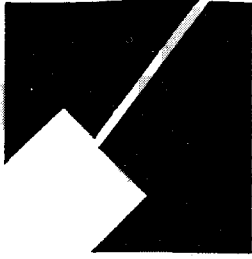


M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK & PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

#13

M E M O R A N D U M

DATE: August 31, 2001
TO: Montgomery County Planning Board
FROM: A. Malcolm Shaneman
Planning Department
(301)495-4587
SUBJECT: Informational Maps for Subdivision Items on the
Planning Board's Agenda for September 6, 2001.

Attached are copies of plan drawings for Items #10, #11, #12 and #13. These subdivision items are scheduled for Planning Board consideration on September 6, 2001. The items are further identified as follows:

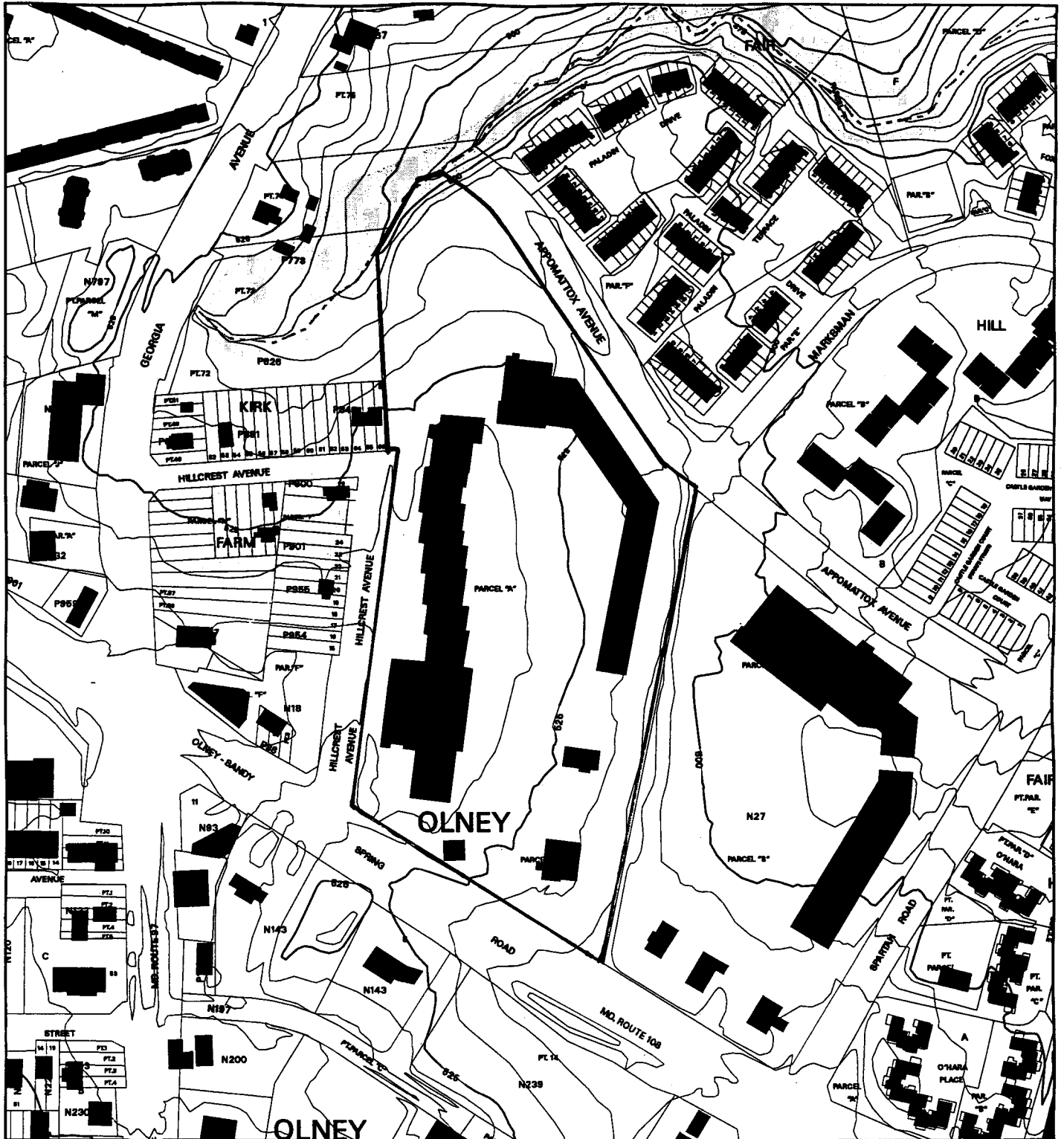
Agenda Item #10 - Preliminary Plan 1-01056
Edwards Ferry Property

Agenda Item #11 - Preliminary Plan 1-01051
Bannockburn

Agenda Item #12 - Preliminary Plan 1-97047E
Silverwood

Agenda Item #13 - Preliminary Plan 1-77082R
Olney Village Mart

VICINITY MAP FOR
OLNEY VILLAGE MART (1-77082R)



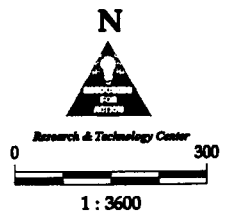
Map compiled on August 31, 2001 at 9:47 AM | Site located on base sheet no - 224NW03

NOTICE

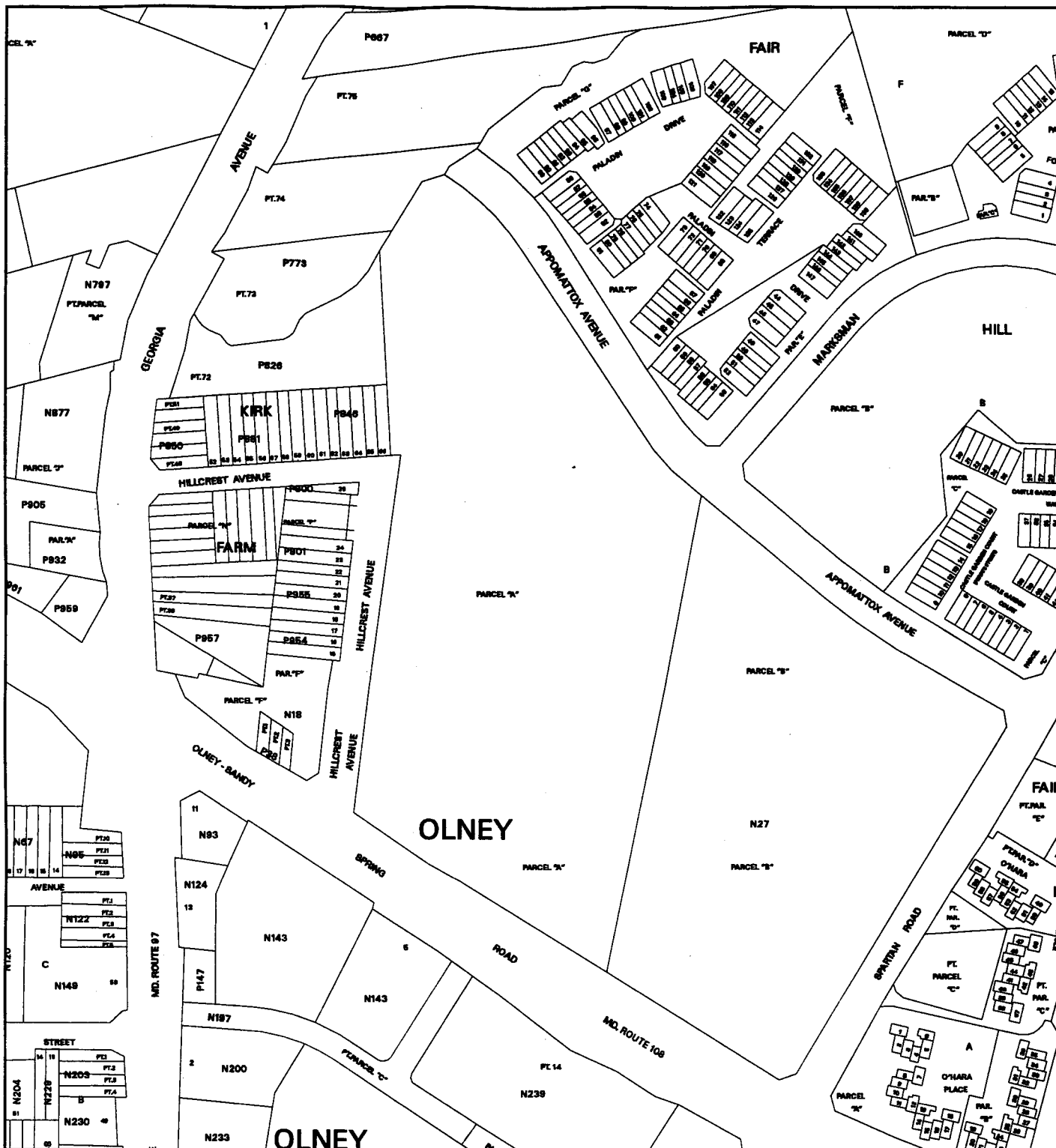
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Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14400 scale aerial photography using stereo photogrammetric methods.

This map is created from a variety of data sources, and may not reflect the most current conditions in any one location and may not be completely accurate or up to date. All map features are approximately within five feet of their true location. This map may not be the same as a map of the same area plotted at an earlier time as the data is continuously updated. Use of this map, other than for general planning purposes is not recommended. - Copyright 1998



VICINITY MAP FOR
OLNEY VILLAGE MART (1-77082R)



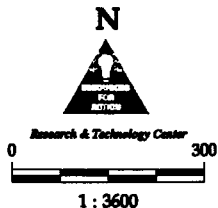
Map compiled on August 31, 2001 at 10:28 AM | Site located on base sheet no - 224NW03

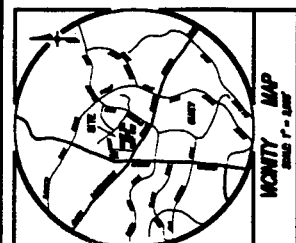
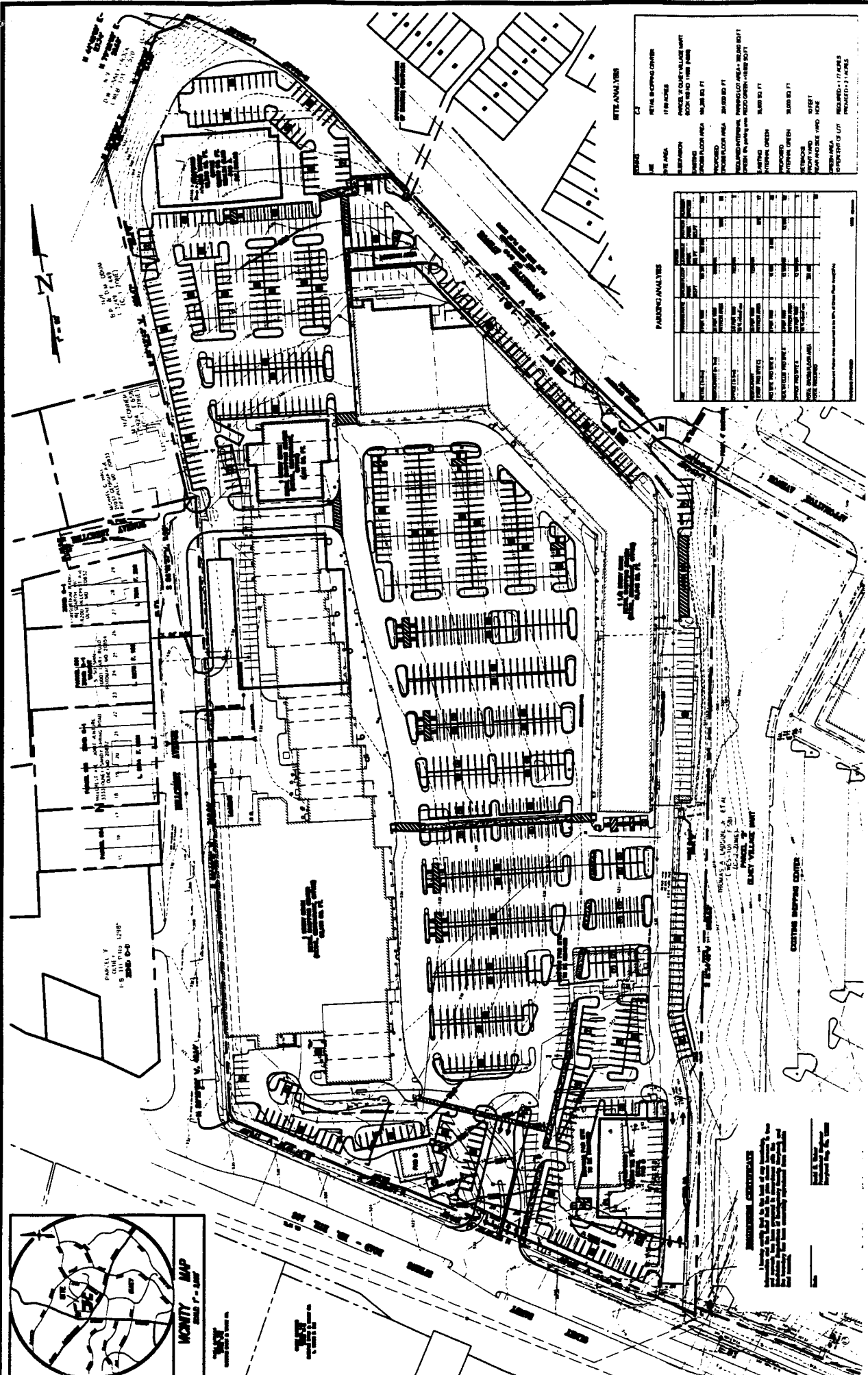
NOTICE

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NET ANALYSIS

NO.	DESCRIPTION	AREA (SQ. FT.)	PERCENT OF TOTAL AREA
1	RETAIL SHOPPING CENTER	17,000	100%
2	PARKING	100,000	5.9%
3	LANDSCAPING	100,000	5.9%
4	ROADS	100,000	5.9%
5	UTILITIES	100,000	5.9%
6	UNDEVELOPED AREA	100,000	5.9%
7	TOTAL	317,000	100%

PARKING ANALYSIS

TYPE	NO. OF SPACES	AREA (SQ. FT.)	PERCENT OF TOTAL PARKING
STANDARD	100	10,000	100%
COMPACT	0	0	0%
BIKE	0	0	0%
TOTAL	100	10,000	100%

DATE ANALYSIS

NO.	DESCRIPTION	AREA (SQ. FT.)	PERCENT OF TOTAL AREA
1	RETAIL SHOPPING CENTER	17,000	100%
2	PARKING	100,000	5.9%
3	LANDSCAPING	100,000	5.9%
4	ROADS	100,000	5.9%
5	UTILITIES	100,000	5.9%
6	UNDEVELOPED AREA	100,000	5.9%
7	TOTAL	317,000	100%

PRELIMINARY PLAN OF SUBDIVISION

OLNEY VILLAGE MART

PARCEL 'A'

PLAT BOOK 103, NO. 11693

DATE: APRIL 2000

SCALE: 1" = 50'

DATE: APRIL 2000

SCALE: 1" = 50'

PREPARED BY:
 G.L.W. GIMONCK, LITTLE & WISNER, P.A.
 401 ALLEY L.A.
 SUITE 200
 ALTOONA, PA. 15701
 PHONE: 781-380-2800

DATE: APRIL 2000

SCALE: 1" = 50'

PROJECT: OLNEY VILLAGE MART

PARCEL: 'A'

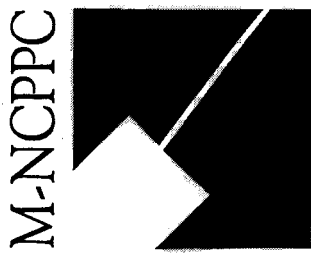
PLAT BOOK: 103, NO. 11693

DATE: APRIL 2000

SCALE: 1" = 50'

GLW Gimonck, Little & Wisner, P.A.
 401 ALLEY L.A., SUITE 200, ALTOONA, PA. 15701
 PHONE: 781-380-2800
 FAX: 781-380-2801
 WWW.GLWPA.COM

13



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

9-6-01

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

August 29, 2001

MEMORANDUM

TO: Malcolm Shaneman, Coordinator
Development Review Division

VIA: Ronald C. Welke, Coordinator
Transportation Planning

FROM: Janet E. Gregor, Planner JEG
Transportation Planning

SUBJECT: Preliminary Plan 1-77082R
Olney Village Mart Shopping Center
Olney Policy Area

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject preliminary plan.

RECOMMENDATIONS

Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to approval of the subject preliminary plan:

1. Limit the preliminary plan to the addition of no more than 35,000 square feet of commercial space for a total of 204,000 square feet of commercial space.
2. The traffic study completed in April, 2000 indicated that the intersection of Georgia Avenue (MD 97) and Olney-Sandy Spring Road (MD 108) and the intersection of Georgia Avenue and Spartan Road/Morningwood Drive exceed the Olney Policy Area critical lane volume (CLV) standard of 1,525 when total future traffic, i.e. existing, background and site, is considered. The applicant, therefore, will be required to mitigate this traffic through the following measures:
 - a. Participate with others in the realignment of the northbound Georgia Avenue approach to MD 108 to provide: two exclusive left-turn lanes, one exclusive through lane, and one shared through and right-turn lane.

Share the cost with others to completely mill and overlay the pavement through the intersection;

Restripe the intersection for the desired movements and provide the proper transition tapers on the north side; and

In coordination with the Maryland State Highway Administration (SHA), participate in the costs of modifications to, or reconstruction of the existing traffic signal to eliminate the split phase operation.

- b. Coordinate with the Montgomery County Department of Public Works and Transportation (DPWT) and SHA to reconfigure the intersection of Georgia Avenue (MD 97) and Spartan Road/Morningwood Drive to provide: westbound on Spartan Road, two exclusive left-turn lanes and one shared thru and right-turn lane; and a turning radius in the southeast quadrant sufficient to accommodate a standard AWB40" design vehicle. The eastbound Morningwood Drive approach will be modified to provide one exclusive left-turn lane and one shared thru and right-turn lane. These modifications can be accomplished within the existing pavement width through restriping. Assume responsibility for costs associated with any required signal modifications.
- c. Coordinate with DPWT on the reconfiguration of the northbound approach to the intersection of Olney-Sandy Spring Road (MD108) and Spartan Road to provide exclusive left, through, and right-turn lanes on Spartan Road.

Discussion

Previous Planning Board Actions

This preliminary plan for the expansion and modernization of the existing Olney Village Mart Shopping Center was first brought before the Planning Board on July 31, 2000. Additional improvements were required at the Georgia Avenue (MD 97)/Olney-Sandy Spring Road (MD 108) intersection beyond the lane use and signal phasing changes already proposed in order to mitigate traffic from the Olney Village Mart expansion. Construction of an additional lane on northbound Georgia Avenue was proposed to create a lane use pattern with two exclusive left-turn lanes, two exclusive through lanes and one exclusive right-turn lane. After discussion of the impacts on adjacent properties and pedestrian movements, the Board requested that the developer look at alternative ways to provide the needed capacity without increasing the width of either Georgia Avenue or

Olney-Sandy Spring Road. This preliminary plan is back before the Planning Board with proposed alternative traffic improvements that meet the criteria established by the Board.

Site Location, Access and Circulation

The site is located on the north side of MD 108 between Georgia Avenue and Prince Philip Drive. Access to the site will be provided via three driveways: the main entrance on MD 108, a new right-in/right-out entrance on MD 108 to be located east of the existing main entrance, and from Hillcrest Avenue. The existing main entrance is signalized with full movement.

Wide multipurpose sidewalks along MD 108 provide pedestrian and bicycle access to the site entrance. Sidewalk is provided into the site and in front of the stores. The main 108 entrance, Village Mart Drive, has a marked crosswalk and pedestrian signals. Sidewalk exists along Georgia Avenue connecting to sidewalk along Hillcrest Avenue. This sidewalk, however, does not provide a continuous link inside the shopping center.

Master Plan Roadways and Bikeways

Under the adopted *Olney Master Plan*, Georgia Avenue, M-8, is designated as a Major Highway, with a recommended 150-foot right-of-way. Olney-Sandy Spring Road, M-60, is also designated as a Major Highway with a recommended 120-foot right-of-way. Spartan Road, A-46, is designated as an arterial roadway with a recommended 80-foot right-of-way. The Master Plan recommends a bikeway along Georgia Avenue south of Olney-Sandy-Spring Road, and along Olney Sandy-Spring Road west of the site. The Olney-Sandy Spring Road reconstruction by SHA in the late 1970's provided a wide sidewalk along Olney-Sandy Spring Road, which serves as a multipurpose path.

The Georgia Avenue Busway Study recommends a center two-way busway on Georgia Avenue from just north of Olney-Sandy Spring Road to connect to the Glenmont Metro Station. Bikeways and landscaping will be provided in conjunction with this future project.

Local Area Transportation Review

The proposed commercial addition to the Olney Village Mart Shopping Center is expected to generate 67 new trips in the peak hour of the morning peak period (7:00 a. m. to 9:00 a.m.) and 195 new trips in the peak hour of the evening peak period (4:00 and 6:00 P.M.) A traffic study was required because the trips from the site exceeded the 50-trip threshold established in the *Local Area Transportation Review Guidelines*.

The traffic study indicated that under total future traffic conditions, i.e. existing, background and site, two intersections would exceed the Olney Policy Area CLV standard of 1,525. The intersection of Georgia Avenue and Olney-Sandy Spring Road will have a P.M. CLV of 1,815. The intersection of Georgia Avenue and Spartan Road also exceeds the standard during the P.M. peak hour with a CLV of 1,529.

The recently approved Olney House Office development trips, when combined with background traffic exceeded the policy area CLV standard. The approval conditions required mitigation of traffic at the Georgia Avenue and Olney-Sandy Spring Road intersection. The required mitigation involved realignment and restriping of the intersection to provide two exclusive left turn lanes, one exclusive thru lane and a shared right-turn/thru lane and any necessary signal modifications. The lane use reconfiguration provided sufficient capacity to mitigate the trips from the office development, but did not provide enough reserve capacity to meet the demand from the Olney Village Mart expansion.

Mitigation of the Olney Village Mart traffic requires that in addition to the Implementation of the Georgia Avenue/Olney-Sandy Spring Road improvements, other improvements be made at the Georgia Avenue/Spartan Road and the Olney-Sandy Spring Road/Spartan Road intersections. These lane reconfiguration projects improve the operation of these two intersections, thereby encouraging the use of Spartan Road, an arterial roadway, as an attractive alternate route between MD 97 and MD108. Table 1 provides peak hour intersection CLV values for area intersections with and without the proposed improvements.

Table 1

PEAK HOUR INTERSECTION CLV VALUES								
Intersection	Existing		Background		Total Future Traffic		Total Future Traffic with all Improvements	
	A M	P M	A M	P M	A M	P M	A M	P M
Georgia Ave and Hillcrest Ave	586	723	749	919	757	972	755	960
Georgia Ave./MD 108	1357	1390	1680	1773	*1500	*1833	1491	1815
Georgia Ave/ Spartan Rd	1180	1444	1240	1540	1241	1562	1281	1529
MD 108/Spartan Rd	1006	1152	1150	1460	1154	1483	1084	1328
MD 108/Prince Philip Dr	859	848	982	1019	1039	1036	1039	1036
Prince Philip Dr/ Spartan Rd	711	793	766	947	771	963	771	963
MD108/Olney Village Mart Entrance	669	974	827	1206	846	1267	846	1267

*Note CLV number includes the capacity gained as a result of the northbound Georgia Avenue lane use reconfiguration project.

Policy Area Review / Staging Ceiling Analysis

The Olney Village Mart Shopping Center site is located in the Olney Policy Area. As of July 31, 2001, this area had a remaining job capacity of 1,862.

JG:cmd

cc: David Adams
Khalid Afzal
Greg Cooke
Mary Goodman
Karl Moritz
Kevin Sitzman

PP 1-77082 Olney Village Mart.doc

LINOWES AND BLOCHER LLP

ATTORNEYS AT LAW

1010 Wayne Avenue, Tenth Floor
Silver Spring, MD 20910-5600
301.588.8580
Fax 301.495.9044
Website: www.linowes-law.com

13
9-6-01

August 30, 2001

Stephen Z. Kaufman
301.650.7056
szk@linowes-law.com
Emily J. Vaia
301.650.7074
ejv@linowes-law.com

BY HAND DELIVERY

Mr. A. Malcolm Shaneman
Maryland-National Capital Park
and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Amendment to Preliminary Plan 1-77082R
Olney Village Mart

Dear Mr. Shaneman:

On July 13, 2000, the Montgomery County Planning Board approved a revision to Preliminary Plan No. 1-77082 for the Olney Village Mart under the Loophole Law provisions. Since the time of that approval, and at the direction of the Planning Board, our traffic consultant has worked with your Staff to assure that vehicular traffic and pedestrians will circulate in a safe and efficient manner in the area. Although an opinion has not yet been issued on this case, we are requesting certain revisions to the approval granted by the Planning Board. More specifically, we are requesting the following revisions:

1. Approval of the Revised Preliminary Plan pursuant to a standard traffic review and not contingent upon the Loophole Law.
2. The pedestrian arcade through the existing vacant space in the building located adjacent to Appomattox Avenue and Marksman Circle, upon additional design and practical review by the Applicant, has been determined to be infeasible and not desirable. In fact, we have enclosed herewith a letter dated April 12, 2001 from the Townes at Environ Homeowners Association (James C. Dailey), supporting the proposed improvement to the Center and removal of the requirement for a pedestrian arcade through the building, with certain conditions. These conditions, which include provision of a board-on-board fence along the north side of the Property, steps connecting Appomattox Way to the back of the Center with an upgraded pedestrian sidewalk, and pedestrian access at the north point of the Property into the townhomes,

Mr. A. Malcolm Shaneman
August 30, 2001
Page 2

have all been incorporated into the revised Plan and are agreeable to the Applicant. (Enclosed are eight copies of the Revised Preliminary Plan showing these changes).

3. Our traffic consultant resubmitted a traffic study dated May 1, 2001 and supplemented June 6, 2001 which was approved by Transportation Planning Staff subject to Maryland State Highway Administration (SHA) and Montgomery County Department of Public Works and Transportation (DPW&T) approval of the proposed improvements at the intersections of Georgia Avenue/Spartan Road and Maryland Route 108/Spartan Road. (That letter is dated June 20, 2001 and is attached hereto). We understand that SHA has granted its approval and that DPW&T has given verbal approval to Transportation Planning Staff as well. (SHA's letter dated July 11, 2001 is attached hereto).

In light of the above revisions and supplemental reports, we are requesting reapproval of the Preliminary Plan for the additional 36,716 square feet of commercial/retail development at the Shopping Center, without the benefit of the Loophole Law and without the requirement for the pedestrian arcade.

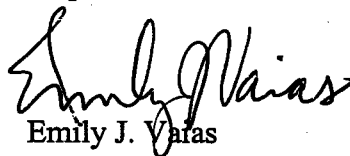
If you have any questions, please feel free to contact us.

Sincerely,

LINOWES AND BLOCHER LLP



Stephen Z. Kaufman



Emily J. Varas

EJV:sbw

Enclosures

cc: Mr. Richard Weaver
Ms. Janet Gregor
Mr. Michael Reilly
Mr. Kevin Sitzman
Mr. Todd Reddan



Chambers

Chambers Management Inc.

GENERAL OFFICES
12051 TECH ROAD, SUITE B • SILVER SPRING, MARYLAND 20904-1909

TEL. (301)680-0700 FAX (301)-680-0380
CHMBMGMT@AOL.COM

REAL ESTATE
MANAGEMENT
SALES
INVESTMENT

April 12, 2001

Mr. Michael Reilly
Carl M. Freeman Retail
18205 Olney Village Mart Drive
Olney, Maryland 20832

Re: Pedestrian Cut-through at Olney Village Mart

Dear Mike,

Thank you for taking the time to meet with the Townes at Environ Homeowners Association last week to discuss Carl M. Freeman Retail's (CMFR) plans for the redevelopment of Olney Village Mart. We look forward to a much-improved Shopping Center and have given consideration to your request for our support to relieve CMFR of a condition to provide pedestrian access through the existing building.

We understand the costs associated with the improvement and appreciate your candor in sharing these with us. An alternative suggestion you made to provide a board on board fence (along the north side of the property) to serve as a buffer during construction and normal operations, steps connecting Appomattox Way to the back of the Center with an upgraded pedestrian sidewalk along the back of the retail building, and pedestrian access at the north point of the property into the townhomes is an acceptable alternative to us.

We therefor will not pursue compliance with this condition to your Preliminary Plan approval. In lieu of that condition we do want to ensure that the alternative suggestions above become a reality.

Very Truly Yours,

James C. Dailey
Controller

CC: Board of Directors

W. W. F. F. F.

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

June 20, 2001

Mr. Kevin D. Sitzman
Wells & Associates, LLC
1420 Spring Hill Road, Suite 600
McLean, Virginia 21201

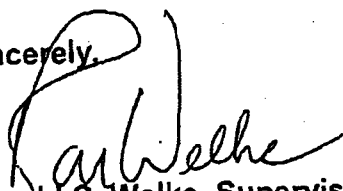
Dear Mr. *Kevin* Sitzman:

Transportation Planning staff has completed our review of the Olney Village Mart Traffic Study addenda dated May 1, 2001 and June 6, 2001. Approval is granted effective May 3, 2001 provided final written approval is received from the Maryland State Highway Administration (SHA) and the Montgomery County Department of Public Works and Transportation (DPWT) for the proposed improvements at the intersections of MD 97 (Georgia Avenue)/Spartan Road and MD 108 (Olney Sandy Spring Road)/ Spartan Road.

The Traffic Study addenda addressing these improvements have been sent to both SHA and DPWT for review and comment. I have asked that the comments specifically address the proposed improvements.

I have discussed possible Planning Board dates for the Olney Village Mart project with the Planning Board staff and have been advised that time is available at the end of July. You may want to request time on the July 26, 2001 agenda.

Thank you for all your hard work to arrive at a workable solution to the Olney area traffic congestion. Please contact me if you have any questions concerning this project.

Sincerely,

Ronald C. Welke, Supervisor
Transportation Planning

RCW:JG:cmd

cc: Greg Cooke
Greg Leck
Malcolm Shaneman

Olney Village Mart Traffic Study Approval.wpd



**Maryland Department of Transportation
State Highway Administration**

July 11, 2001

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

Mr. Ronald Welke
Transportation Coordinator
M-NCPPC
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Montgomery County
MD 108
Olney Village Mart

Dear Mr. Welke:

Enclosed are State Highway Administration's (SHA) comments on the review of the Traffic Impact Study Reports prepared by Wells & Associates, LLC dated May 1, 2001 and June 6, 2001 that was prepared for the proposed expansion of the Olney Village Mart in Montgomery County, Maryland. The comments and conclusions are as follows:

- Access to the shopping center that will be expanded from 169,000 square feet to 204,000 square feet is proposed to remain from existing full movement driveways on MD 108 and Hillcrest Avenue. Any necessary access design modifications for the MD 108 access must be coordinated with Greg Cooke of our office (410-545-5595).
- The traffic consultant determined that the proposed development will negatively impact the MD 97/MD 108 and MD 97/Spartan Road intersections. The traffic consultant proposed roadway improvements at the MD 108/Spartan Road intersection to divert a small portion of traffic from the MD 97/MD 108 intersection to mitigate the site traffic impact at this location. Thus, the following roadway improvements were proposed:
 - MD 97/Spartan Road - Widen the westbound Spartan Road approach from the existing 1 left turn lane and 1 left/through/right lane to- 2 left turn lanes and 1 through right lane.
 - MD 108/Spartan Road - Widen northbound Spartan Road approach to provide exclusive right turn lane.

My telephone number is _____

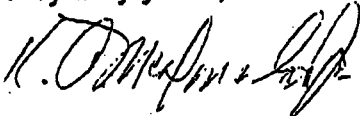
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. Ronald Welke
July 11, 2001
Page 2 of 2

In conclusion, SHA concurs with the report findings. Therefore, SHA recommends that the M-NCPPC condition the applicant to design and construct the roadway improvements described above. The roadway improvements should include any necessary traffic signal modifications. Roadway improvement plans and traffic signal modification plans should be submitted to SHA for our review and comment. If you have any questions or comments regarding the enclosed, please contact Larry Green at (410) 995-0090.

Very truly yours,



Kenneth A. McDonald, Jr., Chief
Engineering Access Permits Division

cc: Greg Cooke – SHA Engineering Access Permits Division
Larry Green – Daniel Consultants, Inc.
Janet Gregor – M-NCPPC
Majid Shakib – SHA District 3 Traffic Engineering
Joseph Finkle – SHA Travel Forecasting Section
William Richardson – SHA Traffic Development & Support Division
Marty Wells – Wells & Associates, LLC