



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

Item #
MCPB 05-24-07

MEMORANDUM

DATE: May 11, 2007
TO: Montgomery County Planning Board
VIA: Rose Krasnow, Chief *RK*
Robert Kronenberg, Acting Supervisor *RAK*
Development Review Division
FROM: Elza Hisel-McCoy, Assoc. AIA, LEED-AP *EHM*
Senior Planner
Development Review Division
(301) 495-2115



REVIEW TYPE: **Site Plan Review**
CASE #: **820070050**
PROJECT NAME: **Randolph Plaza**

APPLYING FOR: Approval of one 16,806 sf. office building and one 4,005 sf. retail building on 1.29 acres

REVIEW BASIS: Div. 59-D-3 of Montgomery County Zoning Ordinance

ZONE: C-1

LOCATION: In the northwest quadrant of the intersection of Randolph Road and New Hampshire Avenue (MD 650)

MASTER PLAN: White Oak

APPLICANT: Pioneer Hills, LLC
FILING DATE: September 20, 2006
HEARING DATE: May 24, 2007

STAFF RECOMMENDATION: Approval of a 4,005-square-foot retail building and a 16,806-square-foot professional office building on 1.29 acres. All site development elements as shown on the site and landscape plans stamped by the M-NCPPC on May 4, 2007, shall be required except as modified by the following conditions:

1. Preliminary Plan Conformance

The proposed development shall comply with the conditions of approval for Preliminary Plan 120070140, presented to the Planning Board concurrently with the site plan on May 24, 2007.

2. Noise

- a. The Applicant shall be required to select mechanical equipment for the roofs of the proposed office and retail buildings that complies with the Montgomery County Noise Ordinance, Chapter 31B of the Montgomery County Code.

3. Lighting

- a. All site lighting fixtures shall be full cut-off fixtures.
- b. Deflectors shall be installed on all fixtures causing potential glare or excess illumination, specifically on the perimeter fixtures abutting the adjacent residential properties.
- c. Illumination levels shall not exceed 0.5 footcandles at any property line abutting county roads.
- d. The height of the light poles shall not exceed 25 feet including the mounting base.

4. Forest Conservation

The Applicant shall meet the following conditions of approval from M-NCPPC-Environmental Planning in the memorandum dated May 3, 2007:

- 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.

5. Stormwater Management

The proposed development is subject to Stormwater Management Concept approval conditions dated July 18, 2006, unless amended and approved by the Montgomery County Department of Permitting Services.

6. Development Program

Applicant shall construct the proposed development in accordance with Development Program. A Development Program shall be reviewed and approved by M-NCPPC staff prior to approval of the Certified Site Plan. Development Program shall include a phasing schedule as follows:

- a. Landscaping and lighting associated with the parking lot and buildings, including street trees, shall be completed as construction of the facility is completed;
- b. Pedestrian pathways shall be completed as construction of each facility is completed;
- c. Clearing and grading shall correspond to the construction phasing, to minimize soil erosion;
- d. Phasing of dedications, stormwater management, sediment/erosion control, afforestation, trip mitigation or other features.

7. Clearing and Grading

No clearing or grading prior to M-NCPPC approval of certified site plans.

8. Certified Site Plan

Prior to certified site plan approval, the following revisions shall be included and/or information provided, subject to staff review and approval:

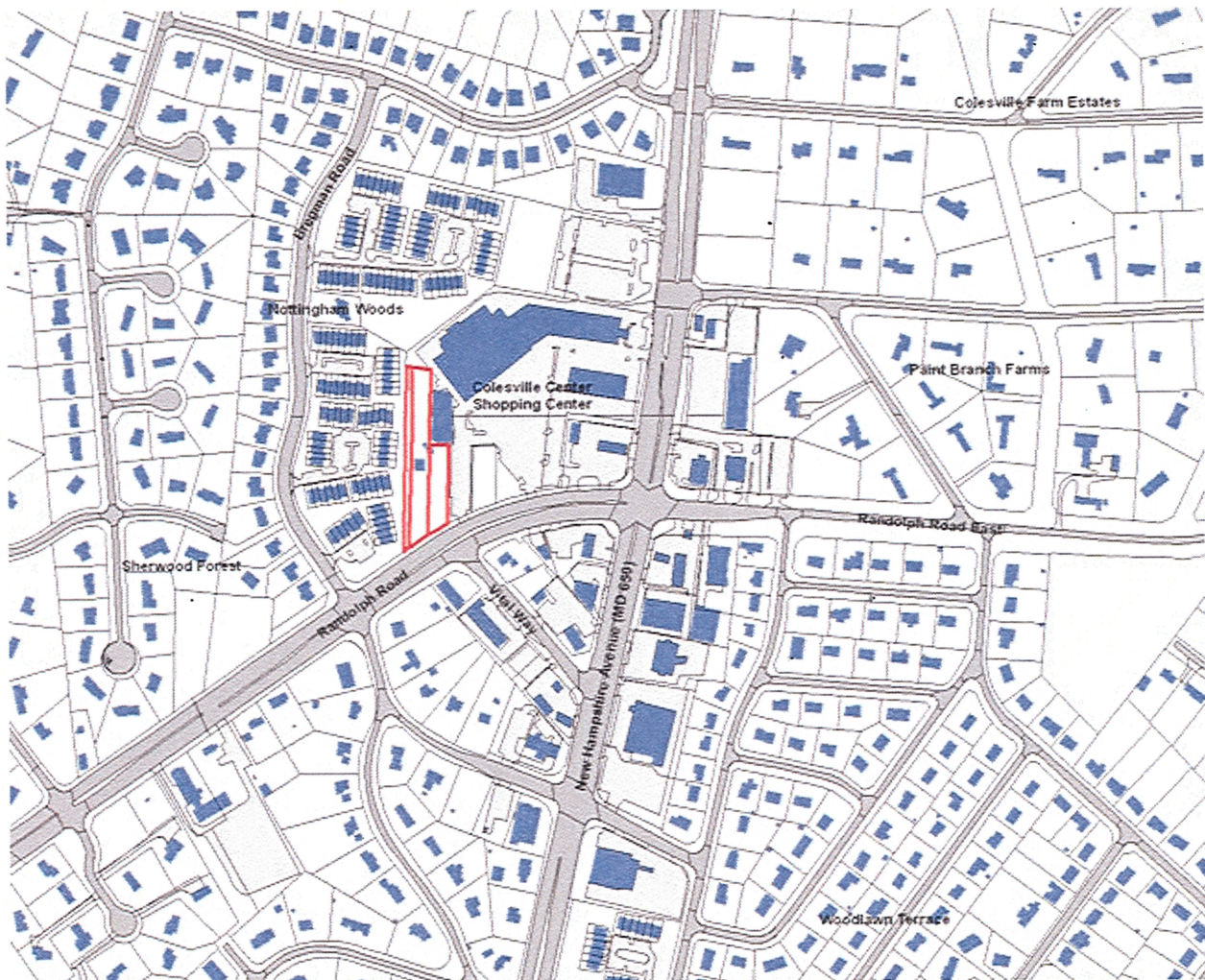
- a. Development program, revised data table, inspection schedule, and Site Plan Resolution;
- b. Methods and locations of tree protection;
- c. Correct labeling of Building Restriction Lines;

- d. Indicate the provided FAR on site plan tabulation;
- e. Provide a lighting distribution and photometric plan with summary report and tabulations to conform to IESNA standards for commercial development.
- f. Revise the Forest Conservation Plan per Environmental Planning Letter Dated May 3, 2007.
- g. Provide a revised Green Space/Internal Landscape Diagram that shows numerically and graphically the areas counted towards requirements

PROJECT DESCRIPTION: Site Vicinity

The subject property is located in the northwest quadrant of the intersection of Randolph Road and New Hampshire Avenue (MD 650), approximately 250 feet west of the intersection. The intersection is signalized. The existing site previously featured one single-family house that has since been razed. The site is currently unoccupied. The site proposes one access point from Randolph Road, with right-in and right-out for west-bound traffic.

Bounding the subject property to the north and west is the Nottingham Woods residential community, zoned PD-7. To the east is the Colesville Center shopping center featuring a Giant supermarket and small retail shops, in the C-1 zone.



Site Vicinity Map

PROJECT DESCRIPTION: Site Description

The 1.29-acre parcel is located near the intersection of Randolph Road and New Hampshire Avenue (MD 650) in Colesville. The land slopes up significantly from Randolph Road north to the rear of the site, a total of about twenty vertical feet. The property is currently vacant and has been largely denuded of trees by previous owners. Several tree stumps remain on site. There are no specimen trees or environmental buffers on the subject property. Retaining walls separate the site from the lot to the east.



Aerial View of Project Site and Surrounding Areas

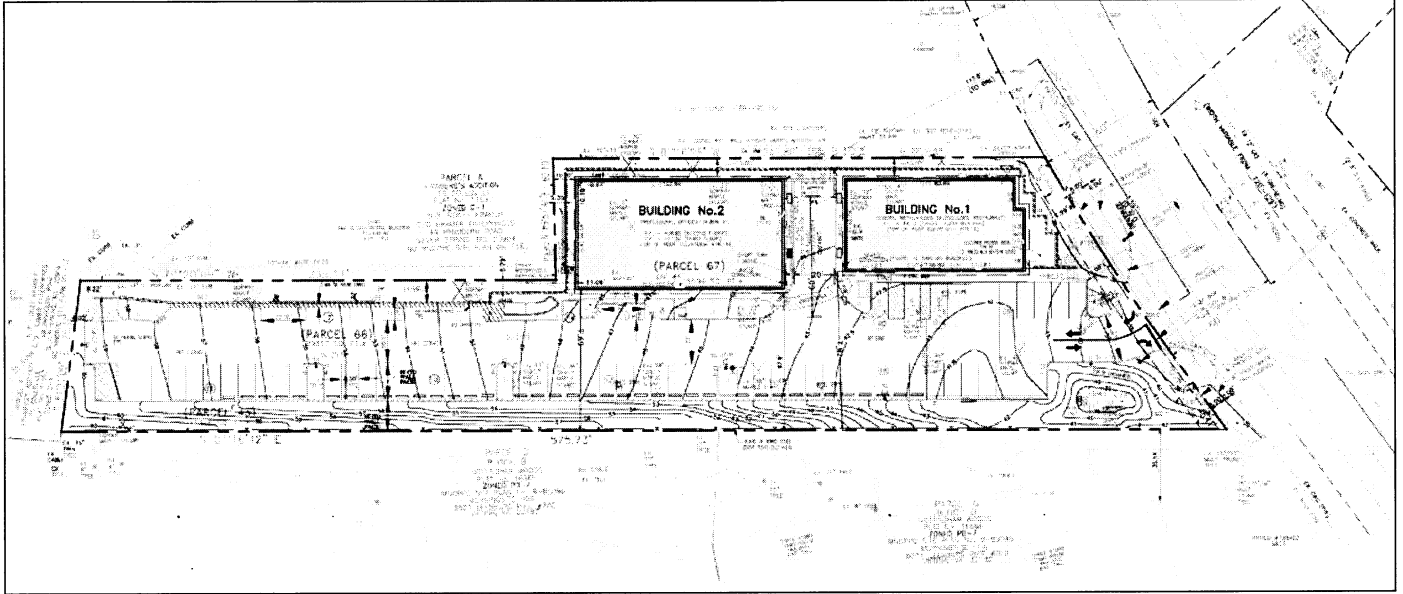


Aerial Perspective of the Site from the South

PROJECT DESCRIPTION: Proposal

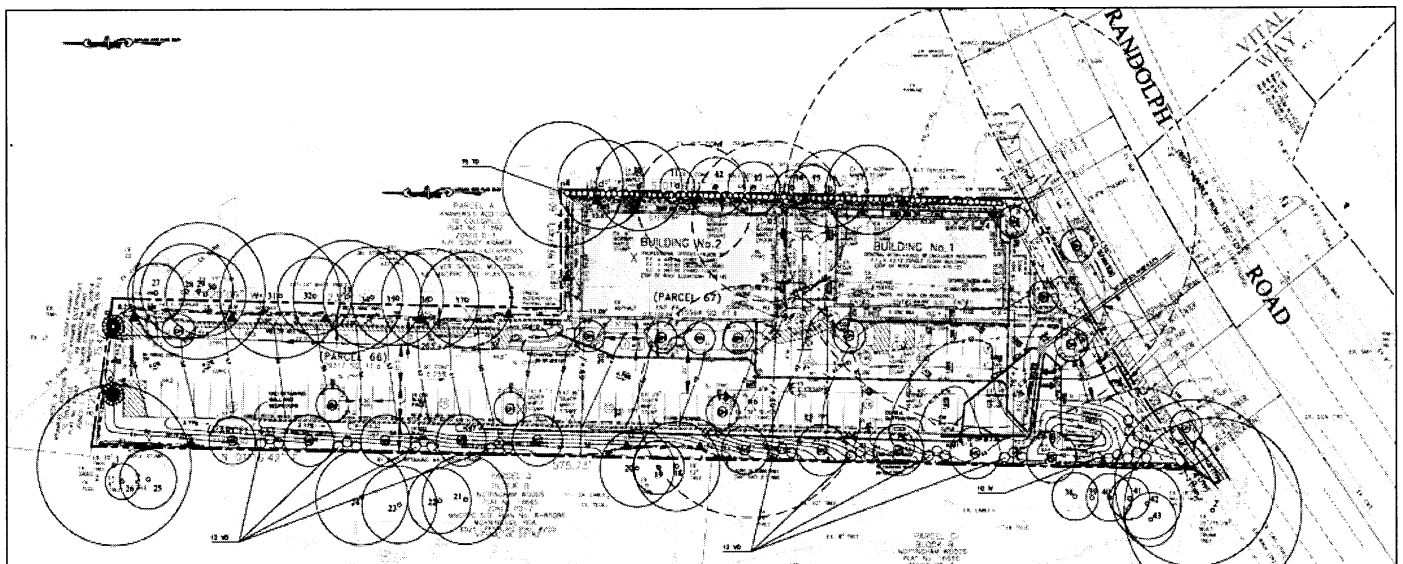
The application requests approval for two buildings. The first, directly facing Randolph Road, is a single-story retail building of 4,005 total square feet. The second building, located directly behind the first, is a three-story professional office building of 16,806 total square feet. The retail building is set back from Randolph Road approximately 15 feet and features an outdoor seating area facing the road. The office building is set back from the road about 115 feet. Both buildings are set back 10 feet from the adjacent shopping center and 70 feet from the abutting neighborhood. Loading, trash removal, and fire truck turnaround are accommodated between the buildings, away from the building fronts and outdoor seating area and screened from most vantage points on the site. Access to the site is right-in and right-out for west-

bound traffic on Randolph Road. A linear parking lot providing the required 70 spaces extends the depth of the site along the west boundary. Pedestrian access to the site is provided from the existing sidewalk along Randolph Road. There is no direct pedestrian or vehicular connection between the proposed development and the adjacent shopping center, as the Applicant was unable to secure an agreement with the owner of the shopping center.



Site Plan

The green space provided on site includes walkways, seating areas, a bike rack, and landscaped areas. Along the western property line, the design provides a landscaped buffer from the adjacent townhouse community. This buffer includes a 15-foot-wide planting area between the parking lot and the lot line. This area, planted with trees, is bounded on the west by a 6-foot board-on-board fence on the lot line and along the parking lot by a retaining wall with a maximum height of 5-6 feet. The landscape and site lighting provide attractiveness, safety, and function.



Landscape Plan

PROJECT DESCRIPTION: Prior Approvals

Preliminary Plan

Preliminary Plan 120070140 is to be presented concurrently with Site Plan 820070050 at the Planning Board hearing on May 24, 2007.

ANALYSIS:

Conformance to Development Standards

PROJECT DATA TABLE (C-1 Zone)

Zoning Ordinance Development Standard	Permitted/ Required	Proposed for Approval
Max. Density of Development (sf.)	not specified	20,811
Building 1		4,005
Building 2		16,806
Min. Building Setbacks (ft.)		
From public street ROW	10	15.8
rear yard	0 or 10 if >0	10.7
side yard (adj. C-1)	0 or 10 if >0	10
side yard (adj. PD-7)	adj. zone (15)	67.9
Min. Green Area (%)	10	10.7
(sf)	5,619	6,016
Max. Building Height (ft.):	30	
Building 1		27
Building 2		30
* As measured as measured from the average elevation of finished grade surface along the base of the front, rear and sides of the building to the highest point of roof surface of a flat roof (59-C-4.342)		
Parking Spaces, Total for Mixed Use	70	70
Parking Lot Interior Landscaping (%)	5	5 (min.)
(sf)	1,098	1,098
Parking Setbacks (ft.)		
from street	10	14
from adjacent property lines	4	4 (min.)

Conformance to Master Plan

This property is directly discussed as part of the Colesville Commercial Center on pages 30-31 of the White Oak Master Plan, Approved and Adopted in 1997. Referred to as the "Hutchison Property", the site was recommended to be rezoned from R-90 to C-1 as part of the Commercial Center that includes Colesville Center Shopping Center. The property has since been rezoned to C-1 and is being developed as a commercial property.

The Master Plan further recommends that commercial development on the site should be designed to be "compatible and integrated" with the adjacent Colesville Shopping Center. Over a period of several months

the Applicant engaged the owners of the shopping center in negotiations to allow grading on their property to allow a pedestrian connection between the two sites. The parties were unable to reach agreement and no physical connection between the two will be made. Nevertheless, the Applicant has designed the building elevations facing the center to appear as “fronts” and is providing landscaping along the border to present an attractive façade to the adjacent shopping center.

Local Area Transportation Review

Staff conducted an LATR during Preliminary Plan review. As described in their April 3, 2007, memorandum, Transportation Planning staff approves the Applicant’s proposal to mitigate new AM trips generated by the site by providing LED signal hardware upgrades at six intersections within or near the Fairland/White Oak Policy Area.

Community Input

Staff received two letters about the project. The first, from the Greater Colesville Citizens Association, recommends that the stormwater management pond along Randolph Road be maintained as an attractive landscape feature, that the Applicant coordinate with the Association about the design of the screening between the adjacent neighborhood and the site, and that the site lighting should be compatible with the adjacent community. The Applicant has met with the Association and shares their view that it is in the interest of the proposed development to maintain an attractive stormwater area. The Applicant also proposes to install a wooden board-on-board fence preferred by the HOA along the western boundary of the site. This fence, in combination with the existing landscaping in the subdivision and the proposed landscaping on the site plan, will ensure that the existing neighborhood will be well screened from the activity at the proposed development. Finally, the Development Review standards will ensure that the lighting fixtures on site will be full cut-off, reducing light trespass into the neighborhood.

The second letter came from Karen Montgomery, a Delegate to the Maryland House from District 14, and expresses opposition to the proposed plan on the grounds that the project would generate too much traffic, would not provide sufficient parking, and would provide too much density for the site area. During the course of this site plan review, staff has evaluated each of these concerns. In their analysis dated April 3, 2007, transportation planning staff, as part of their Adequate Public Facilities (APF) test and their Local Area Transportation Review (LATR), determined that the increased traffic expected to be generated by this proposal would only exceed the allowable congestion limit for the Fairland/White Oak Policy Area in the morning. To mitigate this, the Applicant will be providing LED signal hardware upgrades at six intersections within or near the policy area. The parking provided on site meets the standard set by Zoning Code for a mixed-use development. The buildings themselves occupy only about 37% of the net site area (neither the zone nor the compatibility finding limits building lot coverage) and the site plan meets its green space requirements. Staff believes that the proposed development is consistent with the White Oak Master Plan, both in its proposed commercial/retail uses and in the arrangement of the buildings along the east side of the site. This location promotes compatibility not only with the immediately adjacent shopping center but also by providing a reasonable setback buffer from the surrounding neighborhood.

FINDINGS: For Site Plan Review

1. *The site plan conforms to all non-illustrative elements of a development plan or diagrammatic plan, and all binding elements of a schematic development plan, certified by the Hearing Examiner under Section 59-D-1.64, or is consistent with an approved project plan for the optional method of development, if required, unless the Planning Board expressly modifies any element of the project plan;.*

An approved development plan or a project plan is not required for the subject development.

2. *The Site Plan meets all of the requirements of the zone in which it is located.*

The Site Plan meets all of the requirements of the C-1 zone as demonstrated in the project Data Table on page 7.

3. *The locations of buildings and structures, open spaces, landscaping, recreation facilities, and pedestrian and vehicular circulation systems are adequate, safe, and efficient.*

- a. Locations of buildings and structures

The plan proposes two buildings. Each is located centrally on the site, convenient to Randolph Road and provided parking. The buildings are located along the northern boundary of the site, 70 feet from the adjacent townhouse community. The plan also proposes a retaining wall offset 15 feet from the townhouse community to the south, supporting a landscaped buffer. The locations of buildings and structures are arranged in an adequate, safe, and efficient manner on the site.

- b. Open Spaces

The plan proposes 6,016 square feet of green space, or 10.7 percent of the property, and includes walkways, a bike rack, and landscaped areas located around each building. A fifteen-foot landscaped buffer is provided adjacent to the townhouse community. The open space provided on site is adequate, safe, and efficient.

- c. Landscaping and Lighting

The proposed landscaping on the site consists of a mix of evergreen, shade, and flowering trees and planted beds. Landscaping, and a new board-on-board wood fence along the western edge of the site, provides a buffer to the adjacent residential community and enhances the areas around the buildings as well as the parking lot islands.

The lighting plan consists of full cut-off light fixtures on 25-foot poles along the perimeter of the parking lot and entry drive and wall-mounted security lighting between the buildings. These lights are designed to provide function while greatly minimizing light trespass into the adjacent residential community.

The landscaping and lighting provide for adequate, safe, and efficient use by retail customers and office employees.

d. Recreation Facilities

Recreation facilities are not required for this project.

e. Pedestrian and Vehicular Circulation Systems

Pedestrian access to the site is provided solely from the existing sidewalk on Randolph Road. A concrete walkway is provided in front of and around each building and to a bike rack. The applicant was unable to secure a compromise with the adjoining shopping center owner for pedestrian access between the sites. Vehicular access to the site will be provided solely from westbound Randolph Road in a right-in, right-out arrangement. The linear parking lot extending the depth of the site provides two opportunities for “k-turn” turnarounds. Pedestrian and vehicular circulation is safe, adequate, and efficient.

4. *Each structure and use is compatible with other uses and other site plans and with existing and proposed adjacent development.*

The proposed development is compatible with the adjacent residences. The proposed buildings are within the maximum allowed 30-foot building height and the buildings facades are designed with a residential scale and a reserved materials palette of stucco and brick. The buildings are set back almost 70 feet from the residential lot line. The parking lies in between the residences and the commercial /retail buildings and is screened by a 15-foot-wide planting area between the parking lot and the lot line. This area, planted with trees, is bounded on the west by a 6-foot board-on-board fence on the lot line and along the parking lot by a retaining wall with a maximum height of 5-6 feet.

5. *The Site Plan meets all applicable requirements of Chapter 22A regarding forest conservation , Chapter 19 regarding water resource protection, and any other applicable law.*

The Applicant will meet the Forest Conservation planting requirements through a combination of on-site landscape planting and fee-in-lieu. There are no environmentally sensitive areas on the subject property. The Stormwater Management concept, outlining on-site water quality control via construction of a Montgomery County Sand Filter with on-site recharge via the filter and a recharge trench, was approved by MCDPS on July 18, 2006.

ATTACHMENTS

- A. Reviewing Agency Approvals
- B. Community Correspondence

ATTACHMENT A: Reviewing Agency Approvals



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

May 3, 2007

MEMORANDUM

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

FROM: Candy Bunnag, Planner Coordinator, Environmental Planning Section,
Countywide Planning Division

SUBJECT: 55 Randolph Plaza, Preliminary Plan 120070140 and Site Plan 820070050

The Environmental Planning staff has reviewed the preliminary plan, site plan, and forest conservation plan referenced above. Staff recommends approval of the preliminary plan of subdivision, site plan, and forest conservation plan with the following conditions:

1. 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 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.
2. Prior to building permit issuance, the applicant shall 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.

BACKGROUND

The 1.29-acre property is located within the Northwest Branch watershed (Use IV waters). There are no streams, wetlands, floodplains, environmental buffers, or forest on the property.

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 (8276 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 foot 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.

Staff finds that the proposed forest conservation plan, with revisions to reflect staff’s recommended conditions, meet the Forest Conservation Law requirements.

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 building permit. At that stage of development, the applicant will have information on the specific mechanical equipment that will be used in the commercial buildings.

RECOMMENDATION

Environmental Planning staff recommends approval of the preliminary plan of subdivision, the site plan, and the final forest conservation plan with conditions.



FIRE MARSHAL COMMENTS

DATE: MARCH 19, 2007
TO: PRITAM ARORA, DESIGN ENGINEERING INC
FROM: MARIE LABAW
RE: RANDOLPH PLAZA 1-20070140

PLAN APPROVED.

1. Review based only upon information contained on the plan submitted 03-09-07. Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.

cc: Department of Permitting Services
MNCPPC-MC

**MONTGOMERY COUNTY DEPARTMENT OF PERMITTING SERVICES
WATER RESOURCES SECTION**

255 Rockville Pike, 2nd Floor, Rockville, Maryland 20850-4153

Date: December 27, 2006

MEMO TO: Michael Ma, Supervisor
Development Review Committee, MNCPPC

FROM: David Kuykendall
Senior Permitting Services Specialist
Water Resources Section, MCDPS

SUBJECT: Stormwater Management Concept Plan/100-Year Floodplain Review
Site Plan # 820070050, Randolph Plaza
Project Plan #
Preliminary Plan # 12005105 , DPS File # 216308
Subdivision Review Meeting of

The subject plan has been reviewed to determine if it meets the requirements of Executive Regulation 7-02AM for stormwater management and Executive Regulation 108-92 AM for a 100year floodplain. The following summarizes our findings:

SM CONCEPT PLAN PROPOSED:

- ☒ **On-site:** ☐ CPv ☒ WQv ☐ Both
☒ **CPv** < 2cfs, not required
☐ On-site/Joint Use ☐ Central (Regional): waived to
☐ Existing ☒ Concept Approved July 18, 2006
☐ **Waiver:** ☐ CPv ☐ WQv ☐ Both
☐ Approved on
☐ **Other**

Type Proposed:

- ☒ Infiltration ☐ Retention ☐ Surface Detention ☐ Wetland ☒ Sand Filter
☐ Separator Sand Filter ☐ Non Structural Practices ☒ Other

FLOODPLAIN STATUS: 100 Year Floodplain On-Site ☐ Yes ☒ No ☐ Possibly

- ☐ Provide source of the 100Year Floodplain Delineation for DPS approval:
☐ Source of the 100-Year Floodplain is acceptable.
☐ Submit drainage area map to determine if a floodplain study (> or equal to 30 acres) is required.
☐ Dam Breach Analysis: ☐ Approved ☐ Under Review:
☐ 100-Year Floodplain study: ☐ Approved ☐ Under Review:

SUBMISSION ADEQUACY COMMENTS:

- ☐ Provide verification of Downstream notification.

RECOMMENDATIONS:

- ☒ Approve ☐ as submitted ☒ with conditions (see approval letter)
☐ Incomplete; recommend not scheduling for Planning Board at this time.
☐ Hold for additional information. See below
☐ Comments/Recommendations:

cc: Steve Federline, Environmental Planning Division, MNCPPC

bll DRC site plan.03/01



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.



Hisel-McCoy, Elza

From: Nelson, Calvin
Sent: Wednesday, January 03, 2007 11:10 AM
To: Hisel-McCoy, Elza; Barron, Bill
Subject: RE: Randolph Plaza comments

Elza,

Our master plan comments for the Randolph Plaza preliminary plan also applies to the site plan. The original site plan which was submitted shows a minimum 15-foot wide buffer between the adjacent residential property and the proposed parking area - which is in conformance with the White Oak Master Plan. That site plan also shows a limits of disturbance line along the western boundary of the site that preserved a group of existing trees located adjacent to the proposed parking area. Check to see if the revised site plan that you have still preserves those trees. In order to provide compatibility with the adjacent residential development, effective and attractive screening should be provided all along the western boundary of the site.

If you have any questions, please give me a call.

Thanks!
Calvin

-----Original Message-----

From: Hisel-McCoy, Elza
Sent: Wednesday, January 03, 2007 10:06 AM
To: Barron, Bill; Nelson, Calvin
Subject: Randolph Plaza comments

Gentlemen,

Did Community-Based Planning have any comments to submit for the Randolph Plaza site plan? I am working to send out our site plan review comments by tomorrow and can include yours with them if that would be convenient. Thanks.

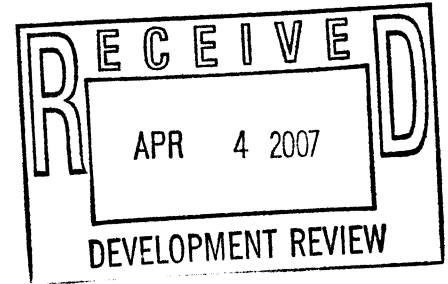
Regards,

Elza Hisel-McCoy, Assoc. AIA, LEED-AP
Senior Planner
Development Review Division
Montgomery County Planning Department
M-NCPPC
8787 Georgia Avenue
Silver Spring, MD 20910
301.495.2115



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

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., $6 \times 4.5 = 27$ 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.

SE:CE:mj
Attachments

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

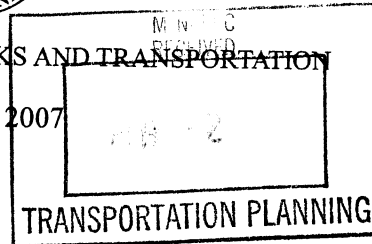


Attachment No. 1

Isiah Leggett
County Executive

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION

January 24, 2007



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.

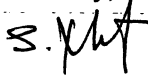
17. For any parking facility containing more than fifty (50) parking spaces, the applicant needs to furnish bicycle parking facilities as required Section 59 E-2.3 of the Montgomery County Code. Accordingly, the applicant should provide either bike lockers or inverted "U" type bike racks.
18. The owner 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

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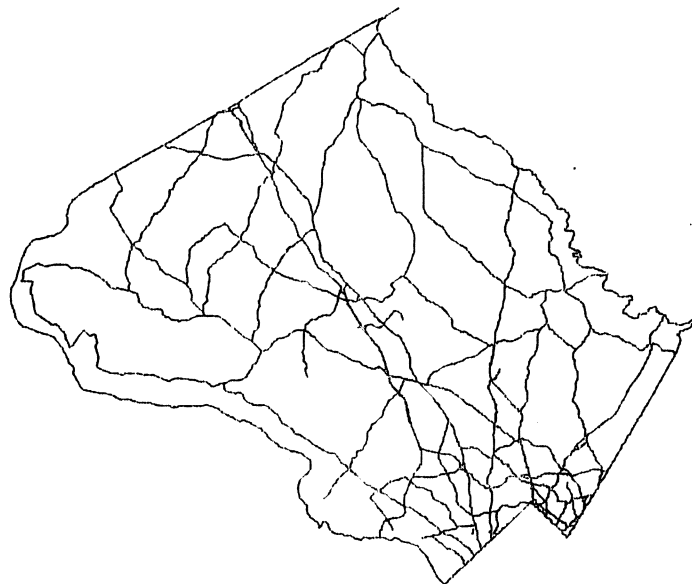
Enclosures ()

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.

TMAs 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.

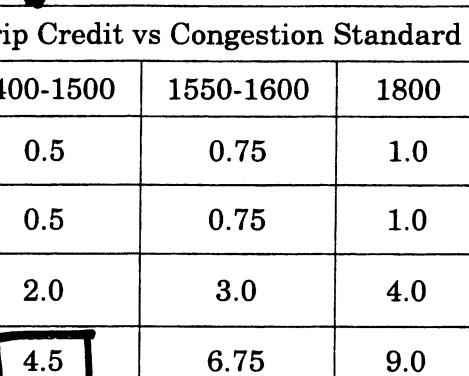
Static transit information signs may be provided only at locations other than CCC-provided standard bus shelters, since provision of this type of information at those shelters is part of that agreement. For static transit information provided at office buildings, retail centers, etc., the applicant should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

ATTACHMENT B: Community Correspondence

KAREN S. MONTGOMERY

14th Legislative District
Montgomery County

Health and Government
Operations Committee

Subcommittees

Government Operations
Public Health And Long Term Care

1st Vice President

Women Legislators of Maryland



The Maryland House of Delegates

ANNAPOLIS, MARYLAND 21401

Annapolis Office

The Maryland House of Delegates
6 Bladen Street, Room 222
Annapolis, Maryland 21401
410-841-3110 • 301-858-3110
1-800-492-7122 Ext. 3110
Fax 410-841-3053 • 301-858-3053

March 9, 2007

Ms. Faroll Harner, Acting Director
Montgomery County Planning Department
The Maryland - National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Dear Ms. Harner,

This is in response to receipt by my office of the plan for Randolph Plaza, located at 55 Randolph Road, Montgomery County, Maryland.

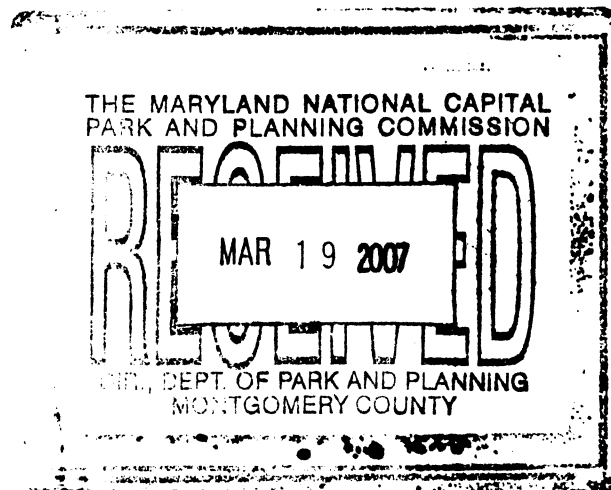
I would like to express my opposition to this plan. This project would generate too much traffic for this area, which is already very congested. There is not enough parking available for the proposed professional offices, retail businesses and a restaurant. In addition, this is simply too much structure for the space available.

Please keep my office informed of future developments concerning the Randolph Plaza project.

Sincerely,

A handwritten signature in black ink, appearing to read "Karen S. Montgomery".

Karen S. Montgomery
Delegate - District 14



GREATER COLESVILLE CITIZENS ASSOCIATION
P.O. BOX 4087
COLESVILLE, MD 20914

February 17, 2007

M-NCPPC
Development Review Division
8787 Georgia Avenue
Silver Spring, MD 20910-3760



NAME OF PLAN: RANDOLPH PLAZA
FILE NUMBER: 820070050

Gentlemen:

We have reviewed the Site Plan for Randolph Plaza and absent a mutual agreement between the developer and Kramer Enterprises to integrate the two commercial centers as recommended by the White Oak Master Plan we offer the following comments:

1. Stormwater management pond at front of property should be actively maintained as part of the landscape plan so that it does not become overgrown and develop into an eyesore.
2. Morningside Home Owners Association should have a say on the adequacy of screening once initial landscape plantings are placed.
3. Site lighting should be adjacent neighbor friendly.

Please feel free to contact me at 301 908-7704 or rmackbike@aol.com if you have any questions regarding these comments.

Sincerely,

Richard J. McCluskey, Chairperson
Development Review Committee
Greater Colesville Citizens Association