

December 3, 2010

Mr. Ollie Mumpower  
City of Gaithersburg  
Department of Public Works  
800 Rabbit Road  
Gaithersburg, Maryland 20878

RE: Montgomery County Fairgrounds Property  
Montgomery County, Maryland  
Our Job No: 2008-0725

**CORPORATE OFFICE**

**Baltimore, MD**  
Suite H  
9900 Franklin Square Drive  
Baltimore, Maryland 21236  
410.931.6600  
fax: 410.931.6601  
1.800.583.8411

**FIELD OFFICE LOCATIONS**

Arkansas  
Florida  
Maryland  
New York  
Texas  
Virginia

Dear Ollie:

As per our previous discussions, enclosed is a report that documents the existing traffic conditions in the vicinity of the Montgomery County Fairgrounds site in Gaithersburg, Maryland. This study is based on our previous discussions with regard to the scope of the Traffic Study and the documentation of the existing base conditions. We understand that as the development moves through additional City approvals, the size and the scope of the project will be defined. At that time, additional Traffic Studies will be necessary based on the City's APFO requirements showing the levels of service of all intersections in the study area and any recommended improvements needed to bring these intersections below the City's Congestion Standard.

If you have any questions concerning the attached study, please do not hesitate to contact me.

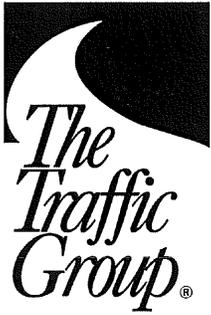
Sincerely,

Glenn E. Cook  
Vice President

cc: Jacqueline Marsh

GEC:clg  
(F:\2008\2008-0725\wp\Mumpower 3.doc)

Joint Hearing - MCC & PC  
Z-316  
Exhibit #11



December 3, 2010

Mr. Ollie Mumpower  
Department of Public Works  
City of Gaithersburg  
800 Rabbit Road  
Gaithersburg, MD 20878

RE: Montgomery County Fairgrounds Redevelopment  
Montgomery County, Maryland  
Our Job No.: 2008-0725

**CORPORATE OFFICE**  
**Baltimore, MD**

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**FIELD OFFICE LOCATIONS**

Arkansas  
Florida  
Maryland  
New York  
Texas  
Virginia

Dear Mr. Mumpower:

The Traffic Group, Inc. has had an opportunity to conduct a Preliminary Analysis of the existing road network in the vicinity of the Montgomery County Fairgrounds which is located between MD 355 to the east, the CSXT Tracks to the west, Perry Parkway to the north and Chestnut Street on the south as shown on Exhibit 1. Based on our previous discussions concerning the scope of a traffic study for this site, the following intersections were suggested to be examined which would be impacted by any redevelopment of the Fairgrounds Property:

- MD 355 (N. Frederick Avenue) and Lake Forest Boulevard
- Perry Parkway Roundabout
- MD 117 (West Diamond Avenue) and Perry Parkway
- MD 117 (West Diamond Avenue) and Exit 10 from northbound I-270
- MD 117 (West Diamond Avenue) and Muddy Branch Road/ Chestnut Street
- MD 355 (N. Frederick Avenue) and MD 124 (Montgomery Village Avenue)
- MD 355 (N. Frederick Avenue) and Chestnut Street.

As the plan for this site develops, additional studies will be necessary to determine the impact of the proposed plans for this site for APFO compliance. This report is limited to the documentation of existing traffic conditions in this area at this time.

The following is a description of the work undertaken to date:

**Existing Road Network**

**MD 355 (N. Frederick Avenue)** is a 6 lane divided north-south roadway in the vicinity of its intersection with MD 124 (Montgomery Village Avenue) and with Perry Parkway. To the south, MD 355 is a four lane divided roadway. Auxiliary left turn lanes are provided at all of the major intersections. Traffic signals presently exist along MD 355 at Chestnut Street, Perry Parkway, and MD 124.

**MD 117 (West Diamond Avenue)** is a four lane divided roadway located to the south of the subject property. Traffic signals presently exist along MD 117 at Muddy Branch Road/Chestnut Street, Perry Parkway, and the I-270 northbound off-ramp.

Exhibit 2 has been prepared to show the existing lane use at each of the above mentioned intersection.

### **Existing Traffic Volumes**

In order to examine the existing conditions in this area traffic count data was obtained from The Traffic Group files and the Maryland State Highway Administration (SHA) for four (4) of the study area intersections. This data was previously collected between 2005 and 2008. Three (3) new traffic counts were conducted at the following intersections:

- Perry Parkway Roundabout
- MD 355 and Perry Parkway
- MD 117 and the I-270 northbound off-ramp

The total vehicles observed during each of the counts which were used as a basis for this report are shown on the summary sheets contained in Appendix A to this report. The existing peak hour volumes are shown on Exhibit 3.

In order to reflect current conditions at the locations where counts were previously conducted, we have consulted the SHA Average Daily Traffic Maps to establish growth patterns in this area. Contained in Appendix B to this report are exhibits which show the growth patterns for the four count stations in the vicinity of the site for which data is available. A review of this data indicates that there has been little to no growth along the study area roadways over the past ten years. Therefore, the count data previously collected from 2005 through 2008 has not been increased to reflect regional growth.

### **Capacity Analyses Results**

In order to determine the existing Levels of Service at the study area intersections, intersection capacity analyses have been conducted using the Critical Lane Volume (CLV) Methodology. The Perry Parkway Roundabout was evaluated using the SIDRA Program. The results of the analysis are shown on Exhibit 4 and copies of the capacity worksheets are contained in Appendix B of this report.

A review of Exhibit 4 indicates that all of the study area intersections are currently operating at Level of Service "C" or better conditions during the peak period with the exception of the MD 355 and MD 124 intersection. This intersection is currently operating at a Level of Service "E" during the morning peak period and a Level of Service "F" during the evening peak period.

As shown by the results of our analysis, with the exception of the MD 355 and MD 124 intersection, capacity does exist in this area to accommodate further development. It should be noted that this analysis was a preliminary assessment of existing conditions and does not take into consideration any other developments which may have previously received approval in this area which are not yet developed. This analysis also does not take into consideration the positive influence of the I-270 and Watkins Mill Road interchange and the extension of Watkins Mill Road to MD 355, which will provide relief to the MD 355 and MD 124 intersection. These items will be addressed in future submissions to comply with the APFO requirements as the plans for this site evolve.

**Mr. Ollie Mumpower**  
**December 3, 2010**  
**Page 3**

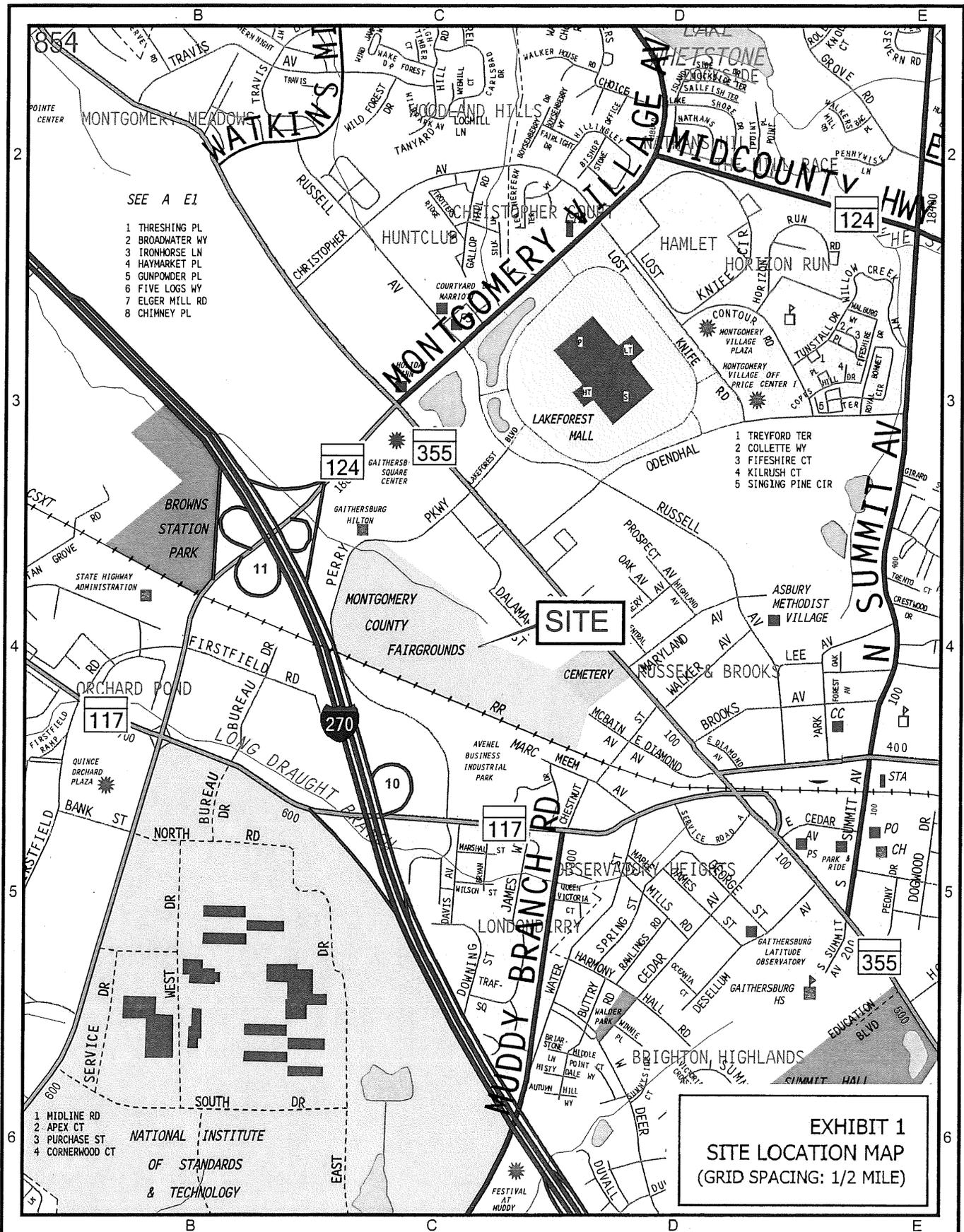
If you have any questions concerning any of the above information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in cursive script that reads "Glenn Cook".

Glenn E. Cook  
Vice President

GEC:clg  
F:\2008\2008-0725\wp\Mumpower 2.doc



SEE A E1

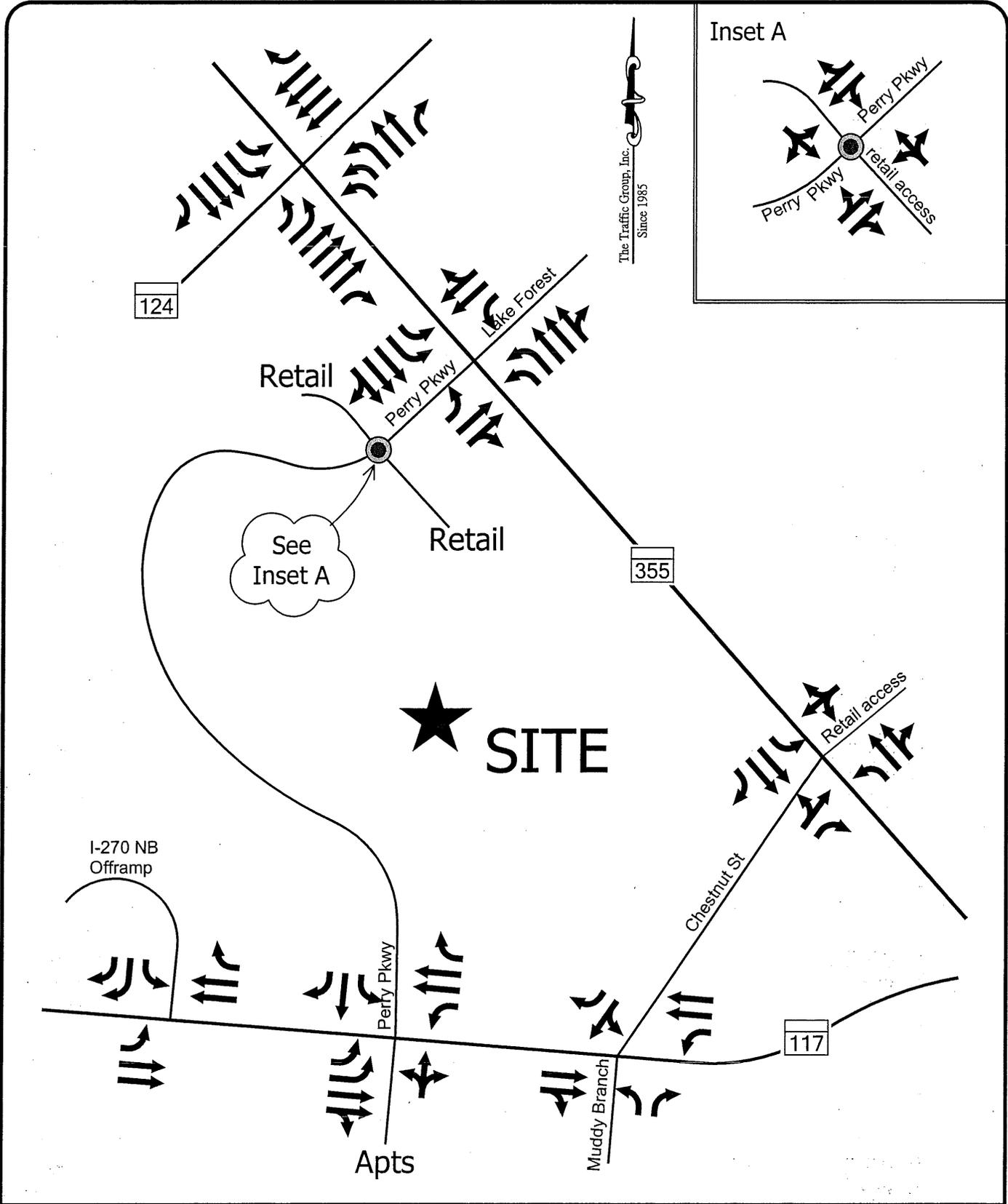
- 1 THRESHING PL
- 2 BROADWATER WY
- 3 IRONHORSE LN
- 4 HAYMARKET PL
- 5 GUNPOWDER PL
- 6 FIVE LOGS WY
- 7 ELGER MILL RD
- 8 CHIMNEY PL

- 1 TREYFORD TER
- 2 COLLETTE WY
- 3 FIFESHIRE CT
- 4 KILRUSH CT
- 5 SINGING PINE CIR

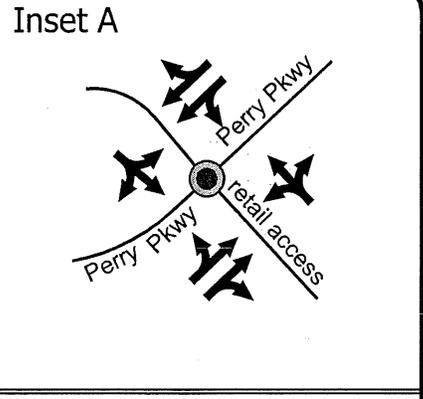
- 1 MIDLINE RD
- 2 APEX CT
- 3 PURCHASE ST
- 4 CORNERWOOD CT

NATIONAL INSTITUTE  
OF STANDARDS  
& TECHNOLOGY

**EXHIBIT 1**  
**SITE LOCATION MAP**  
(GRID SPACING: 1/2 MILE)



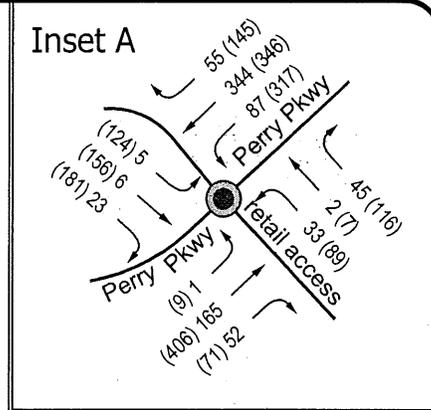
The Traffic Group, Inc.  
Since 1985



NOT TO SCALE

EXHIBIT 2  
EXISTING LANE USE

COUNTS: Peak hour, Date	
AM	7:45-8:45, 05/19/05
PM	5:15-6:15, 05/19/05



COUNTS: Peak hour, Date	
AM	8:00-9:00, 09/16/09
PM	6:00-7:00, 09/16/09

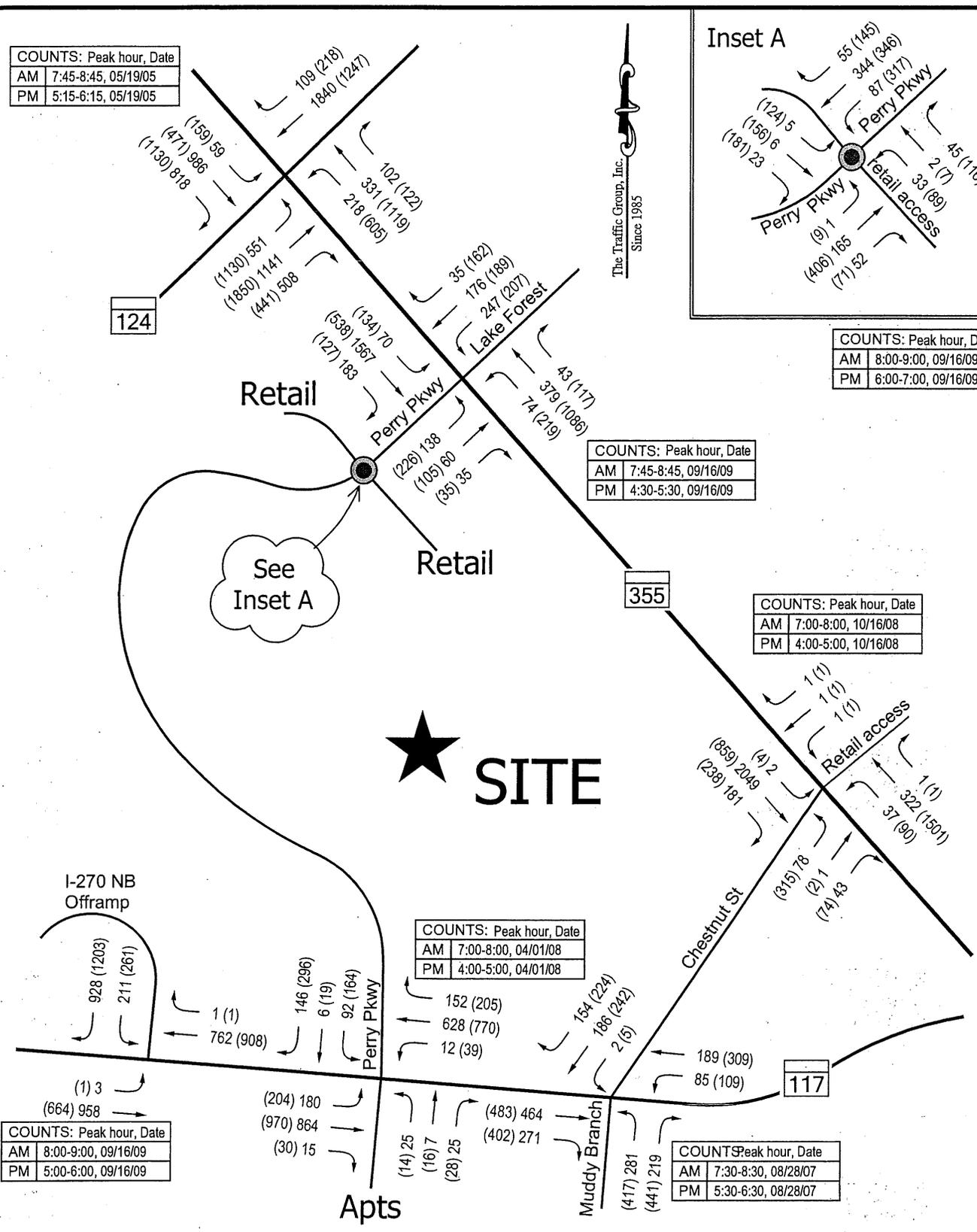
COUNTS: Peak hour, Date	
AM	7:45-8:45, 09/16/09
PM	4:30-5:30, 09/16/09

COUNTS: Peak hour, Date	
AM	7:00-8:00, 10/16/08
PM	4:00-5:00, 10/16/08

COUNTS: Peak hour, Date	
AM	7:00-8:00, 04/01/08
PM	4:00-5:00, 04/01/08

COUNTS: Peak hour, Date	
AM	8:00-9:00, 09/16/09
PM	5:00-6:00, 09/16/09

COUNTS: Peak hour, Date	
AM	7:30-8:30, 08/28/07
PM	5:30-6:30, 08/28/07



The Traffic Group, Inc.  
Since 1985



NOT TO SCALE

- 00 - MORNING PEAK HOUR
- (00) - EVENING PEAK HOUR

NOTE:  
1. Traffic trend doesn't show growth from year 2003 onward. For this preliminary analysis, no traffic growths are applied. For details, see Appendix B.

### EXHIBIT 3 EXISTING PEAK HOUR TRAFFIC VOLUMES

## RESULTS OF INTERSECTION CAPACITY ANALYSIS

### MORNING PEAK HOUR TRAFFIC

	EXISTING	BACKGR'D	TOTAL
1. MD 355 & MD 124	E/1457	n/a	n/a
2. MD 355 & Perry Pkwy	B/1043	n/a	n/a
3. MD 355 & Chestnut St	C/1251	n/a	n/a
4. MD 117 & Muddy Branch Rd/Chestnut St	A/960	n/a	n/a
5. MD 117 & Perry Pkwy	A/647	n/a	n/a
6. MD 117 & I-270 NB Offramp	B/1035	n/a	n/a
7. Perry Pkwy & Shop Ctr Accesses	A/404	n/a	n/a

### EVENING PEAK HOUR TRAFFIC

	EXISTING	BACKGR'D	TOTAL
1. MD 355 & MD 124	F/1762	n/a	n/a
2. MD 355 & Perry Pkwy	A/980	n/a	n/a
3. MD 355 & Chestnut St	B/1147	n/a	n/a
4. MD 117 & Muddy Branch Rd/Chestnut St	C/1265	n/a	n/a
5. MD 117 & Perry Pkwy	A/825	n/a	n/a
6. MD 117 & I-270 NB Offramp	C/1161	n/a	n/a
	C/1190	n/a	n/a

**NOTE:**

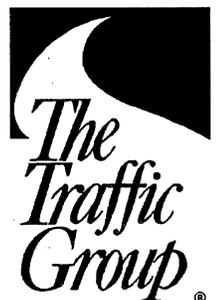
1. Background and Total Traffic information is not available at this time.
2. Traffic trend doesn't show growth from year 2003 onward. For this preliminary analysis, no traffic growths are applied.



## EXHIBIT 4 RESULTS OF INTERSECTION CAPACITY ANALYSIS

# **APPENDIX A**

*Intersection Turning Movement Counts,  
Condition Diagrams and Photos*



**VEHICLE TURNING MOVEMENT COUNT - SUMMARY**

Intersection of: Md. 355  
and: Md. 124  
Location: Montgomery Co., Md.

Counted by: FC, LL, TP  
Date: May 19, 2005  
Weather: Fair, Warm  
Entered by: TT

Day: Thursday

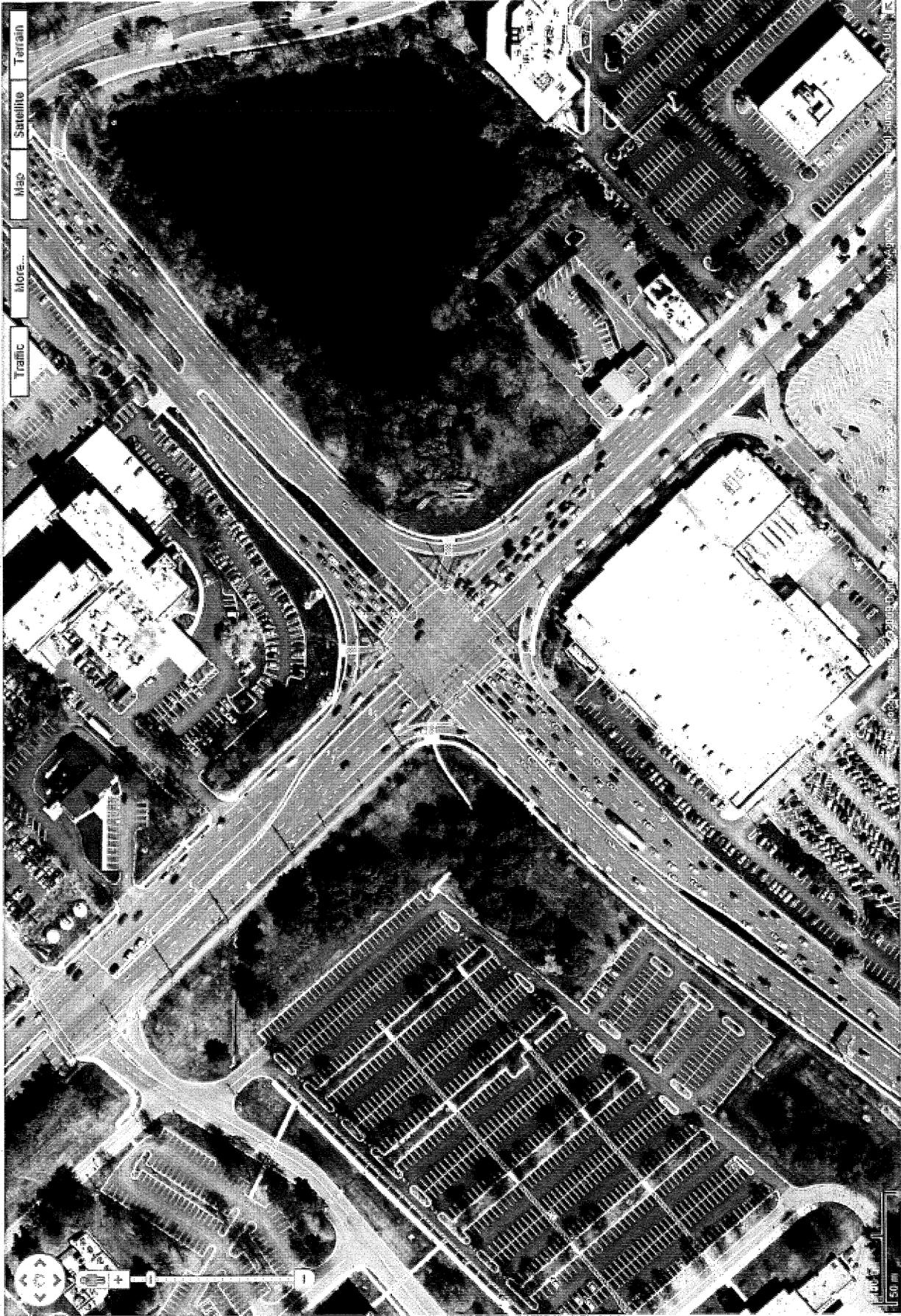


TIME	TRAFFIC FROM NORTH on: Md. 355					TRAFFIC FROM SOUTH on: Md. 355					TRAFFIC FROM EAST on: Md. 124					TRAFFIC FROM WEST on: Md. 124					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
<b>AM</b>																					
30-45	139	286	10	0	435	8	40	44	0	92	8	449	0	0	457	53	131	38	1	223	1207
45-00	144	298	12	3	457	15	51	45	0	111	19	490	0	0	509	67	142	58	0	267	1344
07:0-15	156	286	16	0	458	16	56	39	0	111	22	382	0	0	404	75	159	73	2	309	1282
15-30	165	292	10	3	470	19	72	41	0	132	24	446	0	0	470	93	186	77	0	356	1428
30-45	190	289	15	0	494	26	75	56	0	157	22	451	1	0	474	97	207	113	0	417	1542
45-00	196	278	6	1	481	25	82	47	1	155	22	492	0	0	514	139	259	142	0	540	1690
08:0-15	186	271	16	1	474	30	81	41	0	152	30	435	0	0	465	136	307	132	0	575	1666
15-30	215	218	23	0	456	26	96	64	1	187	29	478	0	0	507	102	280	136	2	520	1670
30-45	221	219	12	0	452	21	72	64	0	157	28	435	0	0	463	131	295	138	1	565	1637
45-00	193	186	12	0	391	21	86	51	2	160	43	470	0	0	513	141	284	130	0	555	1619
09:0-15	180	176	17	1	374	16	108	80	1	205	33	445	0	0	478	117	313	126	1	557	1614
15-30	141	150	17	2	310	30	79	65	2	176	37	383	0	0	420	98	297	123	2	520	1426
<b>3 Hr Totals</b>	<b>2126</b>	<b>2949</b>	<b>166</b>	<b>11</b>	<b>5252</b>	<b>253</b>	<b>898</b>	<b>637</b>	<b>7</b>	<b>1795</b>	<b>317</b>	<b>5356</b>	<b>1</b>	<b>0</b>	<b>5674</b>	<b>1249</b>	<b>2860</b>	<b>1286</b>	<b>9</b>	<b>5404</b>	<b>18125</b>
<b>1 Hr Totals</b>																					
630-730	604	1162	48	6	1820	58	219	169	0	446	73	1767	0	0	1840	288	618	246	3	1155	5261
645-745	655	1165	53	6	1879	76	254	181	0	511	87	1769	1	0	1857	332	694	321	2	1349	5596
07-08	707	1145	47	4	1903	86	285	183	1	555	90	1771	1	0	1862	404	811	405	2	1622	5942
715-815	737	1130	47	5	1919	100	310	185	1	596	98	1824	1	0	1923	465	959	464	0	1888	6326
730-830	787	1056	60	2	1905	107	334	208	2	651	103	1856	1	0	1960	474	1053	523	2	2052	6568
745-845	818	986	57	2	1863	102	331	216	2	651	109	1840	0	0	1949	508	1141	548	3	2200	6663
08-09	815	894	63	1	1773	98	335	220	3	656	130	1818	0	0	1948	510	1166	536	3	2215	6592
815-915	809	799	64	1	1673	84	362	259	4	709	133	1828	0	0	1961	491	1172	530	4	2197	6540
830-930	735	731	58	3	1527	88	345	260	5	698	141	1733	0	0	1874	487	1189	517	4	2197	6296
<b>PEAK HOUR</b>																					
<b>745-845</b>	<b>818</b>	<b>986</b>	<b>57</b>	<b>2</b>	<b>1863</b>	<b>102</b>	<b>331</b>	<b>216</b>	<b>2</b>	<b>651</b>	<b>109</b>	<b>1840</b>	<b>0</b>	<b>0</b>	<b>1949</b>	<b>508</b>	<b>1141</b>	<b>548</b>	<b>3</b>	<b>2200</b>	<b>6663</b>
<b>PM</b>																					
04:0-15	151	113	34	2	300	57	200	124	2	383	36	304	0	0	340	121	468	180	4	773	1796
15-30	160	125	39	0	324	47	244	123	0	414	51	301	0	0	352	149	483	260	2	894	1984
30-45	180	121	31	0	332	55	253	126	1	435	53	290	0	0	343	103	461	270	1	835	1945
45-00	193	107	35	0	335	48	250	138	1	437	58	294	0	0	352	93	430	263	3	789	1913
05:0-15	202	106	34	0	342	37	256	128	1	422	61	345	0	0	406	94	475	275	2	846	2016
15-30	270	136	40	0	446	32	258	156	1	447	67	341	0	0	408	110	459	275	1	845	2146
30-45	284	116	32	0	432	31	287	157	1	476	51	312	0	0	363	93	433	283	0	809	2080
45-00	293	100	30	2	425	23	299	158	1	481	48	291	0	1	340	98	498	291	0	887	2133
06:0-15	283	119	54	1	457	36	275	128	3	442	52	303	0	0	355	140	460	277	3	880	2134
15-30	223	99	51	0	373	40	256	147	0	443	52	326	0	0	378	125	523	242	3	893	2087
30-45	186	105	38	1	330	47	259	164	0	470	43	315	0	0	358	144	529	241	4	918	2076
45-00	190	110	32	0	332	48	248	105	1	402	37	290	0	0	327	173	541	244	5	963	2024
<b>3 Hr Totals</b>	<b>2615</b>	<b>1357</b>	<b>450</b>	<b>6</b>	<b>4428</b>	<b>501</b>	<b>3085</b>	<b>1654</b>	<b>12</b>	<b>5252</b>	<b>609</b>	<b>3712</b>	<b>0</b>	<b>1</b>	<b>4322</b>	<b>1443</b>	<b>5760</b>	<b>3101</b>	<b>28</b>	<b>10332</b>	<b>24334</b>
<b>1 Hr Totals</b>																					
04-05	684	466	139	2	1291	207	947	511	4	1669	198	1189	0	0	1387	466	1842	973	10	3291	7638
415-515	735	459	139	0	1333	187	1003	515	3	1708	223	1230	0	0	1453	439	1849	1068	8	3364	7858
430-530	845	470	140	0	1455	172	1017	548	4	1741	239	1270	0	0	1509	400	1825	1083	7	3315	8020
445-545	949	465	141	0	1555	148	1051	579	4	1782	237	1292	0	0	1529	390	1797	1096	6	3289	8155
05-06	1049	458	136	2	1645	123	1100	599	4	1826	227	1289	0	1	1517	395	1865	1124	3	3387	8375
515-615	1130	471	156	3	1760	122	1119	599	6	1846	218	1247	0	1	1466	441	1850	1126	4	3421	8493
530-630	1083	434	167	3	1687	130	1117	590	5	1842	203	1232	0	1	1436	456	1914	1093	6	3469	8434
545-645	985	423	173	4	1585	146	1089	597	4	1836	195	1235	0	1	1431	507	2010	1051	10	3578	8430
06-07	882	433	175	2	1492	171	1038	544	4	1757	184	1234	0	0	1418	582	2053	1004	15	3654	8321
<b>PEAK HOUR</b>																					
<b>515-615</b>	<b>1130</b>	<b>471</b>	<b>156</b>	<b>3</b>	<b>1760</b>	<b>122</b>	<b>1119</b>	<b>599</b>	<b>6</b>	<b>1846</b>	<b>218</b>	<b>1247</b>	<b>0</b>	<b>1</b>	<b>1466</b>	<b>441</b>	<b>1850</b>	<b>1126</b>	<b>4</b>	<b>3421</b>	<b>8493</b>

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Done

**VEHICLE TURNING MOVEMENT COUNT - SUMMARY**

Intersection of: MD 355  
and: Perry Pkwy  
Location: Montgomery Co., MD

Counted by: JL, KL  
Date: September 16, 2009  
Weather: Fair, Warm  
Entered by: TT

Day: Wednesday  
Job Number: 2008-0725



TIME	TRAFFIC FROM NORTH on: MD 355					TRAFFIC FROM SOUTH on: MD 355					TRAFFIC FROM EAST on: Perry Pkwy					TRAFFIC FROM WEST on: Perry Pkwy					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
<b>AM</b>																					
30-45	17	259	2	3	281	4	56	9	0	69	7	11	36	0	54	3	10	9	0	22	426
45-00	25	384	3	1	413	5	54	9	1	69	15	19	58	0	92	10	6	15	0	31	605
07:0-15	35	409	3	1	448	6	76	4	1	87	14	21	75	0	110	2	9	10	0	21	666
15-30	21	458	2	2	483	2	71	13	3	89	11	29	55	0	95	10	4	18	0	32	699
30-45	32	449	8	2	491	5	72	13	1	91	10	30	86	0	126	5	3	17	0	25	733
45-00	42	448	9	1	500	14	96	20	1	131	12	40	62	0	114	4	11	25	0	40	785
08:0-15	42	399	11	4	456	6	76	12	1	95	6	39	81	0	126	12	14	33	0	59	736
15-30	53	334	17	3	407	16	100	25	6	147	11	44	62	1	118	12	19	39	0	70	742
30-45	46	386	19	6	457	7	107	9	0	123	6	53	41	0	100	7	16	41	0	64	744
45-00	35	374	13	12	434	14	86	8	6	114	12	49	58	0	119	7	21	30	0	58	725
09:0-15	34	370	20	8	432	13	121	21	2	157	21	34	57	0	112	6	20	21	0	47	748
15-30	31	271	25	7	334	9	115	27	6	157	15	27	46	0	88	11	24	40	0	75	654
<b>3 Hr Totals</b>	<b>413</b>	<b>4541</b>	<b>132</b>	<b>50</b>	<b>5136</b>	<b>101</b>	<b>1030</b>	<b>170</b>	<b>28</b>	<b>1329</b>	<b>140</b>	<b>396</b>	<b>717</b>	<b>1</b>	<b>1254</b>	<b>89</b>	<b>157</b>	<b>298</b>	<b>0</b>	<b>544</b>	<b>8263</b>
<b>1 Hr Totals</b>																					
630-730	98	1510	10	7	1625	17	257	35	5	314	47	80	224	0	351	25	29	52	0	106	2396
645-745	113	1700	16	6	1835	18	273	39	6	336	50	99	274	0	423	27	22	60	0	109	2703
07-08	130	1764	22	6	1922	27	315	50	6	398	47	120	278	0	445	21	27	70	0	118	2883
715-815	137	1754	30	9	1930	27	315	58	6	406	39	138	284	0	461	31	32	93	0	156	2953
730-830	169	1630	45	10	1854	41	344	70	9	464	39	153	291	1	484	33	47	114	0	194	2996
745-845	183	1567	56	14	1820	43	379	66	8	496	35	176	246	1	458	35	60	138	0	233	3007
08-09	176	1493	60	25	1754	43	369	54	13	479	35	185	242	1	463	38	70	143	0	251	2947
815-915	168	1464	69	29	1730	50	414	63	14	541	50	180	218	1	449	32	76	131	0	239	2959
830-930	146	1401	77	33	1657	43	429	65	14	551	54	163	202	0	419	31	81	132	0	244	2871
<b>PEAK HOUR</b>	<b>183</b>	<b>1567</b>	<b>56</b>	<b>14</b>	<b>1820</b>	<b>43</b>	<b>379</b>	<b>66</b>	<b>8</b>	<b>496</b>	<b>35</b>	<b>176</b>	<b>246</b>	<b>1</b>	<b>458</b>	<b>35</b>	<b>60</b>	<b>138</b>	<b>0</b>	<b>233</b>	<b>3007</b>
<b>PM</b>																					
04:0-15	32	160	20	5	217	17	257	28	5	307	32	40	40	0	112	9	33	72	0	114	750
15-30	22	156	33	14	225	15	253	35	12	315	34	39	52	1	126	2	30	65	0	97	763
30-45	40	142	22	11	215	37	239	41	8	325	38	54	52	1	145	11	25	58	0	94	779
45-00	25	117	23	8	173	28	266	39	11	344	29	35	45	0	109	3	30	68	0	101	727
05:0-15	25	104	31	5	165	24	277	56	12	369	51	53	59	0	163	8	22	53	0	83	780
15-30	37	175	23	11	246	28	304	41	11	384	44	47	48	2	141	13	28	45	2	88	859
30-45	25	94	23	2	144	21	253	31	6	311	32	40	48	0	120	19	25	76	0	120	695
45-00	25	109	14	5	153	27	277	48	6	358	38	40	51	0	129	35	52	49	0	136	776
06:0-15	32	128	24	10	194	20	265	43	6	334	45	68	30	0	143	10	32	45	4	91	762
15-30	33	132	32	4	201	18	232	49	11	310	25	44	41	0	110	20	29	67	0	116	737
30-45	29	151	20	12	212	21	232	37	12	302	29	52	50	0	131	3	18	47	1	69	714
45-00	17	123	26	9	175	7	171	58	5	241	15	47	44	0	106	14	27	42	0	83	605
<b>3 Hr Totals</b>	<b>342</b>	<b>1591</b>	<b>291</b>	<b>96</b>	<b>2320</b>	<b>263</b>	<b>3026</b>	<b>506</b>	<b>105</b>	<b>3900</b>	<b>412</b>	<b>559</b>	<b>560</b>	<b>4</b>	<b>1535</b>	<b>147</b>	<b>351</b>	<b>687</b>	<b>7</b>	<b>1192</b>	<b>8947</b>
<b>1 Hr Totals</b>																					
04-05	119	575	98	38	830	97	1015	143	36	1291	133	168	189	2	492	25	118	263	0	406	3019
415-515	112	519	109	38	778	104	1035	171	43	1353	152	181	208	2	543	24	107	244	0	375	3049
430-530	127	538	99	35	799	117	1086	177	42	1422	162	189	204	3	558	35	105	224	2	366	3145
445-545	112	490	100	26	728	101	1100	167	40	1408	156	175	200	2	533	43	105	242	2	392	3061
05-06	112	482	91	23	708	100	1111	176	35	1422	165	180	206	2	553	75	127	223	2	427	3110
515-615	119	506	84	28	737	96	1099	163	29	1387	159	195	177	2	533	77	137	215	6	435	3092
530-630	115	463	93	21	692	86	1027	171	29	1313	140	192	170	0	502	84	138	237	4	463	2970
545-645	119	520	90	31	760	86	1006	177	35	1304	137	204	172	0	513	68	131	208	5	412	2989
06-07	111	534	102	35	782	66	900	187	34	1187	114	211	165	0	490	47	106	201	5	359	2818
<b>PEAK HOUR</b>	<b>127</b>	<b>538</b>	<b>99</b>	<b>35</b>	<b>799</b>	<b>117</b>	<b>1086</b>	<b>177</b>	<b>42</b>	<b>1422</b>	<b>162</b>	<b>189</b>	<b>204</b>	<b>3</b>	<b>558</b>	<b>35</b>	<b>105</b>	<b>224</b>	<b>2</b>	<b>366</b>	<b>3145</b>

**PEDESTRIAN OBSERVATIONS**

Intersection of: MD 355  
and: Perry Pkwy  
Location: Montgomery Co., MD

Counted by: JL, KL  
Date: September 16, 2009  
Weather: Fair, Warm  
Entered by: TT

Day: Wednesday



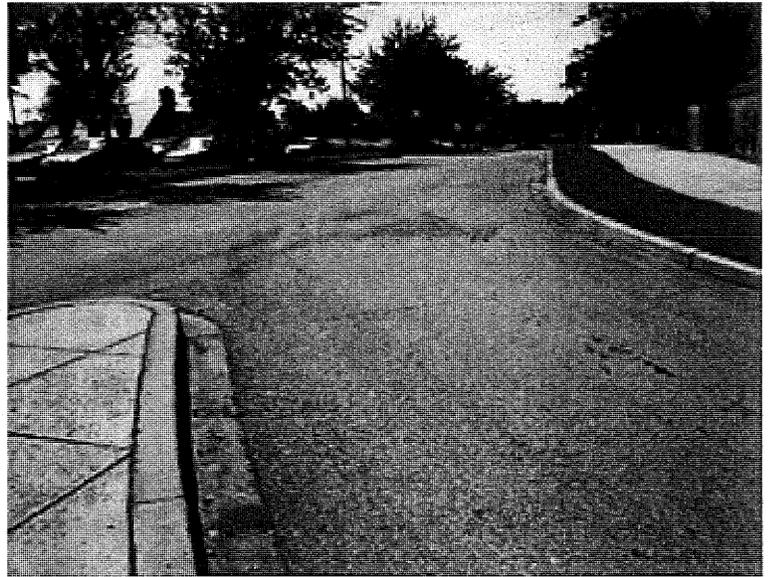
TIME	MD 355				MD 355			
	NORTH LEG				SOUTH LEG			
	ADULT		CHILDREN		ADULT		CHILDREN	
	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES
AM								
06:30-45	0	0	0	0	0	0	0	0
45-00	0	0	0	0	1	0	0	0
07:0-15	0	0	0	0	0	0	0	0
15-30	1	0	0	0	0	0	0	0
30-45	0	0	0	0	2	0	0	0
45-00	0	0	0	0	0	1	0	0
08:0-15	2	0	0	0	2	0	0	0
15-30	1	0	0	0	0	0	0	0
30-45	1	0	0	0	1	0	0	0
45-00	1	0	0	0	0	1	0	0
09:0-15	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0
TOTALS	6	0	0	0	6	2	0	0
PM								
04:0-15	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	1	0	0
30-45	0	0	0	0	4	0	0	0
45-00	0	0	0	0	0	0	0	0
05:0-15	1	0	0	0	1	0	0	0
15-30	0	0	0	0	2	2	0	0
30-45	0	0	0	0	3	0	0	0
45-00	1	0	0	0	1	0	0	0
06:0-15	0	0	0	0	0	1	0	0
15-30	1	0	0	0	1	0	0	0
30-45	2	0	0	0	1	0	0	0
45-00	3	0	0	0	1	1	0	0
TOTALS	8	0	0	0	14	5	0	0

TIME	Perry Pkwy				Perry Pkwy			
	EAST LEG				WEST LEG			
	ADULT		CHILDREN		ADULT		CHILDREN	
	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES
AM								
06:30-45	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0
07:0-15	1	0	0	0	1	0	0	0
15-30	1	0	0	0	0	0	0	0
30-45	1	0	0	0	0	0	0	0
45-00	3	0	0	0	1	0	0	0
08:0-15	3	0	0	0	0	0	0	0
15-30	1	0	0	0	0	0	0	0
30-45	3	0	0	0	2	0	0	0
45-00	2	0	0	0	0	0	0	0
09:0-15	3	0	0	0	1	0	0	0
15-30	2	0	0	0	0	0	0	0
TOTALS	20	0	0	0	5	0	0	0
PM								
04:0-15	1	0	0	0	0	0	0	0
15-30	0	0	0	0	1	0	0	0
30-45	1	0	0	0	0	0	0	0
45-00	1	0	0	0	0	0	0	0
05:0-15	1	0	0	0	2	0	0	0
15-30	1	0	0	0	3	0	0	0
30-45	1	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0
06:0-15	1	0	0	0	3	0	0	0
15-30	1	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0
45-00	0	0	0	0	2	0	0	0
TOTALS	8	0	0	0	11	0	0	0

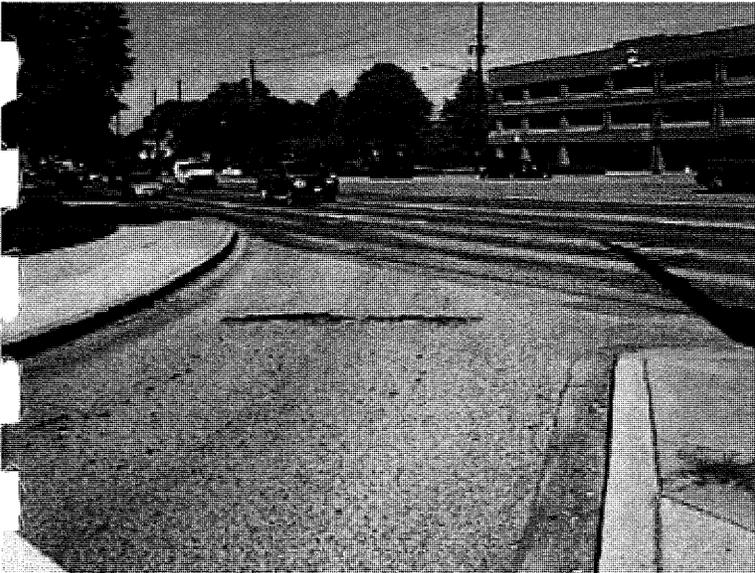




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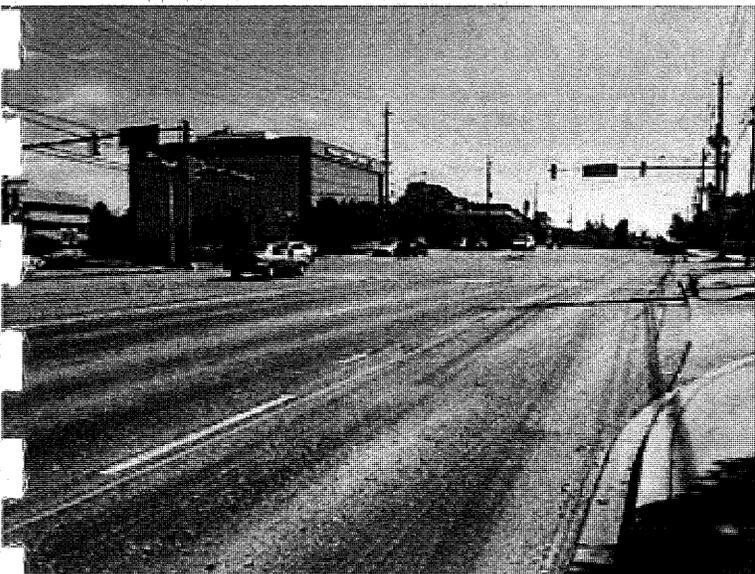
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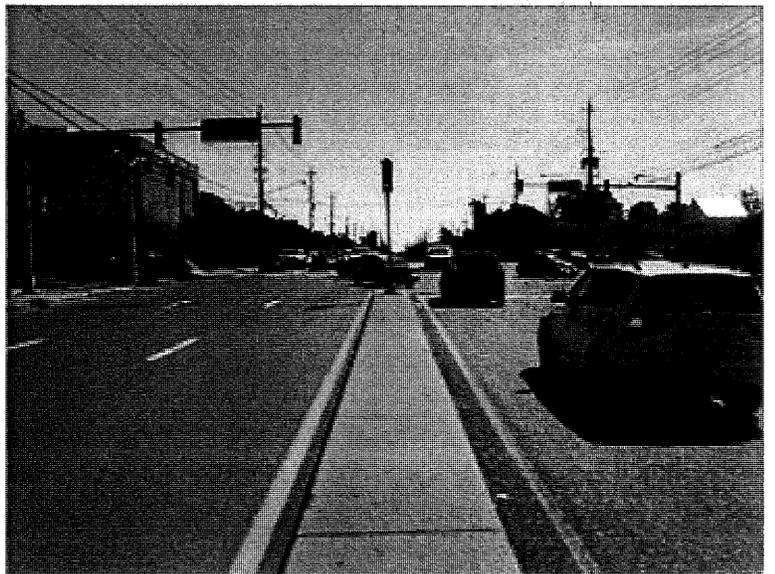
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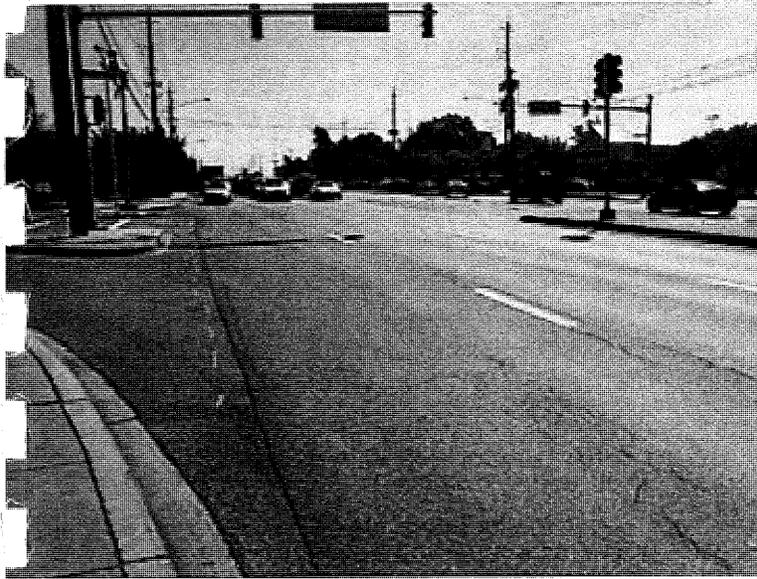
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05.jpg



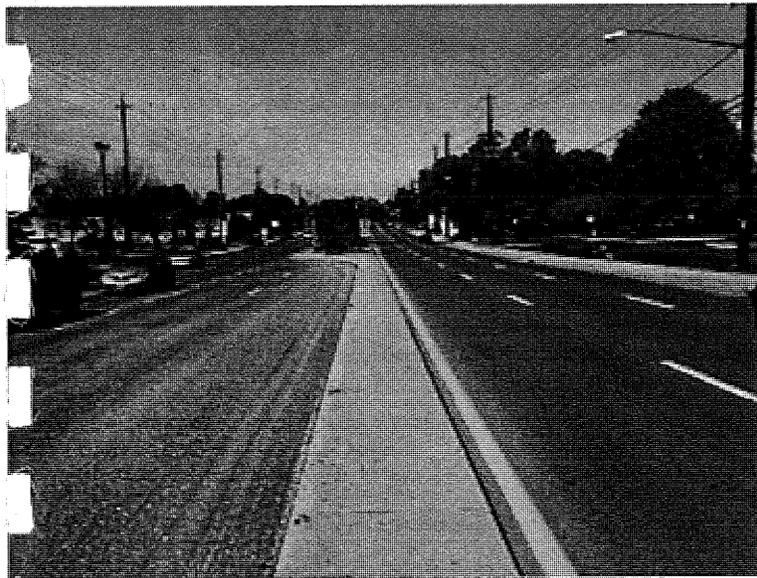
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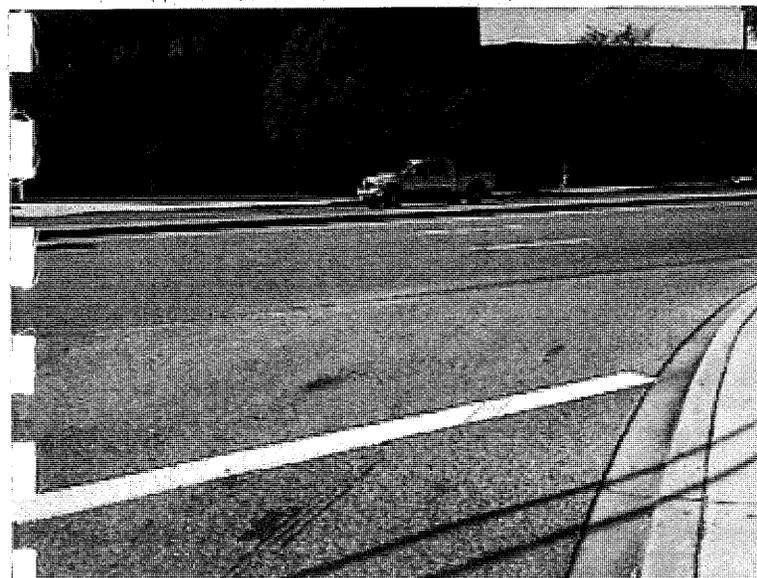
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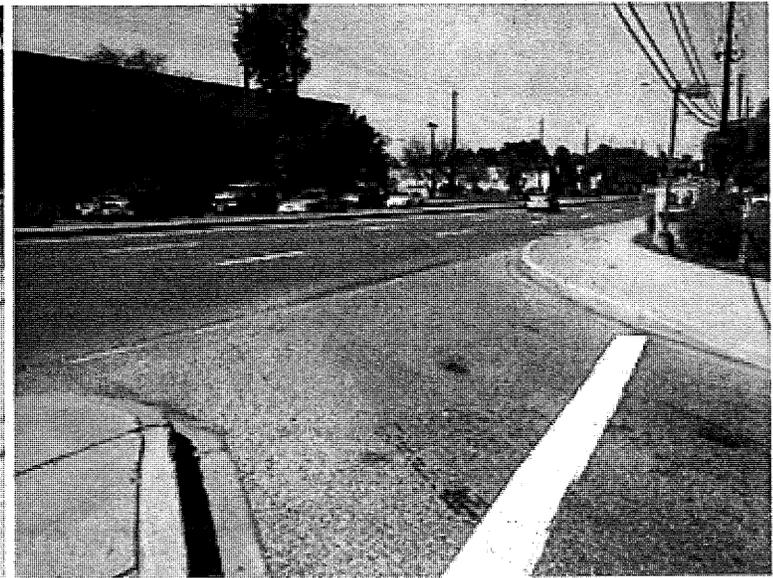
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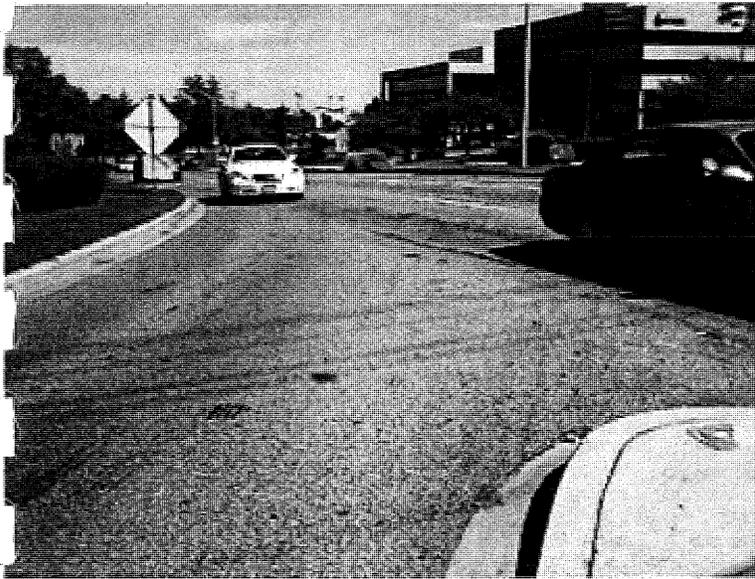
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11.jpg



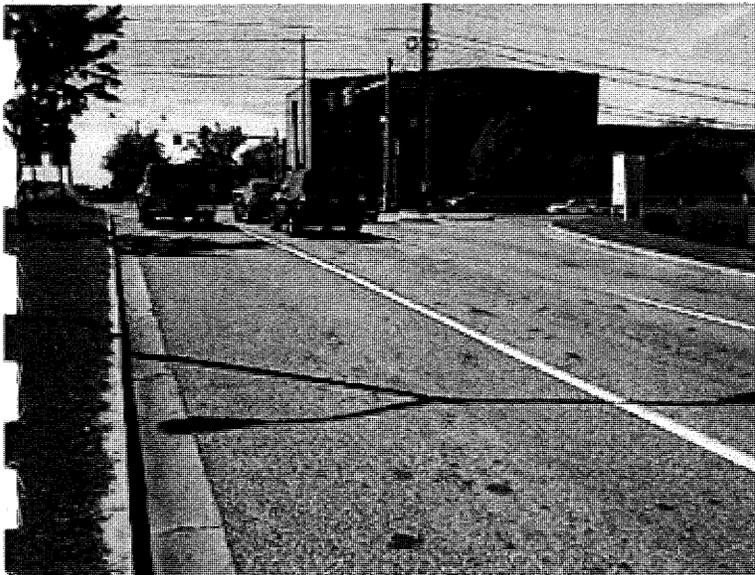
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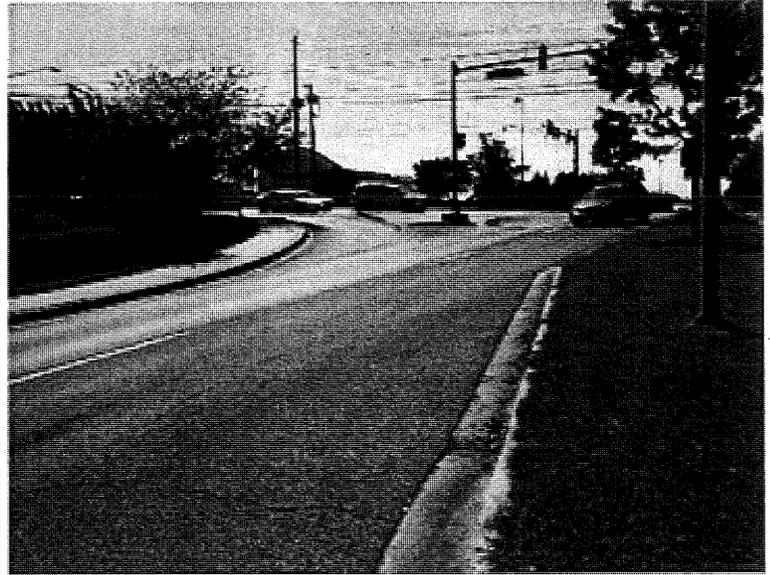
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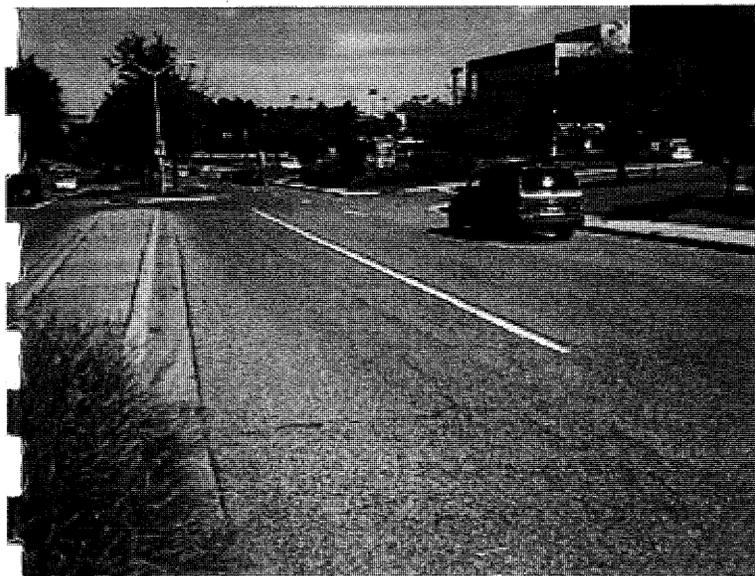
14.jpg



15.jpg



16.jpg



17.jpg



18.jpg



19.jpg



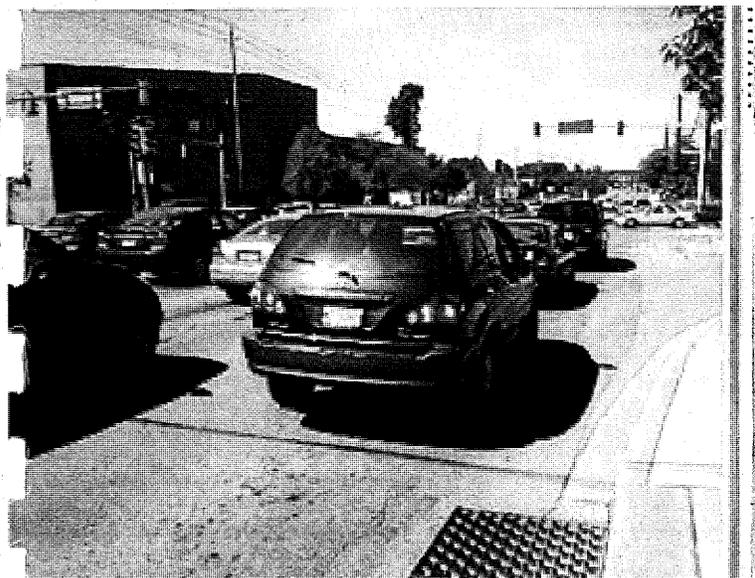
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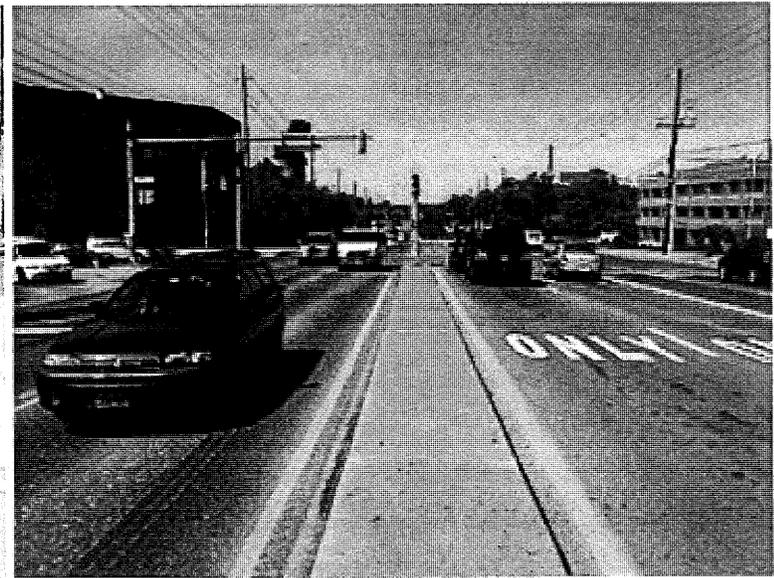
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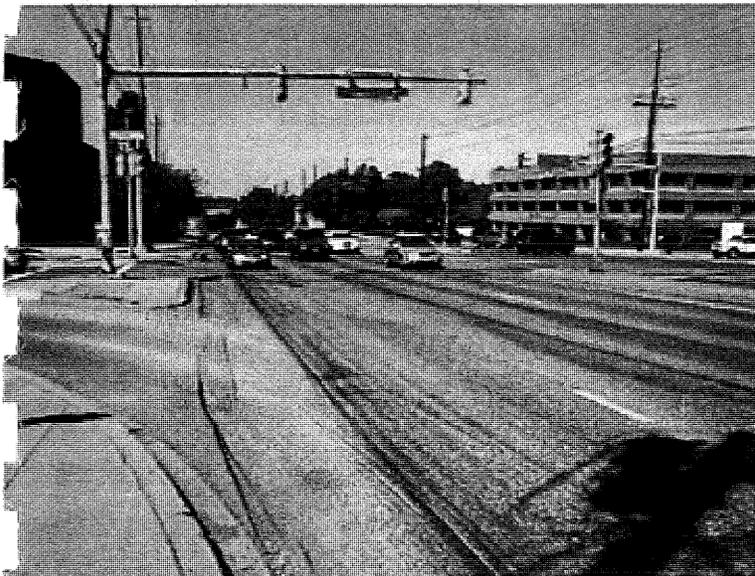
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23.jpg



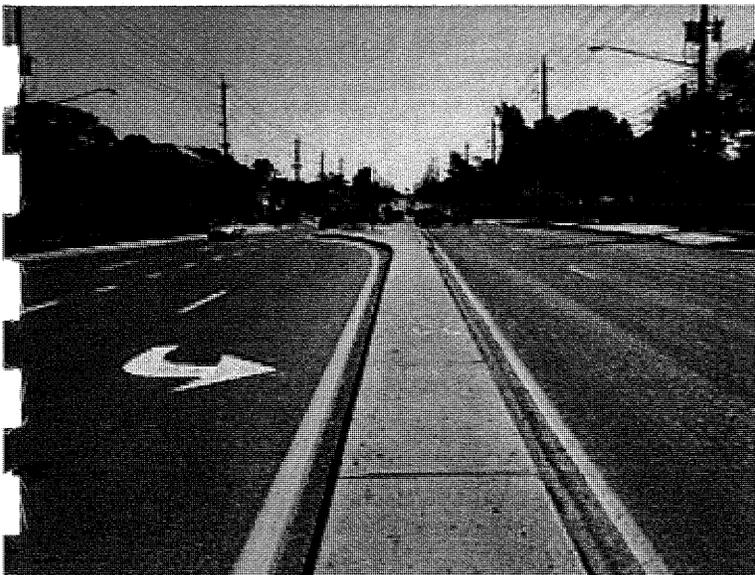
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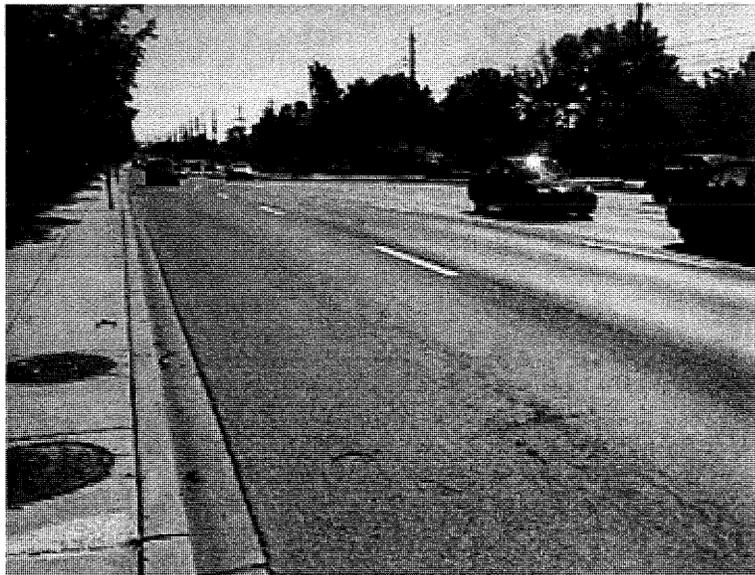
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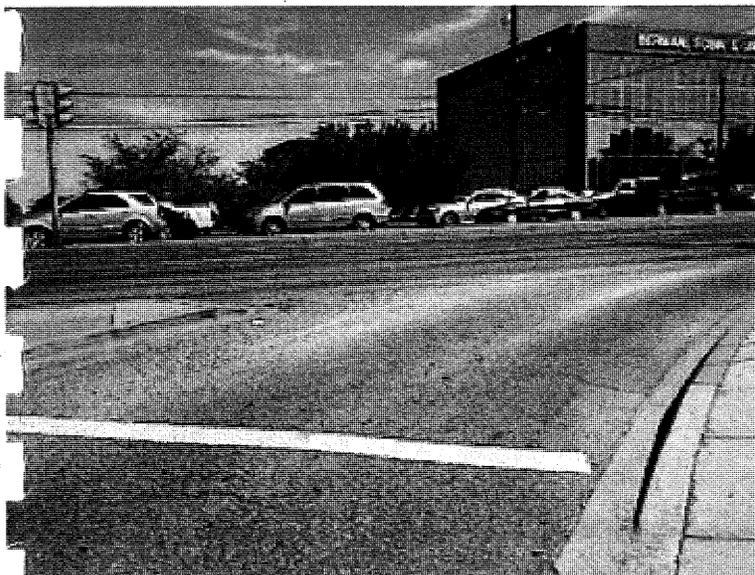
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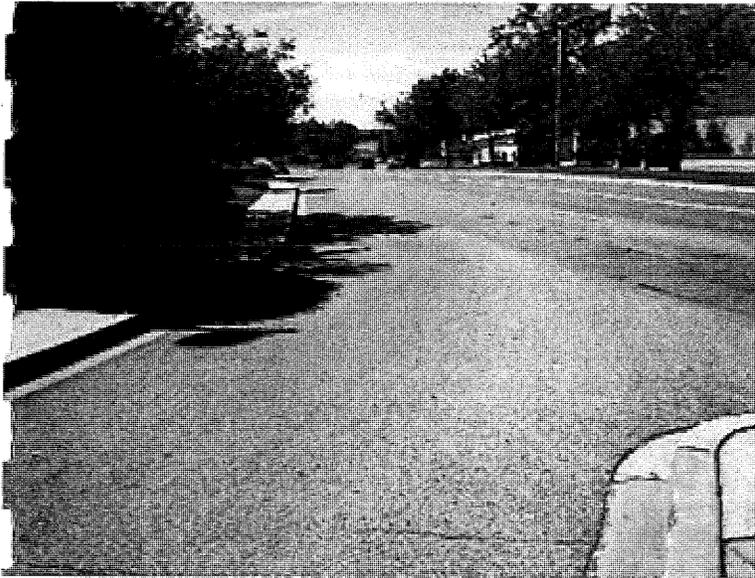
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29.jpg



30.jpg



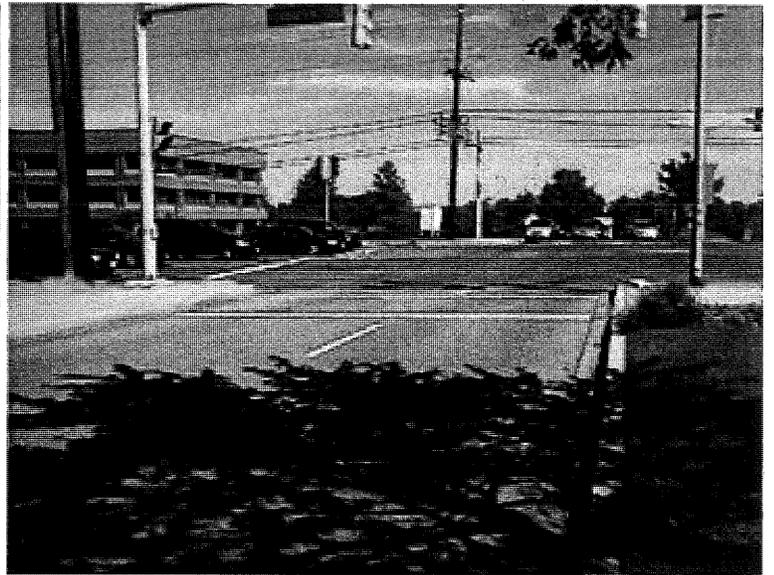
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32.jpg



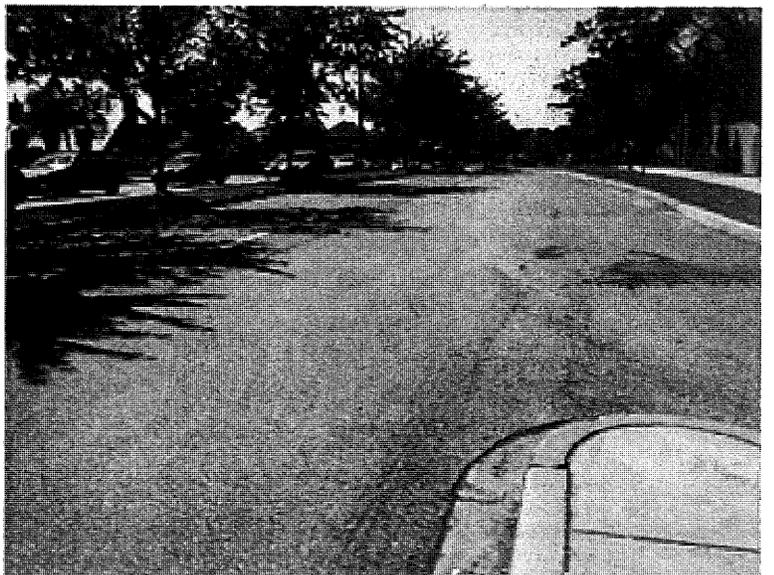
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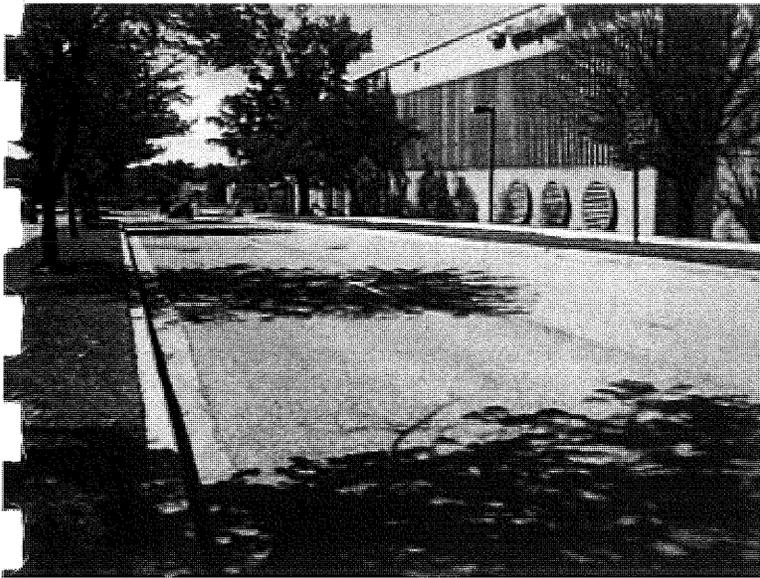
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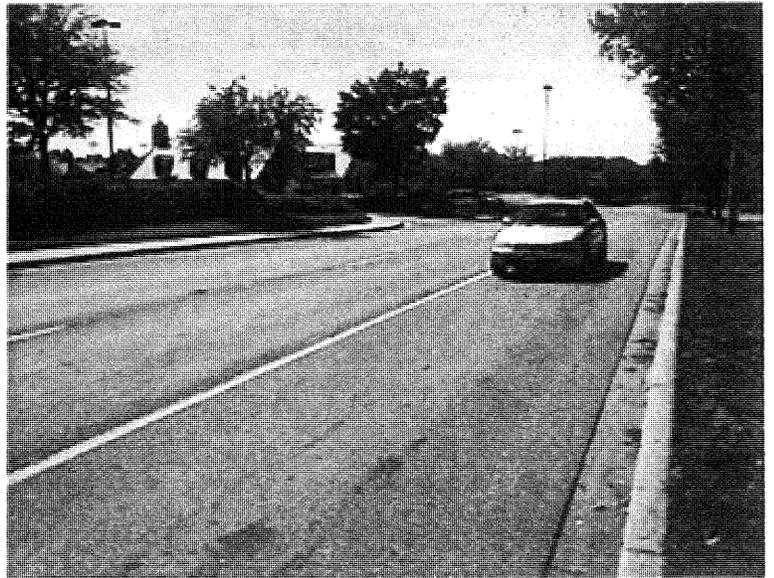
35.jpg



36.jpg



37.jpg



38.jpg

**VEHICLE TURNING MOVEMENT COUNT - SUMMARY**

INTERSECTION: MD 355

Counted by: JC, RB

Business Access / Chestnut St.

Date: 10-16-2008

LOCATION: Montgomery Co., MD

Weather: Fair, Warm

PROJECT NUMBER: 2008-0520

Entered by: TT



Merging Innovation and Excellence®  
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TIME	TRAFFIC FROM NORTH on: MD 355					TRAFFIC FROM SOUTH on: MD 355					TRAFFIC FROM EAST on: Business Access					TRAFFIC FROM WEST on: Chestnut St.					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
<b>AM</b>																					
30-45	24	269	0	0	293	1	51	1	0	53	0	0	0	0	0	6	0	10	0	16	362
45-00	31	391	0	0	422	0	55	5	0	60	0	0	0	0	0	7	0	20	0	27	509
07:0-15	27	522	0	0	549	0	103	10	0	113	1	0	1	0	2	11	0	16	0	27	691
15-30	52	505	1	0	558	0	76	6	0	82	0	1	0	0	1	7	0	25	0	32	673
30-45	50	508	1	0	559	0	54	15	0	69	0	0	0	0	0	11	0	14	0	25	653
45-00	52	514	0	0	566	0	89	6	0	95	0	0	0	0	0	14	0	23	0	37	698
08:0-15	47	460	3	0	510	0	99	8	0	107	0	0	0	0	0	9	0	27	0	36	653
15-30	53	466	2	0	521	0	100	13	0	113	0	0	0	0	0	16	1	36	0	53	687
30-45	47	404	1	0	452	0	154	14	0	168	0	0	0	0	0	8	0	38	0	46	666
45-00	47	391	2	0	440	0	111	12	0	123	0	0	0	0	0	9	0	27	0	36	599
09:0-15	43	327	4	0	374	0	112	12	0	124	0	0	1	0	1	12	1	42	0	55	554
15-30	47	247	2	0	296	0	143	11	0	154	0	1	0	0	1	13	0	27	0	40	491
<b>3 Hr Totals</b>	<b>520</b>	<b>5004</b>	<b>16</b>	<b>0</b>	<b>5540</b>	<b>1</b>	<b>1147</b>	<b>113</b>	<b>0</b>	<b>1261</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>123</b>	<b>2</b>	<b>305</b>	<b>0</b>	<b>430</b>	<b>7236</b>
<b>1 Hr Totals</b>																					
630-730	134	1687	1	0	1822	1	285	22	0	308	1	1	1	0	3	31	0	71	0	102	2235
645-745	160	1926	2	0	2088	0	288	36	0	324	1	1	1	0	3	36	0	75	0	111	2526
07-08	181	2049	2	0	2232	0	322	37	0	359	1	1	1	0	3	43	0	78	0	121	2715
715-815	201	1987	5	0	2193	0	318	35	0	353	0	1	0	0	1	41	0	89	0	130	2677
730-830	202	1948	6	0	2156	0	342	42	0	384	0	0	0	0	0	50	1	100	0	151	2691
745-845	199	1844	6	0	2049	0	442	41	0	483	0	0	0	0	0	47	1	124	0	172	2704
08-09	194	1721	8	0	1923	0	464	47	0	511	0	0	0	0	0	42	1	128	0	171	2605
815-915	190	1588	9	0	1787	0	477	51	0	528	0	0	1	0	1	45	2	143	0	190	2506
830-930	184	1369	9	0	1562	0	520	49	0	569	0	1	1	0	2	42	1	134	0	177	2310
<b>PEAK HOUR</b>																					
07-08	181	2049	2	0	2232	0	322	37	0	359	1	1	1	0	3	43	0	78	0	121	2715
<b>PM</b>																					
04:0-15	55	209	1	0	265	0	412	26	0	438	0	0	0	0	0	14	0	84	0	98	801
15-30	71	207	3	0	281	0	366	21	0	387	0	0	0	0	0	12	0	89	0	101	769
30-45	62	219	0	0	281	0	364	23	0	387	0	0	0	0	0	22	0	79	0	101	769
45-00	50	224	0	0	274	0	359	20	0	379	0	0	0	0	0	26	2	63	0	91	744
05:0-15	47	207	1	0	255	0	397	22	1	420	0	0	0	0	0	16	2	78	0	96	771
15-30	57	233	3	0	293	0	336	22	0	358	0	0	0	0	0	14	1	63	0	78	729
30-45	56	248	1	0	305	0	362	29	0	391	0	0	0	0	0	18	1	59	0	78	774
45-00	60	200	1	0	261	0	380	35	0	415	0	0	0	0	0	16	1	69	0	86	762
06:0-15	71	208	1	0	280	0	366	32	0	398	0	0	0	0	0	16	1	71	0	88	766
15-30	49	230	0	0	279	0	349	30	0	379	0	0	0	0	0	12	2	72	0	86	744
30-45	57	202	1	0	260	0	299	20	0	319	0	0	0	0	0	23	2	62	0	87	666
45-00	58	218	1	0	277	0	259	10	0	269	0	0	0	0	0	16	0	47	0	63	609
<b>3 Hr Totals</b>	<b>693</b>	<b>2605</b>	<b>13</b>	<b>0</b>	<b>3311</b>	<b>0</b>	<b>4249</b>	<b>290</b>	<b>1</b>	<b>4540</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>205</b>	<b>12</b>	<b>836</b>	<b>0</b>	<b>1053</b>	<b>8904</b>
<b>1 Hr Totals</b>																					
04-05	238	859	4	0	1101	0	1501	90	0	1591	0	0	0	0	0	74	2	315	0	391	3083
415-515	230	857	4	0	1091	0	1486	86	1	1573	0	0	0	0	0	76	4	309	0	389	3053
430-530	216	883	4	0	1103	0	1456	87	1	1544	0	0	0	0	0	78	5	283	0	366	3013
445-545	210	912	5	0	1127	0	1454	93	1	1548	0	0	0	0	0	74	6	263	0	343	3018
05-06	220	888	6	0	1114	0	1475	108	1	1584	0	0	0	0	0	64	5	269	0	338	3036
515-615	244	889	6	0	1139	0	1444	118	0	1562	0	0	0	0	0	64	4	262	0	330	3031
530-630	236	886	3	0	1125	0	1457	126	0	1583	0	0	0	0	0	62	5	271	0	338	3046
545-645	237	840	3	0	1080	0	1394	117	0	1511	0	0	0	0	0	67	6	274	0	347	2938
06-07	235	858	3	0	1096	0	1273	92	0	1365	0	0	0	0	0	67	5	252	0	324	2785
<b>PEAK HOUR</b>																					
04-05	238	859	4	0	1101	0	1501	90	0	1591	0	0	0	0	0	74	2	315	0	391	3083

# Google maps

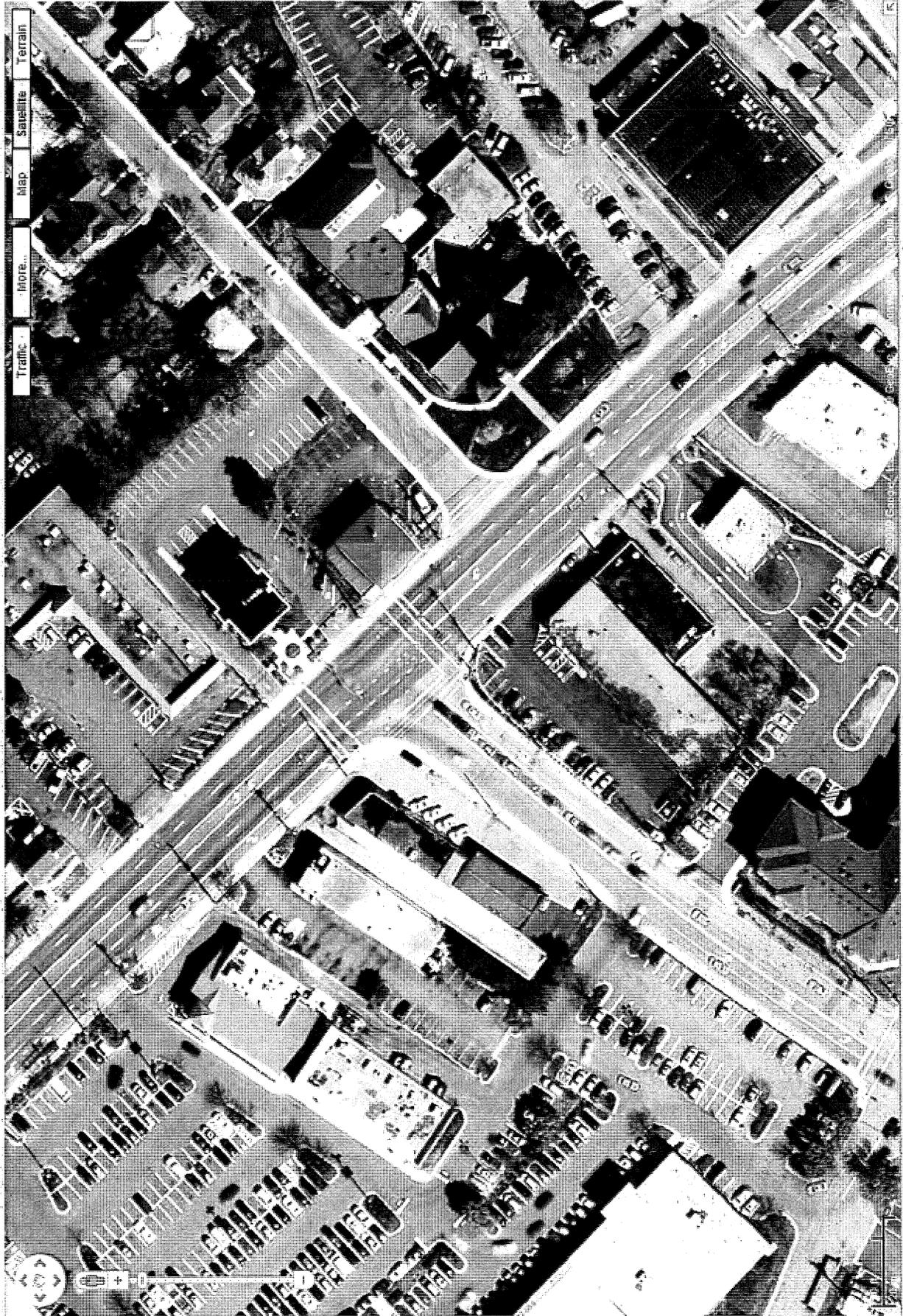
MD 355 & Chestnut St

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**VEHICLE TURNING MOVEMENT COUNT - SUMMARY**

Intersection of: MD 117  
and: Chestnut St. / Muddy Branch Rd.  
Location: Montgomery Co., MD

Counted by: SS, TP  
Date: August 28, 2007  
Weather: Fair, Warm  
Entered by: TT

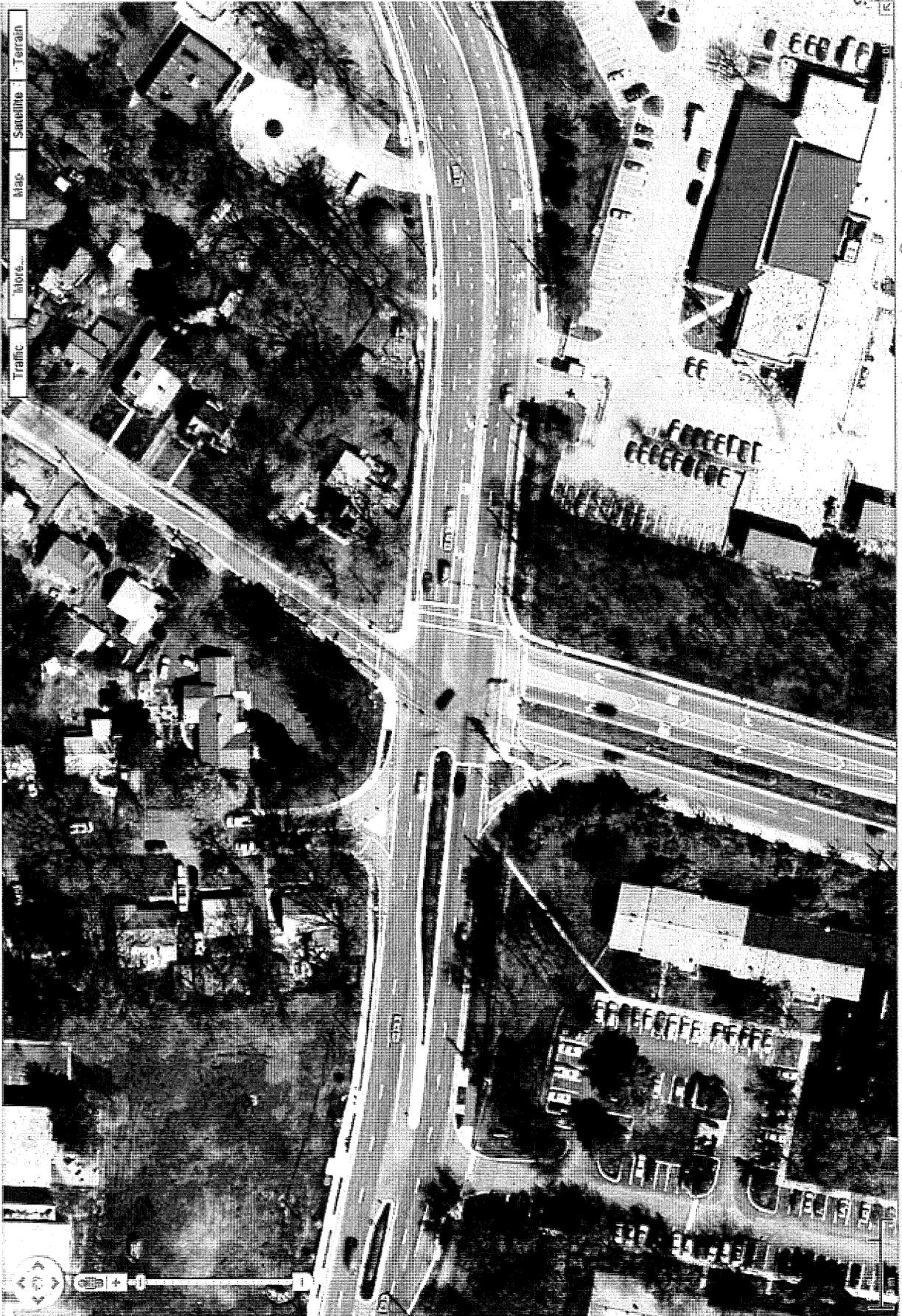
Day: Tuesday



TIME	TRAFFIC FROM NORTH on: Chestnut St.					TRAFFIC FROM SOUTH on: Muddy Branch Rd.					TRAFFIC FROM EAST on: MD 117					TRAFFIC FROM WEST on: MD 117					TOTAL N+S + E+W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
<b>AM</b>																					
06:30-45	32	20	1		53	41	62	0		103	41	14	0		55	42	83		0	125	336
45-00	31	20	0		51	52	52	0		104	37	12	0		49	39	106		0	145	349
07:0-15	25	29	0		54	48	71	1		120	29	11	0		40	45	109		0	154	368
15-30	30	40	2		72	54	57	0		111	50	17	0		67	52	122		0	174	424
30-45	27	51	0		78	46	71	0		117	51	12	0		63	53	122		0	175	433
45-00	47	41	0		88	51	65	0		116	42	23	0		65	72	132		0	204	473
08:0-15	39	42	0		81	51	68	0		119	50	20	0		70	81	121		0	202	472
15-30	41	52	2		95	71	77	0		148	46	30	0		76	65	89		0	154	473
30-45	40	45	0		85	49	63	0		112	55	16	0		71	50	100		0	150	418
45-00	35	44	1		80	53	76	0		129	55	25	0		80	68	114		0	182	471
09:0-15	33	35	1		69	50	80	0		130	37	13	0		50	50	115		0	165	414
15-30	33	36	1		70	32	69	0		101	36	21	0		57	43	83		1	127	355
<b>3 Hr Totals</b>	<b>413</b>	<b>455</b>	<b>8</b>	<b>0</b>	<b>876</b>	<b>598</b>	<b>0</b>	<b>811</b>	<b>1</b>	<b>1410</b>	<b>0</b>	<b>529</b>	<b>214</b>	<b>0</b>	<b>743</b>	<b>660</b>	<b>1296</b>	<b>0</b>	<b>1</b>	<b>1957</b>	<b>4217</b>
<b>1 Hr Totals</b>																					
630-730	118	109	3	0	230	195	0	242	1	438	0	157	54	0	211	178	420	0	0	598	1477
645-745	113	140	2	0	255	200	0	251	1	452	0	167	52	0	219	189	459	0	0	648	1574
07-08	129	161	2	0	292	199	0	264	1	464	0	172	63	0	235	222	485	0	0	707	1698
715-815	143	174	2	0	319	202	0	261	0	463	0	193	72	0	265	258	497	0	0	755	1802
730-830	154	186	2	0	342	219	0	281	0	500	0	189	85	0	274	271	464	0	0	735	1851
745-845	167	180	2	0	349	222	0	273	0	495	0	193	89	0	282	268	442	0	0	710	1836
08-09	155	183	3	0	341	224	0	284	0	508	0	206	91	0	297	264	424	0	0	688	1834
815-915	149	176	4	0	329	223	0	296	0	519	0	193	84	0	277	233	418	0	0	651	1776
830-930	141	160	3	0	304	184	0	288	0	472	0	183	75	0	258	211	412	0	1	624	1658
<b>PEAK HOUR</b>																					
<b>730-830</b>	<b>154</b>	<b>186</b>	<b>2</b>	<b>0</b>	<b>342</b>	<b>219</b>	<b>0</b>	<b>281</b>	<b>0</b>	<b>500</b>	<b>0</b>	<b>189</b>	<b>85</b>	<b>0</b>	<b>274</b>	<b>271</b>	<b>464</b>	<b>0</b>	<b>0</b>	<b>735</b>	<b>1851</b>
<b>PM</b>																					
04:0-15	47	57	3		107	72	78	2		152	57	18	0		75	81	131		0	212	546
15-30	55	53	1		109	65	85	0		150	62	30	0		92	92	130		0	222	573
30-45	62	77	1		140	87	85	0		172	64	30	0		94	95	100		0	195	601
45-00	60	58	1		119	91	94	1		186	62	20	0		82	92	113		0	205	592
05:0-15	55	68	1		124	74	93	0		167	59	27	0		86	88	115		0	203	580
15-30	52	64	0		116	94	80	0		174	70	28	0		98	120	126		0	246	634
30-45	53	57	0		110	102	109	0		211	94	23	0		117	90	137		0	227	665
45-00	49	58	1		108	128	108	0		236	70	27	0		97	98	115		0	213	654
06:0-15	56	64	1		121	95	103	0		198	78	35	0		113	96	115		0	211	643
15-30	66	63	3		132	116	97	0		213	67	24	0		91	118	116		0	234	670
30-45	42	50	2		94	86	105	2		193	55	17	0		72	110	109		0	219	578
45-00	48	49	1		98	87	105	0		192	52	22	0		74	131	95		0	226	590
<b>3 Hr Totals</b>	<b>645</b>	<b>718</b>	<b>15</b>	<b>0</b>	<b>1378</b>	<b>1097</b>	<b>0</b>	<b>1142</b>	<b>5</b>	<b>2244</b>	<b>0</b>	<b>790</b>	<b>301</b>	<b>0</b>	<b>1091</b>	<b>1211</b>	<b>1402</b>	<b>0</b>	<b>0</b>	<b>2613</b>	<b>7326</b>
<b>1 Hr Totals</b>																					
04-05	224	245	6	0	475	315	0	342	3	660	0	245	98	0	343	360	474	0	0	834	2312
415-515	232	256	4	0	492	317	0	357	1	675	0	247	107	0	354	367	458	0	0	825	2346
430-530	229	267	3	0	499	346	0	352	1	699	0	255	105	0	360	395	454	0	0	849	2407
445-545	220	247	2	0	469	361	0	376	1	738	0	285	98	0	383	390	491	0	0	881	2471
05-06	209	247	2	0	458	398	0	390	0	788	0	293	105	0	398	396	493	0	0	889	2533
515-615	210	243	2	0	455	419	0	400	0	819	0	312	113	0	425	404	493	0	0	897	2596
530-630	224	242	5	0	471	441	0	417	0	858	0	309	109	0	418	402	483	0	0	885	2632
545-645	213	235	7	0	455	425	0	413	2	840	0	270	103	0	373	422	455	0	0	877	2545
06-07	212	226	7	0	445	384	0	410	2	796	0	252	98	0	350	455	435	0	0	890	2481
<b>PEAK HOUR</b>																					
<b>530-630</b>	<b>224</b>	<b>242</b>	<b>5</b>	<b>0</b>	<b>471</b>	<b>441</b>	<b>0</b>	<b>417</b>	<b>0</b>	<b>858</b>	<b>0</b>	<b>309</b>	<b>109</b>	<b>0</b>	<b>418</b>	<b>402</b>	<b>483</b>	<b>0</b>	<b>0</b>	<b>885</b>	<b>2632</b>

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**Maryland Department of Transportation  
State Highway Administration  
Highway Information Services Division**

**Turning Movement Report**

Count NO : 686299  
Compiled By : Nobody

Station ID : S1998150348  
Location : MD 117 at Perry Pkwy/Entrance to Apartments  
Date : 04/01/2008  
Comments : LOS AM:A PM:A

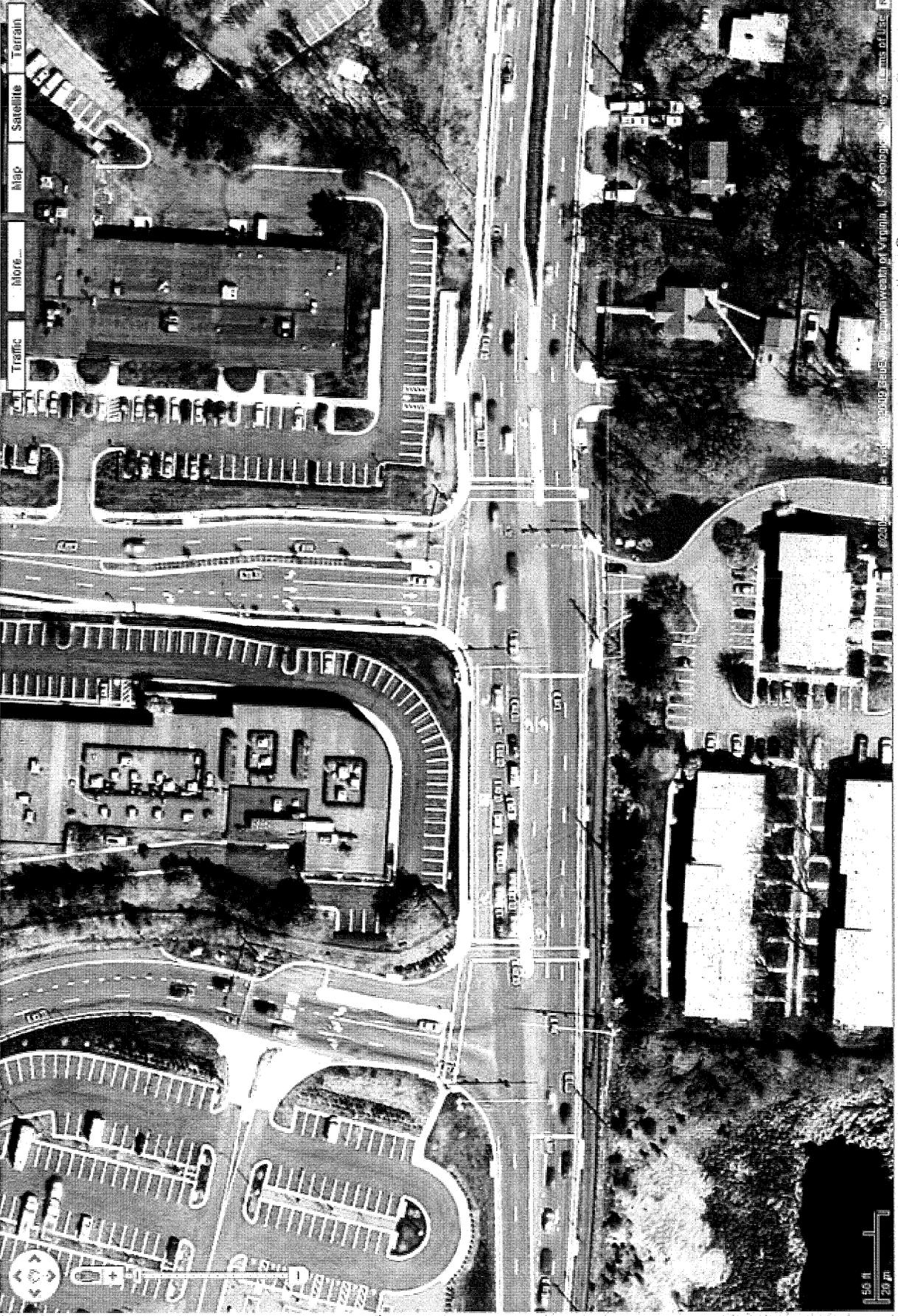
Beginning Hour	From North Perry Parkway			From South Apartment Entrance			From East MD 117			From West MD 117			Grand Total	
	L	T	R	L	T	R	L	T	R	L	T	R		
6:00	20	6	37	18	5	17	40	3	364	41	319	2	365	876
7:00	55	10	119	23	8	26	57	14	471	83	725	8	831	1,640
8:00	92	6	146	25	7	25	57	12	628	152	864	15	1059	2,152
9:00	61	8	112	17	6	21	44	15	501	148	574	13	789	1,678
10:00	50	12	114	14	10	17	41	14	497	128	483	13	642	1,498
11:00	74	6	170	17	12	7	36	11	439	117	445	14	623	1,476
12:00	99	5	262	15	7	11	33	14	512	133	450	21	682	1,740
13:00	94	7	248	19	11	19	49	16	537	155	489	19	712	1,818
14:00	82	10	177	19	9	28	56	27	594	161	574	22	784	1,891
15:00	97	7	218	19	12	21	52	27	608	142	613	29	789	1,940
16:00	114	7	231	16	12	23	51	30	764	157	699	24	853	2,207
17:00	164	19	296	14	16	28	58	39	770	205	970	30	1204	2,755
18:00	131	16	264	21	7	21	49	31	709	220	741	22	912	2,332
<b>Total:</b>	1133	119	2394	237	122	264	623	253	7394	1842	7946	232	10245	24,003

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MD 117 & Perry Pkwy/Entrance to Apts

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**VEHICLE TURNING MOVEMENT COUNT - SUMMARY**

Intersection of: MD 117  
 and: ~~Perry Pkwy~~ *I-270 offramp*  
 Location: Montgomery Co., MD

Counted by: EH, AT  
 Date: September 16, 2009  
 Weather: Fair, Warm  
 Entered by: TT

Day: Wednesday  
 Job Number: 2008-0725



TIME	TRAFFIC FROM NORTH on: <del>Perry Pkwy</del> <i>I-270 Ramp</i>					TRAFFIC FROM SOUTH on:					TRAFFIC FROM EAST on: MD 117					TRAFFIC FROM WEST on: MD 117					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
<b>AM</b>																					
30-45	28		6	0	34					0	1	54		0	55		19	0	0	19	108
45-00	110		19	0	129					0	0	133		0	133		98	1	0	99	361
07:0-15	119		30	3	152					0	4	150		0	154		183	1	0	184	490
15-30	142		18	0	160					0	0	156		0	156		256	1	0	257	573
30-45	161		25	0	186					0	5	174		0	179		256	1	0	257	622
45-00	199		41	0	240					0	0	168		0	168		287	1	0	288	696
08:0-15	199		38	1	238					0	0	173		0	173		286	1	0	287	698
15-30	231		55	0	286					0	0	195		0	195		272	0	0	272	753
30-45	245		50	0	295					0	0	187		0	187		204	2	0	206	688
45-00	253		67	0	320					0	0	207		0	207		196	0	0	196	723
09:0-15	256		41	0	297					0	2	171		0	173		201	1	0	202	672
15-30	250		63	0	313					0	2	156		0	158		132	13	0	145	616
<b>3 Hr Totals</b>	2193	0	453	4	2650	0	0	0	0	0	14	1924	0	0	1938	0	2390	22	0	2412	7000
<b>1 Hr Totals</b>																					
630-730	399	0	73	3	475	0	0	0	0	0	5	493	0	0	498	0	556	3	0	559	1532
645-745	532	0	92	3	627	0	0	0	0	0	9	613	0	0	622	0	793	4	0	797	2046
07-08	621	0	114	3	738	0	0	0	0	0	9	648	0	0	657	0	982	4	0	986	2381
715-815	701	0	122	1	824	0	0	0	0	0	5	671	0	0	676	0	1085	4	0	1089	2589
730-830	790	0	159	1	950	0	0	0	0	0	5	710	0	0	715	0	1101	3	0	1104	2769
745-845	874	0	184	1	1059	0	0	0	0	0	0	723	0	0	723	0	1049	4	0	1053	2835
08-09	928	0	210	1	1139	0	0	0	0	0	0	762	0	0	762	0	958	3	0	961	2862
815-915	985	0	213	0	1198	0	0	0	0	0	2	760	0	0	762	0	873	3	0	876	2836
830-930	1004	0	221	0	1225	0	0	0	0	0	4	721	0	0	725	0	733	16	0	749	2699
<b>PEAK HOUR</b>																					
08-09	928	0	210	1	1139	0	0	0	0	0	0	762	0	0	762	0	958	3	0	961	2862
<b>PM</b>																					
04:0-15	253		50	0	303					0	3	214		0	217		134	2	0	136	656
15-30	254		77	0	331					0	0	198		0	198		114	2	0	116	645
30-45	281		63	1	345					0	2	204		0	206		119	0	0	119	670
45-00	287		67	0	354					0	0	230		0	230		186	1	0	187	771
05:0-15	286		56	0	342					0	1	242		0	243		152	0	0	152	737
15-30	297		50	0	347					0	0	227		0	227		174	0	0	174	748
30-45	313		69	0	382					0	0	221		0	221		151	1	0	152	755
45-00	307		86	0	393					0	0	218		0	218		187	0	0	187	798
06:0-15	250		82	0	332					0	0	230		0	230		158	3	0	161	723
15-30	320		67	0	387					0	0	213		0	213		161	1	0	162	762
30-45	258		55	0	313					0	0	181		0	181		138	1	0	139	633
45-00	283		63	0	346					0	0	164		0	164		122	0	0	122	632
<b>3 Hr Totals</b>	3389	0	785	1	4175	0	0	0	0	0	6	2542	0	0	2548	0	1796	11	0	1807	8530
<b>1 Hr Totals</b>																					
04-05	1075	0	257	1	1333	0	0	0	0	0	5	846	0	0	851	0	553	5	0	558	2742
415-515	1108	0	263	1	1372	0	0	0	0	0	3	874	0	0	877	0	571	3	0	574	2823
430-530	1151	0	236	1	1388	0	0	0	0	0	3	903	0	0	906	0	631	1	0	632	2926
445-545	1183	0	242	0	1425	0	0	0	0	0	1	920	0	0	921	0	663	2	0	665	3011
05-06	1203	0	261	0	1464	0	0	0	0	0	1	908	0	0	909	0	664	1	0	665	3038
515-615	1167	0	287	0	1454	0	0	0	0	0	0	896	0	0	896	0	670	4	0	674	3024
530-630	1190	0	304	0	1494	0	0	0	0	0	0	882	0	0	882	0	657	5	0	662	3038
545-645	1135	0	290	0	1425	0	0	0	0	0	0	842	0	0	842	0	644	5	0	649	2916
06-07	1111	0	267	0	1378	0	0	0	0	0	0	788	0	0	788	0	579	5	0	584	2750
<b>PEAK HOUR</b>																					
05-06	1203	0	261	0	1464	0	0	0	0	0	1	908	0	0	909	0	664	1	0	665	3038

**PEDESTRIAN OBSERVATIONS**

Intersection of: MD 117  
and: Perry Pkwy  
Location: Montgomery Co., MD

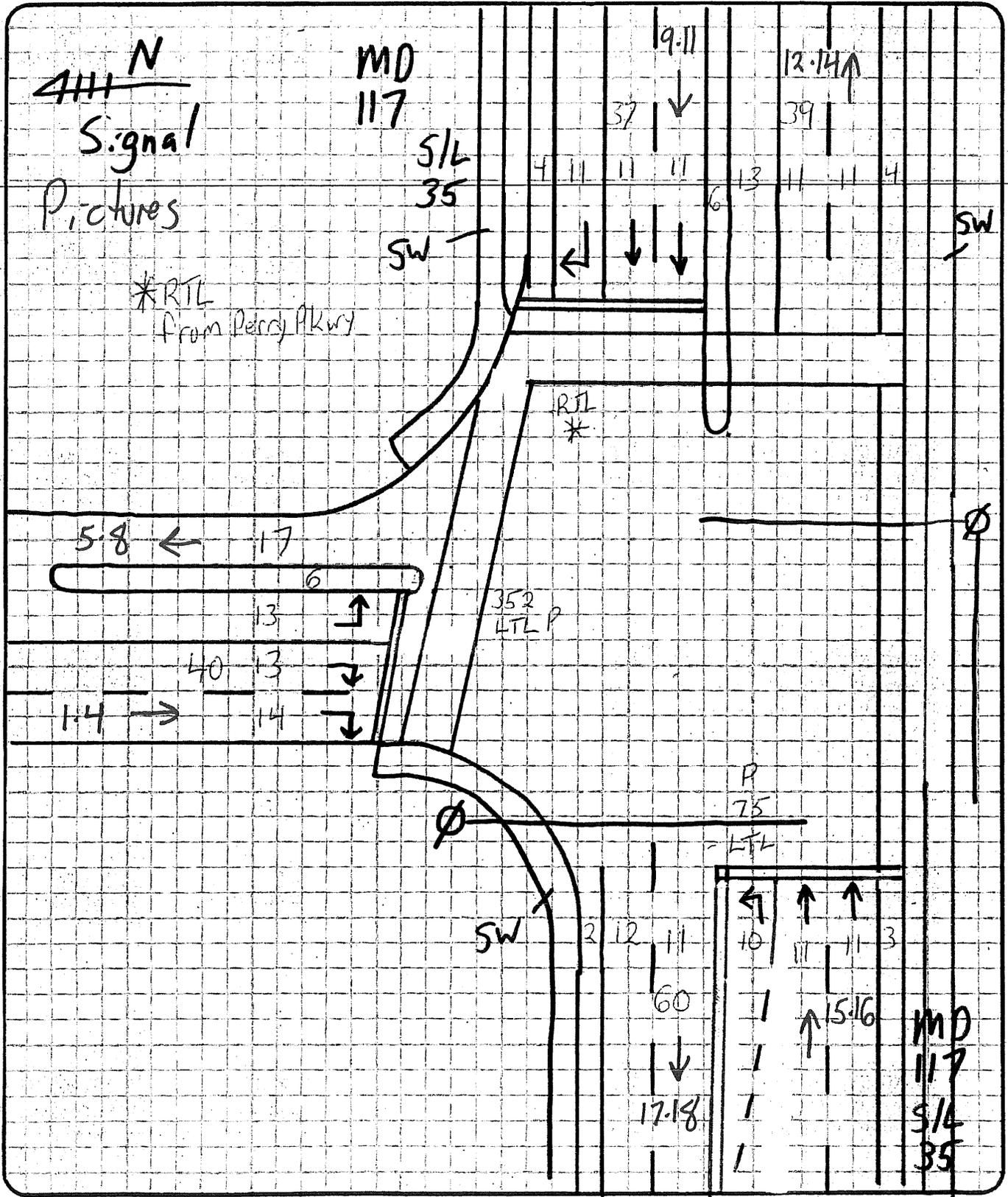
Counted by: EH, AT  
Date: September 16, 2009  
Weather: Fair, Warm  
Entered by: TT

Day: Wednesday



TIME	Perry Pkwy				SOUTH LEG			
	NORTH LEG		CHILDREN		ADULT		CHILDREN	
	ADULT	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES
	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES
AM								
06:30-45	0	0	0	0				
45-00	0	0	0	0				
07:0-15	0	0	0	0				
15-30	0	0	0	0				
30-45	2	0	0	0				
45-00	0	0	0	0				
08:0-15	3	0	0	0				
15-30	0	0	0	0				
30-45	0	0	0	0				
45-00	0	0	0	0				
09:0-15	0	0	0	0				
15-30	0	1	0	0				
TOTALS	5	1	0	0	0	0	0	0
PM								
04:0-15	0	0	0	0				
15-30	0	1	0	0				
30-45	1	0	0	0				
45-00	0	0	0	0				
05:0-15	0	0	0	0				
15-30	0	0	0	0				
30-45	1	0	0	0				
45-00	0	0	0	0				
06:0-15	3	0	0	0				
15-30	1	0	0	0				
30-45	4	0	0	0				
45-00	0	0	0	0				
TOTALS	10	1	0	0	0	0	0	0

TIME	MD 117				MD 117			
	EAST LEG		CHILDREN		ADULT		WEST LEG	
	ADULT	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES
	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES
AM								
06:30-45	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0
07:0-15	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0
08:0-15	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0
09:0-15	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0
PM								
04:0-15	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0
05:0-15	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0
06:0-15	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	0	0	0



THE TRAFFIC GROUP, INC.

BY TT

SUBJECT

Montgomery Co. Fairgrounds

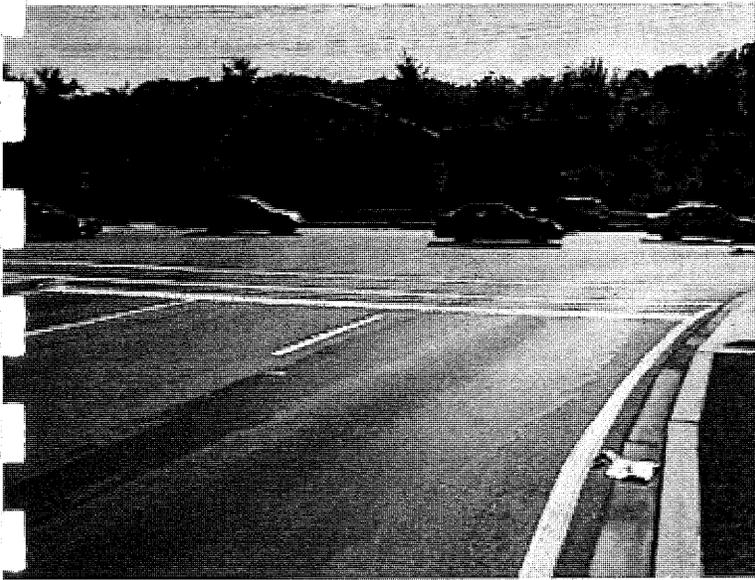
JOB NO. 2008-0725

SHEET NO.

1

OF 3

DATE 9-09



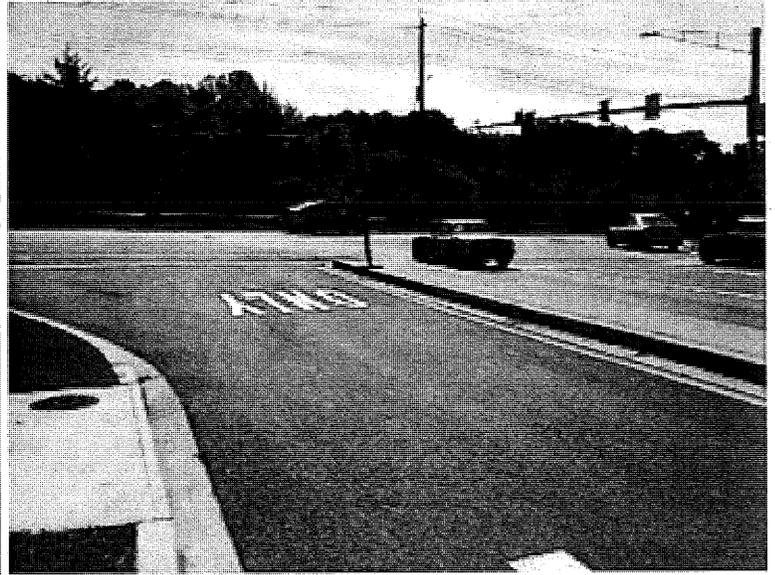
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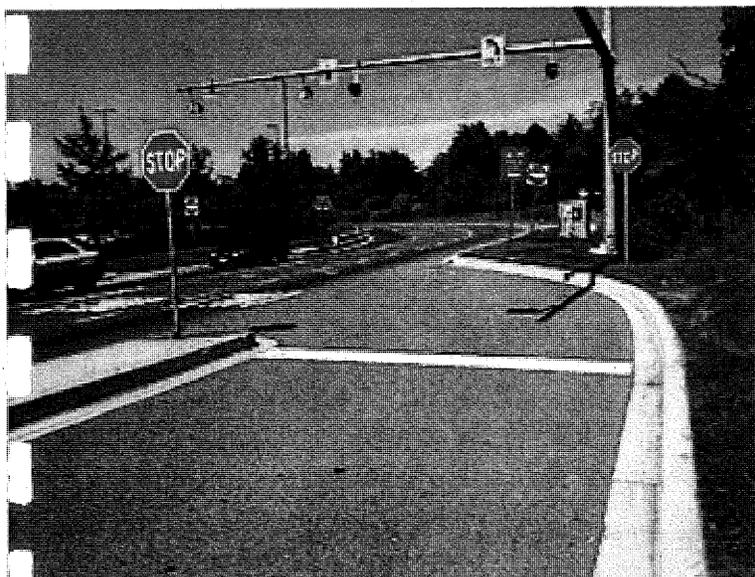
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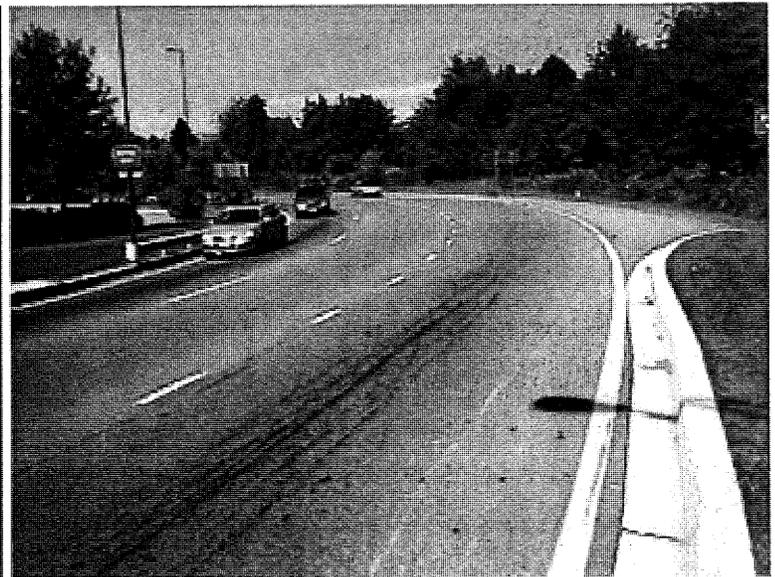
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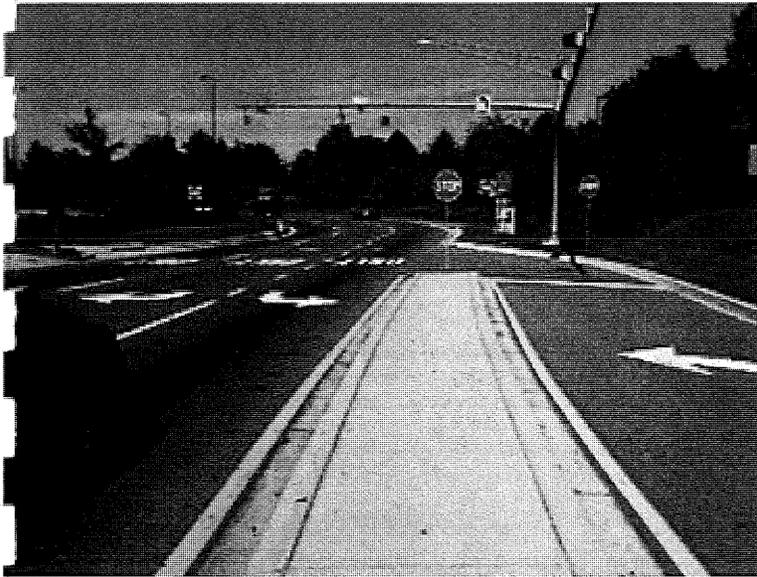
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05.jpg



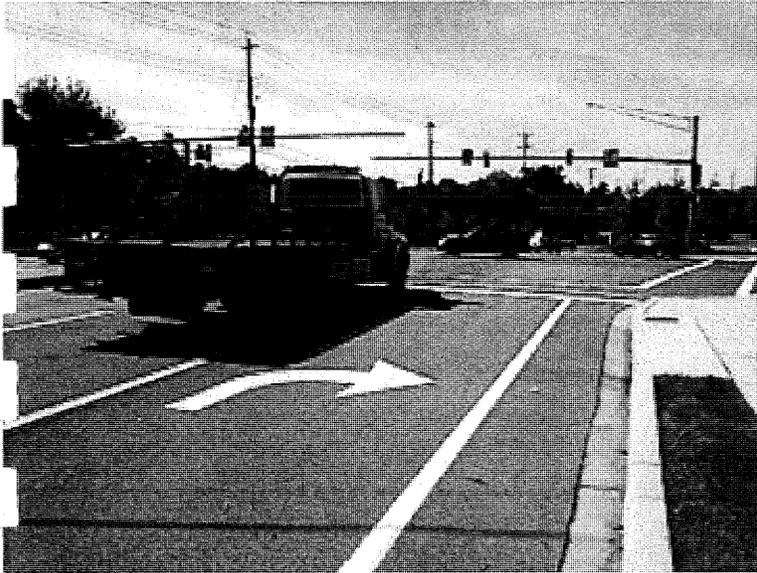
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07.jpg



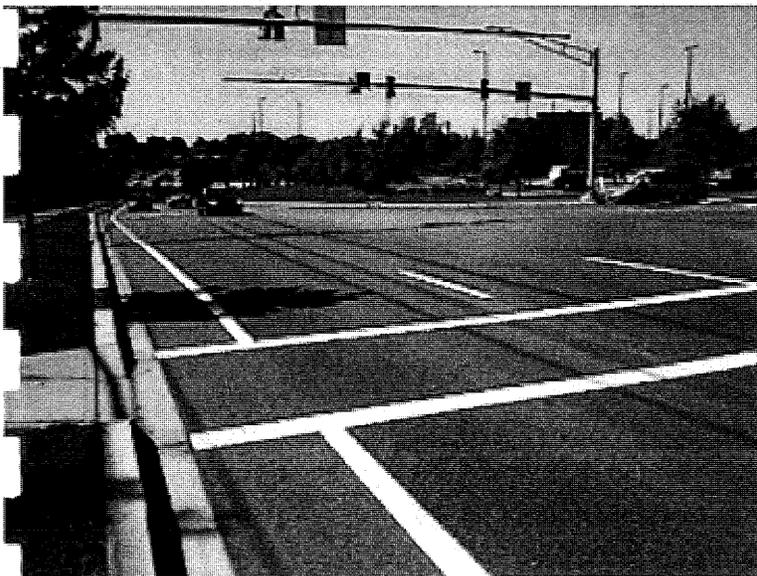
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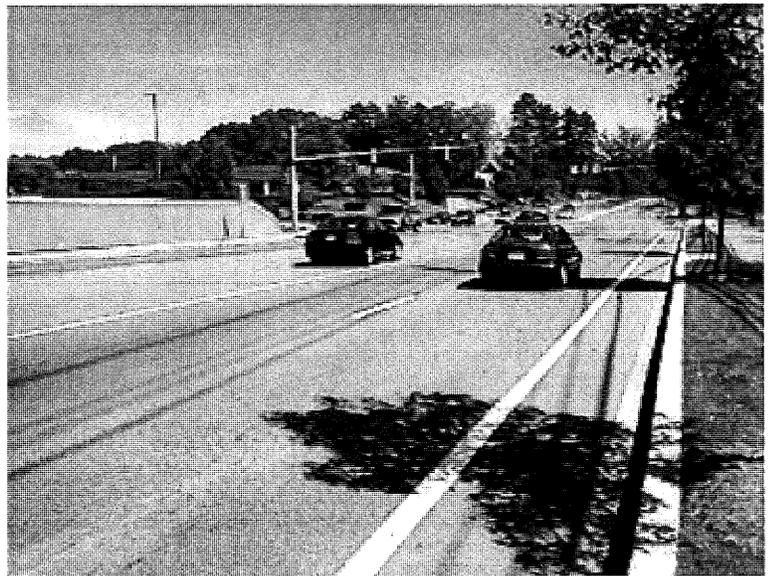
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10.jpg



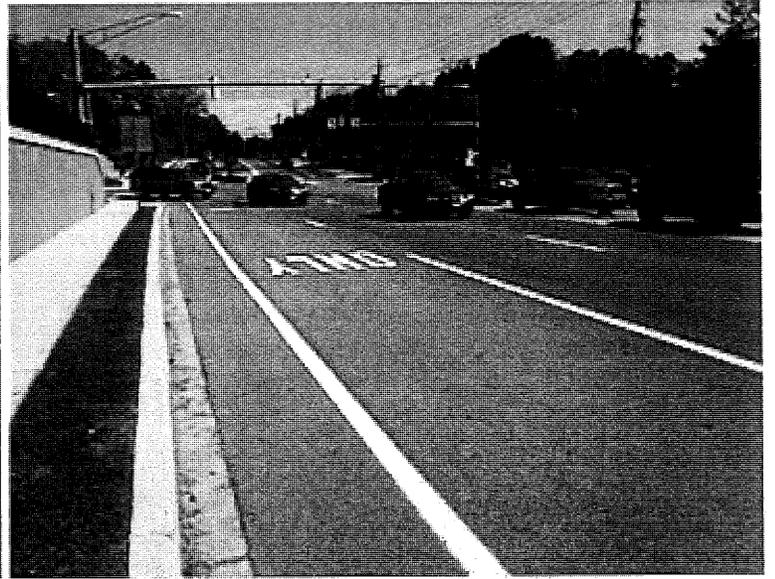
11.jpg



12.jpg



13.jpg



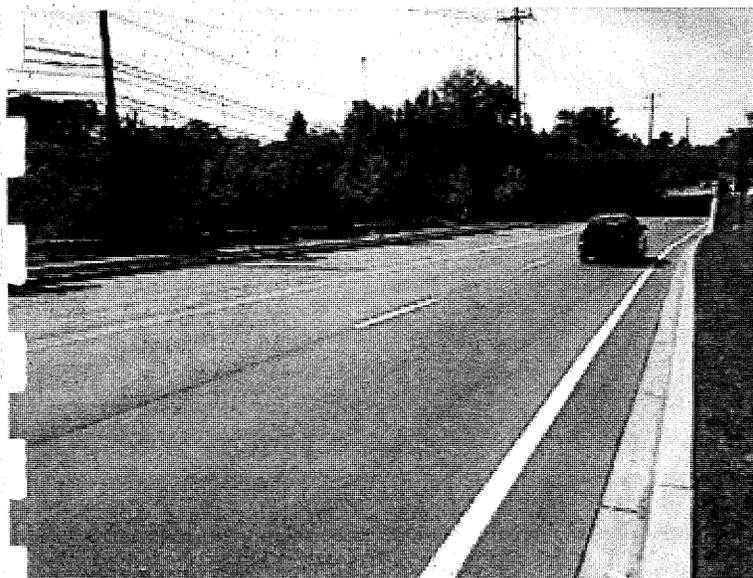
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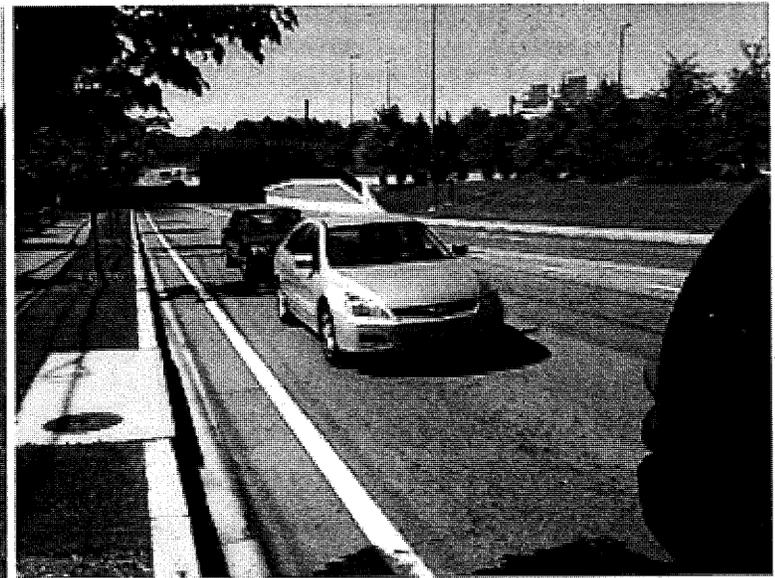
15.jpg



16.jpg



17.jpg



18.jpg

**VEHICLE TURNING MOVEMENT COUNT - SUMMARY**

Intersection of: Perry Pkwy  
and: Shop Ctr Accesses  
Location: Montgomery Co., MD

Counted by: AJ, JK, TM, TT  
Date: September 16, 2009  
Weather: Fair, Warm  
Entered by: TT

Day: Wednesday  
Job Number: 2008-0725



TIME	TRAFFIC FROM NORTH on: Shop Ctr Accesses					TRAFFIC FROM SOUTH on: Shop Ctr Accesses					TRAFFIC FROM EAST on: Perry Pkwy					TRAFFIC FROM WEST on: Perry Pkwy					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
<b>AM</b>																					
30-45	1	1	0	0	2	3	0	2	0	5	2	29	10	0	41	5	19	2	0	26	74
45-00	1	0	2	0	3	3	0	5	0	8	7	35	5	2	49	4	15	0	0	19	79
07:0-15	1	0	1	0	2	7	0	6	0	13	3	42	7	1	53	3	13	1	0	17	85
15-30	0	0	2	0	2	5	0	3	0	8	6	45	14	1	66	6	22	2	1	31	107
30-45	1	0	0	0	1	5	0	4	0	9	7	63	17	0	87	7	28	1	1	37	134
45-00	0	0	4	0	4	8	0	7	0	15	3	73	16	2	94	6	32	0	1	39	152
08:0-15	4	2	2	0	8	15	0	8	0	23	10	74	26	2	112	10	33	0	0	43	186
15-30	8	0	2	0	10	14	1	10	0	25	11	87	22	1	121	15	55	0	0	70	226
30-45	7	1	0	0	8	9	1	7	0	17	15	92	11	2	120	9	36	0	0	45	190
45-00	4	3	1	0	8	7	0	8	0	15	19	91	22	1	133	18	41	0	0	59	215
09:0-15	2	0	1	0	3	11	1	8	0	20	14	65	28	1	108	18	34	1	0	53	184
15-30	8	1	2	0	11	8	0	7	0	15	15	84	22	6	127	5	52	0	0	57	210
<b>3 Hr Totals</b>	<b>37</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>62</b>	<b>95</b>	<b>3</b>	<b>75</b>	<b>0</b>	<b>173</b>	<b>112</b>	<b>780</b>	<b>200</b>	<b>19</b>	<b>1111</b>	<b>106</b>	<b>380</b>	<b>7</b>	<b>3</b>	<b>496</b>	<b>1842</b>
<b>1 Hr Totals</b>																					
630-730	3	1	5	0	9	18	0	16	0	34	18	151	36	4	209	18	69	5	1	93	345
645-745	3	0	5	0	8	20	0	18	0	38	23	185	43	4	255	20	78	4	2	104	405
07-08	2	0	7	0	9	25	0	20	0	45	19	223	54	4	300	22	95	4	3	124	478
715-815	5	2	8	0	15	33	0	22	0	55	26	255	73	5	359	29	115	3	3	150	579
730-830	13	2	8	0	23	42	1	29	0	72	31	297	81	5	414	38	148	1	2	189	698
745-845	19	3	8	0	30	46	2	32	0	80	39	326	75	7	447	40	156	0	1	197	754
08-09	23	6	5	0	34	45	2	33	0	80	55	344	81	6	486	52	165	0	0	217	817
815-915	21	4	4	0	29	41	3	33	0	77	59	335	83	5	482	60	166	1	0	227	815
830-930	21	5	4	0	30	35	2	30	0	67	63	332	83	10	488	50	163	1	0	214	799
<b>PEAK HOUR</b>	<b>23</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>34</b>	<b>45</b>	<b>2</b>	<b>33</b>	<b>0</b>	<b>80</b>	<b>55</b>	<b>344</b>	<b>81</b>	<b>6</b>	<b>486</b>	<b>52</b>	<b>165</b>	<b>0</b>	<b>0</b>	<b>217</b>	<b>817</b>
<b>PM</b>																					
04:0-15	12	3	8	0	23	25	1	21	0	47	31	76	54	0	161	9	42	1	0	52	283
15-30	10	8	13	0	31	26	6	17	0	49	28	45	61	0	134	24	69	1	0	94	308
30-45	17	10	10	0	37	29	6	21	0	56	25	62	61	2	150	24	79	2	1	106	349
45-00	16	6	15	0	37	29	3	13	0	45	30	58	55	1	144	21	83	1	0	105	331
05:0-15	22	16	31	0	69	39	5	20	0	64	40	73	79	4	196	24	111	3	0	138	467
15-30	18	9	28	0	55	32	5	10	1	48	24	76	73	1	174	31	102	4	0	137	414
30-45	12	6	24	0	42	39	3	19	0	61	21	54	53	1	129	22	128	0	0	150	382
45-00	19	16	24	1	60	32	3	21	0	56	36	80	66	1	183	25	97	2	0	124	423
06:0-15	38	31	42	0	111	49	4	19	0	72	30	96	60	6	192	13	139	1	0	153	528
15-30	37	42	35	1	115	21	0	26	0	47	41	94	77	3	215	17	96	2	0	115	492
30-45	57	45	26	0	128	27	1	26	0	54	33	77	93	2	205	19	80	2	0	101	488
45-00	49	38	20	0	107	19	2	18	0	39	41	79	74	2	196	22	91	4	0	117	459
<b>3 Hr Totals</b>	<b>307</b>	<b>230</b>	<b>276</b>	<b>2</b>	<b>815</b>	<b>367</b>	<b>39</b>	<b>231</b>	<b>1</b>	<b>638</b>	<b>380</b>	<b>870</b>	<b>806</b>	<b>23</b>	<b>2079</b>	<b>251</b>	<b>1117</b>	<b>23</b>	<b>1</b>	<b>1392</b>	<b>4924</b>
<b>1 Hr Totals</b>																					
04-05	55	27	46	0	128	109	16	72	0	197	114	241	231	3	589	78	273	5	1	357	1271
415-515	65	40	69	0	174	123	20	71	0	214	123	238	256	7	624	93	342	7	1	443	1455
430-530	73	41	84	0	198	129	19	64	1	213	119	269	268	8	664	100	375	10	1	486	1561
445-545	68	37	98	0	203	139	16	62	1	218	115	261	260	7	643	98	424	8	0	530	1594
05-06	71	47	107	1	226	142	16	70	1	229	121	283	271	7	682	102	438	9	0	549	1686
515-615	87	62	118	1	268	152	15	69	1	237	111	306	252	9	678	91	466	7	0	564	1747
530-630	106	95	125	2	328	141	10	85	0	236	128	324	256	11	719	77	460	5	0	542	1825
545-645	151	134	127	2	414	129	8	92	0	229	140	347	296	12	795	74	412	7	0	493	1931
06-07	181	156	123	1	461	116	7	89	0	212	145	346	304	13	808	71	406	9	0	486	1967
<b>PEAK HOUR</b>	<b>181</b>	<b>156</b>	<b>123</b>	<b>1</b>	<b>461</b>	<b>116</b>	<b>7</b>	<b>89</b>	<b>0</b>	<b>212</b>	<b>145</b>	<b>346</b>	<b>304</b>	<b>13</b>	<b>808</b>	<b>71</b>	<b>406</b>	<b>9</b>	<b>0</b>	<b>486</b>	<b>1967</b>

**PEDESTRIAN OBSERVATIONS**

Intersection of: Perry Pkwy  
and: Shop Ctr Accesses  
Location: Montgomery Co., MD

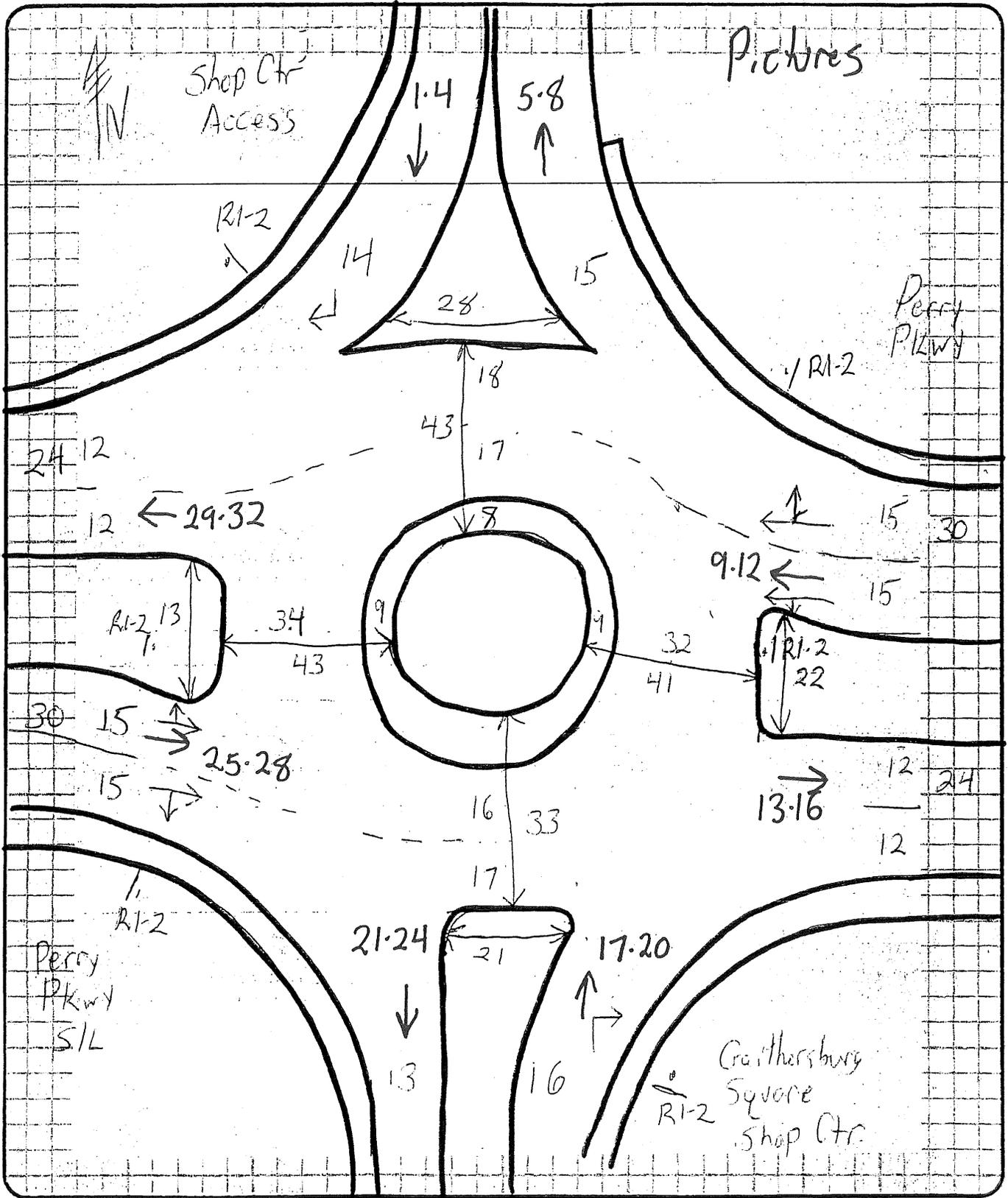
Counted by: AJ, JK, TM, TT  
Date: September 16, 2009  
Weather: Fair, Warm  
Entered by: TT

Day: Wednesday



TIME	Shop Ctr Accesses				Shop Ctr Accesses			
	NORTH LEG		SOUTH LEG		NORTH LEG		SOUTH LEG	
	ADULT	CHILDREN	ADULT	CHILDREN	ADULT	CHILDREN	ADULT	CHILDREN
	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES
AM								
06:30-45	0	0	0	0	0	0	0	0
45-00	0	1	0	0	0	0	0	0
07:0-15	0	0	0	0	1	0	0	0
15-30	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0
08:0-15	0	0	0	0	1	0	0	0
15-30	0	0	0	0	0	0	0	0
30-45	1	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0
09:0-15	0	0	0	0	0	0	0	0
15-30	0	0	0	0	1	1	0	0
TOTALS	1	1	0	0	3	1	0	0
PM								
04:0-15	0	0	0	0	0	0	0	0
15-30	0	0	0	0	2	0	1	0
30-45	0	0	0	0	1	0	0	0
45-00	0	0	0	0	1	0	0	0
05:0-15	0	0	0	0	1	1	0	0
15-30	0	0	0	0	1	0	0	0
30-45	0	0	0	0	0	0	0	0
45-00	0	0	0	0	1	0	0	0
06:0-15	1	0	0	0	2	0	0	0
15-30	0	0	0	0	1	0	0	0
30-45	0	0	0	0	1	1	0	0
45-00	0	0	0	0	2	0	0	0
TOTALS	1	0	0	0	13	2	1	0

TIME	Perry Pkwy				Perry Pkwy			
	EAST LEG		WEST LEG		EAST LEG		WEST LEG	
	ADULT	CHILDREN	ADULT	CHILDREN	ADULT	CHILDREN	ADULT	CHILDREN
	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES
AM								
06:30-45	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0
07:0-15	1	0	0	0	1	0	0	0
15-30	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0
08:0-15	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	1	0	0
30-45	0	0	0	0	2	0	0	0
45-00	0	0	0	0	1	0	0	0
09:0-15	0	0	0	0	0	0	0	0
15-30	3	1	0	0	0	0	0	0
TOTALS	4	1	0	0	4	1	0	0
PM								
04:0-15	0	0	0	0	3	0	0	0
15-30	1	0	1	0	0	0	0	0
30-45	0	0	0	0	1	0	1	0
45-00	1	0	0	0	1	0	0	0
05:0-15	4	0	0	0	3	1	0	0
15-30	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0
45-00	0	0	0	0	1	0	0	0
06:0-15	0	0	0	0	7	0	2	0
15-30	0	0	0	0	5	0	0	0
30-45	1	1	0	0	1	0	0	0
45-00	1	0	0	0	10	0	1	0
TOTALS	8	1	1	0	32	1	4	0



THE TRAFFIC GROUP, INC.

BY TT  
DATE 9-09

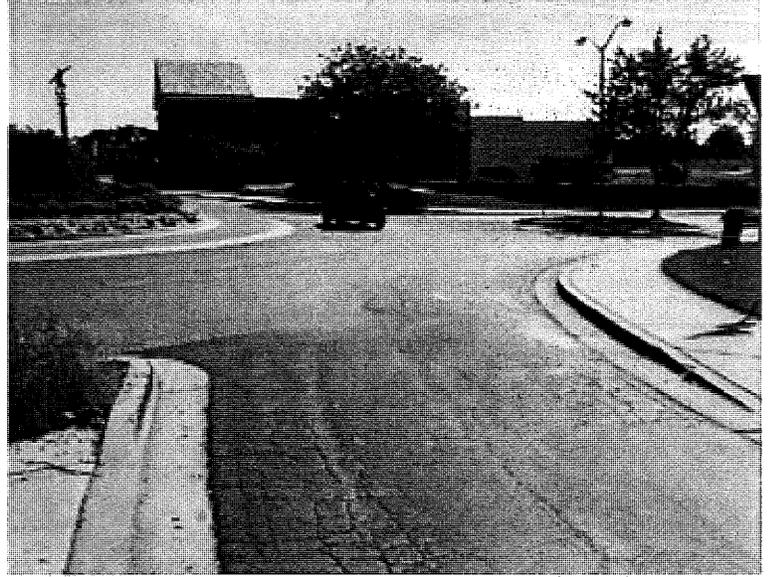
SUBJECT Montgomery Co. Fairgrounds

JOB NO. 2008-0725

SHEET NO. 3 OF 3



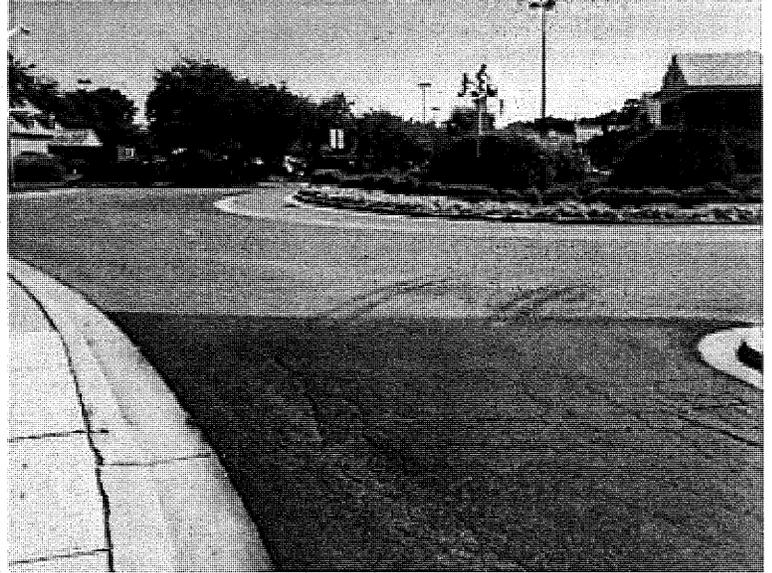
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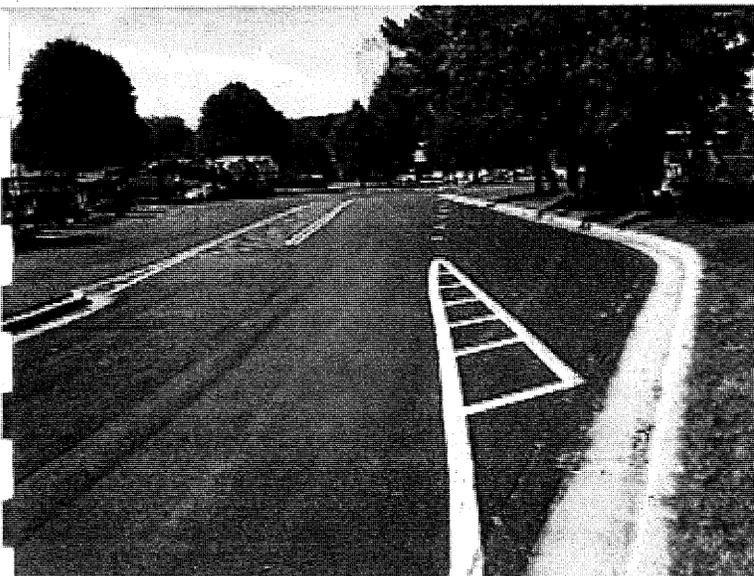
02.jpg



03.jpg



04.jpg



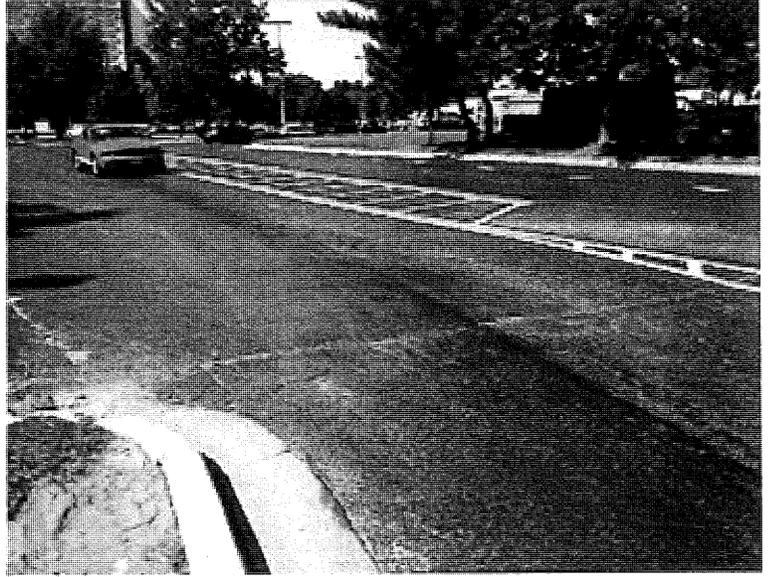
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06.jpg



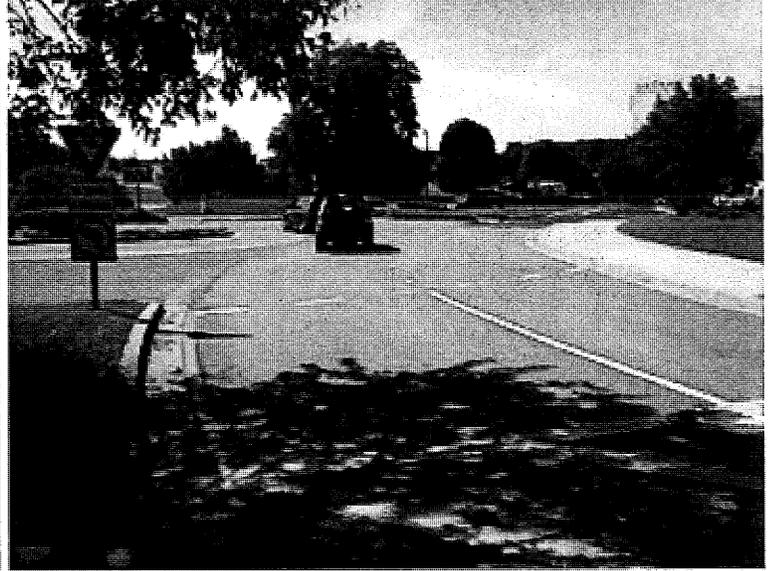
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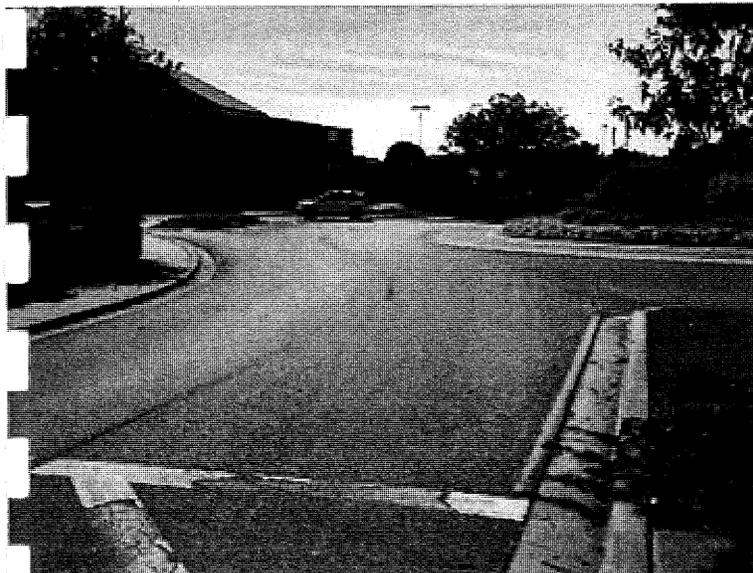
08.jpg



09.jpg



10.jpg



11.jpg



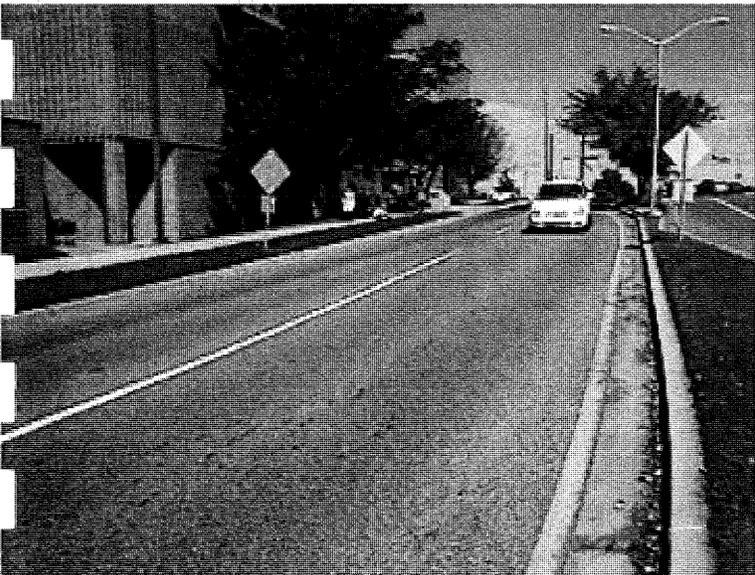
12.jpg



13.jpg



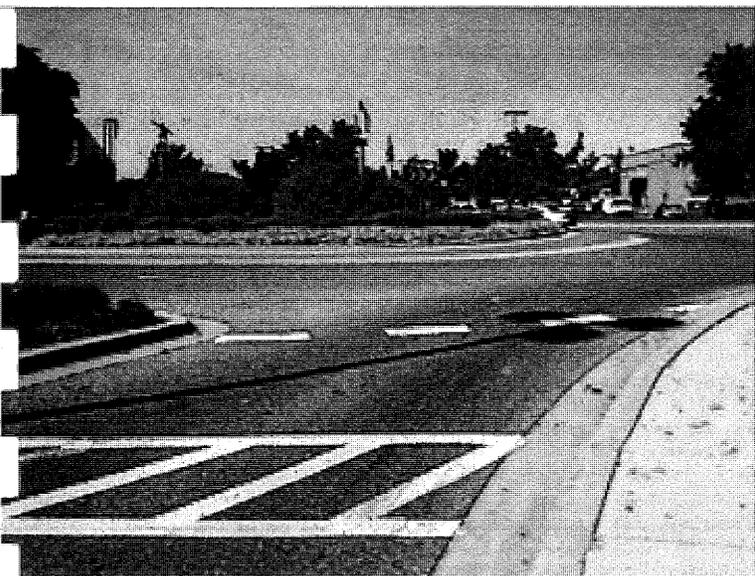
14.jpg



15.jpg



16.jpg



17.jpg



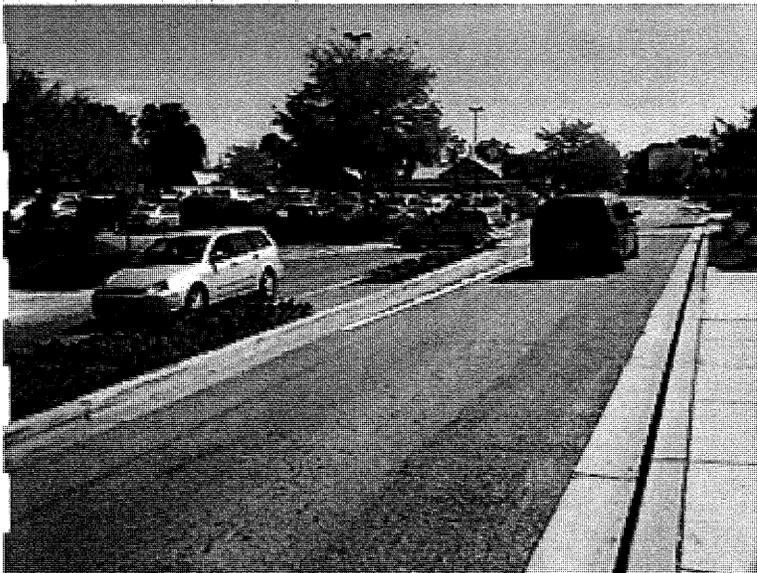
18.jpg



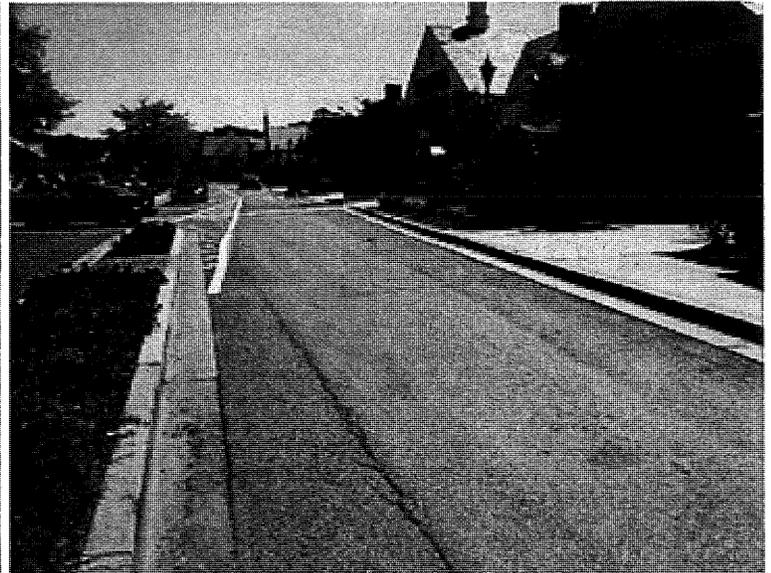
19.jpg



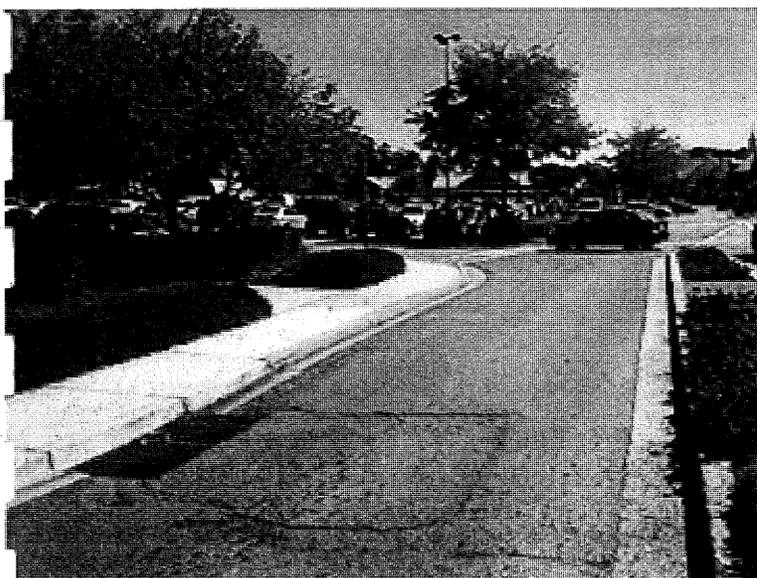
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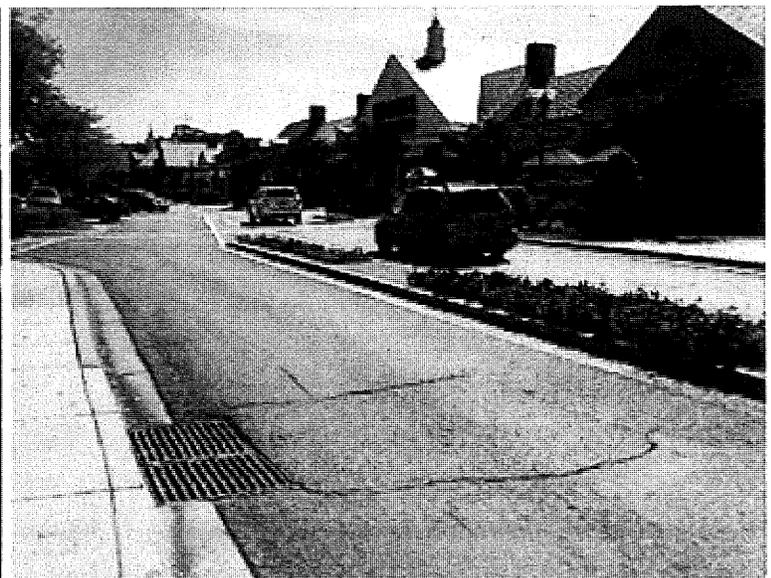
21.jpg



22.jpg



23.jpg



24.jpg



25.jpg



26.jpg



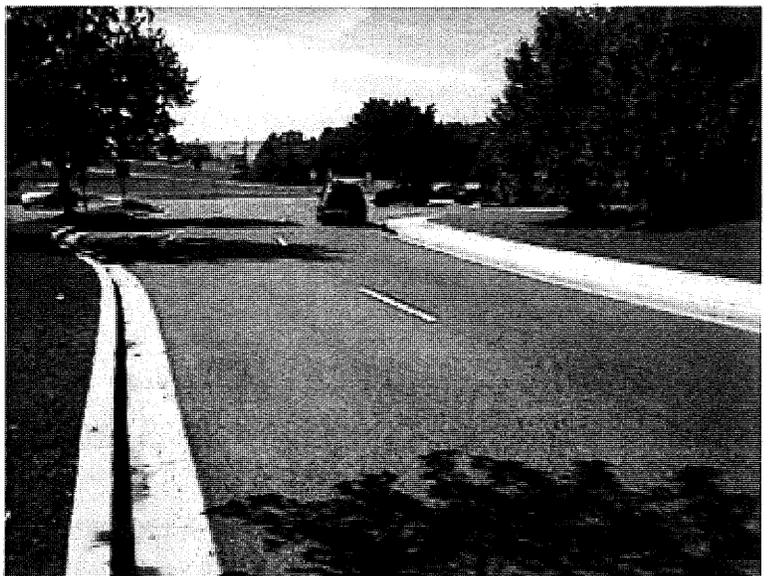
27.jpg



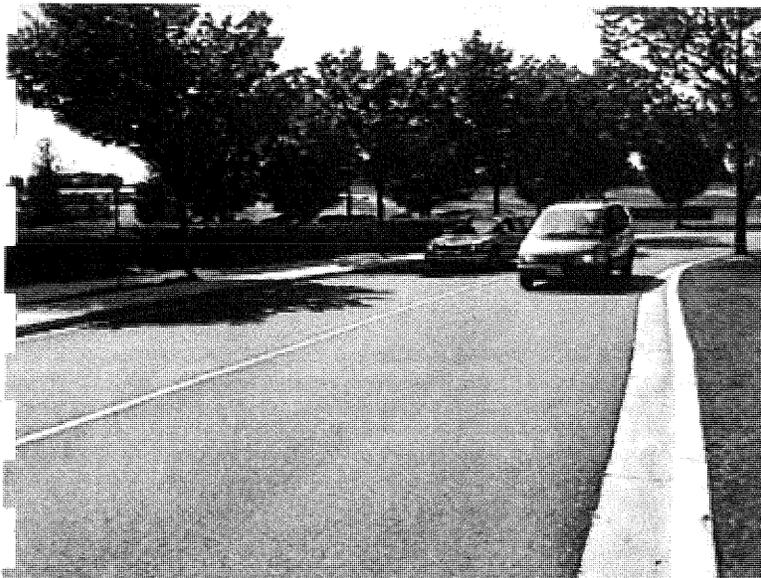
28.jpg



29.jpg



30.jpg



31.jpg



32.jpg

**APPENDIX B**

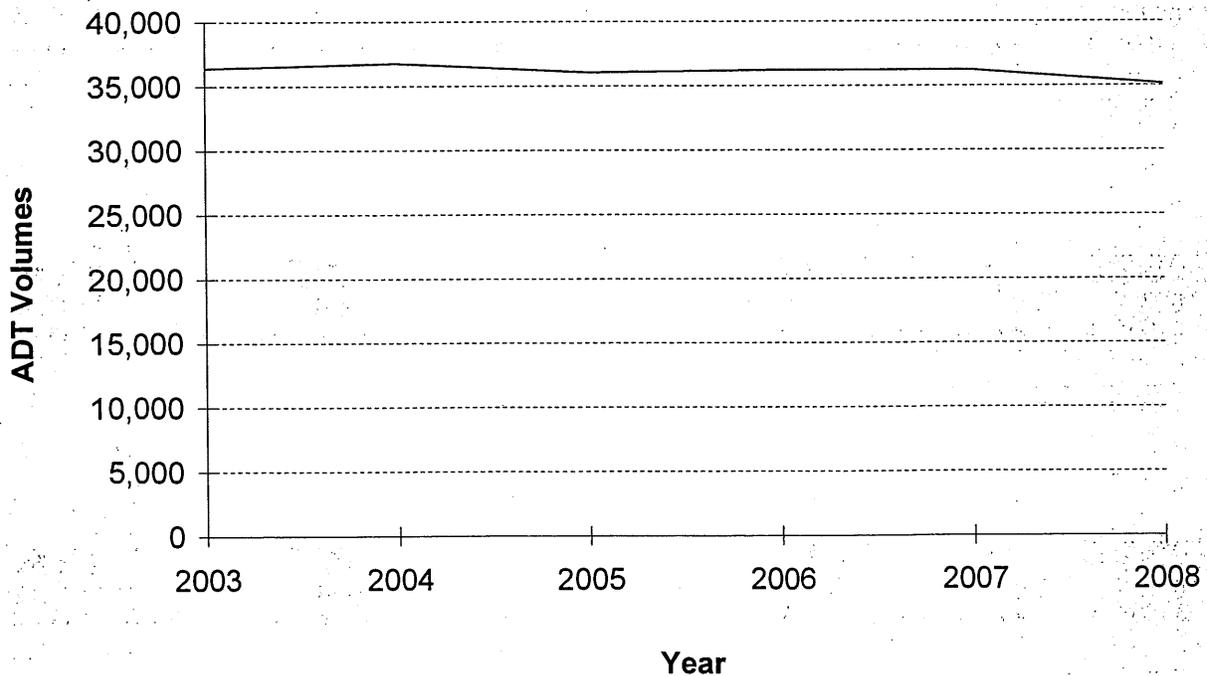
*Traffic Growth Data and  
Capacity Analysis Worksheets*



# TRAFFIC GROWTH PROJECTION

Average Growth: -0.68%  
 Mathematical Growth: -0.69%

Year	ADT Volume	Vol. increase	% increase	Average %
2003	36,375			
2004	36,750	375	1.03%	1.03%
2005	36,025	-725	-1.97%	-0.47%
2006	36,210	185	0.51%	-0.14%
2007	36,211	1	0.00%	-0.11%
2008	35,132	-1,079	-2.98%	-0.68%

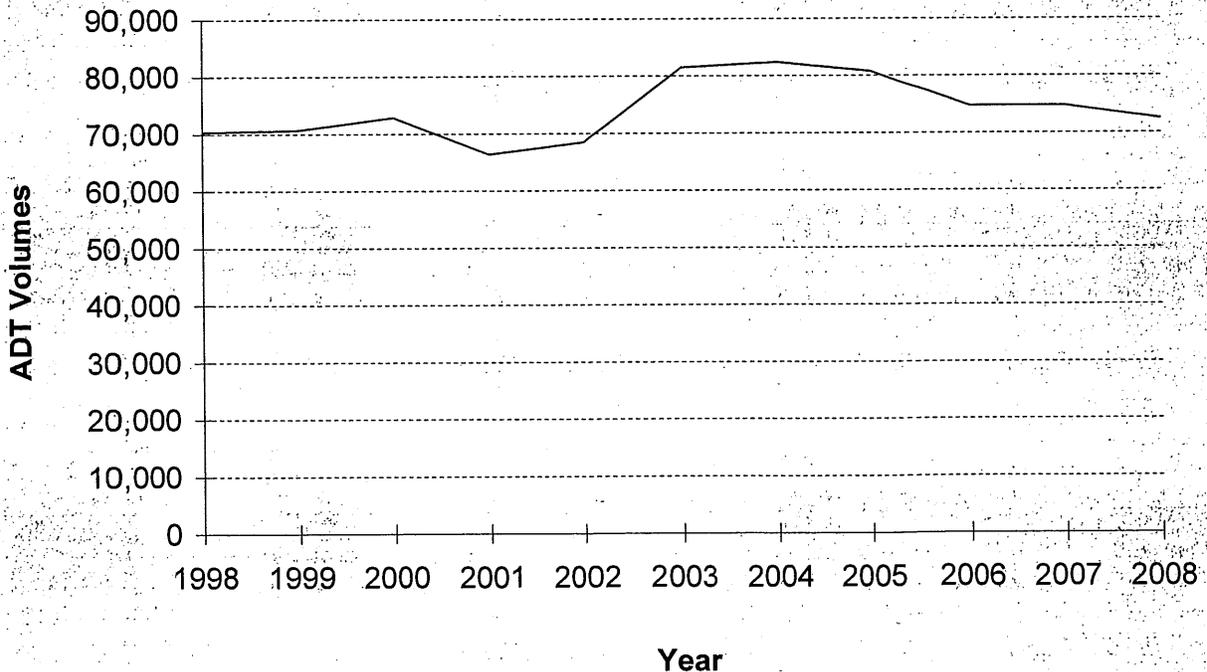


TRAFFIC GROWTH PROJECTION  
 MD 355, SOUTH OF MD 124

# TRAFFIC GROWTH PROJECTION

Average Growth: 0.55%  
Mathematical Growth: 0.3%

Year	ADT Volume	Vol. increase	% increase	Average %
1998	70,350			
1999	70,675	325	0.46%	0.46%
2000	72,850	2,175	3.08%	1.77%
2001	66,375	-6,475	-8.89%	-1.78%
2002	68,450	2,075	3.13%	-0.56%
2003	81,475	13,025	19.03%	3.36%
2004	82,350	875	1.07%	2.98%
2005	80,725	-1,625	-1.97%	2.27%
2006	74,710	-6,015	-7.45%	1.06%
2007	74,711	1	0.00%	0.94%
2008	72,472	-2,239	-3.00%	0.55%

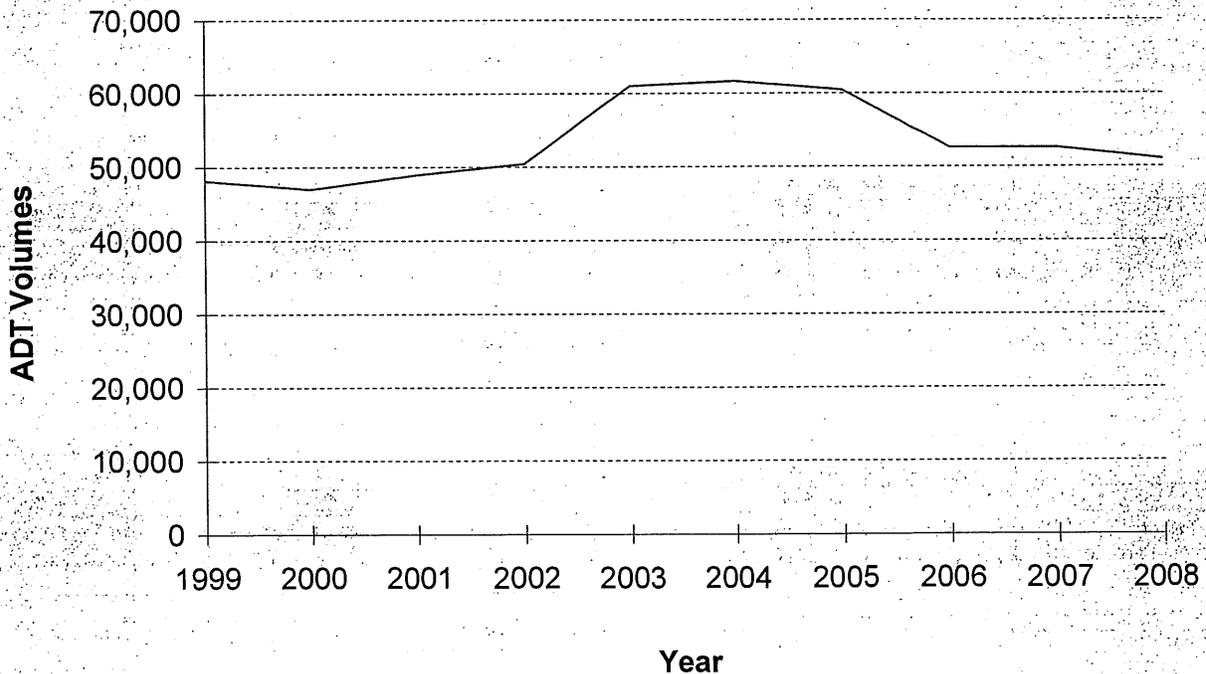


TRAFFIC GROWTH PROJECTION  
MD 124, WEST OF MD 355

# TRAFFIC GROWTH PROJECTION

Average Growth: 0.88%  
Mathematical Growth: 0.57%

Year	ADT Volume	Vol. increase	% increase	Average %
1999	48,175	48,175		
2000	46,975	-1,200	-2.49%	-1.25%
2001	48,950	1,975	4.20%	0.57%
2002	50,425	1,475	3.01%	1.18%
2003	60,975	10,550	20.92%	5.13%
2004	61,650	675	1.11%	4.46%
2005	60,425	-1,225	-1.99%	3.54%
2006	52,590	-7,835	-12.97%	1.48%
2007	52,591	1	0.00%	1.31%
2008	51,012	-1,579	-3.00%	0.88%

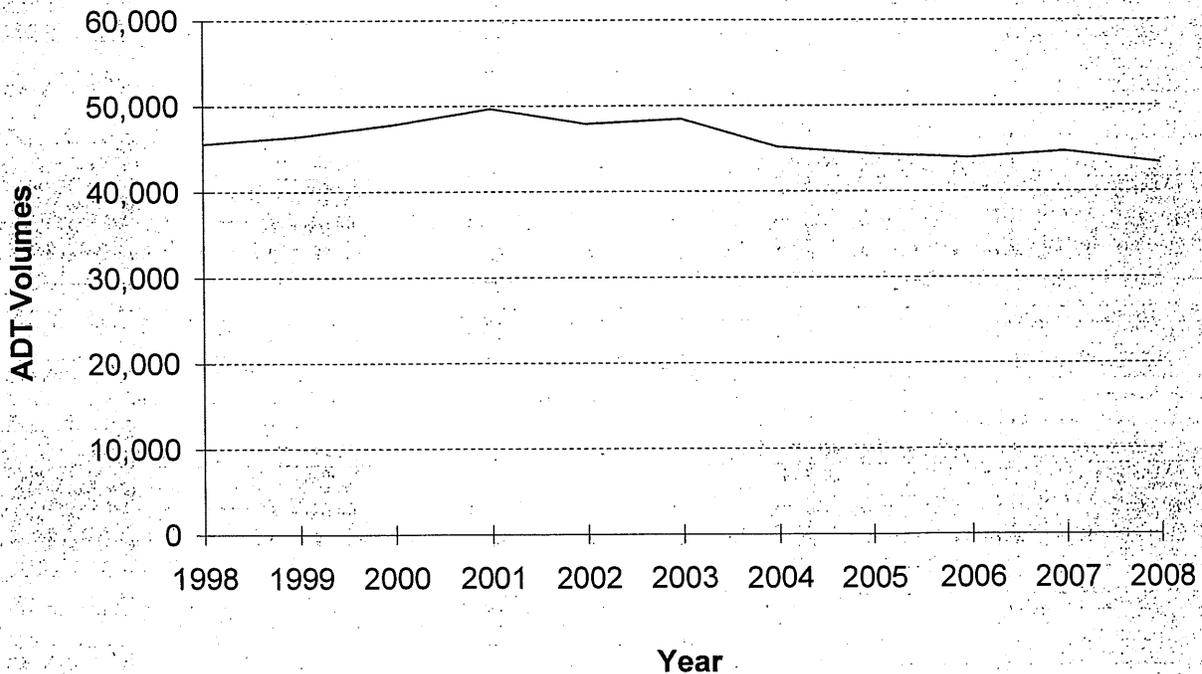


TRAFFIC GROWTH PROJECTION  
MD 124, EAST OF MD 355

## TRAFFIC GROWTH PROJECTION

Average Growth: -0.45%  
Mathematical Growth: -0.51%

Year	ADT Volume	Vol. increase	% increase	Average %
1998	45,575			
1999	46,450	875	1.92%	1.92%
2000	47,825	1,375	2.96%	2.44%
2001	49,675	1,850	3.87%	2.92%
2002	47,875	-1,800	-3.62%	1.28%
2003	48,450	575	1.20%	1.27%
2004	45,175	-3,275	-6.76%	-0.07%
2005	44,350	-825	-1.83%	-0.32%
2006	43,912	-438	-0.99%	-0.41%
2007	44,660	748	1.70%	-0.17%
2008	43,321	-1,339	-3.00%	-0.45%



TRAFFIC GROWTH PROJECTION  
MD 117, WEST OF I-270

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Montgomery County

E/W Road: MD 124

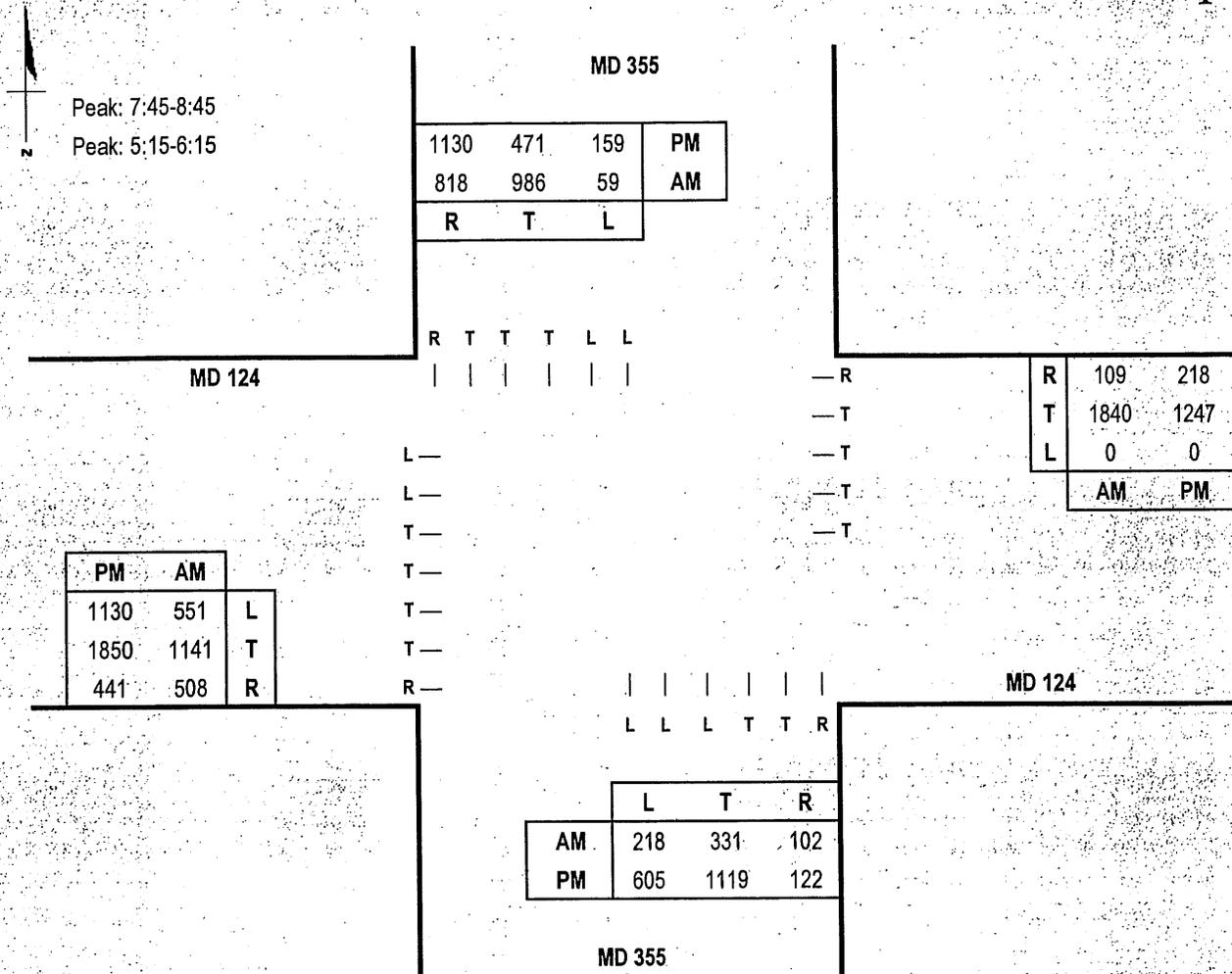
Date of Count: 5/19/2005

N/S Road: MD 355

Day of Count: Thursday

Conditions: Existing Traffic

Analyst: Shulin Li



### Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	331	0.53	175	59	0.53	31	607
SB	526	1.00	526	218	0.37	81	
EB	427	1.00	427	0	0.00	0	844
WB	1840	0.30	552	551	0.53	292	
CLV TOTAL=							1,451

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	1119	0.53	593	159	0.53	84	755
SB	531	1.00	531	605	0.37	224	
EB	1850	0.30	555	0	0.00	0	973
WB	1247	0.30	374	1130	0.53	599	
CLV TOTAL=							1,728

Scenario ID - EXIST1

## CRITICAL LANE VOLUME (CLV) METHODOLOGY for Montgomery County

E/W Road: Perry Pkwy

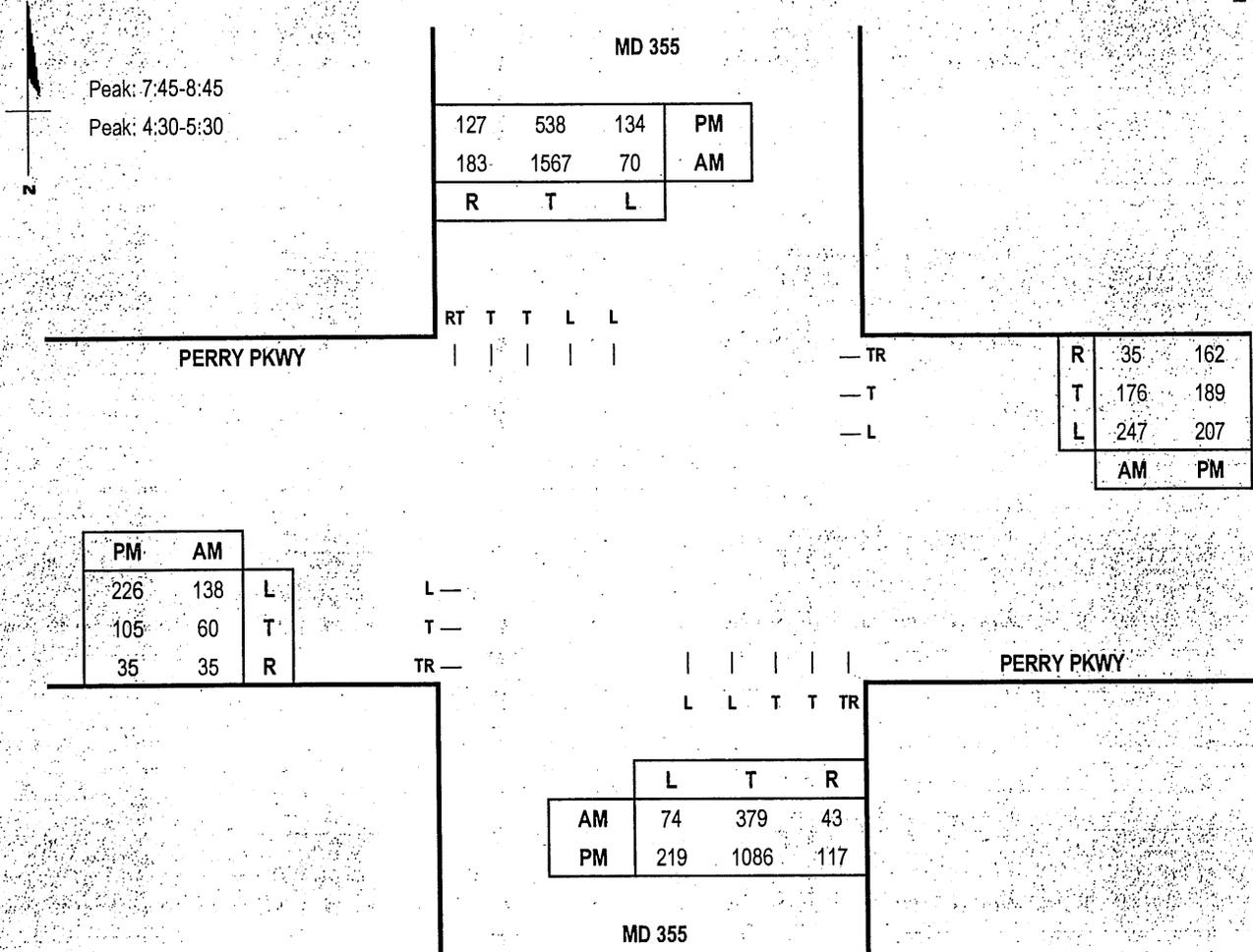
Date of Count: 9/16/2009

N/S Road: MD 355

Day of Week: Wednesday

Conditions: Existing Traffic

Analyst: Shulin Li



### Capacity Analysis - East/West Split

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	138	1.00	138				138
WB	247	1.00	247				247
NB	422	0.37	156	70	0.53	37	687
SB	1750	0.37	648	74	0.53	39	
CLV TOTAL=							1,072

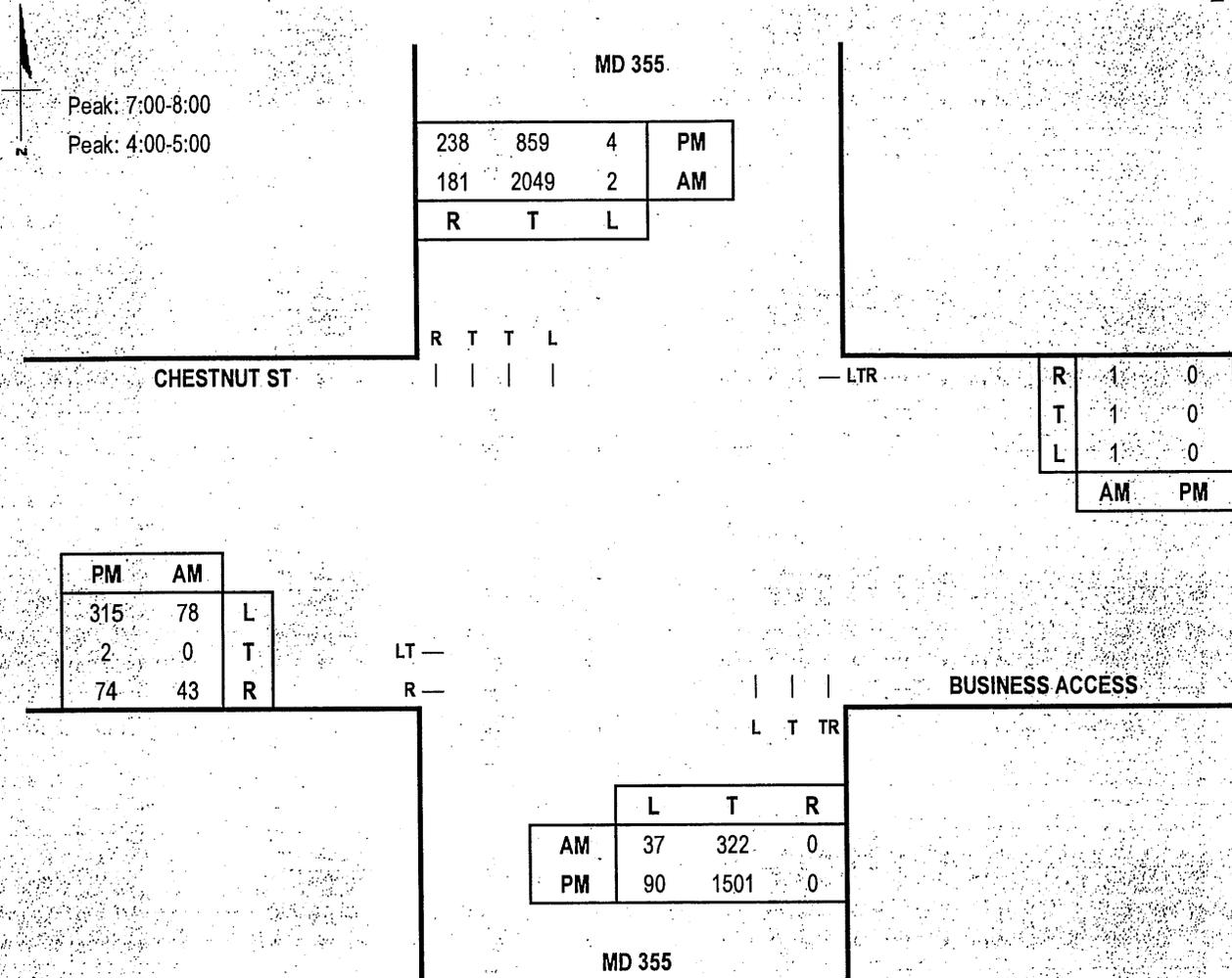
Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	226	1.00	226				226
WB	207	1.00	207				207
NB	1203	0.37	445	134	0.53	71	516
SB	665	0.37	246	219	0.53	116	
CLV TOTAL=							949

Scenario ID - EXIST2

# CRITICAL LANE VOLUME (CLV) METHODOLOGY for Montgomery County

**E/W Road:** Business Access/Chestnut St  
**N/S Road:** MD 355  
**Conditions:** Existing Traffic

**Date of Count:** 10/16/2008  
**Day of Count:** Thursday  
**Analyst:** Shulin Li



### Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	322	0.53	171	2	1.00	2	1123
SB	2049	0.53	1086	37	1.00	37	
EB	78	1.00	78	1	1.00	1	81
WB	3	1.00	3	78	1.00	78	
<b>CLV TOTAL=</b>							<b>1,204</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1501	0.53	796	4	1.00	4	800
SB	859	0.53	455	90	1.00	90	
EB	317	1.00	317	0	1.00	0	317
WB	0	1.00	0	315	1.00	315	
<b>CLV TOTAL=</b>							<b>1,117</b>

Scenario ID - EXIST3

# CRITICAL LANE VOLUME (CLV) METHODOLOGY for Montgomery County

**E/W Road:** MD 117

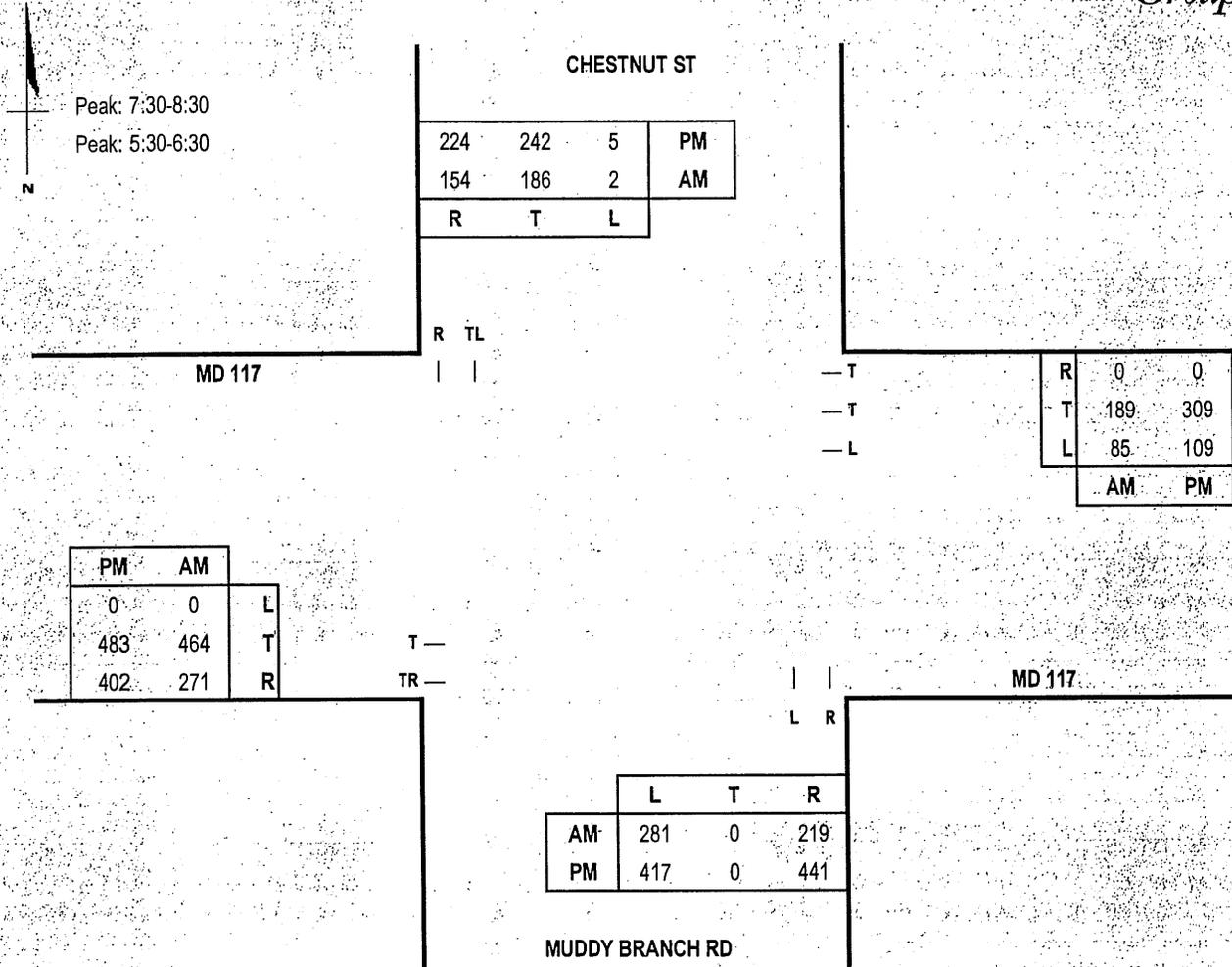
**Date of Count:** 8/28/2007

**N/S Road:** Chestnut St/Muddy Branch Rd

**Day of Count:** Tuesday

**Conditions:** Existing Traffic

**Analyst:** Shulin Li



### Capacity Analysis - North/South Split

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	281	1.00	281				281
SB	188	1.00	188				188
EB	735	0.53	390	85	1.00	85	475
WB	189	0.53	100	0	0.00	0	
CLV TOTAL=							<b>944</b>

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	417	1.00	417				417
SB	247	1.00	247				247
EB	885	0.53	469	109	1.00	109	578
WB	309	0.53	164	0	0.00	0	
CLV TOTAL=							<b>1,242</b>

Scenario ID - EXIST4

# CRITICAL LANE VOLUME (CLV) METHODOLOGY for Montgomery County

**E/W Road:** MD 117

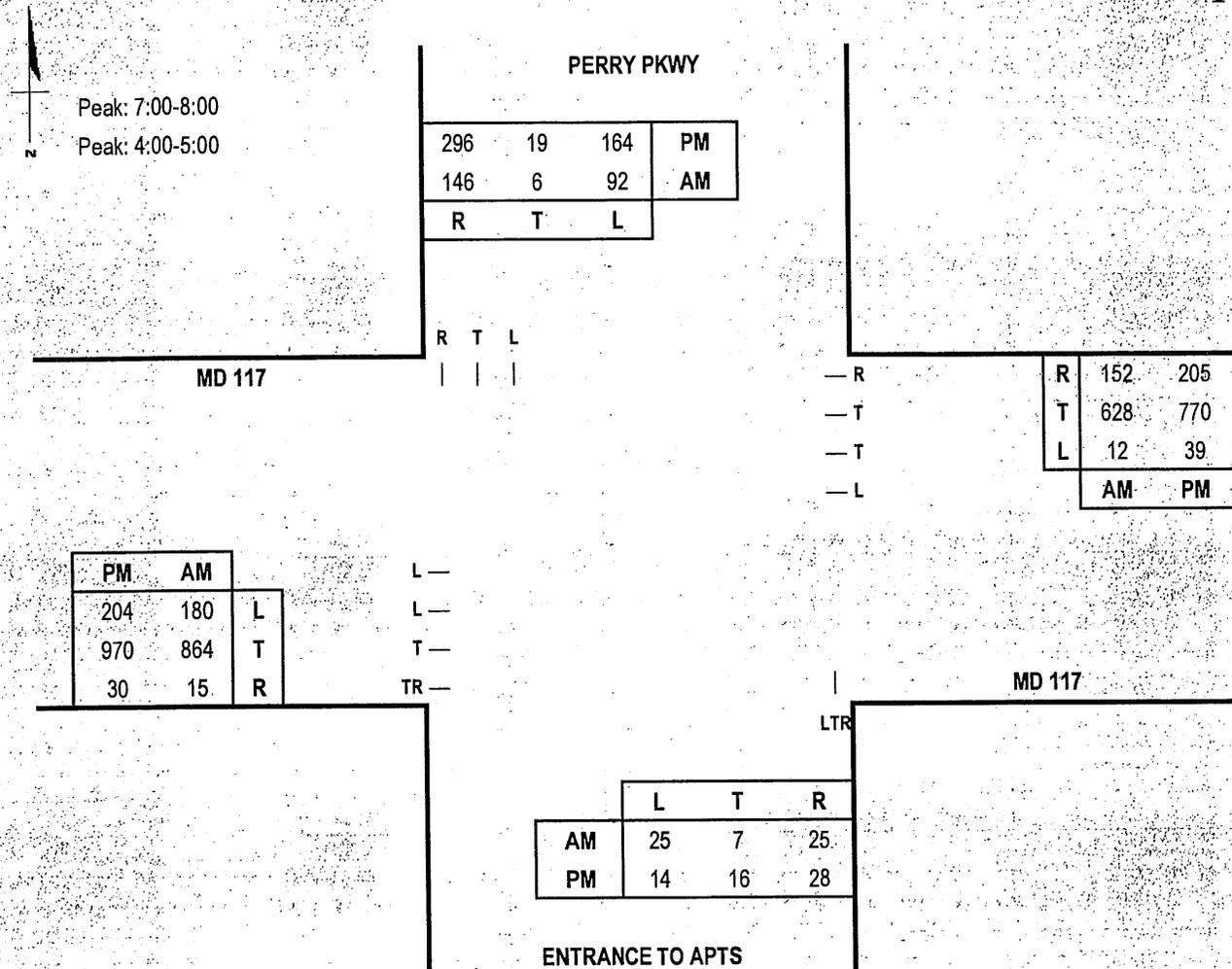
**Date of Count:** 4/1/2008

**N/S Road:** Perry Pkwy/Entrance To Apts

**Day of Count:** Tuesday

**Conditions:** Existing Traffic

**Analyst:** Shulin Li



### Capacity Analysis

Morning Peak Hour							
Dir.	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	57	1.00	57	92	1.00	92	149
SB	51	1.00	51	25	1.00	25	
EB	879	0.53	466	12	1.00	12	478
WB	628	0.53	333	180	0.53	95	
CLV TOTAL=							627

Evening Peak Hour							
Dir.	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	58	1.00	58	164	1.00	164	222
SB	188	1.00	188	14	1.00	14	
EB	1000	0.53	530	39	1.00	39	569
WB	770	0.53	408	204	0.53	108	
CLV TOTAL=							791

Scenario ID: EXIST5

# CRITICAL LANE VOLUME (CLV) METHODOLOGY for Montgomery County

E/W Road: MD 117

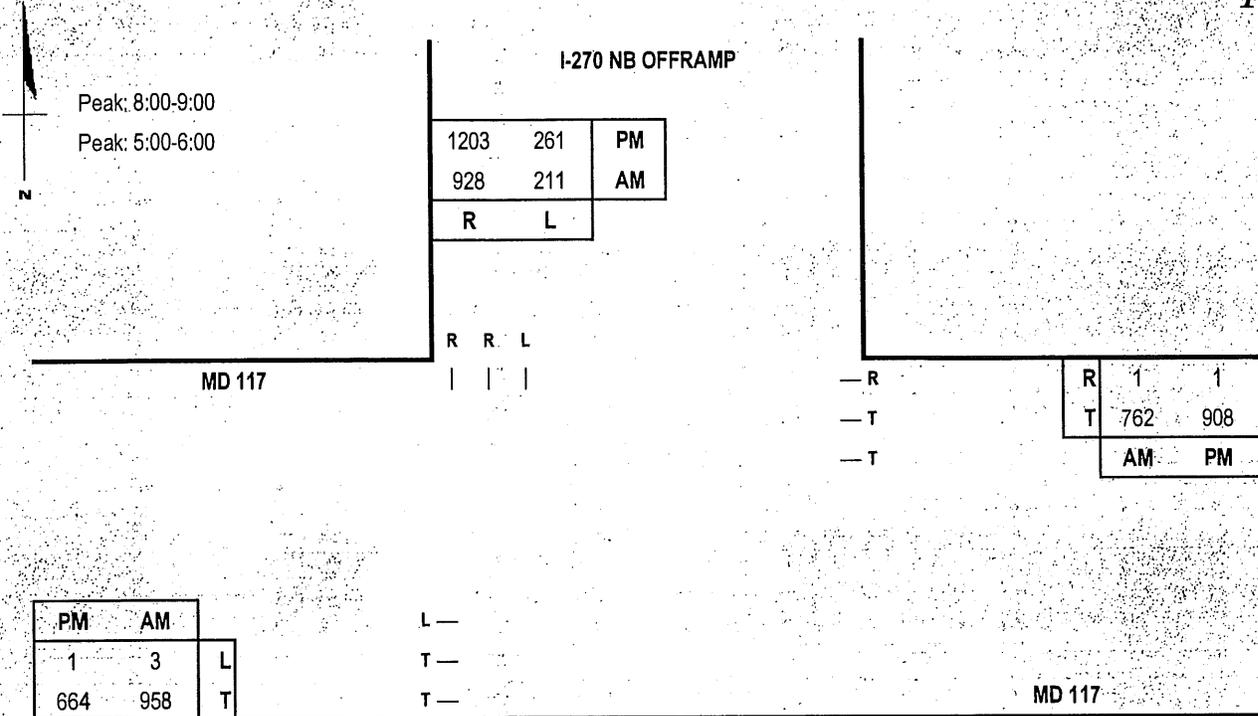
Date of Count: 9/16/2009

N/S Road: Perry Pkwy

Day of Count: Wednesday

Conditions: Existing Traffic

Analyst: Shulin Li



### Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
SB	922	0.53	489				489
EB	958	0.53	508				508
WB	762	0.53	404	3	1.00	3	
CLV TOTAL=							997
Level of Service (LOS)=							A

CLV V/C = 0.62

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
SB	1201	0.53	637				637
EB	664	0.53	352				482
WB	908	0.53	481	1	1.00	1	
CLV TOTAL=							1,119
Level of Service (LOS)=							B

PM V/C = 0.7

# Output Tables

## Montgomery Fair Grounds

### Existing am

#### Run Information

**Table S.14 - Summary of Input and Output Data**

Montgomery Fair Grounds											
Existing am											
Intersection ID: 7											
Roundabout											
Lane No.	Demand Flow (veh/h)				%HV	Adj. Basic Satf.	Eff Grn (secs) 1st 2nd	Deg Sat x	Aver. Delay (sec)	Longest Queue (ft)	Shrt Lane (ft)
	L	T	R	Tot							
West: New W leg											
1 LT	2	113		115	3			0.091	5.8	15	1600
2 TR		67	56	123	2			0.091	6.2	15	1600
	2	180	56	238	3			0.091	6.0	15	
South: New S leg											
1 LTR	36	3	49	88	3			0.098	9.6	13	1600
	36	3	49	88	3			0.098	9.6	13	
East: New E leg											
1 LT	95	156		251	2			0.179	8.0	33	1600
2 TR		217	60	277	2			0.179	5.6	33	1600
	95	373	60	528	2			0.179	6.8	33	
North: New N leg											
1 LTR	6	7	26	39	8			0.056	9.4	7	1600
	6	7	26	39	8			0.056	9.4	7	
ALL VEHICLES				Total Flow	% HV			Max X	Aver. Delay	Max Queue	
				893	2			0.179	7.0	33	

Peak flow period = 15 minutes.

Queue values in this table are 95% back of queue (feet).

Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

**Table S.15 - Capacity and Level of Service**

Montgomery Fair Grounds										
Existing am										

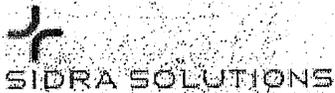
Intersection ID: 7  
Roundabout

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Queue (ft)
West: New W leg								
5L	L	2	22	0.091	12.7	B	0.6	15
2T	T	180	1975	0.091	5.7	A	0.6	15
2R	R	56	614	0.091	6.9	A	0.6	15
South: New S leg								
3L	L	36	369	0.098	13.3	B	0.5	13
8T	T	3	31	0.097	6.1	A	0.5	13
8R	R	49	502	0.098	7.2	A	0.5	13
East: New E leg								
1L	L	95	530	0.179*	12.4	B	1.3	33
6T	T	373	2082	0.179*	5.3	A	1.3	33
6R	R	60	335	0.179*	6.6	A	1.3	33
North: New N leg								
7L	L	6	108	0.056	14.7	B	0.3	7
4T	T	7	126	0.056	7.6	A	0.3	7
4R	R	26	467	0.056	8.6	A	0.3	7
ALL VEHICLES:		893		0.179	7.0	A	1.3	33

Level of Service calculations are based on average control delay including geometric delay (HCM criteria), independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the SIDRA Output Guide or the Output section of the on-line help.

\* Maximum v/c ratio, or critical green periods



Site: ex.am

Processed Sep 24, 2009 04:40:25PM

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[www.sidrasolutions.com](http://www.sidrasolutions.com)

# Output Tables

## Montgomery Fair Grounds

### Existing pm

#### Run Information

**Table S.14 - Summary of Input and Output Data**

Montgomery Fair Grounds											
Existing pm											
Intersection ID: 7											
Roundabout											
Lane No.	Demand Flow (veh/h)				%HV	Adj. Basic Satf.	Eff Grn (secs) 1st 2nd	Deg Sat. x	Aver. Delay (sec)	Longest Queue (ft)	Shrt Lane (ft)
	L	T	R	Tot							
West: New W leg											
1 LT	11	234		245	2			0.331	10.1	69	1600
2 TR		207	78	285	2			0.331	9.5	73	1600
	11	441	78	530	2			0.331	9.8	73	
South: New S leg											
1 LTR	97	8	127	232	3			0.356	12.2	55	1600
	97	8	127	232	3			0.356	12.2	55	
East: New E leg											
1 LT	345	74		419	2			0.328	11.7	72	1600
2 TR		303	157	460	2			0.328	6.2	74	1600
	345	377	157	879	2			0.328	8.8	74	
North: New N leg											
1 LTR	135	169	197	501	2			0.841	21.9	258	1600
	135	169	197	501	2			0.841	21.9	258	
ALL VEHICLES											
				Total Flow	% HV			Max X	Aver. Delay	Max Queue	
				2142	2			0.842	12.5	258	

Peak flow period = 15 minutes.

Queue values in this table are 95% back of queue (feet).

Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

**Table S.15 - Capacity and Level of Service**

Montgomery Fair Grounds										
Existing pm										

Intersection ID: 7  
Roundabout

Mov ID	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Queue (ft)
West: New W leg								
5L	L	11	33	0.333	16.8	B	2.7	69
2T	T	441	1332	0.331	9.5	A	2.9	73
2R	R	78	236	0.331	10.4	B	2.9	73
South: New S leg								
3L	L	97	273	0.355	15.7	B	2.2	55
8T	T	8	22	0.364	8.7	A	2.2	55
8R	R	127	357	0.356	9.7	A	2.2	55
East: New E leg								
1L	L	345	1050	0.329	12.9	B	2.9	72
6T	T	377	1148	0.328	5.8	A	2.9	74
6R	R	157	478	0.328	7.0	A	2.9	74
North: New N leg								
7L	L	135	161	0.839	26.6	C	10.2	258
4T	T	169	201	0.841	19.6	B	10.2	258
4R	R	197	234	0.842*	20.6	C	10.2	258
ALL VEHICLES:		2142		0.842	12.5	B	10.2	258

Level of Service calculations are based on average control delay including geometric delay (HCM criteria), independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the SIDRA Output Guide or the Output section of the on-line help.

- \* Maximum v/c ratio, or critical green periods
- " Movement Level of service has been determined using adjacent lane v/c ratio rather than short lane v/c ratio (v/c=1.0)



Site: ex pm

Processed Sep 24, 2009 04:40:25PM

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January 7, 2011

Mark Johnson, Legal Advertising Manager  
The Gazette Newspaper  
2-A North Market Street  
Frederick, Maryland 21701

Dear Mr. Johnson:

Please publish the following legal advertisement in the **January 12 and 19, 2011**, issues of the Gaithersburg Gazette.

Sincerely,

Jacqueline Marsh, Planner  
Planning & Code Administration

ASSIGN CODE: **Z-316** Acct.# **133649**

---

**NOTICE OF JOINT PUBLIC HEARING**

The Mayor and City Council and the Planning Commission of the City of Gaithersburg, Maryland, will conduct a joint public hearing on the Zoning Map Amendment and associated Sketch Plan **Z-316**, filed by the Montgomery County Agricultural Center, on

**TUESDAY  
FEBRUARY 22, 2011  
AT 7:30 P.M.**

Or as soon thereafter as this matter can be heard in the Council Chambers at 31 South Summit Avenue, Gaithersburg, Maryland.

This is an application to rezone 62.83 acres of land from the R-A (Low Density Residential) Zone and the I-1 (Light Industrial) Zone to the MXD (Mixed Use Development) Zone, in accordance with § 24-196 (Map Amendments) of the City Code. The property is located southeast of the Exit 11, I-270 interchange, west of the CSX railroad tracks, north of Perry Parkway, and south of Chestnut Street. The property is commonly known as the Montgomery County Fairgrounds (Parcels P700 and P616) in the City of Gaithersburg.

Further information may be obtained from the Planning and Code Administration Department at City Hall, 31 South Summit Avenue, between the hours of 8 a.m. and 5 p.m., Monday through Friday, or visit the City's website at [www.gaithersburgmd.gov](http://www.gaithersburgmd.gov).

Jacqueline Marsh, Planner  
Planning and Code Administration

City of Gaithersburg • 31 South Summit Avenue, Gaithersburg, Maryland 20877-2098  
301-258-6300 • FAX 301-258-6149 • TTY 301-258-6430 • [cityhall@gaithersburgmd.gov](mailto:cityhall@gaithersburgmd.gov) • [www.gaithersburgmd.gov](http://www.gaithersburgmd.gov)

---

MAYOR  
Sidney A. Katz

CITY COUNCIL MEMBERS  
Jud Ashman  
Cathy C. Drzyzgula  
Henry F. Marraffa, Jr.  
Michael A. Sesma  
Ryan Spiegel

CITY MANAGER  
Angel L. Jones

Joint Hearing - MCC & PC  
Z-316  
Exhibit #12



CITY OF GAITHERSBURG  
31 South Summit Avenue  
Gaithersburg, Maryland 20877  
Telephone: 301-258-6330

### NOTICE OF JOINT PUBLIC HEARING

The City of Gaithersburg Mayor and Council and Planning Commission will conduct a public hearing at the time and place noted below.

**Meeting:** MAYOR AND CITY COUNCIL  
**Application Type:** ZONING MAP AMENDMENT & SKETCH PLAN  
**File Number:** Z-316  
**Location:** MONTGOMERY COUNTY FAIRGROUNDS  
**Applicant:** MONTGOMERY COUNTY AGRICULTURAL CENTER  
**Current Zoning:** R-A (LOW DENSITY RESIDENTIAL) & I-1 (LIGHT INDUSTRIAL)  
**Requested Zone:** MXD (MIXED USE DEVELOPMENT) ZONE  
**Day/ Date/Time:** TUESDAY, FEBRUARY 22, 2011; 7:30 PM  
**Place:** COUNCIL CHAMBERS, GAITHERSBURG CITY HALL  
31 SOUTH SUMMIT AVENUE

**\*\*\*IMPORTANT\*\*\***

This is an application to rezone 62.83 acres of land from the R-A (Low Density Residential) Zone and the I-1 (Light Industrial) Zone to the MXD (Mixed Use Development) Zone, in accordance with § 24-196 (Map Amendments) of the City Code. The property is located southeast of the Exit 11, I-270 interchange, west of the CSX railroad tracks, north of Perry Parkway, and south of Chestnut Street. The property is commonly known as the Montgomery County Fairgrounds (Parcels P700 and P616) in the City of Gaithersburg.

View Mayor and City Council and Planning Commission meetings live on Gaithersburg Television, Comcast Channel 13, RCN Channel 13, and Verizon FiOS Channel 25 within the City limits and County wide on Comcast Channel 190. Please check the City's website at [www.gaithersburgmd.gov/tv](http://www.gaithersburgmd.gov/tv) to watch live or click on archived meetings. Meetings are rebroadcast for two weeks on television, and are archived within 24 hours for viewing at any time on the City's website.

CITY OF GAITHERSBURG

By: Jacqueline Marsh  
Jacqueline Marsh, Planner  
Planning and Code Administration

**SEE LOCATION MAP ON REVERSE SIDE**

Joint Hearing - MCC & PC  
Z-316  
Exhibi #13

**NOTICES SENT THIS 12<sup>th</sup> DAY OF JANUARY, 2011 TO:**

**APPLICANT AND INTERESTED PARTIES IN ACCORDANCE WITH SECTION 24-196(G)**

(A list of interested parties and agencies is available in the file in the Planning and Code Administration.)

**LOCATION MAP**



MARTIN SVRCEK  
MONTGOMERY COUNTY AG CENTER  
16 CHESTNUT ST  
GAITHERSBURG MD 20877

JIM CLIFFORD  
CLIFFORD DEBELIUS BONIFANT  
FITZPATRICK & HYATT  
316 E DIAMOND AVENUE  
GAITHERSBURG MD 20877

DAVE AGER  
TOWNSCAPE DESIGN LLC  
PO BOX 424  
CLARKSVILLE MD 21029

WES GUCKERT  
TRAFFIC GROUP  
9900 FRANKLIN SQUARE DR  
SUITE H  
BALTIMORE MD 21236

JIM SOLTESZ  
LSA  
2 RESEARCH PL  
SUITE 100  
ROCKVILLE MD 20850

HOMES FOR OLDE TOWNE  
GAITHERSBURG  
LTD PTNSHP  
21400 RIDGETOP CIR STE 250  
STERLING VA 20166

LAMAR PROPERTIES LLC  
4804 NORBECK RD  
ROCKVILLE MD 20853

MONTG CO AGRICULTURAL  
CENTER INC  
16 CHESTNUT ST  
GAITHERSBURG MD 20877

MONTGOMERY COUNTY  
AGRICULTURAL CENTER INC  
16 CHESTNUT ST  
GAITHERSBURG MD 20877

ZION AVISSAR  
9316 WOODEN BRIDGE RD  
POTOMAC MD 20854

CHARLES LEE SHERMAN  
22 CHESTNUT ST  
GAITHERSBURG MD 20877

NEANG LIN  
24 CHESTNUT ST  
GAITHERSBURG MD 20877

25 CHESTNUT STREET LLC  
25 CHESTNUT ST STE B  
GAITHERSBURG MD 20877

BETTY BTRUST CASEY  
% CASEY MANGT INC  
800 S FREDERICK AVE #100  
GAITHERSBURG MD 20877

GEORGE T SHEAHIN  
C/O FREDERICK J SHEAHIN  
PO BOX 186  
ODENTON MD 21113

ROCKVILLE FUEL & FEED CO INC  
14901 SOUTHLAWN LN  
ROCKVILLE MD 20850

CH REALTY 3RD/GAITHERSTOWNE LLC  
C/O PROPERTY TAX DEPT  
3333 NEW HYDE PARK RD STE 100  
NEW HYDE PARK NY 11042

FEDERAL REALTY INVESTMENTTRUST  
C/O DIR PROPERTY ANALYSIS  
1626 E JEFFERSON ST  
ROCKVILLE MD 20852

DEBRA L RANDALL  
GLEN L MATOTT  
92 MEEM AVE  
GAITHERSBURG MD 20877

ROY E & D C HADDOCK  
94 MEEM AVE  
GAITHERSBURG MD 20877

JOHN PTRUST ARAVANIS  
15216 WILD ROSE LN  
ROCKVILLE MD 20853

STEVEN & ANGELA H HANSEN  
98 MEEM AVE  
GAITHERSBURG MD 20877

CATALINA SANCHEZ  
100 MEEM AVE  
GAITHERSBURG MD 20877

TERESA ADAMS  
102 MEEM AVE  
GAITHERSBURG MD 20877

JEANNE M CROKER  
104 MEEM AVE  
GAITHERSBURG MD 20877

ELIZABETH M & DOUGLAS C DOLAN  
106 MEEM AVE  
GAITHERSBURG MD 20877

GERALD A & G J CLEMENT  
108 MEEM AVE  
GAITHERSBURG MD 20877

AMANDA G TUMULTY  
110 MEEM AVE  
GAITHERSBURG MD 20877

IRFAN A KHAN  
112 MEEM AVE  
GAITHERSBURG MD 20877

JOHN E WARD  
416 PARK ROAD  
ROCKVILLE MD 20850

Joint Hearing - MCC & PC  
Z-316  
Exhibit #14

TIMOTHY D & S D OLLING  
116 MEEM AVE  
GAITHERSBURG MD 20877

REBECCA CHRISTIANSEN  
118 MEEM AVE  
GAITHERSBURG MD 20877

SAUL HOLDING LTD PTNSHP  
C/O ACCOUNTS PAYABLE  
7501 WISCONSIN AVE STE 1500  
BETHESDA MD 20814

CSXTRUSTANSPORTATION INC  
C/O SPECIAL ASSM S/C J915  
301 W BAY ST STE 800  
JACKSONVILLE FL 32202

FOREST OAK CEMATARY ASSN  
% RALPH W OFFUTT JR  
16705 BETHAYRES RD  
DERWOOD MD 20855

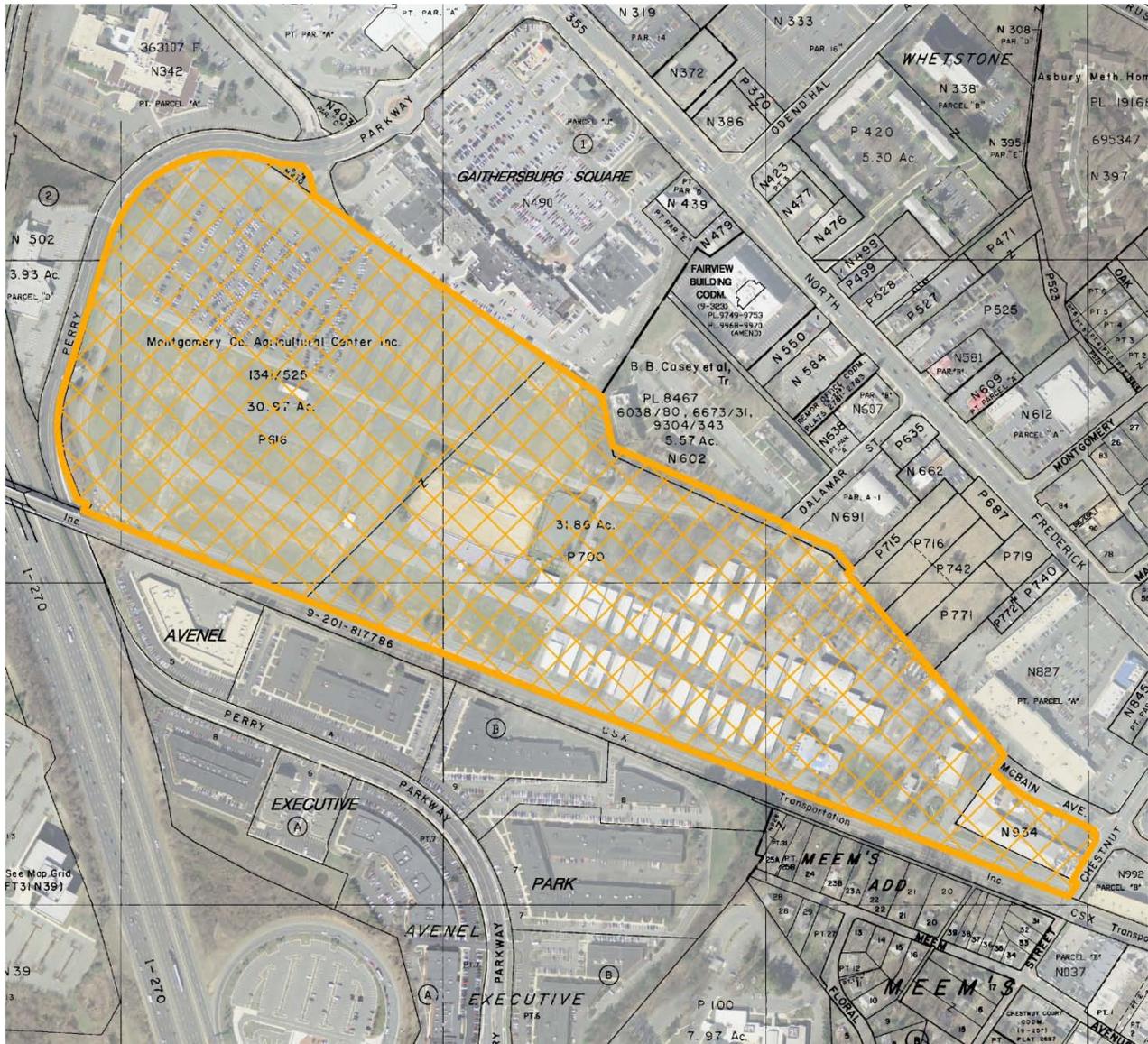
**From:** [Ollie Mumpower](#)  
**To:** [Jacqueline Marsh](#)  
**Subject:** Findings for Montgomery County Fairgrounds property traffic study, dated December 3, 2010  
**Date:** Tuesday, December 14, 2010 3:11:45 PM

---

***Engineering Services Director Ollie Mumpower has reviewed the Montgomery County Fairgrounds property traffic study, dated December 3, 2010, and agrees with its findings.***

Joint Hearing - MCC & PC  
Z-316  
Exhibit #15

**11. Lot 1 Kelly’s Subdivision, Outlot B Gaithersburg Square, and Tax Map FT42 Parcels P616 and P700**



This designation consists of approximately 65 acres including the two largest parcels owned by the Montgomery County Agricultural Center, Inc. (MCAC). These parcels are not publically owned because MCAC, Inc. is a private entity. Parcel N934 is also a private parcel owned by Lamar Properties, LLC.

MCAC, Inc. has submitted an application for rezoning to the Mixed Use Development (MXD) zone. The application is under review with an anticipated public hearing being held in 2011. Should the rezoning be approved and a sketch plan established for these parcels, the approved sketch plan will act as the guiding land use recommendations for this map designation. Should the property not be rezoned in the near term, it is recommended that the parcels be reviewed as part of a comprehensive rezoning process in the same manner as the Lake Forest Mall properties.

**Land Use and Zoning Actions:**

- Adopt Commercial-Office-Residential land use designation
- Recommend zoning change from R-A to MXD for Parcel P616
- Recommend zoning change from I-1 to MXD for Parcel P700 and Outlot B

# Union: County should fill half of budget gap with new tax revenues

■ Teachers' proposal for next year faces slim prospects based on political leaders' opposition

BY ANDREW UJIFUSA  
STAFF WRITER

County Council members appear dead set against tax increases, but the county teachers union is trying to talk them out of it.

Taking a "balanced approach" to the projected \$300 million gap between county expenditures and revenues next year would help to spread the burden more evenly across the county, said Doug Prouty, president of the Montgomery County Education Association (MCEA).

Prouty has been lobbying council members making that exact point. A good starting point for negotiations, he said, would be for the council to find \$150 million in new property or other tax revenues, to go with \$150 million in budget cuts, Prouty said.

The council would be thinking too narrowly if it simply relied on the December report of the county's Office of Legislative Oversight that recommended cutting salaries and benefits to public employees, Prouty argued.

"You'd be balancing the budget on the backs of the fewest number of people possible," said Prouty, who represents more than 11,000 teachers in Montgomery County Public Schools.

In fiscal 2011, the council budgeted for about \$1.5 billion in property tax revenue.

This year, the average property tax rate for homes and businesses is 90.4 cents per \$100 of assessed property value. On a typical home assessed at \$500,000, the annual property tax bill would be about \$4,520 a year, minus the income tax offset credit of \$692.

Since 2001, the average county employee salary increased 50 percent, while the cost of benefits increased more than 120 percent, an executive summary of the Office of Legislative Oversight's report said.

Prouty conceded that the council was unlikely to raise property taxes, but said some combination of new taxes or fees should be implemented.

Over the long term, he said, he also has encouraged council members to reconsider the schedule for energy tax increases, approved last year but due to end at the start of fiscal 2013. That tax increase led to about \$150 in additional charges per household this year.

The council voted to raise property taxes beyond the rate of inflation four times in the previous decade. The Ficker Amendment, named after county activist Robin Ficker, prohibits Montgomery County from raising

property taxes beyond the inflation rate unless the council votes unanimously to do so.

"I haven't gotten a lot of encouragement, quite frankly," Prouty admitted, noting that no council members have told him they'd support tax hikes.

Several council members have been adamant and outspoken about increasing the property tax or other forms of taxes.

Councilman Roger Berliner (D-Dist. 1) of Potomac, who said Prouty raised the possibility of tax increases with him during a discussion in the past month, said he would wager that the majority of the public would oppose a property tax hike.

"At this moment in time, when people are still struggling, it does not seem to be the right thing to do," said Berliner, who was endorsed last year on the MCEA's "Apple Ballot" for the November election.

But if county residents were so outraged at the prospect of tax hikes, Prouty noted, they would have elected Ficker, a vocal opponent of tax increases who lost to Craig Rice in the District 2 council race in November.

If the county needs to close a \$15 million to \$30 million budget gap, some form of tax increase might be part of the solution, said Councilman Marc Elrich (D-At Large), who said he has had informal conversations with MCEA members on the subject.

Elrich said talking to voters convinced him they didn't want tax increases, although he said he hadn't seen any polling on the subject.

"Even if we raised \$30 million, it wouldn't just be to solve the school problem," said Elrich, who also was endorsed by the MCEA.

The school system, which takes up 57 percent of the county's budget, wrongly acts as if it is the only county service that has a moral dimension because it deals with children and education, said Joan Fidler, president of the Montgomery County Taxpayers League. Cuts should be taken by public employees equally across the board, she said.

Rebecca Newman, president of the Montgomery County Association of Administrators and Principals, said county politicians must move away from policies such as the energy tax increase, and instead focus on policies and new laws that would encourage businesses to relocate to the county and increase the tax base.

"They're not willing to be creative in how they look at this, and I think that's a mistake long term for this county," Newman said of the County Council.

However, Newman did say her union supports the MCEA's position on balancing budget cuts with increased revenues.

aujifusa@gazette.net

# Input sought from public on search for superintendent

■ Six forums scheduled for Jan. 31, Feb. 1 and Feb. 2

Montgomery County Public Schools has scheduled open forums for three upcoming nights where residents can discuss the search for Superintendent of Schools Jerry D. Weast's replacement.

School News  
ANDREW UJIFUSA

There will be forums at two schools each evening on Jan. 31, Feb. 1 and Feb. 2. Members of Hazard, Young, Attea and Associates, the search firm that is helping the Board of Education in the selection process, will be at the forums to receive comments from the public and guide the process.

On the first night, Jan. 31, there will be superintendent search forums at Northwest High School, 13501 Richter Farm Road, in Germantown, and at White Oak Middle School, 12201 New Hampshire Ave., in Spring.

The next night, Feb. 1, the forums will be at Bethesda Elementary School, 7600 Arlington Road, in Bethesda, and at Montgomery Village Middle School, 19300 Watkins Mill Road, in Montgomery Village.

On Feb. 2, the forums will be held at Wheaton High School, 12601 Dalewood Drive, in Silver Spring, and at

the Carver Educational Services Center, 850 Hungerford Drive, in Rockville.

All the forums begin at 7 p.m. Later this month through early February, those who cannot attend a forum will be able to submit an online profile at the school system's website with the desired characteristics they want to see in the next superintendent, a release from the school system states.

Board of Education President Christopher S. Barclay (Dist. 4) of Takoma Park said board members are not scheduled to attend the forums, but said he was confident that people's comments would be forwarded to them.

He said search firm representatives will not simply note what residents say, but will ask follow-up questions about what they want to see from the replacement for Weast, whose last day as superintendent is June 30.

In addition to the public forums, a joint hearing will be held on Jan. 31 at the County Administration Center, 10000 Rockville Pike, in Rockville.

"I certainly want to encourage everyone to come out to these, so I wouldn't want to speak against it," Tribble said.

aujifusa@gazette.net

**NOTICE OF JOINT PUBLIC HEARING**

The Mayor and City Council and the Planning Commission of the City of Gaithersburg, Maryland, will conduct a joint public hearing on the Zoning Map Amendment and associated Sketch Plan Z-316, filed by the Montgomery County Agricultural Center, on

**TUESDAY  
FEBRUARY 22, 2011  
AT 7:30 P.M.**

Or as soon thereafter as this matter can be heard in the Council Chambers at 31 South Summit Avenue, Gaithersburg, Maryland.

This is an application to rezone 62.83 acres of land from the R-A (Low Density Residential) Zone and the I-1 (Light Industrial) Zone to the MXD (Mixed Use Development) Zone, in accordance with § 24-196 (Map Amendments) of the City Code. The property is located southeast of the Exit 11, I-270 interchange, west of the CSX railroad tracks, north of Perry Parkway, and south of Chestnut Street. The property is commonly known as the Montgomery County Fairgrounds (Parcels P700 and P616) in the City of Gaithersburg.

Further information may be obtained from the Planning and Code Administration Department at City Hall, 31 South Summit Avenue, between the hours of 8 a.m. and 5 p.m., Monday through Friday, or visit the City's website at [www.gaithersburgmd.gov](http://www.gaithersburgmd.gov).

Jacqueline Marsh, Planner  
Planning and Code Administration  
1773562

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**Joint Hearing - MCC & PC  
Z-316  
Exhibit #17**

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# Germantown teen lives horror of drug use

■ **Damascus holds events to raise awareness about rising opiate abuse**

BY SUSAN SINGER-BART  
STAFF WRITER

Before June 4, 2009, Lea Edgecomb was a popular freshman honors student at Quince Orchard High School in Gaithersburg.

Lea broke up with her boyfriend that night and fought with her mother. She went to a friend's house in Derwood, where she and the friend smoked marijuana.

Lea's mother, Lisa Essich, sent her a text message that she could not spend the night because she had to help clean in the morning.

Lea's friend had previously introduced her to oxycodone, a prescription opiate used illegally to produce an effect similar to heroin.

That night, the friend brought out the real thing.

"I was high," Lea said. "I was angry with my life and just thinking, 'Screw it.'"

Lea's body had a severe reaction to the heroin. Now paralyzed, she faces years of therapy to regain her ability to perform simple tasks, such as feeding herself.

Lea, 17, can speak in short sentences.

"She's depressed, feels like she doesn't have a purpose," Essich said.

**Increasing use of opiates**

Nationwide, about 6.9 mil-

lion individuals aged 12 or older were nonmedical users of prescription-type drugs, such as opioid pain relievers, tranquilizers, sedatives and stimulants in 2007, according to the National Drug Intelligence Center.

The most recent data available report unintentional overdose deaths involving prescription opioids increased by 114 percent from 2001 (3,994) to 2005 (8,541), according to the Centers for Disease Control and Prevention National Center for Health Statistics. The number of treatment admissions for prescription opioid abuse increased by 74 percent from 46,115 in 2002 to 80,131 in 2006, according to the federal Substance Abuse and Mental Health Services Administration.

The problem is spreading to communities throughout the county, said Capt. Luther T. Reynolds, commander of the Montgomery County 5th Police District.

Washington, D.C., and Baltimore are the main distribution points, according to Lt. Marcus Jones, commander of the Montgomery County Police drug enforcement section.

The Avery Road Treatment Center, the county-supported inpatient detoxification program, admits about 1,200 patients a year, and the number of young adult and adolescent admissions has surged in recent years, according to executive director Meghan Westwood. In 2006, 10 percent were younger than 24; that number in 2010 increased to 18 percent.

Avery Road is also seeing an

increase in the number of people admitted for opiate use, from 11 percent in 2006 to 23 percent in 2010.

**Lea's story**

At 9 p.m. on June 4, 2009, Essich got a call that both girls were unconscious and Lea was foaming at the mouth.

"My whole world fell apart," Essich said.

Doctors who treated Lea at Shady Grove Adventist Hospital in Rockville told Essich her daughter was in cardiac arrest for eight minutes before they were able to revive her.

Lea was flown to Children's National Medical Center in Washington, D.C., where she was in a coma for about a month, Essich said. Her prognosis was bleak.

"There was not a lot of brain activity," Essich said.

Lea was having seizures and also had kidney, liver and heart problems.

After a month, Lea opened her eyes but was unresponsive. After two months, Lea made moaning sounds and responded to commands to stick out her tongue.

Two months after the night she used heroin, Lea was at the National Rehabilitation Hospital in Washington, D.C., and said, "Mama."

Lea still has problems with short-term memory. She went home for Christmas in 2009 but was readmitted to the hospital the next month with a life-threatening infection.

Lea Edgecomb, of Germantown, talks about her heroin overdose as a warning to others at [gazette.net/video](http://gazette.net/video)

She has been home since last Memorial Day weekend.

A Medicaid-paid nurse is with her for 12 hours on weekdays. She receives physical therapy twice a week and emotional counseling twice a week. Montgomery County Public Schools sends a teacher to her Germantown house every day. In November, she remembered how to do algebra.

**About oxycodone**

Oxycodone, a synthetic form of heroin, is known by the trade name OxyContin. Its active ingredients are found in prescription pain medications such as Percocet and Percodan.

Oxycodone can be bought illegally for \$40 to \$80 a pill; heroin costs \$10 to \$50 a vial, Jones said.

Opiates are physically addictive and can be lethal if used in combination with drugs such as Valium, which suppresses the respiratory system.

"They go into withdrawal if not using regularly," Westwood said. "It's painful, it feels very bad. They need to get into treatment."

The availability of prescription medication contributes to oxycodone abuse, according to police.

Nationally, almost 4.6 million

**IF YOU GO**

A community meeting on drug use for parents and teenagers, organized by the Montgomery County Police Department, will be held 6:30 to 8:30 p.m. Wednesday at the Damascus Community Recreation Center, 25520 Oak Drive.



TESS COLWELL/THE GAZETTE

Lea Edgecomb, 17, of Germantown, became paralyzed after overdosing on heroin in 2009, the only time she tried the drug. Pictured with her mother, Lisa Essich, Lea hopes that by sharing her story she will discourage other teens from trying the drug.

emergency rooms visits in 2009 were drug-related, of which 45.1 percent were linked to abuse and misuse of drugs, both legal and illegal, according to data compiled by the Drug Abuse Warning Network.

More than a quarter of all visits — 1.2 million — were due to prescription drug abuse, an increase of 98.4 percent from the 627,291 visits recorded in 2004.

Use of illegal drugs accounted for 1 million emergency room visits, according to the White House Office of National Drug Control Policy.

**Targeting the problem**

Lea shared her story Saturday at an event in Damascus to raise awareness about drug use.

Essich hopes that talking about her experience will give Lea a new sense of purpose and that she will see she lived to prevent other teenagers from making the same mistake.

Damascus resident Jason Bourdeaux, with sponsorship from the Damascus Community Recreation Center, organized the event, which offered stations where parents and teens could talk to drug treatment experts and police officers.

Police officers have trained

Poolesville High School faculty in dealing with teens they suspect of drug use and are planning a session for Jan. Wednesday in Damascus. This is a pilot for meetings to be held later in other parts of the county, Reynolds said.

"We want to be positive, make sure people know there's a common problem, things we can do about it," he said. "We want to catch kids early before they develop an addiction."

[ssingerbart@gazette.net](mailto:ssingerbart@gazette.net)

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**NOTICE OF JOINT PUBLIC HEARING**

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**TUESDAY  
FEBRUARY 22, 2011  
AT 7:30 P.M.**

Or as soon thereafter as this matter can be heard in the Council Chambers at 31 South Summit Avenue, Gaithersburg, Maryland.

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Jacqueline Marsh, Planner  
Planning and Code Administration  
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**MEMORANDUM TO:** Mayor and City Council  
Planning Commission

**FROM:** Jacqueline Marsh, Planner

**DATE:** February 4, 2011

**SUBJECT:** Preliminary Background Report: Application Z-316, Montgomery  
County Fairgrounds

**APPLICANT/ PROPERTY OWNER**

Montgomery County Agricultural Center  
16 Chestnut Street  
Gaithersburg, MD 20877

**TAX ACCOUNT NUMBERS**

00840840, 00820328

**REQUEST**

This is an application to rezone 62.83 acres of land from the R-A (Low Density Residential) Zone and the I-1 (Light Industrial) Zone to the MXD (Mixed Use Development) Zone, in accordance with § 24-196 (Map Amendments) and §24-160D.9(a) & §24-160D.10(a) of the City Code. The property is located southeast of the Exit 11, I-270 interchange, west of the CSX railroad tracks, north of Perry Parkway, and south of Chestnut Street.

**REQUIRED ACTIONS**

**Zoning Map Amendment Z-316**

The applicant is requesting a map amendment from the R-A and I-1 Zones to the MXD Zone, which is identified by §24-10A of the City Code as a floating zone. According to §24-10A(2) of the City Code:

*(2) The approval of and placement of floating zones may only occur upon a finding by the city council that the application therefore:*

*(a) Complies with the purposes and intent of the zone as stated in the zoning ordinance; and*

*(b) As applied will be compatible and harmonious with existing and planned land uses in the surrounding area.*

Joint Hearing - MCC & PC  
Z-316  
#18

Section 24-160D.10(a) states that the City Council may approve the MXD zoning and accompanying sketch plan when they find the following:

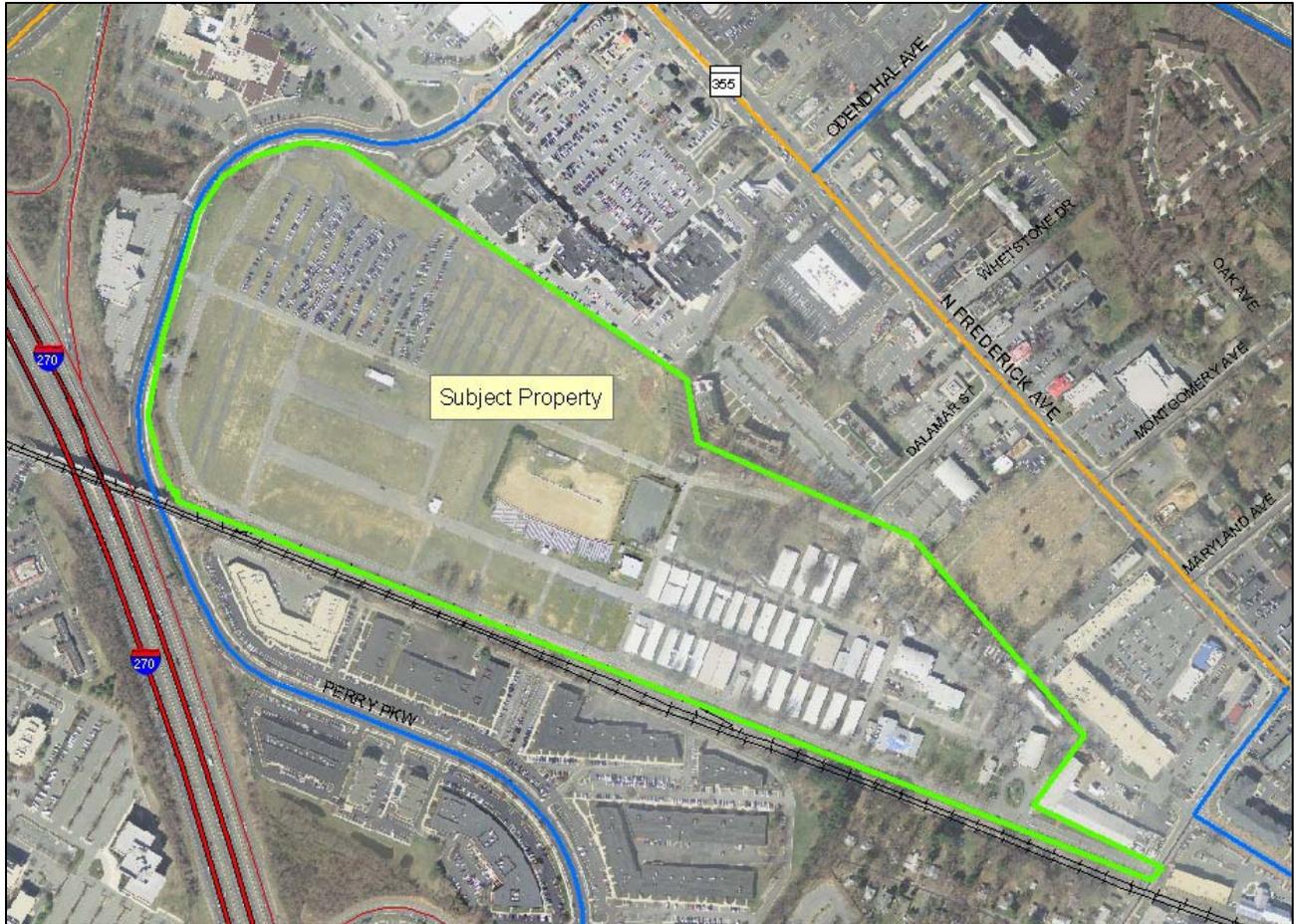
- (a) The city council shall approve MXD zoning and the accompanying sketch plan only upon finding that:
  - (1) The application meets or accomplishes the purposes, objectives, and minimum standards and requirements of the zone; and
  - (2) The application is in accord with recommendations in the applicable master plan for the area and is consistent with any special conditions or requirements contained in said master plan;
  - (3) The application and sketch plan will be internally and externally compatible and harmonious with existing and planned land uses in the MXD zoned areas and adjacent areas.

Therefore, the applicants have the burden of showing that this application complies with the purpose and intent of the MXD Zone. In addition, they must show that the accompanying sketch plan will be compatible and harmonious with the surrounding planned and existing land uses. The sketch plan must also meet or accomplish the objectives and minimum standards and requirements of the zone.

## **GENERAL INFORMATION**

### **LOCATION:**

The property is located southeast of the, I-270 Exit 11 interchange, west of the CSX railroad tracks, north of Perry Parkway, and south of Chestnut Street on 62.83 acres of land. The property is commonly known as the Montgomery County Fairgrounds (Parcels P700 and P616) in the City of Gaithersburg.



Location Map Z-316

**EXISTING LAND USE/ENVIRONMENTAL CHARACTERISTICS:**

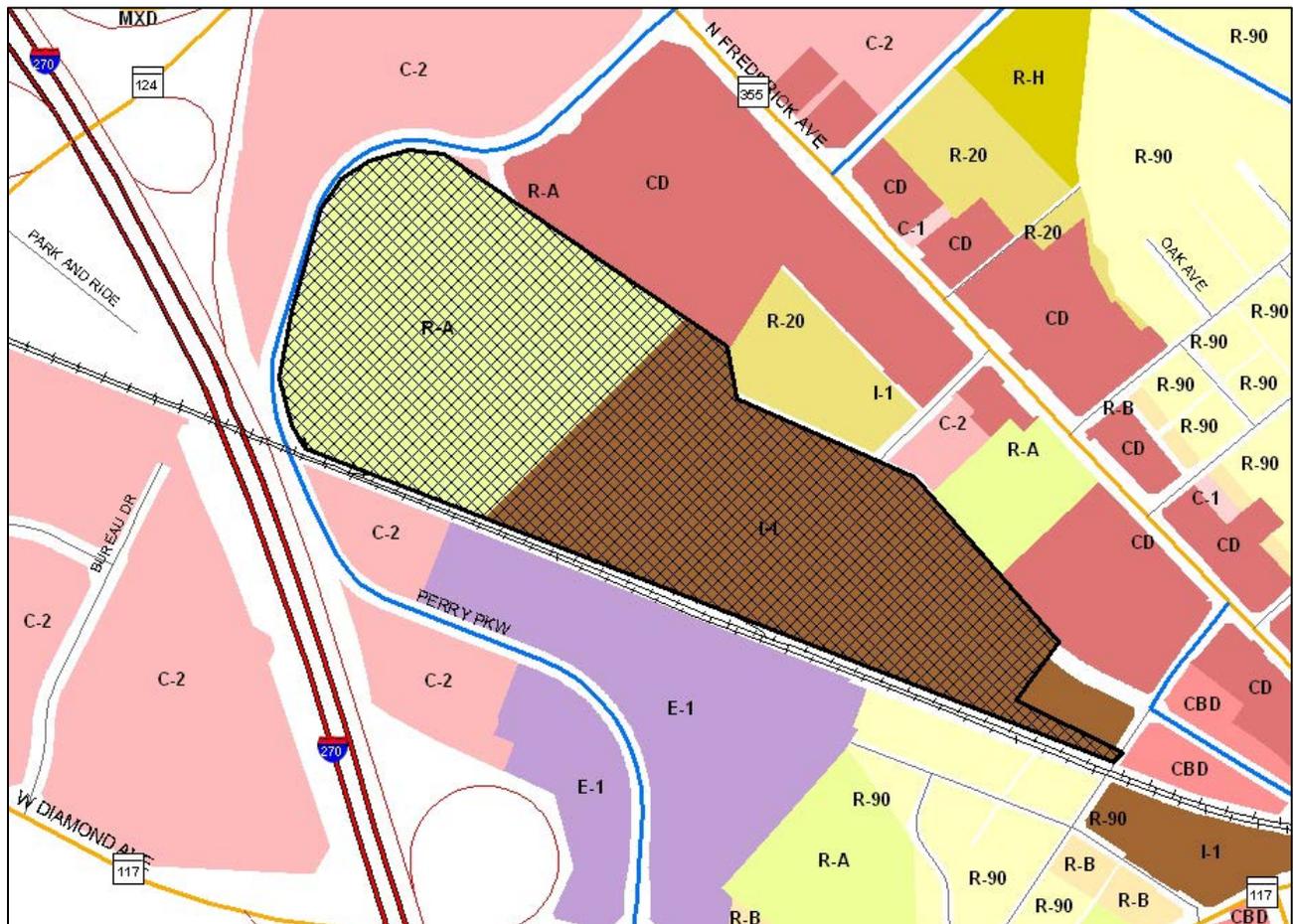
The property consists of open fields with gravel parking areas, access roads, and storage facility buildings. Mature landscaped shade trees exist throughout the property. There are approximately 100 specimen trees located on the property. The property is located within the Great Seneca Creek Watershed and there are no wetlands or stream valley buffers onsite.

There are no rare, threatened, or endangered species, or historic features or vistas found onsite.

The Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) was approved on January 13, 2011 (Exhibit #10).

## NEIGHBORHOOD LAND USE AND ZONING:

The property is surrounded on all sides by commercial, light industrial, office, and residential uses. Bordering the site to the south is the Avenel Business Park, an office park that is zoned C-2 (General Commercial) and E-1 (Urban Employment), and also the Chestnut/Meem Historic District; a residential neighborhood zoned R-90 (Medium Density Residential). To the west of the site, is the VCA Animal Hospital and Hilton Hotel sites, zoned C-2. To the north of the site is the commercial shopping center Gaithersburg Square, zoned CD (Corridor Development); the Dalamar Apartments multifamily apartment complex development, zoned R-20 (Medium Density Residential); the Golden Bull restaurant site, zoned C-2; the Forest Oak Cemetery, zoned R-A; and the Gaitherstowne Plaza, commercial shopping center, zoned CD. To the east of the site is the Standard Supplies property zoned I-1, which serves as a light industrial/warehouse use. Also to the east of the site, across Chestnut Street, are the Oaks at Olde Towne, a senior living multifamily apartment complex, and the Rockville Fuel and Feed and Historic Cannery mixed use centers, both zoned CBD (Central Business District).



Surrounding zoning of Z-316

## **PUBLIC FACILITIES:**

### **Water and Sewer Services and Public Utilities**

The subject property currently has WSSC water and sewer categories of W-1 and S-1 respectively. These category designations mean the property is currently served by both water and sewer service and any development could expand those services. Further, the *2003 Municipal Growth Element* and the *2009 Water Resources Element* both affirmed that there is sufficient water and sewer supply capacity for growth area developments with an overall average density of 32 dwelling units per acre. The maximum proposed density for the sketch plan is 22 dwelling units per acre and therefore sufficient water and sewer capacity exists to support the proposed development.

### **Fire and Emergency Services**

The following stations provide ten minute response times to the site or portions thereof:

- Rockville Fire Station 31 located near Darnestown Road/Quince Orchard Roads;
- Gaithersburg Fire Station 28 located near Shady Grove/Muncaster Mill Roads;
- Gaithersburg-Washington Grove Fire Station 8, located on Russell Avenue; and
- Germantown East Fire Station 34 located near Boland Farm Rd/MD RT 355

Therefore, the site complies with the requirements for the Adequate Public Facilities requirements for Emergency Services.

### **Adequacy of School Capacity**

§24-246, Adequacy of School Capacity, of the City Code states: "With the exception of age restricted development, schematic development plan or preliminary site plan for residential development shall not be approved if the subject property is within the attendance area of a Montgomery County Public School that is forecasted to have a student population that exceeds one hundred ten (110) percent of Montgomery County Public Schools Program Capacity two (2) years in the future..."

The property is currently located within the Gaithersburg Cluster of the Montgomery County Public School (MCPS) system. Within the cluster, the schools that currently serve the area Gaithersburg High School, Gaithersburg Middle School, and Gaithersburg Elementary School. The staff review of the *2011-2016 MCPS Capital Budget and Capital Improvements Program* in July 2010 indicated none of the schools within the Gaithersburg Cluster serving the subject site are above the capacity level of 110 percent. During the zoning map amendment/sketch plan process, the applicant is not required to demonstrate school capacity, however at this time, the subject application does comply with §24-246.

## **Traffic Impacts**

The applicant has submitted a Traffic Study by The Traffic Group (Exhibit #11), dated December 3, 2010, which a report on the existing traffic conditions. The report states that "...as the development moves through additional City approvals, the size and scope of the project will be defined. At that time, additional Traffic Studies will be necessary based upon the City's APFO requirements showing levels of service of all intersections in the study area and any recommendation improvements needed to bring those intersections below the City's Congestion Standard." The study The study notes that with the exception of the MD 355 and MD 124 intersection, capacity does exist in this area to accommodate future development, and the analysis does not take into consideration the positive influence of the I-270 and Watkins Mill Interchange and the extension of Watkins Mill Road to MD 355, which will provide relief of the MD 355 and MD 124 intersection.

Engineering Services Director Mumpower reviewed the traffic study and agrees with its findings (Exhibit #15).

## **Public Transportation**

The site could be serviced by Montgomery County Ride On Bus routes #54, #55, #59 and #61. The property is located within a half-mile of the Maryland Area Rail Connection (MARC) train station in Olde Towne and within a reasonable proximity to the Park and Ride Lots along I-270 interchanges, the transit center at Lakeforest Mall, and the future Corridor Cities Transitway station at Watkins Mill Town Center.

## **Affordable Housing**

The proposed project will be required to provide an affordable housing component per City Ordinance O-12-06 and will be implemented under City Regulation 02-07. The final distribution of units will be determined at final site plan, in accordance with the City regulations

## **SKETCH PLAN Z-316:**

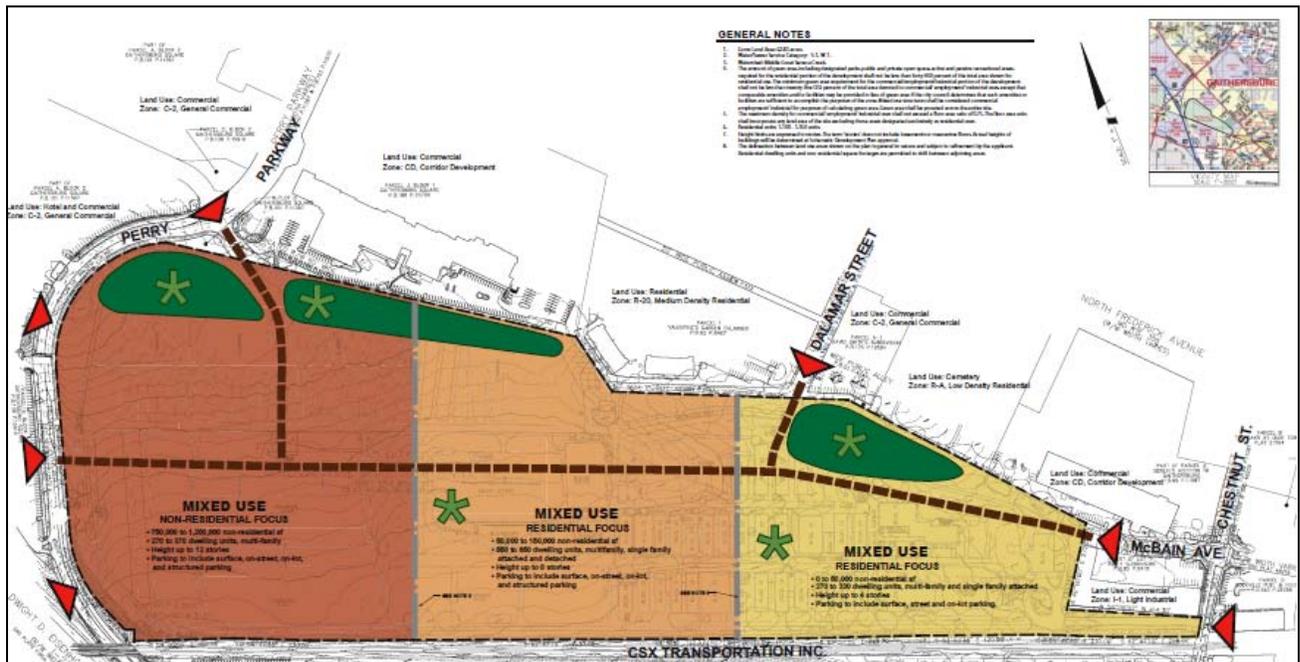
The applicant has submitted a Project Description of the site that provides a detailed overview of the map amendment and sketch plan proposals (Exhibit #2). This document further demonstrates how the map amendment application will conform to the provisions of the MXD Zone (Sections 24-160D.(1-13)).

As the sketch plan proposal indicates, the site will be developed in several phases and sections that encompass a mix of uses. Below is a table of the site's proposal:

Location	West	Central	Eastern
Use	Mixed Use with non-residential focus	Mixed Use with Residential Focus	Mixed Use with Residential Focus
Development Data	750,000-1,200,000 sq ft of mixed use	50,000-150,000 sq ft of mixed use	Up to 50,000 sq ft mixed use
	270-370 multifamily dwelling units	550-650 multifamily, single family attached and detached residential units	270-330 multifamily & single family attached residential units
	Twelve (12) story height limits	Eight (8) story height limits	Four (4) story height limits
	Surface, on-street, structured parking	Surface, on-street, structured parking	Surface and street parking

Summary of Development Proposal:

- The residential component is proposed to be between 1,100-1,350 units
- In accordance with the provisions of the MXD Zone, the amount of green space dedicated for residential areas will not be less than 40% and not less than 25% for areas decided to commercial/employment/industrial uses
- The maximum density for commercial/employment/industrial uses shall not exceed a floor to area ratio of 0.75



Z-316 Illustrative Sketch Plan

## **MASTER PLAN RECOMMENDATIONS/SITE PLAN HISTORY**

The Special Study Area Frederick Avenue Corridor Land Use Plan, adopted in 2001, recognized that the Montgomery County Agricultural Center/Fairgrounds “enhanced the area and is a draw for tourists and local businesses” and titled one of the development districts as the “Fairgrounds Commercial District.” However, no recommendations for the Fairgrounds property were provided in the special study area element.

The 2003 Land Use Element of the Master Plan made the following recommendations for the subject property:

*These two parcels are owned by the private nonprofit Montgomery County Agricultural Center Inc. and host of the annual Montgomery County Fair. Designation of these parcels as agricultural-recreational will better reflect their current use. The Montgomery County Fair Board has embarked on a long-range planning schedule for future improvements to the fairgrounds. The zoning on Parcel P700 should remain Light Industrial (I-1) and the zoning for Parcel P616 should be changed to Light Industrial (I-1), to accommodate the types of uses currently conducted on this parcel, including the carnival and amusement rides.*

### **Land Use and Zoning Actions:**

- *Retain Open Space land use*
- *Zoning to remain I-1 on Parcel P700*
- *Recommend Zoning change from R-A to I-1 on Parcel P616*

Since that time, the site has received amendment to final plan approvals from the Planning Commission for minor changes to the site, including structural changes to barn/utility buildings, new pavilion and outdoor seating areas, and the approvals of new access points to the site.

The Draft 2009 Land Use Element of the Master Plan states the following for the subject site:

*This designation consists of approximately 65 acres including the two largest parcels owned by the Montgomery County Agricultural Center, Inc. (MCAC). These parcels are not publically owned because MCAC, Inc. is a private entity. Parcel N934 is also a private parcel owned by Lamar Properties, LLC.*

*MCAC, Inc. has submitted an application for rezoning to the Mixed Use Development (MXD) zone. The application is under review with an anticipated public hearing being held in 2011. Should the rezoning be approved and a sketch plan established for these parcels, the approved sketch plan will act as the guiding land use recommendations for this map designation. Should the property not be rezoned in the near term, it is recommended that the parcels be reviewed as part of a comprehensive rezoning process in the same manner as the Lake Forest Mall properties.*

***Land Use and Zoning Actions:***

- *Adopt Commercial-Office-Residential land use designation*
- *Recommend zoning change from R-A to MXD for Parcel P616*
- *Recommend zoning change from I-1 to MXD for Parcel P700 and Outlot B*

**CONCLUSION/NEXT STEPS:**

After the joint public work session and any scheduled work sessions on this map amendment and sketch plan request, staff will present the application to the Planning Commission, who will then make a recommendation to the Mayor and City Council. At that time, the Planning Commission will review any changes made to the sketch plan and the staff analysis in order to provide a recommendation of approval or denial, with or without conditions.

The Mayor and Council will hold a policy discussion on the application and provide staff guidance to prepare an ordinance and resolution approving or denying the applications.

Should the applications be approved, the applicant can apply for a schematic development plan (SDP) in accordance with §24-160D.9.(b).