



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

**MCPB**  
**ITEM # \_\_\_\_\_**  
**DATE: 09/24/2009**

September 11, 2009

**MEMORANDUM**

**TO:** Montgomery County Planning Board

**VIA:** Dan Hardy, Chief *DKH*  
Shahriar Etemadi, Supervisor *SE*  
Move/Transportation Planning

**FROM:** Cherian Eapen, Planner/Coordinator *CE*  
Move/Transportation Planning  
301-495-4525

**SUBJECT:** Application for Adequate Public Facilities Determination  
APF201001 (Approved Preliminary Plan No. 119831720; Olney Village Mart II)  
Proposed addition of 9,033 SF of retail space to existing shopping center to  
accommodate a Harris Teeter grocery store  
Olney Town Center Shopping Center Redevelopment/Expansion Plan –  
101,851 SF to 110,884 SF  
Olney Town Center, Parcel B  
MXTC Zone  
Olney Town Center LLC (“Applicant”)  
18100 Town Center Drive  
Northwest quadrant of Olney-Sandy Spring Road (MD 108) and Spartan Road  
Olney Master Plan/Olney Policy Area

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This memorandum presents review of an application by Olney Town Center LLC (“Applicant”) to obtain Adequate Public Facilities (APF) approval for additional retail density (of 9,033 square feet) at Olney Town Center Shopping Center. The purpose of this application is to seek Building Permit approval to redevelop/expand the existing 101,851 square feet shopping center with a grocery store of approximately 53,000 square feet (by replacing a closed cinema and relocating some existing retail uses). Once constructed, retail density at the shopping center would increase to 110,884 square feet.

## **FINDING AND RECOMMENDATIONS**

Transportation Planning staff finds the proposed redevelopment/expansion of Olney Town Center Shopping Center to satisfy current APF requirements, and recommends that the Planning Board approve the requested additional density of 9,033 square feet. Staff also recommends the following transportation-related conditions to be part of the Planning Board's approval of new APF for Olney Town Center Shopping Center:

1. The Applicant must limit development on the property to a maximum of 110,884 square feet of retail uses.
2. The Applicant must install within the Olney Policy Area, at the direction of Montgomery County Department of Transportation (DOT) a real-time transit information sign at a location approved by DOT. The sign must be installed prior to release of any building permits associated with the proposed shopping center renovation/expansion.
3. Limit APF approval for the subject application (to increase density at the Olney Town Center Shopping Center by 9,033 square feet) to 85 (eighty-five) months from the date of mailing of the Planning Board resolution.

## **DISCUSSION**

### Site Location, Proposed Development, and Site Access

The Olney Town Center Shopping Center is located within the northwest corner of Olney-Sandy Spring Road (MD 108) and Spartan Road in Olney. The subject site is bounded by MD 108 to the south, Spartan Road to the east, Appomattox Avenue to the north, and Olney Village Center to the west.

The existing shopping center is approximately 101,851 square feet, including a 26,500 square feet cinema that operated until January 2009. Thus, only approximately 75,351 square feet of the shopping center is currently occupied. The Applicant is proposing to redevelop/expand the existing shopping center by replacing the cinema and some existing retail uses with a grocery store of approximately 53,000 square feet. This would increase total retail space at the shopping center by approximately 9,033 square feet to 110,884 square feet.

Vehicular access to the site is currently provided from MD 108, Spartan Road, and Appomattox Avenue. In addition, inter-parcel access is provided to the adjacent Olney Village Center. Access to/from the shopping center will remain in their current configuration even after the grocery store is constructed. Internal site circulation changes are however anticipated and are presented in the Olney Town Center Shopping Center site plan (see Attachment No. 1).

### Subdivision History

The last action by the Planning Board on Olney Town Center Shopping Center consisted of approval of Preliminary Plan No. 119831720 as "Olney Village Mart II", on June 8, 1989, that limited development at shopping center to 130,600 square feet (119,600 square-feet of retail and 10,600 square-feet of office uses). This approval by the Planning Board 20 years ago limited development on the site to a trip generation maximum of 496 total "new" trips (inbound plus outbound) during the evening peak hour (See Attachment No. 2; Planning Board Opinion dated June 14, 1989). The above action also amended a previous approval by the Planning Board on February 12, 1987, that limited development on the site to 132,000 square feet (124,000 square feet of retail uses and 8,000 square feet of office use).

### Area Master Plan Recommendations: Roadway and Pedestrian/Bikeway Facilities

The 2005 Approved and Adopted *Olney Master Plan* includes the following nearby master-planned roadways and pedestrian/bikeway facilities:

1. Olney-Sandy Spring Road (MD 108), to the south of the shopping center, classified as a four-lane divided major highway (M-60) between Laytonsville to the west and Dr. Bird Road (MD 182) to the east, with a recommended minimum right-of-way width of 150 feet. A Class I bikeway (shared use path; SP-35 between Georgia Avenue to the west and Dr. Bird Road to the east in both the *Olney Master Plan and Countywide Bikeways Functional Master Plan*) is recommended for MD 108, and currently exists along both sides of MD 108.
2. Spartan Road, to the east of the shopping center, classified as a two-lane business district road (B-5) between Appomattox Avenue to the north and Georgia Avenue to the southwest, with a recommended minimum right-of-way width of 80 feet. A Class III bikeway (shared roadway; B-36 between Georgia Avenue to the southwest and Old Baltimore Road to the northeast) is recommended for Spartan Road, which currently exists.
3. Appomattox Avenue, to the north of the shopping center, classified as a two-lane business district road (B-4) between Spartan Road to the east and Hillcrest Avenue to the west, with a recommended minimum right-of-way width of 70 feet.

### Adequate Public Facilities Review

APF review of the subject application to redevelop/expand Olney Town Center Shopping Center required a traffic study in accordance with the Montgomery County *LATR/PAMR Guidelines* since the overall development proposed on the site (110,884 square feet of retail uses) generated **30** or more total peak-hour trips during the typical weekday morning (6:30 – 9:30 a.m.) and evening (4:00 – 7:00 p.m.) peak periods. As stipulated under Section II.A of the *LATR/PAMR Guidelines*, the study however was limited to the number of signalized intersections based on the estimated incremental peak-hour trips resulting from the retail addition to the shopping center rather than the total number of peak-hour trips generated by the shopping center (since the shopping center has been in operation for more than 12 years).

The Applicant submitted a LATR/PAMR traffic study (dated August 14, 2009) that examined traffic-related impacts of the proposed development on nearby intersections and at the site driveways. Staff review of the study indicated that the study complied with the requirements of the *LATR/PAMR Guidelines* and the traffic study scope provided by staff.

A summary of the study findings are presented below.

- Trip Generation

For the purpose of evaluation, site “build” conditions considered two scenarios as part of this APF review. These included:

- i. Reoccupation of the existing vacant cinema (26,500 square feet) by a similar use, which will not change existing total retail density on the site (i.e., 101,851 square feet), and
- ii. Redevelopment/expansion of the shopping center with a grocery store, which will increase total retail density on the site to 110,884 square feet (i.e., existing 101,851 square feet plus 9,033 square feet).

It is noted that under the cinema reoccupation scenario, the Applicant could re-lease the cinema space to a tenant for a similar use within a 12-month period without requiring any regulatory action.

Peak-hour trips for the above two scenarios determined using Institute of Transportation Engineers (ITE) *Trip Generation, 8<sup>th</sup> Edition* and *LATR/PAMR Guidelines* trip generation rates are presented in Tables 1 and 2 below.

As shown in Table 1, the existing shopping center, with only 75,351 square feet space occupied, would generate 131 primary or “new” trips during the weekday morning peak-hour and 524 “new” trips during the weekday evening peak-hour. With the cinema reoccupation, the shopping center would generate 131 “new” trips during the weekday morning peak-hour and 625 “new” trips during the weekday evening peak-hour. While the cinema reoccupation would not add any morning peak-hour trips, 101 trips would be added at the shopping center during the evening peak-hour.

Similarly, as shown in Table 2, the proposed expansion of the shopping center with the grocery store would generate 174 “new” trips during the weekday morning peak-hour and 696 “new” trips during the weekday evening peak-hour. Thus, the grocery store addition would result in 43 additional morning peak-hour trips and 172 additional evening peak-hour trips at the shopping center.

**TABLE 1  
SUMMARY OF TRIP GENERATION  
OLNEY TOWN CENTER – CINEMA REOCCUPATION SCENARIO**

Trip Generation	Morning Peak-Hour			Evening Peak-Hour		
	In	Out	Total	In	Out	Total
<b>Existing occupied space</b>						
Retail (75,351 SF)	105	97	202	420	387	807
Pass-by Trips (35% Reduction)	-37	-34	-71	-147	-135	-282
Primary Trips	68	63	131	273	251	524
<b>Existing occupied space + Cinema reoccupation</b>						
Retail (75,351 SF)	105	97	202	420	387	807
Pass-by Trips (35% Reduction)	-37	-34	-71	-147	-135	-282
Cinema (26,500 SF)	0	0	0	64	36	101
Primary Trips	68	63	131	337	288	625
<b>Difference (with Cinema reoccupation)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>36</b>	<b>101</b>

Source: Wells and Associates, Olney Town Center LATR/PATR, August 14, 2009.

**TABLE 2  
SUMMARY OF TRIP GENERATION  
OLNEY TOWN CENTER – GROCERY STORE SCENARIO**

Trip Generation	Morning Peak-Hour			Evening Peak-Hour		
	In	Out	Total	In	Out	Total
<b>Existing occupied space</b>						
Retail (75,351 SF)	105	97	202	420	387	807
Pass-by Trips (35% Reduction)	-37	-34	-71	-147	-135	-282
Primary Trips	68	63	131	273	251	524
<b>Existing occupied space + Grocery Store</b>						
Retail (110,884 SF)	139	129	268	557	514	1,071
Pass-by Trips (35% Reduction)	-49	-45	-94	-195	-180	-375
Primary Trips	90	84	174	362	334	696
<b>Difference (with Grocery Store)</b>	<b>22</b>	<b>21</b>	<b>43</b>	<b>89</b>	<b>83</b>	<b>172</b>

Source: Wells and Associates, Olney Town Center LATR/PATR, August 14, 2009.

Comparing Tables 1 and 2, it is also seen that the redevelopment of the shopping center with a new grocery store would result in 43 additional morning peak-hour trips and 71 additional peak-hour trips. The traffic study therefore examines this incremental difference of 43 trips during the morning peak-hour and 71 trips during the evening peak-hour.

- Local Area Transportation Review and Policy Area Mobility Review

A summary of the intersection capacity/Critical Lane Volume (CLV) analysis results from the traffic study for the weekday morning and evening peak-hours within the respective peak-periods is presented in Table 3.

**TABLE 3  
SUMMARY OF CAPACITY CALCULATIONS  
OLNEY TOWN CENTER – GROCERY STORE SCENARIO**

Intersection	Traffic Conditions					
	Existing		Background		Total	
	AM	PM	AM	PM	AM	PM
Georgia Ave and Pr. Philip Dr/Qn. Elizabeth Dr	1,087	1,238	1,099	1,286	1,099	1,295
MD 108 and Village Center Dr	704	1,009	735	1,056	739	1,094
MD 108 and Village Mart Dr	618	709	633	756	641	785
MD 108 and Town Center Dr	599	678	615	724	624	749
MD 108 and Spartan Rd*	1,014	1,028	1,053	1,078	1,049	1,205
Spartan Rd and O'Hara Circle/Town Center Dr	418	624	421	627	470	813
Appomattox Ave and Town Center Dr	70	103	70	103	75	128

Source: Wells and Associates, Olney Town Center LATR/PATR, August 14, 2009.

\* Total Traffic Conditions CLV during morning peak-hour is lower than Background Traffic Conditions CLV due to pass-by traffic.  
Olney Policy Area Congestion Standard: 1,450 CLV.

As shown in Table 3, under Total (or Build) traffic conditions, the study intersections will operate within the Olney Policy Area congestion standard of 1,450 CLV. The application therefore meets the LATR requirement of the APF test.

To meet the PAMR requirements of the APF test, however, the application would require mitigation of 10% of “new” peak-hour trips generated by the retail addition (i.e., 10% of 71 “new” evening peak-hour trips, which is 7 peak-hour trips). The Applicant is proposing to satisfy the PAMR component of the APF test with a real-time transit information sign, to be provided at a location within Olney Policy Area. Staff recommends that the Applicant coordinate the location of the real-time transit information sign with DOT staff at the time of Building Permit. Potential locations for the real-time transit information sign include existing Norbeck Road Park and Ride lot, proposed future Park and Ride lot to the southwest corner of Georgia

Avenue/Intercounty Connector interchange, and the proposed future Olney Transit Center at Montgomery General Hospital. The application therefore meets the PAMR requirement of the APF test.

Citizen/Agency Correspondence

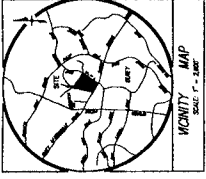
The Applicant has noticed adjoining and confronting property owners, local civic and homeowners associations regarding this application for APF determination. Written notice of the public hearing date is also being sent to adjacent and confronting property owners as well as local civic and homeowners associations. As of the date of this memorandum, staff has not received any citizen comments regarding this application.

An email regarding the review of the traffic study for this application received from DOT, dated August 31, 2009, is included as Attachment No. 3.

SE:CE:tc  
Attachments

cc: Khalid Afzal  
Cathy Conlon  
Robert Kronenberg  
John Carter  
Ed Axler  
Greg Leck  
Sarah Navid  
Gary Erenrich  
Corren Giles  
Robert R. Harris  
Chris Garland  
Kevin Sitzman

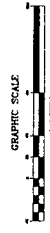
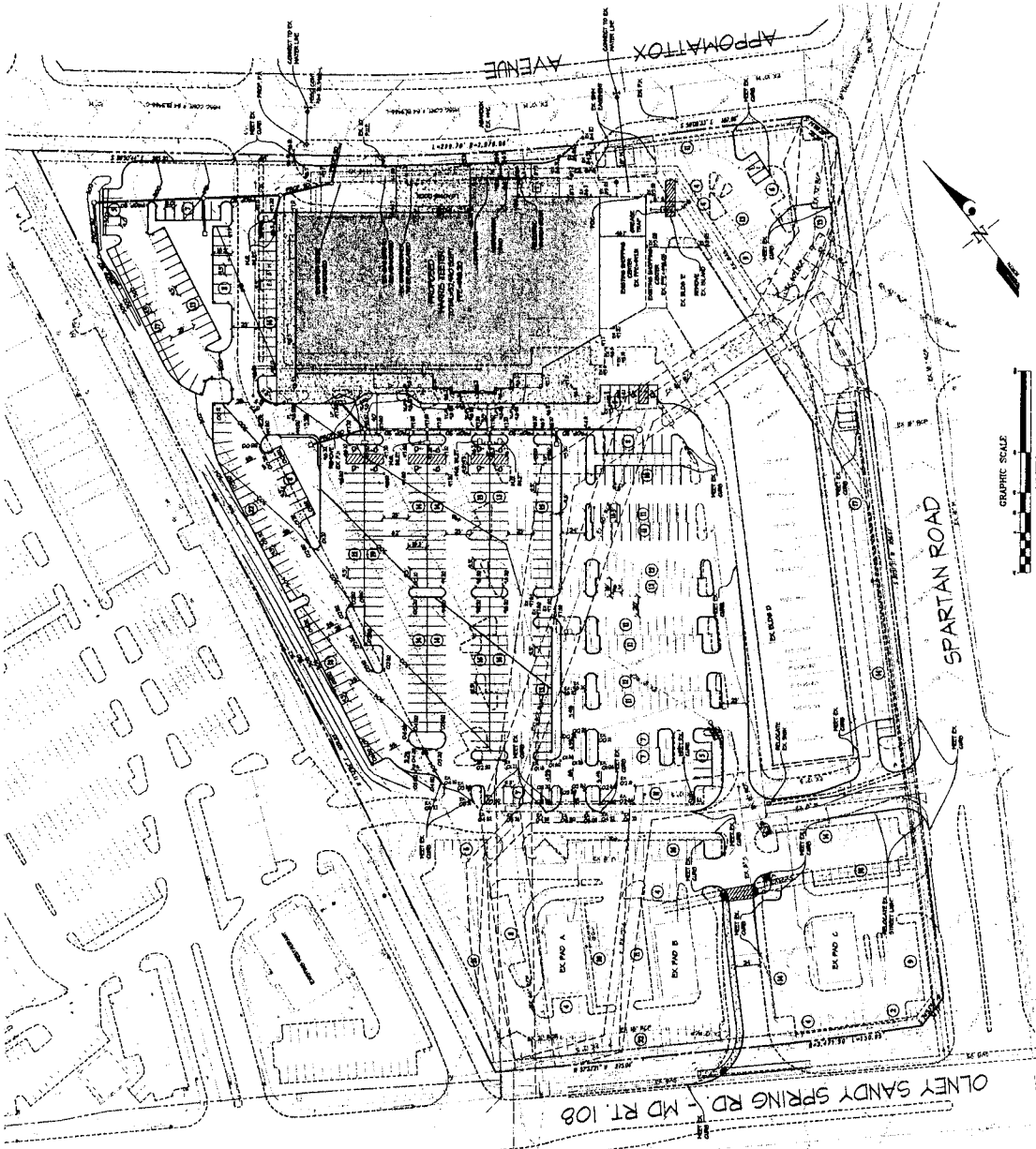
mmo to MCPB re OTC.doc



VICINITY MAP  
SCALE 1" = 1 MILE

**Notes:**  
 1. Property MPTC (Hatched Area - See Legend)  
 2. All easements shown on this plan are being proposed  
 3. All easements shown on this plan are being proposed  
 4. All easements shown on this plan are being proposed  
 5. All easements shown on this plan are being proposed

**AREA TABULATION**  
 EX. BUILDING FLOOR AREA - 100,000 SQ. FT.  
 EX. PARKING SPACES - 1,000  
 EX. TOTAL AREA - 100,000 SQ. FT.



PREPARED FOR: ONE ANGLIAN CT SUITE 100 ATTENTION: JOHN J. AND JENNIFER L. JONES 14000 W. 10TH ST. OLNEY, MD 20855	SITE PLAN FOR APPRO DETERMINATION OLNEY TOWN CENTER PLAN NUMBER: 2010-01-049	SHEET 01-049 OF 01-049
PROJECT NO.: 10-001	SHEET NO.: 01-049	DATE: 08/11/10
PROJECT NAME: OLNEY TOWN CENTER	PROJECT NO.: 10-001	SHEET NO.: 01-049
PROJECT LOCATION: OLNEY, MARYLAND	PROJECT NO.: 10-001	SHEET NO.: 01-049
PROJECT OWNER: ONE ANGLIAN CT, SUITE 100, OLNEY, MD 20855	PROJECT NO.: 10-001	SHEET NO.: 01-049
PROJECT ARCHITECT: [Faint text]	PROJECT NO.: 10-001	SHEET NO.: 01-049
PROJECT ENGINEER: [Faint text]	PROJECT NO.: 10-001	SHEET NO.: 01-049
PROJECT SURVEYOR: [Faint text]	PROJECT NO.: 10-001	SHEET NO.: 01-049
PROJECT PLANNING: [Faint text]	PROJECT NO.: 10-001	SHEET NO.: 01-049
PROJECT LANDSCAPE: [Faint text]	PROJECT NO.: 10-001	SHEET NO.: 01-049
PROJECT TRAFFIC: [Faint text]	PROJECT NO.: 10-001	SHEET NO.: 01-049
PROJECT UTILITIES: [Faint text]	PROJECT NO.: 10-001	SHEET NO.: 01-049
PROJECT LEGAL: [Faint text]	PROJECT NO.: 10-001	SHEET NO.: 01-049
PROJECT RECORD: [Faint text]	PROJECT NO.: 10-001	SHEET NO.: 01-049
PROJECT AS-BUILT: [Faint text]	PROJECT NO.: 10-001	SHEET NO.: 01-049
PROJECT MAINTENANCE: [Faint text]	PROJECT NO.: 10-001	SHEET NO.: 01-049

**LEGEND**

[Symbol]	EX. BOUNDARY
[Symbol]	EX. PROPERTY
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[Symbol]	EX. CONVEYANCE
[Symbol]	EX. UTILITIES
[Symbol]	EX. TRAFFIC
[Symbol]	EX. LEGAL
[Symbol]	EX. RECORD
[Symbol]	EX. AS-BUILT
[Symbol]	EX. MAINTENANCE



Date of Mailing: June 14, 1989

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

Action: Approved Staff Recommendation with Modifications,  
(Motion of Comm. Keeney, seconded by Comm. Floreen, with a  
vote of 4-0; Commissioners Keeney, Floreen, Christeller and  
Hewitt voting in favor, with Comm. Henry being absent).

MONTGOMERY COUNTY PLANNING BOARD

OPINION

Preliminary Plan 1-83172  
NAME OF PLAN: OLNEY VILLAGE MART II

On 11-03-83, S & A COMMERCIAL ASSOC. , submitted an application for the approval of a preliminary plan of subdivision of property in the C2 zone. The application proposed to create 1 lots on 13.09 ACRES of land. The application was designated Preliminary Plan 1-83172. On 06-08-89, Preliminary Plan 1-83172 was brought before the Montgomery County Planning Board for a public hearing. At the public hearing , the Montgomery County Planning Board heard testimony and received evidence submitted in the record on the application. Based upon the testimony and evidence presented by staff and on the information on the Preliminary Subdivision Plan Application Form attached hereto and made a part hereof, the Montgomery County Planning Board finds Preliminary Plan 1-83172 to be in accordance with the purposes and requirements of the Subdivision Regulations (Chapter 50, Montgomery County Code, as amended) and approves Preliminary Plan 1-83172, subject to the following conditions:

1. Agreement with Planning Board limiting development to specific uses generating maximum of 496 total (in and out) NEW PM peak period trips
2. Dedication along Route 108 in accordance with master plan with improvements as required by State Highway Administration (SHA).
3. Full width dedication and construction of Spartan Road and Appomattox Avenue.
4. State Highway Administration requirements for access to Route 108.
5. State Highway Administration requirements in connection with replacement of existing storm-water management facility.
6. Conditions of DEP stormwater management waiver.
7. Necessary easements.
8. Provides sidewalk along property frontage on Maryland Route 103

Attachment 2

OLNEY TOWN GR

T of L  
6/19/89



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
8787 Georgia Avenue • Silver Spring, Maryland 20910-3783

April 12, 1989  
REVISED: June 2, 1989

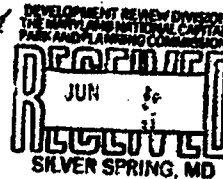
**MEMORANDUM**

TO: Charles' Loehr, Coordinator  
Development Review Division

VIA: .. Bud Lien, Transportation Coordinator *BL*  
Transportation Planning Division

FROM: Ed Axler, Transportation Planner *EA*  
Transportation Planning Division

SUBJECT: Requested Change in Land Use in  
Condition of Approval No. 2  
Olney Towne Center  
Preliminary Plan No. 1-83172R  
Olney Policy Area



The Transportation Planning Division recommends approval of Condition of Approval No. 2 for the subject preliminary plan. The applicant proposed to change 3,800 square feet (sf) of retail to 2,600 sf of office use (or from a total of 123,400 sf of retail and 8,000 sf of office use to a total of 119,600 sf of retail and 10,600 sf of office use).

The net effect of jobs created by the change in land use is neither an increase nor a decrease in the Olney Policy Area. There is currently a deficit of 57 jobs in the staging ceiling such that any increase in jobs would have a detrimental impact. Attached is Table 1 which shows the calculations of jobs for the staging ceiling condition.

For the local area transportation review conditions, there would be a nominal impact of one additional site trip generated in the AM peak period and in the outbound direction (or leaving the site). In the PM peak period, the shift in land use would result in fewer site trips being generated. Based on the last completed traffic impact study in the vicinity of the site, all adjacent intersections operate at better than the mid-range of level of service (LOS) "E". The worst intersection of Georgia

Avenue and Spartan Road operates at LOS "D" according to the traffic impact study for the Denit Property, Preliminary Plan No. 1-87113.

As a condition of approval, the applicant should be limited to up to 496 total "new" (in and out) site-generated trips in the PM peak period. The "new" trips generated from the site refer to additional trips beyond diverted or bypass trips attracted to the retail activity. The value of 496 trips represents the total generated by the proposed land use approved on February 12, 1989.

EA:dr/b:dr83172.es

Attachment

cc: Bud Lier  
Allan Hackner  
Barbara Sears  
Kristine Trevino  
Lee Cunningham

Date of Meeting: Feb. 19, 1987



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

8787 Georgia Avenue • Silver Spring, Maryland 20910-3780

Action: Approved staff recommendation (Motion of Comm. Floreen, Seconded by Comm. Krahnke, with a vote of 4-0; Commissioners Christeller, Floreen, Heilmann and Krahnke voting in favor, Comm. Keene, absent.)

**MONTGOMERY COUNTY PLANNING BOARD**

**OPINION**

Preliminary Plan 1-83172 R  
NAME OF PLAN: OLNEY VILLAGE PART II

On 01-09-87, S & A COMMERCIAL ASSOC., submitted an application for the approval of a preliminary plan of subdivision of property in the 'C2' zone. The application proposed to create 1 lots on 13.09 ACRES of land. The application was designated Preliminary Plan 1-83172 R. On 02-12-87, Preliminary Plan 1-83172 R was brought before the Montgomery County Planning Board for a public hearing. At the public hearing, the Montgomery County Planning Board heard testimony and received evidence submitted in the record on the application. Based upon the testimony and evidence presented by staff and on the information on the Preliminary Subdivision Plan Application Form attached hereto and made a part hereof, the Montgomery County Planning Board finds Preliminary Plan 1-83172 R to be in accordance with the purposes and requirements of the Subdivision Regulations (Chapter 50, Montgomery County Code, as amended) and approves Preliminary Plan 1-83172 R subject to the following conditions:

1. Dedication along Route 108 in accordance with master plan with improvements as required by State Highway Administration (SHA).
2. Full width dedication and construction of Spartan Road and Appomattox Avenue.
3. State Highway Administration requirements for access to Route 108.
4. State Highway Administration requirements in connection with replacement of existing storm-water management facility.
5. Conditions of DEP stormwater management waiver.
6. Necessary easements.
7. Agreement with Planning Board limiting development to 123,400 square feet of retail uses and 8,000 square feet of office use.

**Eapen, Cherian**

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**From:** Leck, Gregory [Greg.Leck@montgomerycountymd.gov]  
**Sent:** Monday, August 31, 2009 12:18 PM  
**To:** Eapen, Cherian; Bob Harris (E-mail)  
**Cc:** Salihi, Dewa; Conlon, Catherine; cgarland@cmfa.com; David S. Weber; treddan@glwpa  
Etemadi, Shahriar; Kdsitzman@mjwells.com; Erenrich, Gary; Mangum, Bruce; Benn, Ho  
Navid, Sarah; Salihi, Dewa  
**Subject:** DOT review comments on TIS/APF analysis for Olney Town Center - Grocery Store  
Expansion of 18100 Town Center Drive  
**Importance:** High

Attachment No. 3

Hi Cherian & Bob,

Please accept this e-mail as the DOT comments on the August 14, 2009 Traffic Impact Study for this project. As requested, we have expedited our review of this report to meet the September 24, 2009 Planning Board hearing date. We recommend approval of the TIS subject to the following comments:

DOT TIS review fees

Since this property has already been through the subdivision review and platting processes – and is not the subject of any further pending subdivision activity – DOT will not charge the applicant a fee to review this document.

LATR

We accept Wells & Associates, Inc.’s conclusions that this project will not exceed the maximum CLV limit at any of the studied intersections.

PAMR

We accept the applicant’s proposal to install a real-time transit information sign to satisfy the requirement to mitigate seven (7) peak hour trips for this project. Page 34 of the report mentions three potential locations to install such a sign, Since only the Norbeck Park & Ride Lot (of the three identified sites) exists at this time, we recommend the sign be located at that location (unless another site is approved by our offices at or before the building permit stage).

If the County’s real-time transit information sign program is not yet operational (at the building permit stage), we recommend the applicant work with WMATA to install a Next Bus real-time transit information sign at the approved location.

Thank you for the opportunity to review this document. If you have any questions regarding this message, please e-mail or contact me at your earliest convenience.

Sincerely,

Greg Leck, Manager  
Development Review Team  
Division of Traffic Engineering and Operations  
Montgomery County Department of Transportation