



DEPARTMENT OF TRANSPORTATION

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County Executive

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Acting Director

October 15, 2015

Mr. Michael Garcia, Transportation Coordinator  
Area 3 Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

Montgomery County  
RECEIVED

OCT 19 2015

Planning Department

RE: Preliminary Plan # 120160040  
RCCG Jesus House  
Traffic Impact Study Review

*Mike:*  
Dear Mr. Garcia:

We have completed our review of the Local Area Transportation Review and Transportation Policy Area Review dated August 9, 2015, and prepared by STS Consulting., for RCCG Jesus House. The analysis addresses:

- 1600 seat House of Worship, 350 student K-12<sup>th</sup> grade School, and a multi-purpose Youth Center

Based on the review of the Local Area Transportation Review and Transportation Policy Area Review report we offer the following comments:

Local Area Transportation Review (LATR)

1. All references in the report to "Peak Orchard Road" should be changed to "Peach Orchard Road".
2. Figure 2-1- Existing Lane Use and Traffic Control Map:
  - a. #3 – Northbound MD-650 at Briggs Chaney Road shows a Through Lane but it should be a Through/Right Turn Lane. Please revise to show correctly the lane configurations.
  - b. #6 – Northbound Peach Orchard Road at MD-198 has an existing exclusive Right Turn Lane and a Through/Left Turn Lane. Please revise to show correctly the lane configurations and adjust the CLV calculations as appropriate.
  - c. #7 – Southbound Norwood Road at MD-28 shows an exclusive Right Turn Lane but it should be a Through/Right Turn Lane. Please revise to show correctly the lane configurations and adjust the CLV calculations as appropriate.

Office of the Director

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3. Figure 2-4- Existing Peak Hour Traffic Counts:
  - a. The roads named on intersection #1 are labelled incorrectly. The road west of the intersection should be MD-28 and east of the intersection should be MD-198.
  - b. Intersection # 7: Based on Appendix B the traffic counts for MD-28 westbound AM through traffic should be 827 and MD-28 eastbound PM left turn traffic should be 6.
4. Page 9 – Please correct reference to “Angelmo” to read “Anselmo.”
5. Page 10 - #11 PMG Silver Spring’s preliminary plan no. 120140100 was approved by the planning board on September 3, 2015 for construction of an automobile filling facility, a convenience store with 1770 square feet of sales area, and a car wash. Please update the report accordingly.
6. Figure 3-1- Location of Pipeline Developments: Why are the locations of the developments 1, 6 and 8 not shown on the map?
7. Figure 6-11- Internal Circulation and Access:
  - a. Are the existing driveways being removed?
  - b. The figure and the preliminary plans show a proposed right turn lane by converting the existing shoulder on south bound New Hampshire Avenue (MD-650). There is no mention of why this is proposed in the entire report. We do not recommend converting the shoulder into a right turn lane. The proposed right turn lane should be in addition to the existing shoulder and the proposed bike lane per the master plan; therefore the applicant may need to provide more right-of-way dedication to include the right turn lane, bike lanes and the shoulder within the right-of-way. We defer to MDSHA for the ultimate decision on this access and improvements issue along New Hampshire Avenue (MD-650).
8. Table 6-1 “Synchro Results-Total future intersection level of service analysis at site access with median break” – This portion of the report addresses the applicant’s desire for a full movement median break at their site entrance on New Hampshire Avenue / MD-650 (as opposed to no median break and U-turn at Harding Lane or Spencerville Road/ MD-198 intersections). These proposals involve operational issues at the intersections under the State’s jurisdiction. We defer to MDSHA for review and decision of these proposals.

We note that the report does not reflect any analysis of the effects on northbound exits from the site - in the event that scenario-1 (right-in, right out only) movements are required for the driveway. How/Where are the northbound U-turn movements expected to occur? What will be the operational impact of these movements?

*Pedestrian and Bicycle Impact Statement (PBIS)*

1. General Comment: Several roads are identified as having “hiker biker lanes.” What is the definition/class for such a facility? Please update or correct the report as appropriate.
2. Page 7- New Hampshire Avenue (MD-650) and Norbeck Road/Spencerville Road (MD-198): The last paragraph “*The intersection is equipped with pedestrian activated signals and crosswalks and handicapped ramps exist on all corners*” is **not** correct. There are no existing pedestrian activated signals on the west side of the intersection. There is no existing crosswalk, handicap ramps and pedestrian activated signals on the south side of the intersection.
3. Page 7- New Hampshire Avenue (MD-650) and Ednor Road: The last line of the paragraph “*There are no handicapped ramps at the corners*” is **not** correct. There are existing handicap ramps on the northwest, northeast and southwest sides of the intersection.
4. Page 7- The report should note that a short section of sidewalk along the New Hampshire Avenue (MD-650) site entrance is located adjacent to the edge of the pavement.
5. Per the Cloverly Master Plan and the 2005 Bikeway Master Plan, the bikeway along New Hampshire Avenue (MD-650) is planned to be Class II (On-Street-Striped Bike Lanes).

*Transportation Policy Area Review (TPAR)*

1. We concur with the applicant finding that a TPAR payment that is equivalent to 25% of the Transportation Impact Tax shall be made prior to issuance of the building permit.

*SUMMARY*

1. We recommend the study be updated to address the above review comments prior to the Planning Board hearing.
2. We concur with the applicant finding that a TPAR payment that is equivalent to 25% of the Transportation Impact Tax shall be made prior to issuance of the building permit.

Mr. Michael Garcia  
Preliminary Plan # 120160040  
October 15, 2015  
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Thank you for the opportunity to review this report. If you have any questions or comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review Area Engineer for this project, at [deepak.somarajan@montgomerycountymd.gov](mailto:deepak.somarajan@montgomerycountymd.gov) or (240) 777-2194.

Sincerely,



Gregory M. Leck, Manager  
Development Review  
Office of Transportation Policy

M:\Subdivision\Deepak\RCCG Jesus House\TIS Review Ltr 9-23-2015

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