



MONTGOMERY VILLAGE FOUNDATION, INC.

10120 APPLE RIDGE ROAD MONTGOMERY VILLAGE, MARYLAND 20886-1000

(301) 948-0110 FAX (301) 990-7071 www.montgomeryvillage.com

July 5, 2019

Casey Anderson, Chair Montgomery County Planning Board Members 8787 Georgia Avenue Silver Spring, MD 20910

Dear Mr. Anderson and Members of the Planning Board:

On behalf of the Montgomery Village Foundation and its elected Board of Directors, I am writing to share with you our comments on the redevelopment planned by Lidl US at 19201 Montgomery Village Avenue in Montgomery Village.

I would like to start by commending Lidl on their outreach to the Montgomery Village community and their cooperation with our commercial architectural review process. In addition to their required public meeting, Lidl has outreached to the Foundation's staff to present preliminary designs and plans for the site, presented a design concept to the Village's Commercial Architectural Review Committee (CARC), reached out to all adjacent Homes Corporations and attended their meetings as invited, and met with the Foundation's Board of Directors at their June monthly meeting. Lidl is also planning to come back to meet with our CARC following the Planning Board approval process to respond to the minor comments the committee had at the concept review meeting, and to get final design approval. The community meetings were well attended by residents representing our diverse community, who asked important questions regarding elements of the plan such as traffic impacts, parking, noise, circulation of delivery trucks, and lighting.

Lidl has presented us with a design that demonstrates they have paid attention to our community's commercial architectural design guidelines, and we are overall very pleased with the direction the development is taking. In particular, we appreciate that Lidl's design activates the corner of Montgomery Village Avenue and Centerway Road and allows pedestrian access from multiple locations, including connectivity with existing sidewalks and community pedestrian paths. Activating this corner also minimizes the impact of the development on the adjacent homes, as does Lidl's proposal to build the loading dock so that it slopes below grade. Traffic circulation and the utilization of the two existing entry points to the property is another design element that will benefit the community. Being able to access the property from both Montgomery Village Avenue and Centerway Road is important to minimizing the impact to traffic on both roads and therefore the impact on residents' daily driving patterns. The CARC was also

impressed with how Lidl's architects and engineers had designed the building to be built into the grade along Centerway Road. This design makes the scale of the building pedestrian-friendly along that elevation and is preferable to building a retaining wall to address the grade issues.

While we are pleased with what we have seen so far from Lidl, we do have one area of concern, which is the condition in which the southern portion of the property will be left while Lidl identifies a retail occupant(s) and goes through the site planning and permitting process for that half of the property. Our strong preference would be for Lidl to remove all existing pavement from that portion of the property when they demolish the existing buildings and convert it to a grassy public open space, with some evergreen shrubbery and trees to add landscaping interest. Our concern is that the southern portion of the property could remain vacant for five years or more as an occupant is identified and secured, plans are approved, and permits are obtained, and we are not interested in the property being an eyesore in the community, particularly amidst the redevelopment that is taking place in the Village over the next several years.

Additional areas of the design that we will continue to keep an eye on throughout the process include the design of the public green space located along Centerway Road next to the loading dock and dumpster area, how the utilities are screened on the roof, the colors of the building and roof, the delivery schedule, the monument and building signage, and how the loading dock and dumpster areas are screened from the parking lot and adjacent residences. The Whetstone Homes Corporation owns much of the open space adjacent to the property, and would be open to discussing with Lidl the possibility of adding additional trees and other screening landscaping on the Homes Corporation's property.

We have appreciated Lidl's commitment to our community throughout the planning process to date, and believe that overall, the design of this site as presented to us will provide a real benefit to our community. We look forward to the redevelopment of this property. Should you have any questions or would like to discuss any of the comments in this letter further, please don't hesitate to reach out to me at 240-243-2322 or dhumpton@mvf.org.

Sincerely,

David B. Humpton

Executive Vice President Montgomery Village Foundation 10120 Apple Ridge Road Montgomery Village, MD 20886

cc: Montgomery Village Foundation Board of Directors
Matthew Milholin, Senior Real Estate Manager, Lidl
Stacey Silber, Attorney, Lerch, Early & Brewer, Chtd.

Edna Miller

19317 Club House Road, Unit 104, Montgomery Village, MD 20886 301-461-2843

October 3, 2019

Attention: Development Application and Regulatory Coordination Division (DARC),

C/o M-NCPPC

8787 Georgia Avenue

Silver Spring, Maryland 20910-3760

Regarding: My Comments on Plan No. 120200020 and 820200030

Preliminary Plan: Montgomery Village Whetstone Center

Site Plan: Lidl Centerway Road access—Montgomery Village Whetstone Center

19201 Montgomery Village Avenue, Montgomery Village, MD 20886

Current Zone: CRT-1.25, C-1.0, R-1.0, H-75

To whom it may concern,

I am a seventeen year resident of Club House Road (Thomas Choice Gardens Condominiums). My concern centers on documents I received that do not show a plan to improve Centerway Road, Club House Road & the proposed Lidl's Centerway Road entrance access. This store's traffic flow may develop into a logistical nightmare for them & for the public access without a Traffic Light, improved pedestrian infrastructure & a place for waiting traffic to collect that would advantage the proposed and additional development.

As planners, have you recommended MCDOT evaluate current traffic flow to include speeding drivers coming out of the bend in road on Centerway before Club House, with the proposed store's traffic flow for this intersection? Have you asked MCDOT to recommend a plan for traffic and pedestrian safety improvements for this intersection? Historically it has been a dangerous site, as commuters have and continue to use Club House Road as a short cut (Goshen Rd) during peak hours trying to take chancy turns.

Years ago, I asked the former MVF Transportation Committee to ask MCDOT to install Traffic Light there, but they did not do it, although there were many accidents then. The proposed traffic activity to & from Lidl Centerway Road entrance may further degrade traffic safety without a Traffic Light, turn lanes and pedestrian crossing improvements at this intersection in order to maintain traffic order and safety.

Drivers traveling on Centerway Road from the direction of Goshen Road too often travel at high speeds as they come around the bend, just before the Club House Road intersection.

This is important to know, because a driver coming out of the bend at a high speed is blind to see hazardous conditions ahead. A speeding driver does not always see in time that a vehicle has stopped in their way. This is my explanation for the frequency of accidents there, in past and possibly in the future.

Site demolition workers & truck drivers, construction workers & truck drivers and eventually the store's customers, and employees, coming from the direction of Goshen Road on Centerway will all need to turn left at Club House. They will need to stop, wait for the opposing traffic to clear before they can turn. Traffic from Lidl wanting to turn left onto Centerway Road will also wait for the opposing traffic to clear, move out onto the road, wait for the traffic from the bend to clear and turn.

Traffic backup may put everyone at risk without a plan to improve traffic & pedestrian infrastructure there If a traffic and pedestrian improvement plan is not in the works for this intersection, I beg you to ask the M-NCPPC to persuade MCDOT to investigate these problems, provide a plan of improvements and have it completed before allowing access to Lidl's Centerway Road entrance.

Respegtfully,

Edna Miller



Marc Elrich
County Executive

Hadi Mansouri Acting Director

December 24, 2019

Mr. Patrick LaVay Macris, Hendricks and Glascock, P.A. 9220 Wightman Road, Suite 120 Montgomery Village, MD 20886-1279

Re: COMBINED STORMWATER MANAGEMENT

CONCEPT/SITE DEVELOPMENT

STORMWATER MANAGEMENT PLAN for

LidI US, LLC

Preliminary Plan #: 120200020

SM File #: 285012

Total Concept Area: 6.29 Acres Lots/Block: Lots 27 & 29-36

Parcel(s): 3C

Watershed: Great Seneca Creek

Dear Mr. LaVay:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals via via microbioretention, bioswales, planter boxes and green roof.

The following items will need to be addressed during the detailed sediment control/stormwater management plan stage:

- 1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
- 2. An engineered sediment control plan must be submitted for this development.
- 3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
- 4. Prior to Planning Board approval of the Site Plan for Phase 2, this stormwater management concept must be formally revised and an approved Site Development Plan (SDP) Approval letter must be issued by DPS. If the Site Plan will be approved in stages, the Site Development Plan revision submittal must specifically refer to the appropriate phase.

This list may not be all-inclusive and may change based on available information at the time.



255 Rockville Pike, 2nd Floor, Rockville, Maryland 20850 | 240-777-0311 www.montgomerycoun(ymd.gov/permittingservices

Mr. Patrick LaVay December 24, 2019 Page 2 of 2

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 is not required.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Jean Kapusnick at jean.kapusnick@montgomerycountymd.gov or at 240-777-6345.

Sincerely,

Mark C. Etheridge, Manager Water Resources Section

Division of Land Development Services

MCE: jak

cc:

N. Braunstein SM File # 285012

ESD: Required/Provided 20,200 cf / 20,939 cf PE: Target/Achieved: 2.00"/2.07" STRUCTURAL: 0.0 cf WAIVED: 0.0 ac.



Department of Permitting Services Fire Department Access and Water Supply Comments

DATE: 24-Oct-19

TO: Stephen Crum - scrum@mhgpa.com

Macris, Hendricks & Glascock

FROM: Marie LaBaw

RE:

Montgomery Village Whetstone Center - Prelim Plan 120200020

120200020

PLAN APPROVED

1. Review based only upon information contained on the plan submitted 24-Oct-19. 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.



Department of Permitting Services Fire Department Access and Water Supply Comments

DATE:

24-Oct-19

TO:

Stephen Crum - scrum@mhgpa.com Macris, Hendricks & Glascock

FROM:

RE:

Montgomery Village Whetstone Center - Site Plan 820200030

PLAN APPROVED

1. Review based only upon information contained on the plan submitted 24-Oct-19 .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.



Marc Elrich
County Executive

Christopher R. Conklin Director

January 16, 2020

Ms. Tamika Graham, Senior Planner Area 2 Planning Division The Maryland-National Capital Park & Planning Commission 8787 Georgia Avenue Silver Spring, MD 20910-3760

RE:

Preliminary Plan No. 120200020

Montgomery Village Whetstone Center

Dear Ms. Graham:

This letter replaces MCDOT's Preliminary Plan Letter dated December 11, 2019

We have completed our review of the preliminary plan uploaded to eplans on November 21, 2019. A previous plan was reviewed by the Development Review Committee at its October 1, 2019 meeting. 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 the Department of Permitting Services (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.

Significant Plan Review Comments

- Montgomery Village Avenue is classified as an Arterial (A-295) with an existing 100-foot right-ofway (ROW). The certified preliminary plan shall reflect the following proposed frontage improvements from the face of existing curb to the subject property line with some items located within the Public Improvement Easement (PIE):
 - a. Typical Section along the frontage other than listed below (from west to east):

Ms. Tamika Graham Preliminary Plan No. 120200020 January 16, 2020

Page 2

- Proposed 9-foot tree panel in the ROW.
- Existing sidewalk shall be removed and proposed 10-foot sidepath shall be installed with 4.5-foot sidepath located in the ROW and 5.5-foot sidepath located in the PIE.
- Proposed 1-foot maintenance strip located in the PIE.
- b. Station 0+66 (from west to east):
 - Existing sidewalk and concrete pad extending to the existing curb to be removed.
 - Proposed 24.4-foot tree panel where the new side path meets the intersection located in the ROW.
 - Proposed 10-foot sidepath located in the ROW.
 - Proposed 1-foot maintenance strip located in the PIE.
- c. Station 1+29 (from west to east):
 - Proposed 9-foot tree panel in the ROW.
 - Existing sidewalk shall be removed and proposed 10-foot sidepath shall be installed with 4.5-foot sidepath located in the ROW and 5.5-foot sidepath located in the PIE.
 - Relocate the existing bus stop shelter and install the 8-ft deep by 22-ft wide concrete pad. The applicant should ensure that the existing lead path from the proposed sidepath to the existing curb is ADA compliant, if not the applicant should rebuild the concrete lead path.
 - Proposed 1-foot maintenance strip located in the PIE.
- d. Station 5+67 (from west to east): The Applicant must construct a 9-foot tree panel and a 10-foot sidepath along the Property frontage of Montgomery Village Avenue, between Centerway Road and Whetstone Drive. A portion of the sidepath may be constructed on the Property, and the Applicant must provide a PIE for any portion of the sidepath on the Property. If the Applicant is unable to obtain permission from the adjoining Homeowner's Association (HOA) to construct a portion of the sidepath on the adjoining HOA property (Parcel 4) and record a PIE as necessary, the portion of the sidepath along Parcel 4 may be reduced to 8-foot and the tree panel may be reduced to approximately 4.8-foot so it can be constructed within the right-of-way. Both of these options should be reflected on the Certified Plans.

Ms. Tamika Graham Preliminary Plan No. 120200020

January 16, 2020

Page 3

2. Centerway Road is classified as an Arterial (A-275) with an 80-foot right-of-way (ROW). The certified preliminary plan shall reflect the following proposed frontage improvements from the face

of existing curb to the subject property line with some items located within the Public Improvement

Easement (PIE):

• Proposed 8-foot tree panel in the ROW.

• Proposed 5-foot sidewalk with 4-foot sidewalk located in the ROW and 1-foot

sidewalk located in the PIE.

Proposed 2-foot maintenance strip located in the PIE.

3. The Traffic Impact Study (TIS) letter issued on December 11, 2019. The applicant will install a full

traffic signal and related items at the Site Entrance/Club House Road and Centerway Road

intersection. The applicant must submit the design for the traffic signal prior to issuance of the

right-of-way permit. The traffic signal must be operational prior to the issuance of the first Use and

Occupancy permit for the site.

4. Sight Distance: A copy of the accepted Sight Distances Evaluation certification form is enclosed

for your information and reference.

a. West entrance at Montgomery Village Avenue: Accepted.

b. Centerway Road driveway: Accepted with the following condition as stated below.

• The sight distance at the Centerway Road driveway was confirmed in the presence

of an MCDOT engineer on October 30, 2019. It was agreed on site that the

applicant will trim low hanging branches within sight distance triangle from existing

pine trees located 130-foot east of the driveway.

5. Storm Drain Study: The storm drain analysis was reviewed and is acceptable to MCDOT. No

improvements are needed to the downstream public storm drain system for this plan.

6. Prior to certified preliminary plan the stormwater management in the right-of-way must be

approved by DPS.

Standard Comments

1. Provide a ten (10) foot wide Public Utility Easement (PUE) along all existing street frontages.

Where a Public Improvement Easements (PIE) are being proposed, the PUE will need to be

increased by the width of the PIE.

Ms. Tamika Graham Preliminary Plan No. 120200020 January 16, 2020 Page 4

- The owner will be required to submit a recorded covenant for the operation and maintenance of any private 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.
- 3. Size storm drain easement(s) prior to record plat. No fences will be allowed within the storm drain easement(s) without a revocable permit from the Department of Permitting Services and a recorded Maintenance and Liability Agreement.
- Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
- 5. Trees in the County rights of way spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
- Please contact Mr. Kamal Hamud of our Transportation Systems Engineering Team at (240) 777-2190 to coordinate the installation of a full traffic signal and related items at the Site Entrance/Club House Road and Centerway Road intersection. All costs associated shall be the responsibility of the applicant.
- At or before the permit stage, please coordinate with Mr. Khursheed Bilgrami of our Division of Traffic Engineering and Operations regarding traffic operations and controls within the Countymaintained rights-of-way. Mr. Bilgrami may be contacted at 240-777-2190 or Khursheed.Bilgrami@montgomerycountymd.gov.
- 8. Ensure that bus shelters do not intrude into the free and clear path of the proposed sidepath.
- 9. Easement must be provided for Bus Stop if located in private property.
- 10. At or before the permit stage, please coordinate with Mr. Wayne Miller of our Division of Transit Services to coordinate improvements to the RideOn bus facilities on Centerway Road and the relocation of the bus shelter with the proposed concrete pad on Montgomery Village Avenue. Mr. Miller may be contacted at wayne.miller2@montgomerycountymd.gov or at 240 777-5836.
- 11. Permit and bond will be required as a prerequisite to MCDPS approval of the record plat. The permit will include, but not necessarily be limited to, the following improvements:
 - a. Sidepath, lawn panel, bus shelter, bus pad, handicap ramps, and street trees along Montgomery Village Avenue.

Ms. Tamika Graham

Preliminary Plan No. 120200020

January 16, 2020

Page 5

b. Sidewalk, handicap ramps, and street trees along Centerway Road.

c. Enclosed storm drainage and/or engineered channel (in accordance with the MCDOT Storm Drain Design Criteria) within the County rights-of-way and all drainage easements.

d. Permanent monuments and property line markers, as required by Section 50-4.3(G) of the

Subdivision Regulations.

e. Erosion and sediment control measures as required by Montgomery County Code 19-

10(02) 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.

f. Developer shall provide street lights in accordance with the specifications, requirements,

and standards prescribed by the MCDOT Division of Traffic Engineering and Operations.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments

regarding this letter, please contact myself for this project at brenda.pardo@montgomerycountymd.gov or

at (240) 777-7170.

Sincerely,

/

() IN N

Brenda M. Pardo, Engineer III Development Review Team

Office to Transportation Policy

SharePoint\teams\DOT\Director's Office\Development Review\Brenda\Preliminary Plan\PP120200020 Mont. Village Whetstone Center\Letters\1201200020-Mont Village Whetstone Center\DOT Preliminary Plan Letter-r1_1.16.20

Attachments: Approved Sight Distance Study

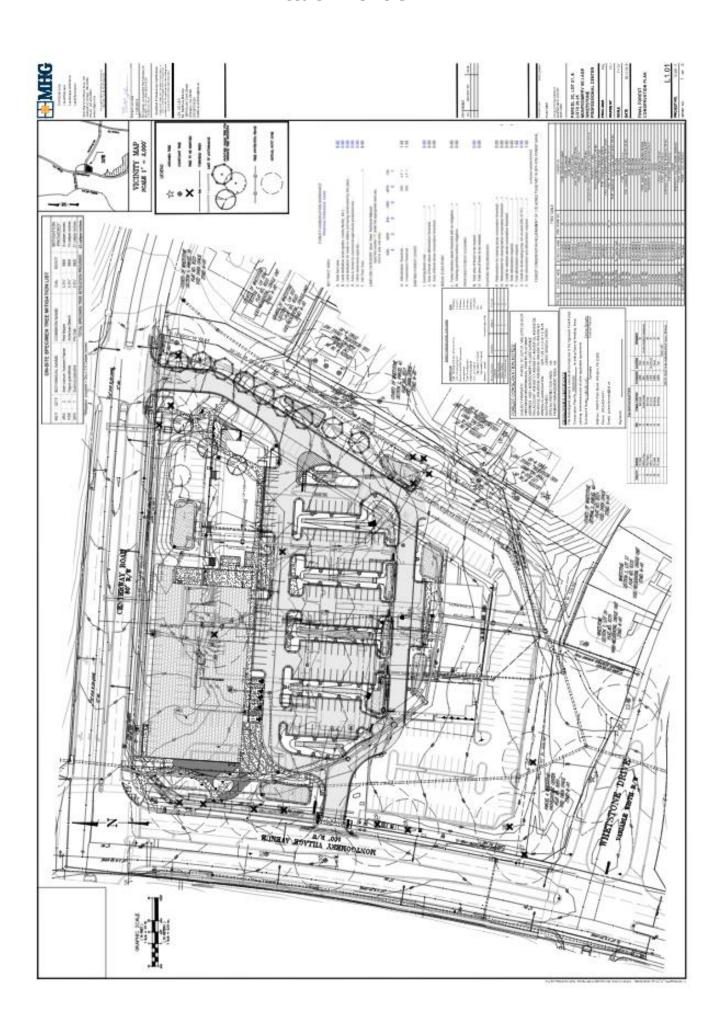
cc: Letters notebook

cc-e: Patrick La Vay Macris, Hendricks & Glasscock

Katie Wagner Gorove/Slade

Ms. Tamika Graham Preliminary Plan No. 120200020 January 16, 2020 Page 6

> Patrick Butler MNCPPC Area 2 Patrick Reed MNCPPC Area 2 Khursheed Bilgrami MCDOT DTEO Kamal Hamud MCDOT DTEO Mark Terry MCDOT DTEO Wayne Miller MCDOT DTS Atiq Panjshiri MCDPS RWPR Sam Farhadi MCDPS RWPR Rebecca Torma MCDOT OTP



Macris, Hendricks & Glascock, P.A.

Engineers • Planners • Surveyors • Landscape Architects

9220 Wightman Road, Suite 120 Montgomery Village, Maryland 20886-1279



Phone 301.670.0840 Fax 301.948.0693

November 13, 2019

Maryland National Capital Park & Planning Commission 8787 Georgia Avenue Silver Spring, MD 20910

Re: Whetstone Professional Center FFCP MHG Project No. 18.291.11

To Whom It May Concern:

On behalf of Lidl US, LLC, the applicant of the above referenced Forest Conservation Plan, we hereby request a variance for the impact of one specimen trees and removal of five specimen trees, as required by the Maryland Natural Resources Article, Title 5, Subtitle 16, Forest Conservation, Section 5-1611, and in accordance with Chapter 22A-21(b) of the Montgomery County Code. In accordance with Chapter 22A-21(b) of the Montgomery County Code, the proposed impact/removal of six trees over thirty inches in diameter would satisfy the variance requirements.

1. Describe the special conditions peculiar to the property which would cause the unwarranted hardship;

The subject property is approximately six and a half acres and is developed with an office complex surrounded by parking. The site contains a number of significant and specimen trees in close proximity to the developed area. The property is proposed for complete redevelopment. The existing buildings and parking are to be removed and a new commercial development is proposed. All of the trees are either in parking lot islands or along the parking area. The existing parking area is required to be removed for the new development making it impossible to not impact these trees. Due to parking removal, grading, stormwater management requirements as well as other utility needs, impacts cannot be avoided and four specimen trees must be removed. Tree #1 is against the parking to be removed and is in poor condition and must be removed. Two facilities are required along the eastern property line and are needed in those locations to properly divide the stormwater discharge into the two facilities. Tree #13 has parking to be reconstructed on two sides and also exists at a low point which is a needed location for stormwater management. Tree #26 is at the corner of a parking lot island to be removed and is located in the center of a proposed corner plaza area. The impacts of removing the existing parking, the need for gas and electric service in this vicinity, and the design needs to connect the proposed development with an open plaza to the community require the need to remove tree #26. Trees #29 and #31 are located along Montgomery Village Avenue and have limited space between the sidewalk expansion and the existing parking lot to be removed. The requirement for the sidewalk expansion per Department of

Transportation requirements and the need to remove the existing parking lot that is very close to both trees results in a large amount of impact for the trees. In addition, for Tree #29 design needs place the proposed retail building in close proximity to Montgomery Village Avenue including a sidewalk behind the proposed building for access. For Tree #31, stormwater management is necessary within its root zone due to grade and elevation requirements for proper stormwater conveyance. All of these requirements result in the need to remove trees #29 and #31. The tree to be impacted is tree #5. Tree #5 is impacted for the removal of existing parking as well as installation of a stormwater management facility and will be mitigated with root pruning.

Given the needs of the proposed development and the circumstances of the impacts as described above and the lack of reasonable alternatives, not allowing the impacts would be a hardship that is not warranted in light of the special conditions particular to the property.

2. Describe how enforcement of these rules will deprive the landowner of rights commonly enjoyed by others in similar areas;

The affected trees are located within the developable area on the property. The inability to impact/remove the subject trees would limit the development of the property. This creates a significant disadvantage for the applicant and deprives the applicant of the rights enjoyed by the neighboring and/or similar properties not subject to this approval process.

3. Verify that State water quality standards will not be violated or that a measurable degradation in water quality will not occur as a result of the granting of the variance;

A Stormwater Management Concept has been submitted for the property. The approval of this plan will confirm that the goals and objectives of the current state water quality standards are being met.

4. Provide any other information appropriate to support the request.

Pursuant to Section 22A 21(d) Minimum Criteria for Approval.

(1) The Applicant will receive no special privileges or benefits by the granting of the requested variance that would not be available by any other applicants.

The variance will not confer a special privilege because the impact is due to the development of the site. The site constraints are explained above. The constraints constrict the development area of the property and do not leave a reasonable alternative for the applicant to meet the needs of the development.

(2) The variance request is not based on conditions or circumstances which result from the actions of the applicant.

The property is developed and is constrained by site conditions and development constraints that already exist as detailed above. The requested variance is not based on conditions or circumstances which are the result of the applicant.

(3) The variance is not based on a condition relating to the land or building use, either permitted or nonconforming on a neighboring property.

The requested variance is a result of the existing on-site development, proposed site design and layout on the property and not a result of land or building on a neighboring

property. The trees relative to the existing development to be removed as well as design and other development requirements as outlined above result in the need for the variance.

(4) Will not violate State water standards or cause measurable degradation in water quality. Full ESD stormwater management will be provided as part of the proposed development.

The variance will not violate State water quality standards or cause measurable degradation in water quality. The specimen trees being impacted are not within a special protection area. The Montgomery County Department of Permitting Services approval of the Stormwater Concept will confirm that the goals and objectives of the current state water quality standards are being met.

A copy of the Forest Conservation Plan and a variance tree spreadsheet have been provided as part of this variance request. Please let us know if any other information is necessary to support this request.

Please contact me via email, at <u>fjohnson@mhgpa.com</u>, or by phone, at (301) 670-0840 should you have any additional comments or concerns.

Thank you,

Frank Johnson

Frank Johnson

<u>Tree Variance Detail Table</u>							
Tree ID #	<u>Species</u>	<u>DBH</u>	Impact / Remove	% Impacted	Condition	<u>Mitigation</u>	
1	Pin Oak	30	Remove	100%	Poor	30	
5	White Pine	31	Impact Only	30%	Fair	stress reduction measures	
13	Red Maple	38	Remove	100%	Fair	38	
26	White Pine	30	Remove	100%	Fair/Good	30	
29	Pin Oak	37	Remove	100%	Good	37	
31	Pin Oak	30	Remove	100%	Fair	30	
						Total: 165"	
			165"/4 - 41.25" to be replanted with 3" trees = 14 trees				

Appendix 1 – Trip Generation Calculations

Vehicle Trip Generation

Vehicle Trip Generation	AM	PM
(ITE 10 th Edition; all values +/- one trip due to rounding)	Alvi	PIVI
Grocery (30,000 SF; LU Code 850)	115	318
Total Pass-By Trip Credit – Grocery	0	-114
Retail (25,000 SF; LU Code 820)	24	95
Total Pass-By Trip Credit – Retail	0	-32
Total ITE Site-Generated Vehicle Trips (Driver)	139	266
LATR Montgomery Village/Airpark Policy Area Adjustment	93% of I	ΓE Rate
Total Vehicle Trips (Driver)	129	248

Vehicle to Person Conversion & Multimodal Trip Generation

Multimodal Trip Generation (LATR Guidelines, Montgomery Village/Airpark Policy Area; all values +/- one trip due to rounding)	Percentage	АМ	PM
New Vehicle Driver Trips (see "Vehicle Trip Generation" Table)	67.70%	129	248
New Vehicle Passenger Trips	25.10%	48	92
New Transit Trips	1.70%	3	6
New Non-Motorized Trips	5.40%	10	20
Total Person Trips	100.00%	191	366

Trip Credit Calculations

Vehicle Trip Generation (ITE 10 th Edition; all values +/- one trip due to rounding)	АМ	PM
Office Complex (79,000 SF; LU Code 710)	101	92
LATR Montgomery Village/Airpark Policy Area Adjustment	102% of	ITE Rate
Credited Vehicle Trips	103	94

LATR Montgomery Village/Airpark Policy Vehicle to Person Trip Conversion	77% of trips in policy area are vehicular		
Total Credited Person Trips	134	122	
Vehicle Trips	103	94	
Vehicle Passenger Trips	21	19	
Transit Trips	4	4	
Non-Motorized Trips	6	5	

Final Multimodal Trip Generation

Multimodal Trip Generation (LATR Guidelines, Montgomery Village/Airpark Policy Area; all values +/- one	AM	PM
trip due to rounding)		
Net Vehicle Driver Trips	26	154
Net Vehicle Passenger Trips	27	73
Net Transit Trips	-1	3
Net Non-Motorized Trips	5	15
Net New Person Trips	57	244
Local Area Transportation Review Adequacy Tests	АМ	PM
Local Area Transportation Review Required? (Are person trips > 50?)	Yes	Yes
Pedestrian Adequacy Test Required? (Are non-motorized + transit trips > 50?)	No	No
Bicycle Adequacy Test Required? (Are non-motorized trips > 50?)	No	No
Transit Adequacy Test Required? (Are transit trips > 50?)	No	No

Appendix 2 – Signal Warrant Analysis Discussion

For the signal warrant analysis, the Applicant provided information for two (2) separate warrant tests—the eight-hour warrant test and the peak-hour warrant test. The peak-hour warrant test assesses whether a signal is appropriate based on a minor street's level of delay during the intersection's peak-hour of operation. The Applicant projected future intersection volumes and found that a signal was not warranted per the peak-hour test. The eight-hour test is used to assess whether a signal is warranted based on a longer duration of time. Satisfaction of the test is based on meeting either of two (2) conditions (or a lesser combination of both):

- Condition A: exceeding a minimum vehicular volume
- Condition B: the need for interruption of continuous traffic

To meet Condition A, the number of vehicles per hour must meet or exceed the value in the 100 percent columns shown in Figure 10 under the "Condition A" header for at least eight (8) hours. If Condition A is not met, an intersection is tested using Condition B. To meet Condition B, the number of vehicles per hour must meet or exceed the value in the 100 percent columns of Figure 10 under the "Condition B" header for at least eight (8) hours. In the event neither Conditions A nor B are met, the 80% column values may be used, but a signal is only warranted if the street meets the 80 percent column thresholds for both rather than one of the condition tests. The 70 percent columns may be used for either condition test when speeds of the major street exceed 40 miles per hour; the most liberal 56 percent column values may also be used when speeds exceed 40 miles per hour, but both Condition A and B tests must be satisfied.

Condition A—Minimum Vehicular Volume									
Number of lanes for	r moving traffic on each approac	Vehicles p (total	er hour of both			Vehicles minor-street	per hour o approach		
Major Street	Minor Street	100%ª	80%b	70% ^c	56% ^d	100%ª	80% ^b	70% ^c	56% ^d
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112
	Condition	B—Interru	ption of	Continu	ous Traf	fic			
Number of lanes for	r moving traffic on each approac	Vehicles p (total	oer hour of both			Vehicles minor-street	per hour o approach		
Major Street	Minor Street	100% ^a	80%b	70% ^c	56% ^d	100%ª	80% ^b	70% ^c	56% ^d
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

Figure 10 – Warrant 1, Eight-Hour Vehicular Volume (Source: Manual on Uniform Traffic Control Devices, Federal Highway Administration)

In this particular case, the major street, Centerway Road, has two (2) lanes in each direction, and the minor street, Site Driveway/Clubhouse Road, has one (1) lane in each direction. Thus, to meet Condition A, the volume on Centerway Road must meet or exceed 600 vehicles per hour for eight (8) hours, and the higher volume on either approach of the minor street must meet or exceed 150 vehicles per hour for eight (8) hours. The respective values to satisfy Condition B are 900 and 75, for Centerway Road and the minor approach respectively. The applicable 80 percent values for satisfaction of Conditions A and B are 480 (major) and 120 (minor), and 720 (major) and 75 (minor). The results of the Applicant's eight (8) hour warrant analysis are taken from the LATR study and shown below in Figure 11.

Hour	Volumes (Major/Minor)	Standard Either Condition be Sa		Standard 4C.02.07 Both Condition A and B Must be Satisfied	
	(Major/Millor)	Condition A (600/150)	Condition B (900/75)	Condition A (480/120)	Condition B (720/60)
7:00 - 8:00 AM	711/210	Y/Y	N/Y	Y/Y	N/Y
8:00 - 9:00 AM	748/234	Y/Y	N/Y	Y/Y	Y/Y
9:00 - 10:00 AM	542/100	N/N	N/Y	Y/N	N/Y
10:00 - 11:00 AM	475/100	N/N	N/Y	N/N	N/Y
11:00 AM - 12:00 PM	447/107	N/N	N/Y	N/N	N/Y
12:00 - 1:00 PM	509/153	N/Y	N/Y	Y/Y	N/Y
1:00 - 2:00 PM	540/148	N/N	N/Y	Y/Y	N/Y
2:00 - 3:00 PM	632/150	Y/N	N/Y	Y/Y	N/Y
3:00 - 4:00 PM	840/181	Y/Y	N/Y	Y/Y	Y/Y
4:00 - 5:00 PM	926/167	Y/Y	Y/Y	Y/Y	Y/Y
5:00 - 6:00 PM	991/173	Y/Y	Y/Y	Y/Y	Y/Y
6:00 - 7:00PM	973/152	Y/Y	Y/Y	Y/Y	Y/Y
	Total Hours Met:	6	3	9	5
	Warrant Results:	Not	Met	Not N	Иet

Figure 11 – Results of Eight-Hour Warrant Analysis for Future Conditions (Source: Applicant's LATR Study dated November 5^{th} , 2019)

Based on the Applicant's findings, a signal at Centerway Road and Club House Road/Site Driveway does not appear to be warranted based on the eight-hour test; however, the tests indicate that the signal is relatively close to being warranted. Furthermore, the Montgomery County Department of Transportation has indicated that speeds on Centerway Road, the major street, exceed 40 miles per hour based on data provided between Roman Way and Rhodes Way. The 85th percentile speeds at this location across a two-day study were 44 and 42 miles per hour. As such, the 70 percent and 56 percent column thresholds for Conditions A and B should be tested. Based on the 70 percent and 56 percent tests, as shown per Staff's calculations in Table 7, a signal is warranted, and the Applicant will be conditioned to furnish and install a signal

Staff Generated Results of Eight-Hour Warrant Test for Future Conditions Assuming Speeds Greater than 40 Miles Per Hour

		Standard	4C.02.04	Standard	4C.02.07
Hour	Volume		Must be Satisfied reshold values)	Condition A AND B Must be Satisfied (56 percent threshold values)	
	Major/Minor	420/105	630/53	336/84	504/42
7:00 - 8:00 AM	710/210	Y/Y	Y/Y	Y/Y	Y/Y
8:00 - 9:00 AM	748/234	Y/Y	Y/Y	Y/Y	Y/Y
9:00 - 10:00 AM	542/100	Y/N	N/Y	Y/Y	Y/Y
10:00 - 11:00 AM	475/100	Y/N	N/Y	Y/Y	N/Y

	Warrant Results	-	Yes, Condition A Met - Signal Warranted		A and B Met in 8 Iours - Signal anted
	Hours Met	10	7	12	9
6:00 - 7:00PM	973/152	Y/Y	Y/Y	Y/Y	Y/Y
5:00 - 6:00 PM	991/173	Y/Y	Y/Y	Y/Y	Y/Y
4:00 - 5:00 PM	926/167	Y/Y	Y/Y	Y/Y	Y/Y
3:00 - 4:00 PM	840/181	Y/Y	Y/Y	Y/Y	Y/Y
2:00 - 3:00 PM	632/150	Y/Y	Y/Y	Y/Y	Y/Y
1:00 - 2:00 PM	540/148	Y/Y	N/Y	Y/Y	Y/Y
12:00 - 1:00 PM	509/153	Y/Y	N/Y	Y/Y	N/Y
11:00 AM - 12:00 PM	447/107	Y/Y	N/Y	Y/Y	N/Y

In support of the condition for a signal, Staff notes two additional elements of support. Had the corner lot not been subdivided into two lots, only one site access would be permitted, and it would have been required to be located on Centerway Road as this access point would not cross a high-quality bicycle facility and because the roadway has lower volumes than Montgomery Village Avenue. Had this been the case, the minor road volumes at the site driveway on Centerway would increase substantially, improving the chances a signal would be warranted at the 80 percent and 100 percent thresholds for either condition. Additionally, the provision of a signal will meter traffic, reducing the need for an extension of the westbound left-turn lane at Montgomery Village and Centerway Road, which was under discussion during the planning process. Staff does not support an extension of the westbound left turn lane.

The Applicant was additionally required to perform a Pedestrian Hybrid Beacon (PHB) warrant analysis. A PHB, sometimes known as a "HAWK" signal, allows pedestrians to activate warning or stop-control at an unsignalized location to improve the probability of stopping vehicles. The Applicant provided an analysis using FHWA's MUTCD PHB warrant analysis; however, similar to the signal warrant analysis, the Applicant did not employ the appropriate roadway speed assumptions. Furthermore, MCDOT conducted in the field counts which slightly exceed the Applicant's counts. MCDOT additionally noted a lack of yielding to pedestrians in the field and anticipates the project will generate more pedestrians than anticipated per the LATR Guidelines' rate. Staff agrees with this assessment; however, if the Planning Board accepts Staff's recommendation to furnish and install a signal at the intersection, discussion of the PHB study is moot as safe pedestrian crossings will be accommodated in the signal design.

Internally, the project supports pedestrian mobility with the provision of sidewalks adjacent to the uses. Initially, Staff had requested improved facilities through the extent of the parking lot; however, the demand route for pedestrian circulation between uses across the two (2) lots can be accommodated by the sidewalks and crosswalk facilities that encircle the parking lot, including the sidewalks adjacent to the uses and the existing connections on neighboring properties. Externally, pedestrian circulation will be provided via a ten (10)-foot-wide sidepath on Montgomery Village Avenue, and a five (5)-foot-wide

sidewalk on Centerway Road. A one (1) foot Public Improvement Easement (PIE) is provided to accommodate the five (5)-foot-wide sidewalk on Centerway Road.

DPS-ROW CONDITIONS OF APPROVAL

November 21, 2019

820200030 Lidl - Montgomery Village Whetstone Center

Contact: Sam Farhadi at 240 777-6333

We have reviewed site and landscape plans files:

"07-SITE-820200030-C2.01.pdf V4" uploaded on/dated "11/21/2019", "08-LL-820200030-L2.01.pdf V4" uploaded on/dated "11/21/2019" and "08-LL-820200030-L2.02.pdf V4" uploaded on/dated "11/21/2019" and

The followings need to be addressed prior to the certification of site plan:

- 1. Provide correct PUE width along the site frontages. The proposed PUE width is increased by the amount of PIE width where it is present.
- 2. Provide approved major species street trees along the site frontage on Montgomery Village Ave at the designated spacing of 50'+/- 5'. Ensure street trees will not block the line of sight at the intersections.



Marc Elrich
County Executive

Christopher R. Conklin Director

December 11, 2019

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

RE:

19201 Montgomery Village Avenue

Traffic Impact Study Review

Dear Mr. Reed:

We have completed our review of the revised Local Area Transportation Review and Transportation Policy Area Review (TIS) report dated November 5, 2019 and prepared by Gorove/Slade Associates. This letter supersedes MCDOT's Traffic Impact Study Review Letter dated September 3, 2019. Total development evaluated by the analysis includes:

To redevelop the vacant office building site into a 30,000 square foot grocery store, 25,000 square feet of retail, and 229 surface parking spaces.

MCDOT offers the following comments on the November 5, 2019 resubmission of the traffic study:

Adequacy Determination

- 1. The study indicates that the subject development will generate at least 50 total weekday peak hour person trips; therefore, the Motor Vehicle Adequacy test is required.
- 2. The study indicates that the proposed development generates fewer than 50 pedestrian, transit and bicycle trips; therefore, these adequacy tests are not required.

Motor Vehicle System Adequacy

- 1. The 8-hour signal warrant found on page 19 of the traffic study states that based on the total future projected traffic volumes, the 8-hour warrant is not satisfied as a result of the proposed development.
 - MCDOT Response: MCDOT does not concur with the applicant's conclusion. As per the warrant analysis by the consultant, seven hours are met for warrant #1 which implies this location is very close to meeting eight-hour signal warrant. However, this analysis was conducted based on the assumption that 85 percentile speed on Centerway Road is less than 40-mph. Our records indicate the 85th percentile speed is greater than or equal to 40-mph. As a result, the 70 percent column in the warrant analysis should have been used and therefore the warrant will be met. A full traffic signal is required to be installed by the applicant.
- 2. The pedestrian hybrid beacon warrant analysis provided on page 20 of the traffic study states that based on the total future projected AM and PM peak hours vehicle traffic volumes, project future pedestrian volumes and crosswalk lengths of under 30 feet, the Pedestrian Hybrid Beacon Warrant is not satisfied and a high visibility crosswalk on the western crosswalk is recommended.

MCDOT Response: MCDOT does not concur with the applicant's conclusion. MCDOT conducted a pedestrian crossing analysis at the intersection of the Site Entrance/Club House Road and Centerway Road on 12/4/19 and 12/5/19, these are our observations:

- a. Cars moving west to east and east to west on Centerway Road do so at speeds higher than the 35-mph posted speed.
- Cars driving on Centerway Road did not stop or slow down as they approached the cross walk provided on the western side of the intersection with Site Entrance/Club House Road.
- c. Pedestrians trying to cross Centerway Road had to find gaps between traffic to be able to cross the street, the reason being that cars did not stop for them as they drive through Centerway Road.
- d. Pedestrians crossed Centerway Road on the eastern side of the intersection with the Site Entrance/Club House Road where there is no crosswalk.
- e. The street pedestrian crossing counts we gathered on 12/4/19 and 12/5/19 are higher than those conducted by the applicant on 10/29/19. Please see attachments A and B.

Mr. Patrick Reed 19201 Montgomery Village Avenue December 11, 2019 Page 3

Based on the type of development that is being proposed by the applicant and the neighborhood, we expect many more site generated pedestrian trips than those respectively shown on Figure 7 (page 24) of the report.

Therefore, based on the type of proposed development, MCDOT's vehicular speed data, pedestrian crossing data and observations; we strongly believe a full traffic signal is required for the safe operation of the intersection

MCDOT recommends that the Planning Board require the applicant to install a full traffic signal and related items at the Site Entrance/Club House Road and Center Way road intersection. The applicant must submit the design for the traffic signal prior to issuance of the right-of-way permit. The traffic signal must be operational prior to the issuance of the first Use and Occupancy permit for the site.

3. MCDOT <u>concurs</u> with the applicant's determination that an extension of the west-bound left turn lane at Montgomery Village Avenue and Centerway Road to accommodate the future condition left turn volume is not necessary. In addition, MCDOT believes the exceeding queuing lengths at the westbound left turn on Centerway Road in the afternoon peak hour during existing, background and total future conditions will decrease once the full traffic signal and related items are installed at the Site Entrance/Club House Road and Centerway Road intersection.

Pedestrian and Bicycle Impact Statement

- The consultant provided an evaluation of the pedestrian, bicycle and transit infrastructure for the studied intersections and roads. The report evaluated crosswalks and pedestrian crossing timing at each signalized intersection, indicating their adequacy.
- The consultant provided the location of sidewalks, pedestrian signal heads, accessible ramps and bus stops and routes within the study area. The consultant also provided the existing street light information.
- 3. The consultant stated that these items all meet the requirements; therefore, no additional work for these items is required.

General Comments

1. We defer to the Maryland State Highway Administration (MDSHA) for comments regarding

Mr. Patrick Reed `
19201 Montgomery Village Avenue
December 11, 2019
Page 4

intersections maintained by MDSHA.

2. Sight distance at the Centerway Road driveway was confirmed in the presence of an MCDOT engineer on October 30,2019. It was agreed on site that the applicant will trim low hanging branches within sight distance triangle from existing pine trees located 130-foot east of the driveway. A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference.

Summary

- MCDOT recommends that the Planning Board require the applicant to install a full traffic signal and related items at the Site Entrance/Club House Road and Centerway Road intersection. The timing of the traffic signal is included in the MCDOT preliminary plan letter dated December 11, 2019.
- 2. The extension of the west-bound left turn lane at Montgomery Village Avenue and Centerway Road is not required.
- 3. The applicant confirmed the sight distance in the presence of a MCDOT engineer for the driveway entrance on Centerway Road.
- 4. We concur with the consultant that the pedestrian, transit and bicycle adequacy tests are not required.

Thank you for the opportunity to review this report. If you have any questions or comments regarding this letter, please contact myself for this project, at (240) 777-7170 or brenda.pardo@montgomerycountymd.gov.

Sincerely,

Brenda M. Pardo, Engineer III Development Review Team Office of Transportation Policy Mr. Patrick Reed 19201 Montgomery Village Avenue December 11, 2019 Page 5

Attachments: Attachment A: Pedestrian Counts on Map

Attachment B: Pedestrian Counts Taken

Approved Sight Distance Study

cc: Letters notebook

cc-e: Katie Wagner Gorove/Slade

Patrick La Vay Macris, Hendricks & Glasscock

Patrick Butler MNCPPC Area 2
Tamika Graham MNCPPC Area 2
Khursheed Bilgrami MCDOT DTEO
Kamal Hamud MCDOT DTEO
Mark Terry MCDOT DTEO
Rebecca Torma MCDOT OTP





Figure 7: Pedestrian Volumes at Centerway Road and Club House Road/Site Driveway

P: Pedestrians

B: Bicyclist

Peak hour taken in the morning 8:00 am - 9:00 am on 12/5/19

Peak hour taken in the afternoon 4:00 pm - 5:00 pm on 12/4/19

Attachment B: Pedestrian Counts Taken

10 Pedestrians	4 Pedestrians	2 Pedestrians	4 Pedestrians	0	12/4/2019	5:30 - 6:00 PM
o redesti di is	o redestrialis	T redestrial	c	z redesti dib	12/4/2013	3.00 - 3.30 FW
		1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	o	J Dodge	12/1/2010	E.00 E.30 BM
7 Pedestrians	4 Pedestrians	0	1 Pedestrian	2 Pedestrians	12/4/2019	4:30 - 5:00 PM
11 Pedestrians 2 Bicyclist	5 Pedestrians	2 Pedestrians	3 Pedestrians	1 Pedestrian 2 Bicyclists	12/4/2019	4:00 - 4:30 PM
10 Pedestrians	7 Pedestrians	0	1 Pedestrian	2 Pedestrians	12/5/2019	8:30 - 9:00 AM
13 Pedestrians	4 Pedestrians	3 Pedestrians	2 Pedestrians	4 Pedestrians	12/5/2019	8:00 - 8:30 AM
3 Pedestrian	1 Pedestrian	0	1 Pedestrian	1 Pedestrian	12/5/2019	7:30 - 8:00 AM
6 Pedestrians 2 Bicyclist	2 Pedestrians	2 Pedestrians 1 Bicyclist	1 Pedestrian 1 Bicyclist	1 Pedestrian	12/5/2019	7:00 - 7:30 AM
TOTAL	Montgomery Village Ave Crossing North	Montgomery Village Ave Crossing South	Centerway Rd Crossing East	Centerway Rd Crossing West	Date Taken	TIME

** Peak Hours

Temperature 12/4/19: 33 Fahrenheit Temperature 12/5/19: 25 Fahrenheit



PLS/P.E. MD Reg. No.

MONTGOMERY COUNTY, MARYLAND

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: Whetstone Center	Preliminary Plan Number: 1- 20200020
Street Name: Montgomery Village Ave & Centerway Road	Master Plan Road Classification: Arterial (MVA) & Arterial (CR)
Posted Speed Limit:35mph	
Street/Driveway #1 (West Entrance at Montgomery Village Avenue)	Street/Driveway #2 (North Entrance at Centerway Road)
Sight Distance (feet) Right ————————————————————————————————————	Sight Distance (feet) OK? Right 350' OK Left 500' OK
Comments: Left turns are prevented by an existing grass median divide within Montgomery Village Ave.	Comments: Right sight distance disappears into the existing horizontal curve along Centerway Road. Trim low hanging branche within sight distance trinagle from existing pine trees located 130' east of driveway. 500' left of entrance is the existing signalized intersection of Centerway Rd. & Montgomery Village Ave.
GUIDELI	
Required Sight Distance (use higher value) In Each Direction	eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)
ENGINEER/ SURVEYOR CERTIFICA I hereby certify that this information is accurate and was collected in accordance with these guidelines and that these documents were prepared or approved by me, and that I am a licensed Professional Engineer under the laws of the State of Maryland, License No. 14979 Expiration Date: 07-02-2020 2019.10.31 08:06:19-04'00' Signature Date	Approved:

Form Reformatted: March, 2000

At West Entrance Looking Left/South



At North Entrance Looking Right/East



At North Entrance Looking Left/West



Approaching West Entrance - Heading North 730' Away



Approaching North Entrance - Heading West 350' Away



Approaching North Entrance - Heading East 500' Away



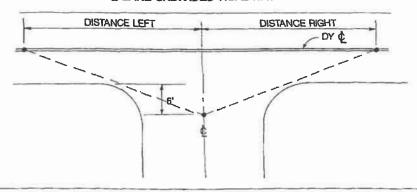


MONTGOMERY COUNTY, MARYLAND

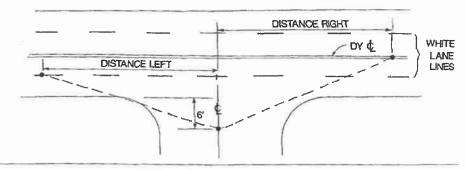
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION ATTACHMENT

2 LANE UNDIVIDED ROADWAY



MULTI-LANE UNDIVIDED ROADWAY



MULTI-LANE DIVIDED ROADWAY

