



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

February 2, 2021

Ms. Tamika Graham, Senior Planner
Midcounty Planning Division
The Maryland-National Capital
Park & Planning Commission
2425 Reedie Drive, 13th floor,
Wheaton, MD 20902

RE: Preliminary Plan & Design Exception Letter
Preliminary Plan No. 120190080
Sketch Plan No. 320210020
The Flats at Knowles Station

Dear Ms. Graham:

We have completed our review of the revised preliminary plan dated January 12, 2021. A previous plan was reviewed by the Development Review Committee at its October 27, 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.

The public street fronting the subject property is maintained by Maryland State Highway Administration (MDSHA). Therefore, MCDOT does not have any jurisdiction other than the maintenance and operation of the traffic signal on Knowles Avenue (MD-547) and the maintenance of the shared use path. Per Montgomery County Code Chapter 50 Section 4.2, MCDOT shall provide recommendation related to Knowles Avenue (MD-547) for the attention of the concerned agency.

Significant Preliminary Pan Comments:

1. As per the discussions with Planning staff, we agree with eliminating the on-street parking on Summit Avenue to incorporate a 10-ft wide sidewalk for better pedestrian experience and for

Office of the Director

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

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

planting major species trees. The Summit Avenue (80-ft right-of-way) roadway cross section shall be the following and must be reflected on the certified preliminary plan:

- Existing Five-foot Sidewalk
 - Existing Twelve-foot & Six inches (12 ft- 6 in) Lawn Panel
 - Existing six (6)-inch Curb & Gutter.
 - Existing Eight-foot (8-ft) Parking
 - Restripe Eleven-foot (11-ft) Travel Lane
 - Restripe Ten-foot (10-ft) Left Turn lane
 - Restripe Eleven-foot (11-ft) Travel Lane
 - Proposed six (6)-inch Curb and Gutter
 - Proposed Nine-feet-Six-inches (9-ft-6-in) Lawn Panel with Major Species Trees
 - Proposed Ten-foot (10-ft) Sidewalk
 - Proposed Two-foot (2-ft) Maintenance Buffer between sidewalk and property line.
2. Signing and marking as shown on the preliminary plan for the lane transition on Summit Avenue at the proposed driveway entrance is conceptually accepted by MCDOT. The applicant will need to submit a signing and marking plan at the permit stage and receive final approval from MCDOT.
 3. No permanent structures, including but not limited to steps, stoops, retaining walls or private stormwater management facilities are allowed in the County right-of-way.
 4. Per the plan, the applicant is providing an American with Disabilities Act (ADA) compliant, 5-ft X 8-ft concrete pad at the bus stop located on Knowles Avenue (MD-547) and a lead walk connection to the proposed sidewalk. At or before the permit stage, please contact Mr. Wayne Miller of our Division of Transit Services to coordinate the above-mentioned improvements to the RideOn bus stop located on Knowles Avenue (MD-547). Mr. Miller may be contacted at 240-777-5836 or at Wayne.Miller2@montgomerycountymd.gov.
 5. **Traffic Impact Study (TIS):** The TIS is still under review and not approved by MCDOT. Based on the review of the report December 11, 2020 and the Response Memorandum sent via email dated January 28, 2021, we have the following comments, and the applicant should address these prior to the certified preliminary plan:
 - a) The traffic counts were based on the Maryland-National Capital Park and Planning Commission (M-NCPPC)-Memorandum dated May 7, 2020- "*Briefing on Temporary Policy for Traffic Counts Collection and Transportation Impact Study Submission During COVID-19 Pandemic*" as it is lower than the available historical data. As an example, when comparing a 2014 turn movement count at the intersection of Plyers Mill Road and Summit Avenue, the WB approach AM volumes were 34% higher in 2014 compared to the 2020

data with the adjustment factor applied. In the NB approach, AM volumes were 28% higher in 2014 than in 2020. We recommend that the higher of the traffic counts- traffic counts taken during the pandemic per the memorandum or available historic counts be used. If the historical traffic counts have not been completed in three years, then we recommend that an adjustment factor be added to the counts done during the pandemic. We believe that traffic will return to pre-pandemic levels.

- b) The scoping form included in the report includes an additional entrance at Detrick Avenue to be studied. The TIS report did not consider the proposed driveway onto the adjacent property on the east side, that ultimately accesses the Detrick Avenue and the impacts to the studied intersections as well as Detrick and Knowles Avenue (MD-547) and Detrick Avenue and Howard Avenue. The consultant's response submitted via email on January 28, 2021 states that there would be minimal impact to the studied intersections considering 20% of vehicle trips generated by the site. That may be true, but the consultant should have included those trips as per the scoping form as well as the impacts to the intersections Detrick and Knowles Avenue (MD-547) and Detrick Avenue and Howard Avenue in the report to justify their study.
- c) The report did not include the Pedestrian and Bicycle Impact Statement per the Section III(C)(2) of the Local Area Transportation Review (LATR) Guidelines and should be addressed prior to the certified preliminary plan.
- d) Additional road improvements may be required as a result of a review of a traffic study if such study is required by the Planning Board staff.

Standard Plan Review Comments

- 6. **Storm Drain Analysis:** The site drains to the storm drain system along Knowles Avenue (MD-547); therefore, shall be approved by MDSHA.
- 7. **Sight Distance:** The sight distances study has been accepted. A copy of the accepted Sight Distances Evaluation certification form (Attachment # 1) is enclosed for your information and reference.
- 8. Access and improvements along and Knowles Avenue (MD-547) as required by the MDSHA.
- 9. 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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10. 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. Handicap ramps, curb & gutter, pavement restriping, sidewalk, lawn panel, storm drainage and appurtenances and street trees along Summit Avenue. The Summit Avenue roadway section shall be per Comment # 1 of the Significant Preliminary Plan Comments.
 - b. Any improvements required per Comment# 5 (TIS Comments) above.
 - 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 50-24(e) of the Subdivision Regulations.
 - e. 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 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 maintenance) as long as deemed necessary by MCDPS.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review Engineer for this project at deepak.somarajan@montgomerycountymd.gov or at (240) 777-2194.

Sincerely,

Deepak Somarajan

Deepak Somarajan, Engineer III
Development Review Team
Office to Transportation Policy

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Enclosures: Attachment # 1: Sight Distance

cc: SharePoint Correspondence FY 21

cc-e: Tom Brault	Owner
Scott Wallace	Miles & Stockbridge
Bradford Fox	Bohler Engineering
Wes Guckert	The Traffic Group
Kwesi Woodroffe	MDSHA District 3
Elwyn Gonzalez	MNCPPC
Amy Lindsey	MNCPPC
Atiq Panjshiri	MCDPS RWPR
Sam Farhadi	MCDPS RWPR
Mark Terry	MCDOT DTEO
Vincent Ho	MCDOT DTEO
Kamal Hamud	MCDOT DTEO
Wayne Miller	MCDOT DTS
Rebecca Torma	MCDOT OTP



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

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: The Flats at Knowles Station Preliminary Plan Number: 1-20210030

Street Name: Summit Avenue - Garage Entrance/Exit Master Plan Road Classification: Business

Posted Speed Limit: 30 mph

Street/Driveway #1 (Summit Avenue) Street/Driveway #2 (_____)

Sight Distance (feet)	OK?	Sight Distance (feet)	OK?
Right <u>397'</u>	<u>YES</u>	Right _____	_____
Left <u>307'</u>	<u>YES</u>	Left _____	_____

Comments: Clear views of the extents of Summit Avenue.

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'

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)

*Source: AASHTO

ENGINEER/ SURVEYOR CERTIFICATE

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

Signature Date

PLS/P.E. MD Reg. No.

Montgomery County Review:	
<input checked="" type="checkbox"/>	Approved
<input type="checkbox"/>	Disapproved:
By:	<u>Deepak Somarajan</u>
Date:	<u>1/28/2021</u>



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

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: The Flats at Knowles Station Preliminary Plan Number: 1-20210030

Street Name: Summit Avenue - Loading Dock Master Plan Road Classification: Business

Posted Speed Limit: 30 mph

Street/Driveway #1 (Summit Avenue) Street/Driveway #2 (_____)

Sight Distance (feet)	OK?	Sight Distance (feet)	OK?
Right <u>368'</u>	<u>YES</u>	Right _____	_____
Left <u>337'</u>	<u>YES</u>	Left _____	_____

Comments: Clear views of the extents of Summit Avenue.

Comments: _____

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(45)	400'
Major - 50	475'
(55)	550'

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)

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Montgomery County Review:

Approved

Disapproved:

By: Deepak Somarajan

Date: 1/28/2021