





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MEMORANDUM

DATE: December 19, 2003

TO: Pierra Weiss, Community Based Planning

VIA: Mary Dolan, Countywide Planning, Environmental 

FROM: Marion Clark, Countywide Planning, Environmental 

SUBJECT: Mandatory Referral No. 03604-MVA-1
Motor Vehicle Administration Branch Office

Environmental Planning staff recommends **approval** of the Forest Conservation Plan.

Forest Conservation Law

A Natural Resource Inventory/Forest Stand Delineation (NRI/FSD) has been approved for this site. A Forest Conservation Plan that fulfills the Forest Conservation Law has been submitted. There are no specimen trees and a Tree Save Plan is not required.

Environmental Guidelines

There are no stream valley or other environmental buffers on this site. The site is not within a Primary Management Area or Special Protection Area.

Stormwater Management

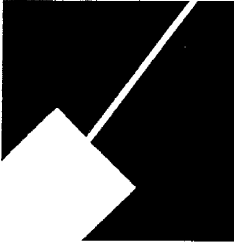
Stormwater Management for this state funded project is administered by Maryland Department of the Environment (MDE). No detailed stormwater management design has been submitted or approved, however preliminary analysis suggests that to fulfill state requirements the existing sand filter will be expanded for additional quality measures and the outlet structure will be replaced to impound channel protection volume. A stormwater detention basin from previous development will remain.

Water Quality

The site of this application is in the Middle Mainstem subwatershed of the Paint Branch Watershed. The Countywide Stream Protection Strategy (CSPS) lists stream and habitat conditions as good along this tributary. CSPS designates the tributary as a Watershed Protection Area – Remedial Level. This management category is applied because this tributary is an important cold-water fish habitat that includes adult trout. Although a good riparian buffer continues to protect the stream section, uncontrolled runoff continues to have an impact and sediment deposition is a consistent problem.

ATTACHMENT 6

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

January 14, 2004

MEMORANDUM

TO: Piera Weiss
Community-Based Planning Division

VIA: Daniel K. Hardy, Supervisor *DKH*
Transportation Planning Division

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

SUBJECT: Mandatory Referral 03604-MVA-1
Proposed Motor Vehicle Administration (MVA) Facility at White Oak
State of Maryland
Industrial Parkway
Fairland/White Oak Policy Area

This memorandum presents the Transportation Planning staff's Adequate Public Facilities (APF) Ordinance review of the above Mandatory Referral to build a new full-service MVA facility in Eastern Montgomery County in White Oak off Industrial Parkway just to the east of an existing VEIP testing facility, within the Fairland/White Oak Policy Area.

RECOMMENDATIONS

Transportation Planning staff recommends that the following comments be incorporated as part of the Planning Board's comments to the MVA regarding the APF test for this Mandatory Referral:

1. Provide lead-in sidewalks to the site at the site driveway intersection with Industrial Parkway in coordination with the Montgomery County Department of Public Works and Transportation (DPWT) and Department of Permitting Services (DPS), as shown on the Proposed Conceptual Landscape, Lighting and Sidewalk Plan dated November 20, 2003.

2. Provide bicycle racks on the site to accommodate bicycle traffic to the site in coordination with the DPWT, as stated in the November 19, 2003 White Oak MVA Traffic Study.
3. Provide bus shelters on Industrial Parkway at the transit stops near the proposed facility in coordination with the DPWT to accommodate those users who may use transit to travel to and from the proposed MVA facility to conduct business at the facility.

DISCUSSION

Site Location, Access, Pedestrian Facilities, Parking and Public Transportation

The proposed 15,000 square-foot, approximately 30-employee, MVA White Oak facility will include a driver test course and customer/employee parking, and will be located within the southeast quadrant of Columbia Pike (US 29) and Industrial Parkway intersection just to the east of an existing MVA emissions testing facility. It will be open on weekdays from 8:30 a.m. to 4:30 p.m., and on Saturdays (for licensing services only) between 8:30 a.m. and 1:00 p.m. The proposed facility provides for approximately 150 parking spaces on the site for customer and employee parking. It is anticipated that the proposed facility will provide expanded service to the immediate area and will provide relief to existing MVA facilities at Gaithersburg and Beltsville.

Access to the site is proposed via a 24-foot wide driveway off Industrial Parkway, which will be separate from the Industrial Parkway access to the emissions testing facility (approximately 220 feet to the east). Industrial Parkway extends between US 29 to the west and the WSSC site to the east, just to the east of Tech Road where it terminates. Industrial Parkway is currently built to Master Plan standards as a four-lane roadway with sidewalks on both sides. Its intersection with US 29 is a signalized T-type intersection, where US 29 is a six-lane divided highway. There are no sidewalks along US 29; however a crosswalk is provided along the north leg of US 29 to cross US 29, and to connect to Old Columbia Pike along the west side of US 29. This crosswalk does not have any handicapped access provisions and does not connect between US 29 and the existing sidewalk along the north side of Industrial Parkway. Immediately to the east of its intersection with US 29, Old Columbia Pike intersects Industrial Parkway from the south and Prosperity Drive intersects Industrial Parkway from the north. These approaches to Industrial Parkway are STOP sign controlled. With the northbound Old Columbia Pike approach to Industrial Parkway being very close to US 29, movements on this approach are limited to right-turns only, though a few motorists violate this restriction and either go straight through (to the north) or turn left (towards US 29). A short section of Old Columbia Pike to the south of Industrial Parkway has a path along its east side. Prosperity Drive, in the vicinity of Industrial Parkway does not have any sidewalks. Near the eastern tip of Industrial Parkway, it intersects Tech Road at a four-way STOP sign controlled intersection. Tech Road terminates as a cul-de-sac, just to the south of Industrial Parkway.

There is a mix of land uses in the area immediate to the site including retail, commercial, office, industrial, institutional, residential, and recreational uses.

Several Metrobus and Ride-on routes serve the area and have bus stops along Tech Road and Industrial Parkway near the site. These include Metrobus routes Z4, Z5, Z7 and Z17, as well

as Ride-On Route 10. Since some of the MVA customers could potentially use public transit as a mode of travel to and from the proposed MVA facility for transactions, staff requests that MVA consider providing bus shelters on Industrial Parkway at the transit stops near the proposed facility to accommodate these users.

Master Plan Roadways, Pedestrian/Bicycle Facilities and Trails

According to the 1997 Approved and Adopted Fairland Master Plan, the nearby master-planned facilities include:

1. Columbia Pike (US 29), which is designated as a six-lane Controlled-Major (CM-10) highway within the Master Plan boundary, with a minimum right-of-way width of 100-200 feet. US 29 is currently built as a six-lane divided highway, with shoulders on both sides of the roadway. The Master Plan recommends constructing interchanges at all existing roadway crossings along US 29, including a Class I commuter bikeway facility along US 29 between MD 198 in Burtonsville to the north and Industrial Parkway to the south that will minimize bicycle/vehicle conflicts at the interchanges. Bikeways and sidewalks also are recommended in the design of all cross-street bridges over US 29. There are no sidewalks along US 29.
2. Old Columbia Pike, which is designated as a two-lane Primary Road (P-2) between the southern Master Plan boundary and Industrial Parkway, with a minimum right-of-way width of 80 feet, and existing Class I/II bikeway (EB-13) and recommended sidewalks between the Master Plan boundary to the south and MD 198 to the north (portions of which to the north of Tech Road are already constructed by DPWT).
3. Prosperity Drive, which is designated as a four-lane Commercial Business District Street (B-2) between Industrial Parkway and Cherry Hill Road, with a minimum right-of-way width of 80 feet and a planned Class II bikeway (PB-60). Prosperity Drive is currently marked as a two-lane roadway (though built to four lane width), and has sidewalks on both sides along its northern section near Cherry Hill Road.
4. Industrial Parkway, which is designated as a four-lane Industrial Road (I-1) between US 29 and into the WSSC site, with a minimum right-of-way width of 80 feet. It is noted that Industrial Parkway is currently built to Master Plan standards with sidewalks on both sides of the roadway.
5. Tech Road, which is designated as a four-lane Commercial Business District Street (B-6) between Old Columbia Pike and US 29, and designated as a four-lane Industrial Road (I-11) between US 29 and approximately 1,600 feet southwest of Industrial Parkway, with a minimum right-of-way width of 80 feet. It is noted that Tech Road is currently built to Master Plan standards with sidewalks on both sides of the roadway.
6. Broad Birch Drive, which is designated as a four-lane Industrial Road (I-9) between Tech Road and Cherry Hill Road, with a minimum right-of-way width of 80 feet and a planned Class II bikeway (PB-65). It is noted that Broad Birch Drive is currently built to Master Plan standards with sidewalks on both sides.

7. East Randolph Road/Cherry Hill Road, which is designated as a four/five-lane Arterial (A-98) within the Master Plan boundary, with a minimum right-of-way width of 80 feet. A Class II bikeway (PB-20) is recommended for East Randolph Road between US 29 and the White Oak Master Plan boundary. The Master Plan also recommends extending/connecting the sidewalk along East Randolph Road to Cherry Hill Road. It is noted that both East Randolph Road and Cherry Hill Road are currently built to Master Plan standards with sidewalks on both sides. The proposed US 29/Cherry Hill Road/East Randolph Road interchange project will provide the recommended bicycle/pedestrian connection between East Randolph Road and Cherry Hill Road.

Nearby Transportation Improvement Projects

The Maryland State Highway Administration's Consolidated Transportation Program (CTP) include the following nearby projects:

1. US 29/East Randolph Road/Cherry Hill Road Interchange: The first phase of this project (construction of a detour road for East Randolph Road/Cherry Hill Road) was completed in the Winter of 2002. The second phase, which will be the construction of the interchange, started in the Fall of 2002 and will be completed in the Fall of 2005.
2. US 29/Tech Road/Industrial Parkway Interchange: SHA is currently in the process of preparing preliminary design plans for the interchange. However, the project is funded for planning/preliminary design only. The status of construction funding for this interchange is not known at this time.

The Prince George's County DPWT is currently constructing improvements to Cherry Hill Road between Prince George's County/Montgomery County line and Powder Mill Road (MD 212). The improved Cherry Hill Road will have a five-lane section, to provide two through lanes in each direction (with a wide outside lane) and a continuous center left-turn lane. An eight-foot wide bike trail is also planned for the east side of Cherry Hill Road. Prior to this project, SHA completed its improvements to the intersection of Cherry Hill Road and Powder Mill Road.

Local Area Transportation Review

A traffic study was required for the White Oak MVA facility Mandatory Referral per the Local Area Transportation Review (LATR) Guidelines since the proposed facility was estimated to generate more than 50 total peak-hour trips during weekday morning (6:30 a.m. – 9:30 a.m.) and evening (4:00 p.m. – 7:00 p.m.) peak-periods. In addition to the weekday analysis, an analysis of the Saturday operation of the facility was also required due to the proposed operation of the facility on Saturday's as well.

The consultant for the applicant submitted a traffic study (dated November 19, 2003) that determined the traffic-related impacts of the proposed MVA facility on the nearby intersections during weekday morning and evening peak periods and Saturday midday peak period. Review of the traffic study indicated that the study complied with the requirements of the LATR Guidelines and the traffic study scope provided by the staff.

The trip generation estimates for the proposed MVA facility were based on customer and employee projections, and a customer service area analysis performed by the MVA. Data for these analyses were developed using data collected at the existing full-service and Express MVA facilities at Gaithersburg, Beltsville, and Columbia. Based on these, it was estimated that the proposed MVA facility would generate 138 and 100 peak-hour trips during the respective weekday morning and evening peak-periods, and 166 peak-hour trips during the Saturday midday peak-period. A summary of the above is provided in Table 1.

TABLE 1
SUMMARY OF TRIP GENERATION CALCULATION
PROPOSED WHITE OAK MVA FULL-SERVICE FACILITY

Time Period	Site Trips		
	In	Out	Total
Weekday Morning Peak-Hour	84	54	138
Weekday Evening Peak-Hour	31	69	100
Saturday Midday Peak-Hour	83	83	166

Source: Proposed White Oak MVA Traffic Study

A summary of the Critical Lane Volume (CLV) analysis results for the study intersections for the weekday morning and evening peak-hours, and the Saturday midday peak-hour during the respective peak periods from the traffic study is presented in Table 2.

TABLE 2
SUMMARY OF CAPACITY CALCULATIONS (CLV)
PROPOSED WHITE OAK MVA FULL-SERVICE FACILITY

Intersections/Peak-Hour	Existing Traffic Conditions	Background Traffic Conditions	Total Traffic Conditions
<i>US 29 and Industrial Parkway</i>			
Weekday Morning Peak-Hour	1,379		
Weekday Evening Peak-Hour	1,323	1,416	1,419
Saturday Midday Peak-Hour	852	1,403	1,430
		912	969
<i>Industrial Parkway and Old Columbia Pike</i>			
Weekday Morning Peak-Hour	395		
Weekday Evening Peak-Hour	549	458	535
Saturday Midday Peak-Hour	439	564	593
		458	533
<i>Industrial Parkway and Site Driveway</i>			
Weekday Morning Peak-Hour	--	--	
Weekday Evening Peak-Hour	--	--	383
Saturday Midday Peak-Hour	--	--	513
		--	319
<i>Industrial Parkway and Tech Road</i>			
Weekday Morning Peak-Hour	472		
Weekday Evening Peak-Hour	556	538	551
Saturday Midday Peak-Hour	246	838	846
		265	290

Source: Proposed White Oak MVA Traffic Study

As shown in Table 2, under total traffic conditions, CLV values at the study intersections do not exceed the Fairland/White Oak Congestion Standard of 1,550. Therefore, the proposed MVA facility satisfies the LATR test.

Policy Area Transportation Review/Staging Ceiling

The proposed MVA facility is located within the Fairland/White Oak Policy Area, which has remaining transportation staging ceiling capacity for 3,399 additional jobs, as of December 31, 2003. The Mandatory Referral therefore passes the Policy Area Transportation Review test.

CE:DKH:gw

cc: Mary Goodman
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