



DEPARTMENT OF TRANSPORTATION


Isiah Leggett  
County Executive

October 24, 2013

Arthur Holmes, Jr.  
Director

Mr. Edward Axler, Planner/Coordinator  
Area 2 Planning Division  
The Maryland-National Capital Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

RE: Site Plan No. 820130180  
Greencourt at Parklawn  
Traffic Impact Study Review

  
Dear Mr. Axler:

We have completed our review of the Local Area Transportation Review and Transportation Policy Area Review dated March 2013, and prepared by Symmetra Design, LLC. Total development evaluated by the analysis includes:

- 109,312 SF of Research and Development Center
- 1,035 SF of High-Turnover Sit-Down Restaurant

We offer the following comments:

**Local Area Transportation Review (LATR)**

1. The traffic impact study requires certification by a licensed professional (i.e., PE, PTOE, AICP).
2. Include Wilkins Avenue as part of the study network on the Site Location Map.
3. In Appendix C, the CLV for the Existing Conditions uses a lane use factor of 0.37 for the SB movement in both the AM and PM scenarios, however only two lanes should be considered since the left turn volume is omitted. This potential error is duplicated in the Future AM Background analysis. This assumption is different from the assumptions used for the Future Background PM and Total Future analyses.
4. In Appendix C, the CLV for the Existing Conditions appears to have an incorrect tabulation for the AM NB volume (i.e., tabulated as 333 vph, but should be 227 vph). For the Existing PM CLV analysis, a NB volume of 605 vph is used, although the appropriate volumes total only 423 vph.
5. A regulatory "No Turn On Red" (NTOR) is provided for eastbound Wilkins Avenue at Parklawn Drive. The CLV analysis appears to show "right turns on red" as being permitted for this movement. While this is unlikely to change the results of the CLV analysis, the NTOR regulation should be reflected in all future updates.

**Division of Traffic Engineering and Operations**

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100 Edison Park Drive, 4th Floor • Gaithersburg, Maryland 20878  
Main Office 240-777-2190 • TTY 240-777-6013 • FAX 240-777-2080  
trafficops@montgomerycountymd.gov

6. Revise the evaluation of pedestrian signal timing data to evaluate traffic signal timing information provided by MCDOT. Field observations may not be used as the source for assessing the adequacy of pedestrian signal timing. Contact the Transportation Management Center at 240-777-2190 to obtain documented traffic signal timing data from MCDOT.
7. Provide a table showing the timings for each signalized pedestrian crossing and state the appropriate criteria used in the assessment of pedestrian signal timing. (i.e., curb to edge of far travel lane, 3.5 ft/sec crossing speed, subtracted total clearance time).
8. For the directional distribution, ensure consistency with the most recent LATR/TPAR guidelines. The report refers to Appendix D, which is a reference to the previous (2009) guidelines.
9. The site driveways in Figure 10 aren't consistent with the ingress/egress locations shown in Figure 6. There are only two proposed access points on Wilkins Avenue, while the directional distribution indicates three driveways. Additionally, no volume is proposed for the southern-most egress onto Parklawn Drive. It seems improbable that no traffic will use this egress in either of the peaks.
10. With regards to the Pedestrian and Bicycle Impact Statement (PBIS):
  - a. The PBIS needs to indicate that the pedestrian push-buttons are not Accessible Pedestrian Signals (APS).
  - b. Include a statement in the PBIS narrative that clearly states whether pedestrian and bicycle infrastructure for the study area is suitable and propose appropriate measures for addressing any deficiencies (i.e., lack of landing areas and detectable warning surfaces, deteriorated crosswalk markings). This assessment should also cite the Master / Sector planned Context Sensitive Road Design Standard applicable for each roadway.
  - c. The PBIS narrative states that "[p]edestrian curb ramps linking along all crosswalks at the intersection appear to meet current accessibility standards" at both study intersections. The TIS should be revised to include a definitive statement as to the ADA compliance of the ramps. The TIS should propose measures to bring all pedestrian features at the intersection to current standards to include ADA compliant slopes and landing areas.
  - d. While the sidewalk widths may be acceptable along Wilkins Avenue and Parklawn Drive, adjacent to the site, the report needs to clarify whether the effective width has been reduced to substandard levels due to the placement of fixed objects (i.e., parking meters, utility poles). For example, along Wilkins Avenue, parking meters appear to reduce the effective sidewalk width. If identified, the report should propose measures for addressing such deficiencies.
  - e. Provide a map showing pedestrian volumes (across each leg of the intersection) and bicycle volumes (shown as turning movements). Each mode's volumes should reflect its specific modal peak-hour volume.
  - f. A streetlight inventory must be provided as part of the PBIS.

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11. The relocation of the bus stop to a point approximately 225 ft from the signalized crossing is not supported, due to the likeliness to increase the potential for uncontrolled mid-block crossings. The placement of a bus shelter in a more appropriate location should be determined and coordinated with Stacy Coletta of Transit Services at (240) 777-5836.
12. The transit route schedules need to be included in the TIS report.

**Transportation Policy Area Review (TPAR)**

13. The Transportation Policy Area Review test under the *Subdivision Staging Policy* must be satisfied by paying the "transportation impact tax" that equals to 25% of the development impact tax as an application located in the North Bethesda Policy Area.

**SUMMARY**

14. The findings of the LATR have not yet been accepted. **Although we do not oppose Planning Board review of this Site Plan at this time, we recommend** the CLV analysis be reviewed for accuracy, the pedestrian signal timing assessment be revised for consistency with current guidelines, and request that additional information be provided relating to the pedestrian and bicycle infrastructure and proposed improvement measures **prior to Certified Site Plan.**
15. We concur with the applicant's proposal to pay \$207,481.01 to satisfy TPAR requirements.

Thank you for the opportunity to review this report. If you have any questions or comments regarding this letter, please contact Mr. William Haynes, our Development Review Area Engineer for this project, at [william.haynes@montgomerycountymd.gov](mailto:william.haynes@montgomerycountymd.gov) or (240) 777-2132.

Sincerely,



Gregory M. Leck, Manager  
Development Review Team

Mr. Edward Axler  
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cc: Michael Chervenak  
Kelvin Robinson Symmetra Design  
Soo Lee-Cho Miller, Miller, & Canby  
Bobby Ray City of Rockville  
Scott Newill MDSHA AMD  
Jose Dory M-NCPPC  
Lori Shirley M-NCPPC  
Catherine Conlon M-NCPPC DARC  
Preliminary Plan folder  
Preliminary Plan letters notebook

cc-e: Gary Erenrich MCDOT DO  
Fred Lees MCDOT DTEO  
Kyle Liang MCDOT DTEO  
Will Haynes MCDOT DTEO  
Bruce Mangum MCDOT DTEO  
Kamal Hamud MCDOT DTEO  
Andrew Bossi MCDOT DTEO



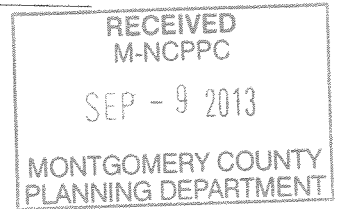


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## FIRE MARSHAL COMMENTS

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**DATE:** 20-Jun-13  
**TO:** Michael Chervenak  
**FROM:** Marie LaBaw  
**RE:** Greencourt at Parklawn  
820130180



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### PLAN APPROVED

1. Review based only upon information contained on the plan submitted **20-Jun-13**. 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.

# RICHTER & ASSOCIATES

15865 Crabbs Branch Way • Rockville, MD 20855  
301-548-7475

June 14, 2013

Mr. Allen Melliza  
Washington Gas Light  
6801 Industrial Road  
Springfield, VA 22151

Ref: Greencourt at Parklawn

Dear Mr. Melliza:

As you may be aware an existing site along Parklawn Drive is to be redeveloped. The plan calls to "resubdivide" the parcel from three lots into one lot. The existing buildings will become one building.

Enclosed is an Alta Survey that identifies the existing conditions. A site plan is enclosed that identifies the proposed conditions.

When the site plan was presented to the MNCPPC there was discussion about the possibility of granting a Public Utility Easement (PUE) adjacent to Parklawn Drive and Wilkins Avenue.

We have completed a review of the area around the site. The area consists of small light industrial and/or auto repair businesses. The utility companies supply service to the existing sites from facilities that they maintain in the public right-of-way. This includes the underground gas mains that WGL maintains in Parklawn Drive and Wilkins Avenue. Thus it would seem unnecessary to encumber the developer's property with a Public Utility Easement.

Please review this situation and the enclosed plans. If you agree that a PUE is not required by WGL adjacent to the public right-of-way please indicate your concurrence by signing below.

Should you have any questions please don't hesitate to call.

Sincerely,



Stephen E. Richter



Concurrence ALLAN MELLIZA

6/25/13  
Date

Enclosure:

cc: Ms. S. Lee-Cho (MM&C)  
Project #3936

June 14, 2013

Mr. Garbor Varsa  
Verizon  
13101 Columbia Pike  
Silver Spring, MD 20904

Ref: Greencourt at Parklawn

Dear Mr. Varsa:

As you may be aware an existing site along Parklawn Drive is to be redeveloped. The plan calls to "resubdivide" the parcel from three lots into one lot. The existing buildings will become one building.

Enclosed is an Alta Survey that identifies the existing conditions. A site plan is enclosed that identifies the proposed conditions.

When the site plan was presented to the MNCPPC there was discussion about the possibility of granting a Public Utility Easement (PUE) adjacent to Parklawn Drive and Wilkins Avenue.

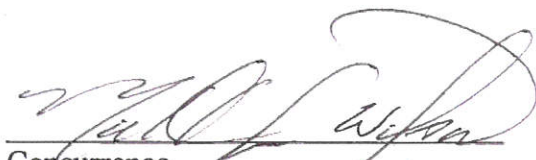
We have completed a review of the area around the site. The area consists of small light industrial and/or auto repair businesses. The utility companies supply service to the existing sites from facilities that they maintain in the public right-of-way. This includes the poles and overhead wires that Verizon maintains along Parklawn Drive and Wilkins Avenue. Thus it would seem unnecessary to encumber the developer's property with a Public Utility Easement.

Please review this situation and the enclosed plans. If you agree that a PUE is not required by Verizon adjacent to the public right-of-way please indicate your concurrence by signing below.

Should you have any questions please don't hesitate to call.

Sincerely,

Stephen E. Richter



Concurrence

MATTHEW WILSON  
301-282-3627

Enclosure:

cc: Ms. S. Lee-Cho (MM&C)

Project # 3936

Date

7/15/13