



DEPARTMENT OF PERMITTING SERVICES

Marc Elrich  
County Executive

Mitra Pedoeem  
Director

June 15, 2020

Mr. William Robinson, P.E.  
VIKA, Maryland LLC  
20251 Century BLVD, Suite 400  
Germantown, MD 20874

Re: **COMBINED STORMWATER MANAGEMENT  
CONCEPT/SITE DEVELOPMENT  
STORMWATER MANAGEMENT PLAN** for  
Kaiser Permanente Aspen Hill  
Preliminary Plan #: 120200130 Site:82018007A  
SM File #: 285660  
Tract Size/Zone: 10.03 Acres  
Total Concept Area: 10.64 Acres  
Lots/Block: TBD  
Parcel(s): N544, P534 (1-B)  
Watershed: Middle Rock Creek

Dear Mr. Robinson, P.E.:

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 ESD Microbioretention and Structural Detention.

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. Please obtain a Floodplain delineation and follow the rules and regulations from that Floodplain delineation.
4. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.

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

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



255 Rockville Pike, 2<sup>nd</sup> Floor, Rockville, Maryland 20850 | 240-777-0311  
[www.montgomerycountymd.gov/permittingervices](http://www.montgomerycountymd.gov/permittingervices)

*Mr. William Robinson, P.E.*  
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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 Andrew Kohler at 240-777-6275.

Sincerely,

*Mark Etheridge*

Mark C. Etheridge, Manager  
Water Resources Section  
Division of Land Development Services

MCE: 285660

cc: N. Braunstein  
SM File # 285660

ESD: Required/Provided 50,888 cf / 34,750 cf  
PE: Target/Achieved: 1.8"/1.8"  
STRUCTURAL: 16,466 cf  
WAIVED: N/A ac.



**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

July 17, 2020

Mr. Jack Bellamy  
Kaiser Permanente  
4000 Garden City Drive, 7<sup>th</sup> Floor  
Hyattsville, MD 20875

SUBJECT: Final Forest Conservation Plan  
Property Name: Kaiser Permanente Aspen Hill  
Plan Number: SC2020011  
Tract area: 11.17 acres  
Land Use Category: Commercial

Dear Mr. Bellamy:

The Montgomery County Planning Department has reviewed Final Forest Conservation Plan No. SC2020011, Kaiser Permanente Aspen Hill. This Final Forest Conservation Plan (FFCP) covers the demolition of the existing development. The redevelopment will be covered by the Final Forest Conservation Plan associated with Site Plan No. 82018007A.

Based on the review by the Area 2 Planning Staff of the Maryland-National Capital Park and Planning Commission (M-NCPPC), the Final Forest Conservation Plan (FFCP) referenced above is approved. The FFCP is approved subject to the following conditions:

1. Prior to the start of any clearing, grading, or demolition occurring on the Property, the Applicant must receive approval from the M-NCPPC Office of the General Counsel for a Certificate of Compliance to use an off-site forest mitigation bank for 1.68 acres of mitigation credit.
2. The Applicant must schedule inspections consistent with Section 22A.00.01.10 of the Forest Conservation Regulations.
3. Limits of disturbance shown on the Sediment Control Plan must match the limits of disturbance shown on the Final Forest Conservation Plan.
4. The Applicant must comply with all tree protection and tree save measures shown on the FFCP. Tree save measures not specified on the FFCP may be required by the M-NCPPC forest conservation inspector.

Any changes from the approved FFCP may constitute grounds to rescind and require amendments to any approval actions taken, and to re-evaluate the site for additional or amended plantings. If there are any subsequent additions or modifications proposed for this development, a separate amendment must be submitted to the M-NCPPC for review and approval prior to those changes occurring. Please contact David Wigglesworth at (301) 495-4581 to schedule your pre-construction meeting. If you have any questions regarding these actions, please feel free to contact Amy Lindsey at (301) 495-2189 or [amy.lindsey@montgomeryplanning.org](mailto:amy.lindsey@montgomeryplanning.org).

Sincerely,

*Patrick Butler*

Carrie Sanders, Chief on behalf of Carrie Sanders  
Area 2 Division



## DEPARTMENT OF TRANSPORTATION

Marc Elrich  
*County Executive*

Christopher R Conklin  
*Director*

April 28, 2020

Mr. Parker Smith, Senior Planner  
Area 2 Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan No. 120200130  
Kaiser Permanente Aspen Hill

Dear Mr. Smith

We have completed our review of the revised preliminary plan uploaded to eplans dated April 21, 2020. A previous plan was reviewed by the Development Review Committee at its March 17, 2020 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 Montgomery County Department of Permitting Services (MCDPS) 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**

1. We strongly recommend a traffic signal be installed at the existing driveway entrance on Connecticut Avenue per the Aspen Hill Minor Master Plan Amendment-Appendices. At or before the permit stage, please coordinate with Maryland State Highway Administration (MDSHA) and Mr. Kamal Hamud of our Transportation Systems Engineering Team at (240) 777-2190 or at [kamal.hamud@montgomerycountymd.gov](mailto:kamal.hamud@montgomerycountymd.gov) for proper executing procedures. All costs associated with the new traffic light shall be the responsibility of the applicant.

**Office of the Director**

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101 Monroe Street 10<sup>th</sup> Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

[www.montgomerycountymd.gov](http://www.montgomerycountymd.gov)

*Located one block west of the Rockville Metro Station*

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Preliminary Plan No. 120200130  
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2. The existing/proposed access on Aspen Hill Road must be right-in/right-out access per the Aspen Hill Minor Master Plan Amendment-Appendices. Therefore, on the certified preliminary plan the proposed driveway entrance should be shown as channelized to allow only right-in/right-out movements. The channelization shall be complete prior to issuance of the use and occupancy permit.
3. Proposed 10-foot Shared Use path:
  - a) The applicant shall construct the 10-foot shared use path along the site's Aspen Hill Road and Connecticut Avenue (MD-185) street frontages.
  - b) In accordance with Section 50-4.3(E.5.b.) of the Montgomery County Code, we recommend the Montgomery County Planning Board require the applicant to extend the shared use path along Aspen Hill Road and Connecticut Road and tie back to connect to the existing sidewalk at the intersection as shown on the plan.
  - c) At or before the permit stage please contact Mr. Corey Pitts of our Transportation Engineering Section at [corey.pitts@montgomerycountymd.gov](mailto:corey.pitts@montgomerycountymd.gov) or at 240-777-7217 regarding the Bikeway and Pedestrian Improvement along Aspen Hill Road and Connecticut Avenue (MD-185).
  - d) On the certified preliminary plan revise the following:
    - i. The shared use path near the proposed bus stop on Connecticut Avenue (MD-185) is labelled as 8-foot shared use path. Please revise to a 10-foot wide shared use path.
    - ii. A portion of the proposed 10-foot wide shared use path is outside the MDSHA right-of-way. The applicant shall include that portion in the Public Improvement Easement (PIE).
    - iii. A portion of the proposed 10-foot wide shared use path along the Aspen Hill Road is outside the public right-of-way. The applicant shall include that portion in the Public Improvement Easement (PIE). Please revise the roadway cross section.
4. There are existing bus stops along the Aspen Hill Road and Connecticut Avenue (MD-185) frontages.
  - a) Aspen Hill Road Bus Stop:
    - i. The applicant shall be responsible for constructing a 10-feet wide x 9-feet deep non-reinforced concrete pad with a 6-foot bench – with at least 2 armrests. The

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9-foot depth assumes a 5-foot sidewalk with another 4-foot to satisfy American with Disabilities Act (ADA) requirements.

b) Connecticut Avenue (MD-185) Bus Stop:

- i. The applicant shall be responsible for relocating the existing bus shelter and construction of an 8-feet deep x 22-feet wide pad of reinforced concrete with electrical conduit to the nearest utility pole.
- ii. The bus stop pad should be at a minimum 110-ft from the Point of Curvature (PC) of the existing driveway.
- iii. On the certified preliminary plan show the bus pad and bus shelter entirely in the PIE.

At or before the permit stage, please contact Mr. Wayne Miller of our Division of Transit Services to coordinate the improvements mentioned above in the vicinity of this project. Mr. Miller may be contacted at 240-777-5836 or at [Wayne.Miller2@montgomerycountymd.gov](mailto:Wayne.Miller2@montgomerycountymd.gov).

5. Storm Drain Analysis: The storm drain analysis was reviewed and have the following comments:

- a. No improvements are needed to the existing downstream public storm drain system for this plan.
- b. At or before the right-of-way permit stage, the applicant shall be responsible to provide the spread computation for the existing inlet downstream from the proposed driveway entrance on Aspen Hill Road for review by MCDPS. Based on the review of the spread computation MCDPS may require if any improvements are required.
- c. The portion of the site draining to Connecticut Avenue (MD-185) or any storm drain/inlet relocations along Connecticut Avenue (MD-185) shall be approved by MDSHA.

6. PIE will be required for the following:

- A portion of the 10-foot shared use path and the maintenance buffer along Aspen Hill Road frontage as shown in the plan.
- A portion of the 10-foot shared use path, the bus pad and bus shelter along Connecticut Avenue (MD-185) frontage.

The Declaration of PIE document is to be recorded in the Land Records of Montgomery County. The deed reference is to be provided on the record plat.

7. The Stormwater Management Plan must be approved by MCDPS.

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8. The Traffic Impact Study is still under review and a letter will be provided. Additional road improvements may be required as a result of a review of a traffic study.
9. Transportation Demand Management (TDM):
  - a) TDM General Comments:
    - I. Prior to Aspen Hill becoming a Transportation Management Districts (TMD), TDM elements the project should incorporate include the following:
      - i. Allow Montgomery County Department of Transportation (MCDOT) Commuter Services to promote alternative modes of transportation to employees.
      - ii. Parking
        - Provide no more than the minimum number of parking spaces required.
        - Car/Vanpool Parking for on-site employees. Provide adequate numbers of car/vanpool parking spaces in highly visible, preferentially located spots to promote reduced single occupant driving by employees.
        - Car Sharing Parking. Given the vast number of parking spaces proposed (more than 800), a minimum of 5 car-share spaces should be provided in highly visible, preferred locations. Per the Zoning Ordinance, a parking facility with 50 – 100 parking spaces must have a minimum of one car-share parking space. One additional car-share parking space is required for each 100 parking spaces more than 149, up to a maximum of 5. A parking facility may provide more car-share parking spaces than required.
        - Electric Vehicles. Provide an adequate number of EV charging stations. Any parking facility constructed after May 2014 containing 100 parking spaces or more, must have a minimum of one parking space ready to be converted to a station for charging electric vehicles for every 100 parking spaces.
      - iii. Displays of TDM-related information must be placed in a location visible to employees, patients and other visitors. In addition to a permanent display, provide at least 1 monitor to display Real Time Transit Information (and other

Mr. Parker Smith  
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transportation-related information) in the building lobby, elevators, and parking facilities. This will enable outreach to building employees and provide employees and visitors with real-time transit information. The monitor can be the same monitor the development plans to use for Project-based purposes, i.e., building directory, wellness services, event announcements, etc.

- iv. Provide showers and changing rooms/lockers in convenient locations within the office building. These enable larger numbers of employees to bike or walk to work or to/from transit in a variety of weather conditions.

b) Applicability of Bill 38-16:

- TDM provisions under Bill 38-16 apply to projects located in TMD. The project is located in the Aspen Hill Master Plan area which is in the Yellow Subdivision Staging Policy Area. The project proposes to develop approximately 180,000 sf. A new development in a Yellow Policy Area with more than 150,000 sf must submit a Project-Based Level 2 Action Plan.
- When a TMD is established for the Aspen Hill area, the project must submit a TDM Level 2 Action Plan.

- c) The applicant should coordinate with Ms. Sandra Brecher, Chief of the Commuter Services Section. Ms. Brecher may be contacted at [Sandra.Brecher@montgomerycountymd.gov](mailto:Sandra.Brecher@montgomerycountymd.gov) or at 240-777-8380.

### **Standard Plan Review Comments**

1. We defer to MDSHA for any improvements on Connecticut Avenue (MD-185).
2. Sight Distances Evaluation:
  - a) The sight distance for proposed driveway on Aspen Hill Road is approved. A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference.
  - b) We defer to MDSHA for sight distance for existing driveway on Connecticut Avenue (MD-185).
3. 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 MCDPS Right-of-Way Plan Review Section.



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4. If the proposed development will alter any existing street lights, replacement of signing, and/or pavement markings, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at (240) 777-2190 or at [Yazdan.Sanayi@montgomerycountymd.gov](mailto:Yazdan.Sanayi@montgomerycountymd.gov) for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
5. The owner will be required to submit a recorded covenant for the operation and maintenance of private streets/alleys, 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.
6. At the time of site plan, the applicant needs to submit a truck circulation plan for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and for a left-side backing maneuver. Passenger vehicle travel ways should be separated from the expected truck patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules.
7. Posting of the right-of-way permit bond is a prerequisite to MCDPS approval of the record plat. The right-of-way permit will include, but not necessarily be limited to, the following improvements:
  - a. On Aspen Hill Road, construct a 6-foot lawn panel, street trees, a 10-foot wide shared use path along their street frontage and extend the shared use path to connect to the sidewalk at the intersection with Connecticut Avenue (MD-185), and a maintenance strip as shown on the plan.  
**NOTE: The Public Utilities Easement is to be graded on a side slope not to exceed 4:1.**
  - b. Additional road improvements may be required as a result of a review of a traffic study.
  - c. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
  - d. Erosion and sediment control measures as required by Section 50-35(j) 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 MCDPS 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

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maintenance) as long as deemed necessary by the MCDPS.

- e. Developer shall ensure final and proper completion and installation of all utility lines underground along their site frontage.
- 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 Deepak Somarajan, our Development Review Team Engineer for this project at [deepak.somarajan@montgomerycountymd.gov](mailto:deepak.somarajan@montgomerycountymd.gov) or (240) 777-2194.

Sincerely,

*Deepak Somarajan*

Deepak Somarajan, Engineer III  
 Development Review  
 Office of Transportation Policy

SharePoint\teams\DOT\Director's Office\Development Review\Deepak\Preliminary Plan\Kaiser Permanente Aspen Hill\Letter\120200130 Kaiser Permanente Aspen Hill- MCDOT Prelim Plan ltr

Enclosure(s): Sight Distance Study

cc: Share Point\Correspondence FY 2020

cc-e: Emily Vaias,	Ballard Spahr LLP
Chanda Beaufort	VIKA
Michael B. Goodman	VIKA
Kwesi Woodroffe	MDSHA District 3
Patrick Butler	MNCPPC Area-2
Troy Leftwich	MNCPPC Area-2
Patrick Reed	MNCPPC Area-2
Atiq Panjshiri	MCDPS
Sam Farhadi	MCDPS
Mark Terry	MCDOT DTEO
Dan Sanayi	MCDOT DTEO

Mr. Parker Smith  
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Kamal Hamud	MCDOT DTEO
Wayne Miller	MCDOT DTS
Corey Pitts	MCDOT DTE
Beth Dennard	MCDOT CSS
Sandra Brecher	MCDOT CSS
Rebecca Torma	MCDOT OTP



**MONTGOMERY COUNTY, MARYLAND**  
**DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION**  
**DEPARTMENT OF PERMITTING SERVICES**

**SIGHT DISTANCE EVALUATION**

Facility/Subdivision Name: Kaiser Permanente Aspen Hill Preliminary Plan Number: 1-

Street Name: Aspen Hill Rd Master Plan Road Classification: Arterial

Posted Speed Limit: 30 mph

Street/Driveway #1 ( North of Aspen Hill Rd ) Street/Driveway #2 ( \_\_\_\_\_ )

Sight Distance (feet) OK?  
 Right 800'   
 Left 450'

Sight Distance (feet) OK?  
 Right \_\_\_\_\_  
 Left \_\_\_\_\_

Comments: \_\_\_\_\_

Comments: \_\_\_\_\_

**GUIDELINES**

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

\*Source: AASHTO

Sight distance is measured from an 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)

County Master Plan classifies Aspen Hill Road as Arterial.

**ENGINEER/ SURVEYOR CERTIFICATE**

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

Signature WMC Date 12/16/19  
43113  
 PLS/P.E. MD Reg. No. 43113



**Montgomery County Review:**

☒ Approved

☐ Disapproved:

By: Deepak Somarajan

Date: 4/23/2020

Form Reformatted:  
March, 2000

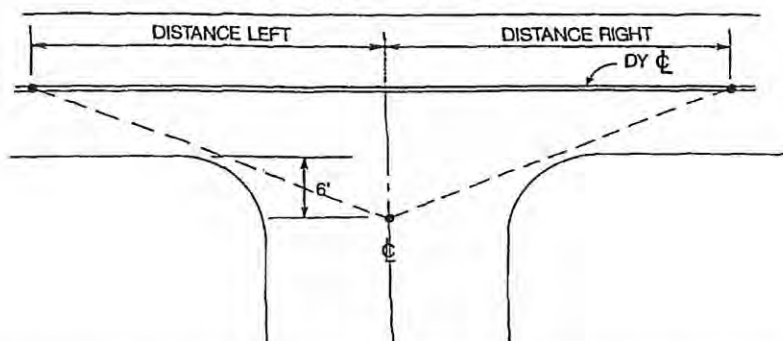
NOTE: The proposed driveway on Aspen Hill will be a right-in/right-out only.



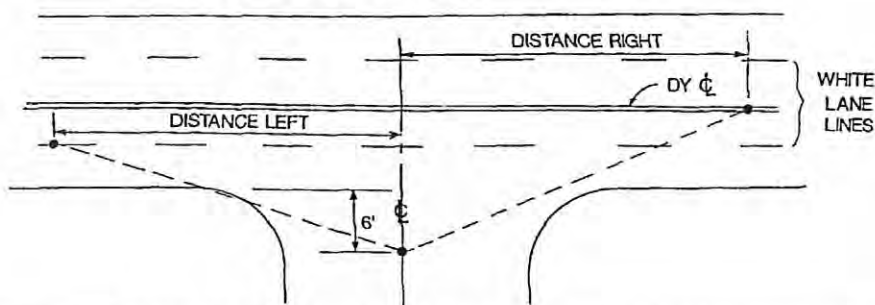
**MONTGOMERY COUNTY, MARYLAND**  
 DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION  
 DEPARTMENT OF PERMITTING SERVICES

**SIGHT DISTANCE EVALUATION ATTACHMENT**

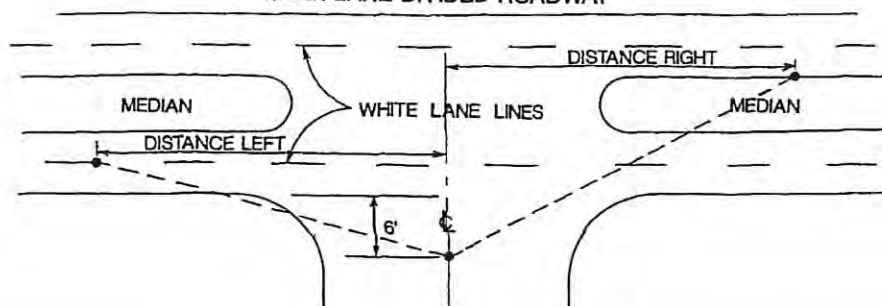
2 LANE UNDIVIDED ROADWAY



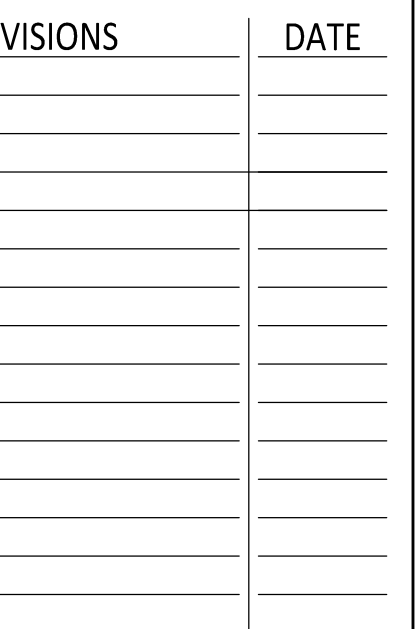
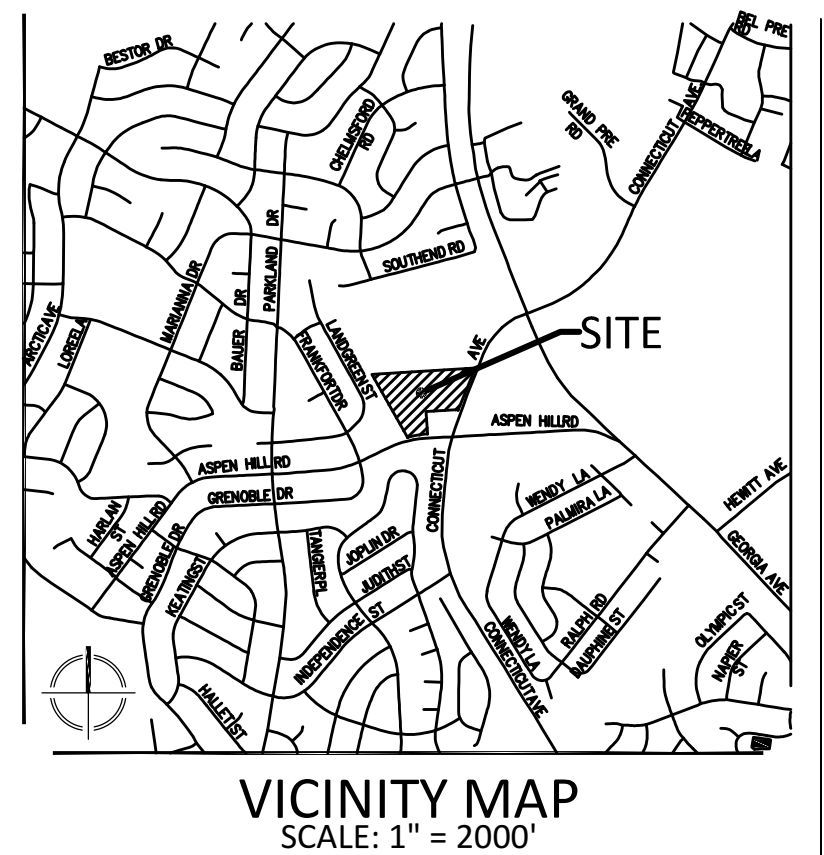
MULTI-LANE UNDIVIDED ROADWAY



MULTI-LANE DIVIDED ROADWAY







DEVELOPER'S CERTIFICATE	
The undersigned agrees to execute all the features of the Site Plan Approval. No. 82018007A, including Approval Conditions, Development Program and Certified Site Plan.	
Developer's Name:	Kaiser Permanente Kaiser Foundation Health Plan Kaiser Foundation Hospitals Mid-Atlantic States Inc.
Contact Person:	Adrian Hagerly, AIA, LEED AP
Address:	4000 Gagerly City Drive 7th Floor Hyattsville, MD 20785
Phone:	(301)552-3568
Signature: _____	Date: _____



June 8, 2020

Attachment 3

Mr. Chris L. Kabatt, P.E.  
Wells + Associates  
110 Bonifant Street, Suite 210  
Silver Spring, MD 20910

Dear Mr. Kabatt:

Thank you for the opportunity to review the traffic impact study (TIS) and traffic signal warrant analysis (TSWA) for the proposed **Kaiser Aspen Hill – 20APMO004XX** on **MD-185 Connecticut Ave** (Mile Point **8.02**) in **Montgomery** County. The Maryland Department of Transportation State Highway Administration (MDOT SHA) has reviewed the TIS and we are pleased to respond.

- The proposed land use includes Phase I comprising of a 130,000 SF medical office building with surface parking, and Phase II adding 50,000 SF, for a total of 180,000 SF of medical office building and a parking garage.
- Vehicular access is planned via an existing, shared driveway with The Home Depot on MD 185 (Connecticut Avenue) and an existing driveway on Aspen Hill Road. The driveway on Aspen Hill Road will be limited to employees and emergency vehicles only and will be controlled by a gate.
- A new traffic signal is proposed for the Connecticut Avenue/shared driveway intersection as part of this redevelopment.

The key studied intersections for the development are:

- MD 185 Connecticut Ave & Aspen Hill Road
- MD 185 Connecticut Ave & Home Depot Entrance

Based on the information provided, please address the following comments in a point-by-point response:

**Regional and Intermodal Planning Division (RIPD) Comments (Provided by: Darren Bean):**

- RIPD previously submitted the following comments to District 3 Access Management in regard to the Kaiser Aspen Hill development:
  - 03/16/2020 Kaiser Aspen Hill TIS comments.
  - These comments stand and are available upon request.
- RIPD has no additional comments

Mr. Chris L. Kabatt, P.E.  
 SHA Tracking No.: 20APMO004XX  
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 June 8, 2020

Thank you for allowing RIPD to review the revised Kaiser Aspen Hill TIS. Please do not hesitate to contact Kandese Holford, MDOT SHA Regional Planner, Montgomery County, at 410-545-5678 or [kholford@mdot.maryland.gov](mailto:kholford@mdot.maryland.gov) or Darren Bean, MDOT SHA Assistant Regional Planner, Montgomery County, at 410-545-0071 or [dbean@mdot.maryland.gov](mailto:dbean@mdot.maryland.gov) if you have any questions.

### **District 3 Traffic Comments (Provided by Masakatsu Fukui):**

#### **LATR – Pedestrian Facilities – Page 11:**

1. The introductory paragraph states there are 3 intersections that are exceptions where all around signalized pedestrian crossings are not provided, but there are 4 intersections listed below.
2. Veirs Mill Rd at Parkland Dr/Ganor Rd, “marking crossings” should read “marked crossings” consistent with the other intersections listed.
3. Georgia Ave at Aspen Hill Rd, it appears the crossings should be noted as east, west and south (mainline) legs since Georgia Ave is inventoried north-south.
4. At the Home Depot/Kaiser shared driveway at Connecticut Ave, there is no marked crosswalk, just concrete apron crossing. The marked crosswalks were removed since 2012.

#### **LATR – Pedestrian Facilities Figure 1 – Page 27:**

5. At the Home Depot/Kaiser shared driveway at Connecticut Ave, there is no marked crosswalk, just concrete apron crossing. The marked crosswalks were removed since 2012.

#### **Signal Warrant Analysis – Site Location Figure 1 – Page 3:**

6. It may be helpful to point out where the driveway access to the Kaiser facility would be along the shared driveway to get a handle on how long queues would impact operations.

#### **Signal Warrant Analysis – Road Network – Page 4:**

7. Connecticut Ave, the southbound right turn lane drops at the shared driveway. The left lane continues past the shared driveway to Aspen Hill Rd where it drops as a left turn lane.
8. Site access driveway, clarify the statement about separate right and left turn lanes. It doesn't appear that these lanes are marked along the driveway.

#### **Signal Warrant Analysis – Future Conditions – Page 5:**

9. When the right turn channelization islands are removed and curve radii are reduced, the new radii should accommodate the trucks making deliveries to the Home Depot.
10. Table 1 appears to be missing from the report.
11. The percentages of traffic going north/south along Connecticut Ave don't seem to match the percentages in the LATR.

#### **Signal Warrant Analysis – Signal Warrant Analysis – Page 6:**

12. In the proposed future condition, the right turn channelization is being removed. Is it prudent to remove the right turns from the analysis in this case, especially since the two lane configuration is only up to a certain length along the driveway?



Mr. Chris L. Kabatt, P.E.  
SHA Tracking No.: 20APMO004XX  
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Signal Warrant Analysis – Operational Analysis – Page 8:

13. Mainline queues extending beyond the new signalized intersection would potentially cause “block-the-box” conditions which would adversely impact the driveway traffic.
14. Left turn queue spillover and left turn bay blockage would result in longer queues upstream.

Signal Warrant Analysis – Operational Analysis Tables – Page 10:

15. Tables 3 and 4, it would be useful to have no-build scenarios so a true comparison can be made as far as warrant analysis goes.
16. Table 3, Connecticut Ave at Aspen Hill Rd southbound throughs, the queue spillover in the AM peak will likely adversely impact the driveway intersection.
17. Table 3, driveway intersection eastbound queues, the PM peak queue is going to be an issue especially for 180 second cycle lengths since it extends beyond both site driveways and the bend to the Home Depot entrance.
18. Table 3, driveway intersection northbound queues, the PM peak queue is going to be an issue in both 90 second and 180 second cycle scenarios since it impacts the upstream intersection and beyond.
19. Table 3, driveway intersection southbound right turn queues in the AM peak for 90 second cycles is going to be an issue with weaving. However, it doesn't seem to make sense that this queue extends over 3 times as much as in the 180 second cycle case.
20. Table 3, Georgia Ave at Connecticut Ave left turns, since the northbound (eastbound in the table) left turns from Connecticut Ave to Georgia is a triple left where two of the left turn lanes are lane drops from the two left lanes upstream, the storage itself is a lot longer than the 425 ft. for the third left turn lane.

Signal Warrant Analysis – Conclusions and Recommendations – Page 11:

21. Under Capacity Analysis, the LOS is not filled in.

**Traffic Forecasting and Analysis Division (TFAD) Comments (Provided by Scott Holcomb):**

Please note that this response includes our comments on the TIS as well as the submitted Synchro files. We would like to offer the following comments:

1. TFAD continues to be concerned for the weaving movement on SB/WB Connecticut Avenue approaching the Home Depot/Kaiser shared entrance. Given the peak hour queues and traffic volumes in this vicinity, it would appear that making the right turn into the site from SB/WB Connecticut would be challenging with having to merge across two lanes in less than 500 feet after the double right from Georgia Avenue. Could the access on Aspen Hill be open to more than just employees (TIS states that it could be an employee only access) to give these vehicles a secondary access and more distance to position themselves to make a right turn after passing the Georgia Avenue intersection?

Mr. Chris L. Kabatt, P.E.  
 SHA Tracking No.: 20APMO004XX  
 Page 4 of 5  
 June 8, 2020

2. The operational analysis included with the signal warrant study utilized SimTraffic. The report should state how the model was calibrated to existing conditions (queues and travel times) for use in this study.
3. The cycle lengths for the Home Depot intersection appear to be set to 188 seconds with 0.5 second all-red times in the AM peak period in the Synchro models. This does not seem like a realistic timing for the intersection and the phase length is out of character for the corridor (generally 180 seconds).
4. The Aspen Hill/Employee Entrance Driveway for all files includes all movements in and out. Should the Right-in/Right-out files remove the left turns?
5. The delay for the Connecticut/Aspen Hill intersection in the PM for Phase 2 is over 150 seconds. In Phase 1 it is less than 70 seconds. TFAD recommends looking at mitigation for Phase 2 at this location if the new signal at the Home Depot entrance is to be constructed as these two must function together.
6. Some signal splits are shown in fractions of seconds. TFAD recommends using whole seconds.

**Traffic Development & Support Division (TDSD) Comments (Provided by: Kyle Roberts):**

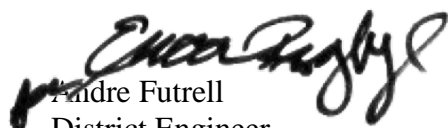
1. Please include a detailed signal warrant results tables/graphs for the vehicular volume warrants showing which hours are met/not met and which minimum volumes were used (i.e. 100%, 80% columns, etc.). There seem to be some discrepancies between the total volumes shown in Table III.G and the number of hours met shown in Table 2.
2. TDSD has concerns with the operations with the proposed signal. These include:
  - o No comparison is made to existing conditions for the operational analysis.
  - o Queuing should be summarized for all movements at Georgia Avenue. There is queue spillback from the proposed signal that would affect operations on MD 97 (Georgia Avenue).
  - o TDSD has concerns of the recommendation of a half signal (with a 90 second cycle length) on a major arterial (MD 185/Connecticut Avenue).
3. TDSD has no additional comments on the Synchro files. We defer to MCDOT on the signal optimization at the intersection of Connecticut Avenue/Aspen Hill.

As commented on previously, TDSD recommends that the signal warrant analysis be updated based on actual traffic volumes after Phase I and/or Phase II development buildout. This will confirm that signalization of the intersection is warranted before moving forward with installation of the new signal. Further coordination with the Director of OOTS is needed, if signal installation is to move forward prior to buildout.

Mr. Chris L. Kabatt, P.E.  
SHA Tracking No.: 20APMO004XX  
Page 5 of 5  
June 8, 2020

Please provide an Electronic Submission containing the traffic impact study, all supporting documentation, and a point-by-point response addressing the comments noted above to the Access Management Division. For electronic submissions create an account with our new online system <https://mdotsha.force.com/accesspermit>. Please reference the SHA tracking number on any future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at <http://www.roads.maryland.gov/pages/amd.aspx>. If you have any questions, or require additional information, please contact Mr. Kwesi Woodroffe at 301-513-7347, by using our toll-free number in Maryland only at 1-800-876-4742 (x7347) or via email at [kwoodroffe@mdot.maryland.gov](mailto:kwoodroffe@mdot.maryland.gov) or [shaamdpermits@mdot.maryland.gov](mailto:shaamdpermits@mdot.maryland.gov).

Sincerely,

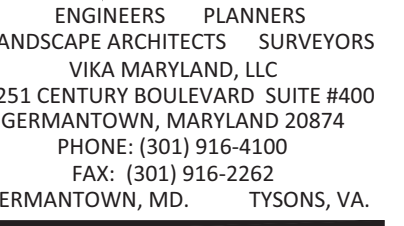


Andre Futrell  
District Engineer

AF/cmh

cc: Mr. Matt Baker, SHA – RIPD  
Mr. Darren Bean, SHA – RIPD  
Mr. Patrick Butler, Montgomery County Planning  
Ms. Rola Daher, SHA – TFAD  
Mr. Walker M. Freer, Montgomery County Planning  
Mr. Masakatsu Fukui, SHA – District #3 Traffic  
Mr. Derek Gunn, SHA – District #3 Traffic  
Mr. Scott Holcomb, SHA – TFAD  
Ms. Kandese Holford, SHA – RIPD  
Mr. Troy Leftwich, Montgomery County Planning  
Mr. Robert Owolabi, SHA – District #3 Traffic  
Mr. Patrick Reed, Montgomery County Planning  
Mr. Kyle Roberts, SHA – TDSD  
Ms. Thomasina Saxon, SHA – RIPD  
Mr. Parker Smith, Montgomery County Planning  
Mr. Errol Stoute, SHA – TDSD  
Mr. William Stroud, SHA – TDSD  
Mr. Chris Van Alstyne, Montgomery County Planning  
Mr. Kwesi Woodroffe, SHA – District #3 Regional Engineer

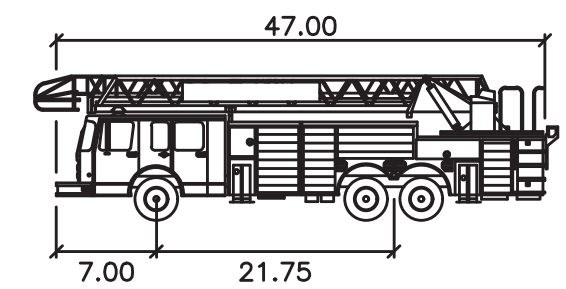




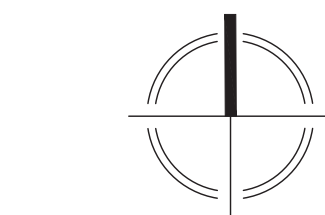
## SIGN CONSULTANTS

LANDSCAPE ARCHITECT  
AND COLLECTIVE  
100 NORTH SECOND STREET  
PHILADELPHIA, PA 19106  
215.563.0540  
WWW.THEW.FICHTER.COM

ANNER, CIVIL ENGINEER  
KA MARYLAND, LLC  
51 CENTURY BOULEVARD  
E 400  
MANTOWN, MD 20874  
916.4100  
REY AMATEAU



AT29	feet
Width	: 8.25
Track	: 8.25
Lock to Lock Time	: 6.00
Steering Angle	: 33.20



0 25' 50' 100'

SCALE: 1" = 50'

Review based only upon information provided in this plan. Does not cover unsatisfactory conditions resulting from omissions, errors, or omissions. Clearly indicate conditions on site. If such unsatisfactory layout or conditions will be required if found after installation.

BY: SML\*      FW: 43      DATE: 5/16/2020

VISIONS | DATE

[illegible]

PROFESSIONAL SEAL

Seal of Michael J. Goodman, Professional Engineer, State of Maryland, No. 27721, Exp. Date 12-04-00.

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE  
 PREPARED OR APPROVED BY ME, AND THAT I AM A  
 LICENSED PROFESSIONAL ENGINEER UNDER  
 LAWS OF THE STATE OF MARYLAND.  
 NAME: JEFFREY AMATEAU  
 LICENSE No.: 20510  
 EXPIRATION DATE: JULY 14, 2020

KAISER  
ERMANENTE  
ASPEN HILL  
13TH ELECTION DISTRICT  
MONTGOMERY COUNTY,  
MARYLAND  
WSSC GRID: 218NW04  
TAX MAP: HR42

FIRE  
ACCESS  
PLAN

AWN BY: \_\_\_\_\_  
SIGNED BY: \_\_\_\_\_  
DATE ISSUED: \_\_\_\_\_

PROJECT \_\_\_\_\_

AGENCY \_\_\_\_\_

ET NO. 1 OF 1





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**Department of Permitting Services**  
**Fire Department Access and Water Supply Comments**

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**DATE:** 16-May-20  
**TO:** Michael Goodman  
VIKA, Inc  
**FROM:** Marie LaBaw  
**RE:** Kaiser Permanente Aspen Hill  
82018007A 120200130

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**PLAN APPROVED**

1. Review based only upon information contained on the plan submitted **16-May-20**. 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.