



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdieh
Acting Director

December 30, 2014

Mr. Ed Axler, Planner Coordinator
Area 3 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan No. 120150100
White Oak Town Center Traffic
Study

edj
Dear Mr. Axler:

We have completed our review of the Local Area Transportation Review and Transportation Policy Area Review dated November 17, 2014, and prepared by Kimley Horn. Total development evaluated by the analysis includes:

- 65,000 square feet of retail, including a grocery store
- 289 mid-rise multi-family residential units

We offer the following comments:

Local Area Transportation Review (LATR)

1. We defer to the Maryland State Highway Administration for comment regarding state-maintained roadways, including Columbia Pike (US 29).
2. The intersection of Prosperity Drive /Old Columbia Pike and Tech Road has noticeable operational issues and we recommend the applicant to study this intersection with the Tech Road and Columbia Pike (US 29) intersection. Although the Prosperity Drive/ Old Columbia Pike and Tech Road intersection is not signalized, this intersection along with the Tech Road and Columbia Pike intersection should be treated as one entire intersection due to their close proximity. In addition, the operation of the Tech Road and Columbia Pike (US 29) intersection effects the operation of the Tech Road and Old Columbia Pike/

Division of Traffic Engineering and Operations

100 Edison Park Drive, 4th Floor · Gaithersburg, Maryland 20878
Main Office 240-777-2190 · TTY 240-777-6013 · FAX 240-777-2080
trafficops@montgomerycountymg.gov

Prosperity Road intersection.

3. For the intersection of Industrial Parkway and Old Columbia Pike, the applicant did not consider the turn restrictions or channelization at this intersection. These restrictions will have an impact on the number of vehicles using the parking lot entrance from Old Columbia Pike. Please re-evaluate the intersection with the turn restrictions and channelization that are currently in place.
4. The applicant is required to submit a signal warrant study for the Tech Road and Prosperity Drive/ Old Columbia Pike intersection prior to approval of the record plat. This intersection must be studied with the Tech Road and Columbia Pike (US 29) intersection. If the signal warrants are met for the intersection, then the signal must be constructed and in operation prior to the issuance of the first occupancy permit.
5. The 40 percent pass-by trip reduction is very high for this area. We recommend that the applicant use a lower number.

Pedestrian and Bicycle Impact Statement (PBIS)

6. With regards to the Pedestrian and Bicycle Impact Statement (PBIS):
 - a. The applicant should evaluate the pedestrian crossings leading to the site and through the site. Additional pedestrian crossings are recommended at the Old Columbia Pike and Industrial Parkway intersection.

Transportation Policy Area Review (TPAR)

1. The site is located within the White Oak policy area. The applicant must pay the TPAR mitigation payment that is equivalent to 50% of the Transportation Impact Tax prior to issuance of the building permit.

SUMMARY

1. The findings of the LATR have not yet been accepted. We recommend the applicant study the Prosperity Drive/ Old Columbia Pike and Tech Road intersection with the Columbia Pike and Tech Road intersection as one intersection. In addition, the applicant will need to provide a signal warrant study for the Prosperity Drive / Old Columbia Pike and Tech Road intersection.

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2. We concur with the applicant's proposal to pay 50% of the Transportation Impact Tax to satisfy TPAR requirements.

Thank you for the opportunity to review this report. If you have any questions or comments regarding this letter, please contact Ms. Rebecca Torma, our Development Review Senior Planning Specialist for this project, at Rebecca.torma-kim@montgomerycountymd.gov or (240) 777-2118.

Sincerely,



Gregory M. Leck, Manager
Development Review Team

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cc: Marc Solomon; BDC Spectrum II, LLC
Edward Y. Papazian; Kimley-Horn and Associates, Inc.
Daniel Duke; Bohler Engineering, P.C.
Susan Reutershan; Lerch, Early, & Brewer
William Kominers.; Lerch, Early, & Brewer
Scott Newill; MDSHA AMD
Ed Axler; M-NCPPC Area 2
Rebecca Torma; MCDOT DTEO
Preliminary Plan folder
Preliminary Plan letters notebook

cc-e: Catherine Conlon; M-NCPPC DARC
Fred Lees; MCDOT DTEO
Khursheed Bilgrami; MCDOT DTEO
Bruce Mangum; MCDOT DTEO
Kamal Hamud; MCDOT DTEO

Marc Solomon
BDC Spectrum II, LLC
7200 Wisconsin Avenue, Suite 1100
Bethesda, MD 20814
Day Phone: (301)915-9460

DANIEL DUKE
BOHLER ENGINEERING, P.C.
16701 Melford Blvd., Suite #310
BOWIE, MD 20715
Day Phone: (301)809-4500x

William Kominers
Lerch, Early, & Brewer
3 Bethesda Metro Center, Suite 460
Bethesda, MD 20814
Day Phone: (301)841-3829

Susan Reutershan
Lerch Early & Brewer
3 Bethesda Metro Center
Suite 460
Bethesda, MD 20814
Day Phone: (301)986-1300