

DPS-ROW CONDITIONS OF APPROVAL

Attachment B
April 7, 2022

82001013H Chevy Chase Center

Contact: Sam Farhadi at 240 777-6333

We have reviewed site plan file:

“07-BSITE-82001013H-C1.pdf” uploaded on/ dated **“3/28/2022”**.

As there seems to be minimal impact to the County ROW (per the above site plan), we do not have any comments at this point.

May 18, 2022

Mr. Michael Goodman
Vika Maryland, LLC
20251 Century Blvd.
Suite 400
Germantown, MD 20874

Dear Mr. Goodman:

Thank you for the opportunity to review the **Traffic Impact Study (TIS)** prepared by **Gorove Slade Transportation Planners and Engineers**, dated **March 17, 2022** for the proposed **5425 Wisconsin Avenue** development (**MDOT SHA Project No. 22APMO015XX**) located on **MD 355 – Wisconsin Avenue** (Mile Point: 26.81) in **Montgomery County**, Maryland.

The Maryland Department of Transportation State Highway Administration (MDOT SHA) review is complete and we are pleased to respond.

- The project will re-develop existing retail and office space into a 147-child daycare facility.
- Pedestrian and inbound vehicular access is proposed via the garage entrance on Wisconsin Circle.
- Outbound vehicular access will be from other garage access points to other roads.

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

Regional and Intermodal Planning Division (RIPD) Comments by (Mr. Darren Bean)

This development does not impact MDOT SHA's facilities. RIPD has no comments.

Travel Forecasting and Analysis Division (TFAD) Comments by (Mr. Scott Holcomb):

The report notes that the primary inbound access point for vehicles is the garage entrance on Wisconsin Circle, and that outbound access points are located elsewhere. Not knowing the locations of those outbound sites, we defer to the County as to whether additional Vision Zero considerations should be made for those spots.

Mr. Michael Goodman
SHA Tracking No.: 22APMO015XX
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Traffic Development & Support Division (TDSD) Comments by (Mr. Yeshitla Argaw)

Since the project is located in Red Policy area, no motor vehicle adequacy test is required. We defer transit, pedestrian and other adequacy test reviews to District 3 Traffic and Montgomery County DOT.

District 3 Engineering Systems Team (EST) Comments by (Ms. Urooj Zafar):

Currently, our office has no active or programmed projects within the vicinity of this development. EST would like to defer to District 3 Traffic to provide comments on the LATR.

District 3 Traffic Comments by (Mr. Alvin Powell):

This project is located along the Maryland/DC Line. The project impacts MD 355 (Wisconsin Ave). Per the current Montgomery County Growth and Infrastructure Policy, the project is located within a Red Zone. As a result, no motor vehicle adequacy test is required. Using the Montgomery County LATR Guidelines, the study does identify the section of MD 355 adjacent to the site as an area where bicycle improvements may be recommended. However, such improvements would need to be part of a larger project which ensures continuity of such facilities.

The SHA concurs with the report findings for this project as currently proposed and will not require the submission of any additional traffic analyses. However, an access permit will be required for all construction within the SHA right of way. Please submit electronically (via our online system <https://mdotsha.force.com/accesspermit>) the proposed improvement plans (including a set of hydraulic plans and computations) and all supporting documentation to the Access Management Division. 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 <https://www.roads.maryland.gov/mdotsha/pages/amd.aspx>. Please note, if this project has not obtained an SHA access permit and begun construction of the required improvements within five (5) years of this approval, extension of the permit shall be subject to the submission of an updated traffic impact analysis in order for SHA to determine whether the proposed improvements remain valid or if additional improvements will be required of the development.

Mr. Michael Goodman
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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 1-800-749-0737 (x7347), or via email at kwoodroffe@mdot.maryland.gov or shaamdpermits@mdot.maryland.gov.

Sincerely,



for Erica Rigby, P.E.
District Engineer, District 3, MDOT SHA

ER/eui

cc: Ms. Obianuju Ani, MDOT SHA – OOTS TDSD
Mr. Yeshitla Argaw, MDOT SHA – OOTS TDSD
Ms. Rola Daher, MDOT SHA – TFAD
Mr. Joseph Moges, MDOT SHA ADE-Traffic for Montgomery County
Mr. Scott Holcomb, MDOT SHA – TFAD
Ms. Katherine Mencarini, Montgomery Planning
Ms. Claudine Myers, MDOT SHA - District 3 EST
Ms. Natasha Aidoo, MDOT SHA - District 3 Traffic
Mr. William Stroud, MDOT SHA – TDSD
Ms. Rebecca Torma, Montgomery County Department of Transportation
Mr. Kwesi Woodroffe, MDOT SHA District 3 Regional Engineer
Ms. Urooj Zafar, MDOT SHA - District 3 EST



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

June 9, 2022

Ms. Katie Mencarini, Planner III
DownCounty Planning Division
The Maryland-National Capital
Park & Planning Commission
2425 Reedie Drive
Wheaton, Maryland 20902

RE: Chevy Chase Center
5425 Wisconsin Avenue
Traffic Impact Study Review
Preliminary Plan Amendment
No. 11999083A

Dear Ms. Mencarini:

We have completed our review of the Local Area Transportation Review and Transportation Policy Area Review (TIS) report for the 5425 Wisconsin Avenue project located in Bethesda, Maryland. This study, dated March 7, 2022, was prepared by Gorove Slade Transportation Planners and Engineers. The applicant proposes a change in use with the conversion of existing ground floor retail and second floor office space to a 147-child daycare. The proposed conversion will include internal renovations and no changes to the site frontage, vehicular access or streetscape are proposed.

We offer the following comments:

Adequacy Determination

1. Per the 2020-2024 Growth and Infrastructure Policy adopted on November 16, 2020 (Council Resolution # 19-655) the following adequacy tests are required for the subject site:
 - a. The subject site is in the Red Policy Area (Friendship Heights); therefore, the motor vehicle adequacy test **is not required**.
 - b. Since the proposed site is within the Red Policy Area and will generate between 50-99 peak hour person trips, the pedestrian, bicycle, and transit adequacy tests are required.

Office of the Director

101 Monroe Street, 10th Floor, Rockville, MD 20850 · 240-777-7170 · 240-777-7178 Fax
www.montgomerycountymd.gov/mcdot

LATR Proportionality Guide

1. The potential improvements identified for pedestrian, bicycle and transit adequacy exceed the amount of the costs that fall within the LATR Proportionality Guide amount of \$7,217. Therefore, the Applicant is not required to participate in off-site mitigation.

Pedestrian System Adequacy

1. Pedestrian Level of Comfort (PLOC): We concur with the applicant's rate of "undesirable" for approximately 190 linear feet of sidewalks identified in Figure 6 (Pg. 16). The Pedestrian Level of Comfort is below the county standards; therefore, mitigation is required.
 - a. The applicant states that mitigation could be achieved with the potential bicycle improvements listed in Table 5 (Pg. 19) as the bike lanes would provide the required buffer.
 - b. Since the costs of the bicycle improvements exceed the applicant's proportionality guide amount of \$7,217, the applicant is not required to fix or fund these improvements to achieve a better PLOC.
2. Street Lighting: A field verified inventory of streetlights within the 400-foot study area boundary was provided. While the streetlight functionality was field verified as operational, it was noted 5 poles along the south side of Wisconsin Circle do not have lamp fixtures. To satisfy the Pedestrian System Adequacy test, the green Utility Washington FCO streetlights, or a fee in lieu, should be provided for the 400-foot radius studied section from the property. However, since the LATR Proportionality Guide amount for this project is around \$7,217, the applicant will not install any of the lamp fixtures.
3. ADA Compliance: The applicant has stated in the Technical Memorandum dated, May 31, 2022, that the three identified ADA ramps were recently installed and include all standard ADA features such as tactile warning strips, adequate landings and flared sides. Thus, no modifications to the existing curb ramps are proposed.

Bicycle System Adequacy

1. The consultant states that approximately 600 linear feet of roadway do not meet adequacy standards. The consultant recommends improvements for these segments that includes 600 linear feet of separated bike facilities to achieve acceptable Bicycle Level of Traffic Stress (BLTS) scores. The locations of bicycle network deficiencies are provided in Figure 11 (Pg. 22) and potential improvements to meet County standards are outlined in Table 8 (Pg. 23).
2. The consultant notes that Western Avenue would be located in the District of Columbia; therefore, they would review and approve the facilities.

Transit System Adequacy

1. Adequate transit facilities are provided under existing conditions with at least two (2) shelters with Realtime information displays provided at the Friendship Heights Metrorail Station, that is located within 500 feet of the site entrance.
2. We concur with the consultant's finding that no additional improvements are needed to satisfy the transit

adequacy test, since two (2) or more sheltered bus stops with Realtime information displays are provided within the study area.

Vision Zero Statement

1. An evaluation of vision zero standards included a review of accidents and speed studies. The subject study area does not include any segments identified as High Injury Network segments. We concur with consultant's findings in the report.
2. The consultant concluded that speed study findings indicate that speed management may be warranted on Western Avenue. Since this roadway is located within the District of Columbia, any alterations would be approved by DDOT.

SUMMARY

1. We concur with the consultant's conclusions regarding the pedestrian, vision zero, transit and bicycle system adequacy.
2. The cost of the potential improvements identified to mitigate the study area deficiencies for the studied adequacy test exceed the LATR Proportionality Guide amount of \$7,217. Planning has determined that the Applicant is not required to participate in off-site mitigation nor provide a fee in lieu payment.

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

Sincerely,

Brenda M. Pardo, Engineer III
Development Review Team
Office of Transportation Policy

[SharePoint\teams\DOT\Director's Office\Development Review\Brenda\Traffic Impact Study \(TIS\)\Chevy Chase Center\Chevy Chase Center-TIS Letter_6.9.22](#)

cc:e: Correspondence folder FY 2022

Will Zeid
Atiq Panjshiri
Sam Farhadi
Mark Terry
Oscar Yen
Rebecca Torma

Gorove Slade
MCDPS RWPR
MCDPS RWPR
MCDOT DTEO
MCDOT DTEO
MCDOT OTP