center of the WOSG Master Plan Area. A bill will be introduced on Wednesday, November 25th into the County Council to establish a Transportation Management District in this policy area. The Applicant must enter into a Traffic Mitigation Agreement with the Planning Board and the Montgomery County Department of Transportation to comply with the *White Oak Science Gateway Master Plan*.
8. The existing transit services and pedestrian and bicycle impact statement is discussed on pages 5 to 10 with pedestrian and bicycle counts included in the Appendix.

Copies of the traffic study are enclosed. Your comments are appreciated by December 22, 2014, allowing an extra week for the upcoming Thanksgiving Holiday week.

If you have any questions, please feel free to call me at (301) 495-4536.

Sincerely,



Ed Axler, Planner Coordinator
Area 2 Transportation Planning

EA
Enclosures

cc: Khalid Afzal
Jose Dory
Ed Papazian
Lori Shirley

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