



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

MCPB
Item # _____
May 24, 2007



MEMORANDUM

DATE: May 11, 2007

TO: Montgomery County Planning Board

VIA: Rose Krasnow, Chief *RK*
 Catherine Conlon, Supervisor *CC*
 Development Review Division

FROM: Dolores Kinney, Senior Planner (301) 495-1321 *DK*
 Development Review

REVIEW TYPE: Preliminary Plan Review

APPLYING FOR: Subdivision for Part of Lot 1 – 16,806 square feet of office and
 4,005 square feet of retail

PROJECT NAME: Randolph Plaza

CASE #: 120070140

REVIEW BASIS: Chapter 50, Montgomery County Subdivision Regulations

ZONE: C-1

LOCATION: Located on the north side of Randolph Road, approximately 250
 feet west of the intersection with New Hampshire Avenue (MD
 650)

MASTER PLAN: White Oak

APPLICANT: Pioneer Hills, LLP

ENGINEER: Design Engineering, Inc.

ATTORNEY: Miles and Stockbridge

FILING DATE: September 12, 2006

HEARING DATE: May 24, 2007

STAFF RECOMMENDATION: Approval, pursuant to Chapter 50 of the Montgomery County Subdivision Regulations, subject to the following conditions:

1. Approval under this preliminary plan is limited to 16,806 square feet of office with 4,005 square feet of retail.
2. The applicant must comply with the conditions of approval for the preliminary forest conservation plan. The applicant must meet all conditions prior to the recording of plat(s) or MCDPS issuance of sediment and erosion control permit(s). Conditions include but are not limited to the following:
 - a. The final forest conservation plan must be revised to include the following:
 - i. Revise the forest conservation credits for the use of pin oak as a landscape tree to show a 20-year canopy of 452 square feet per tree.
 - ii. Revise the landscape plantings to provide a minimum 20-foot spacing between planted trees and to provide a greater mix of native deciduous trees and American hollies along the southwestern property line.
 - iii. Revise the forest credits that can be used by onsite landscaping.
 - b. The final fee-in-lieu amount will be determined as part of the final forest conservation plan and will depend on the final amount of native trees that can be planted on the site. The fee-in-lieu must be paid prior to the start of clearing and grading.
3. Prior to building permit issuance, the applicant must demonstrate compliance with the Montgomery County Noise Ordinance (Chapter 31B of the Montgomery County Code) to the satisfaction of M-NCPPC Environmental Planning Section, in coordination with the County Department of Environmental Protection. Specifically, all noise sources within the ordinance's purview on the property shall not exceed 65 dBA during the daytime and 55 dBA during the nighttime.
4. The Applicant must provide Montgomery County Department of Public Works and Transportation (DPWT) all hardware necessary to implement LED signal hardware upgrades at six intersections prior to the issuance of any building permit for the proposed development.
5. The Applicant must dedicate and show on the final record plat a minimum right-of-way of 60 feet from the roadway right-of-way centerline for Randolph Road.
6. The Applicant must reconstruct the existing eight-foot wide shared-use path along Randolph Road and provide street trees along the site frontage. The shared-use path ramps must meet the American with Disability Act (ADA) requirements.
7. Compliance with conditions of MCDPWT letter dated, October 10, 2006, unless otherwise amended.
8. Compliance with the conditions of approval of the MCDPS stormwater management approval dated July 18, 2006.
9. No clearing, grading or recording of plats prior to certified site plan approval.
10. Final approval of the number and location of buildings, on-site parking, site circulation, sidewalks, and bikepaths will be determined at site plan.

11. A landscape and lighting plan must be submitted as part of the site plan application for review and approval by technical staff.
12. The Adequate Public Facility (APF) review for the preliminary plan will remain valid for sixty-one (61) months from the date of mailing of the Planning Board opinion.
13. Other necessary easements must be shown on the record plat.

SITE DESCRIPTION:

Located in the Northwest Branch watershed, the property, identified as Parcels P43, P66 and P67 (Subject Property), is adjacent to the Colesville Shopping Center in the White Oak Plan Area. The Subject Property is located on the north side of Randolph Road, approximately 250 feet west of the intersection with New Hampshire Avenue (MD 650) (Attachment A). The Subject Property contains 1.29 acres and is zoned C-1.

PROJECT DESCRIPTION:

This is a preliminary plan application to create one (1) lot which will be developed with 16,806 square feet of office and 4,005 square feet of retail. (Attachment B). Access to the site will be directly from Randolph Road. The property contains no environmental features.

ANALYSIS AND FINDINGS

Master Plan Compliance

The White Oak Master Plan identifies the Subject Property as the Hutchison Property Commercial Expansion (*p. 31*), part of the Colesville Commercial Center. The plan supports the C-1 zoning and identifies the Subject Property as a boundary between the commercial and residentially zoned property along Randolph Road. Suitable for development and/or redevelopment, the development of the site should be compatible and integrated with the adjacent shopping center. The proposed low-density office and retail development provides transition between the commercial shopping center immediately east of the site to the residential townhouse development immediately west. The property is surrounded by more than 15 acres of C-1 zoned property and will require site plan review and approval. The preliminary plan proposes commercial development in accordance with the master plan goals. The office and retail uses proposed with the preliminary plan are compatible and will be integrated with the adjacent shopping center by the placement of the structures in line with the existing, and a sidewalk connection along Randolph Road.

Transportation

Local Area Transportation Review

As part of the APF test, a traffic study was required for the subject development since the development was estimated to generate 30 or more peak hour trips during the

typical weekday morning (6:30 a.m. – 9:30 a.m.) and evening (4:00 p.m. – 7:00 p.m.) peak periods.

The applicant submitted a traffic study, dated January 19, 2007, that examined traffic-related impacts of the development on nearby intersections and at the site driveway. Our review of the study indicated that it complied with the requirements of the *Local Area Transportation Review (LATR) Guidelines* and our traffic study scope.

The traffic analysis estimated that density proposed on the site – 16,806 square feet of office and 4,005 square feet of retail – would generate approximately 30 total peak hour trips during the weekday morning peak period and 66 total peak hour trips during the weekday evening peak period. A summary of the above is provided in Table 1.

**TABLE 1 .
SUMMARY OF SITE TRIP GENERATION**

PROPOSED RANDOLPH PLAZA

Proposed Density	Morning Peak-Hour			Evening Peak-Hour		
	In	Out	Total	In	Out	Total
<i>Retail</i> – 4,005 SF	4	3	7	15	13	28
“New” or “Primary” Trips – 60%	2	2	4	9	8	17
“Pass-by/Diverted” Trips – 40%	2	1	3	6	5	11
<i>Office</i> – 16,806 SF	20	3	23	6	32	38
Total “New” or “Primary” Trips	22	5	27	15	40	55
Total “Pass-by/Diverted” Trips	2	1	3	6	5	11
Total Site Trips	24	6	30	21	45	66

Source: The Traffic Group, Inc.; Hutchison Property Traffic Impact Analysis; January 19, 2007.

As shown in Table 1, after discounting for “pass-by” trips, the site was estimated to generate 27 “new” peak hour trips in the morning and 55 “new” peak hour trips in the evening.

A summary of the capacity/Critical Lane Volume (CLV) analysis results for the study intersections with the above weekday morning and evening peak hour trip generation is presented in Table 2.

TABLE 2

SUMMARY OF CAPACITY CALCULATIONS
PROPOSED RANDOLPH PLAZA

Intersection	Traffic Conditions					
	Existing		Background		Total	
	AM	PM	AM	PM	AM	PM
Randolph Rd and New Hampshire Ave	1,570	1,433	1,573	1,446	1,579	1,450
Randolph Rd and Vital Way/Shopping Center Drwy	1,006	932	1,009	951	1,023	961
Randolph Rd and Locksley Ln	1,241	947	1,242	950	1,243	952
Randolph Rd and Site Access Drwy	--	--	--	--	996	664

Source: The Traffic Group, Inc.; Hutchison Property Traffic Impact Analysis; January 19, 2007.
 FY 2005 Congestion Standard for Fairland/White Oak Policy Area: 1,500.

As shown in Table 2, the intersection of MD 650 and Randolph Road exceeds the policy area congestion standard (1,500 CLV) during the weekday morning peak hour under all conditions. The proposed development would result in an increase of six CLV at the intersection (from 1,573 under Background Traffic Condition to 1,579 under Total Traffic Condition). In order to pass the LATR test, the applicant is required to mitigate site trips to reduce CLV at the subject intersection to at or below the Background Traffic Condition CLV.

To mitigate impact of the development at the MD 650/Randolph Road intersection, the applicant is proposing to provide LED signal hardware upgrades at six intersections within or near the Fairland/White Oak Policy Area, permitted under Section VI.A.2.e of the LATR Guidelines (see Attachment No. 3). This specific non-automobile transportation amenity was selected since alternative mitigation options were not feasible (such as implementing physical improvements at the MD 650/Randolph Road intersection and/or implementing other LATR mitigation measures).

Within the Fairland/White Oak Policy Area, *LATR Guidelines* provide a credit of 4.5 peak hour trips for each LED signal hardware upgrade at an intersection. With the applicant's proposal to provide LED signal hardware upgrade at six intersections, the development is eligible for a credit of up to 27 peak hour trips (i.e., $6 \times 4.5 = 27$ peak hour trips), which is sufficient to mitigate all of the morning peak hour site trips. A summary of the above is presented in Table 3. This mitigation option thus maintains Total Traffic Condition CLV at the MD 650/Randolph Road intersection at the same Background Traffic Condition CLV. The development therefore passes the LATR test.

**TABLE 3
SUMMARY OF SITE TRIP GENERATION – WITH TRIP CREDITS**

PROPOSED RANDOLPH PLAZA

Trips	Morning Peak-Hour	Evening Peak-Hour
Site-generated Total “New” or “Primary” Trips	27	55
Trip Credits (per LATR Guidelines)	27	27
Site-generated “New” or “Primary” Trips (after trip credits)	0	28

Source: The Traffic Group, Inc.; Hutchison Property Traffic Impact Analysis; January 19, 2007.

A summary of the capacity/CLV analysis results for the study intersections, with the adjusted site trip generation is presented in Table 4.

**TABLE 4
SUMMARY OF CAPACITY CALCULATIONS – WITH ADJUSTED SITE TRIPS
PROPOSED RANDOLPH PLAZA**

Intersection	Traffic Conditions					
	Existing		Background		Total	
	AM	PM	AM	PM	AM	PM
Randolph Rd and New Hampshire Ave	1,570	1,433	1,573	1,446	1,573	1,448
Randolph Rd and Vital Way/Shopping Center Drwy	1,006	932	1,009	951	1,009	956
Randolph Rd and Locksley Ln	1,241	947	1,242	950	1,242	951
Randolph Rd and Site Access Drwy	--	--	--	--	983	641

Source: The Traffic Group, Inc.; Hutchison Property Traffic Impact Analysis; January 19, 2007.
FY 2005 Congestion Standard for Fairland/White Oak Policy Area: 1,500.

Site Location, Access, Pedestrian Facilities, and Public Transportation

Vehicular access to and from the site is proposed via a new right-turn in/right-turn out driveway to Randolph Road, approximately 80 feet west of Vital Way and 300 feet east of Bregman Road. Since only right turns can be made at the driveway, traffic

approaching the site from the west will be required to make a U-turn on Randolph Road (at Vital Way, MD 650, etc.). Similarly, traffic departing the site to travel east on Randolph Road will also be required to make a U-turn on Randolph Road (at Bregman Road, Sherwood Forest Drive, etc.).

Randolph Road, along the site frontage, is a closed-section six-lane divided major highway. It has a 5-foot wide sidewalk along its south side and an 8-foot wide shared-use path along its north side. There are median breaks along Randolph Road where several of the major roadways intersect. Randolph Road has a posted speed limit of 40 mph in the vicinity of the site. Land use to the north, south and west of the proposed use is predominantly residential, and that to the east is commercial.

Metrobus routes C7, C8, C9, Z1 and Z4 as well as Ride On Route 10 serve Randolph Road, and have bus stops near the proposed use.

Master Plan Roadways, Pedestrian/Bicycle Facilities

The proposed use will be located along Randolph Road, which is classified as an east-west six-lane divided major highway (M-17) between MD 650 to the east and Northwest Branch to the west, with a minimum right-of-way of 120 feet. A shared-use path (SP-17) currently exists along the north side of Randolph Road between Fairland Road to the east and Northwest Branch to the west.

Environmental

The property is in grass cover with five trees that are over 20 inches in diameter at breast height (dbh), which range from fair to poor condition. There are also stumps of several trees that had been cut by the previous property owner.

Forest Conservation

The forest conservation plan proposes to meet afforestation requirements (8,276 square feet) by planting native trees onsite. The trees are proposed to be planted within the landscaped area along the western property line and also other parts of the site. Staff finds that using landscape tree plantings are acceptable for this project to meet part of the required afforestation requirement since the site is zoned commercial and there is no priority planting area on the site. In addition, the site is relatively small and is not adjacent to any existing, offsite forest stand.

The use of native trees in the landscaped area is consistent with Section 22A-12(d)(2) of the County Forest Conservation Law:

“Afforestation should be accomplished by the planting of forest cover. However, if the applicant demonstrates to the satisfaction of the Planning Board or Planning Director, as the case may be, that afforestation using forest cover is inappropriate for a site because of its location in an urban setting, redevelopment context, high-density residential, commercial, industrial, planned unit development, or institutional area (as

defined in Section 22A-3), or similar reason, afforestation requirements may be satisfied by tree cover.”

The forest conservation plan shows 13 American hollies to be planted roughly 12 feet apart in a landscape strip that is about 14 feet wide with a 6-foot high board on board fence on one side and a retaining wall on the other side. Staff believes the proposed planting is too crowded and will not allow the hollies to grow to full size. Staff recommends that this part of the landscaping should be revised so that there is a mix of native deciduous trees and hollies and that these trees are planted at least 20 feet apart. This would result in less forest credits than the applicant proposes and would also require a fee-in-lieu payment for the remainder of the afforestation requirement that cannot be met through the onsite landscaping. The fee-in-lieu payment could be up to \$5537.70, depending on the final landscaping plan and the number and species of native trees that can be planted on the site, given the space constraints.

The use of fee-in-lieu to satisfy part of the afforestation requirement is consistent with Section 22A-12(g)(2)(A) of the County Forest Conservation Law:

“Afforestation using tree cover. If an applicant has shown that on-site afforestation using forest cover is not appropriate under subsection (d)(2), the applicant may pay the fee instead of using tree cover to meet any afforestation requirement.”

Since the entire site is proposed to be graded, the applicant does not propose to protect any existing trees on the site. The plan meets all applicable requirements of the Forest Conservation Law.

Noise Impacts

All stationary noise sources under the purview of the County Noise Ordinance, such as heating and cooling systems proposed for the roof of the commercial structures, cannot exceed specific noise limits at the property line adjoining a residential zone, as required by the County Noise Ordinance. The limits as required in the County Noise Ordinance are 65 dBA during the daytime and 55 dBA during the nighttime, which is the residential noise standard per Section 31B-5(a)(1) and 31B-5(a)(3) of the County Code.

Staff recommends that the applicant demonstrate compliance with the County Noise Ordinance prior to issuance of any building permits. At that stage of development, the applicant will have information on the specific mechanical equipment that will be used in the commercial buildings.

Stormwater Management

On July 18, 2006, the MCDPS Stormwater Management Section approved the project’s stormwater management concept which includes vegetation stabilization, the submission of stormwater management computations and an engineered sediment control plan for water quality control.

Community Outreach

This plan submittal pre-dated new requirements for a pre-submission meeting with neighboring residents, however, written notice was given by the applicant and staff of the plan submittal and the public hearing. As of the date of this report, no citizen correspondence has been received.

Compliance with Subdivision Regulations and Zoning Ordinance

This application has been reviewed for compliance with the Montgomery County Code, Chapter 50, the Subdivision Regulations. The application meets all applicable sections. Access and public facilities will be adequate to support the proposed lot and use. The proposed lot size, width, shape and orientation are appropriate for the location of the subdivision.

The lot was reviewed for compliance with the dimensional requirements for the C1 zone as specified in the Zoning Ordinance. The lot as proposed will meet the dimensional requirements for area, frontage, width, and setbacks in that zone. A summary of this review is included in attached Table 1. The application has been reviewed by other applicable county agencies, all of who have recommended approval of the plan.

CONCLUSION:

Staff concludes that Preliminary Plan #120060140, Randolph Plaza, conforms to the White Oak Master Plan and meets all necessary requirements of the Subdivision Regulations. The plan was reviewed by all applicable agencies and they have recommended approval. As such, Staff recommends approval of the preliminary plan, subject to the above conditions.

ATTACHMENTS:

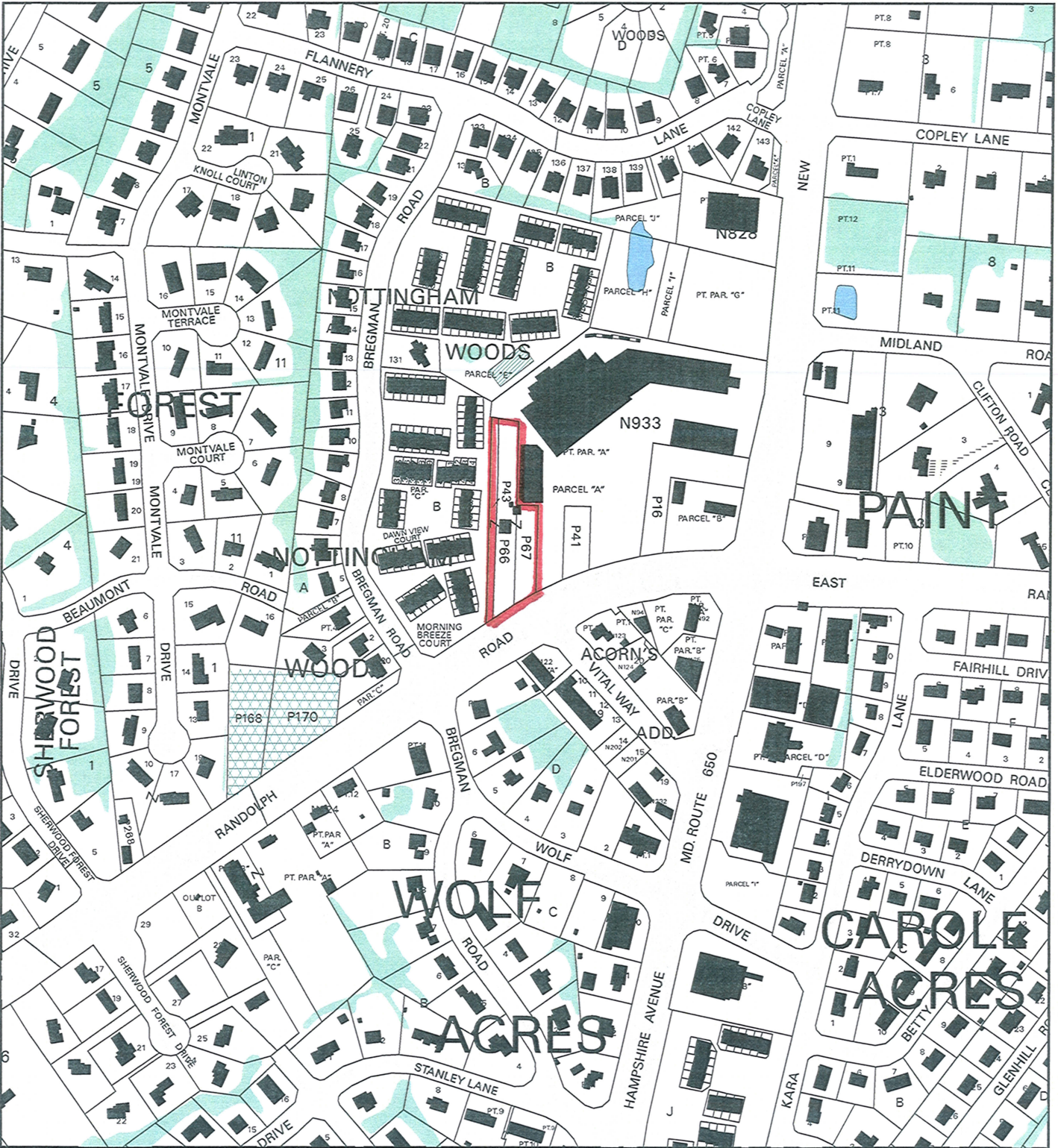
Attachment A	Vicinity Map
Attachment B	Preliminary Plan

TABLE 5

Preliminary Plan Data Table and Checklist

Plan Name: Randolph Plaza				
Plan Number: 120070140				
Zoning: C-1				
# of Lots: 1				
# of Outlots: 0				
Dev. Type: 4,005 square feet of retail, including a restaurant and 18,704 square feet of office				
PLAN DATA	Zoning Ordinance Development Standard	Proposed for Approval on the Preliminary Plan	Verified	Date
Minimum Lot Area	Not specified	56,192.4 sq.ft. is minimum proposed	<i>Dma</i>	March 15, 2006
Lot Width	Not specified	-----	<i>Dma</i>	March 15, 2006
Lot Frontage	Not specified	-----	<i>Dma</i>	March 15, 2006
Setbacks				
Front	10 ft. Min.	Must meet minimum	<i>Dma</i>	March 15, 2006
Side	12 ft. Min./ 25 ft. total	Must meet minimum	<i>Dma</i>	March 15, 2006
Rear	10 ft. Min.	Must meet minimum	<i>Dma</i>	March 15, 2006
Height	30 ft. Max.	May not exceed maximum	<i>Dma</i>	March 15, 2006
Comm'l s.f. per Zoning	Not specified	4,005 s.f. of retail/ 16,806 s.f. of office	<i>Dma</i>	March 15, 2006
Site Plan Req'd?	Yes	Yes	<i>Dma</i>	March 15, 2006
FINDINGS				
SUBDIVISION				
Lot frontage on Public Street	Yes		<i>Dma</i>	March 15, 2006
Road dedication and frontage improvements	Yes		DPWT	October 10, 2006
Environmental Guidelines	Yes		Environmental Planning	May 4, 2007
Forest Conservation	Yes		Environmental Planning	May 4, 2007
Master Plan Compliance	Yes		<i>Dma</i>	March 15, 2006
ADEQUATE PUBLIC FACILITIES				
Stormwater Management	Yes		DPS	July 18, 2006
Water and Sewer (WSSC)	Yes		WSSC	October 9, 2006
Local Area Traffic Review	Yes		Transportation Planning	April 3, 2007
Fire and Rescue	Yes		MCDFRS	March 19, 2007

RANDOLPH PLAZA (120070140)



Map compiled on September 25, 2006 at 12:58 PM | Site located on base sheet no - 217NE01

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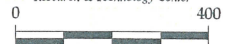
Key Map



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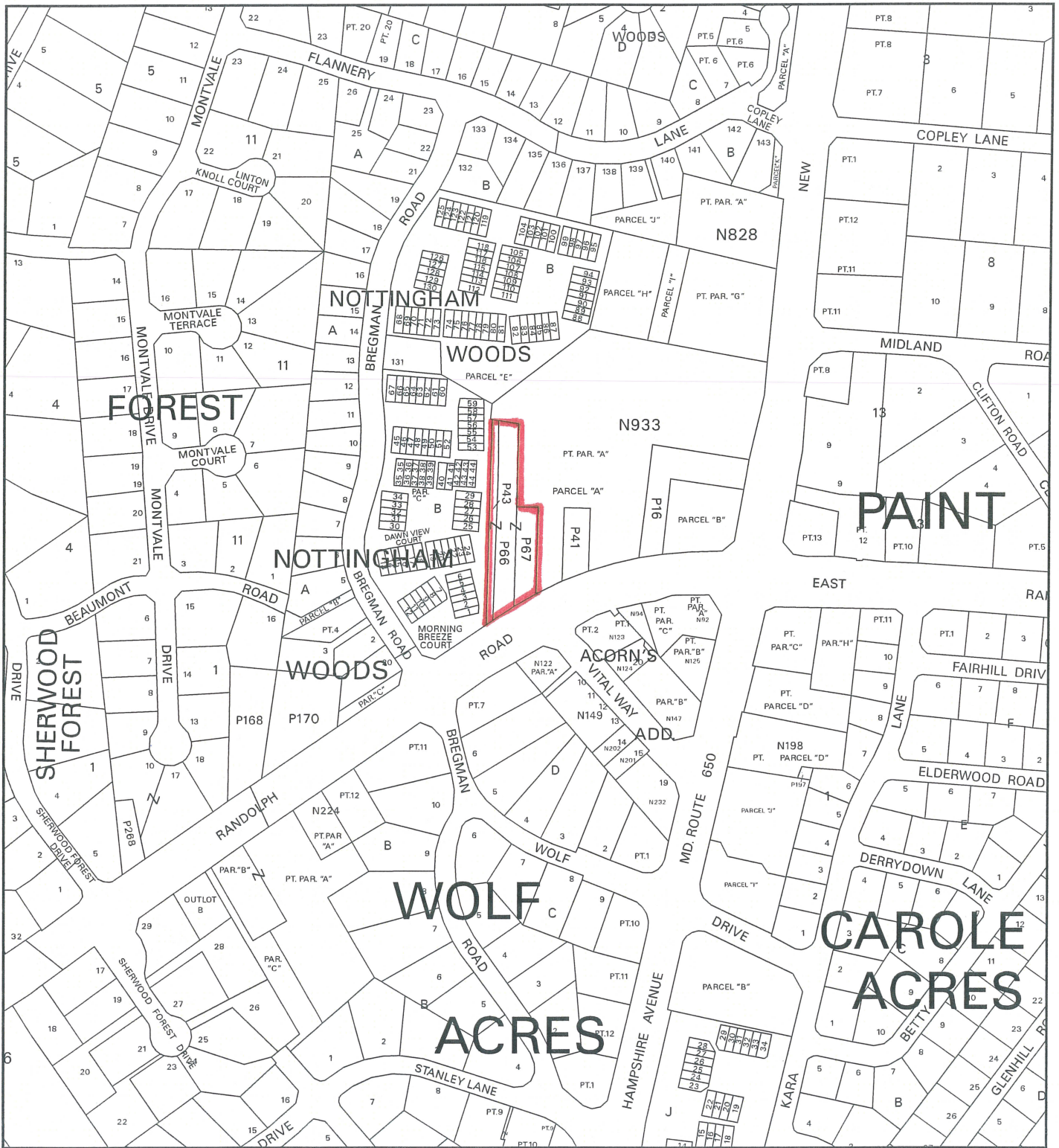


Research & Technology Center



1 inch = 400 feet
1 : 4800

RANDOLPH PLAZA (120070140)



Map compiled on September 25, 2006 at 1:04 PM | Site located on base sheet no - 217NE01

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Key Map



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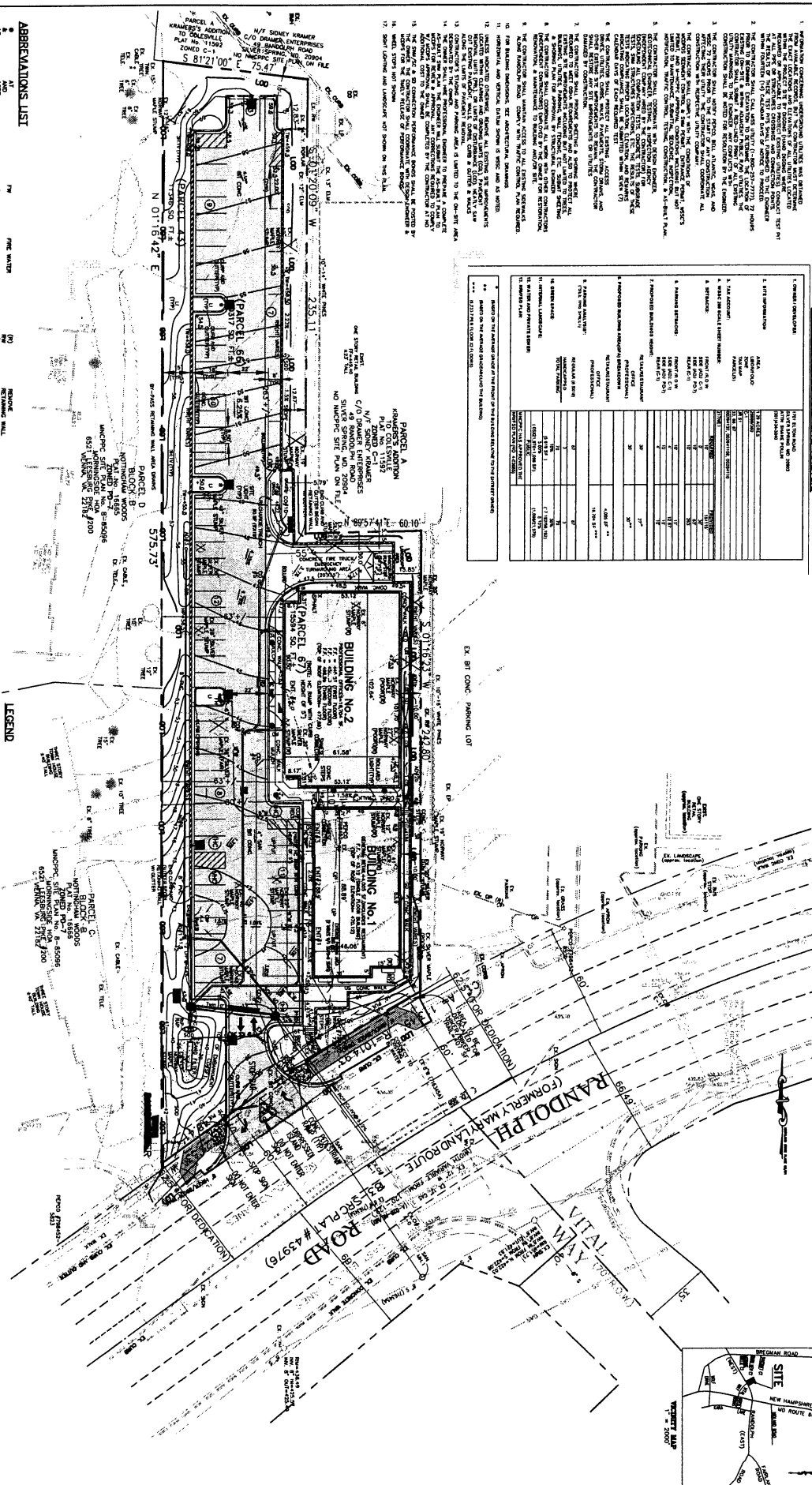
1 inch = 400 feet
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SITE PLAN NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPLICABLE AGENCIES AND AGENCIES.
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GENERAL NOTES AND SITE ANALYSIS

NO.	DESCRIPTION	DATE	BY	CHKD.
1	GENERAL DEVELOPMENT			
2	EXISTING UTILITIES			
3	PROPOSED UTILITIES			
4	PROPOSED BUILDING FOOTPRINT			
5	PROPOSED DRIVEWAYS			
6	PROPOSED PARKING			
7	PROPOSED LANDSCAPE			
8	PROPOSED SIGNAGE			
9	PROPOSED LIGHTING			
10	PROPOSED SECURITY			
11	PROPOSED FENCE			
12	PROPOSED WALLS			
13	PROPOSED CURBS			
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15	PROPOSED PARKING			
16	PROPOSED LANDSCAPE			
17	PROPOSED SIGNAGE			
18	PROPOSED LIGHTING			
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27	PROPOSED LIGHTING			
28	PROPOSED SECURITY			
29	PROPOSED FENCE			
30	PROPOSED WALLS			
31	PROPOSED CURBS			
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46	PROPOSED SECURITY			
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98	PROPOSED SIGNAGE			
99	PROPOSED LIGHTING			
100	PROPOSED SECURITY			

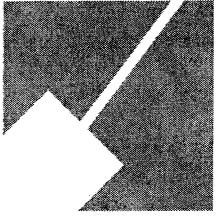


LEGEND

ABBREVIATIONS LIST

SYMBOL	DESCRIPTION
AS	ASPHALT
BR	BRICK
CM	CONCRETE MASONRY
CS	CONCRETE SURFACE
GR	GRAVEL
LD	LANDSCAPE
LI	LIQUID APPLIED MEMBRANE
LS	LIQUID APPLIED SURFACE
MS	MASONRY
PA	PAVEMENT
PC	PRECAST CONCRETE
PF	PORCELANO FLOORING
PL	PLAIN CONCRETE
PM	POLISHED MASONRY
PP	PLAIN PAVEMENT
PT	PORCELANO TILE
RA	RADIUM
RD	ROAD
RE	REINFORCED CONCRETE
RF	REINFORCED FLOORING
RI	REINFORCED MASONRY
RS	REINFORCED SURFACE
RT	REINFORCED TILE
SA	SAND
SB	SAND BED
SC	SAND CONCRETE
SD	SAND DRAINAGE
SE	SAND EXPOSED
SF	SAND FINISH
SG	SAND GRAVEL
SH	SHALE
SI	SILT
SL	SILT CLAY
SM	SILT MASONRY
SN	SILT SAND
SO	SILT SANDSTONE
SP	SILT SANDSTONE
SS	SILT SANDSTONE
ST	SILT SANDSTONE
TA	TERRAZZO
TC	TERRAZZO CONCRETE
TD	TERRAZZO DRIP
TE	TERRAZZO EXPOSED
TF	TERRAZZO FINISH
TH	THICK SET
TI	TILE
TL	TILE LAY
TM	TILE MASONRY
TO	TILE OVER
TP	TILE PAVEMENT
TR	TERRAZZO
TS	TERRAZZO SURFACE
TT	TERRAZZO TILE
TV	TERRAZZO VENEZIAN
TX	TERRAZZO
TY	TERRAZZO
TZ	TERRAZZO
UA	UNFINISHED ASPHALT
UB	UNFINISHED BRICK
UC	UNFINISHED CONCRETE
UD	UNFINISHED DRIP
UE	UNFINISHED EXPOSED
UF	UNFINISHED FINISH
UG	UNFINISHED GRAVEL
UH	UNFINISHED SAND
UI	UNFINISHED SILT
UJ	UNFINISHED SILT SAND
UK	UNFINISHED SILT SANDSTONE
UL	UNFINISHED SANDSTONE
UM	UNFINISHED SHALE
UN	UNFINISHED SAND
UO	UNFINISHED SANDSTONE
UP	UNFINISHED PAVEMENT
UQ	UNFINISHED PORCELANO
UR	UNFINISHED REINFORCED
US	UNFINISHED SAND
UT	UNFINISHED SILT
UV	UNFINISHED SILT SAND
UW	UNFINISHED SILT SANDSTONE
UX	UNFINISHED SANDSTONE
UY	UNFINISHED SHALE
UZ	UNFINISHED SAND
VA	VENEZIAN
VB	VENEZIAN BRICK
VC	VENEZIAN CONCRETE
VD	VENEZIAN DRIP
VE	VENEZIAN EXPOSED
VF	VENEZIAN FINISH
VG	VENEZIAN GRAVEL
VH	VENEZIAN SAND
VI	VENEZIAN SILT
VJ	VENEZIAN SILT SAND
VK	VENEZIAN SILT SANDSTONE
VL	VENEZIAN SANDSTONE
VM	VENEZIAN SHALE
VN	VENEZIAN SAND
VO	VENEZIAN SANDSTONE
VP	VENEZIAN PAVEMENT
VQ	VENEZIAN PORCELANO
VR	VENEZIAN REINFORCED
VS	VENEZIAN SAND
VT	VENEZIAN SILT
VU	VENEZIAN SILT SAND
VV	VENEZIAN SILT SANDSTONE
VX	VENEZIAN SANDSTONE
VY	VENEZIAN SHALE
VZ	VENEZIAN SAND
WA	WATER
WB	WATER BRICK
WC	WATER CONCRETE
WD	WATER DRIP
WE	WATER EXPOSED
WF	WATER FINISH
WG	WATER GRAVEL
WH	WATER SAND
WI	WATER SILT
WJ	WATER SILT SAND
WK	WATER SILT SANDSTONE
WL	WATER SANDSTONE
WM	WATER SHALE
WN	WATER SAND
WO	WATER SANDSTONE
WP	WATER PAVEMENT
WQ	WATER PORCELANO
WR	WATER REINFORCED
WS	WATER SAND
WT	WATER SILT
WU	WATER SILT SAND
WV	WATER SILT SANDSTONE
WW	WATER SANDSTONE
WX	WATER SHALE
WY	WATER SAND
WZ	WATER SANDSTONE
XA	WOOD
XB	WOOD BRICK
XC	WOOD CONCRETE
XD	WOOD DRIP
XE	WOOD EXPOSED
XF	WOOD FINISH
YG	WOOD GRAVEL
YH	WOOD SAND
YI	WOOD SILT
YJ	WOOD SILT SAND
YK	WOOD SILT SANDSTONE
YL	WOOD SANDSTONE
YM	WOOD SHALE
YN	WOOD SAND
YO	WOOD SANDSTONE
YP	WOOD PAVEMENT
YQ	WOOD PORCELANO
YR	WOOD REINFORCED
YS	WOOD SAND
YT	WOOD SILT
YU	WOOD SILT SAND
YV	WOOD SILT SANDSTONE
YW	WOOD SANDSTONE
YZ	WOOD SHALE
ZA	ZIRCON
ZB	ZIRCON BRICK
ZC	ZIRCON CONCRETE
ZD	ZIRCON DRIP
ZE	ZIRCON EXPOSED
ZF	ZIRCON FINISH
ZG	ZIRCON GRAVEL
ZH	ZIRCON SAND
ZI	ZIRCON SILT
ZJ	ZIRCON SILT SAND
ZK	ZIRCON SILT SANDSTONE
ZL	ZIRCON SANDSTONE
ZM	ZIRCON SHALE
ZN	ZIRCON SAND
ZO	ZIRCON SANDSTONE
ZP	ZIRCON PAVEMENT
ZQ	ZIRCON PORCELANO
ZR	ZIRCON REINFORCED
ZS	ZIRCON SAND
ZT	ZIRCON SILT
ZU	ZIRCON SILT SAND
ZV	ZIRCON SILT SANDSTONE
ZW	ZIRCON SANDSTONE
ZX	ZIRCON SHALE
ZY	ZIRCON SAND
ZZ	ZIRCON SANDSTONE

CORRESPONDENCE



MARYLAND-NATIONAL CAPITAL
PARK & PLANNING COMMISSION
FOREST CONSERVATION PLAN RECOMMENDATIONS

TO: Elza Hisel-McCoy and Dolores Kinney, Development Review Division

SUBJECT: Preliminary Forest Conservation Plan # 820070050 / 120070140
Preliminary/Site Plan 55 Randolph Plaza

SENT VIA FAX TO: David Post, Donovan, Feola, Balderson, and Associates, Inc. (fax: 301-948-8834)

The subject Forest Conservation Plan has been reviewed by Environmental Planning to determine if it meets the requirements of Chapter 22A of the Montgomery County Code (Forest Conservation Law). The following determination has been made:

SUBMISSION ADEQUACY

- Adequate as submitted
 Inadequate for evaluation. The following items must be submitted:
 Forest Conservation Plan Drawing Forest Conservation Worksheet
 Approved NRI/FSD Map Development Program
 Justifications for afforestation/reforestation method
 Qualifications of Preparer(s) Long term protection methods
 Other:

RECOMMENDATIONS

- Approve subject to the following conditions:
 Required site inspections by M-NCPPC monitoring staff (as specified in "Trees Technical Manual")
 Approval of the following items by M-NCPPC staff prior to DPS issuance of the sediment and erosion control permit:

 Submittal of financial security to M-NCPPC prior to clearing or grading.
 Record plat to show appropriate notes and/or easements. Agreements must be approved by M-NCPPC staff prior to recording plats.
 Submittal of electronic version of signed final forest conservation plan to be submitted to Environmental Planning prior to clearing or grading. Electronic files must have Environmental Planning approval signature, be in PDF format, and be in only one file.
 Maintenance agreement to be reviewed and approved by M-NCPPC staff prior to first inspection of planted areas.
 Others:
a. The final forest conservation plan must be revised to include the following:
i. Revise the forest conservation credits for the use of pin oak as a landscaped tree to show a 20-year canopy of 452 square feet per tree.
ii. Revise the landscape plantings to provide a minimum 20-foot spacing between planted trees and to provide a greater mix of native deciduous trees and American hollies along the southwestern property line.
iii. Revise the forest credits that can be used by onsite landscaping.

- b. The final fee-in-lieu amount will be determined as part of the final forest conservation plan and will depend on the final amount of native trees that can be planted on the site. The fee-in-lieu must be paid prior to the start of clearing and grading.
- c. Planting details and notes must be changed to be applicable to landscape plantings, not forest plantings.

SIGNATURE: Candy Bunnag (301) 495-4543 DATE: May 4, 2007
Candy Bunnag,
Environmental Planning Division



DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

Douglas M. Duncan
County Executive

Arthur Holmes, Jr.
Director

October 10, 2006

Ms. Catherine Conlon, Subdivision Supervisor
Development Review Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan #1-20070140
Randolph Plaza

Dear Ms. Conlon:

We have completed our review of the preliminary plan dated 08/21/06. This plan was reviewed by the Development Review Committee at its meeting on 10/09/06. We recommend approval of the plan subject to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to DPS in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.

1. Show/label all existing planimetric and topographic details specifically driveway opposite the site as well as correct location of existing rights of way on both sides and easements on the preliminary plan.
2. Necessary dedication for Randolph Road in accordance with the Master Plan.
3. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
4. We did not receive complete analyses of the capacity of the downstream public storm system(s) and the impact of the post-development runoff on the system(s). As a result, we are unable to offer comments on the need for possible improvements to the system(s) by this applicant. Prior to approval of the record plat by the Department of Permitting Services (DPS), the applicant's consultant will need to submit this study, with computations, for review and approval by DPS. Analyze the capacity of the existing downstream public storm drain system and the impact of the post-development ten (10) year storm runoff on same. If the proposed subdivision drains to an existing closed section street, include spread and inlet efficiency computations in the impact analysis.



Division of Operations

101 Orchard Ridge Drive, 2nd Floor • Gaithersburg, Maryland 20878
240/777-6000, TTY 240/777-6013, FAX 240/777-6030

Ms. Catherine Conlon
Preliminary Plan No. 1-20070140
Date October 10
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5. Use DPWT standard driveway detail and perform the necessary adjustments.
6. The sight distances study has **not** been accepted. Prior to approval of the record plat by DPS, the applicant's engineer will need to submit a distances certification reflect minimum of four hundred and seventy five (475) feet of sight distance in each direction.
7. In accordance with Section 49-35(e) of the Montgomery County Code, sidewalk (bike path in this case) is required to serve the proposed subdivision. Sidewalk (bike path) is to be provided along the site frontage according to associated DPWT standard street section unless the applicant is able to obtain a waiver from the appropriate government agency.
8. The parking layout plan will be reviewed by the Department of Permitting Services at the site plan or building permit stage, whichever comes first. To facilitate their review, that plan should delineate and dimension the proposed on-site travel lanes, parking spaces, curb radii, handicap parking spaces and access facilities, and sidewalks. The applicant may wish to contact Ms. Sarah Navid of that Department at (240) 777-6320 to discuss the parking lot design.
9. For safe simultaneous movement of vehicles, we recommend a driveway pavement width of no less than twenty four (24) feet to allow vehicles to enter and exit the site without encroaching on the opposing lanes. This pavement width will permit an inbound lane width of fourteen (14) feet and an exit lane width of ten (10) feet.
10. Curb radii for intersection type driveways should be sufficient to accommodate the turning movements of the largest vehicle expected to frequent the site. However Driveways curb returns should not cross the property lines. Also provide proper spacing between the driveways curb returns and public utilities features.
11. The parking lot travel lanes are to be designed to allow a WB-50 truck to circulate without crossing the centerline nor the curblines.
12. The applicant needs to submit a truck circulation plan for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and for a left-side backing maneuver. Passenger vehicle travel ways should be separated from the expected truck patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules.
13. Truck loading space requirements to be determined in accordance with the County's "Off-Street Loading Space" policy.
14. On the site plan, delineate the location and dimensions of the proposed truck loading and/or dumpster spaces.
15. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans With Disabilities Act.
16. Where perpendicular parking spaces border a sidewalk, a two (2) foot vehicle overhang is

Ms. Catherine Conlon
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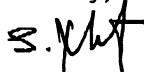
- assumed. The applicant should either provide a seven (7) foot wide sidewalk or wheelstops within those parking spaces.
17. For any parking facility containing more than fifty (50) parking spaces, the applicant needs to furnish bicycle parking facilities as required Section 59 E-2.3 of the Montgomery County Code. Accordingly, the applicant should provide either bike lockers or inverted "U" type bike racks.
 18. The owner will be required to submit a recorded covenant for the operation and maintenance of private streets, storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
 19. Geometrics for the intersection of the driveway and Randolph Road will be reviewed by the Department of Permitting Services as part of their review of the building permit application. Included in that review will be the design of any necessary left turn storage lanes and/or acceleration/deceleration lanes. We advise the applicant to submit their traffic volume data to the DPS Right-of-Way Permitting and Plan Review Section (in advance of their building permit applications) to verify their intersection improvement requirements and the acceptability of their design.
 20. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
 21. If the proposed development will alter any existing street lights, signing, and/or pavement markings, please contact Mr. Fred Lees of our Traffic Control and Lighting Engineering Team at (240) 777-6000 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
 22. If the proposed development will alter or impact any existing County maintained transportation system management component (i.e., traffic signals, signal poles, handboxes, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.), please contact Mr. Bruce Mangum of our Traffic Management Team at (240) 777-6000 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
 23. Trees in the County rights of way - species and spacing to be in accordance with the applicable DPWT standards. A tree planting permit is required from the Maryland Department of Natural Resources, State Forester's Office [(301) 854-6060], to plant trees within the public right of way.
 25. Please coordinate with Department of Fire and Rescue about their requirements for emergency vehicle access.
 26. Provide driveway access for the stormwater management facilities per associated DPS guidelines.
 27. Permit and bond will be required as a prerequisite to DPS approval of the record plat. The permit will include, but not necessarily be limited to, the following improvements:
 - A. On Randolph Road, construct eight (8) foot wide concrete bike path along the site frontage.

Ms. Catherine Conlon
Preliminary Plan No. 1-20070140
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- B. Improvements to the existing public storm drainage system, if necessitated by the previously mentioned outstanding storm drain study. If the improvements are to be maintained by Montgomery County, they will need to be designed and constructed in accordance with the DPWT Storm Drain Design Criteria.
- C. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
- D. Erosion and sediment control measures as required by Section 50-35(j) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.
- E. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the Traffic Engineering and Operations Section.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact me at sam.farhadi@montgomerycountymd.gov or (240) 777-6000.

Sincerely,



Sam Farhadi, P.E., Senior Planning Specialist
Development Review Group
Traffic Engineering and Operations Section
Division of Operations

m:/subdivision/farhas01/preliminary plans/ 1-20070140, Randolph Plaza.doc

Enclosures ()

cc: Shane Pollin, Pioner Hills
Pritam Arora, Design Engineering
Rebecca Williams, Dufour & Orens
Joseph Y. Cheung; DPS RWPPR
Sarah Navid; DPS RWPPR
Shahriar Etemadi; M-NCPPC TP
Gregory Leck, DPWT TEOS
Preliminary Plan Folder
Preliminary Plans Note Book



DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan
County Executive

Robert C. Hubbard
Director

July 18, 2006

Mr. Nick Mafeo
Design Engineering, Inc.
18229-A Flower Hill Way
Gaithersburg, MD 20879

Re: **Revised Stormwater Management CONCEPT**
Request for Randolph Plaza
Preliminary Plan #: 1-05105
SM File #: 216308
Tract Size/Zone: 1.29 acres / C-1
Total Concept Area: 1.29 acres
Lots/Block: N/A
Parcel(s): 43, 66, 67
Watershed: Northwest Branch

Dear Mr. Mafeo:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept **revision** for the above mentioned site is **acceptable**. The stormwater management concept consists of on-site water quality control via construction of a Montgomery County Sand Filter (MCSF); and onsite recharge via the MCSF and installation of a recharge trench. Channel protection volume is not required because the one-year post development peak discharge is less than or equal to 2.0 cfs.

The following items will need to be addressed during the detailed sediment control/stormwater management plan stage:

1. Prior to permanent vegetative stabilization, all disturbed areas must be topsoiled per the latest Montgomery County Standards and Specifications for Topsoiling.
2. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
3. An engineered sediment control plan must be submitted for this development.
4. Offsite areas are bypassed around the proposed MCSF.
5. This stormwater concept approval supercedes the previous approval for this property, dated March 8, 2005.

This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 is **not** required.



This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Mark Etheridge at 240-777-6338.

Sincerely,



Richard R. Brush, Manager
Water Resources Section
Division of Land Development Services

RRB:dm mce

cc: C. Conlon
S. Federline
SM File # 216308

QN -ON; Acres: 1.3
QL - ON; Acres: 1.3
Recharge is provided



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

April 3, 2007

MEMORANDUM

TO: Cathy Conlon, Supervisor
Development Review Division

VIA: Shahriar Etemadi, Supervisor
Transportation Planning Division

FROM: Cherian Eapen, Planner/Coordinator
Transportation Planning Division
301-495-4525

SUBJECT: Preliminary Plan No.120070140
Site Plan No. 820070050
Randolph Plaza
55 Randolph Road (Parcels 43, 66, and 67 or "Hutchison Property")
Fairland/White Oak Policy Area

CE

This memorandum presents Transportation Planning staff's Adequate Public Facilities (APF) review of the Randolph Plaza development proposed along the north side of Randolph Road at 55 Randolph Road in Silver Spring, just west of the Colesville Shopping Center. The property is identified as "Hutchison Property" in the *White Oak Master Plan*.

The Randolph Plaza development is proposed with 16,806 square feet of office and 4,005 square feet of retail. The site is zoned C-1, and is within the Fairland/White Oak Policy Area.

RECOMMENDATIONS

We recommend the following conditions as part of the transportation-related requirements to approve this application:

1. Limit development on the property to 16,806 square feet of office and 4,005 square feet of retail.

2. The applicant must provide Montgomery County Department of Public Works and Transportation (DPWT) all hardware necessary to implement LED signal hardware upgrades at six intersections (as required by DPWT letter dated January 24, 2007; see Attachment No. 1) prior to the issuance of any building permit for the proposed development.
3. The applicant must dedicate and show on the final record plat a minimum right-of-way of 60 feet from the roadway right-of-way centerline for Randolph Road.
4. The applicant must reconstruct the existing eight-foot wide shared-use path along Randolph Road and provide street trees along site frontage. The shared-use path ramps must meet the Americans with Disability Act (ADA) requirements.
5. The applicant must meet all DPWT requirements enumerated in their letter dated October 10, 2006 (see Attachment No. 2) prior to the issuance of any building permit for the proposed development.

DISCUSSION

Site Location, Access, Pedestrian Facilities, and Public Transportation

The Randolph Plaza development is proposed along the north side of Randolph Road at 55 Randolph Road in Silver Spring, just west of Colesville Shopping Center. It is proposed with 16,806 square feet of office and 4,005 square feet of retail.

Vehicular access to and from the site is proposed via a new right-turn in/right-turn out driveway to Randolph Road, approximately 80 feet west of Vital Way and 300 feet east of Bregman Road. Since only right turns can be made at the driveway, traffic approaching the site from the west will be required to make a U-turn on Randolph Road (at Vital Way, MD 650, etc.). Similarly, traffic departing the site to travel east on Randolph Road will also be required to make a U-turn on Randolph Road (at Bregman Road, Sherwood Forest Drive, etc.).

Randolph Road, along site frontage, is a closed-section six-lane divided major highway. It has a 5-foot wide sidewalk along its south side and an 8-foot wide shared-use path along its north side. There are median breaks along Randolph Road where several of the major roadways intersect. Randolph Road has a posted speed limit of 40 mph in the vicinity of the site. Land use to the north, south and west of the proposed use is predominantly residential, and that to the east is commercial.

Metrobus routes C7, C8, C9, Z1 and Z4 as well as RideOn Route 10 serves Randolph Road, and have bus stops near the proposed use.

Master Plan Roadways, Pedestrian/Bicycle Facilities

The proposed use will be located along Randolph Road, classified in the *White Oak Master Plan* as an east-west six-lane divided major highway (M-17) between MD 650 to the east and Northwest Branch to the west, with a minimum right-of-way of 120 feet. A shared-use path (SP-17) currently exists along the north side of Randolph Road between Fairland Road to the east and Northwest Branch to the west.

Local Area Transportation Review

As part of the APF test, a traffic study was required for the subject development since the development was estimated to generate 30 or more peak hour trips during the typical weekday morning (6:30 a.m. – 9:30 a.m.) and evening (4:00 p.m. – 7:00 p.m.) peak periods.

The applicant submitted a traffic study, dated January 19, 2007, that examined traffic-related impacts of the development on nearby intersections and at the site driveway. Our review of the study indicated that it complied with the requirements of the *Local Area Transportation Review (LATR) Guidelines* and our traffic study scope.

The traffic analysis estimated that density proposed on the site – 16,806 square feet of office and 4,005 square feet of retail – would generate approximately 30 total peak hour trips during the weekday morning peak period and 66 total peak hour trips during the weekday evening peak period. A summary of the above is provided in Table 1.

**TABLE 1
SUMMARY OF SITE TRIP GENERATION
PROPOSED RANDOLPH PLAZA**

Proposed Density	Morning Peak-Hour			Evening Peak-Hour		
	In	Out	Total	In	Out	Total
Retail – 4,005 SF	4	3	7	15	13	28
“New” or “Primary” Trips – 60%	2	2	4	9	8	17
“Pass-by/Diverted” Trips – 40%	2	1	3	6	5	11
Office – 16,806 SF	20	3	23	6	32	38
Total “New” or “Primary” Trips	22	5	27	15	40	55
Total “Pass-by/Diverted” Trips	2	1	3	6	5	11
Total Site Trips	24	6	30	21	45	66

Source: The Traffic Group, Inc.; Hutchison Property Traffic Impact Analysis; January 19, 2007.

As shown in Table 1, after discounting for “pass-by” trips, the site was estimated to generate 27 “new” peak hour trips in the morning and 55 “new” peak hour trips in the evening.

A summary of the capacity/Critical Lane Volume (CLV) analysis results for the study intersections with the above weekday morning and evening peak hour trip generation is presented in Table 2.

**TABLE 2
SUMMARY OF CAPACITY CALCULATIONS
PROPOSED RANDOLPH PLAZA**

Intersection	Traffic Conditions					
	Existing		Background		Total	
	AM	PM	AM	PM	AM	PM
Randolph Rd and New Hampshire Ave	1,570	1,433	1,573	1,446	1,579	1,450
Randolph Rd and Vital Way/Shopping Center Drwy	1,006	932	1,009	951	1,023	961
Randolph Rd and Locksley Ln	1,241	947	1,242	950	1,243	952
Randolph Rd and Site Access Drwy	--	--	--	--	996	664

Source: The Traffic Group, Inc.; Hutchison Property Traffic Impact Analysis; January 19, 2007.
FY 2005 Congestion Standard for Fairland/White Oak Policy Area: 1,500.

As shown in Table 2, the intersection of MD 650 and Randolph Road exceeds the policy area congestion standard (1,500 CLV) during the weekday morning peak hour under all conditions. The proposed development would result in an increase of six CLV at the intersection (from 1,573 under Background Traffic Condition to 1,579 under Total Traffic Condition). In order to pass the LATR test, the applicant is required to mitigate site trips to reduce CLV at the subject intersection to at or below the Background Traffic Condition CLV.

To mitigate impact of the development at the MD 650/Randolph Road intersection, the applicant is proposing to provide LED signal hardware upgrades at six intersections within or near the Fairland/White Oak Policy Area, permitted under Section VI.A.2.e of the LATR Guidelines (see Attachment No. 3). This specific non-automobile transportation amenity was selected since alternative mitigation options were not feasible (such as implementing physical improvements at the MD 650/Randolph Road intersection and/or implementing other LATR mitigation measures).

Within the Fairland/White Oak Policy Area, *LATR Guidelines* provide a credit of 4.5 peak hour trips for each LED signal hardware upgrade at an intersection. With the applicant’s proposal to provide LED signal hardware upgrade at six intersections, the development is eligible for a credit of up to 27 peak hour trips (i.e., 6 x 4.5 = 27 peak hour trips), which is sufficient to mitigate all of the morning peak hour site trips. A summary of the above is presented in Table 3. This mitigation option thus maintains Total Traffic Condition CLV at the MD 650/Randolph Road intersection at the same Background Traffic Condition CLV. The development therefore passes the LATR test.

**TABLE 3
SUMMARY OF SITE TRIP GENERATION – WITH TRIP CREDITS
PROPOSED RANDOLPH PLAZA**

Trips	Morning Peak-Hour	Evening Peak-Hour
Site-generated Total “New” or “Primary” Trips	27	55
Trip Credits (per LATR Guidelines)	27	27
Site-generated “New” or “Primary” Trips (after trip credits)	0	28

Source: The Traffic Group, Inc.; Hutchison Property Traffic Impact Analysis; January 19, 2007.

A summary of the capacity/CLV analysis results for the study intersections, with the adjusted site trip generation is presented in Table 4.

**TABLE 4
SUMMARY OF CAPACITY CALCULATIONS – WITH ADJUSTED SITE TRIPS
PROPOSED RANDOLPH PLAZA**

Intersection	Traffic Conditions					
	Existing		Background		Total	
	AM	PM	AM	PM	AM	PM
Randolph Rd and New Hampshire Ave	1,570	1,433	1,573	1,446	1,573	1,448
Randolph Rd and Vital Way/Shopping Center Drwy	1,006	932	1,009	951	1,009	956
Randolph Rd and Locksley Ln	1,241	947	1,242	950	1,242	951
Randolph Rd and Site Access Drwy	--	--	--	--	983	641

Source: The Traffic Group, Inc.; Hutchison Property Traffic Impact Analysis; January 19, 2007.
FY 2005 Congestion Standard for Fairland/White Oak Policy Area: 1,500.

SE:CE:mj
Attachments

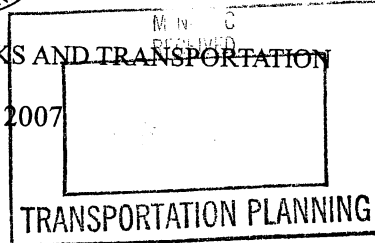
Cc: Barbara Kearney
Elza Hisel-McCoy
Bill Barron
Ron Welke
Greg Leck
Bruce Mangum
Ray Burns



Attachment No. 1

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION

January 24, 2007



Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

Mr. Richard C. Hawthorne, Chief
Transportation Planning
The Maryland-National Capital
Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Local Area Transportation Review
Preliminary Plan No. 1-20070140
Hutchison Property/Randolph Plaza

Dear Mr. Hawthorne:

This letter is to confirm the agreements reached during our December 14, 2006 meeting regarding alternatives to the applicant's proposal to install real-time transit information signs to mitigate their site-generated peak-hour trips.

As we discussed, DPWT will not allow further implementation of these signs since the program has not progressed beyond the pilot stage and is not ready for full deployment. The DPWT Divisions of Operations and Transit Services are currently trying to develop a joint solution to remedy this situation.

With respect to the Traffic Impact Study for this preliminary plan, we support the applicant being allowed to provide LED signal hardware for signalized intersections instead of the previously proposed real-time transit information signs to mitigate their site trips.

The applicant's traffic consultant has contacted Mr. Bruce C. Mangum, Manager of our Transportation Systems Engineering Team, who has identified potential signal locations that may receive LED signal hardware upgrades. To meet their legal obligation, the applicant should be required to provide all of the hardware needed to implement the necessary replacements. Since our program to upgrade existing traffic signal heads with LED displays is being performed on an operational area basis, we propose to use that hardware at locations to be improved under our immediate schedule. TEOS will then be responsible for installing the hardware at the previously selected intersections when our rotation (tentatively scheduled for 2008) reaches the Fairland/White Oak Planning Area.

Thank you for working with us on this agreement. We appreciate your cooperation and assistance in this matter.

Sincerely,

Emil J. Wolanin, Chief
Traffic Engineering and Operations Section

Division of Operations

Hutchison Property-Randolph Plaza TIS rev comments, FINAL

CC: Ronald C. Welke; The Traffic Group
Carolyn Biggins; DPWT Transit Services
Shahriar Etemadi
Cherian Eapen
Bruce Mangum
David Adams
Greg Leck



DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

Douglas M. Duncan
County Executive

Arthur Holmes, Jr.
Director

October 10, 2006

Ms. Catherine Conlon, Subdivision Supervisor
Development Review Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan #1-20070140
Randolph Plaza

Dear Ms. Conlon:

We have completed our review of the preliminary plan dated 08/21/06. This plan was reviewed by the Development Review Committee at its meeting on 10/09/06. We recommend approval of the plan subject to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to DPS in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.

1. Show/label all existing planimetric and topographic details specifically driveway opposite the site as well as correct location of existing rights of way on both sides and easements on the preliminary plan.
2. Necessary dedication for Randolph Road in accordance with the Master Plan.
3. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
4. We did not receive complete analyses of the capacity of the downstream public storm system(s) and the impact of the post-development runoff on the system(s). As a result, we are unable to offer comments on the need for possible improvements to the system(s) by this applicant. Prior to approval of the record plat by the Department of Permitting Services (DPS), the applicant's consultant will need to submit this study, with computations, for review and approval by DPS. Analyze the capacity of the existing downstream public storm drain system and the impact of the post-development ten (10) year storm runoff on same. If the proposed subdivision drains to an existing closed section street, include spread and inlet efficiency computations in the impact analysis.



Division of Operations

5. Use DPWT standard driveway detail and perform the necessary adjustments.
6. The sight distances study has **not** been accepted. Prior to approval of the record plat by DPS, the applicant's engineer will need to submit a distances certification reflect minimum of four hundred and seventy five (475) feet of sight distance in each direction.
7. In accordance with Section 49-35(e) of the Montgomery County Code, sidewalk (bike path in this case) is required to serve the proposed subdivision. Sidewalk (bike path) is to be provided along the site frontage according to associated DPWT standard street section unless the applicant is able to obtain a waiver from the appropriate government agency.
8. The parking layout plan will be reviewed by the Department of Permitting Services at the site plan or building permit stage, whichever comes first. To facilitate their review, that plan should delineate and dimension the proposed on-site travel lanes, parking spaces, curb radii, handicap parking spaces and access facilities, and sidewalks. The applicant may wish to contact Ms. Sarah Navid of that Department at (240) 777-6320 to discuss the parking lot design.
9. For safe simultaneous movement of vehicles, we recommend a driveway pavement width of no less than twenty four (24) feet to allow vehicles to enter and exit the site without encroaching on the opposing lanes. This pavement width will permit an inbound lane width of fourteen (14) feet and an exit lane width of ten (10) feet.
10. Curb radii for intersection type driveways should be sufficient to accommodate the turning movements of the largest vehicle expected to frequent the site. However Driveways curb returns should not cross the property lines. Also provide proper spacing between the driveways curb returns and public utilities features.
11. The parking lot travel lanes are to be designed to allow a WB-50 truck to circulate without crossing the centerline nor the curbline.
12. The applicant needs to submit a truck circulation plan for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and for a left-side backing maneuver. Passenger vehicle travel ways should be separated from the expected truck patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules.
13. Truck loading space requirements to be determined in accordance with the County's "Off-Street Loading Space" policy.
14. On the site plan, delineate the location and dimensions of the proposed truck loading and/or dumpster spaces.
15. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans With Disabilities Act.
16. Where perpendicular parking spaces border a sidewalk, a two (2) foot vehicle overhang is

assumed. The applicant should either provide a seven (7) foot wide sidewalk or wheelstops within those parking spaces.


17. For any parking facility containing more than fifty (50) parking spaces, the applicant needs to furnish bicycle parking facilities as required Section 59 E-2.3 of the Montgomery County Code. Accordingly, the applicant should provide either bike lockers or inverted "U" type bike racks.
18. The owner will be required to submit a recorded covenant for the operation and maintenance of private streets, storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
19. Geometrics for the intersection of the driveway and Randolph Road will be reviewed by the Department of Permitting Services as part of their review of the building permit application. Included in that review will be the design of any necessary left turn storage lanes and/or acceleration/deceleration lanes. We advise the applicant to submit their traffic volume data to the DPS Right-of-Way Permitting and Plan Review Section (in advance of their building permit applications) to verify their intersection improvement requirements and the acceptability of their design.
20. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
21. If the proposed development will alter any existing street lights, signing, and/or pavement markings, please contact Mr. Fred Lees of our Traffic Control and Lighting Engineering Team at (240) 777-6000 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
22. If the proposed development will alter or impact any existing County maintained transportation system management component (i.e., traffic signals, signal poles, handboxes, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.), please contact Mr. Bruce Mangum of our Traffic Management Team at (240) 777-6000 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
23. Trees in the County rights of way - species and spacing to be in accordance with the applicable DPWT standards. A tree planting permit is required from the Maryland Department of Natural Resources, State Forester's Office [(301) 854-6060], to plant trees within the public right of way.
25. Please coordinate with Department of Fire and Rescue about their requirements for emergency vehicle access.
26. Provide driveway access for the stormwater management facilities per associated DPS guidelines.
27. Permit and bond will be required as a prerequisite to DPS approval of the record plat. The permit will include, but not necessarily be limited to, the following improvements:
 - A. On Randolph Road, construct eight (8) foot wide concrete bike path along the site frontage.

Ms. Catherine Conlon
Preliminary Plan No. 1-20070140
Date October 10
Page 4

- B. Improvements to the existing public storm drainage system, if necessitated by the previously mentioned outstanding storm drain study. If the improvements are to be maintained by Montgomery County, they will need to be designed and constructed in accordance with the DPWT Storm Drain Design Criteria.
- C. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
- D. Erosion and sediment control measures as required by Section 50-35(j) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.
- E. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the Traffic Engineering and Operations Section.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact me at sam.farhadi@montgomerycountymd.gov or (240) 777-6000.

Sincerely,



Sam Farhadi, P.E., Senior Planning Specialist
Development Review Group
Traffic Engineering and Operations Section
Division of Operations

m:/subdivision/farhas01/preliminary plans/ 1-20070140, Randolph Plaza.doc

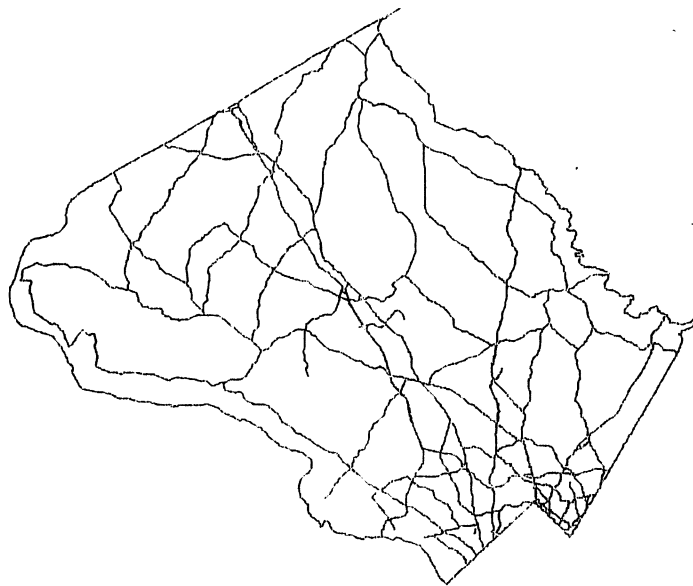
Enclosures ()

cc: Shane Pollin, Pioner Hills
Pritam Arora, Design Engineering
Rebecca Williams, Dufour & Orens
Joseph Y. Cheung; DPS RWPPR
Sarah Navid; DPS RWPPR
Shahriar Etemadi; M-NCPPC TP
Gregory Leck, DPWT TEOS
Preliminary Plan Folder
Preliminary Plans Note Book

Approved
and
Adopted
July 1, 2004

Local Area
Transportation
Review Guidelines

Guidelines of the
Montgomery County Planning Board for the
Administration of the
Adequate Public Facilities Ordinance



Published by:



**THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION**

Montgomery County Department of Park and Planning
8787 Georgia Avenue
Silver Spring, MD 20910-3760

VI. Methods to Reduce Local Area Transportation Review Impact

A. Methods to Reduce Local Area Transportation Review Impact For Residential and Non-Residential Development

1. Traffic Mitigation Agreement Measures

The applicant may be required to reduce LATR impact by entering into a legally-binding agreement (or contract) with the Planning Board and the Department of Public Works and Transportation (DPWT) to mitigate the impact of all or a part of their site-generated trips within the policy area where the site is located. Each traffic mitigation program will be required to operate for at least 12 years once a trip reduction requirements have been met, but no longer than 15 years at the discretion of the Planning Board.

The following are examples of the measures that could be included in a TMA:

- Subsidizing transit fares to increase ridership on existing or other transit bus routes
- Providing the capital and operating costs to add a new bus/transit route, extend an existing bus/transit route, or improve service (frequency or span) on an existing route
- Constructing a new park-and-ride facility
- Providing funds to increase use of an existing park-and-ride facility
- Funding a private shuttle service; e.g., to and from the site to a nearby Metrorail station or to a park-and-ride facility
- Constructing queue-jumper lanes, providing traffic signal pre-emption devices and other techniques to improve bus travel times
- Parking management activities
- Live-near-your-work programs

Other measures may be suggested by applicants, Transportation Planning staff, or DPWT; creative approaches to reducing traffic impacts are encouraged.

TMA's may require monitoring, as appropriate for each project. If monitoring is required, it shall be done on a quarterly basis at the applicant's expense by DPWT staff or a consultant selected by the Planning Board to ensure compliance with the conditions of the contract. If the goals are not being met, DPWT staff or the consultant shall monitor the TMA on a monthly basis until such time as the goals are met for three consecutive months. Transportation Planning staff and DPWT

staff shall work with the applicant to seek additional measures to ensure compliance during periods when the goals are not being met.

2. Non-Automobile Transportation Amenities

To maintain an approximately equivalent transportation level of service at the local level considering both auto and non-auto modes of travel, the Planning Board may permit a reduction in the amount of roadway improvements or traffic mitigation needed to satisfy the conditions of Local Area Transportation Review in exchange for the installation or construction of non-automobile transportation amenities that will enhance pedestrian safety or encourage non-automobile mode choices, such as sidewalks, bike paths, curb extensions, countdown pedestrian signals, “Super Shelters,” bus shelters and benches, bike lockers and static or real time transit information signs.

Such amenities must be implemented so as to offset the local area impact at the specific intersection(s) where the congestion standard has been exceeded and the need for an improvement has been identified. Thus, trip distribution and assignment assumptions are a key factor in determining local area intersection impacts and the level of trip mitigation required.

In determining the “adequacy” of such improvements in mitigating local area congestion, the Planning Board must balance the environmental and community impacts of reducing congestion at an intersection against the safe and efficient accommodation of pedestrians, bike riders and bus patrons. Monitoring shall not be required of non-automobile transportation amenities.

a. Construction of Sidewalks, Bike Paths, Curb Extensions, Pedestrian Refuge Islands, Accessible (for the visually-impaired community) or Countdown Pedestrian Signals and Handicap Ramps

An applicant may propose to reduce LATR impact by constructing off-site sidewalks and/or bike paths, curb extensions, pedestrian refuge islands, light emitting diode (LED), accessible or countdown pedestrian signals and handicap ramps which provide safe access from the proposed or an existing development to any of the following uses:

- Transit stations or stops (rail or bus)
- Public facilities (e.g., school, library, park, or post office)
- Recreation centers
- Retail centers that employ 20 or more persons at any time
- Housing projects
- Office centers that employ 100 or more persons

- Existing sidewalks or bike paths
- Adjacent development(s) or private amenity space; e.g., sitting area, theater, community center

Curb extensions may be considered along streets on which on-street parking already exists, provided they do not reduce traffic capacity and operations at the proposed intersection(s). Accessible pedestrian signals (for the visually-impaired community), retrofitting existing traffic signals with countdown lights, and reconstructing existing sub-standard handicap ramps (to current ADA guidelines) should be allowed as optional amenities.

These uses must be within one-quarter mile of the edge of the proposed or an existing development. For transit stations or stops, the frequency of transit service must be at intervals of 20 minutes or less during the weekday morning and evening peak periods.

An excellent resource for considering new segments of bikeways is the Countywide Bikeway Functional Master Plan. A prioritization strategy from the document contains lists of bikeways categorized by activity centers; e.g., Metrorail, central business districts, major county park trails (see Appendix F).

b. Provision of “Super Shelters”, Bus Shelters and Benches

An applicant may propose to reduce LATR impact by constructing a “Super Shelter”, bus shelter or bench, including a concrete pad, to encourage bus use, which reduces weekday peak-hour vehicle trips by diverting some person-trips to buses. There are two types of shelters that can be provided: “standard” bus shelters and “Super Shelters.”

- The County recently reached agreement with Clear Channel Communications (CCC) to provide a minimum of 500 standard bus shelters in the County. CCC has first choice of locations for these shelters, a number of which will carry advertising. Standard bus shelters to be provided under LATR must be located in areas where CCC chooses not to provide shelters. CCC must be offered first right of refusal for any new sites if the placement of a shelter is accepted as a proposal by the developer.
- “Super Shelters” include heating and lighting, are larger in capacity, have four walls (except for openings to enter and exit the shelter) and provide a higher level of design than standard shelters. An example of one such shelter is the one to be located on Rockville Pike near Marinelli Road (as part of an agreement with Target/Home Depot). Provision of these shelters should be incorporated as part of

development planning and will need to be coordinated with existing and planned locations for standard shelters.

The bus shelter must be within one-quarter mile of the edge of the proposed or an existing development and the frequency of the transit service must be at intervals of 20 minutes or less during the weekday morning and evening peak periods.

For any off-site improvement shown in Table 3, pedestrians and bicyclists should be able to safely cross any roadway to reach their destination. The applicant may provide improvements that Transportation Planning and DPWT staffs agree would increase the safety of the crossing.

c. Provision of Bike Lockers

An applicant may propose to reduce LATR impact by providing bike lockers for a minimum of eight bikes at an activity center located within a one-mile radius of the edge of the development.

d. Provision of Static and Real-Time Transit Information Signs, and Information Kiosks

An applicant may propose to reduce LATR impact by providing static or electronic signs, and/or information kiosks at bus shelters, large office buildings, retail centers, transit centers, or residential complexes that indicate scheduled or real-time transit information, e.g., the scheduled or estimated arrival of the next bus on a given route.


Static transit information signs may be provided only at locations other than CCC-provided standard bus shelters, since provision of this type of information at those shelters is part of that agreement. For static transit information provided at office buildings, retail centers, etc., the applicant should include provision for changing this information three times per year.

e. Graduated and Maximum Trip Reduction Credits


Related to the construction or provision of the above (a through d), the maximum trip credit for any development is related to the congestion standard for that policy area. In policy areas with higher congestion standards, the maximum reduction in trips is higher in recognition of the desire to enhance pedestrian safety and/or encourage transit and bike use in these areas. (See Table 3.)

Table 3 identifies trip reduction options. Any or all of the options may be used for a given application. The maximum trip reduction per development is a function of the policy area congestion standard, as shown in Table 3.

Table 3: Graduated and Maximum Trip Credits Related to Congestion Standards



Non-Automobile Transportation Amenity	Trip Credit vs Congestion Standard		
	1400-1500	1550-1600	1800
100 linear feet of five-foot sidewalk	0.5	0.75	1.0
100 linear feet of eight-foot bike path	0.5	0.75	1.0
Curb Extension/Pedestrian Refuge Island/Handicap Ramp	2.0	3.0	4.0
LED Traffic Signals/ Intersection	4.5	6.75	9.0
Accessible or Countdown Pedestrian Signals/ Intersection	1.0	2.0	3.0
Bus Shelter	5.0	7.5	10.0
“Super” Bus Shelter	10.0	15.0	20.0
Bus Bench with Pad	0.5	0.75	1.0
Information Kiosk	1.5	3.0	4.5
Bike Locker (set of eight)	2.0	3.0	4.0
Real-Time Transit Information Sign	10.0	15.0	20.0
Static Transit Information Sign	0.25	0.4	0.5
Maximum Trip Credits	60	90	120



B. Procedures for Application of Section VI - Trip Reduction Methods

The determination of the total number of trips generated by a proposed development will be made prior to any reduction. If a proposed development generated more than 30 total weekday peak-hour trips, a traffic study would be required. If an applicant proposes a traffic mitigation agreement or non-automobile transportation amenities, the reduction could be accounted for in the traffic study. At the request of Transportation Planning staff, an applicant proposing these