



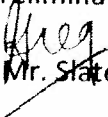
**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Lot 1

November 16, 2015

Mr. Greg Slater, Director  
Office of Planning and Preliminary Engineering  
State Highway Administration  
Maryland Department of Transportation  
707 North Calvert Street  
Baltimore, Maryland 21202

RE: Preliminary Plan #120150100 White Oak Town Center - Development Review status

Dear  Mr. Slater,

We are writing to keep you apprised of a proposed development along US29 near Tech Road that may affect, or be affected by, the future construction of the planned interchange at Tech Road.

On October 29, 2014, Finmarc Management, Inc., the property owners, filed the Preliminary Plan of Subdivision for the 6.97-acre site located at 12345 Columbia Pike, on the east side of Old Columbia Pike between Industrial Parkway and Tech Road. This Preliminary Plan is for the first phase of a proposed development for the multi-phased, 20-acre White Oak Town Center development.

The development proposal is to replace the existing 87,900-square-foot building formerly occupied by the American Postal Workers Union (APWU) with a five-story, mixed-use, rise building with a 65,000-square-foot grocery store on the first-story, and 289 multi-family units with structured parking garage and surface parking lot. The Site does not front directly on US 29, but abuts Old Columbia Pike/Prosperity Drive that serves as a County frontage road along the east side of Columbia Pike (US 29) (refer to the 1999 Plat No. 21277 for Lots 36 & 37 & Outlot 2) (see Attachment 1).

The Preliminary Plan was discussed at the County's Development Review Committee (DRC) meeting on December 8, 2014, and all committee members from various county and state agencies provided review comments. The Maryland State Highway Administration's (SHA's) review comments were provided by Marcus Tadros, the US29 Project Manager in the Office of Highway Development (see Attachment 2).

Since this DRC meeting, the Applicant has not been able to address SHA's comments in regard to the proposed US29/Tech Road/Industrial Parkway interchange. The Applicant was told late last year by SHA staff to wait until the Governor-elect and Maryland State Legislature made decisions regarding the State's Consolidated Transportation Program (CTP) in the first-half of calendar year 2015 that might expedite the design of the

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adjacent interchange, which is sixth on the Montgomery County's priority list for design and construction. There has been no change in the interchange's "on hold" status.

According to the third comment in Steven Foster's letter to Ed Axler dated January 8, 2015, the 2015-2020 CTP includes the design for the US 29 grade-separated interchange at Tech Road/Industrial Highway (see Attachment 3). The preliminary engineering design of the US29/Tech Road/Industrial Parkway is only at the 10% stage, as shown in the 1995 conceptual layout that includes on and off configuration via a traffic circle on the east side of US 29 and Industrial Parkway. The required private property for this design would impact the southwestern corner of Finmarc's proposed building footprint. The substantial right-of-way dedication which Mr. Tadros discussed in his December 8, 2014 letter for the DRC meeting on the Preliminary Plan would adversely affect the layout of the proposed development, which we believe is generally in conformance with the goals of the 2014 White Oak Science Gateway Master Plan (WOSG Master Plan).

On October 1, 2015, the Montgomery County Planning Board held a Mandatory Referral hearing for the US 29/Fairland-Musgrove Road Interchange and voted to disapprove the project, based in part on the two master plans that were recently adopted: the WOSG Master Plan noted above; and the 2013 Countywide Transit Corridors Functional Master Plan. The Board also did not support the deletion of the interchange at Musgrove Road that was part of SHA's overall US29 grade-separation concept, created in 1995. The Planning Board's Mandatory Referral comments were sent to Mr. Peter Rahn, the Maryland Secretary of the Department of Transportation (MDOT), and included a reference to the fact that the US 29/Tech Road/Industrial Parkway interchange is a higher priority than the Fairland Road/Musgrove Road interchange.

We believe that SHA's two-decade old concept design at Tech Road/Industrial Parkway does not reflect the changes and redevelopment that have occurred in the US 29 Corridor, including the two master plans noted above and that an updating of the interchange plans is urgently needed in order to facilitate development in the corridor, including transit-orientated development. We do not believe that the current twenty-year-old design is valid, and therefore, it is inadequate for use in determining required right-of-way dedications.

The White Oak Town Center's development team is anxious to move forward and present their application to the Planning Board in early 2016. Last week, I met with the Area 2 Review team to discuss the development review status of this Preliminary Plan so that we could respond to the Applicant's team. After thorough consideration of the State's and the County's transportation planning history related to the US 29 Corridor and its nexus with the Site, I've directed my staff to put this Preliminary Plan on the DRC's agenda in the near future; Mr. Tadros will be notified of the meeting and his

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comments will be appreciated. A subsequent Planning Board hearing date will be set to take action on this proposal, which is more than a year old at this point.

In summary, we are proceeding with the development review of this Preliminary Plan without requiring additional dedication for the adjacent interchange. We believe though, that even without additional dedication, an interchange can be designed here to meet the goals of the County's master plans.

I welcome an opportunity to discuss any concerns or input you may have on this pending development proposal. Thank you.

Sincerely,

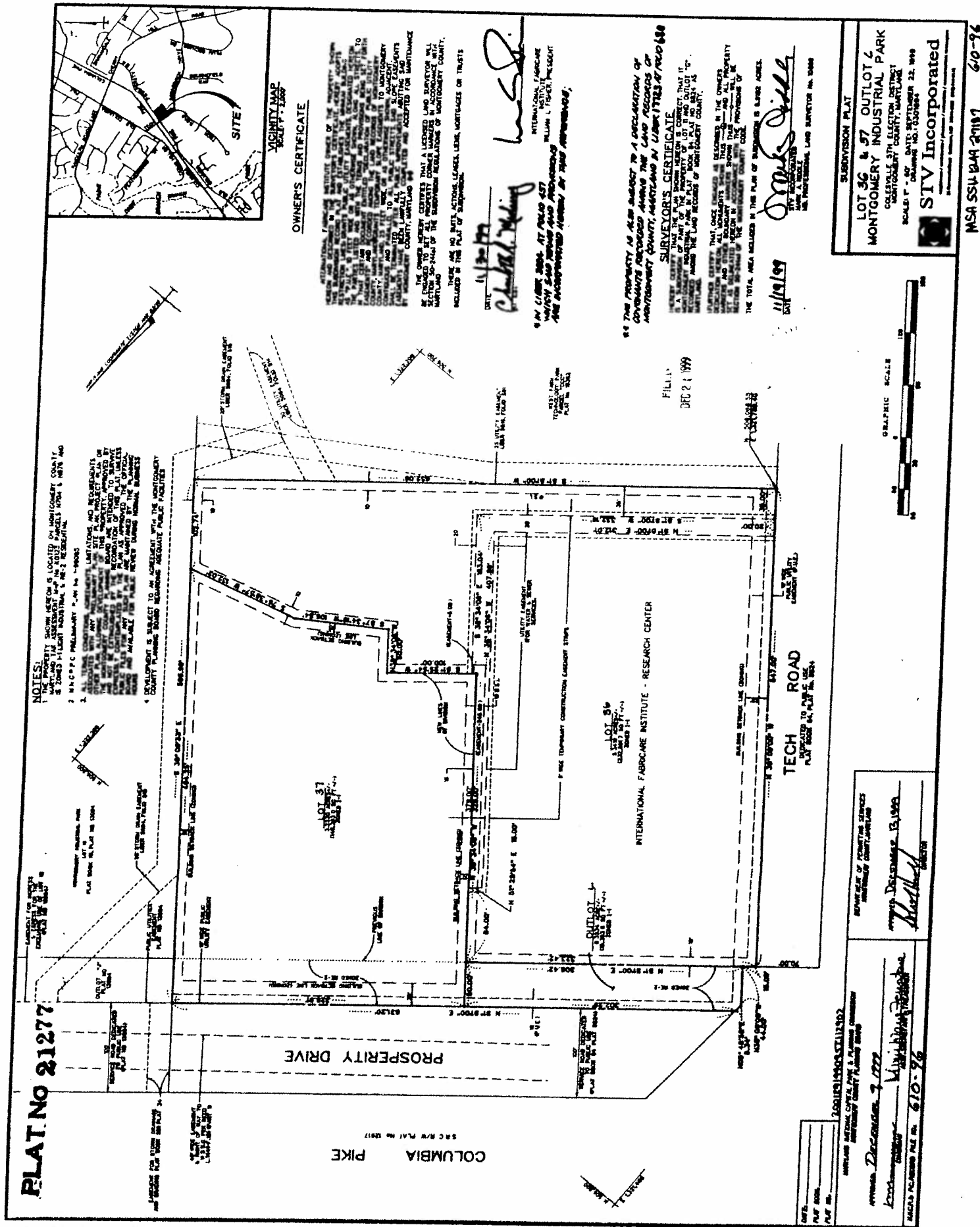


Gwen Wright  
Planning Director

Cc: Rose Krasnow  
Glenn Kreger  
Pam Dunn  
Mark Pfefferle  
Cathy Conlon  
Larry Cole  
Khalid Afzal  
Ed Axler  
Lori Shirley ✓  
Marcus Tadros

Attachment 1  
Attachment 2  
Attachment 3

# ATTACHMENT 1



**NOTES:**  
 1. THE PROPERTY SHOWN HEREON IS LOCATED IN MONTGOMERY COUNTY, MARYLAND. THE ASSASSINATOR'S MAP IS FILED IN MONTGOMERY COUNTY RECORDS IN CASE NO. 86-23-1879 AND IN CASE NO. 86-23-1880.  
 2. ALL OTHERS ARE TO BE CONSIDERED AS NOT AFFECTED BY THIS SUBDIVISION.  
 3. THE SUBDIVISION IS SUBJECT TO AN AGREEMENT WITH THE MONTGOMERY COUNTY PLANNING BOARD REGARDING ACCURATE PUBLIC UTILITIES.

**OWNER'S CERTIFICATE**  
 I, the undersigned, being the owner of the above described premises, hereby certify that the same are the same as shown on the plat hereon and that the same are not subject to any other liens, mortgages or encumbrances of any kind, except as shown on the plat hereon, and that the same are not subject to any other claims or demands of any kind, except as shown on the plat hereon, and that the same are not subject to any other claims or demands of any kind, except as shown on the plat hereon.

**SURVEYOR'S CERTIFICATE**  
 I, the undersigned, being a Licensed Land Surveyor in the State of Maryland, do hereby certify that I have surveyed the above described premises and that the same are the same as shown on the plat hereon and that the same are not subject to any other liens, mortgages or encumbrances of any kind, except as shown on the plat hereon, and that the same are not subject to any other claims or demands of any kind, except as shown on the plat hereon.

DATE: 11/10/99  
 [Signature]  
 INTERNATIONAL FABRICS INSTITUTE RESEARCH CENTER  
 9141 COLUMBIA PIKE, SUITE 200, GAITHERSBURG, MARYLAND 20878-4000  
 AND ENCUMBRANCES HEREBY ARE THIS ATTACHED

SEE THIS PROPERTY AS ALSO SUBJECT TO A DECLARATION OF CONVEYANCE RECORDED AMONG THE LAND RECORDS OF MONTGOMERY COUNTY, MARYLAND AS LIBER 17123 AT PAGE 688.

THE TOTAL AREA INCLUDED IN THIS PLAN OF SUBDIVISION IS 1.7777 ACRES.  
 [Signature]  
 DATE: 11/10/99

FILED:  
 DEC 21 1999

TECH ROAD  
 PLAT 86-23-1879

**GRAPHIC SCALE**  
 0 10 20 30 40 50 60 70 80 90 100

DATE: \_\_\_\_\_  
 PLAT NO.: \_\_\_\_\_  
 PLAT FILE NO.: \_\_\_\_\_  
 2001011999S21277  
 MONTGOMERY COUNTY, MARYLAND  
 REGISTERED PROFESSIONAL LAND SURVEYOR No. 2000  
 APPROVED: \_\_\_\_\_  
 REGISTERED PROFESSIONAL LAND SURVEYOR  
 RECORD RECORDED FILE NO. 610-96

REVIEWER OF PLANNING SERVICES  
 MONTGOMERY COUNTY, MARYLAND  
 APPROVED: \_\_\_\_\_  
 REGISTERED PROFESSIONAL PLANNING  
 RECORD RECORDED FILE NO. 610-96

STV Incorporated  
 1001011999S21277  
 MONTGOMERY COUNTY, MARYLAND  
 REGISTERED PROFESSIONAL LAND SURVEYOR No. 2000

SUBDIVISION PLAT  
 LOT 36 & 37 OUTLOT 2  
 MONTGOMERY INDUSTRIAL PARK  
 COLLEVILLE 3TH ELECTRON DRIVE  
 MONTGOMERY COUNTY, MARYLAND  
 SCALE: 1" = 40' DATE: SEPTEMBER 22, 1999  
 STV Incorporated  
 1001011999S21277  
 MONTGOMERY COUNTY, MARYLAND  
 REGISTERED PROFESSIONAL LAND SURVEYOR No. 2000

## ATTACHMENT 2



Martin O'Malley, *Governor*  
Anthony G. Brown, *Lt. Governor*

James T. Smith, Jr., *Secretary*  
Melinda B. Peters, *Administrator*

December 8, 2014

Ms. Lori Shirley  
Area 2 Planning Division  
Montgomery County Planning Department  
8787 Georgia Avenue  
Silver Spring MD 20910

RE: DRC Comments -- Preliminary Plan 120150100 White Oak Town Center

Dear Ms. Shirley,

The State Highway Administration (SHA) has reviewed the White Oak Town Center (WOTC) preliminary plan (application no. 120150100) and is concerned that the current design will limit the improvement types that can be implemented at the Old Columbia Pike / Industrial Parkway intersection should the Tech Road Interchange Project receive future funding.

The interchange project is one in a series of similar projects along the US 29 corridor. The Final Environmental Impact Statement (FEIS) for the corridor was published in 1995. Refer to the attached corridor map for a list of projects and their corresponding status. Included in the Tech Road project is the reconstruction of the Old Columbia Pike / Industrial Parkway intersection. The attached concept depicts the intersection's configuration as it was planned in the FEIS. The current WOTC design places a structure within approximately nine (9) feet of the concept's realigned roadway envelope. See attached sketch. When the Tech Road Project receives funding, the WOTC structure, being in close proximity to the existing intersection, will be difficult to work around and preclude potentially better intersection types.

In July, 2014, SHA conducted a Value Engineering (VE) workshop of the Tech Road Interchange Project. As part of that study, the VE team identified a roundabout as a potential intersection type that may have good traffic operations at Old Columbia Pike and Industrial Parkway, and that would certainly be the most aesthetically pleasing for a gateway into the area. However, roundabouts require more land than other intersection types and such a design would be precluded by the structure envelope depicted in the WOTC preliminary plan.

Though the Tech Road Interchange Project is not funded for design, it is listed number six (6) in Montgomery County's priority letter dated March 18, 2014, and number two (2) among the list's roadway projects; therefore, Montgomery County and SHA have a shared interest in the intersection of Old Columbia Pike and Industrial Parkway. While the WOTC plan will not

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preclude the Tech Road Interchange Project itself, it will preclude options at Old Columbia Pike and Industrial Parkway, potentially resulting in an inferior county intersection with diminished operations and aesthetics.

Implementing an agreed upon building restriction from the existing curb line will help mitigate the problem of limited space at this important juncture.

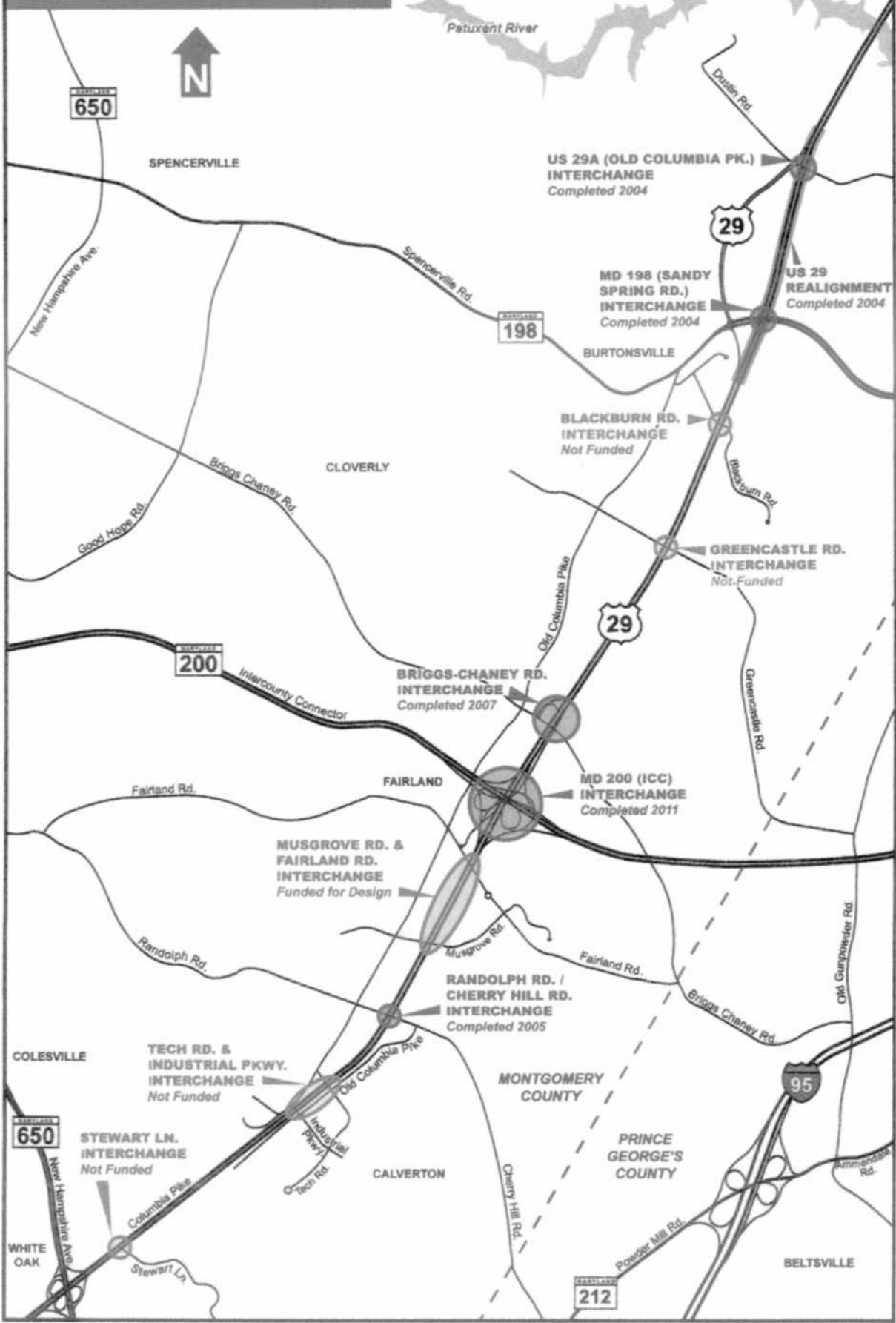
Sincerely,



Marcus Tadros  
Project Manager, Office of Highway Development

cc: Ed Axler, MNCPPC  
Andrew Bossi, MCDOT

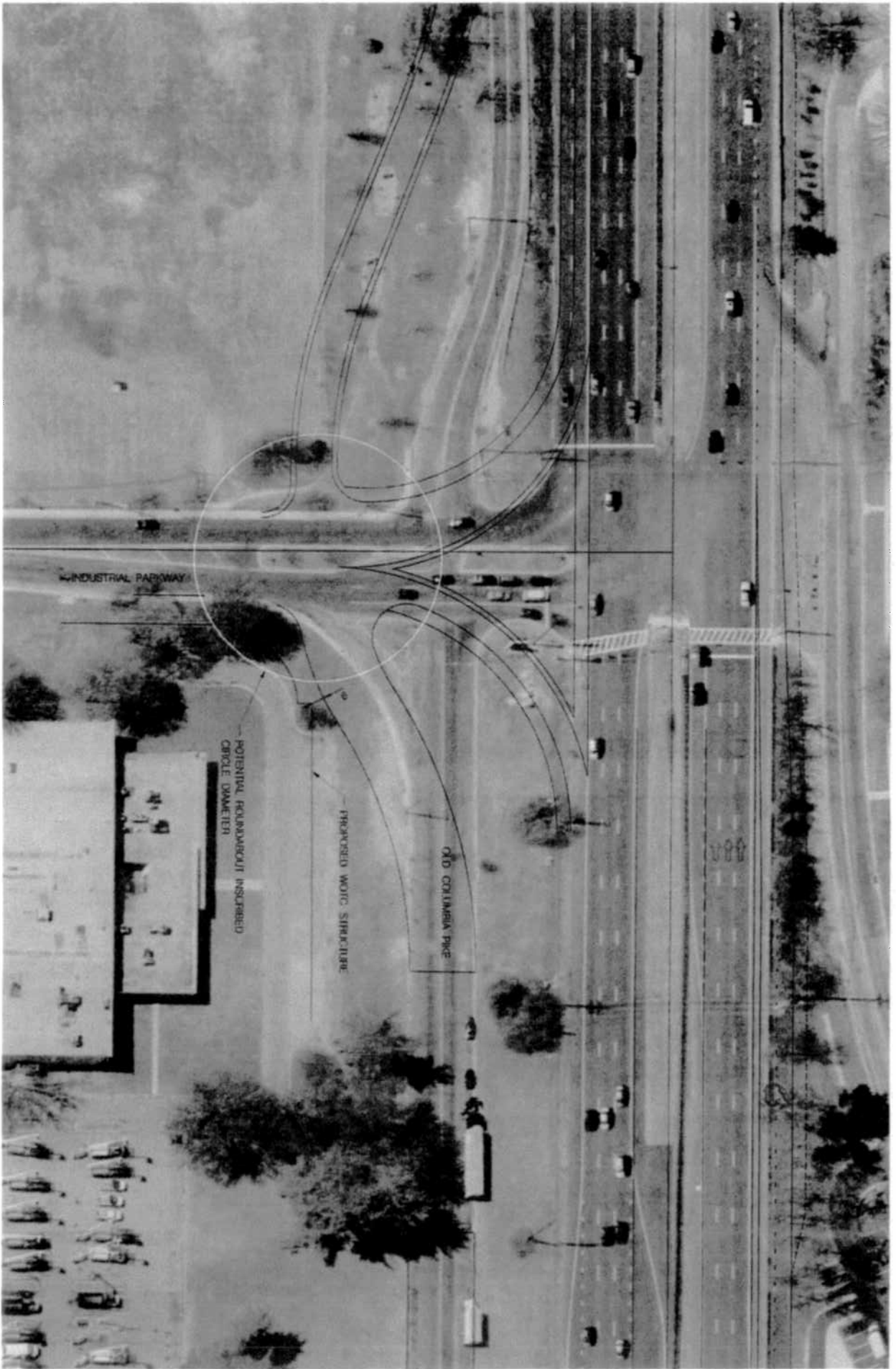
# US 29 CORRIDOR IN MONTGOMERY COUNTY





**US 29 at Tech Road / Industrial Road**





## ATTACHMENT 3



Martin O'Malley, *Governor*  
Anthony G. Brown, *Lt. Governor*

**State Highway  
Administration**

Maryland Department of Transportation

James T. Smith, Jr., *Secretary*  
Melinda B. Peters, *Administrator*

January 8, 2015

RE:           Montgomery County  
              East of US 29,  
              Eastern quadrant of Old Columbia  
              Pike/Industrial Parkway intersection  
              **White Oak Town Center**  
              **SHA Tracking No. 14APMO045XX**  
              **County No. 120150100**  
              Traffic Impact Study  
              Mile Point 6.17

Mr. Ed Axler  
The Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910

Dear Mr. Axler:

Thank you for the opportunity to review the Traffic Impact Study (TIS) prepared by Kimley-Horn & Associates, Inc., dated November 17, 2014 for the White Oak Town Center mixed-use development in Montgomery County, Maryland. The Maryland State Highway Administration (SHA) review is complete and we are pleased to respond.

The review determined the major report findings and the SHA comments and conclusions as follows:

- Access to the 65,000 square feet of retail use and 289 mid-rise multi-family residential units is proposed via one (1) full movement site access to Industrial Parkway (a County road) and one (1) right-in/right-out movement site access to Old Columbia Pike (a County road).
- The study analyzed the following intersections under existing, background and future conditions:
  - US 29 intersection with Industrial Parkway
  - US 29 intersection with Tech Road
  - Tech Road intersection with Broadbirch Drive
  - Tech Road intersection with Industrial Parkway
- The report concludes that the study intersections will continue to operate at acceptable levels of service under future conditions, with the exception of the US 29 intersection with Tech Road. However, site impacts at this intersection are shown to be mitigated by

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the new access configuration which would result in the redistribution of trips away from the intersection.

Based on the information provided, please address the following comments in a point-by-point response:

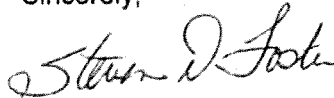
1. Given the close proximity of Old Columbia Pike to US 29, it is reasonable to expect that operations of the Old Columbia Pike intersections with Industrial Parkway and Tech Road would have a direct impact on the operations of the US 29 signaled intersections with Industrial Parkway and Tech Road. Accordingly, please provide a queuing analysis, using Synchro/SimTraffic software (using SimTraffic queuing outputs), for the US 29 study intersections (by turning movement) for existing, background, and future conditions. Please include the Old Columbia Pike intersections with Industrial Parkway and Tech Road as part of this analysis.
2. On page 28, the report states that under total future conditions, the CLV figure (in Table 4) is reduced from the background CLV due in part to the subtraction of the trips generated by the existing office building on the project site. However, the existing office building is currently considered to be vacant (i.e. no trips are generated due to this vacant development). As a result, the office trips should not be subtracted. Please revise the total traffic volumes and subsequent analysis as appropriate.
3. The State's fiscally constrained draft 2015-2020 Consolidated Transportation Program (CTP) includes a design project for a US 29 (Columbia Pike) grade-separated interchange at Tech Road and Industrial Parkway. Design is approximately ten percent complete and remains on hold, as it has been since 2005. For further information, contact Ms. Lindsay Bobian, Team Leader, Highway Design Division, SHA, at 410-545-8765 or [lbobian@sha.state.md.us](mailto:lbobian@sha.state.md.us).
4. A study of improvements necessary to implement bus rapid transit (BRT) along MD 384 (Colesville Road) and US 29 (Colesville Road/Columbia Pike) between Silver Spring Metro Station and Burtonsville. Planning began in summer 2014 and is at only a preliminary stage. Decisions regarding pursuit of specific BRT treatments only will be made following the formation of corridor advisory committees (CACs) by Montgomery County and SHA. SHA and the County expect to complete the CAC formation process in early winter 2014-2015 with CAC kickoff meetings to follow. For further information, contact Ms. Jamaica Arnold, Project Manager, Project Management Division, SHA, at 410-545-8512 or [jamoid2@sha.state.md.us](mailto:jamoid2@sha.state.md.us).
5. The State's fiscally unconstrained Highway Needs Inventory (HNI), the State's long-range plan, includes projects that are critical to Maryland's transportation needs. The HNI includes the 7.5-mile US 29 (Columbia Pike) freeway reconstruction, to include managed lanes, bus lanes, and interchanges, between MD 650 (New Hampshire Avenue) and the Howard County line/Patuxent River. If and when such improvements proceed, they may affect right-of-way.

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6. The July 2014 Maryland-National Capital Park and Planning Commission (M-NCPPC) White Oak Science Gateway Master Plan, as amended, in which this development lies, recommends that Industrial Parkway, south of US 29 (Columbia Pike), be widened to include four through travel lanes and on-street parking in both directions, consistent with Montgomery County design standard MC-2005.03.
7. The March 2005 M-NCPPC Countywide Bikeways Functional Master Plan, as amended:
  - a. Proposes a dual bikeway along US 29 (Columbia Pike), including a shared-use path and signed, shared roadway, between MD 650 (New Hampshire Avenue) and MD 198 (Sandy Spring Road);
  - b. Proposes bicycle lanes along Old Columbia Pike/Prosperity Drive between White Oak Shopping Center and Cherry Hill Road; and,
  - c. Proposes bicycle lanes along Tech Road from US 29 (Columbia Pike) to Industrial Parkway.

The SHA will require the submission of six (6) hard copies and one (1) electronic revised traffic impact study, Synchro/SimTraffic files, and a point-by-point response. Please send this information to the SHA Access Management Division addressed to Mr. Steven D. Foster to the attention of Mr. Eric Waltman and reference the SHA Tracking Number on the submission. Unless specifically indicated in the SHA response of this study, the comments contained herewith do not supersede previous comments made on this development. Please keep in mind that you can view the reviewer and project status via the SHA Access Management Division's web page at <http://www.roads.maryland.gov/pages/amd.aspx>. If you have any questions regarding the enclosed traffic report comments, please contact Mr. Waltman at 410-545-5597 or via email at [ewaltman@sha.state.md.us](mailto:ewaltman@sha.state.md.us).

Sincerely,



Steven D. Foster, Chief/Development Manager  
Access Management Division

SDF/elw

cc: Mr. Matt Baker, SHA RIPD  
Ms. Samantha Biddle, SHA RIPD  
Ms. Rola Daher, SHA DSED  
Ms. Mary Deitz, SHA RIPD  
Mr. Robert French, SHA CPD  
Mr. Scott Holcomb, SHA DSED  
Mr. Greg Leck, Montgomery County Department of Transportation  
Mr. Mark McKenzie, SHA AMD  
Ms. Anyesha Mookherjee, SHA District 3  
Mr. Scott Newill, SHA AMD  
Mr. Johnson Owusu-Amoako, SHA CPD  
Mr. Edward Papazian, Kimley-Horn & Associates, Inc.  
Mr. Steve Rochon, SHA TDSD

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Ms. Tina Saxon, SHA RIPD  
Ms. Lisa Shemer, SHA DSED  
Mr. Marc Solomon, Finmarc Management, Inc.  
7200 Wisconsin Ave., Bethesda, MD 20814  
Mr. Errol Stoute, SHA TDSD  
Mr. Eric Waltman, SHA AMD

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