

MAYOR & COUNCIL AGENDA COVER SHEET

MEETING DATE:

March 16, 2009

CALL TO PODIUM:

Jacqueline Marsh

RESPONSIBLE STAFF:

**Greg Ossont, Director
Planning and Code
Administration**

Lauren Pruss, Planning Director

Jacqueline Marsh, Planner

AGENDA ITEM:

(please check one)

	Presentation
	Proclamation/Certificate
	Appointment
<input checked="" type="checkbox"/>	Joint Public Hearing
	Historic District Commission
	Consent Item
	Ordinance
	Resolution
	Policy Discussion
	Work Session Discussion Item
	Other:

PUBLIC HEARING HISTORY:

(Please complete this section if agenda item is a public hearing)

Introduced	N/A
Advertised	2/25/09
	3/4/09
Hearing Date	3/16/09
Record Held Open	
Policy Discussion	

TITLE: JOINT PUBLIC HEARING

SDP-08-005 is an application requesting the redevelopment of 3.6859 acres of land located at 12-16 South Frederick Avenue, and includes Parcels N323 & N271, and is known as Executive Gardens Apartments. The plan proposes a 268-unit multiple-family building with structured parking.

SUPPORTING BACKGROUND:

The applicant, Keystone REI, represented by Mr. Jody Kline of Miller, Miller and Canby, has submitted a schematic development plan, as required by §24-160G.6 (Procedure for application and approval) of the City Code, in conjunction with rezoning application Z-309.

The applicant is proposing to redevelop 85 garden style apartments, currently known as the Executive Gardens, located at the intersection of South Frederick Avenue (MD 355) and the State Highway Administration (SHA) service ramp. The proposal also includes Parcels N323 and N271, adjacent to George Street. The proposed plan would include a 268-unit multiple family building with structured underground parking.

Please refer to the attached staff comments that provide an analysis of the proposal for Z-309 and SDP-08-005.

Attachments:

SDP-08-005 Index of Memoranda and Exhibits

DESIRED OUTCOME: Hold public hearing

Staff recommends that the Planning Commission hold the record open until 5 PM, April 30, 2009, (45 days) with anticipated recommendation on May 6, 2009.

Staff recommends that the Mayor and City Council hold their records open until 5 PM, May 15, 2009, (60 days) with anticipated policy discussion on June 1, 2009.

MEMORANDUM TO: Mayor and City Council
Planning Commission

FROM: Jacqueline Marsh, Planner

DATE: February 27, 2009

SUBJECT: Staff Comments: Z-309/SDP-08-005- This application requests the rezoning of 3.6859 acres of land from the R-20 (Medium Density Residential) Zone to CD (Corridor Development) Zone, located at 12-16 South Frederick Avenue, and includes Parcels N323 & N271, and is known as Executive Gardens Apartments. The schematic development plan proposes a 268-unit multiple-family building with structured underground parking.

APPLICANT/OWNER

Keystone Real Estate Investments, LLC
103 Leekes Lot Way
Gaithersburg, MD 20878

REQUEST

This application requests rezoning of 3.6859 acres of land from R-20 (Medium Density Residential) to CD (Corridor Development) in accordance with §24-196 (Map Amendments) and §24-160G.6 (Procedure for Application and Approval) of the City Code. The property is located at 12-16 South Frederick Avenue, and also includes Parcels N323 & N271, and is known as Executive Gardens. The schematic development plan proposes a 268-unit multiple-family building with structured underground parking.

REQUIRED ACTIONS

The applicant, Keystone REI, is requesting a map amendment from the R-20 Zone to the CD 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 compatible and harmonious with existing and planned land uses in the surrounding area.

The applicants have the burden of showing that this application complies with the purpose and intent of the CD Zone, as defined in §24-160G.1. (“Purpose, CD”).

Further, §24-10A(5) states:

Notwithstanding the provisions of section 24-10A(3) and (4) above, any schematic development plan, concept plan, (CD Zone) or site development plan shall only be approved upon satisfaction of the respective findings for approval of such plans with or without conditions.

In conjunction with the map amendment application, the applicant has submitted a schematic development plan. As §24-160G.6(b)(2), “Application for CD zone and schematic development plan approval,” mandates:

An application for CD zone approval and schematic development plan approval shall be subject to joint public hearings before the mayor and city council and city planning commission. The city planning commission shall thereafter submit its recommendation to the city council and the city council shall render a final decision. The city council may set conditions on the approval of the schematic development plan which are in the public interest.

GENERAL INFORMATION

LOCATION:

The site is located on South Frederick Avenue (MD 355). The State Highway Administration (SHA) service ramp, which leads from West Diamond Avenue to southbound Route 355, or South Frederick Avenue, is located west of the property and George Street is located to the south.



Location Map

TAX MAP REFERENCE:

Tax Map: FT51

TAX ACCOUNT NUMBERS:

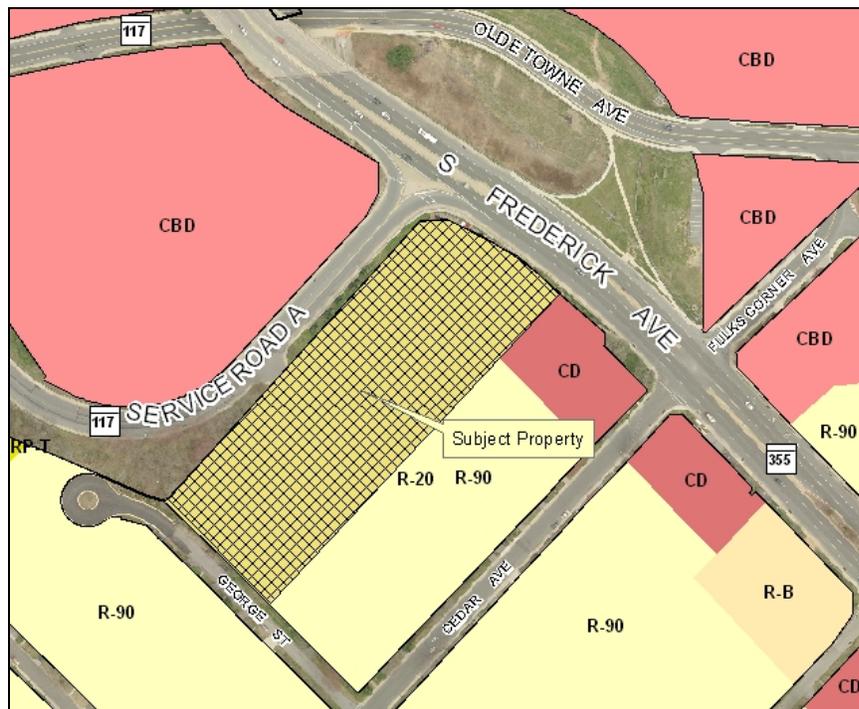
Parcel A, N-271 – ID #09-02856015
Parcel B, N-220 – ID #09-02856026
Lot 1, N-323 ID #09-02856037

EXISTING LAND USE/ENVIRONMENTAL CHARACTERISTICS:

The 3.68-acre property consists mainly of four multiple family apartment buildings and associated parking lots (that encompasses approximately 1.13 acres) and maintained lawns. Some trees exist along the southern and southeastern property boundary. There is no forested area onsite, however the Natural Resources Inventory (NRI), approved on September 6, 2007, noted five specimen trees. The site is located in the Great Seneca creek, Long Draught Brach Watershed.

NEIGHBORHOOD LAND USE AND ZONING:

The subject property is currently zoned R-20. Northwest of the subject property, Barron’s Lumber, is zoned CBD. The primary use of this site is light industrial with some commercial use. South of the property, located along South Frederick Avenue, is an office/commercial building zoned CD. To the immediate south and southeast of the property is the Observatory Heights subdivision, zoned R-90 (Medium Density Residential). This block contains six single-family lots.



Surrounding zoning of Z-309

PUBLIC FACILITIES:

Water and Sewer Services and Public Utilities

The subject proposal is a redevelopment project of an existing residential use, therefore the site maintains W-1 and S-1 (areas served by community systems which are either existing

or under construction) categories. Service does exist and therefore, the application complies with the requirements of the City's Adequate Public Facility Ordinance (APFO) for water and sewer, § 24-247.

Fire and Emergency Services

The Gaithersburg/Washington Grove Fire Station 8 (Montgomery Village Avenue) provides an eight-minute response time to the property. The property is also served by Fire Stations 31 (Rockville Station at Quince Orchard and Darnestown Roads) within a ten-minute response time. Therefore, the site complies with the requirements for the Adequate Public Facilities requirements for Emergency Services, §24-248.

Adequacy of School Capacity

The subject 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 proposed development are Rosemont Elementary School, Forest Oak Middle School and Gaithersburg High School. Using the MCPS student generation rate, this project will generate 11.2 elementary school (kindergarten through fifth grade) students, 10.4 middle school (sixth through eighth grade) students, and 8.8 high school (ninth through twelfth grade) students.

The City Manager's review of the *2009-2014 MCPS Capital Budget and Capital Improvements Program* in July of 2008, indicated none of the schools within the Gaithersburg Cluster are above the capacity level of 110 percent. Therefore, the subject application complies with §24-246, Adequacy of School Capacity at this time.

Traffic Impacts

The applicant submitted a Traffic Impact Study (TIS) by The Traffic Group, dated June 25, 2008, in accordance with the City of Gaithersburg's Adequate Public Facilities Ordinance. Engineering Services Director Mumpower reviewed the findings of the revised study, which show that all the intersections in the study area will continue to operate within the City's acceptable standards for Critical Lane Volumes in both the AM and PM peak hours under total traffic conditions. He agrees with the finding detailed in the study and has granted approval of the final TIS for this project.

Public Transportation

The site is serviced by Montgomery County Ride On Bus routes #55 and #59. These bus routes provide transit assistance to the Shady Grove Metro station within a 12-25 minute time frame, the Rockville Metro Station within 28 minutes and the Rio at Washingtonian within 9 minutes.

The property is also located within a 10-minute (approximately 0.4 miles) walk of the Maryland Area Rail Connection (MARC) train station in Olde Towne, Gaithersburg. There

are nine morning trains to Washington D.C. and nine trains from Washington D.C. in the afternoon.

SCHEMATIC DEVELOPMENT PLAN PROPOSAL:

The applicant is proposing a 268-unit multiple family building with structured parking. The proposed units per acre ratio is 73. The unit range is as follows:

Studio Units:	59
One Bedroom units:	101
Two Bedroom units:	108



Illustrative Layout Plan

Conceptual Architectural Elevations

Below are the samples of the architecture presented by the applicants' team:



Elevation facing SHA service ramp



Elevation facing George St.



Elevation facing S. Frederick Ave



Rear Elevation

According to the applicant's Leadership in Environmental and Energy Design (LEED) checklist, the project would be a rated as LEED Certified building.

Height Waiver

To accomplish the proposed design of the multi-family building, the applicant is seeking a height waiver from the Mayor and City Council. Under §24-160G.5.(a)(2) of the City Code, The City Council may, by resolution, waive building and structure height requirements for a commercial district project, allowing a height not to exceed five (5) stories, or sixty (60) feet. The five story condition is limited to the east end of the building adjacent to the SHA wall abutting South Frederick at the southern end of the Father Cuddy Bridge/Route 355.

Parking

The plan proposes a two level parking garage with approximately 384 parking spaces and five (5) parallel parking spaces, shown on the site plan, in front of the building for a total of 389 parking spaces. Based on the number of studio, one bedroom, and two bedroom units, and a 1,200 square foot leasing office, the City Code will require 456 parking spaces. This will create a deficit of 67 spaces. In accordance with §24-160G.4(e), the parking requirements may be waived in whole or in part by the city council as part of the schematic development plan approval for CD zoned properties.

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 no. 02-07. The applicant will be required to provide fifteen percent (15%) of the 268 multi-family units as moderately priced dwelling units (MPDUs). This will equal forty (40) units. The final distribution of units within the multi-family structure will be determined at final site plan, in accordance with the City regulations.

PROPOSED AMENITIES

The proposed Suites 355 development is located within a fifteen (15) minute walk of a number of off-site recreational amenities; the primary being Bohrer Park at Summit Hall Farm. Bohrer Park is home to the City's Activity Center, skate park, water park, fields, and path system. The subject site is also located within 0.3 miles of Walder Park, a 2.7-acre active park that offers basketball courts, hiking trails, and playground equipment.

The applicant is proposing a number of onsite amenities, including a swimming pool, outdoor courtyards, and passive outdoor seating areas. An accessible outdoor community use park/green is proposed along the western edge of the site that can be used either passively or actively. Also, the community residents will have the use of an internal clubroom, fitness center, and business center.

STAFF RECOMMENDATION

As noted in Planning and Code Administration Director Ossont's memorandum to the Mayor and City Council and Planning Commission dated February 23, 2009, the proposed project is consistent with several aspects of the City's Master Plan and intent of the Corridor Development Zone. However, since this is the initial public hearing and staff has not completed the customary evaluation, no formal recommendation is provided at this time.

Staff will make a formal recommendation of Map Amendment Z-309 and Schematic Development Plan SDP-08-005 prior the Planning Commission's recommendation to the Mayor and City Council.

Joint Public Hearing
Mayor and City Council
And Planning Commission
March 16, 2009

INDEX OF MEMORANDA
SDP-08-005
Suites 355

- | No. | Exhibit |
|------------|--|
| 1. | Application for Schematic Development Plan |
| 2. | Aerial Location Map |
| 3. | Approved NRI/FSD |
| 4. | Schematic Development Plan Cover Sheet |
| 5. | Schematic Development Plan |
| 6. | Schematic Landscape Plan |
| 7. | Schematic Development Plan at 1 = 50 scale |
| 8. | Preliminary Forest Conservation Plan, Preliminary Forest Conservation Counted Canopy Coverage Plan, & Preliminary Forest Conservation Details |
| 9. | Traffic Circulation Plan |
| 10. | Front Entry Turning Radii Study/Fire Department Access Plan |
| 11. | Water and Sewer Concept |
| 12. | DA Map & Plan View for Stormwater Management, DA Map & Plan View Stormdrain Stormwater Management Plan, & Profiles & Plan View Details for Stormwater Management |
| 13. | Floor Plans, including Parking Calculations |
| 14. | Conceptual Architectural Elevations |
| 15. | Illustrative Sketch of proposed Front Elevation |
| 16. | Illustrative Layout Plan |
| 17. | Suites 355 LEED Worksheet, dated February 23, 2009 |
| 18. | Affordable Housing Plan, dated November 25, 2008 |

19. Environmental Noise Measurement, Exterior Noise Measurement, and Preliminary Interior Noise Assessment, dated September 13, 2007
20. Wildlife Management Report
21. Statement in Support of Parking Waiver Request
22. Statement in Support of Height Waiver Request
23. Revised Traffic Impact Analysis (TIS) for Residences at Olde Towne – Phase 1 (known as Suites 355), dated June 25, 2008
24. Proposed Suites 355 Sign Package
25. Letter from Steve Goley, of Loiederman Soltesz Associates (LSA), dated November 11, 2007
26. E-mail from Doug Raby, of PEPCO, dated November 25, 2008
27. Letter from Gregory Leck, of Montgomery County Department of Transportation, dated December 2, 2008
28. Letter from Corren Giles, of the Maryland State Highway Administration, (SHA) dated December 2, 2008
29. Comments received from Stephanie Sullivan of Washington Suburban Sanitary Commission (WSSC), dated December 3, 2008
30. Letter from Theresa Poliizzi, of LSA, to Corren Giles, of the SHA, dated January 8, 2009
31. Sight Distance Measurement and Evaluation Worksheet for Suites 355 project
32. E-mail from Ollie Mumpower, dated July 29, 2008
33. Letter to Gazette requesting legal advertisement of Joint Public Hearing in the February 25 and March 4, 2009, issues
34. Copy of Notice of Joint Public Hearing, Mailed February 23, 2009
35. Notice of Joint Public Hearing notification mailing list
36. Letter from le-ru Wang, dated February 26, 2009
37. Memorandum from Greg Ossont, Director of Planning and Code, dated February 23, 2009

SITE PLAN APPLICATION

In accordance with Article III, Division 19, Section 24-160 D.9
and Article V of the City Code

Application #	SDP08005
Date Filed	7-10-08
Total Fee	\$3,280

- CONCEPT
- PRELIMINARY - AMENDED
- FINAL (MXD FEE APPLIES)
- SCHEMATIC DEVELOPMENT

1. SUBJECT PROPERTY

Project Name Old Towne Alley Suites 355

Street Address 12 S. Frederick Ave. and George Street

Zoning CD Historic area designation Yes No

Lot _____ Block _____ Subdivision Parcels - N220, N271, N323

Tax Identification Number (must be filled in) 09-02856026, 09-02856015, 09-02856037

2. APPLICANT

Name KEYSTONEREI Contact: Richard Koch

Street Address 103 Leekes Lot Way Suite No. _____

City Gaithersburg State MD Zip Code 20878

Telephones: Work 301-840-5424 Home _____

3. CITY PROJECT NUMBER

Original Site Plan Number (if applicable) _____

Name of previously approved Final Plan (if applicable) _____

4. ARCHITECT/ENGINEER/DEVELOPER

Architect's Name Donnally Vujcic Associates, L.L.C. Contact: Kirit Thakkar and Frederick Liwanag

Architect's Maryland Registration Number 12729 Telephone 301-590-8900

Street Address 400 Professional Drive Suite No. 200

City Gaithersburg State MD Zip Code 20879

Engineer's Name Loiederman Soltesz Associates, Inc. Contact: Steve Tawes, RLA or Steve Goley, PE

Engineer's Maryland Registration Number 15490 Telephone 301-948-2750

Street Address 2 Research Place Suite No. 100

City Rockville State MD Zip Code 20850

Developer's Name Keystone Real Estate Investments, LLC. Telephone 301-840-5424

Street Address 103 Leekes Lot Way Suite No. _____

City Gaithersburg State MD Zip Code 20878

Contact Person Richard Koch

5. PROPERTY OWNER

Name Executive Garden REO LLC Contact: Richard Koch

Street Address 103 Leekes Lot Way Suite No. _____

City Gaithersburg State MD Zip Code 20878

Telephones: Work 301-840-5424 Home _____

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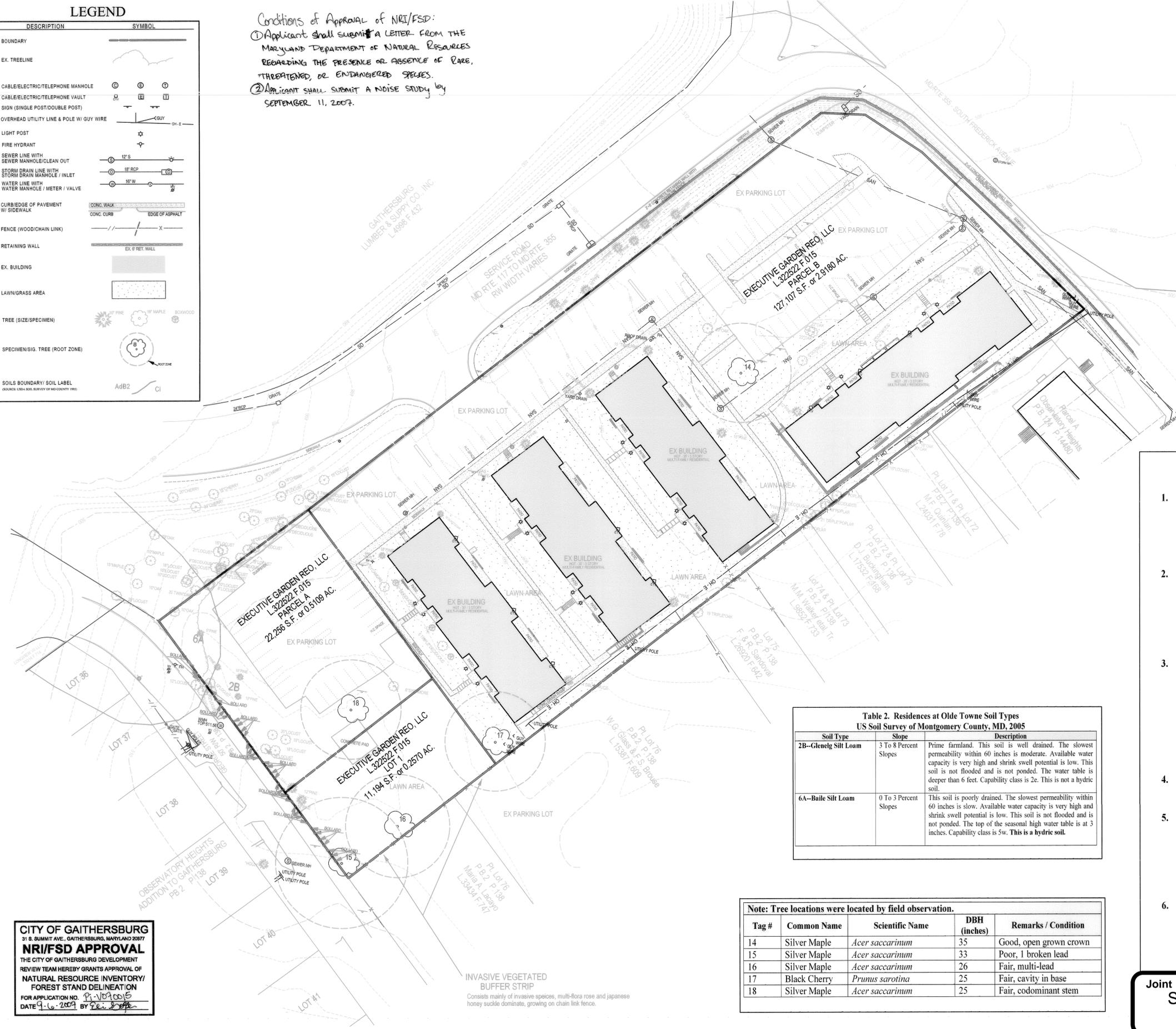
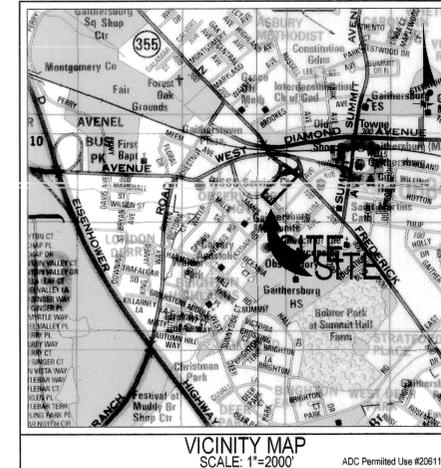
Joint Hearing - MCC & PC
SDP-08-005
#1



LEGEND

DESCRIPTION	SYMBOL
BOUNDARY	---
EX. TREELINE	~
CABLE/ELECTRIC/TELEPHONE MANHOLE	⊙
CABLE/ELECTRIC/TELEPHONE VAULT	⊞
SIGN (SINGLE POST/DOUBLE POST)	⊞
OVERHEAD UTILITY LINE & POLE W/ GUY WIRE	—○—
LIGHT POST	☆
FIRE HYDRANT	⊙
SEWER LINE WITH SEWER MANHOLE/CLEAN OUT	—○—
STORM DRAIN LINE WITH STORM DRAIN MANHOLE / INLET	—○—
WATER LINE WITH WATER MANHOLE / METER / VALVE	—○—
CURB/EDGE OF PAVEMENT W/ SIDEWALK	—○—
FENCE (WOOD/CHAIN LINK)	—X—
RETAINING WALL	—X—
EX. BUILDING	▭
LAWN/GRASS AREA	▭
TREE (SIZE/SPECIMEN)	☼
SPECIMEN/SIG. TREE (ROOT ZONE)	☼
SOILS BOUNDARY / SOIL LABEL	AdB2

Conditions of Approval of NRI/FSD:
 ① Applicant shall submit a letter from the Maryland Department of Natural Resources regarding the presence or absence of rare, threatened, or endangered species.
 ② Applicant shall submit a noise study by September 11, 2007.



NATURAL RESOURCES INVENTORY – GENERAL NOTES

- Site Description & History**
 - Gross Tract Area: 3.68 Acres
 - The property consists mainly of four multi-family apartment building and associated parking lots and maintained lawns. Some trees exist along the southern and southwestern property boundary.
- Vegetation**
 - Total Forested Area: 0 acres
 - Where appropriate, specimen or significant trees (generally those trees ≥ 24 inches DBH or 75% of the diameter size of the currently listed State Champion for a given species) are noted on the NRI plan.
 - There are 5 specimen trees located on the property. These trees were field located.
- Hydrology**
 - Watershed: Great Seneca creek, Long Draught Branch, Use I.
 - Wetland Area: 0 Acres, Forested Wetland Area: 0
 - Stream valley buffers (SVB): 0 Acres, Forested SVB: 0 Acres.
 - Wetland information on this plan is from a study performed by: LSA, Inc. dated June 27, 2007.
 - Floodplain Area: 0 Acres, Forested Floodplain: 0 Acres
- Topography**
 - The topography shown on this plan is from field survey, dated August 2007.
- Rare, Threatened or Endangered Species**
 - No rare, threatened, or endangered (RTE) species were observed during the field visit. An inquiry to the Maryland Department of Natural Resources (MDNR) Wildlife and Heritage Division was made in August 2007 requesting any information on recorded occurrences or potential for RTE species for the property and the immediate vicinity. A response has not yet been received.
- Historical Features**
 - Historical Features: No historic feature exist onsite. (Source: Location Atlas and Index of Historic Sites for Montgomery County, Maryland (MNCPPC, 1976)).
 - Scenic/Historic Roads: No Scenic/Historic Roads exist onsite. (Source: Designated Scenic and Historic Road list of Montgomery County, MD.)

Table 2. Residences at Olde Towne Soil Types
 US Soil Survey of Montgomery County, MD, 2005

Soil Type	Slope	Description
2B-Glenelg Silt Loam	3 To 8 Percent Slopes	Prime farmland. This soil is well drained. The slowest permeability within 60 inches is moderate. Available water capacity is very high and shrink swell potential is low. This soil is not flooded and is not ponded. The water table is deeper than 6 feet. Capability class is 2e. This is not a hydric soil.
6A-Baile Silt Loam	0 To 3 Percent Slopes	This soil is poorly drained. The slowest permeability within 60 inches is slow. Available water capacity is very high and shrink swell potential is low. This soil is not flooded and is not ponded. The top of the seasonal high water table is at 3 inches. Capability class is 5w. This is a hydric soil.

Note: Tree locations were located by field observation.

Tag #	Common Name	Scientific Name	DBH (inches)	Remarks / Condition
14	Silver Maple	<i>Acer saccharinum</i>	35	Good, open grown crown
15	Silver Maple	<i>Acer saccharinum</i>	33	Poor, 1 broken lead
16	Silver Maple	<i>Acer saccharinum</i>	26	Fair, multi-lead
17	Black Cherry	<i>Prunus serotina</i>	25	Fair, cavity in base
18	Silver Maple	<i>Acer saccharinum</i>	25	Fair, codominant stem

CITY OF GAITHERSBURG
 31 S. SUMMIT AVE., GAITHERSBURG, MARYLAND 20877
NRI/FSD APPROVAL
 THE CITY OF GAITHERSBURG DEVELOPMENT REVIEW TEAM HEREBY GRANTS APPROVAL OF NATURAL RESOURCE INVENTORY/FOREST STAND DELINEATION FOR APPLICATION NO. P-1-08-0005
 DATE 9-6-2007 BY [Signature]

Joint Hearing - MCC & PC
SDP-08-005
#3

SUITES 355

SCHEMATIC DEVELOPMENT PLAN

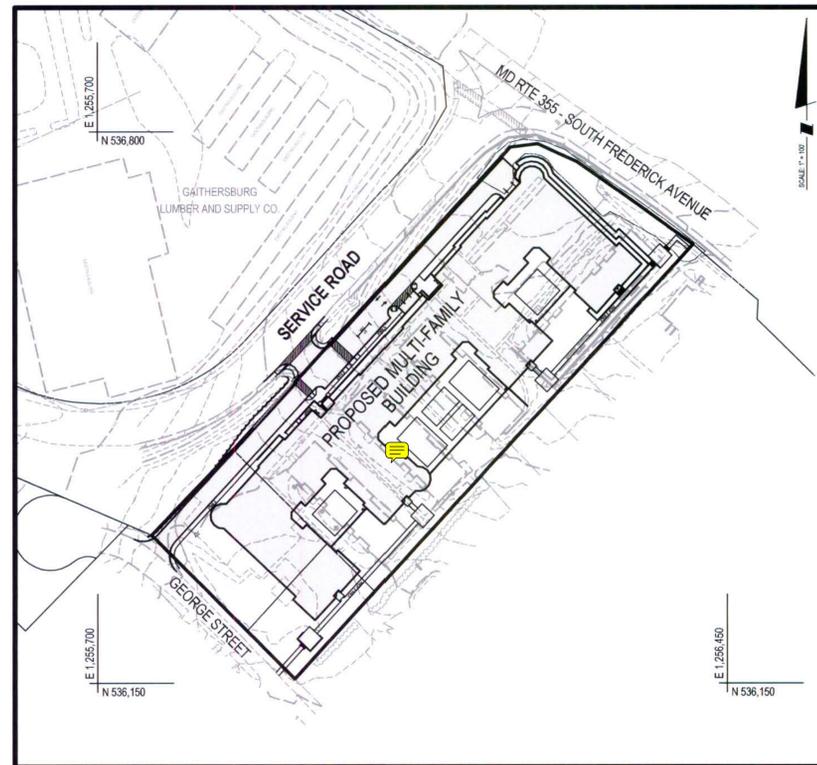


DEVELOPER
 KEYSTONE REAL ESTATE INVESTMENTS, LLC.
 103 Leekes Lot Way
 Gaithersburg, Maryland 20878
 301.840.5424, 301.840.5859 Fax
 Attn: Richard Koch, Managing Member
 rkoch@keystonerei.com

ARCHITECT
 DONNALLY VUJIC ASSOCIATES, L.L.C.
 400 Professional Drive, Suite 200
 Gaithersburg, Maryland 20879
 301.590.8900, 301.590.8620 Fax

CIVIL ENGINEER
 LOIEDERMAN SOLTESZ ASSOCIATES, INC.
 2 Research Place Suite 100
 Rockville, Maryland 20850
 301.948.2750, 301.948.9067 Fax

ATTORNEY
 MILLER, MILLER, & CANBY
 200 B Monroe Street
 Rockville, MD 20850



General Notes

- Gross Tract Area: 3.6859 Acres
- Zoning: R-20 - Proposed Re-zoning to CD
- Maximum Density Permitted by Zoning: To Be Determined At Time of Preliminary Plan Approval
- Maximum Number of Dwelling Units Permitted: To Be Determined At Time of Preliminary Plan Approval
- Number of Dwelling Units Proposed: 268 Multi-Family Units
- Number of Affordably Priced Dwelling Units Included: 40 DU
- Building Setbacks - CD Zone: No Setbacks Required
- Property is located in the City of Gaithersburg and the Frederick Corridor Master Plan
- Property is located in the Great Seneca Creek watershed (Use 1 watershed).
- Existing topography by Loiederman Soltesz Associates, Inc. 08/22/2007
- Boundary information from available deed information.
- An approved NRI/FSD on Sept. 5, 2007.
- There are no designated historic sites associated with this property.
- Existing Water & Sewer Service Categories: W1/S1.

LEGEND:

----- 392 -----	EXISTING GRADE
----- 380 -----	PROPOSED GRADE
-----	EXISTING BUILDING
-----	EXISTING RIGHT OF WAY
----- 10" W -----	PROPOSED WATER LINE
----- EX. 12" W -----	EXISTING 12" WATER LINE
----- 8" S -----	PROPOSED SEWER
----- EX. 8" S -----	EXISTING 8" SEWER
----- PROP. S.D. -----	PROPOSED STORM DRAIN
----- EX. 21" RCP -----	EXISTING STORM DRAIN
-----	STORM FILTER

SHEET INDEX

SHEET 1	COVER SHEET
SHEET 2	SCHEMATIC DEVELOPMENT PLAN
SHEET 3	SCHEMATIC LANDSCAPE PLAN

PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 15490, EXPIRATION DATE: 08/07/09.

30 15 0 30 60

**SCHEMATIC DEVELOPMENT PLAN
COVER SHEET**

SUITES 355

12 S. FREDERICK AVE. AND GEORGE STREET
 GAITHERSBURG (9th) ELECTION DISTRICT
 MONTGOMERY COUNTY, MARYLAND

Joint Hearing - MCC & PC
 SDP-08-005
 #4



1" = 100'

SHEET 1

OF 3

PROJECT NO.
29900100



Loiederman
Soltesz Associates, Inc.

ROCKVILLE OFFICE
 2 Research Place, Suite 100
 Rockville, MD 20850
 t. 301.948.2750 f. 301.948.9067

Rockville
Lanham
Waldorf
Leonardtown

www.LSAssociates.net

Date: NOVEMBER 2008
 Designed: JDC

CAD Standards Version: Microstation V8 Std. 2000
 Technician: JDC

Checked: TP

Copyright ADC The Map People
 Permitted Use Number 2071186
 5047 Grid

Map Tax Map Zoning Category
 FT 561 EXISTING: R-20
 223 NW 10 PROPOSED: CD

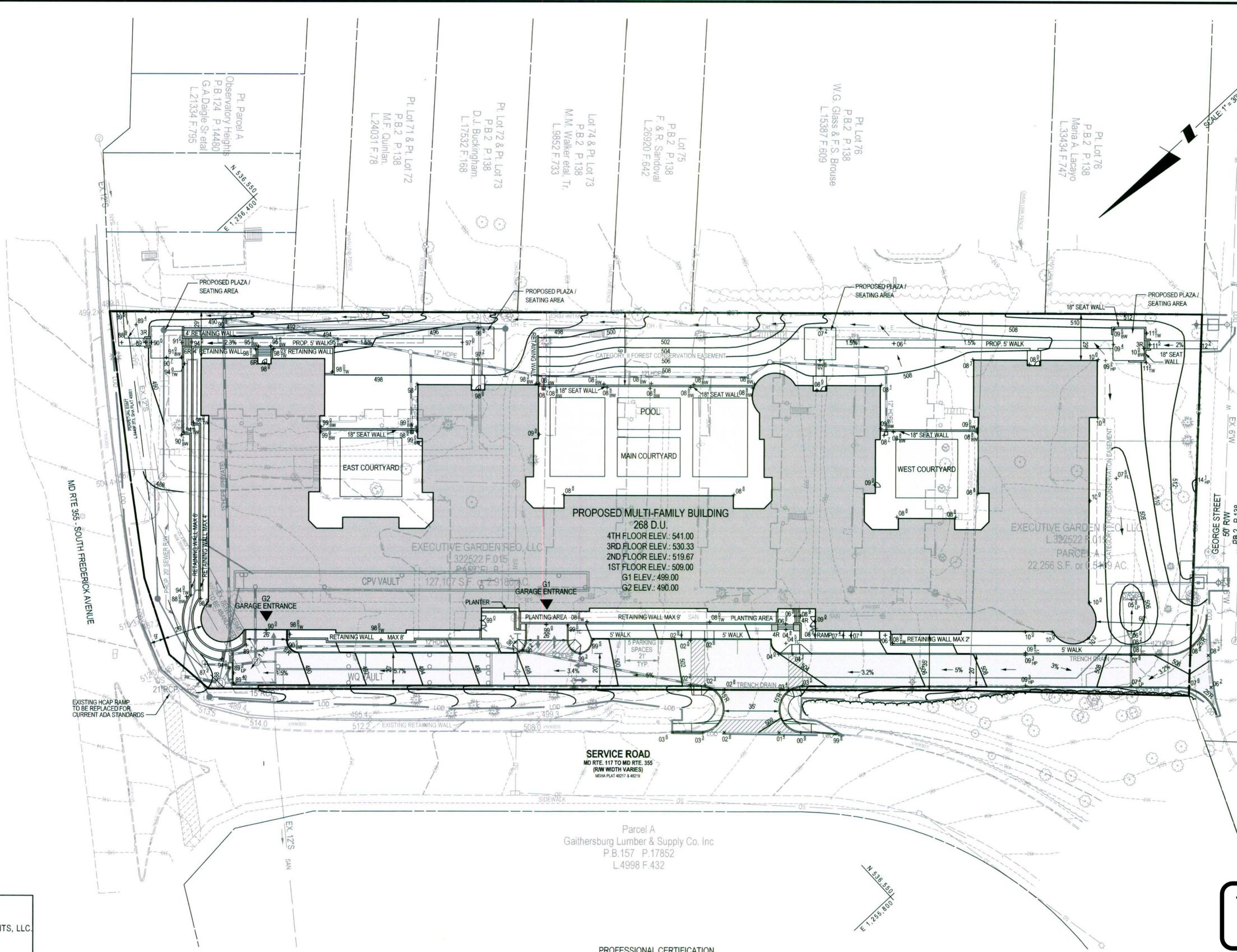
WSSC 200' Sheet
 223 NW 10

Site Datum
 Horizontal: NAD 83
 Vertical: NAD 83



MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.



DEVELOPER
 KEYSTONE REAL ESTATE INVESTMENTS, LLC
 103 Leekes Lot Way
 Gaithersburg, Maryland 20878
 301.840.5424, 301.840.5859 Fax
 Attn: Richard Koch, Managing Member
 rkoch@keystonere.com

PROFESSIONAL CERTIFICATION
 I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 15490, EXPIRATION DATE: 08/07/09.



Joint Hearing - MCC & PC
 SDP-08-005
 #5

SCHEMATIC DEVELOPMENT PLAN

SUITES 355
 12 S. FREDERICK AVE. AND GEORGE STREET
 GAITHERSBURG (9th) ELECTION DISTRICT
 MONTGOMERY COUNTY, MARYLAND

SHEET	2
OF	3
PROJECT NO.	29900100

Loiederman Soltz Associates, Inc.
 ROCKVILLE OFFICE
 2 Research Place, Suite 100
 Rockville, MD 20850
 t. 301.948.2750 f. 301.948.9067
 www.LSAssociates.net

Rockville
 Lanham
 Waldorf
 Leonardtown

NO.	REVISIONS	BY	DATE
2	REVISED PER COMMENTS AND RESUBMITTED TO CITY OF GAITHERSBURG	JDC	02/18/09
1	REVISED PER COMMENTS AND RESUBMITTED TO CITY OF GAITHERSBURG	JDC	1/18/09

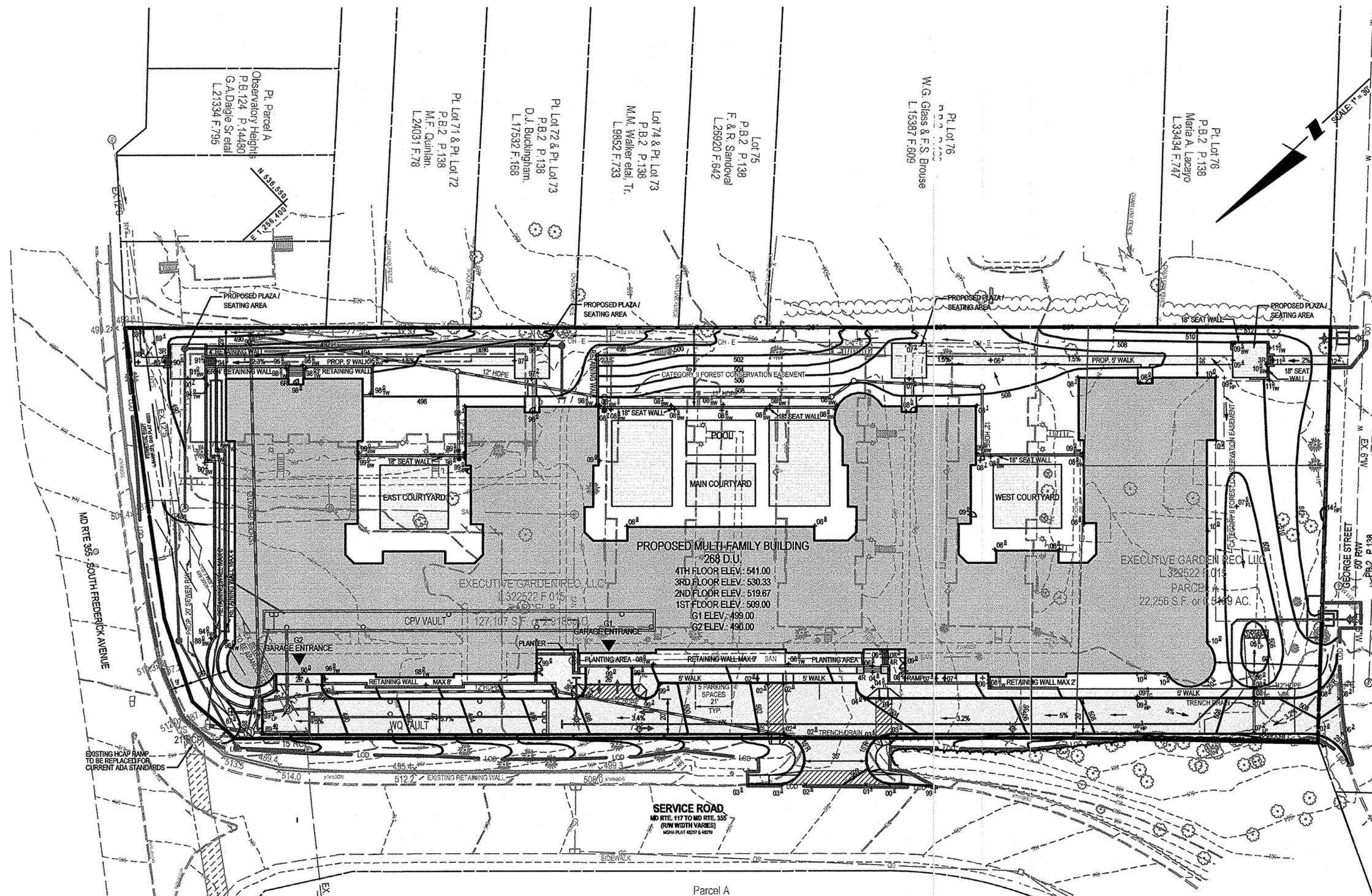
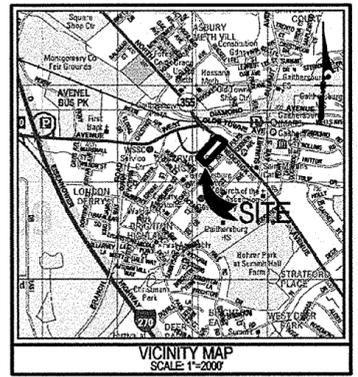
Date: NOVEMBER 2008
 Designed: JDC
 CAD Standards Version: Microstation V8 Std. 2000
 Technician: JDC
 Checked: TDP

Copyright ADC The Map People Permitted Use Number 2071186 5047 Grid JB
Tax Map FT 561
Zoning Category: EXISTING: R-20 PROPOSED: CD
WSSC 200' Sheet 223 NW 10
Site Datum Horizontal: NAD 83 Vertical: NAD 83



MISS UTILITY NOTE
 INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

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Joint Hearing - MCC & PC
 SDP-08-005
 #7

DEVELOPER
 KEYSTONE REAL ESTATE INVESTMENTS, LLC
 103 Leekes Lot Way
 Gaithersburg, Maryland 20878
 301.840.5424, 301.840.5859 Fax
 Attn: Richard Koch, Managing Member
 rkoch@keystonereit.com

PROFESSIONAL CERTIFICATION
 I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 15180 EXPIRATION DATE: 08/07/09



SCHEMATIC DEVELOPMENT PLAN

Lolederman Soltész Associates, Inc.
 Rockville Office
 2 Research Place, Suite 100
 Rockville, MD 20850
 t. 301.948.2750 f. 301.948.9067
 www.LSAssociates.net

NO.	REVISIONS	BY	DATE
2	REVISED PER COMMENTS AND RESUBMITTED TO CITY OF GAITHERSBURG	JDC	02/18/09
1	REVISED PER COMMENTS AND RESUBMITTED TO CITY OF GAITHERSBURG	JDC	1/8/09

Date: NOVEMBER 2008
 Designer: JDC
 CAD Standards Version: Microstation V8 Std. 2000
 Technician: JDC
 Checked: TDP

Map	Foot Map	Zone	Category
5047	5047	R-20	PROPOSED:CD
WSSC 200' Street	223 NW 10		
Site Datum	NAD 83		
Verticals	NAD 83		



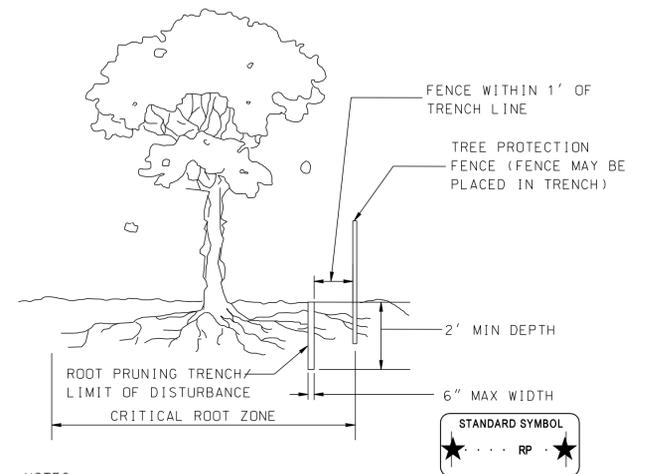
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SUITES 355
 12 S. FREDERICK AVE. AND GEORGE STREET
 GAITHERSBURG (9th) ELECTION DISTRICT
 MONTGOMERY COUNTY, MARYLAND

PROJECT NO.
 29900100

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ROOT PRUNING DETAIL WITH TREE PROTECTION FENCE

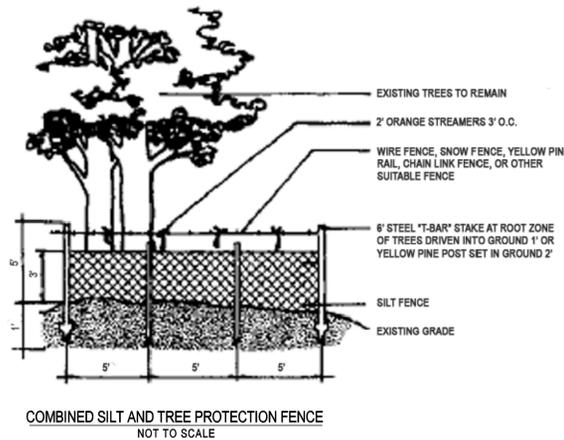


- NOTES:
1. RETENTION AREAS WILL BE SET AS PART OF THE REVIEW PROCESS.
 2. BOUNDARIES OF RETENTION AREAS SHOULD BE STAKED AND FLAGGED PRIOR TO TRENCHING.
 3. EXACT LOCATION OF TRENCH SHOULD BE IDENTIFIED.
 4. TRENCH SHOULD BE IMMEDIATELY BACKFILLED WITH SOIL REMOVED OR OTHER HIGH ORGANIC SOIL.
 5. ROOTS SHOULD BE CLEANLY CUT USING VIBRATORY KNIFE OR OTHER ACCEPTABLE EQUIPMENT.

FOREST CONSERVATION INSPECTION PROCEDURES

1. Upon permit issuance, the builder/developer must arrange for an engineers' stake out of tree protection in accordance with approved plans. A preconstruction meeting will then be scheduled to determine the location of tree protection devices. The Planning and Code Administration inspector shall adjust tree protection and root pruning in the field as necessary, which may expand or decrease the area being protected. Installation of all tree protection devices should be scheduled and an inspection arranged with the City after all work is complete. The City will issue a punch list for any remaining work needed prior to the start of grading, or issue a report approving the start of grading.
2. Once work begins on-site, the tree protection devices will be reinspected on a biweekly basis, and the builder/developer will be notified of any work that is needed. It shall be the builder/developer's responsibility to maintain all tree protection devices and make any repairs needed.
3. City approval is required prior to removal of any tree protection device or entrance into a tree save area. **Tree save areas cannot be used for storage of any building materials.**
4. The Planning and Code Administration inspector may require pruning and removal of any tree in the tree save area during construction and prior to bond release. These decisions will be based on the trees' health, proximity to buildings, drainage, or other concerns. Every effort will be made to preserve those trees in the tree save area.
5. The City will require mitigation of trees lost during construction in accordance with the Forest Conservation Ordinance. Mitigation will be required prior to bond release, and all replacement trees must be inspected by the City after installation. These replacement trees shall have a one-year guarantee in accordance with the industry standards. The City may also allow the developer to escrow monies for mitigation to satisfy their obligation, which will be used by the City to purchase and install the replacement trees.
6. For mitigation and afforestation, City inspection is required after the plantings have been made. The maintenance period, one year or as stated in the maintenance agreement, will not begin until this inspection has been made. Quarterly reports to the City, if required, on the health of the trees in the save area should also be made, and any recommendations implemented. It shall be the builder/developer's responsibility to maintain these plantings until they are accepted by the City. A final inspection by the City will be made prior to the end of the maintenance period, and a punch list developed for any trees that need to be replaced. The City may allow the developer to escrow monies to satisfy their obligation for any further planting required, which will be used by the City to purchase and install the replacement trees.
7. It shall be the builder/developer's responsibility to satisfy all requirements and conditions of the Forest Conservation Plan and/or any maintenance agreement. In the event of a violation, the City will take enforcement action in accordance with the Trees and Forest Conservation Ordinance (Chapter 22) of the City Code. This may include correction notices, civil citations, or collection of the bond guaranteeing this work.

1. Pre-construction meeting, held on-site to include a presentation of protective measures to construction supervisors, equipment operators, developer's representative, and site and sediment control inspectors.
2. Clearing limits shall be rough staked by developer in order to facilitate location for trenching and fencing installation.
3. No clearing or grading shall begin in areas where tree treatment and preservation measures have not been completed.
4. The sequence of tree treatment and conservation measures shall be:
 - 1) Root pruning trenching.
 - 2) Tree protection fencing.
 - 3) Aeration system installation.
 - 4) Sign installation.
 - 5) Tree pruning and chemical treatment.
 - 6) Mulch treatment.
5. Above measures shall be directed in the field by the project forester, arborist, naturalist, ecologist, site engineer or landscape architect.
6. Tree protection fencing shall be maintained and repaired by the developer or contractor for the duration of construction and once approved by the city site inspector, must not be altered without prior approval by the city site inspector.
7. Access to fenced areas will only be permitted with the prior approval of the owner's representative and the city site inspector;
8. Designated aeration zones shall be protected with temporary fencing until final grading.
9. Any excavation or grading required within the fenced areas shall be done as directed and approved by the person mentioned in note # 5 and the city site inspector.
10. Trees, shrubs, or undergrowth shall be removed from the protected root zone areas only when necessary and shall be removed by hand.
11. Refer to tree protection action key for specific treatment of each specimen tree.
12. Attachment of signage, fencing, etc., to trees to be saved is prohibited.
13. After construction, all temporary barriers, fencing, debris, etc., shall be removed from the site by the contractor.
14. No sod or seed shall be planted within the designated root zones for all trees to be saved.



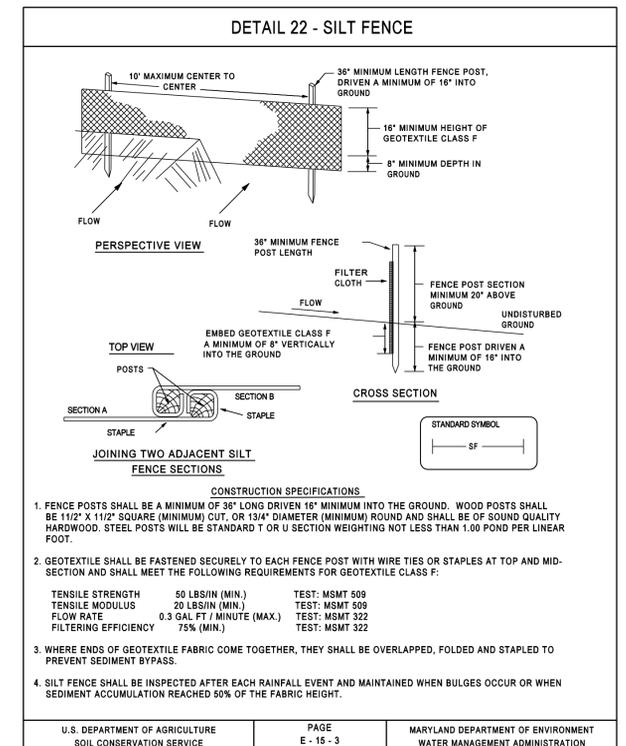
NOTE: WHEN COMBINED SILT AND TREE PROTECTION FENCE IS USED, ROOT PRUNING SHALL OCCUR ON THE LOD WHERE THE FENCE IS ERECTED.

Suites 355 Specimen Tree Removal List

Note: Trees were tagged with a metal tag corresponding to the numbers below. Tags were placed approximately 5' from the ground with colored flagging attached. Tree locations were located by survey or field observation.

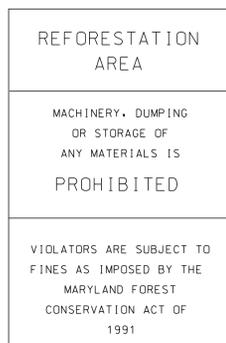
Tag #	Common Name	Scientific Name	DBH (inches)	Disposition
14	Silver Maple	<i>Acer saccharinum</i>	35	Remove
15	Silver Maple	<i>Acer saccharinum</i>	33	Remove
16	Silver Maple	<i>Acer saccharinum</i>	26	Remove
17	Black Cherry	<i>Prunus serotina</i>	25	Remove
18	Silver Maple	<i>Acer saccharinum</i>	25	Remove

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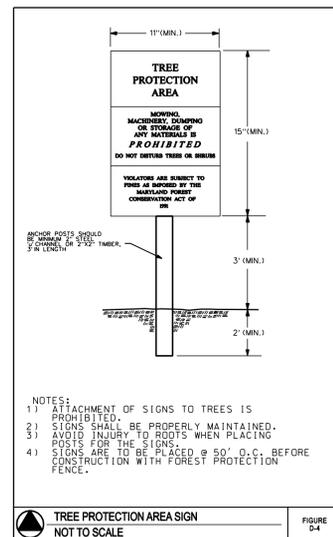


- CONSTRUCTION SPECIFICATIONS
1. FENCE POSTS SHALL BE A MINIMUM OF 36" LONG DRIVEN 16" MINIMUM INTO THE GROUND. WOOD POSTS SHALL BE 1 1/2" X 1 1/2" SQUARE (MINIMUM) CUT, OR 1 3/4" DIAMETER (MINIMUM) ROUND AND SHALL BE OF SOUND QUALITY HARDWOOD. STEEL POSTS WILL BE STANDARD T OR U SECTION WEIGHTING NOT LESS THAN 1.00 POUND PER LINEAR FOOT.
 2. GEOTEXTILE SHALL BE FASTENED SECURELY TO EACH FENCE POST WITH WIRE TIES OR STAPLES AT TOP AND MID-SECTION AND SHALL MEET THE FOLLOWING REQUIREMENTS FOR GEOTEXTILE CLASS F:

TENSILE STRENGTH	50 LBS/IN (MIN.)	TEST: MSMT 509
TENSILE MODULUS	20 LBS/IN (MIN.)	TEST: MSMT 509
FLOW RATE	0.3 GAL FT / MINUTE (MAX.)	TEST: MSMT 322
FILTERING EFFICIENCY	75% (MIN.)	TEST: MSMT 322
 3. WHERE ENDS OF GEOTEXTILE FABRIC COME TOGETHER, THEY SHALL BE OVERLAPPED, FOLDED AND STAPLED TO PREVENT SEDIMENT BYPASS.
 4. SILT FENCE SHALL BE INSPECTED AFTER EACH RAINFALL EVENT AND MAINTAINED WHEN BULGES OCCUR OR WHEN SEDIMENT ACCUMULATION REACHED 50% OF THE FABRIC HEIGHT.



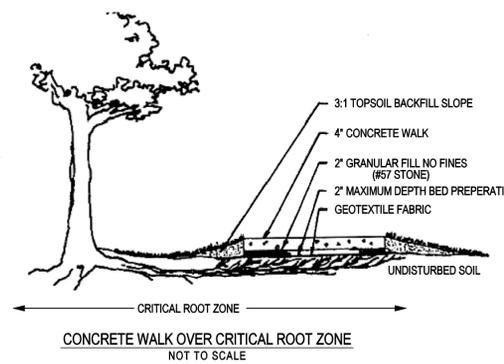
- NOTES:
- 1) ATTACHMENT OF SIGNS TO TREES IS PROHIBITED.
 - 2) SIGNS SHALL BE PROPERLY MAINTAINED.
 - 3) AVOID INJURY TO ROOTS WHEN PLACING POSTS FOR THE SIGNS.
 - 4) SIGNS SHOULD BE POSTED TO BE VISIBLE TO ALL CONSTRUCTION PERSONNEL FROM ALL DIRECTIONS.



- NOTES:
- 1) ATTACHMENT OF SIGNS TO TREES IS PROHIBITED.
 - 2) SIGNS SHALL BE PROPERLY MAINTAINED.
 - 3) AVOID INJURY TO ROOTS WHEN PLACING POSTS FOR THE SIGNS.
 - 4) SIGNS ARE TO BE PLACED AT LEAST 50' O.C. BEFORE CONSTRUCTION WITH FOREST PROTECTION FENCE.

DEVELOPER
 KEYSTONE REAL ESTATE INVESTMENTS, LLC.
 103 Leekes Lot Way
 Gaithersburg, Maryland 20878
 301.840.5424, 301.840.5859 Fax
 Attn: Richard Koch, Managing Member
 rkoch@keystonereit.com

REFORESTATION AREA SIGN
 NO SCALE



PRELIMINARY FOREST CONSERVATION DETAILS

SUITES 355

12 S. FREDERICK AVE. AND GEORGE STREET
 GAITHERSBURG (9th) ELECTION DISTRICT
 MONTGOMERY COUNTY, MARYLAND

1" = 30'
 SHEET 3 OF 3
 PROJECT NO. 29900100

Loiederman Soltész Associates, Inc.
 ROCKVILLE OFFICE
 2 Research Place, Suite 100
 Rockville, MD 20850
 t. 301.948.2750 f. 301.948.9067
 www.LSAssociates.net

2	REVISED PER COMMENTS AND RESUBMITTED TO CITY OF GAITHERSBURG	TP	02/18/09
1	REVISED PER COMMENTS AND RESUBMITTED TO CITY OF GAITHERSBURG	TP	12/30/08

NO. REVISIONS BY DATE

Date: NOVEMBER 2008
 Designed: JDC

CAD Standards Version: Microstation V8 Std. 2000
 Technician: JDC

Checked: TP/SPT

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 Permitted Use Number 2071186
 Map 5047 Grid J8

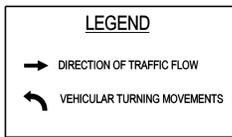
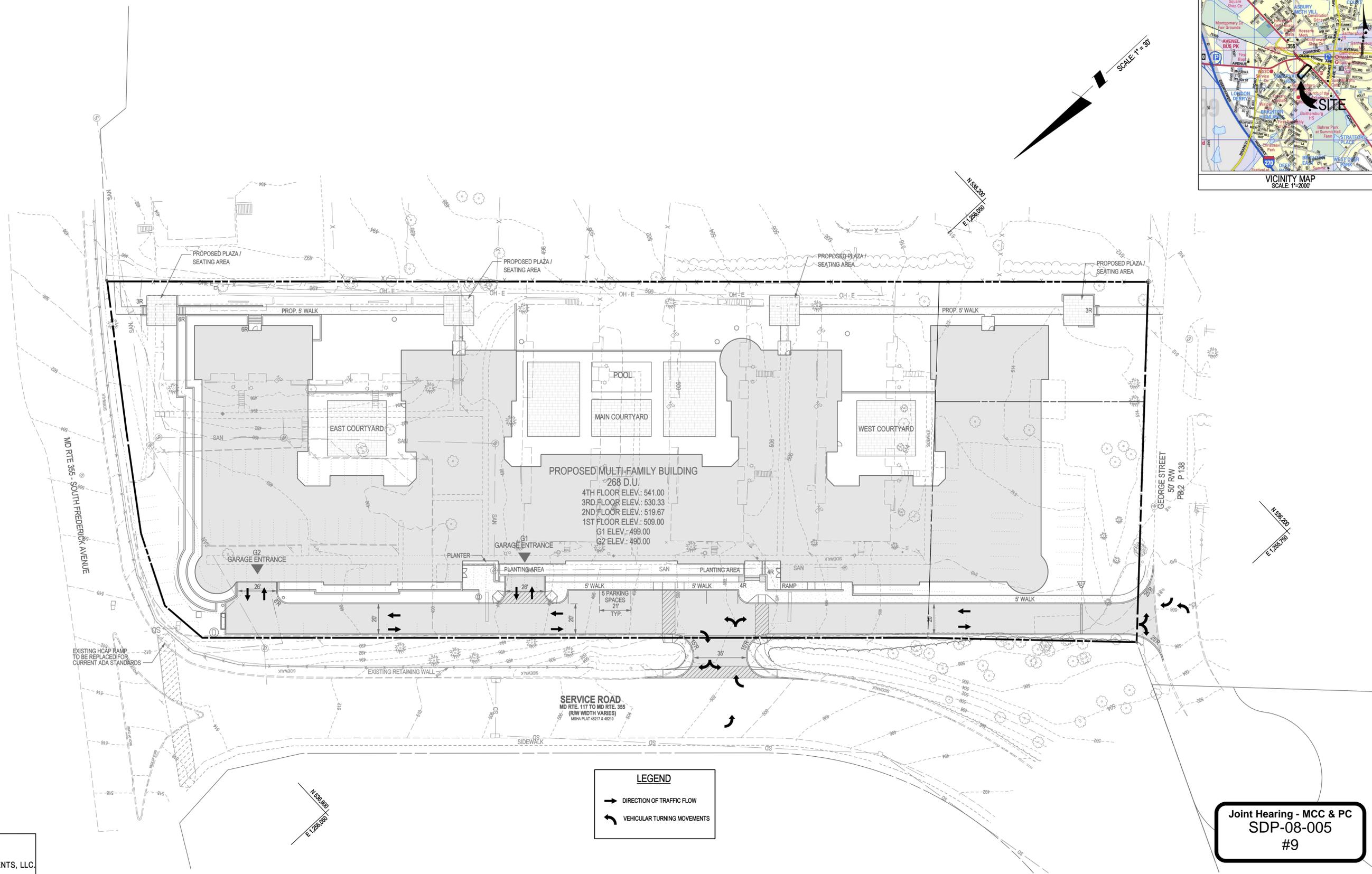
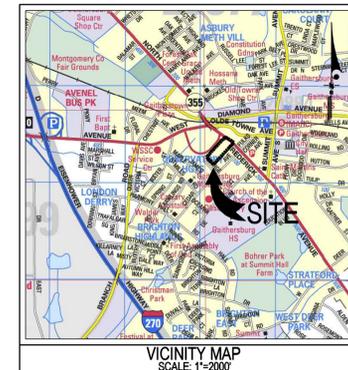
Tax Map Zoning Category: FT 5B1 EXISTING, R-20 PROPOSED, CD

WSSC 200' Sheet 223 NW 10

Site Datum: Horizontal: NAD 83 Vertical: NAD 83

MISS COPYRIGHT NOTE

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 103 Leekes Lot Way
 Gaithersburg, Maryland 20878
 301.840.5424, 301.840.5859 Fax
 Attn: Richard Koch, Managing Member
 rkoch@keystonerei.com

Joint Hearing - MCC & PC
 SDP-08-005
 #9

Loiederman Lanham Waldorf Leonardtown
 Soltesz Associates, Inc.
 ROCKVILLE OFFICE
 2 Research Place, Suite 100
 Rockville, MD 20850
 t. 301.948.2750 f. 301.948.9067
 www.LSAssociates.net

NO.	REVISIONS	BY	DATE
2	REVISED PER COMMENTS AND RESUBMITTED TO CITY OF GAITHERSBURG	JDC	02/18/09
1	REVISED PER COMMENTS AND RESUBMITTED TO CITY OF GAITHERSBURG	JDC	1/8/09

Date: NOVEMBER 2008
 Designed: JDC
 CAD Standards Version: Microstation V8 Std. 2000
 Technician: JDC
 Checked: TP

Copyright ADC The Map People Permitted Use Number 2071186
Map 5047 Grid J8
Tax Map FT 561 Zoning Category/EXISTING: R-20 PROPOSED: CD
WSSC 200 Sheet 223 NW 10
Site Datum Horizontal: NAD 83 Vertical: NAD 83

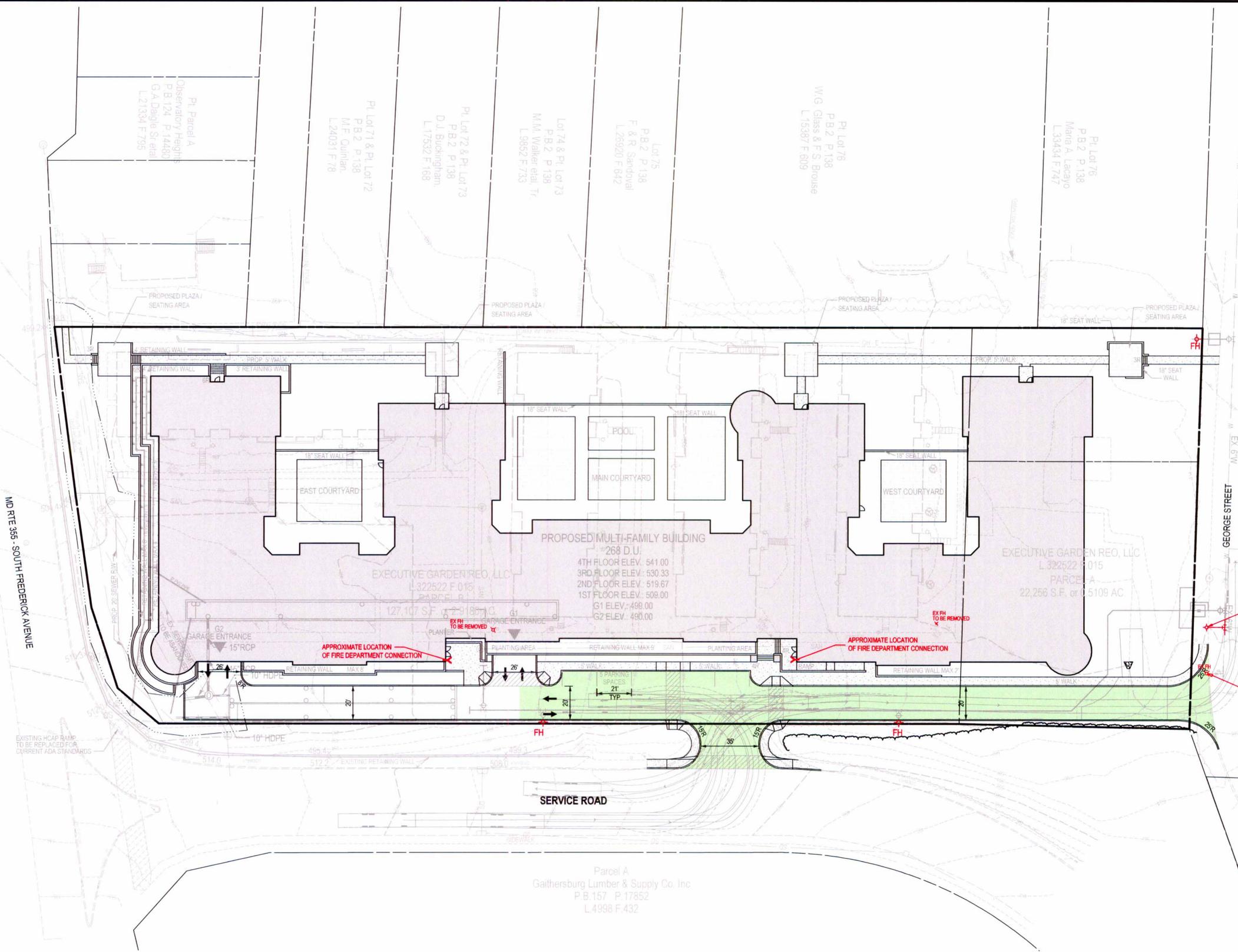
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TRAFFIC CIRCULATION PLAN

SUITES 355
 12 S. FREDERICK AVE. AND GEORGE STREET
 GAITHERSBURG (9th) ELECTION DISTRICT
 MONTGOMERY COUNTY, MARYLAND

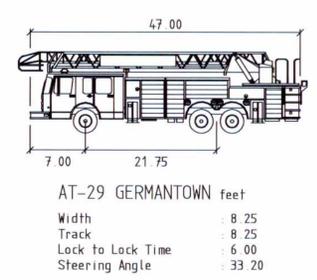
PROJECT NO.
29900100

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LEGEND

- FIRE ACCESS LANE
- FH → PROPOSED FIRE HYDRANT
- EX FH → EXISTING FIRE HYDRANT
- A → APPROXIMATE FIRE DEPARTMENT CONNECTION WITHIN 5'



DEVELOPER

KEYSTONE REAL ESTATE INVESTMENTS, LLC.
 103 Leekes Lot Way
 Gaithersburg, Maryland 20878
 301.840.5424, 301.840.5859 Fax
 Attn: Richard Koch, Managing Member
 rkoch@keystonereis.com

Joint Hearing - MCC & PC
 SDP-08-005
 #10

NOTE:
 ENTRY CURB DESIGN SATISFIES SHA 30' MINIMUM TURNING RADII
 AND FIRE MARSHALL 25' MINIMUM TURNING RADII REQUIREMENTS.

PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 15490, EXPIRATION DATE: 08/07/09.



**FRONT ENTRY TURNING RADII STUDY
 FIRE DEPARTMENT ACCESS PLAN**

SUITES 355
 12 S. FREDERICK AVE. AND GEORGE STREET
 GAITHERSBURG (9th) ELECTION DISTRICT
 MONTGOMERY COUNTY, MARYLAND

1" = 30'

SHEET 1 OF 1

PROJECT NO. 29900100

LS Loiederman Soltesz Associates, Inc.

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 Lanham
 Waldorf
 Leonardtown

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 2 Research Place, Suite 100
 Rockville, MD 20850
 t. 301.948.2750 f. 301.948.9067

Engineering
 Planning
 Surveying
 Environmental Sciences

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NO.	REVISIONS	BY	DATE
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Date: NOVEMBER 2008
 Designed: JDC

CAD Standards Version: Microstation V8 Std. 2000
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 Checked: TDP

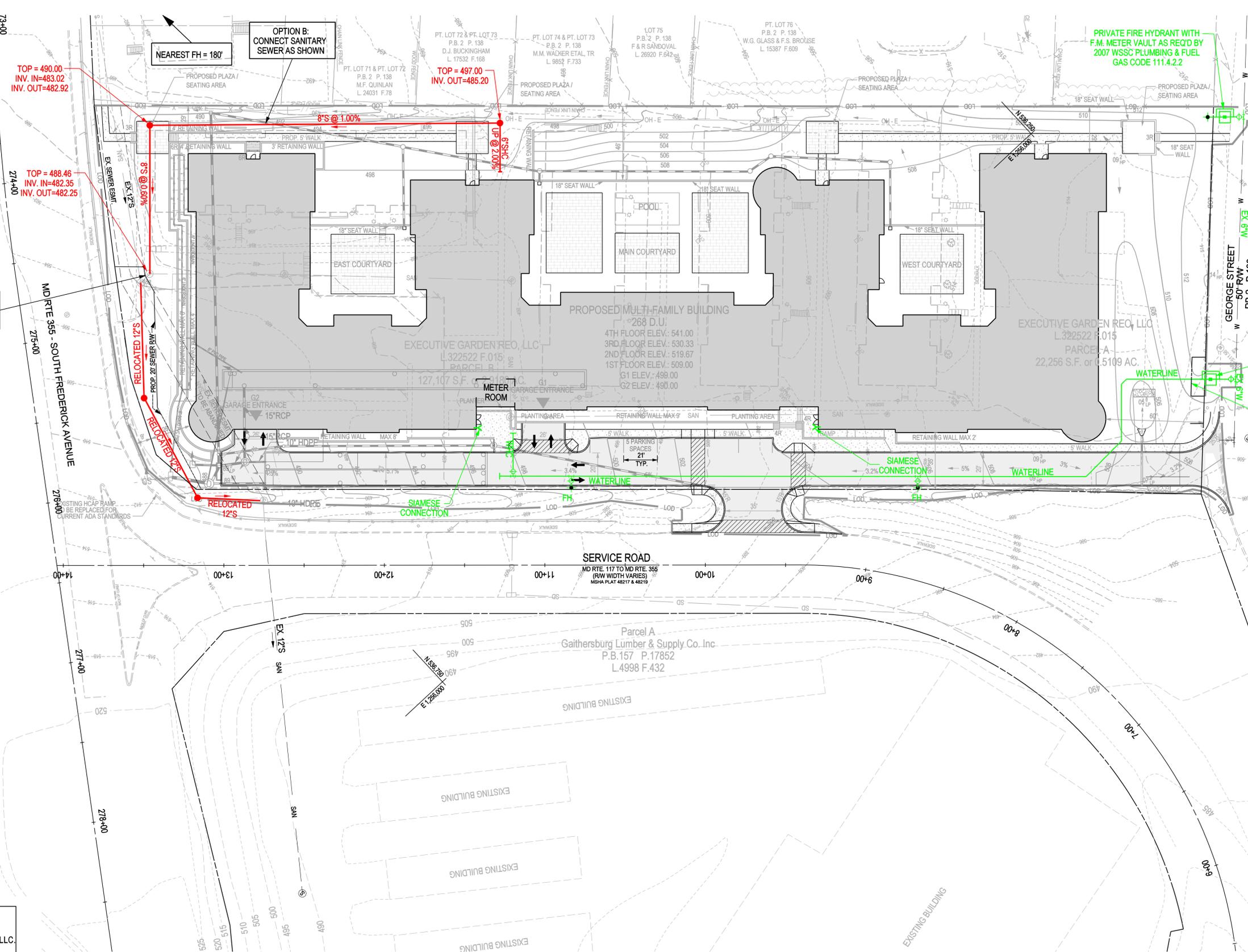
Copyright ADC The Map People Permitted Use Number 2071186 5047 Grid JB	Tax Map FT 561	Zoning Category EXISTING: R-20 PROPOSED: CD
WSSC 200' Sheet 223 NW 10	Site Datum Horizontal: NAD 83 Vertical: NAD 83	



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P:\299001\ENGINEERING\PAV\STORM\FireAccess.sht Scale=30.00000 ft. IN. User=msoltesz P:\1\Drawings\PL\1\Drawings\1055.dwg Plot Date=2/17/2009 3:11:05 PM



TOP = 490.00
INV. IN=483.02
INV. OUT=482.92

TOP = 497.00
INV. OUT=485.20

TOP = 488.46
INV. IN=482.35
INV. OUT=482.25

PRIVATE FIRE HYDRANT WITH
F.M. METER VAULT AS REQ'D BY
2007 WSSC PLUMBING & FUEL
GAS CODE 111.4.2.2

NEAREST FH = 180'

OPTION A:
CONNECTION TO EXISTING
SANITARY MANHOLE

OPTION B:
CONNECT SANITARY
SEWER AS SHOWN

LOT 38
ARGUETA, EA
L.F.
OBSERVATORY HEIGHTS
ADDITION TO GAITHERSBURG
PB 2 P 138

LOT 37
SCHWARTZ, DR & BP
772 F.173
WSSC RIGHT-OF-WAY
(NO TREES ALLOWED
WITHIN 10' OF METER)

LOT 36
S & W ENTERPRISE LLC
L.34105 F.376

SERVICE ROAD
MD RTE. 117 TO MD RTE. 355
(ROW WIDTH VARIES)
MSHA PLAT 48217 & 48219

Parcel A
Gaithersburg Lumber & Supply Co. Inc.
P.B.157 P.17852
L.4998 F.432

DEVELOPER
KEYSTONE REAL ESTATE INVESTMENTS, LLC.
103 Leekes Lot Way
Gaithersburg, Maryland 20878
301.840.5424, 301.840.5859 Fax
Attn: Richard Koch, Managing Member
rkoch@keystonere.com

Joint Hearing - MCC & PC
SDP-08-005
#11

WATER AND SEWER CONCEPT

SUITES 355

12 S. FREDERICK AVE. AND GEORGE STREET
GAITHERSBURG (9th) ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND

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t. 301.948.2750 f. 301.948.9067
www.LSAssociates.net

Rockville
Lanham
Frederick
Waldorf
Leonardtown
Chantilly

NO.	REVISIONS	BY	DATE
Date:	DECEMBER 2008	CAD Standards Version:	Microstation V8 Std. 2000
Designed:	RF	Technician:	RF
		Checked:	MWW

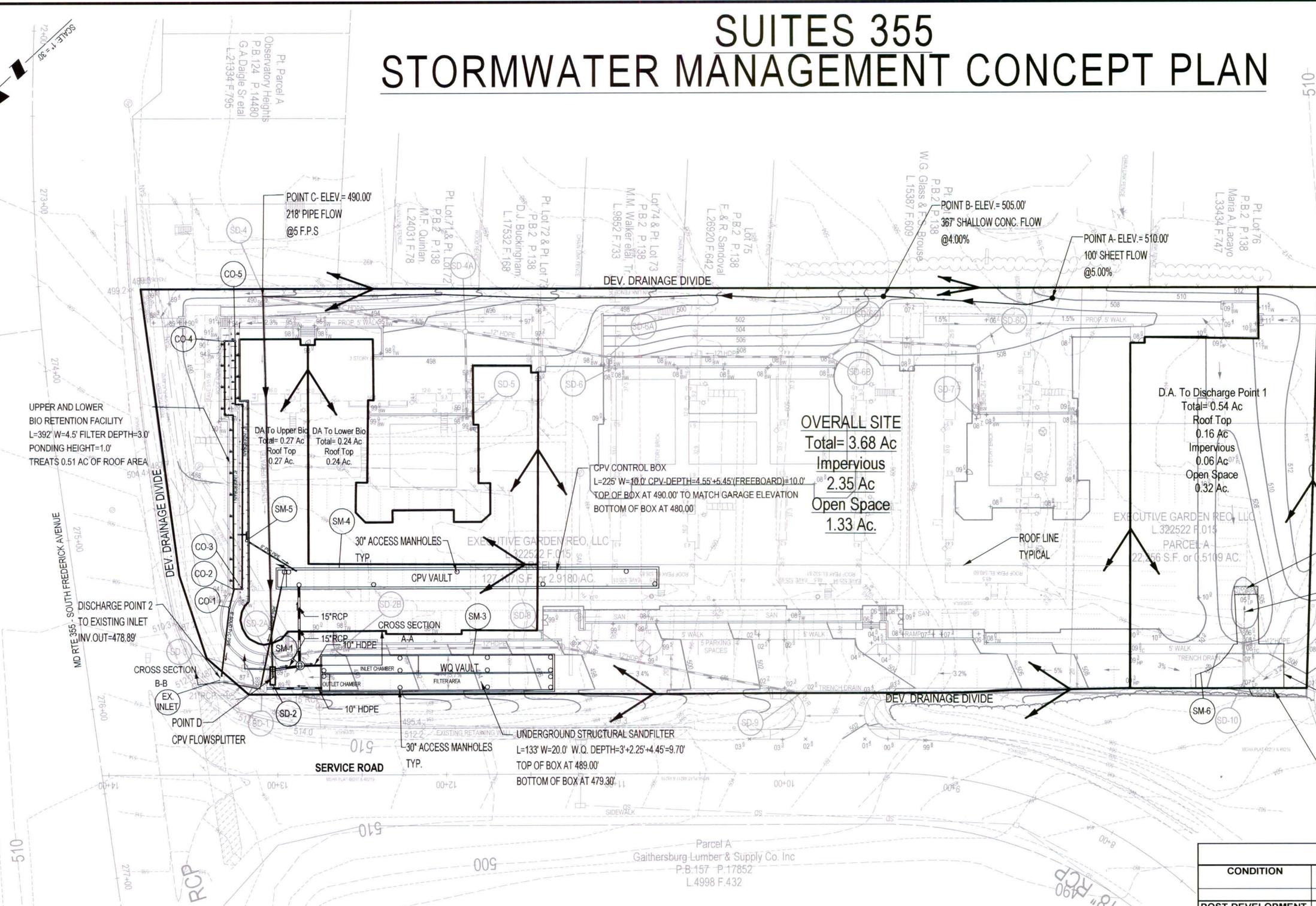
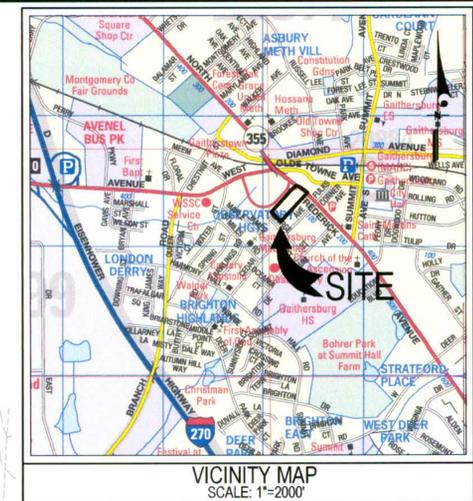
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Map: 5047	Grid: J8
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1" = 30'	
SHEET	1
of	1
PROJECT NO.	29900100

P:\299001\00PREL\PREL\WAS_01.dwg Scale=30.0000 ft./in. User=mbuchek P:\10\PDF Color_NG.plt Pen=18-TEXT SUB TBL 2/20/2009 8:58:51 AM

SUITES 355 STORMWATER MANAGEMENT CONCEPT PLAN



HYDROLOGIC SUMMARY						
CONDITION	DRAINAGE AREA (ACRES)	RCN	TC (HOURS)	Q1 CFS	Q10 CFS	Q100 CFS
POST-DEVELOPMENT TOTAL DISCHARGE POINT 1	0.54	72	0.1	0.5	1.9	3
POST-DEVELOPMENT TOTAL DISCHARGE POINT 2	3.14	87	0.21	5.3	14	22
TOTAL SITE	3.68					

STORMWATER STRUCTURES			
ID	RIM ELEVATION	TYPE	DETAIL
SM-1	489.50'	60" MANHOLE/WQ SPLITTER	-
SM-3	489	STRUCTURAL SAND FILTER VAULT	-
SM-4	490	CPV VAULT	-
SM-5	498	BIO(WQ) SPLITTER	-
SD-2	489.00'	INLET/CPV SPLITTER	-
SM-6	505.30'	INFILTRATION BASIN	-

SOILS LISTING (ENTIRE SITE)			
SOILS NO	SOIL NAME	HYDROLOGIC GROUP	AVERAGE SLOPE
2B	URBAN LAND	B	0-3%

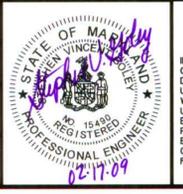
DEVELOPER
KEYSTONE REAL ESTATE INVESTMENTS, LLC.
103 Leekes Lot Way
Gaithersburg, Maryland 20878
301.840.5424, 301.840.5859 Fax
Attn: Richard Koch, Managing Member
rkoch@keystonereit.com

Loiederman Soltész Associates, Inc.
ROCKVILLE OFFICE
2 Research Place, Suite 100
Rockville, MD 20850
t. 301.948.2750 f. 301.948.9067
www.LSAssociates.net

NO.	REVISIONS	BY	DATE

Date: FEBRUARY 2009
Designed: FEB
CAD Standards Version: Microstation V8 Std. 2000
Technician: FEB
Checked: SG

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 15490
EXPIRATION DATE: 08/07/09



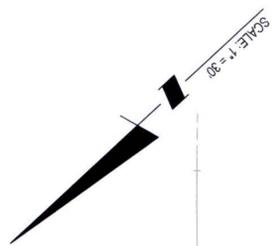
MISS UTILITY NOTE
INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

Joint Hearing - MCC & PC
SDP-08-005
#12

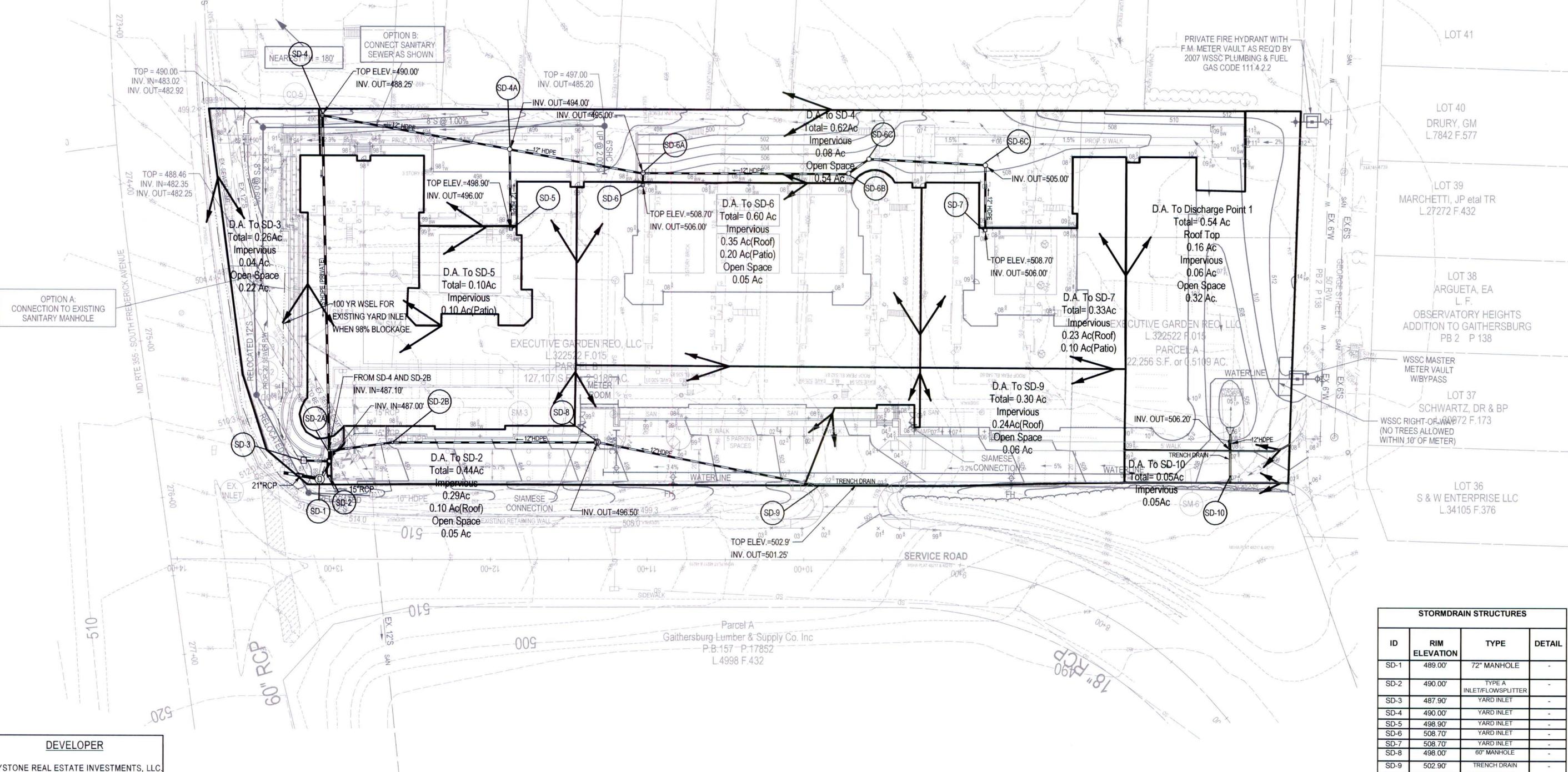
D.A. MAP & PLAN VIEW FOR STORMWATER MANAGEMENT

SUITES 355
12 S. FREDERICK AVE. AND GEORGE STREET
GAITHERSBURG (9th) ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND

SHEET 1 OF 3
PROJECT NO. 29900100



SCALE: 1" = 30'



OPTION A:
CONNECTION TO EXISTING
SANITARY MANHOLE

OPTION B:
CONNECT SANITARY
SEWER AS SHOWN

PRIVATE FIRE HYDRANT WITH
F.M. METER VAULT AS REQ'D BY
2007 WSSC PLUMBING & FUEL
GAS CODE 111.4.2.2

100 YR WSEL FOR
EXISTING YARD INLET
WHEN 98% BLOCKAGE

STORMDRAIN STRUCTURES			
ID	RIM ELEVATION	TYPE	DETAIL
SD-1	489.00'	72" MANHOLE	-
SD-2	490.00'	TYPE A INLET/FLOWSPITTER	-
SD-3	487.90'	YARD INLET	-
SD-4	490.00'	YARD INLET	-
SD-5	498.90'	YARD INLET	-
SD-6	508.70'	YARD INLET	-
SD-7	508.70'	YARD INLET	-
SD-8	498.00'	60" MANHOLE	-
SD-9	502.90'	TRENCH DRAIN	-

DEVELOPER
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t. 301.948.2750 f. 301.948.9067
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Rockville
Lanham
Frederick
Waldorf
Leonardtown
Chantilly

Engineering
Planning
Surveying
Environmental Sciences

PROFESSIONAL CERTIFICATION
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MISS UTILITY NOTE
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D.A. MAP & PLAN VIEW STORMDRAIN STORMWATER MANAGEMENT PLAN

SUITES 355
12 S. FREDERICK AVE. AND GEORGE STREET
GAIITHERSBURG (9th) ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND

SHEET	2
OF	3
PROJECT NO.	29900100

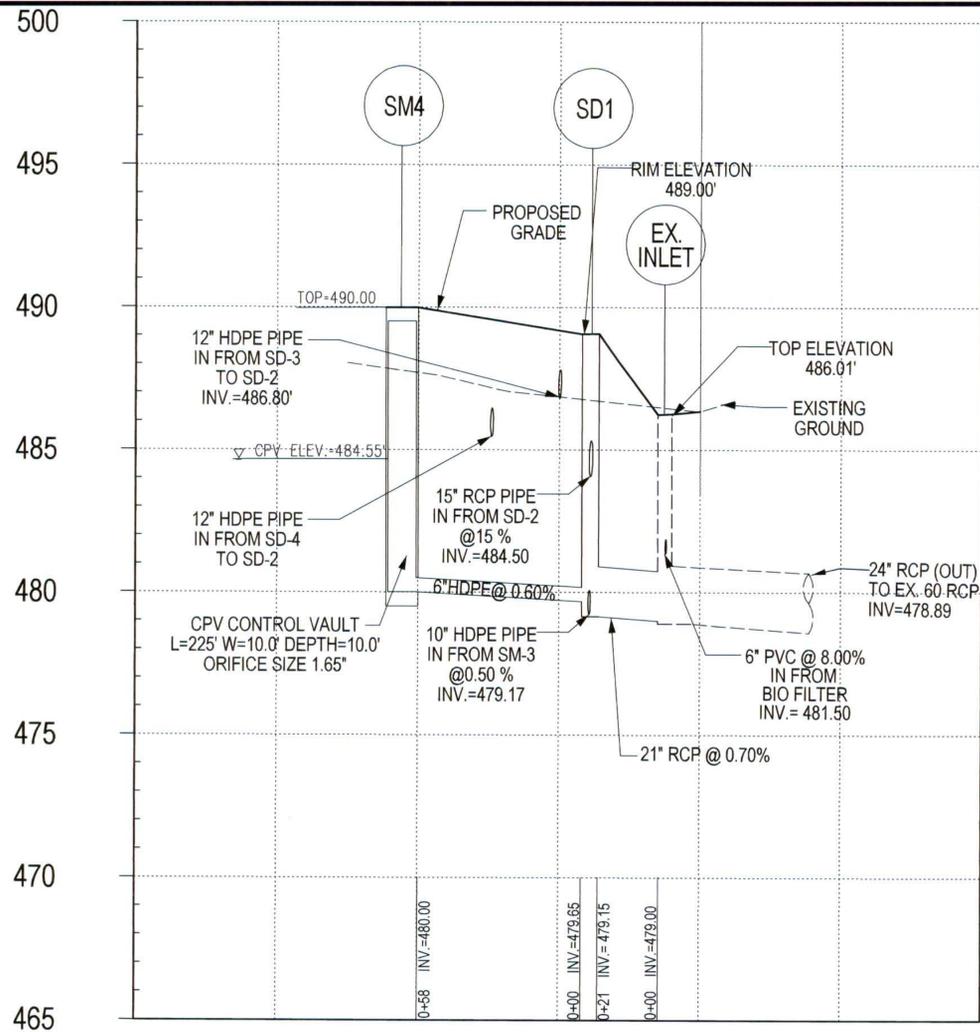
NO.	REVISIONS	BY	DATE
1	FEBRUARY 2009		
2	DESIGNED: FEB		

Copyright ADC The Map People
Permitted Use Number 20711186
5047 Grid JB

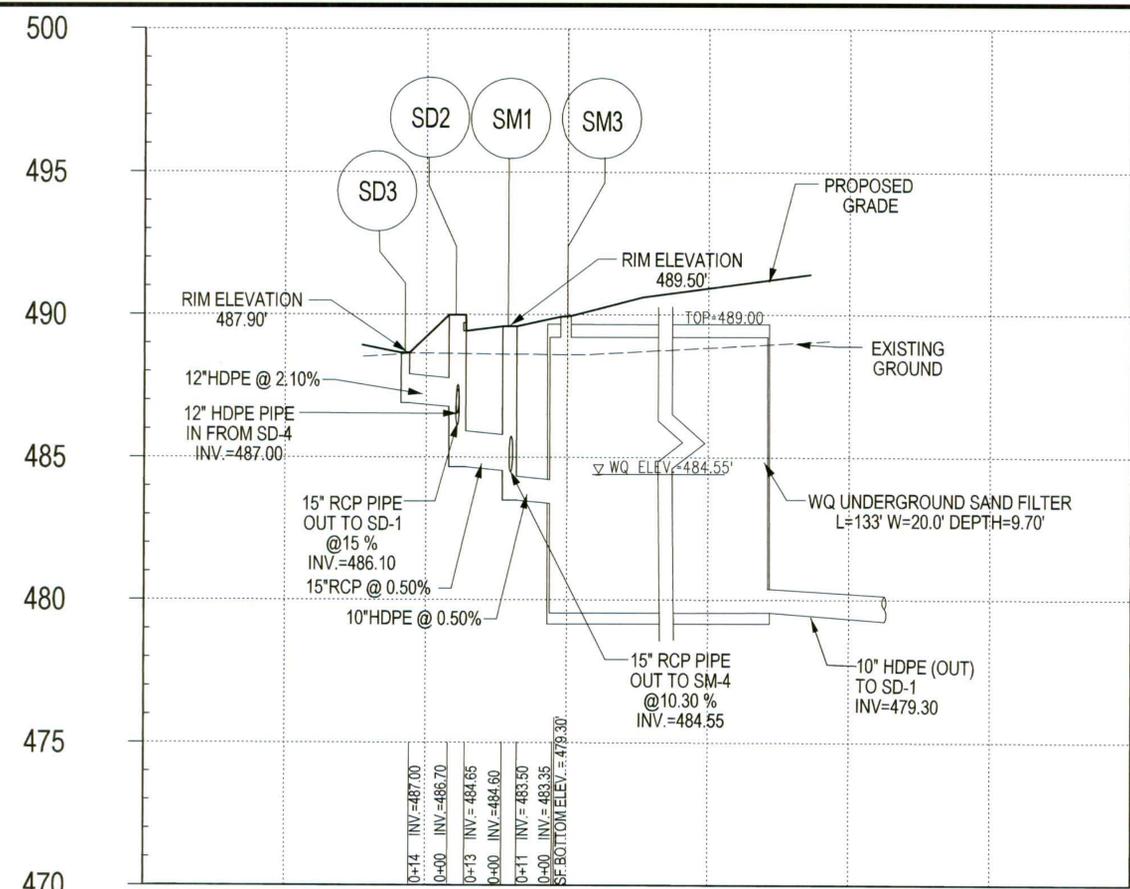
Map: Tax Map FT 561
Zoning Category: EXISTING: R-20 PROPOSED: CD
WSSC 200' Sheet 223 NW 10
Site Datum: NAD 83
Horizontal: NAD 83
Vertical: NAD 83

Microstation V8 Std. 2000
Technician: FEB Checked: SG

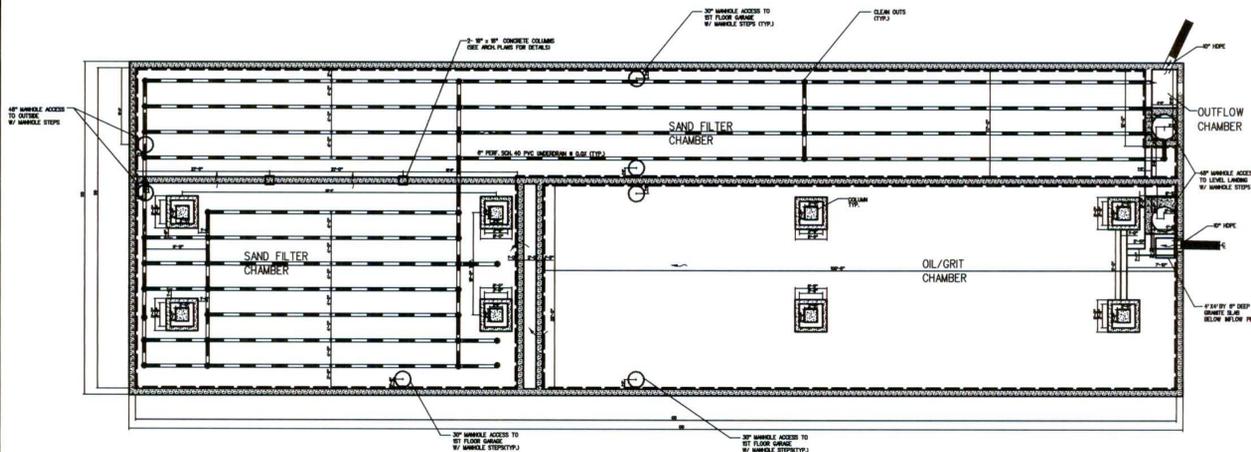
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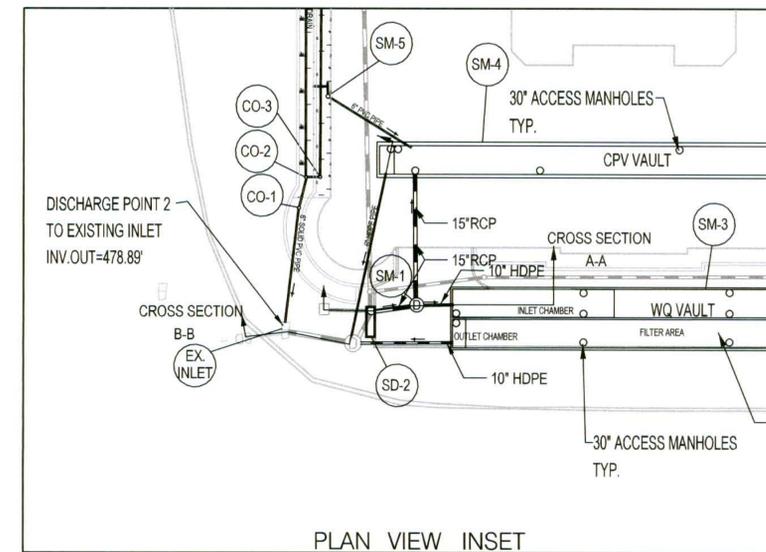
CPV CONTROL VAULT TO EX. INLET - PROFILE-B-B



CPV FLOWSPLITTER TO SAND FILTER - PROFILE-A-A



PLAN VIEW OF A SAMPLE STRUCTURAL SAND FILTER NOT TO SCALE



PLAN VIEW INSET 30 SCALE

DEVELOPER
 KEYSTONE REAL ESTATE INVESTMENTS, LLC.
 103 Leekes Lot Way
 Gaithersburg, Maryland 20878
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 Attn: Richard Koch, Managing Member
 rkoch@keystonereit.com

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 ROCKVILLE OFFICE
 2 Research Place, Suite 100
 Rockville, MD 20850
 t. 301.948.2750 f. 301.948.9067
 www.LSAssociates.net

NO.	REVISIONS	BY	DATE
1	DESIGNED	FEB	FEBRUARY 2009
2	CHECKED	SG	FEBRUARY 2009

Map	Grid	J8
Tax Map	FT 561	EXISTING: R-20 PROPOSED: CD
WSSC 200' Sheet	223 NW 10	
Site Datum	Horizontal: NAD 83 Vertical: NAD 83	

MISS UTILITY NOTE
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PROFILES AND PLAN VIEW DETAILS FOR STORMWATER MANAGEMENT

SUITES 355
 12 S. FREDERICK AVE. AND GEORGE STREET
 GAITHERSBURG (9th) ELECTION DISTRICT
 MONTGOMERY COUNTY, MARYLAND

PROJECT NO. 29900100

SHEET 3 OF 3

P:\299001\00\PREL\SWM Concept\Symon\swm_03\PROFILES.dwg Scale=30:1000 ft / in User=mbuchtaek PLT:Grey_2m Paper:1055.plt PenTable:TEXT.SUB.TBL 2/17/2009 2:59:23 PM

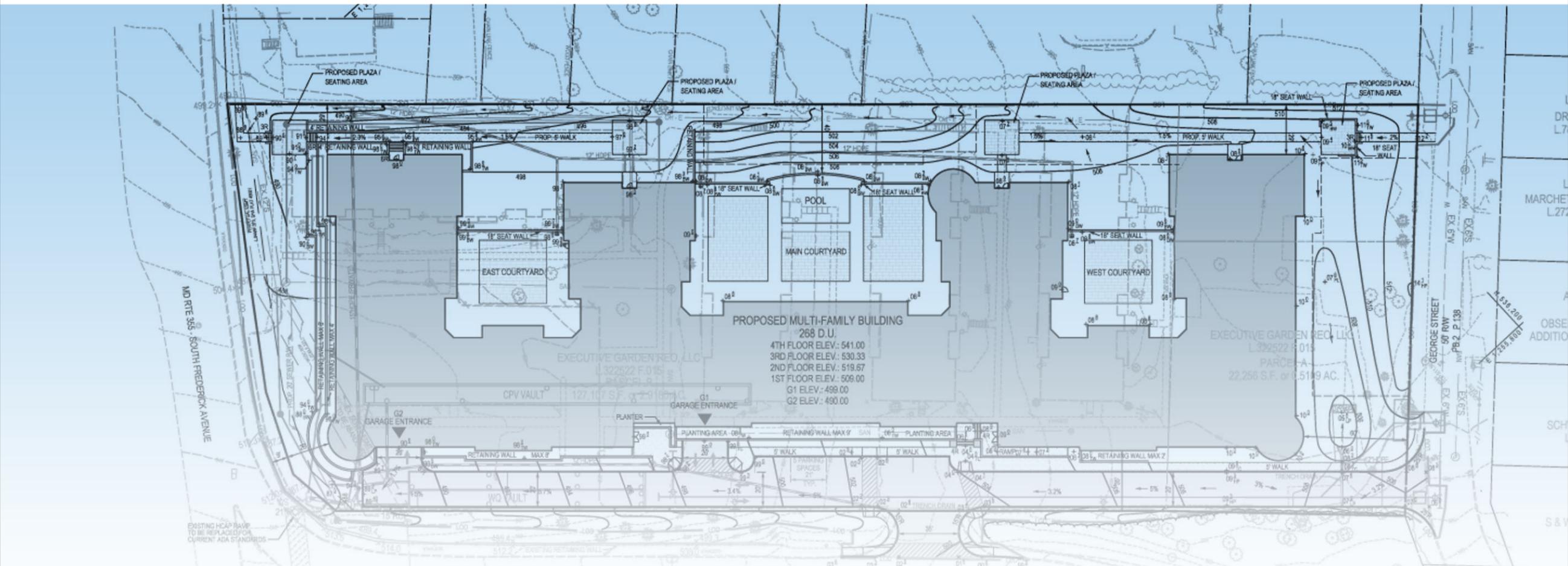
DVA
DONNALLY VUJIC ASSOCIATES, I.L.C.
 architecture ■ planning ■ interiors
 400 Professional Drive ■ Suite 200 ■ Gaithersburg, Maryland 20879-3433
 301-590-8900 ■ Fax 301-590-8620 ■ EMAIL: DVA-ARCH.COM



EXECUTIVE GARDEN REO LLC
 103 Leakes Lot Way
 Gaithersburg, MD 20878

SUITES 355
 Service Road
 Gaithersburg, MD
 ELEVATION

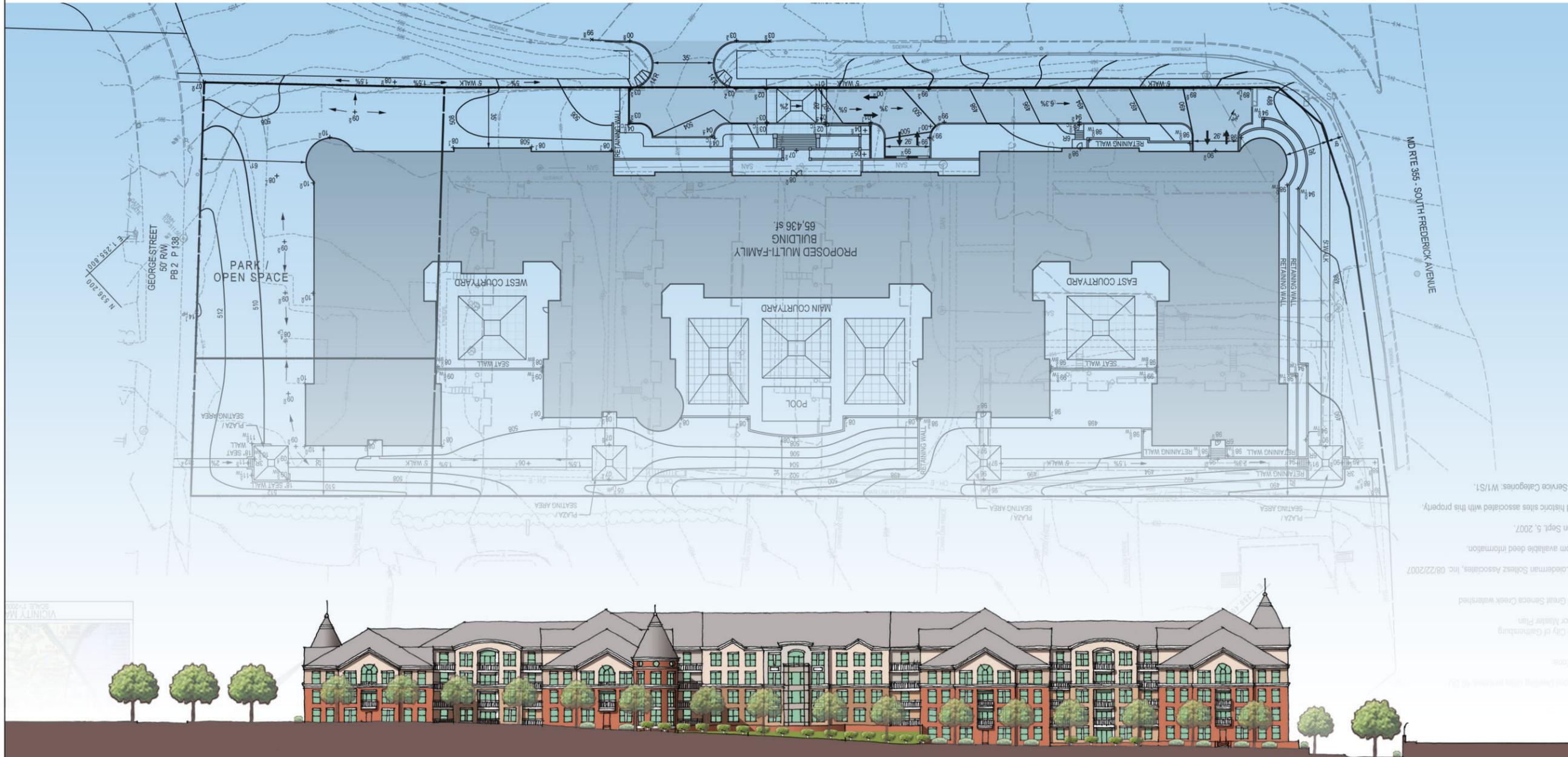
REVISIONS	
Submission - Dec 2008	
ISSUED	
DRAWN	CHECKED
FL	FL
DVA JOB NO. A.40310X	
DRAWING	
A201	
SHEET ___ OF ___	



1 FRONT ELEVATION
 A201 SCALE: 1/32" = 1'

Joint Hearing - MCC & PC
 SDP-08-005
 #14

NOT FOR CONSTRUCTION



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 architecture ■ planning ■ interiors
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 301-590-8900 ■ Fax 301-590-8620 ■ EMAIL: DVA-ARCH.COM

EXECUTIVE GARDEN REO LLC
 103 Leakes Lot Way
 Gaithersburg, MD 20878

SUITES 355
 Service Road
 Gaithersburg, MD
 ELEVATION

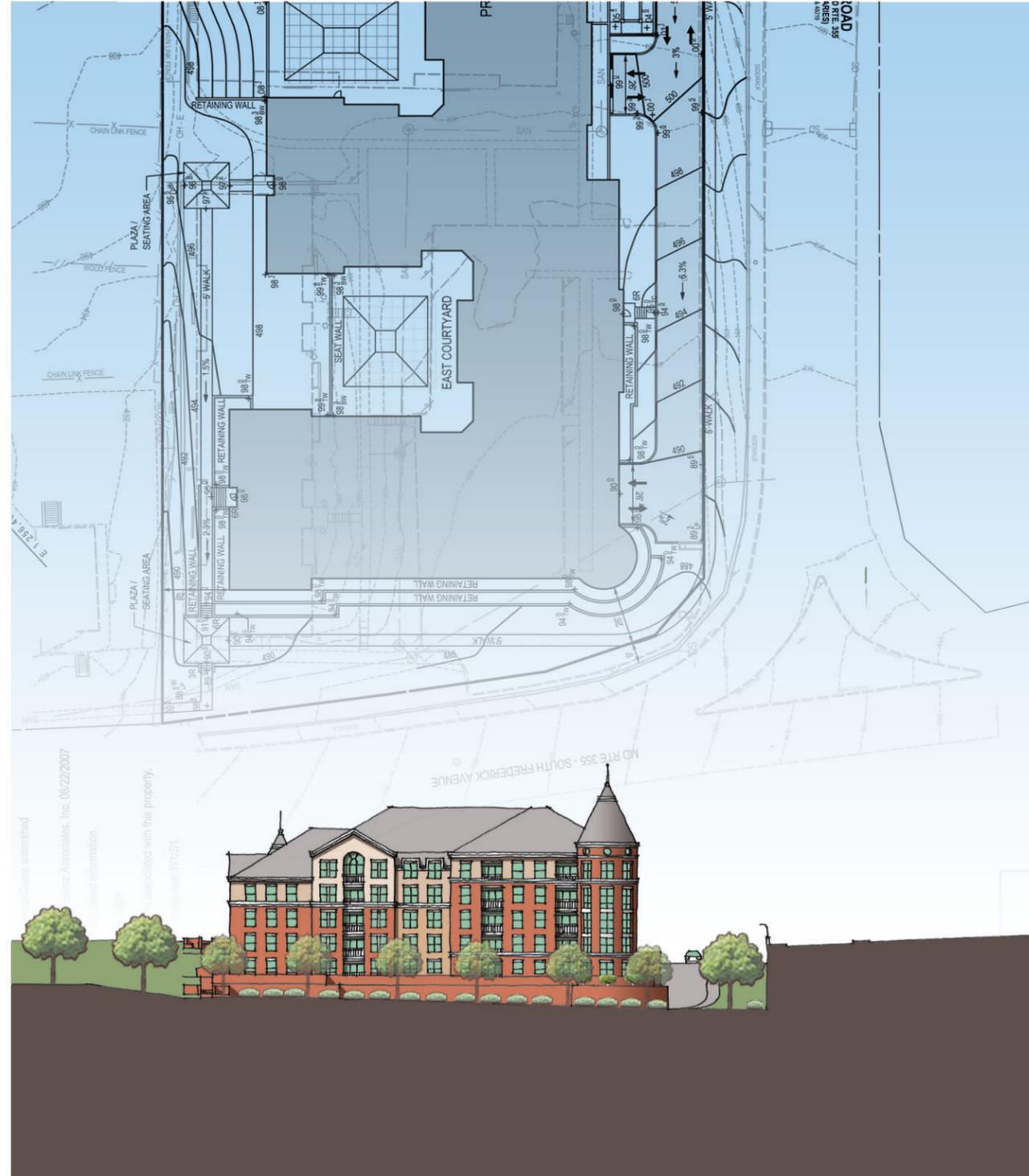
REVISIONS	
Submission - Dec 2008	
ISSUED	
DRAWN FL A.403/0X	CHECKED FL
DRAWING	
A202	
SHEET ___ OF ___	

1 REAR ELEVATION
 A202 SCALE: 1/32" = 1'

NOT FOR CONSTRUCTION



1 RIGHT ELEVATION
A203 SCALE: 1/32" = 1'



1 LEFT ELEVATION
A203 SCALE: 1/32" = 1'

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architecture ■ planning ■ interiors
400 Professional Drive ■ Suite 200 ■ Gaithersburg, Maryland 20879-3433
301-590-8900 ■ Fax 301-590-8620 ■ EMAIL: DVA-ARCH.COM

EXECUTIVE GARDEN REO LLC
103 Leekes Lot Way
Gaithersburg, MD 20878

SUITES 355
Service Road
Gaithersburg, MD
ELEVATION

REVISIONS
Submission - Dec 2008

ISSUED
DRAWN: FL
CHECKED: FL
DVA JOB NO. A.40310X
DRAWING

A203

SHEET ___ OF ___

NOT FOR CONSTRUCTION



SUITES 355 LEED Worksheet

LEED® Review Checklist

February 23, 2009



LEED for New Construction v2.2 Preliminary Project Checklist

Project Name: Suites 355

Project Address: Old Town Gaithersburg, MD

Yes	?	No		
7	4	5	Sustainable Sites	
			14 Points	

Y					
Y			Prereq 1	Construction Activity Pollution Prevention	Required
1			Credit 1	Site Selection	1
1			Credit 2	Development Density & Community Connectivity	1
		1	Credit 3	Brownfield Redevelopment	1
1			Credit 4.1	Alternative Transportation , Public Transportation Access	1
1			Credit 4.2	Alternative Transportation , Bicycle Storage & Changing Rooms	1
		1	Credit 4.3	Alternative Transportation , Low-Emitting & Fuel-Efficient Vehicles	1
		1	Credit 4.4	Alternative Transportation , Parking Capacity	1
		1	Credit 5.1	Site Development , Protect or Restore Habitat	1
1			Credit 5.2	Site Development , Maximize Open Space	1
	1		Credit 6.1	Stormwater Design , Quantity Control	1
1			Credit 6.2	Stormwater Design , Quality Control	1
1			Credit 7.1	Heat Island Effect , Non-Roof	1
	1		Credit 7.2	Heat Island Effect , Roof	1
		1	Credit 8	Light Pollution Reduction	1

Yes	?	No		
2	2	1	Water Efficiency	
			5 Points	

1			Credit 1.1	Water Efficient Landscaping , Reduce by 50%	1
	1		Credit 1.2	Water Efficient Landscaping , No Potable Use or No Irrigation	1
		1	Credit 2	Innovative Wastewater Technologies	1
1			Credit 3.1	Water Use Reduction , 20% Reduction	1
	1		Credit 3.2	Water Use Reduction , 30% Reduction	1

4	1	12	Energy & Atmosphere	
			17 Points	

Y			Prereq 1	Fundamental Commissioning of the Building Energy Systems	Required
Y			Prereq 2	Minimum Energy Performance	Required
Y			Prereq 3	Fundamental Refrigerant Management	Required
2		8	Credit 1	Optimize Energy Performance	1 to 10
				10.5% New Buildings or 3.5% Existing Building Renovations	1

Joint Hearing - MCC & PC
 SDP-08-005
 #17

Olde Towne Alley LEED Worksheet

September 19, 2008

	1		Credit 3.2	Construction IAQ Management Plan , Before Occupancy	1
1			Credit 4.1	Low-Emitting Materials , Adhesives & Sealants	1
1			Credit 4.2	Low-Emitting Materials , Paints & Coatings	1
1			Credit 4.3	Low-Emitting Materials , Carpet Systems	1
1			Credit 4.4	Low-Emitting Materials , Composite Wood & Agrifiber Products	1
1			Credit 5	Indoor Chemical & Pollutant Source Control	1
1			Credit 6.1	Controllability of Systems , Lighting	1
1			Credit 6.2	Controllability of Systems , Thermal Comfort	1
	1		Credit 7.1	Thermal Comfort , Design	1
	1		Credit 7.2	Thermal Comfort , Verification	1
	1		Credit 8.1	Daylight & Views , Daylight 75% of Spaces	1
	1		Credit 8.2	Daylight & Views , Views for 90% of Spaces	1

Yes ? No

1	4		Innovation & Design Process		5 Points
---	---	--	--	--	----------

	1		Credit 1.1	Innovation in Design : Transportation Management Plan	1
	1		Credit 1.2	Innovation in Design : Outdoor Places of Respite	1
	1		Credit 1.3	Innovation in Design : Interpretive Signage Program	1
	1		Credit 1.4	Innovation in Design : PBT Source Reduction: Mercury	1
1			Credit 2	LEED® Accredited Professional	1

Yes ? No

26	23	20	Project Totals (pre-certification estimates)		69 Points
----	----	----	---	--	-----------

Certified: 26-32 points, **Silver:** 33-38 points, **Gold:** 39-51 points, **Platinum:** 52-69 points



**CITY OF GAITHERBURG
DIVISION OF COMMUNITY DEVELOPMENT
MPDU AND WFHU PROGRAM**

AFFORDABLE HOUSING PLAN

This report must be submitted to the City of Gaithersburg prior to SDP and site plan approval

Instructions: Please fill out this form completely and return the original, along with five copies (including attachments), to the Department of Planning & Code Administration. Pursuant to City Regulation No. 02-07, Section Two (1)(c), this Plan must be submitted, signed and approved prior to approval of any relevant schematic development plan and before receiving Planning Commission approval of any relevant site plan.

1. Developer Information

Name of Developer	Keystone REI, LLC	Tax ID	
Contact Person	Richard Koch	Title	Member
Address	103 Leekes Lot Way, Gaith., MD	Zip Code	20878
Phone Number	301-840-5424	Fax	301-840-5859

2. Project Information

Project Name	Suites 355
Project Location	12 S. Frederick Avenue
Subdivision Name	n/a
Project Type: rental/sale	Multifamily rental
Total Number of Units	268
Number of Units by Type (1 BR, 2 BR, etc)	TBD

3. Project Description

Briefly describe the development concept and design of this project.

268 Unit Multifamily Community

4. MPDU and WFHU Information:

Total Number of Units	228 Mkt; 40 MPDU = 268	Planned MPDU/WFHU Location in Development	
Number of MPDUs by type (sale)	None	MPDU (Sale)	None
Number of MPDUs by type (rental)	15% by type	MPDU (rental)	15%
Number of WFHUs by type	None	WFHU	None

5. Proposed Construction Schedule

Start Date		Finish Date	
MPDU/WFHU	TBD	MPDU/WFHU	TBD
Market Units	TBD	Market Units	TBD

6. Attachments

1. Attach applicable draft covenants in recordable form;
2. Attach a statement attesting that the MPDUs and WFHUs shall be of the same appearance and use comparable exterior materials to the market rate units of the same unit type;
3. Attach a statement attesting that the MPDUs and WFHUs shall be generally dispersed throughout the development and provide a site plan showing planned dispersal;
4. Attach a statement attesting that the MPDUs and WFHUs shall be built along with, or before, other units in the development.

Signature

Title Managing Member

Joint Hearing - MCC & PC
SDP-08-005
#18

Date

11/25/08

**DECLARATION OF COVENANTS
FOR
SUITES 355
A RENTAL COMMUNITY
INCLUDING
MODERATELY PRICED DWELLING UNITS**

This DECLARATION OF COVENANTS (this "Covenant"), made this 25th day of November, 2008, hereinafter set forth by Keystone Real Estate Investments, LLC, (hereinafter referred to as "Declarant").

WHEREAS, Declarant has filed a Schematic Development Plan application for certain property in the City of Gaithersburg, Maryland (the "City") as described on Exhibit A attached hereto and made a part hereof (the "Property") for a multifamily residential community with 268 dwelling units (the "Project").

NOW, THEREFORE, Declarant hereby declares that during the Control Period (as hereinafter defined) the dwelling units identified individually as a Moderately Priced Dwelling Unit or collectively as Moderately Priced Dwelling Units (as hereinafter defined) shall be held, rented, sold and conveyed subject to the following covenants, conditions, and restrictions:

ARTICLE I

Subject to the covenants, conditions and restrictions contained in this Covenant, fifteen percent (15%) of the dwelling units in the Project to be equally spread among all of the unit types in the Project shall be identified by Declarant in its sole and absolute discretion at or before the time of Final Site Plan Approval. The dwelling units identified are to be bound by this Covenant and are hereinafter referred to individually as a Moderately Priced Dwelling Unit or collectively as Moderately Priced Dwelling Units (hereinafter "MPDU" or "MPDUs").

ARTICLE II

With respect to each MPDU, for a period of thirty years, commencing on the date the MPDU is first available for rent, or such lesser period as established by law, all relevant provisions of City Ordinance No. O-12-06, as currently adopted, shall apply to the MPDU and shall run with the land for the entirety of this period (the "Control Period").

ARTICLE III

During the Control Period, with respect to each MPDU, the MPDU shall not be rented for an amount that exceeds the maximum monthly rent established from time to time by the City Manager or his designee in accordance with City Regulation No. 02-07 as currently adopted.

ARTICLE IV

During the Control Period, with respect to each MPDU, the MPDU shall not be conveyed or sold for a price greater than that determined by the City Manager or his designee in accordance with City Regulation No. 02-07 as currently adopted.

ARTICLE V

The Control Period, with respect to each MPDU, shall not be re-set, or otherwise altered, upon the transfer of the MPDUs to another tenant or lessee or the sale or other conveyance of the Property or Project.

ARTICLE VI

During the Control Period, with respect to each MPDU, any sale contract, any deed of conveyance executed by the Declarant or its assigns or successors, and any subsequent sale contract and/or deed or conveyance, must contain conspicuous language specifically reciting that the MPDU is subject to this Covenant and to City Ordinance No. O-12-06, as currently adopted, and City Regulation No. 02-07, as currently adopted, referencing the date of recordation of this Covenant among the Land Records of Montgomery County, including Liber and Folio.

ARTICLE VII

During the Control Period, with respect to each MPDU, if the Declarant or its assigns or successors, as applicable, elects in its sole and absolute discretion to sell the dwelling units in the Project, including the MPDUs as individual condominium units, the Declarant, or its assigns or successors, as applicable, shall be required to comply with the requirements of City Ordinance No. O-12-06, as currently adopted, and City Regulation No. 02-07, as currently adopted, including, but not limited to, selling one-half of the MPDUs under the sale provisions of the above referenced Ordinance and Regulation as Moderately Priced Dwelling Units and one-half as Workforce Housing Units, as defined therein. The above notwithstanding, the Declarant reserves the right to create a condominium regime to own the dwelling units in the Project, including the MPDUs prior to the date the first dwelling unit is first available for rent and the creation of the condominium regime shall not be construed as an election to sell the dwelling units triggering the above provision.

ARTICLE VIII

This Covenant shall be binding upon the MPDUs, and upon the Declarant, its heirs, assigns and successors, and upon all successor owners of the MPDUs during the term of their ownership of the MPDUs during the Control Period. This Covenant shall be fully assignable by the Declarant, its heirs, assigns and successors.

ARTICLE IX

This Covenant may not be terminated without the approval of the City except upon the expiration of the Control Period or with respect to each MPDU upon the sale of the MPDU in accordance with Article VII of this Covenant.

ARTICLE X

Except as permitted by City Regulation No. 02-07 the MPDUs shall be the only residence of the tenant(s) renting the MPDUs. MPDUs shall not be sub-leased or rented to a subtenant(s), except as permitted by City Regulation No. 02-07.

ARTICLE XI

The tenant renting a MPDU shall not close on the purchase of another residence prior to providing notice to the landlord under the lease for the MPDU to terminate their lease for the MPDU in accordance with the lease.

ARTICLE XII

The City may enforce the covenants contained herein by a proceeding, at law or in equity, against any person or persons violating or attempting to violate intentionally or otherwise, any covenant or restriction contained herein, to restrain any violation thereof.

ARTICLE XIII

If a breach of this Covenant occurs, and is continuing after written notice to the party breaching this Covenant and the expiration of thirty (30) days, the City may apply to any state or federal court having jurisdiction for specific performance of this Covenant, for an injunction against any violation of this Covenant, or for such other relief at law or in equity as may be appropriate and consistent with this Covenant. No remedy conferred upon or reserved to the City by this Covenant is intended to be exclusive of any other available remedy or remedies, but each and every such remedy is cumulative and is in addition to every other remedy given under this Covenant, existing at law or in equity. No delay or omission to exercise any right or power accruing upon any breach of this Covenant will impair any such right or power or will be construed to be a waiver thereof. If, upon or after the occurrence of any uncured default hereunder, the City incurs expenses for the enforcement or performance or observance of any obligation or agreement on the part of others contained herein, the City may seek to be reimbursed by the party or parties breaching this Covenant for reasonable expenses paid by the City to third parties to enforce this Covenant.

ARTICLE XIV

In the event any provision of this Covenant shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision thereof.

ARTICLE XV

This Covenant cannot be amended without the prior written consent of the City.

ARTICLE XVI

This Covenant shall not be recorded in the Land Records of Montgomery County, Maryland and if recorded shall have no force and effect on the Declarant, its successor and assigns, the current owner of the Property, the Property, the Project or the MPDUs unless and until (i) a Final Site Plan for the Project is approved by the City under terms and conditions acceptable to the Declarant and (ii) the demolition, site development and building permits required for the demolition of the existing improvements on the Property and the construction of the MPDUs are issued by the City and/or other agencies with jurisdiction over the Project under terms and conditions acceptable to the Declarant.

Article XVII

By recording this Covenant the City agrees to respond within 10 days of receipt of a written request from the Declarant, its successor and assigns, to provide an estoppel certificate to affirm if there are, or are not, any defaults under this Covenant with respect to the Project or the MPDUs and any other such reasonable information with respect to this Covenant. In addition, the City agrees to negotiate in good faith with any individual or entity that is providing financing for the Project or the MPDUs (the "Lenders") any changes to this Covenant requested by the Lenders that do not violate City Ordinance No. O-12-06 or City Regulation No. 02-07 as currently adopted or the intent thereof. Any notice or communication which may be or is required to be given pursuant to the terms of this Covenant shall be in writing and shall be sent to the respective party at the address for such party set forth below, postage prepaid, by Certified Mail, Return Receipt Requested, by a nationally recognized overnight courier service that provides tracing and proof of receipt of items mailed or by telecopy (with a confirmatory copy of such notice sent by one of the other delivery methods specified above), or to such other address as either party may designate by notice similarly sent. Notices shall be effective upon receipt.

Notice address for Declarant:

Keystone Real Estate Investments, LLC

103 Leekes Lot Way

Gaithersburg, Maryland 20878

Attention: Richard Koch

Notice address for City:

City of Gaithersburg Maryland

31 S. Summit Avenue

Gaithersburg, Maryland 20877

Attention: City Manager

IN WITNESS WHEREOF, Declarant has caused this Covenant to be executed by Richard Koch, its Managing Member, its corporate seal to be affixed hereto, and does appoint Richard Koch its true and lawful attorney-in-fact acknowledge and deliver this Covenant.

WITNESS:

DECLARANT:

Keystone Real Estate Investments LLC

By: Richard Koch, Managing Member

STATE OF MARYLAND

COUNTY OF MONTGOMERY

I HEREBY CERTIFY that on this _____ day of _____, 20____, personally appeared Richard Koch, Managing Member of Keystone Real Estate Investments, LLC who is personally well known to me, who acknowledged the same to be the act and deed of Keystone Real Estate Investments, LLC, the Declarant herein, for the purposes herein contained.

WITNESS my hand and seal this ____ day of _____, 20 ____.

My Commission Expires:

EXHIBIT A
DESCRIPTION OF
PROPERTY AND MPDUs

PROPERTY:

<u>Parcel No./Address</u>	<u>Tax ID #</u>
Parcel N-271	02856015
Parcel N-220 12 S. Frederick Avenue	02856026
Parcel N-323	02856037

MODERATELY PRICED DWELLING UNITS (MPDUs):

<u>Unit Type*</u>	<u>No. of Units*</u>
Studio	TBD
One Bedroom	TBD
Two Bedroom	<u>TBD</u>
Total MPDUs	40

* Fifteen percent (15%) of the dwelling units in the Project to be equally spread among all of the unit types in the Project shall be identified by Declarant in its sole and absolute discretion prior to the issuance of building permits.

Suites 355 (the "Project")
Developer Statements
With Respect to MPDUs

The Developer hereby agrees to the following with respect to the 40 MPDUs in the Project.

1. The MPDUs shall be of similar exterior appearance and use comparable exterior materials to the market rate units of the same type.
2. The MPDUs shall be generally dispersed throughout the Project but the specific dwelling units and locations shall be selected by the Developer in its sole and absolute discretion.
3. The MPDUs shall be built along with, or before, other dwelling units in the Project.

Developer Acknowledgement:

Keystone Real Estate Investments, LLC

By: Richard Koch, Managing Member



**RESIDENCES AT OLDE TOWNE
PHASES 1 & 2**

**THE CITY OF GAITHERSBURG
MONTGOMERY COUNTY, MARYLAND**

**Environmental Noise Measurement,
Exterior Noise Impact Assessment, and
Preliminary Interior Noise Assessment**

Project Number 07-158

**Douglas P. Koehn, M.S.
Senior Consultant**

September 13, 2007

**Joint Hearing - MCC & PC
SDP-08-005
#19**

INTRODUCTION

Miller, Beam, & Paganelli, Inc. has conducted an environmental noise assessment for the proposed Residences at Olde Towne Phases 1 and 2 developments in the City of Gaithersburg, Montgomery County, Maryland. Phase 1 of the project is adjacent to South Frederick Avenue (MD355). Phase 2 is bordered by West Diamond Avenue. Both sites are a nominal 300 feet from the freight and commuter train tracks. As a result, the development sites are subjected to associated traffic and train noise. On-site noise measurements were made at both sites to assess the existing noise exposures. A summary of the survey procedures, results, analysis, and preliminary noise mitigation recommendations are presented below.

CRITERIA

The day-night average level (DNL or L_{dn}) is the most commonly used sound level descriptor which relates the degree of environmental (aircraft, roadway, and railway) noise to its subjective annoyance. It is an A-weighted (simulating human hearing and denoted dBA) 24-hour average level with noise levels during the nighttime hours (10 p.m. through 7 a.m.) mathematically increased by 10 dBA to account for increased sensitivity to noise at night.

The City of Gaithersburg's noise standards require compliance with Montgomery County's *Staff Guidelines for the Consideration of Transportation Noise Impacts on Land Use Planning and Development*. The Montgomery County Noise standards state that the maximum allowable interior residential noise level due to environmental sources is 45 dBA L_{dn} . In addition, noise levels in outdoor recreational spaces should not exceed 65 dBA L_{dn} .

These criteria are similar to those of HUD and many other governing and lending agencies. Based on numerous tests and studies, HUD assumes that a normal building's exterior construction will provide 20 dBA of noise reduction. Thus, residential buildings exposed to noise levels less than 65 dBA L_{dn} should result in interior noise levels less than 45 dBA L_{dn} and, therefore, are not normally considered noise impacted. Residential buildings exposed to noise levels exceeding 65 dBA L_{dn} are generally considered noise impacted, and may require upgraded constructions to achieve noise levels less than 45 dBA L_{dn} .

SURVEY PROCEDURE AND RESULTS

The Phase 1 development site at 12 S. Frederick Avenue (MD-355) is the present location of the Executive Garden Apartments. The Phase 2 development site is the present location of the Diamond House Apartments at 49 W Diamond Avenue. Three integrating sound level meters were used to measure the noise exposure levels: two Rion NA-27s and one Larson Davis DSP-80. All meters comply with ANSI standards for Type 1 (precision) quality meters, are under a current calibration traceable to NIST, and were field calibrated prior to conducting the measurements.

At the Phase 1 site, a meter was placed on the roof of the apartment building closest to MD-355, at roughly the same distance from the road as closest proposed townhouses. At this elevation, the meter experienced the full noise exposure from the road and the trains, and represented a worst case noise exposure. The approximate noise assessment location (NAL 1) is shown in Figure 1-1. A full 24-hour noise measurement, subdivided into ten minute periods, was made at this location. The northeast side of the property (Plan East), closest to MD-355 and the train tracks, is lower than the road and is shielded from some noise by a nominal 10-25 feet tall retaining wall along the northeast and east sides of the site. Shorter term measurements, in synchronized 10 minute periods with NAL 1, were made at ground elevation to calculate the wall/barrier effect at various ground locations.

At the Phase 2 property, the sound level meter was placed on the roof of the existing apartment building closest to West Diamond Avenue at roughly the same distance from the road as the proposed Phase 2 building. The approximate noise assessment location, NAL 2, is shown in Figure 1-2. This location closest to the road and the tracks represents Phase 2's worst case exposure location. Nearby buildings and the terrain obstruct direct sound paths to the trains and mitigate the noise slightly.

The measured day-night average noise levels were 72 and 69 dBA L_{dn} at NAL 1 (Phase 1) and NAL 2 (Phase 2), respectively. Thus, these worst case locations are exposed to noise levels exceeding 65 dBA L_{dn} and, therefore, are noise impacted. Noise levels will diminish with increased distance from the roads and with shielding by obstacles such as the wall along MD-355 and also the proposed buildings themselves.

The noise exposures across the developments are complicated due to the multiple noise sources and the distribution of buildings and obstacles. While some locations are technically noise impacted, most

other are not. Thus, an examination of the noise exposure at the building faces and outdoor areas is presented below.

EXTERIOR NOISE EXPOSURE

Phase 1: South Frederick Avenue

For the Phase 1 (South Frederick Avenue) development site two difference noise impact regions, or Zones, are developed each representing a different range of noise exposure. Zone 1, closest to MD-355, includes the more heavily noise impacted units. Shown in Figure 2-1, the impacted units are highlighted and include units 38 -43 and 37. Based on the survey results, noise level at the upper levels in Zone 1 are 72 dBA L_{dn} . Noise levels at the adjacent building faces are a nominal 3 dBA low or 69 dBA L_{dn} .

The existing nominal 12-25 foot barrier along MD-355 and its access road will shield some of the noise at ground level. For the four-story townhouses, calculations indicate that the lowest floor (basement or first floor) will be fully shielded to less than 65 dBA L_{dn} . The top two floors will essentially be fully exposed, or 72 dBA L_{dn} . The second floor exposure varies, with near full exposure at the south (unit 41) to a nominal 4-5 dBA reduction at the north (unit 37).

Zone 2 noise levels are in the 65-68 range. Also shown in Figure 2-1, these include the rear (plan north) faces of units 32-36 and the side (plan south) of unit 44.

The ground level outdoor areas are shielded by the wall/barrier and buildings such that noise levels are less than 65 dBA L_{dn} , and acceptable for outdoor recreational spaces. The fourth floor decks are arranged that for units 38-43 they face away from the road and, therefore, are shielded by the building itself so that noise levels are less than 65 dBA L_{dn} . The deck of unit 37, which is oriented perpendicular to the road and thereby only partially shielded, likely will marginally exceed 65 dBA L_{dn} . If desired, a solid fence (nominal 6 feet) on the east (road) side of the deck could be constructed to mitigate noise reduction to less than 65 dBA L_{dn} .

The rest of the units at the Phase 1 development are sufficiently far enough and shielded from the road and trains such that noise levels are less than 65 dBA L_{dn} . No special noise mitigation measures are necessary for all other buildings.

Phase 2: West Diamond Avenue

As indicated by the survey results, the noise levels at the Phase 2 (West Diamond Avenue) site exceed the 65 dBA L_{dn} impact criterion closest to West Diamond Avenue. Traffic noise levels will rapidly decline with increased distance from the road. The noise from the trains does not diminish as rapidly while moving away from the trains, since the initial distance from the train tracks is fairly large and the noise is already partially shielded by obstacles such as terrain and buildings.

The noise impacted building faces of Phase 2 are shown in Figure 2-2. In these locations exterior noise levels are in the 69-65 dBA L_{dn} range. Thus, some upgrade to the exterior building shell may be necessary in these locations. All other locations are exposed to noise levels below 65 dBA L_{dn} and require no special noise mitigation measures. The courtyard areas are sufficiently distant and shielded such that noise levels are well less than 65 dBA L_{dn} and, therefore, acceptable for outdoor recreational space.

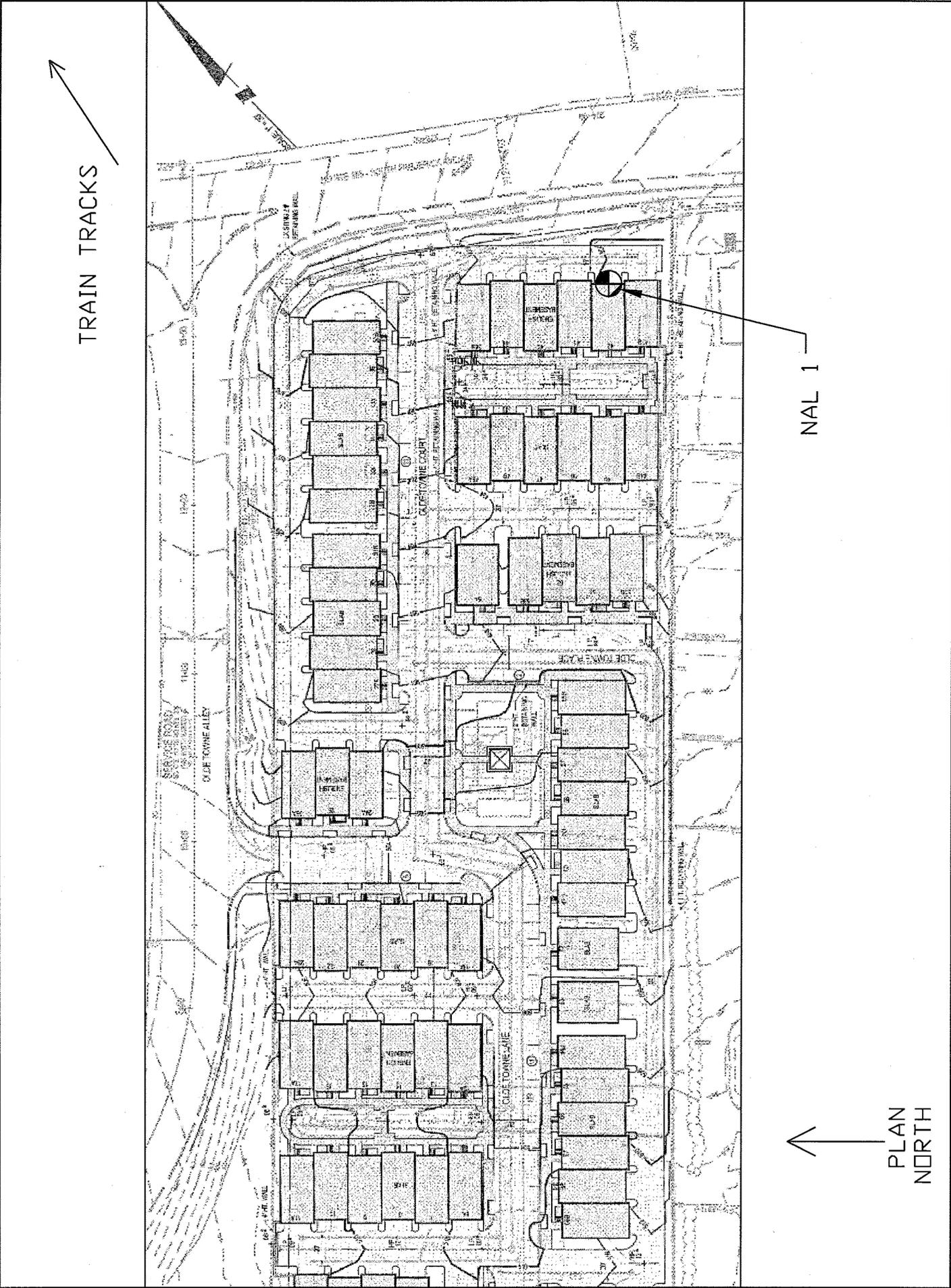
INTERIOR NOISE LEVELS

Those units and building faces designated above as noise impacted may require upgraded window and/or wall constructions to achieve interior noise levels less than 45 dBA L_{dn} . A detailed building shell analysis is beyond the scope of this initial noise assessment, but can be performed as building designs progress to insure compliance with the city's interior noise standard. Some conceptual noise mitigation guidelines are presented below.

The interior noise criterion can generally be achieved using readily available window and wall upgrades. For buildings that are only moderately noise impacted (excludes Phase 1 - Zone 1 region), a modest upgrade in the window STC (sound transmission class) rating will often provide the necessary noise reduction. For the Zone 1 units of Phase 1, additional noise mitigation measures may be necessary such as a further upgrade in the window, reduction of window area, and/or upgrade in wall construction with additional layers of materials or resilient channels.

CONCLUSION

An environmental noise assessment was performed for the proposed Residences at Olde Towne Phase 1 & 2 development in the City of Gaithersburg, Maryland. The sites are subjected to noise from a mixture of roadway traffic and noise from commuter and freight trains. A minority of the building faces were determined to be noise impacted. These locations, as depicted in Figures 2-1 and 2-2, may require moderate window and/or wall upgrades to achieve interior noise levels that meet the city's criteria. The more heavily impacted units in Zone 1 of Phase 1 may require additional design considerations. A detailed interior noise assessment of the impacted building units is beyond the scope of this initial noise assessment, but can be performed as development and designs progress. All other building locations are not impacted and do not require any special noise mitigation measures. With the exception of one townhouse deck in the Phase 1 development as discussed above, the courtyard areas and decks are sufficiently shielded to meet the criterion for outdoor recreation spaces and no outdoor noise mitigation is necessary.



MILLER, BEAM & PAGANELLI, INC.

PROJECT: RESIDENCES AT OLDE TOWNE -- PHASE 1

SHEET:

FIGURE: 1-1

DATE: 9/13/07

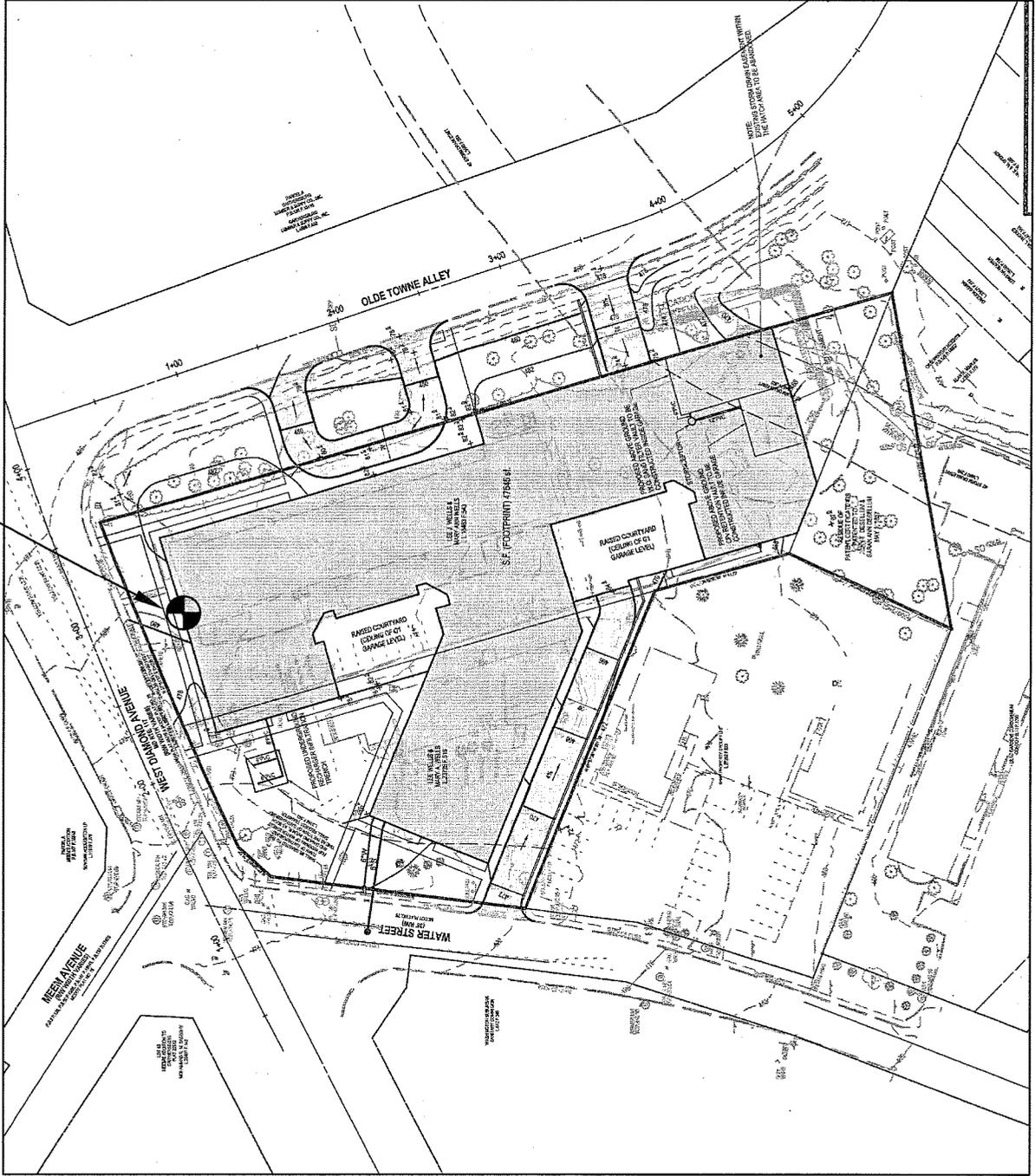
TITLE: NOISE ASSESSMENT LOCATIONS

OF:

SCALE:

↑
TRAIN TRACKS

NAL 2





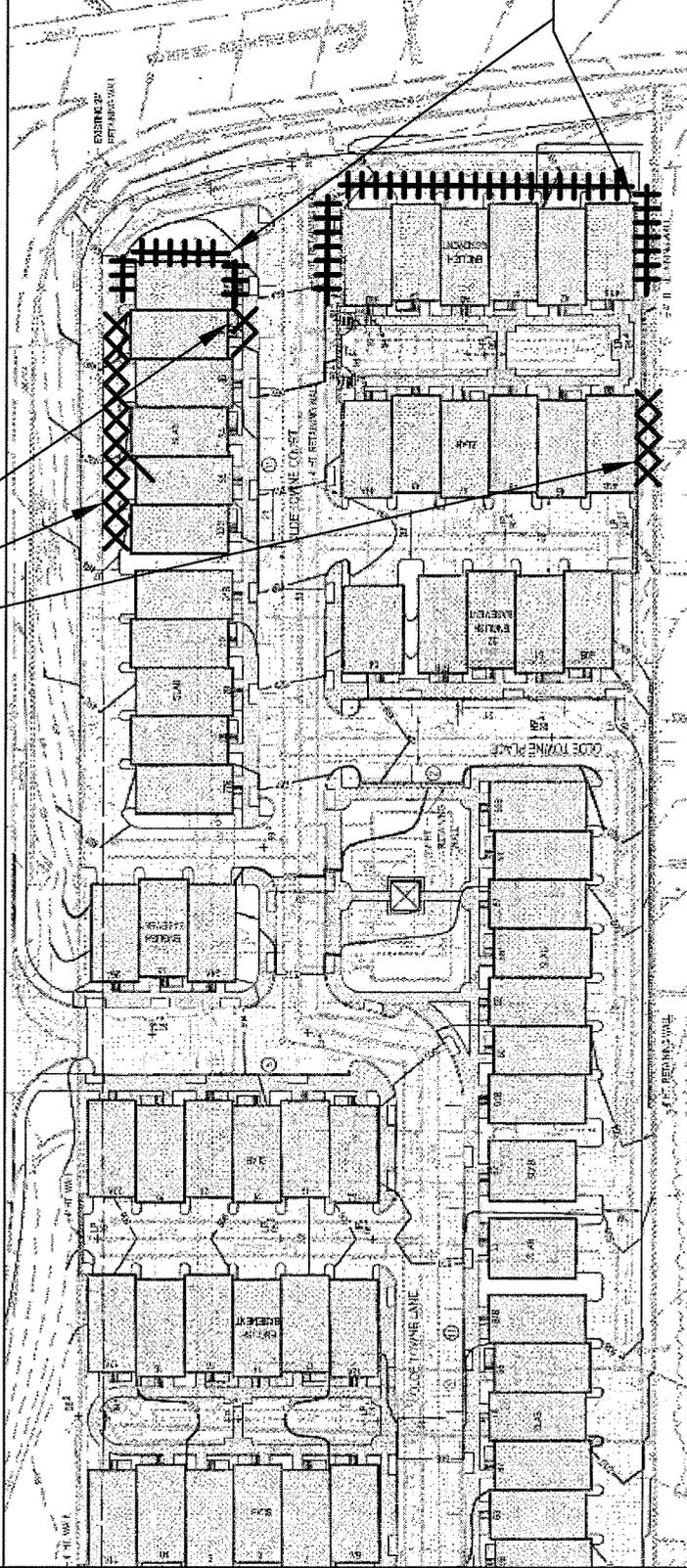
PLAN
NORTH

TRAIN TRACKS



ZONE 2

ZONE 1

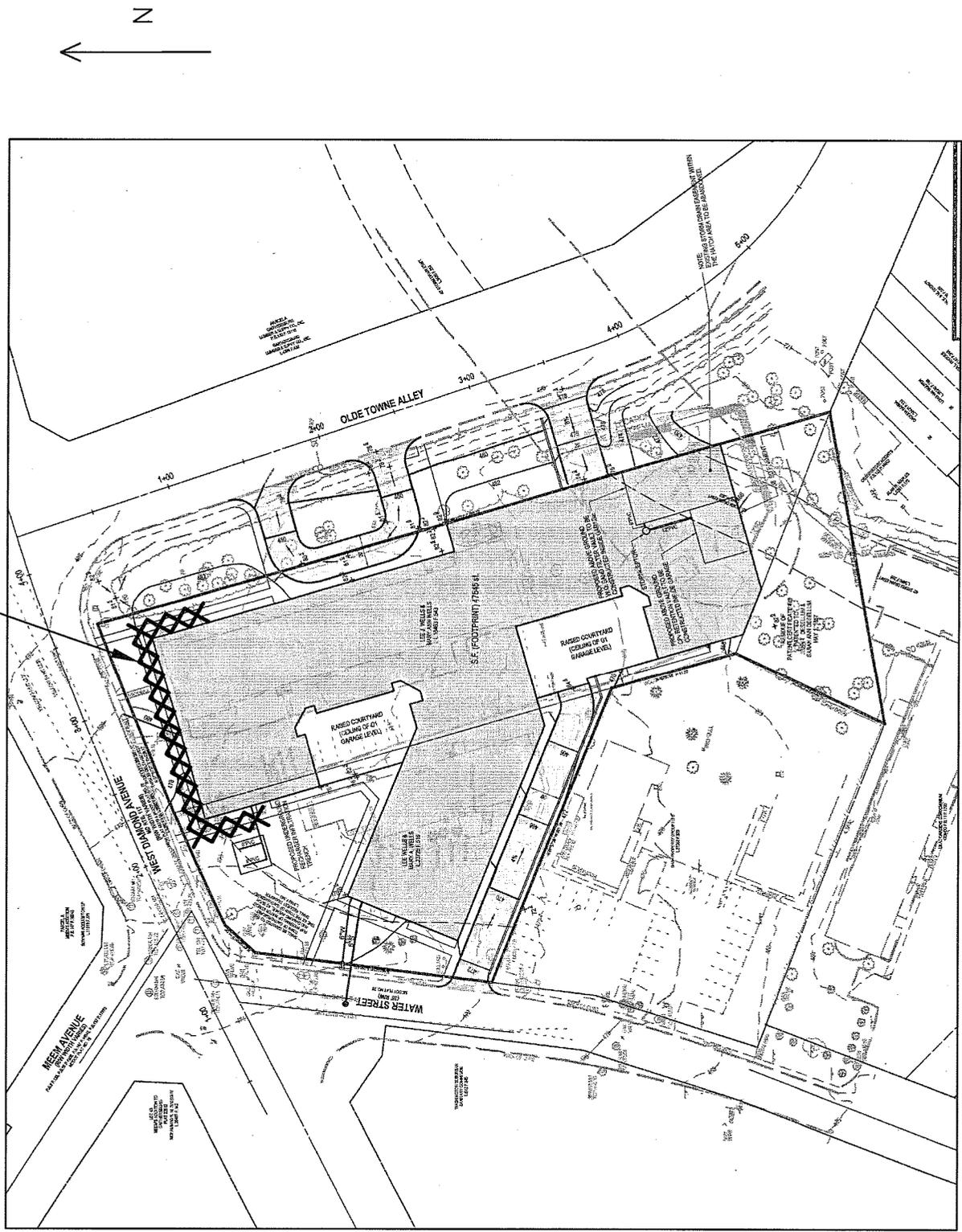


----- Zone 1: 72-69 dBA Ldn

XXXXXX Zone 2: 68-65 dBA Ldn

↑
TRAIN TRACKS

IMPACTED BUILDING LOCATIONS



MILLER, BEAM & PAGANELLI, INC.

PROJECT: RESIDENCES AT OLDE TOWNE - PHASE 2

SHEET:

FIGURE: 2-2

DATE: 9/13/07

TITLE: IMPACTED BUILDING FACES

OF:

Wildlife Management Report

Suites 355

The Suites 355 project, consists of the redevelopment of an existing multi-family residential property in the City of Gaithersburg. The Suites 355 project proposes to construct a single multi-family building four stories in height. Article III, § 31 of the City of Gaithersburg's *Environmental Standards for Development* states that, where development is expected to impact wildlife or their habitats on a site, wildlife management recommendations shall be incorporated into the site development package as a wildlife management report or plan. This report describes the existing project site conditions and the potential impact of the development to wildlife and their habitats.

EXISTING AND PROPOSED DEVELOPMENT

The Suites 355 property is located at the southeast corner of the intersection of South Frederick Avenue (MD 355) and a service road connecting South Frederick Avenue to West Diamond Avenue (MD 117). The general area surrounding the property consists of multi-family residential, single-family residential and commercial land uses. The 3.68-acre property is bordered by multi-family and single family residential housing to the south and east, South Frederick Avenue to the north, and a service road to the west.

Currently, the property consists of four - three story multi-family residential buildings, associated parking and drive areas, and lawn areas. Trees are located throughout the property, with the majority located along the perimeter of the property. The proposed redevelopment of the property will replace the four existing multi-family residential buildings with one multi-family building with 268 units.

ENVIRONMENTAL SETTING AND NATURAL FEATURES

The property is fully developed with the entire property occupied by buildings and associated infrastructure or maintained as lawn. There is no forest on the property. There is one small wooded area adjacent to the property that is within the service road right of way. There are no other natural areas adjacent to the property. There are no wetlands, streams, or other aquatic features on the property. Wildlife on the property would be limited to typical urban species found in densely developed areas.

POTENTIAL EFFECTS OF DEVELOPMENT ACTIVITIES ON WILDLIFE

It is unlikely that wildlife, other than that found in typical urban settings, exists on the property. As such, the development activities are not expected to result in any significant impacts to wildlife. Construction activities may result in the temporary displacement of some urban wildlife species.

RECOMMENDATIONS

Any onsite tree removal should be timed to avoid active nesting periods. If this is not possible, trees should be checked for active nests prior to tree removal. Similarly, prior to the onset of grading activities, lawn/open areas should be checked for active ground burrows. If active ground burrows are present, animals utilizing these burrows should be relocated prior to grading. Grading activity should be avoided during the winter dormancy period, if possible.

After construction, measures should be taken to prevent problematic human-wildlife interactions. These measures should include refuse containers/dumpsters that are inaccessible by wildlife, litter control to prevent attracting nuisance wildlife, proper cleaning and maintenance of community picnic/barbecue areas, secure covers for community outdoor barbecues, and educational materials to inform residents on how they can avoid attracting wildlife conflicts.

BEFORE THE MAYOR AND CITY COUNCIL
OF GAITHERSBURG, MARYLAND

IN THE MATTER OF THE APPLICATION :
OF KEYSTONE REAL ESTATE INVESTMENTS LLC : Application No. _____
FOR APPROVAL OF A SCHEMATIC :
DEVELOPMENT PLAN :

STATEMENT IN SUPPORT OF PARKING WAIVER REQUEST

SUITES 355

Keystone Real Estate Investments LLC proposes to redevelop property located in the City's Commercial District of the Frederick Avenue Corridor with a mixed income residential project containing 268 multi-family units in one building with parking for the residents in a two level garage below the building. Section 24-160G.4(e) of the City Zoning Ordinance authorizes the Mayor and City Council to waive the parking requirements for sites in the CD Zone based on the criteria and findings applicable in Section 24-222A of the City Zoning Ordinance.

A computation of required parking spaces for the project reflects the following:

Multi-family Units:

59 studio @ 1.0 = 59

101 one bedroom @ 1.75 = 177

108 two bedroom @ 2.0 = 216

452 spaces

Rental Leasing Office (1,200 SF x 1 per 300 SF = 4.0)

4 spaces

Total Spaces Required

456 spaces

The total number of parking spaces provided on site has been calculated to be 389. Accordingly, the difference between the calculated amount of required on-site parking and the amount of provided on-site parking is 67 spaces. The Applicant requests that the City Planning

Commission waive the requirement for on-site parking from 456 to 389 spaces for the following reasons:

1. Residential communities in close proximity to transit facilities and local personal service establishments tend to require less parking. The Suites 355 project, with its close proximity to public transportation, anticipates its residents will own fewer vehicles and are more likely to use public transportation given the convenience of this opportunity provided by its urban location. In this instance, within an easy walking distance of the proposed mixed-use project are (i) three Ride On bus stops with routes to the Shady Grove Metro and Rockville Metro Stations and (ii) the Gaithersburg MARC commuter rail station which provides accessibility by commuter rail service to lower Montgomery County and District of Columbia locations. The Suites 355 project is also within easy walking distance to shops, services, bars and restaurants in downtown Olde Towne. Residents will choose to live at Suites 355 because they seek the lifestyle that is associated with urban living including the convenience of walking to downtown Olde Towne to patronize the shopping, services, restaurants and bars.
2. The City's parking requirements do not differentiate between urban or suburban locations. The same parking is required in all locations in the City even though Smart Growth principles would support that in more urban areas where higher density development is planned, where public transportation is available and where new multifamily housing is designed for an urban lifestyle, the residents will own fewer vehicles and therefore the parking requirement should be less.
3. The City requires that parking be provided for every dwelling unit in the Project as if the Project is always 100% leased and occupied. It is widely accepted that multifamily rental projects are rarely 100% leased and occupied. Market surveys of multifamily rental housing in the DC Metro area typically show a vacancy rate in the 4 - 8% range. Appraisers and lenders

typically assume a minimum 5% vacancy when estimating the annual rent income generated by a multifamily project to determine the estimated value or loan amount. Using the assumption that 5% of the units are vacant then 23 less parking spaces would be required.

4. By comparison, the Montgomery County parking requirement for the proposed development would be 293 parking spaces (163 fewer parking spaces) for a comparable 268 unit multifamily project with the same mix of units within walking distance of a MARC commuter rail station.

5. As the price of gasoline continues to increase reasonable minds will conclude that one of the reasons that many residents will choose to live in more urban areas where public transportation, services and amenities are available is so that they can live without dependency on owning a cars. This doesn't mean that residents will not own cars but for example couples renting a one or two bedroom apartment may choose to only have one car instead of two.

6. Parking garages are expensive to build. Projects that are being designed today need to be mindful of the changes in lifestyles and driving habits that are forthcoming in the future as a result of the rising cost of automobiles, gasoline and insurance, congestions on roads and cost of housing among other things. Building more parking than is needed adds an extraordinary cost on new residential redevelopment projects that the project cannot financially support. Building parking that is not needed increases the cost of multifamily housing making multifamily housing less affordable because rents need to be increased to cover the construction, financing and operating costs directly related to the excess parking.

In summary, for the reasons enumerated above the City parking requirements can be relaxed for communities in and near the central business district and public transportation without any detrimental effect. Accordingly, the Applicant requests a parking waiver and a parking space reduction of 67 spaces from 456 spaces (required) to 389 spaces (provided).

The basis on which the City Council can waive the required parking spaces for a proposed project is that the granting of a waiver should not be detrimental to the public health, safety and general welfare. In this instance, this project promotes the revitalization of a declining and underutilized property in the Frederick Avenue Corridor by integrating a medium density residential component near existing mass public transportation infrastructure and exemplifies “Smart Growth.” This project has been thoughtfully designed to encourage use of public transportation and create convenient pedestrian usage and linkages to access the public transportation as well as the existing and future retail opportunities within Olde Towne. The parking garage is located under the multifamily building. The unique characteristics of the site’s location, particularly its proximity to three Ride On Bus stops, the MARC commuter rail station and its proximity to downtown recreational and shopping opportunities justifies the granting of the modest parking waiver requested above.

BEFORE THE MAYOR AND CITY COUNCIL
OF GAITHERSBURG, MARYLAND

IN THE MATTER OF THE APPLICATION :
OF KEYSTONE REAL ESTATE INVESTMENTS LLC : Application No. Z-309
FOR APPROVAL OF A SCHEMATIC :
DEVELOPMENT PLAN :

STATEMENT IN SUPPORT OF HEIGHT WAIVER REQUEST FOR
SUITES 355

Zoning Application Z-309 has been filed to rezone certain land comprising 3.68 acres located in the Fairgrounds Commercial District as defined in the Frederick Avenue Corridor Master Plan from the R-20 Zone to the CD Zone. Included with Zoning Application Z-309 is a schematic development plan and illustrative architectural elevations for a 268 dwelling unit multifamily structure with building heights of three, four and five stories above a two level parking garage. The five story condition is limited to the east end of the building adjacent to the State Highway Administration (SHA) retaining wall abutting Frederick Avenue at the southern end of the Father Cuddy Bridge. The SHA retaining wall towers twenty-four (24) feet above the finished grade of the site at the northeast corner of the site. The five story condition is an integral part of the architectural design incorporated in the elevations submitted with Zoning Application Z-309. A tower feature, as recommended in the Corridor Master Plan, anchors this prominent and visible corner of the building allowing it to stand above the twenty four (24) feet tall SHA retaining wall. From the street the building appears to be a four story building because the lower levels of the building are hidden behind the SHA retaining wall. (It should be noted that the building height at the rear of the five story condition will be viewed as a four story elevation because it has been stepped down to four stories. It should also be noted that the height of the building closest to the R-90 Zoned properties to the south and west of the site is only three

stories.) Therefore this height waiver is very specific to that portion of the building that is nearest to Frederick Avenue, the SHA retaining wall and other CD Zoned properties at the east end of the site far removed from the R-90 Zoned properties to the south and west.

Section 24-160G.4(a)(2), entitled “Development Standards” limits building and structure height in the Commercial District to four (4) stories and not to exceed forty-five (45) feet in height. Section 24-160G.5(a)(2) entitled. “Waiver of Development Standards” specifies that the City Council may by resolution, waive the building and structure height requirements in the commercial district of the CD Zone “to allow a height not to exceed five (5) stories, or sixty (60) feet.” upon certain findings as enumerated in Section 24-160G.5 (b)(1) through (3) below.

The Applicant provides the following justification for the granting of the requested height waiver.

“(1) The applicant will provide either on-site or off-site public amenities to further enhance the corridor development zone and the purposes of the CD zone;”

The schematic development plans included with Zoning Application Z-309, SDP Application No. _____proposes redevelopment of the existing Executive Garden Apartments at the intersections of S. Frederick Avenue and Service Road (at the southern end of the Father Cuddy Bridge) with a 268 dwelling unit multifamily building with three, four and five stories above a two level parking garage.. This Applicant has taken advantage of the opportunity provided by CD Zoning to provide the critical mass of dwelling units necessary to economically justify such an ambitious redevelopment effort while simultaneously providing on-site amenities for the benefit of the neighborhood and the residents of the new community, as well as to provide a better “streetscape appearance” as envisioned in the Corridor Master Plan including a tower feature in this location to be “a visual landmark along the Corridor”.

For on-site amenities, the schematic development plan shows a spacious, well-located and accessible outdoor community use park/green along the western edge of the site for the full length of George Street that will serve the residents of the development and the nearby neighborhoods. In addition, a meaningfully wide green setback is provided at the rear of the site. This wide green setback has been recaptured as this area is currently improved with existing apartment buildings which are built right up to the adjacent southern property line of the site. This wide green setback area which extends along the full length of the southern property line of the site is to be afforested to provide a wide forested buffer along the rear of the site. Four seating areas are shown in the schematic development plan in this afforested, green setback area. These expansive open spaces are intended for recreational purposes too (with pathways, benches and substantial landscaping). The grassy park/green adjacent to George Street provides ample room for active recreation activities like playing catch, throwing a frisbee, kicking a soccer ball, or playing a game of touch football.

The schematic development plan includes a sidewalk connection from George Street to Frederick Avenue that traverses along the northern edge of the site through the professionally landscaped front yard of the Suites 355 project. This sidewalk connection (which intersects with the existing sidewalk adjacent to Service Road) provides a needed link between the R-90 Zoned properties to the west through the front yard of the Suites 355 community for those pedestrians who chose to walk to Frederick Avenue and into Olde Towne. In the future upon the completion of the nearby Residences at Olde Towne project, this sidewalk connection will provide a friendly and safer passage to Olde Towne for that community's residents. Without this sidewalk connection those residents need to walk along the existing narrow sidewalk abutting the six lane wide Frederick Avenue or in the alternative walk on the sidewalk abutting West Diamond Avenue under the Father Cuddy Bridge.

Also, inside the multifamily building, there will be a community use clubroom, fitness center and business center. In addition, there are three professionally landscaped courtyards shown in the schematic development plan. Two of the courtyards, the east and west courtyards, provide passive professionally landscaped and designed seating areas. The third courtyard, the central courtyard, includes a swimming pool and passive seating areas. These types of amenities and professionally designed and landscaped courtyards have come to be expected by the residents that choose the “lifestyle” provided by new multifamily communities many of which are located in reemerging urban areas of cities. Second only to affordability, convenience and amenity are of the utmost importance to the residents that choose this lifestyle.

The schematic development plan for the Suites 355 project reflects in excess of 50% “green space” which includes the park/green, the meaningfully wide, afforested, green setback at the rear of the site, and the professionally designed and landscaped courtyards on the concrete transfer slabs which are the ceilings of the garage below these amenity areas.

One of the major benefits of the CD Zone is that it allows increased building height to relieve the pressure to maximize the extent of the site’s building envelope creating more efficient development that is required for redevelopment in urban areas. The waiver provisions of Section 24-160G.5(a)(2) provide the tools for the Applicant to use to create and design a successful redevelopment project using best land planning and design techniques, such as eliminating existing surface parking areas and driveways and locating parking for the community in a garage under the building footprint. The parking garage becomes another form of “on-site amenity” because the parking is located conveniently below the building in an air conditioned, well lighted and secure area which is critical for residents that choose to live in an urban area.

In summary, through the waiver process that allows for additional building height, the Applicant has been able to create meaningful green space and open areas and has devoted that “found area” to providing on-site amenities for the residents of the community as well as to benefit passersby who will see a better land plan and architectural designed project within a more effective “green” environment at this site.

“(2) The additional height is necessary to implement the master plan and a specific corridor plan for Gaithersburg, or attract an appropriate and compatible type or caliber of use;”

Section 24-160G.1(a) through (f) are the purposes of the Corridor Development Zone enumerated in the City Zoning Ordinance and the City’s goals when approving redevelopment within the Corridor. These purposes are listed below:

- (a) Encourage a form of development, consistent with the goals and provisions of the respective corridor area master plan for the city that will achieve the physical characteristics necessary to enhance the economic vitality, planned visual character and quality of life within an identified transportation corridor in the city.
- (b) Create a more attractive and cohesive development pattern and to enhance the city’s sense of place through the creation of individual character associated with the corridor in the applicable corridor master plan.
- (c) Encourage development and redevelopment and renovation of declining or underutilized properties along the corridor.
- (d) Encourage the use of consistent, compatible and attractive architecture, streetscape and visual themes.
- (e) Create a streamlined process for zoning and plan approvals.

- (f) Provide an appropriate scale of development and mix of retail, service, employment and residential uses as recommended in the applicable master plan.

The schematic development plan and architectural design for Suites 355 satisfies all of the purposes of the CD Zone and therefore the goals of the Corridor Master Plan. Additional building height and stories help the Applicant and the City accomplish this goal in at least three ways:

1. It creates a building with presence and importance at this important landmark location at the southern end of the Father Cuddy Bridge and gateway entrance to Olde Towne for vehicles traveling south on Frederick Avenue using the Service Road ramp;
2. It provides the vehicle by which more meaningful open space, more useful green area and more effective on-site amenities are possible due to the better organizations and design of the community, including putting parking in a garage below the building;
3. It provides the economic support to deliver a mixed income residential community with the attractive amenities and features for residents that choose the lifestyle provided by urban living.

“(3) The additional height will be compatible with existing and proposed adjacent land uses and would not detrimentally impact those uses or public facilities serving a specific corridor.”

The additional height is limited to the east end of the site adjacent to the twenty four (24) feet tall SHA retaining wall, Frederick Avenue and other CD Zoned parcels. As can be seen in

the building elevations included with the schematic development plan the building height is tapered from three stories adjacent to the R-90 Zoned properties to the west and south of the site to five stories to the east of the site, adjacent to the SHA retaining wall. In large part, it is the topography of the site that drops from an elevation of 512 at the west property line adjacent to George Street to an elevation of 488 at the east property line at the bottom of the SHA retaining wall (which is a drop in elevation across the site from west to east of 24 feet) and the twenty four (24) feet tall SHA retaining wall at the lowest elevation at the northeast corner of the site that dictate the need for the five stories of height in the east end of the site.

The proposed development is in close proximity to two existing CBD Zoned parcels to the north which also front onto Service Road. One parcel is approved for the Residences at Olde Towne multifamily residential development that includes 191 dwelling units on 2.18 acres (90 dwelling units/acre). Features of the Residences at Olde Towne building design also include five stories. In fact, the architectural design of Suites 355 is intended to complement the architectural design of the Residences at Olde Towne project to provide a consistent architectural theme along the west edge of Service Road. The second parcel, the Barrons Lumber parcel currently used for a lumber yard, surface parking and the outside storage of building materials. (This site will likely be redeveloped sometime in the future and because of grade conditions will likely include buildings with height greater than 4 stories too.). The 6 lane highway, Frederick Avenue (a/k/a Route 355) and more CBD Zone parcels are to the east of the site. To the west are R-90 zoned properties. These R-90 zone properties are separated from the proposed development by George Street and the park/green proposed in the schematic development plan. (Today, a portion of the land that is shown as the park/green in the schematic development plan is a surface parking lot for the existing Executive Garden Apartments.) To the south side of the site there are CD zone parcels up near Frederick Avenue and R-90 zoned parcels further back from Frederick Avenue

that front on Cedar Avenue. These R-90 parcels are improved with single family homes with deep back yards. (Today the existing Executive Garden Apartment buildings are built right up to and abut the rear property line of the CD Zone and R-90 Zone parcels to the south.) The schematic development plan for the site recaptures these areas at the rear of the site for meaningfully wide, afforested, green areas for passive recreational use. In addition, the building height closest to the R-90 Zoned properties is only three (3) stories. Therefore, additional height and stories at the Suites 355 project will not have an adverse affect on adjacent properties or on the character of the corridor. In fact, the additional height accomplishes the six enumerated purposes of the CD Zone.

All of the public facilities needed to serve the proposed development are adequate including but not limited to roads, schools, fire and police and the approval of the additional height and stories does not detrimentally impact these facilities.

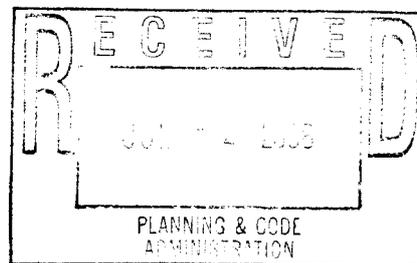
In summary, additional height and additional stories is justified and warranted in conjunction with the proposed development because it will 1) increase the openness and “greening” of the proposed community; 2) create a building of importance and presence at this landmark location; 3) provide distinctive architectural character for the community; 4) provide on-site amenities for active and passive recreation; 5) justify putting the parking garage below the building and 5) assist in satisfying the goals and purposes of the CD zone. For these reasons, the Applicant requests a height waiver to allow construction of a building that, at its highest point, and for a limited area, will be five stories in height.

Traffic Impact Analysis



Residences at Olde Towne – Phase I *City of Gaithersburg, Maryland*

Revised June 25, 2008



Note:

This revision to the approved Traffic Study for Residences at Olde Towne-Phase I is for a redevelopment that includes 280 multifamily dwellings to be known as "Olde Towne Alley" instead of the mixed cottage/townhouses redevelopment which was analyzed in the approved Traffic Study

Joint Hearing - MCC & PC
SDP-08-005
#23

Prepared for:
Keystone REI

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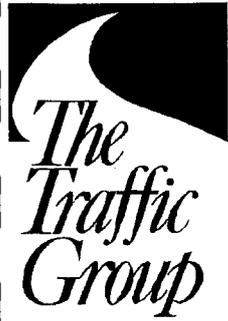
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APPENDICES

- APPENDIX A -** Intersection Turning Movement Counts, Condition Diagrams and Photographs
- APPENDIX B -** Intersection Capacity Analysis Worksheets

Prepared by: Glenn Cook
Shulin Li, P.E., PTOE

GEC: tmg;jew:nlv;jew:nlv
(F:\2007\2007-1107\Wp\Traffic Impact Analysis.doc)



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INTRODUCTION AND SUMMARY OF FINDINGS

Traffic Impact Analysis

Residences at Olde Towne – Phase I

City of Gaithersburg, Maryland

Prepared for
Keystone REI

STUDY PURPOSE

The Traffic Group, Inc. has conducted this Traffic Impact Analysis to determine what impact the proposed development of the Residences at Olde Towne - Phase I will have on the adjacent road network in Gaithersburg, Maryland. This report has been revised to include additional background developments per the City of Gaithersburg's request. This site is planned to be redeveloped with a total

of 280 apartment units. The site is currently developed with eighty five (85) apartment units.

The site is located west of MD 355 and south of the Spur Road (MD 117A) from MD 355 to MD 117.

STUDY CRITERIA/METHODOLOGY

This Traffic Impact Analysis has been prepared in accordance with the City of Gaithersburg requirements, a Scoping Letter dated September 9, 2007 for the Phase II portion of the Residences at Olde Towne, and a supplemental email from the City staff. This report has been revised to address comments received from the City staff. A copy of this information is contained in Appendix A.

Intersection Capacity Analyses have been performed using the Critical Lane Volume Methodology. Trip generation determinations were made based on the Maryland National Capital Park and Planning Commission (M-NCPPC) guidelines.

SCOPE OF SERVICES

Based on the scoping letter, the following is a list of tasks undertaken as part of this report:

-
- *CONDUCT FIELD INSPECTION TO COLLECT PHYSICAL INFORMATION CONCERNING THE NEARBY ROAD SYSTEM TO INCLUDE CONDITION DIAGRAMS AND PHOTO SURVEYS OF THE STUDY AREA INTERSECTIONS.*

*Traffic Impact Analysis
Residences at Olde Towne –
Phase I
City of Gaithersburg, Maryland*



- *CONDUCT INTERSECTION TURNING MOVEMENT COUNTS FROM 6:30-9:30 AM AND 4:00-7:00 PM ON A WEEKDAY AT EACH OF THE STUDY AREA INTERSECTIONS AND THE EXISTING ACCESS POINTS FOR THE CURRENT USES ON THE PROPERTIES..*
- *OBTAIN INFORMATION FROM THE CITY OF GAITHERSBURG RELATIVE TO OTHER APPROVED DEVELOPMENTS PLANNED IN THE VICINITY OF THIS SITE.*
- *CONDUCT TRIP GENERATION AND TRIP DISTRIBUTION ANALYSIS FOR APPROVED NEARBY DEVELOPMENTS.*
- *CONDUCT TRIP GENERATION AND TRIP DISTRIBUTION ANALYSIS FOR THE PROPOSED DEVELOPMENT OF THE RESIDENCES AT OLDE TOWNE-PHASE I.*
- *CONDUCT INTERSECTION CAPACITY ANALYSIS TO DETERMINE EXISTING AND PROJECTED LEVELS OF SERVICE AT THE STUDY AREA INTERSECTIONS.*

SUMMARY OF FINDINGS AND RECOMMENDATIONS

The results of the analysis indicate that all of the study area intersections currently operate below the City's Congestion Standard of 1450 Critical Lane Volumes.

The study area intersections will continue to operate below the Congestion Standard with the inclusion of background development traffic and traffic expected to be generated by the development of the Residences at Olde Towne-Phase I.

The data and methodology used to undertake this study is detailed in the sections that follow.

EXISTING TRAFFIC CONDITIONS

SITE INFORMATION

The subject property is located to the west of MD 355 and south of the Spur Road (MD117A) from MD 355 to MD 117 as shown on Exhibit 1. This property is currently developed with eight-five (85) apartment units with access to MD 117A.

STUDY AREA

Based on the Scoping Agreement, the following intersections were identified to be included in this Traffic Impact Analysis.

- MD 117 and Water Street/Meem Avenue.
- MD 117 and Spur from southbound MD 355.
- MD 117 and Muddy Branch Road/Chestnut Street.
- MD 355 and Spur to MD 117.
- MD 355 and South Summit Avenue.

MD 117 is a four lane, east/west divided roadway with a posted speed limit of 35 mph in the vicinity of Muddy Branch Road. East of Muddy Branch Road, MD 117 is a two lane road with auxiliary turn lanes. Traffic signals exist at the Muddy Branch Road and Chestnut Street intersections. Water Street and MD 355 Spur intersection are stop sign controlled.

MD 355 is a four lane divided north/south roadway in the vicinity of the subject site with a posted speed limit of 40 mph. The intersection of MD355 and South Summit Avenue is presently signalized.

Exhibit 2 has been prepared to show the existing lane use and traffic control at each of the study area intersections. A condition diagram and photo survey for each of the intersections is contained in Appendix A.

TRAFFIC VOLUMES

The Traffic Group, Inc. conducted intersection turning movement counts, pedestrian counts and bicycle counts from 6:30-9:30 AM and 4:00-7:00 PM at each of the study area intersections on a weekday when schools are in session. The total vehicles observed during these counts are shown on the summary sheets contained in Appendix A. The existing peak hour volumes are shown on Exhibit 3.

The pedestrian counts were also summarized and are contained in Appendix A. Pedestrian activity at the study area intersections was not heavy, but busier during the

evening peak period. Sidewalks exist along both sides of MD 117 and MD 355 in this area. Sidewalks also exist along the side streets at the intersections.

A bus stop is located at the southeast and northeast corner of MD 117 and Water Street/Meem Avenue. No specific bike facilities exist in this area.

Pedestrian indications and crosswalks exist at the MD 117 and Muddy Branch Road/Chestnut Street intersection along the north, south and east legs. Pedestrian indications also exist for the north and east legs of the MD 355 and South Summit Avenue intersection. Pedestrian timing was determined at the intersections using a stopwatch and the distance across the intersection was established with a measuring wheel. Pedestrian timing is shown on Exhibit 11.

ANALYSIS OF EXISTING TRAFFIC CONDITIONS

Intersection Capacity Analyses were conducted for each of the study intersections and the results are shown on Exhibit 10. Copies of capacity worksheets are contained in Appendix B.

The results of our analysis indicate that all the study intersections are presently operating below the congestion standard during both the morning and evening peak periods.

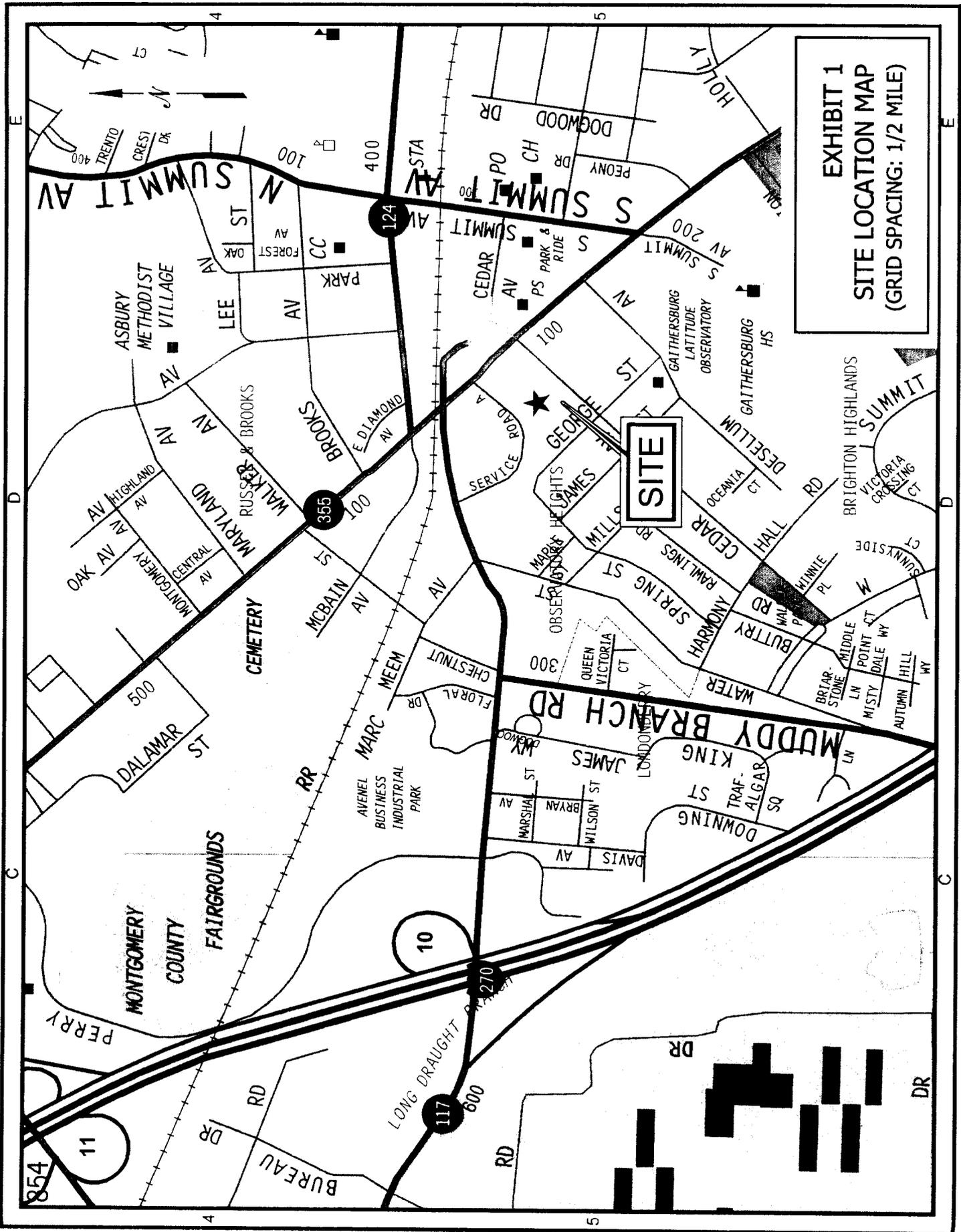


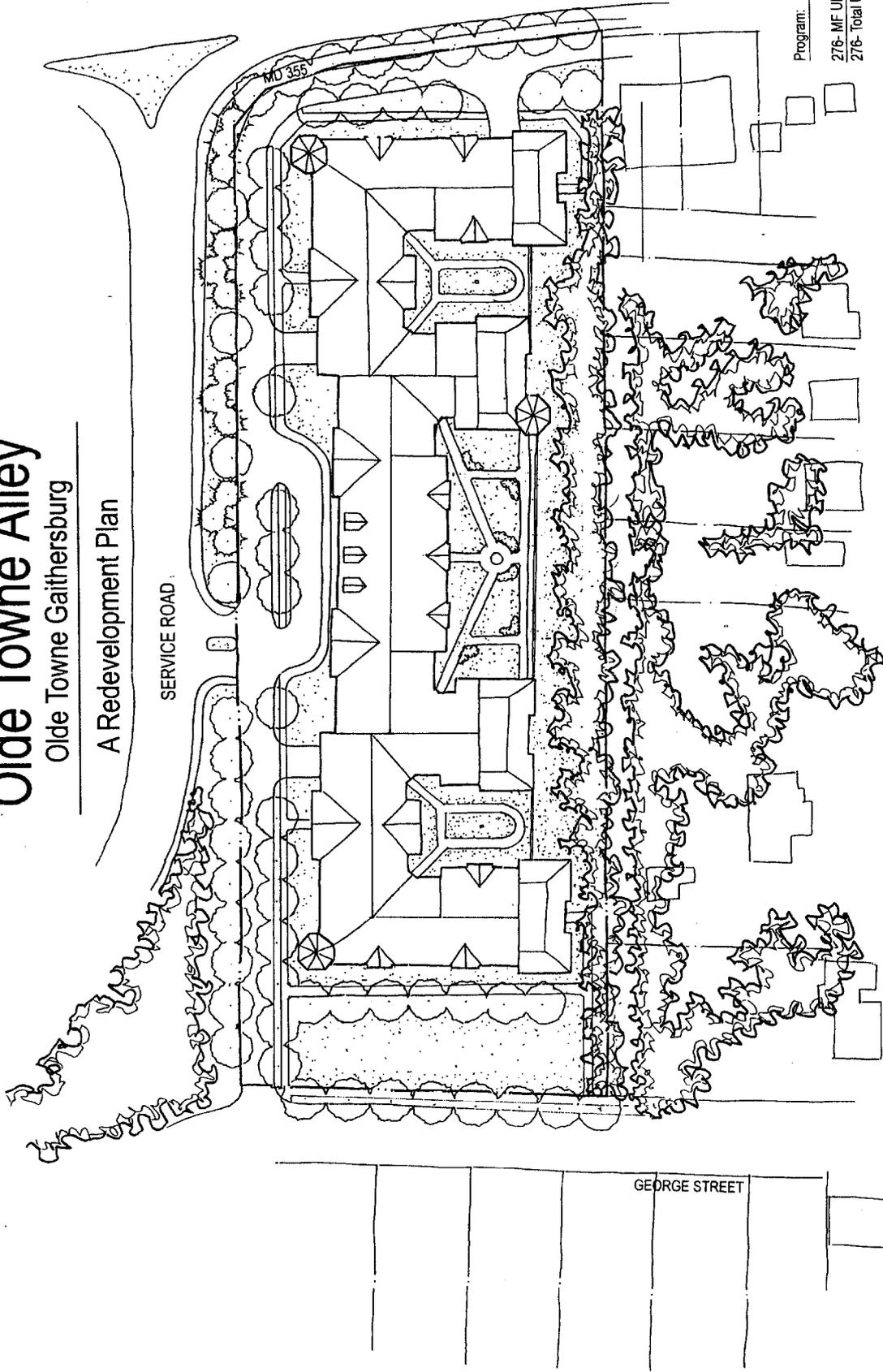
EXHIBIT 1
SITE LOCATION MAP
 (GRID SPACING: 1/2 MILE)

Conceptual Layout Plan

Olde Towne Alley

Olde Towne Gaithersburg

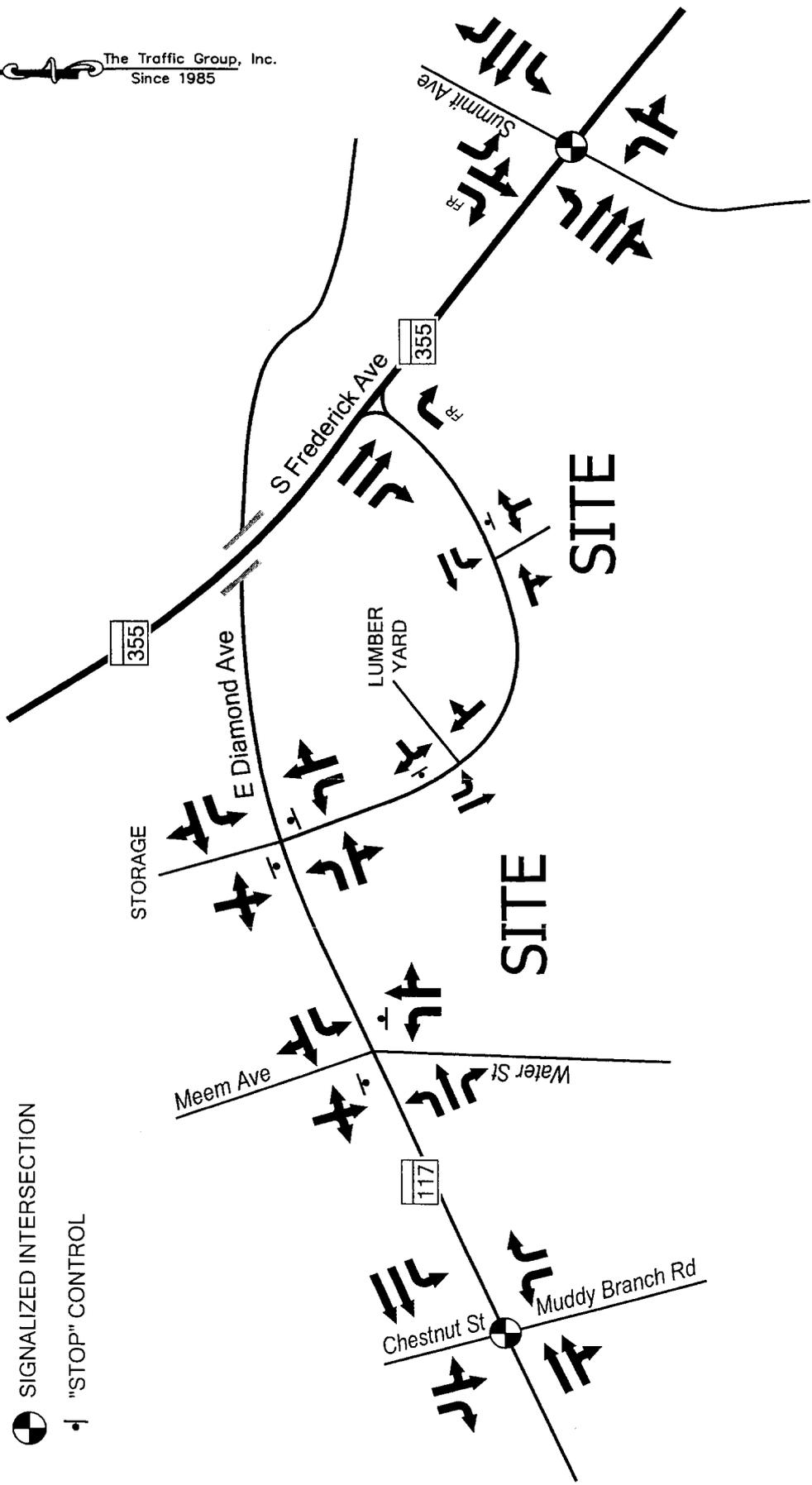
A Redevelopment Plan



Program:
276- MF UNITS
276- Total Units

EXHIBIT 1A SITE LAYOUT





● SIGNALIZED INTERSECTION
⊥ "STOP" CONTROL

EXHIBIT 2
EXISTING LANE USE

NOT TO SCALE



NOTE:
All intersections may not have
simultaneous peak hour.

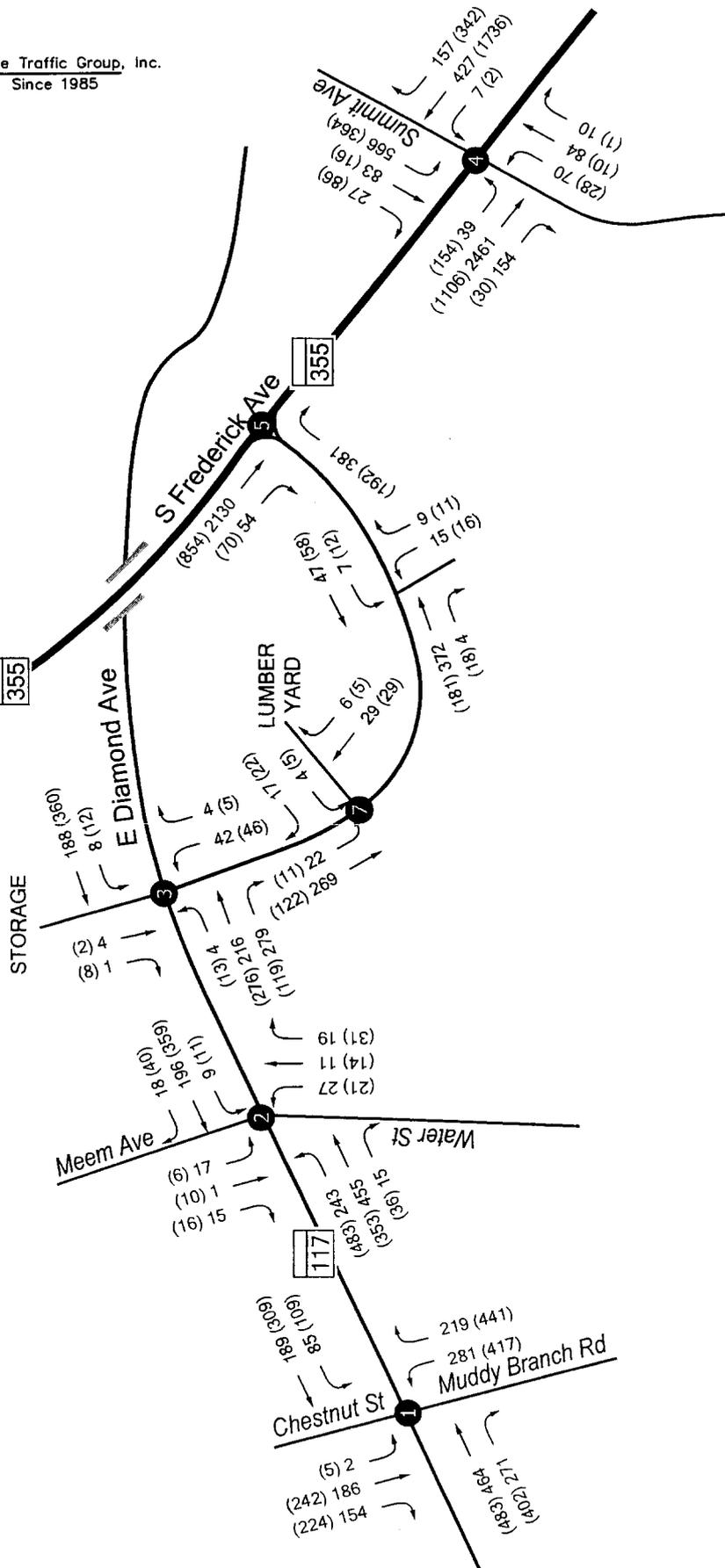


EXHIBIT 3
EXISTING PEAK HOUR
TRAFFIC VOLUMES

NOT TO SCALE

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



BACKGROUND TRAFFIC CONDITIONS

DESIGN YEAR(S)

This project is planned to be developed within three (3) years and therefore, as stated in the M-NCPPC guidelines, regional traffic growth is not included in this report.

BACKGROUND TRAFFIC

Based on information obtained from the City, three projects were identified to be included as background developments. They are as follows:

- Archstone - 389 Garden Apartments, 18,350 sq ft retail
- Chris's Redevelopment - 6,425 sq ft office, 2,110 sq ft retail
- Residences at Olde Town - Phase II - 200 Apartments (existing property contains 52 apartments).

Traffic counts were conducted at the existing entrances to this property along Water Street and along MD 117. The number of trips presently being generated by this site are shown on Exhibit 4. These trips were then subtracted from the existing volumes as shown on Exhibit 5A. We then consulted the trip generation tables established by the M-NCPPC to determine the number of trips projected to be generated by the redevelopment of this site and the other developments as shown on Exhibit 4. The peak hour trips shown on Exhibit 4 were then distributed and assigned to the nearby road system as shown on Exhibits 5B, 5C, and 5D. It should be noted that access to this property will be changed with the redevelopment of this property. One access point is planned along the Spur Road (MD 117A) and one along Water Street. Combining the trips to be generated by Phase II of the Residences at Olde Towne, the reduction of the current traffic generated by this property, the trips generated by the other two developments with the existing peak hour volumes results in the background peak hour volumes shown on Exhibit 6.

ANALYSIS OF BACKGROUND TRAFFIC CONDITIONS

Intersection Capacity Analyses were conducted for each of the study intersections and the results are shown on Exhibit 10. Copies of the capacity worksheets are contained in Appendix B.

The analysis of MD 355 and Summit Avenue includes improvements being made by the Archstone development which will provide two exclusive left turn lanes westbound on Summit Avenue and a combination left/thru/right lane.

With the above improvement, all of the study area intersections are projected to operate within the congestion standard.

TRIP GENERATION RATES

LAND USE	FORMULA	DISTRIBUTION
Garden Apartments (Montgomery County, ≥75 Units)		
Morning Trips = (0.40 x Units) + 3		20/80
Evening Trips = (0.47 x Units) + 1		66/34
General Office (Montgomery County, < 25,000 sf)		
Morning Trips = 1.38 x ksf		87/13
Evening Trips = 2.24 x ksf		17/83
General Retail (Montgomery County, < 50,000 sf GLA)		
Morning Trips = 25% of PM trips		52/48
Evening Trips = 12.36 x ksf		52/48

TRIP GENERATION TOTALS

	MORNING PEAK HOUR			EVENING PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Residences at Old Towne Phase II						
Existing (to be demolished)						
Existing apartment units, based on existing counts	9	22	31	24	22	46
Proposed apartment units						
Garden/Mid-Rise Apartments (Montgomery County >75 units)						
200 units	17	66	83	63	32	95
Archstone 1'						
Garden Apartments						
389 Units	32	127	159	121	63	184
Transit Reduction (15%)	-5	-19	-24	-18	-9	-27
New Trips	27	108	135	103	54	157
Specialty Retail						
18,350 sq.ft	9	8	17	29	37	66
Existing Site Use	26	40	66	58	65	123
Net New Trips	10	76	86	74	26	100
Chris's Redevelopment						
6,425 sq.ft. Office	8	1	9	2	12	14
2,110 sq.ft. Retail	4	3	7	14	12	26
Total Trips	12	4	16	16	24	40

Note: 1. Trips information obtained from TIS report for Archstone, prepared by Wells & Associates, LLC.



EXHIBIT 4
TRIP GENERATION RATES AND TOTALS FOR
BACKGROUND DEVELOPMENTS

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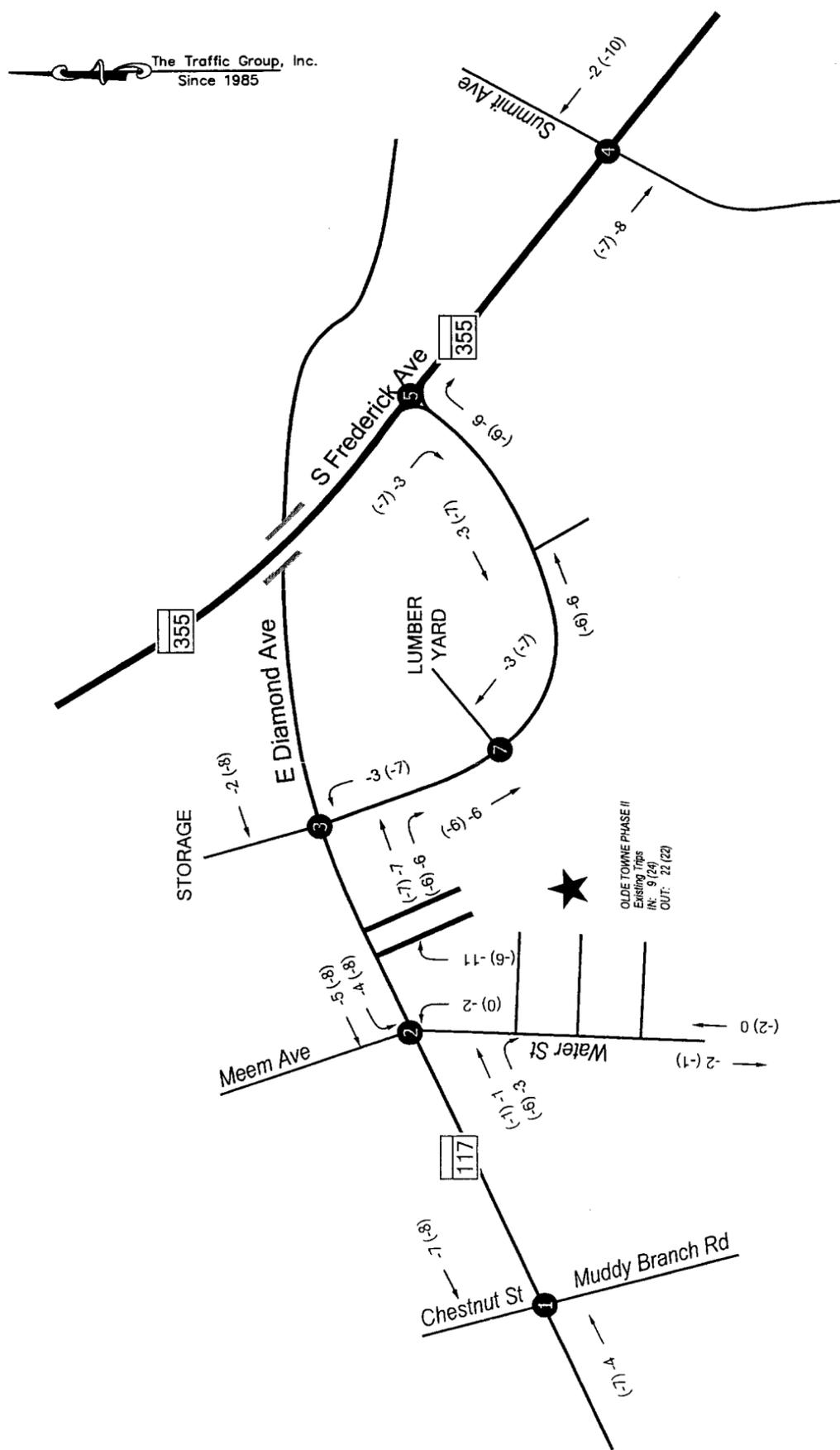


EXHIBIT 5A
TRIPS GENERATED BY EXISTING
RESIDENCES AT OLDE TOWNE PHASE II

NOT TO SCALE

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



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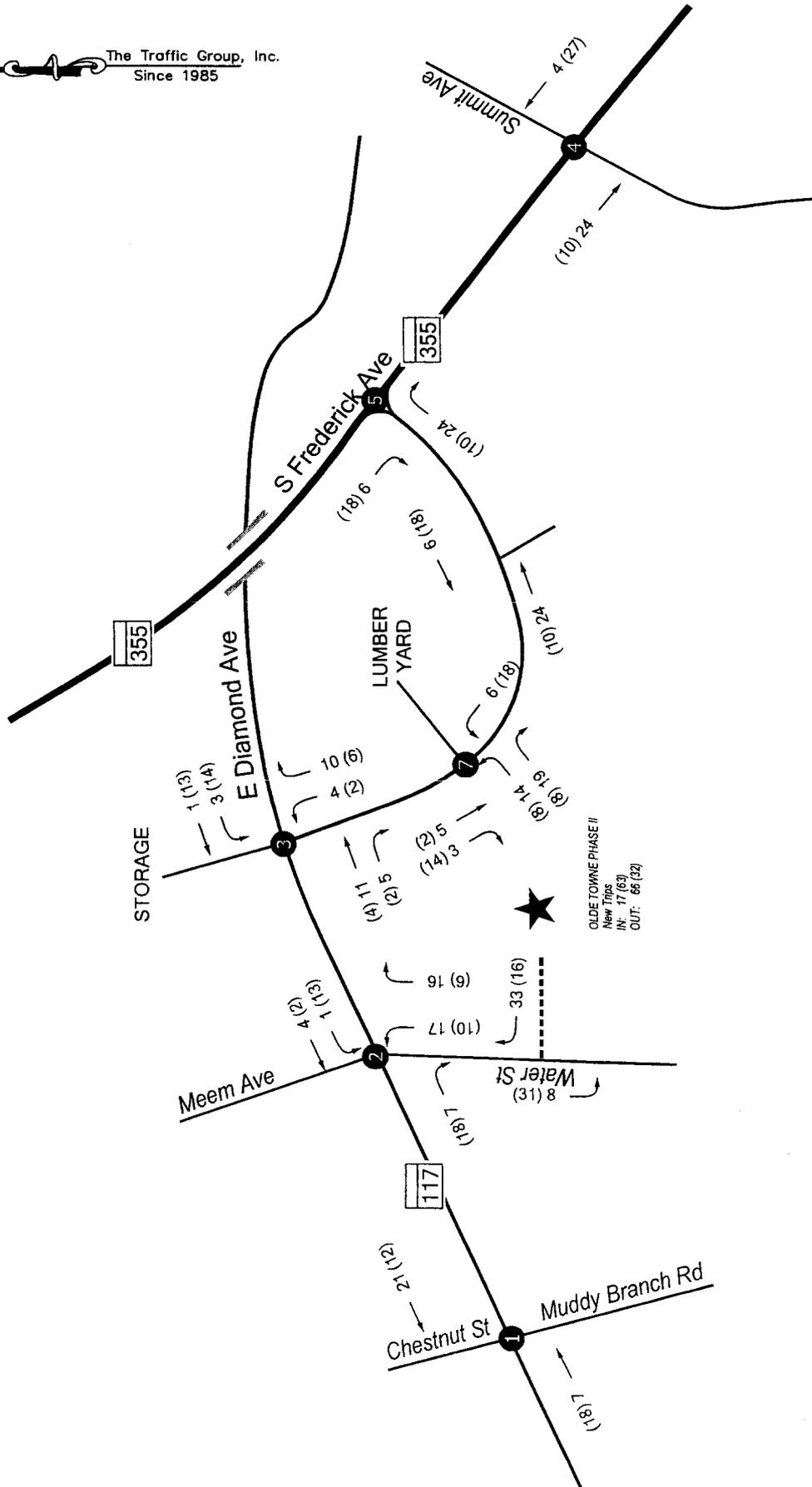
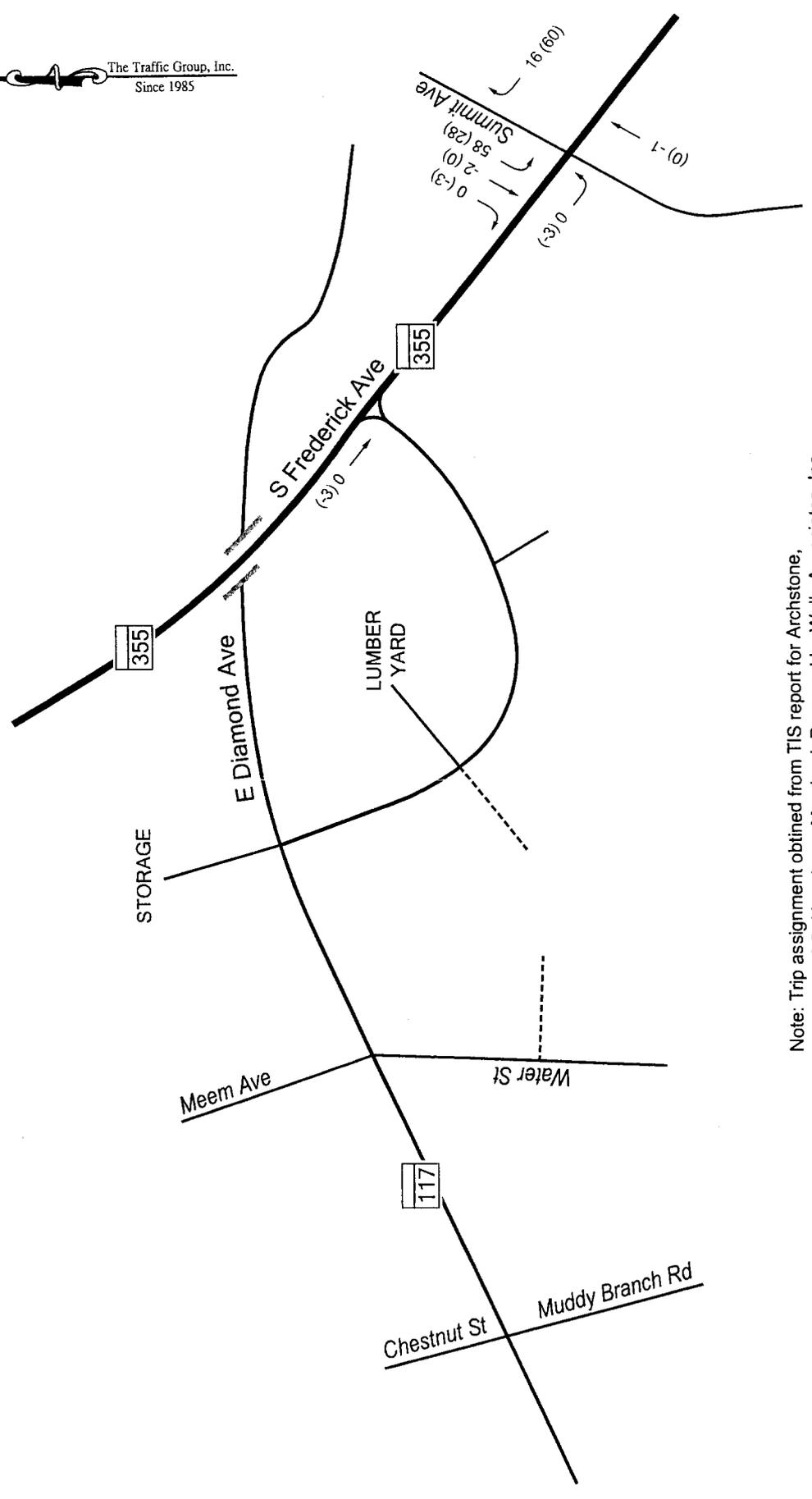


EXHIBIT 5B
TRIPS GENERATED BY PROPOSED
RESIDENCES AT OLDE TOWNE PHASE II

NOT TO SCALE

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





Note: Trip assignment obtained from TIS report for Archstone, City of Gaithersburg, Maryland. Prepared by Wells Associates, Inc.

EXHIBIT 5C
TRIPS ASSIGNMENT FOR
ARCHSTONE

NOT TO SCALE

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



Chris's Redevelopment
In: 12 (16)
Out: 4 (24)

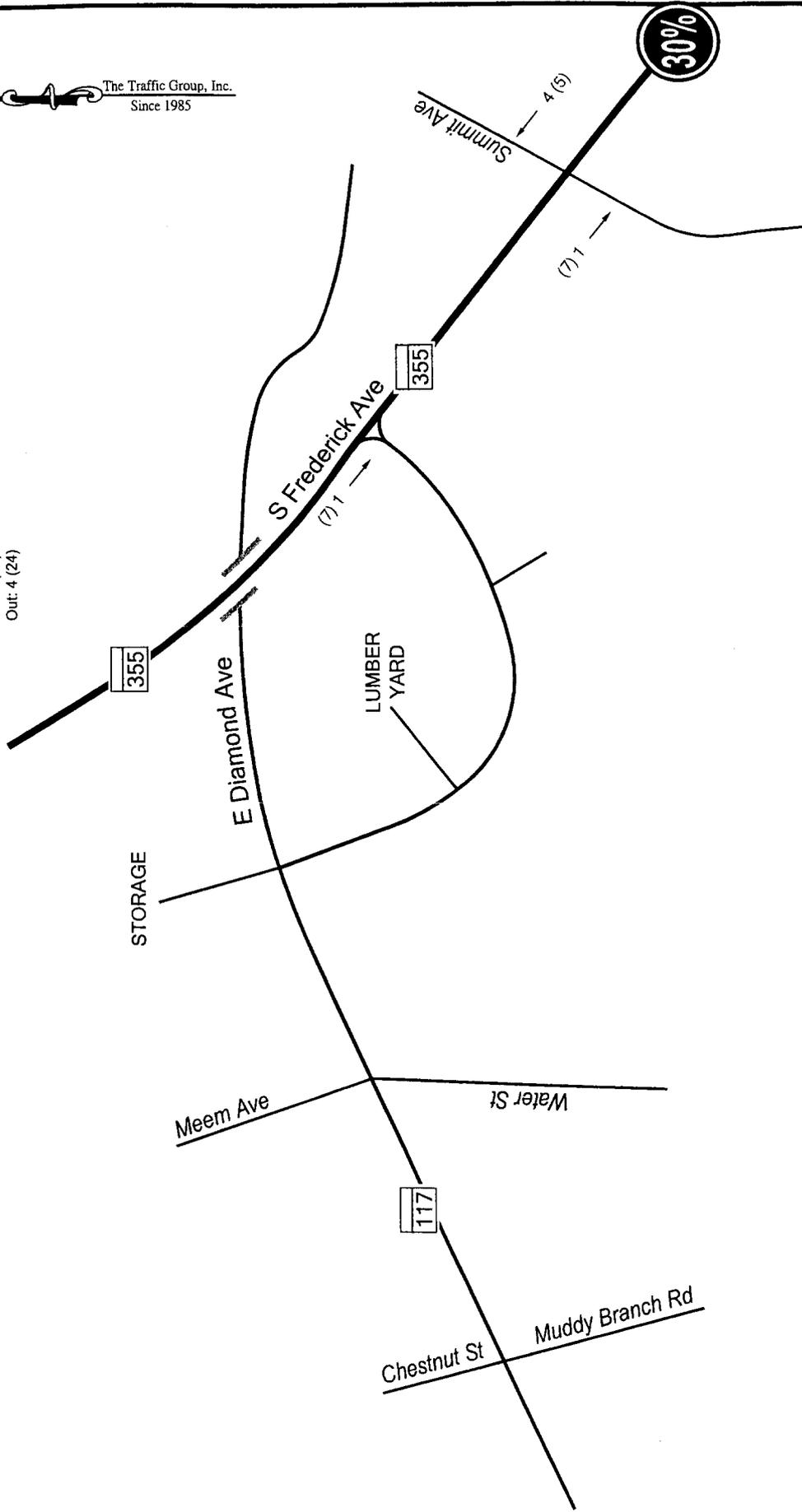
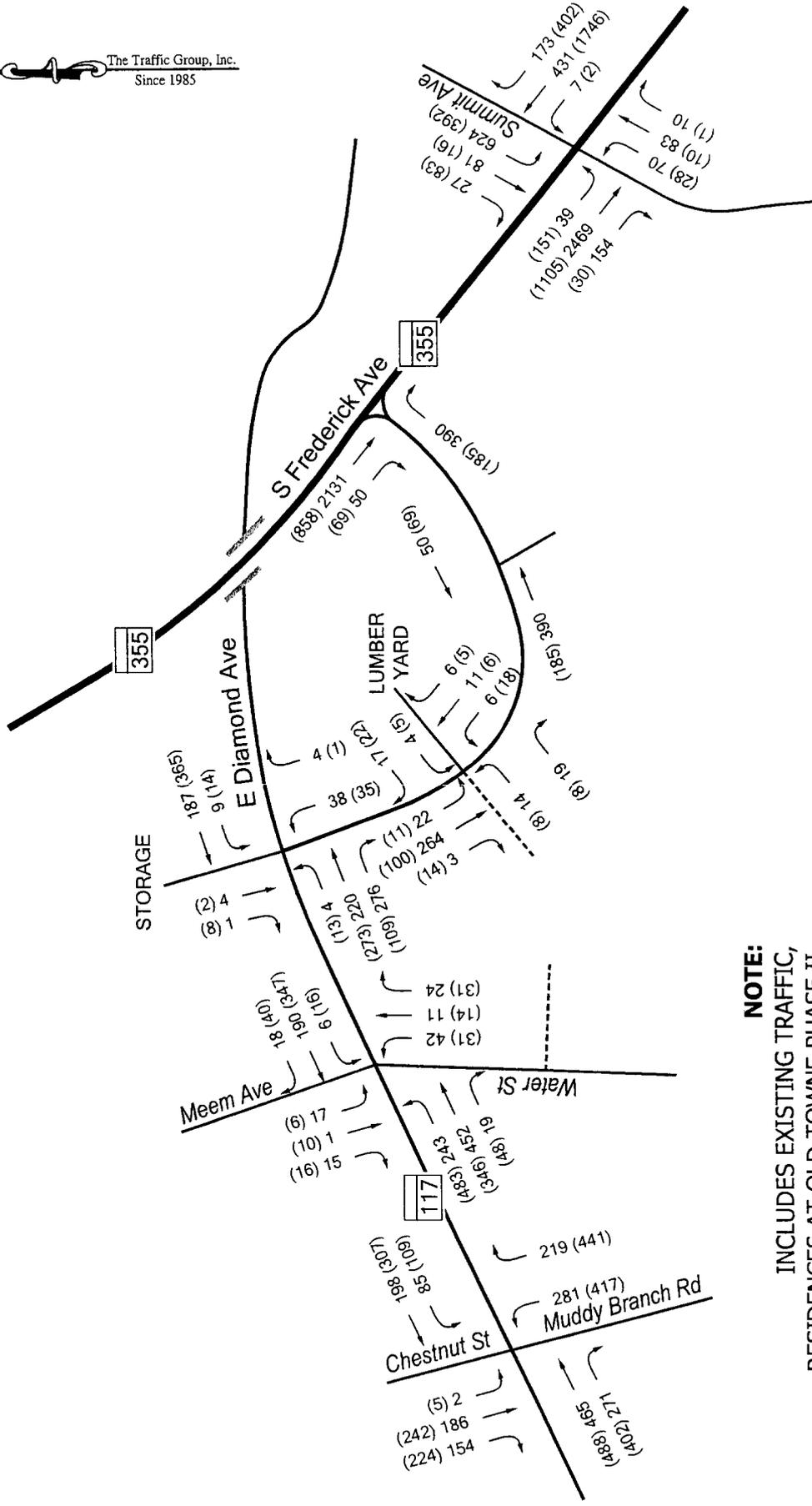


EXHIBIT 5D
TRIPS ASSIGNMENT FOR
CHRIS'S REDEVELOPMENT

NOT TO SCALE

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





NOTE:
INCLUDES EXISTING TRAFFIC,
RESIDENCES AT OLD TOWNE PHASE II,
ARCHSTONE AND CHRIS'S REDEVELOPMENT.

EXHIBIT 6
BACKGROUND PEAK
HOUR TRAFFIC VOLUMES

NOT TO SCALE

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



TOTAL TRAFFIC CONDITIONS

SITE INFORMATION

The subject property is located west of MD 355 and south of the Spur Road (MD 117A) from MD 355 to MD 117 in Gaithersburg, Maryland. This property is presently developed with eighty five (85) apartment units. The proposed redevelopment of this property will result in 280 apartment units. Access to this property will be provided along the Spur Road (MD117A) and a secondary connection will be provided along George Street. It is not anticipated that this access will serve much traffic from this development and therefore, would have a minimal impact on the adjacent community.

TRIP GENERATION/DISTRIBUTION

Traffic counts were conducted at the existing access point to this property to determine the peak hour traffic currently being generated by this site. The number of trips observed are shown on Exhibit 7 and contained in the summary sheet in Appendix A. These trips will be removed from the road system as shown on Exhibit 8A. We then consulted the M-NCPPC trip generation tables to show the traffic projected to be generated by the redevelopment of this property. The peak hour trips to be generated by this site are shown on Exhibit 7. The traffic resulting from the redevelopment of this site was then distributed and assigned to the nearby road system as shown on Exhibit 8B. The peak hour trips to be generated by the site were then combined with the reduction for the existing traffic generated by this site and the background peak hour volumes resulting in the total peak hour volumes shown on Exhibit 9.

ANALYSIS OF TOTAL TRAFFIC CONDITIONS

Intersection Capacity Analysis were again conducted for each of the study intersections and the results are shown on Exhibit 10. Copies of the capacity worksheets are contained in Appendix B.

It should be noted that the intersection of MD 355 and Summit Avenue was analyzed with the improvements being made by Archstone development.

The results of the analysis indicate that with the development of the Residences at Olde Towne-Phase I, all the study area intersections will operate within the City's Congestion Standard of 1450 CLV.

TRIP GENERATION FOR OLDE TOWNE PHASE I

TRIP GENERATION RATES

<u>LAND USE</u>	<u>FORMULA</u>	<u>DISTRIBUTION</u>
Garden Apartments (Montgomery County, ≥75 Units)		
	Morning Trips = (0.40 x Units) + 3	20/80
	Evening Trips = (0.47 x Units) + 1	66/34

TRIP GENERATION TOTALS

MORNING PEAK HOUR			EVENING PEAK HOUR		
IN	OUT	TOTAL	IN	OUT	TOTAL

Existing (to be demolished)

Existing apartment units, based on existing counts

11	24	35	30	27	57
----	----	----	----	----	----

Proposed apartment units

Garden/Mid-Rise Apartments (Montgomery County, ≥75 Units)

280 units	23	92	115	88	45	133
-----------	----	----	-----	----	----	-----



**EXHIBIT 7
TRIP GENERATION RATES AND TOTALS
FOR RESIDENCES AT OLDE TOWNE PHASE I**

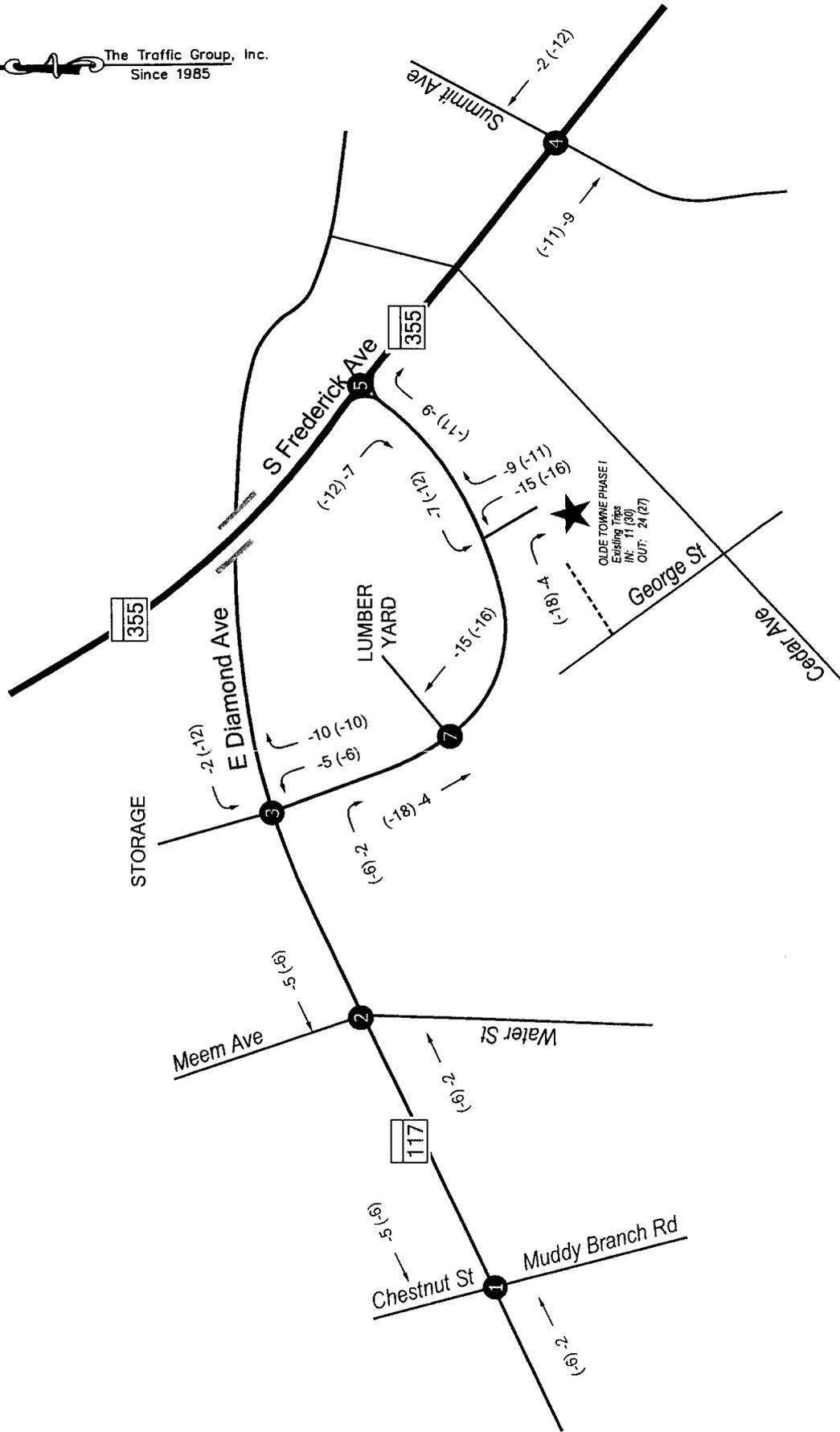


EXHIBIT 8A
TRIPS GENERATED BY EXISTING
RESIDENCES AT OLDE TOWNE PHASE I

NOT TO SCALE
00 - MORNING PEAK HOUR
(00) - EVENING PEAK HOUR



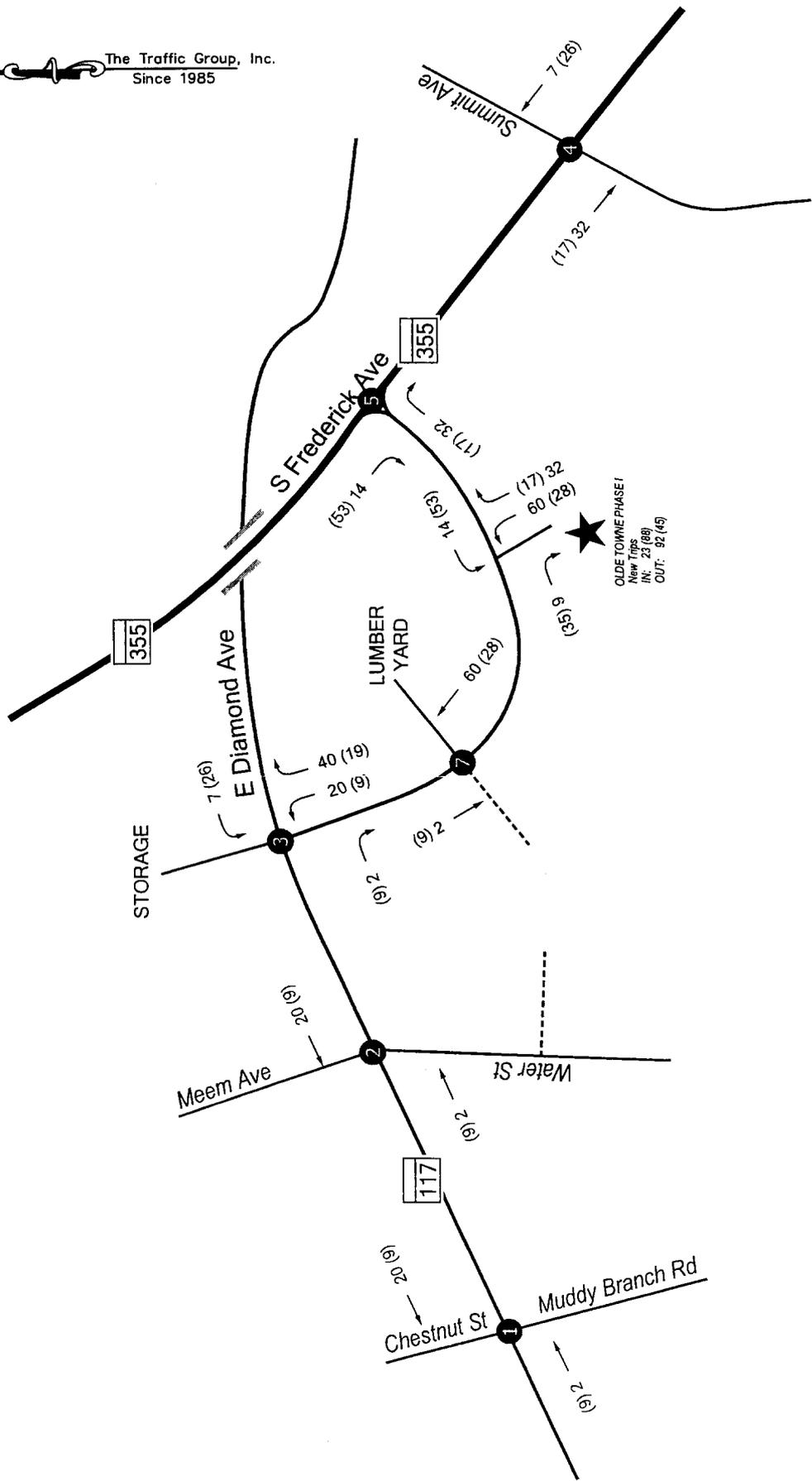
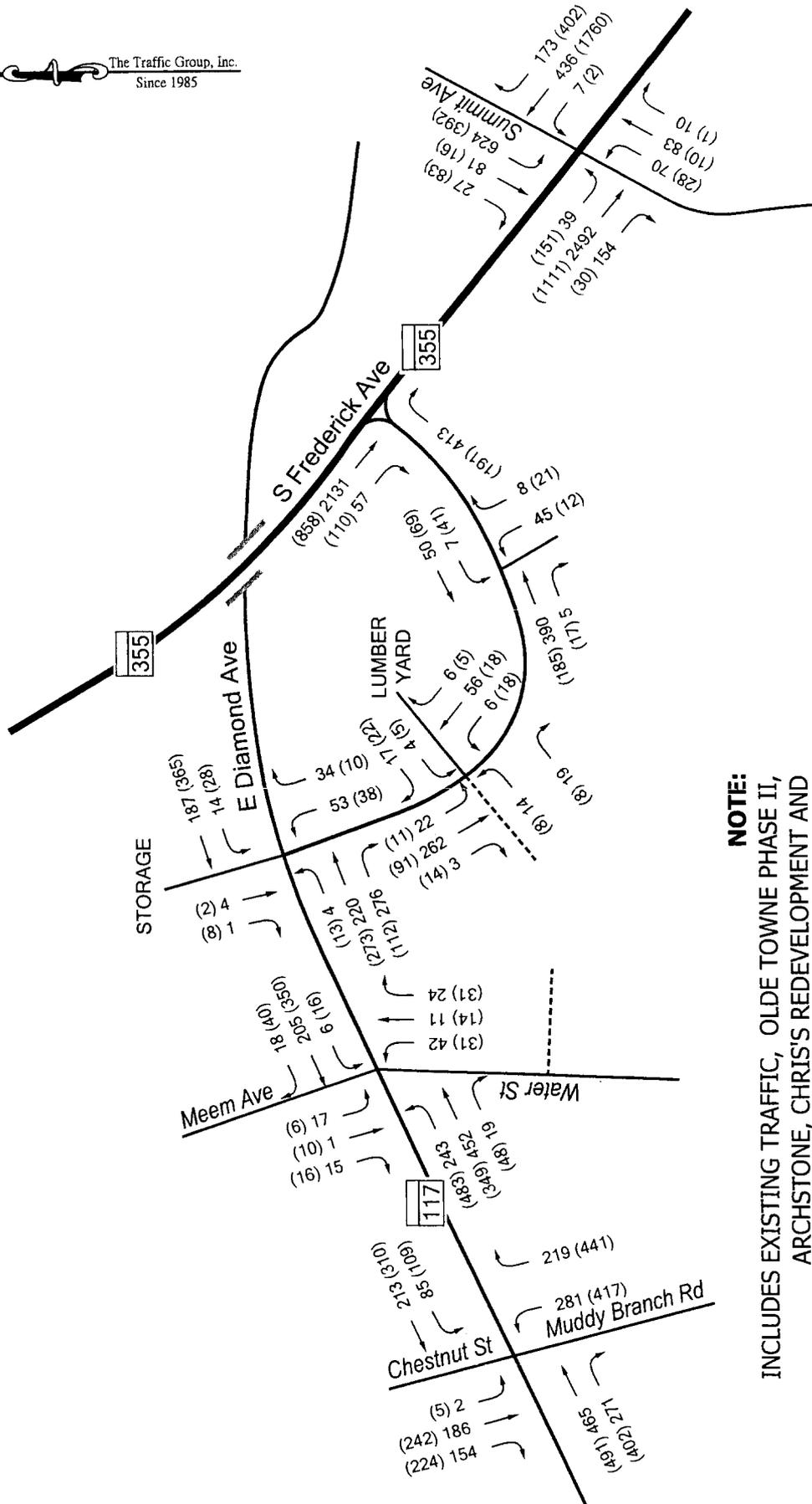


EXHIBIT 8B
TRIPS GENERATED BY PROPOSED
RESIDENCES AT OLDE TOWNE PHASE I

NOT TO SCALE

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





NOTE:
INCLUDES EXISTING TRAFFIC, OLDE TOWNE PHASE II,
ARCHSTONE, CHRIS'S REDEVELOPMENT AND
OLDE TOWNE PHASE I (SBUJECT SITE).

EXHIBIT 9
TOTAL PEAK HOUR
TRAFFIC VOLUMES

NOT TO SCALE

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



RESULTS, RECOMMENDATIONS, and CONCLUSIONS

STUDY PURPOSE

The Traffic Group, Inc. has conducted this Traffic Impact Analysis to determine what impact the proposed development of the Residences at Olde Towne - Phase I will have on the adjacent road network in Gaithersburg, Maryland. This site is planned to be redeveloped with 280 apartment units. The site is currently developed with eighty five (85) apartment units.

The site is located west of MD 355 and south of the Spur Road (MD 117A) from MD 355 to MD 117.

STUDY CRITERIA/METHODOLOGY

This Traffic Impact Analysis has been prepared in accordance with the city of Gaithersburg requirements and a scoping agreement with the City staff. This report has been revised to address comments received from the City staff.

Intersection Capacity Analyses have been performed using the Critical Lane Volume Methodology. Trip generation determinations were made based on the Maryland National Capital Park and Planning Commission (M-NCPPC) guidelines.

SUMMARY OF FINDINGS AND RECOMMENDATIONS

The results of the analysis has shown that all of the study area intersections currently operate below the City's Congestion Standard of 1450 critical lane volumes.

The study area intersections will continue to operate below the congestion standard with the inclusion of background development traffic and traffic expected to be generated by the development of the Residences at Olde Towne-Phase I.

Therefore, based on these findings, the proposed redevelopment of the subject property will comply with the City of Gaithersburg requirements.

RESULTS OF INTERSECTION CAPACITY ANALYSIS

	Existing Traffic	Background Traffic	Total Traffic
Morning Peak Hour Traffic			
	CLV	CLV	CLV
1. MD 117 & Chestnut St/Muddy Branch Rd	944	944	944
2. MD 117 & Meem Ave/Water St	524	533	541
3. MD 117 & Spur From MD 355	550	548	568
4. MD 355 & Summit Ave	1413	1445	---
<i>w/Improvements by others</i>	---	1342	1350
5. MD 355 & Ramp From MD 117	1129	1129	1129
6. Spur From MD 355 & Olde Towne I	407	390	455
Evening Peak Hour Traffic			
1. MD 117 & Chestnut St/Muddy Branch Rd	1242	1245	1246
2. MD 117 & Meem Ave/Water St	935	933	936
3. MD 117 & Spur From MD 355	463	441	461
4. MD 355 & Summit Ave	1303	1320	---
<i>w/Improvements by others</i>	---	1286	1294
5. MD 355 & Ramp From MD 117	453	455	455
6. Spur From MD 355 & Olde Towne I	238	185	276

Note:

1. Background Traffic is derived from combining Existing Traffic and Traffic generated by Background Developments.
2. Total Traffic is derived from combining Background Traffic and Subject Site.



EXHIBIT 10
RESULTS OF INTERSECTION
CAPACITY ANALYSIS

RESULTS OF PEDESTRIAN SIGNAL TIMING

	Street Width	Available Time ^{1/}	Desired Time ^{2/}
1. MD 117 & Muddy Branch Rd/Chestnut St			
North leg of Chestnut St	22	18	7
South leg of Muddy Branch Rd	72	18	24
East leg of MD 117	62	25SB/18NB	21
West leg of MD 117		No ped signal available	
2. MD 117 & Meem Ave/Water St		No ped signal available	
3. MD 117 & Spur From MD 355		No ped signal available	
4. MD 355 & Summit Ave			
North leg of MD 355	78	27	26
South leg of MD 355		No ped signal available	
East leg of Summit Ave	45	21	15
West leg of Summit Ave		No ped signal available	
5. MD 355 & Spur From MD 117		No ped signal available	

Note:

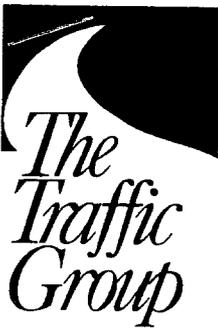
1. Start of flashing "Do Not Walk" to end of Signal Phase.
2. 3 ft/sec walking speed assumed.



EXHIBIT 11 RESULTS OF INTERSECTION PEDESTRIAN SIGNAL TIMING

APPENDIX A
*Intersection Turning Movement Counts,
Condition Diagrams and Photos*





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

Delmarva Region
Suite 102
11202 Racetrack Road
Ocean Pines, Maryland 21811
410.208.4190
fax: 410.208.4192
1.800.396.4491

Virginia
7853 Coppemine Drive
Manassas, Virginia 20109
703.365.8340
fax: 703.365.8341
1.888.365.8340

September 13, 2007

Mr. Ollie Mumpower
Traffic Engineer/Assistant Director
City of Gaithersburg - DPW
800 Rabbitt Road
Gaithersburg, MD 20878

RE: Scoping Letter
1 Water Street
Gaithersburg, Maryland
Our Job No.: 2007-0607

Dear Mr. Mumpower:

This letter is a follow-up to the phone conversation between yourself and Wes Guckert, PTP of this office concerning the scope of analysis needed for the subject project.

This project is planned for a redevelopment of the existing 52 multi-family apartments to 180 multi-family apartments resulting in a total net increase in trips of 52 AM and 61 PM.

As per our conversation, The Traffic Group, Inc. plans to prepare a Traffic Impact Study for the site under the City's guidelines and will include the following intersections:

- MD 117 (E. Diamond Avenue) and Water Street
- MD 117 (E. Diamond Avenue) and Spur from Southbound MD 355
- MD 117 (E. Diamond Avenue) and Muddy Branch Road/Chestnut Street

It would be appreciated if you could confirm that we are proceeding with the appropriate analysis and please provide a list of approved developments to be included in the study.

Your prompt attention to this matter is greatly appreciated. If you have any questions, please do not hesitate to contact me at 410-931-6600.

Sincerely,

Glenn E. Cook
Vice President

GEC:jjw
(F:\2007\2007-0607\Wp\Mumpower.doc)

Wes Guckert

From: Ollie Mumpower [OMumpower@gaitthersburgmd.gov]
Sent: Wednesday, November 07, 2007 9:06 AM
To: Wes Guckert
Subject: Re: MD 355 & Summit Avenue -traffic count

Attachments: Ollie Mumpower.vcf



Ollie Mumpower.vcf
(784 B)

These are the only two new intersections that need to be studied but the intersections that were included in the Water Street study should be included as part of this study also. We have a recent traffic study submitted from Wells and Associates that includes a May 2007 traffic count conducted at this location. I will ask them to send you a copy of the count.

Ollie K. Mumpower
Engineering Services Director
Department of Public Works, Parks Maintenance and Engineering 800 Rabbitt
Road Gaithersburg, Maryland 20878-1600 301-258-6370 Ext. 106
301-258-6375 FAX
301-258-6430 TTY
omumpower@gaitthersburgmd.gov
www.gaitthersburgmd.gov

>>> "Wes Guckert" <WGuckert@trafficgroup.com> 11/06/2007 1:01 PM >>>
Ollie, please advise if you have a recent traffic impact study that covers this intersection that would have a recent traffic count as well as background development.

Your email indicated two intersections required to be studied, MD 355 & Summit and MD 355 & the right-in/right-out for MD 117.

Are there other intersections that need to be studied in addition to these two locations?

(Dictated But Not Read)

Wes Guckert, PTP
President

The Traffic Group, Inc.(r)

9900 Franklin Square Drive - Suite H
Baltimore, Maryland 21236
410-931-6600 * 800-583-8411
Fax: 410-931-6601
wguckert@trafficgroup.com
www.trafficgroup.com

Glenn Cook

From: Jacqueline Marsh [JMarsh@gaithersburgmd.gov]
Sent: Thursday, April 24, 2008 4:34 PM
To: Glenn Cook
Cc: Greg Ossont; Ollie Mumpower; Richard Koch
Subject: Re: Residences @ Olde Towne Phase 1

Glenn,

Archstone has 389 apartment units (194 one-bedrooms and 195 two-bedrooms) and 18,000 square feet of retail.

The Chris's redevelopment project has 6425 square feet of office and 2110 square feet of retail/restaurant.

Contact me if you have any questions.
Thanks,

Jacqueline Marsh
Planner
Planning and Code Administration

(301) 258-6330 x2125
(301) 258-6336 (fax)

31 South Summit Avenue
Gaithersburg, MD 20877-2098

OUR INTERNET ADDRESS HAS CHANGED!
jmarsh@gaithersburgmd.gov -- <http://www.gaithersburgmd.gov>

The opinions expressed in this message are not necessarily those of the City of Gaithersburg Staff, Mayor or City Council.

>>> Ollie Mumpower 04/24/2008 11:24 AM >>>

Glenn: Please call Jackie Marsh (301-258-6330) about the development totals for these two projects . She can give you exact dev. numbers. Chris's was not required to do anything at this intersection. Archstone is required to provide a triple left for Summit Avenue - but this brings them below the background but above the 1450 CLV. call me if you have any additional Q's.

Ollie K. Mumpower
Engineering Services Director
Department of Public Works, Parks Maintenance and Engineering
800 Rabbitt Road
Gaithersburg, Maryland 20878-1600
301-258-6370 Ext. 106
301-258-6375 FAX
301-258-6430 TTY
omumpower@gaithersburgmd.gov

4/28/2008

www.gaithersburgmd.gov

>>> "Glenn Cook" <GCook@trafficgroup.com> 04/24/2008 11:17:39 AM >>>
Hi Ollie!

Just as a follow-up to my e-mail the other day about the Archstone and Chris's information, could you also let me know if any improvements were required of those projects particularly at the MD 355 & S. Summit intersection.

Thanks!!!!

Glenn E. Cook,

Vice President

The Traffic Group, Inc.(r)

9900 Franklin Square Drive - Suite H

Baltimore, Maryland 21236

Office: 410.931.6600

Cell: 410.491.8990

Toll free: 800.583.8411

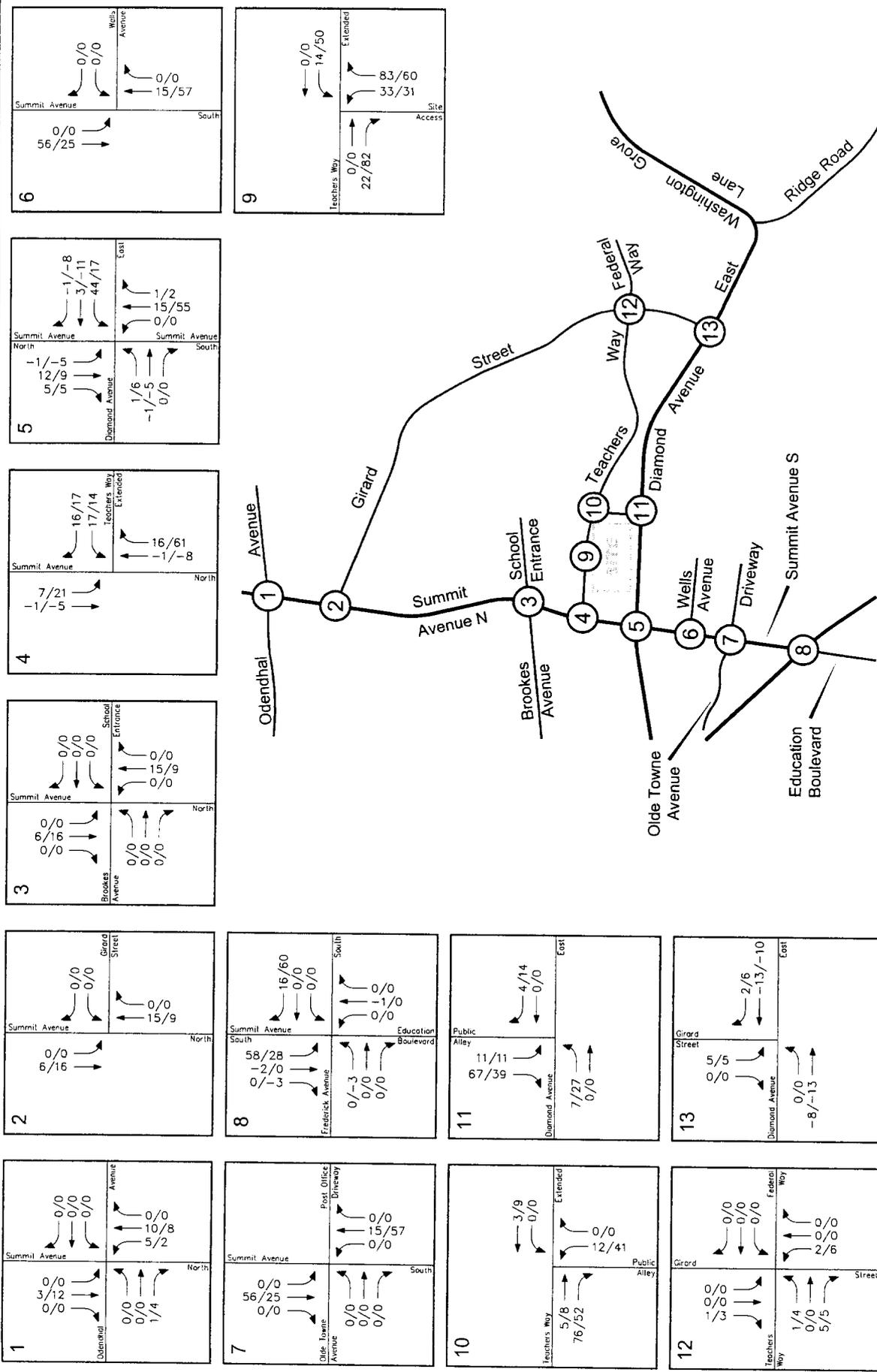
Fax: 410.931.6601

gcook@trafficgroup.com

www.trafficgroup.com <blocked::http://www.trafficgroup.com/>

Merging Innovation and Excellence(r)

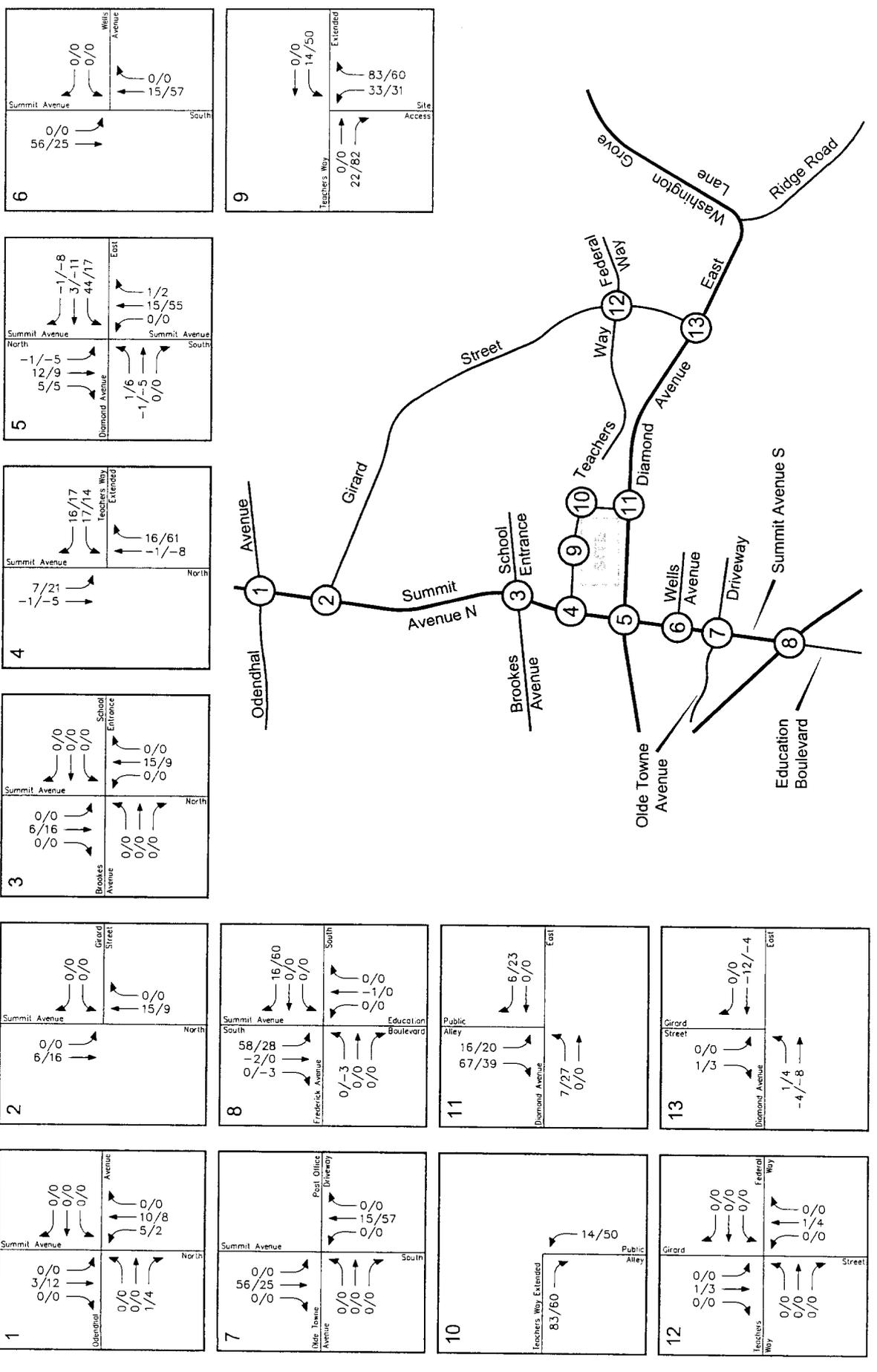
4/28/2008



AM PEAK HOUR
PM PEAK HOUR
000/000
North

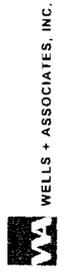
Figure 3-3
Net New Site Generated Weekday Traffic Assignment

O:\Projects\3501-4000\3675 Old Town Gaithersburg\Graphics\3675 Rpt Graphics.dwg\MT



North
 AM PEAK HOUR
 000/000

Figure 3-6
 Net New Site Generated Weekday Traffic Assignment Without Teachers Way Connection



WELLS + ASSOCIATES, INC.

Olde Towne Gaithersburg
 City of Gaithersburg, Maryland

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	
AM																					
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
3 Hr Totals	413	455	8	0	876	598	0	811	1	1410	0	529	214	0	743	660	1296	0	1	1957	4217
1 Hr Totals																					
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
PEAK HOUR																					
730-830	154	186	2	0	342	219	0	281	0	500	0	189	85	0	274	271	464	0	0	735	1851
PM																					
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
3 Hr Totals	645	718	15	0	1378	1097	0	1142	5	2244	0	790	301	0	1091	1211	1402	0	0	2613	7326
1 Hr Totals																					
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
PEAK HOUR																					
530-630	224	242	5	0	471	441	0	417	0	858	0	309	109	0	418	402	483	0	0	885	2632

PEDESTRIAN OBSERVATIONS

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

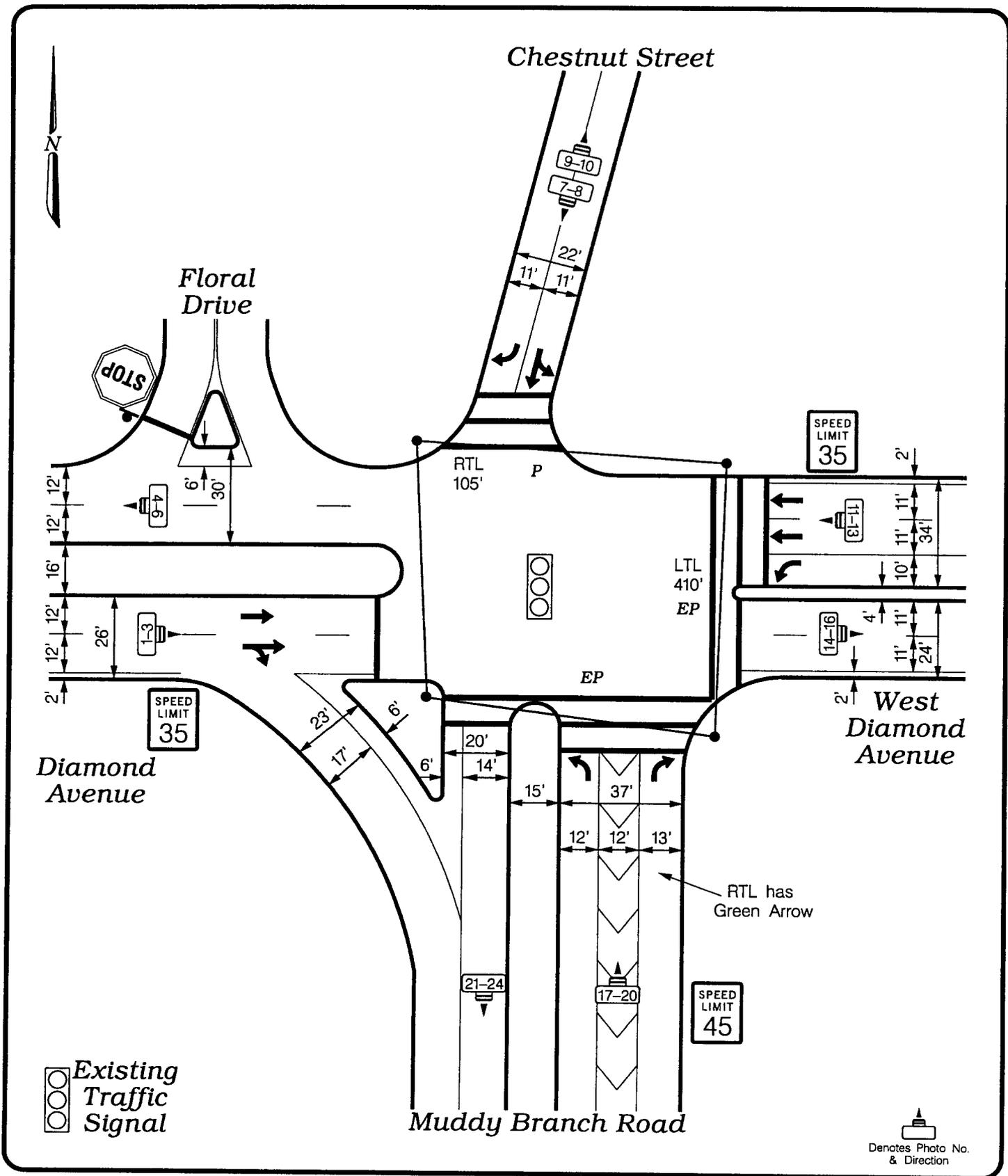
Counted by: SS, TP
Date: August 28, 2007
Weather: Fair, Warm
Entered by: TT

Day: Tuesday



TIME	Chestnut St.				Muddy Branch Rd.			
	NORTH LEG				SOUTH LEG			
	ADULT		CHILDREN		ADULT		CHILDREN	
	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES
AM								
06:30-45	2	1	0	0	2	0	1	0
45-00	1	0	1	0	0	0	0	0
07:0-15	2	1	2	0	0	0	0	0
15-30	1	0	1	0	0	1	0	0
30-45	0	1	0	0	1	0	0	0
45-00	0	0	0	0	0	1	0	1
08:0-15	2	0	1	0	0	1	0	0
15-30	0	0	1	0	0	0	0	0
30-45	0	1	0	0	0	1	0	0
45-00	1	1	0	0	1	0	0	0
09:0-15	0	0	0	0	0	1	0	0
15-30	0	2	0	0	1	2	0	0
TOTALS	9	7	6	0	5	7	1	1
PM								
04:0-15	0	0	0	0	1	0	0	0
15-30	2	0	1	0	1	0	0	0
30-45	0	0	0	1	1	0	0	0
45-00	1	0	1	0	1	0	0	0
05:0-15	0	0	0	0	0	1	0	0
15-30	1	0	0	0	1	0	0	0
30-45	0	0	0	0	0	2	0	0
45-00	1	0	1	0	0	2	0	0
06:0-15	1	0	0	0	1	0	0	0
15-30	0	0	0	0	0	1	0	0
30-45	1	0	0	0	0	1	0	0
45-00	1	0	0	0	1	3	0	0
TOTALS	8	0	3	1	7	10	0	0

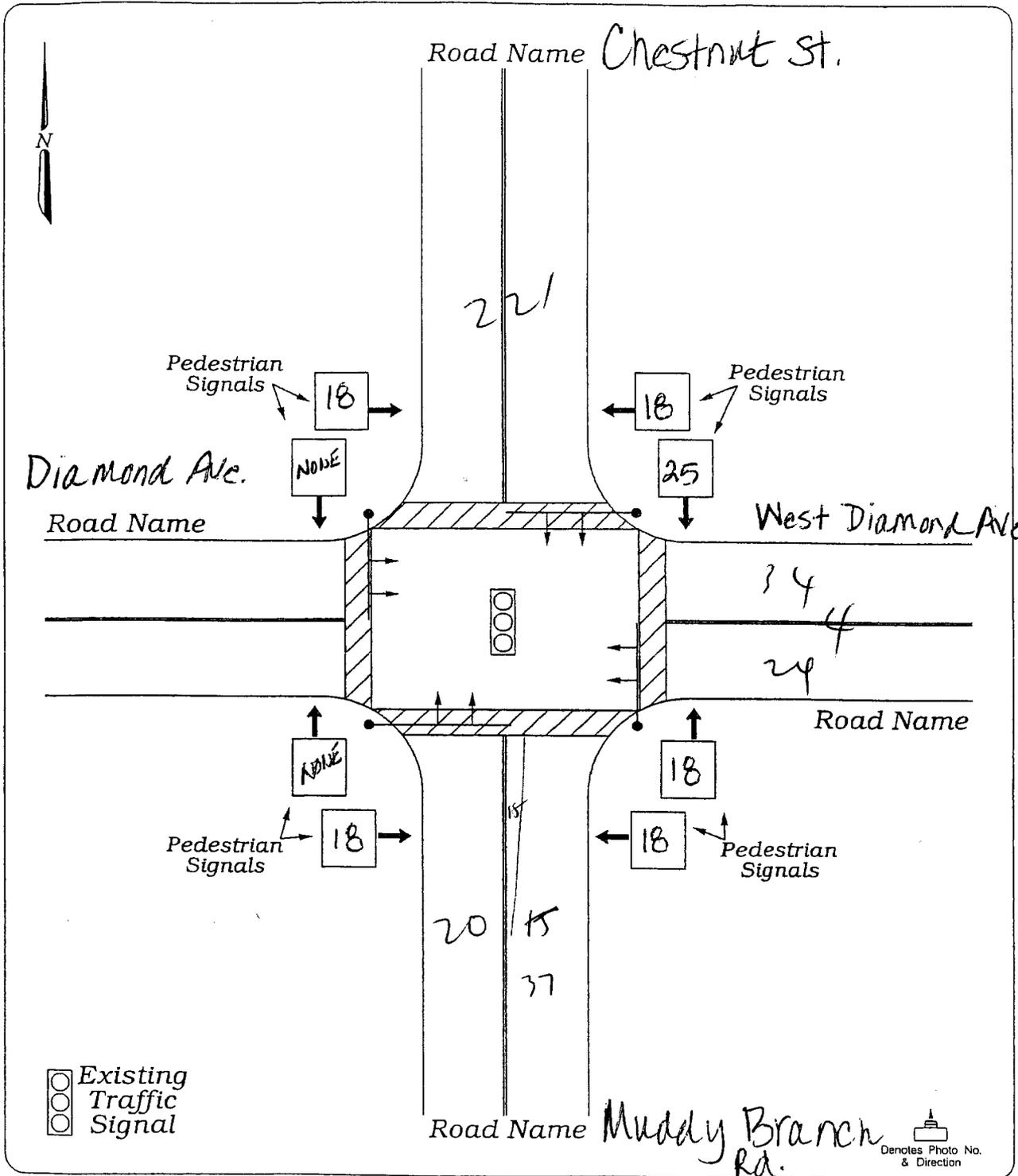
TIME	MD 117				MD 117			
	EAST LEG				WEST LEG			
	ADULT		CHILDREN		ADULT		CHILDREN	
	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES
AM								
06:30-45	2	1	0	1	1	1	0	0
45-00	0	0	0	0	1	0	1	0
07:0-15	1	0	0	0	1	0	0	0
15-30	0	1	0	0	3	0	1	0
30-45	1	0	0	0	0	0	0	0
45-00	2	1	0	0	1	1	0	0
08:0-15	0	0	0	0	1	0	0	0
15-30	0	0	0	0	1	0	1	0
30-45	0	0	0	1	1	0	0	0
45-00	4	0	0	1	0	0	0	0
09:0-15	1	0	0	0	0	0	0	0
15-30	0	1	0	0	0	0	0	0
TOTALS	11	4	0	3	10	2	3	0
PM								
04:0-15	2	0	1	0	8	1	1	0
15-30	0	0	1	0	4	2	0	2
30-45	0	1	0	0	1	0	0	0
45-00	0	1	0	0	3	1	0	0
05:0-15	1	0	0	1	3	1	0	0
15-30	0	1	0	0	2	2	0	0
30-45	3	0	0	0	1	0	0	0
45-00	4	0	0	1	2	0	0	0
06:0-15	2	0	0	2	1	0	0	0
15-30	0	2	2	2	1	0	0	0
30-45	3	0	1	1	2	0	0	0
45-00	2	0	1	0	1	0	0	0
TOTALS	17	5	6	7	29	7	1	2



*Diamond Avenue @
Chestnut Street/
Muddy Branch Road*

FIELD WORK BY: *S. Scalzo*
 DRAWN BY: *K. Hurley*
 DATE: *September, 2007*
 SCALE: *N/A*

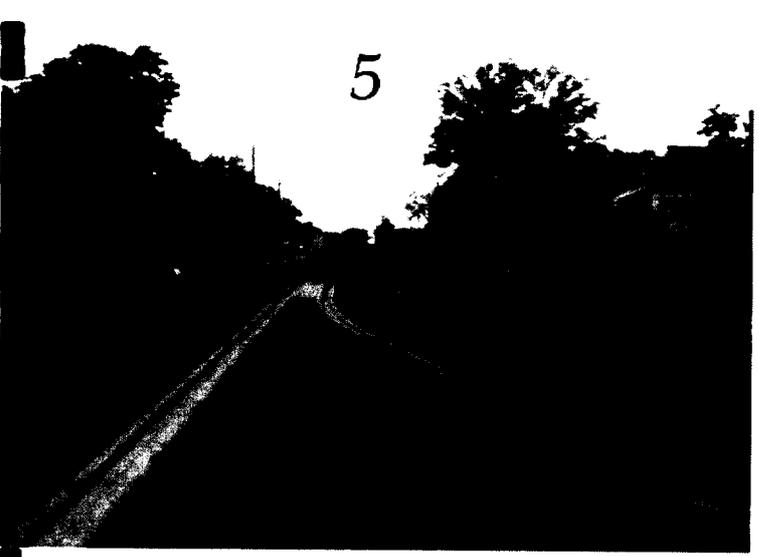
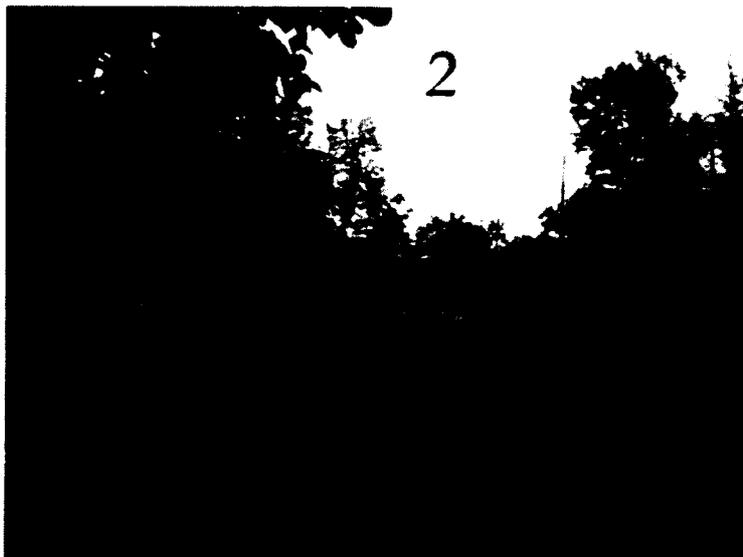
JOB NO.: *2007-0607*
 DWG NAME: *Diamond Avenue@
Chestnut-Muddy Branch.dgn*
 LOCATION: *Montgomery Co., MD*
 SHEET NO.: *1 OF 2*

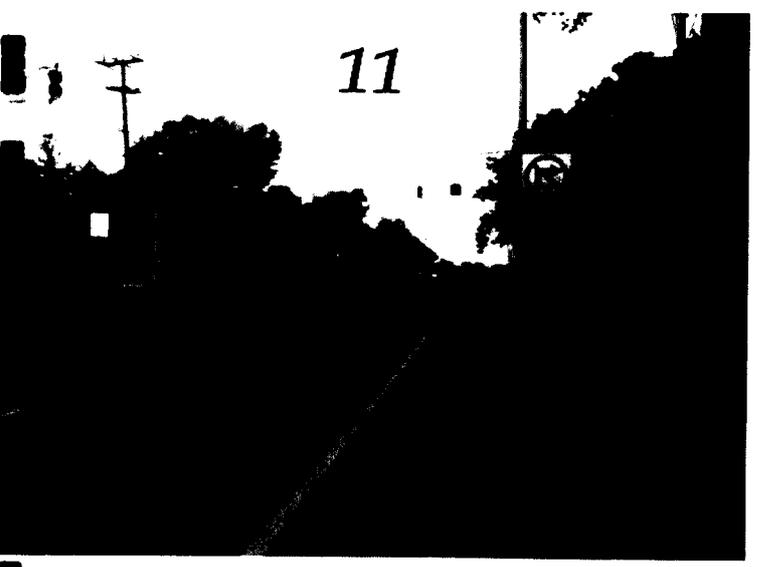
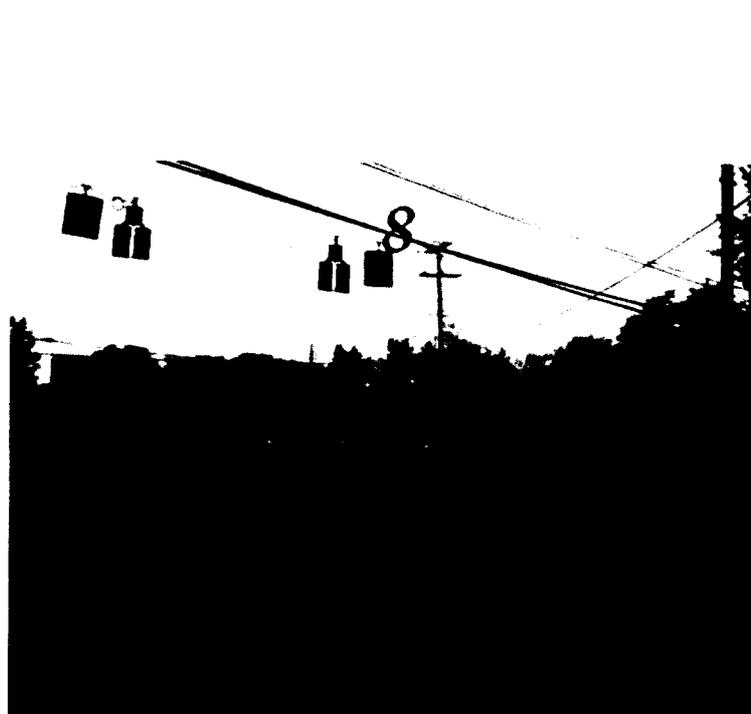
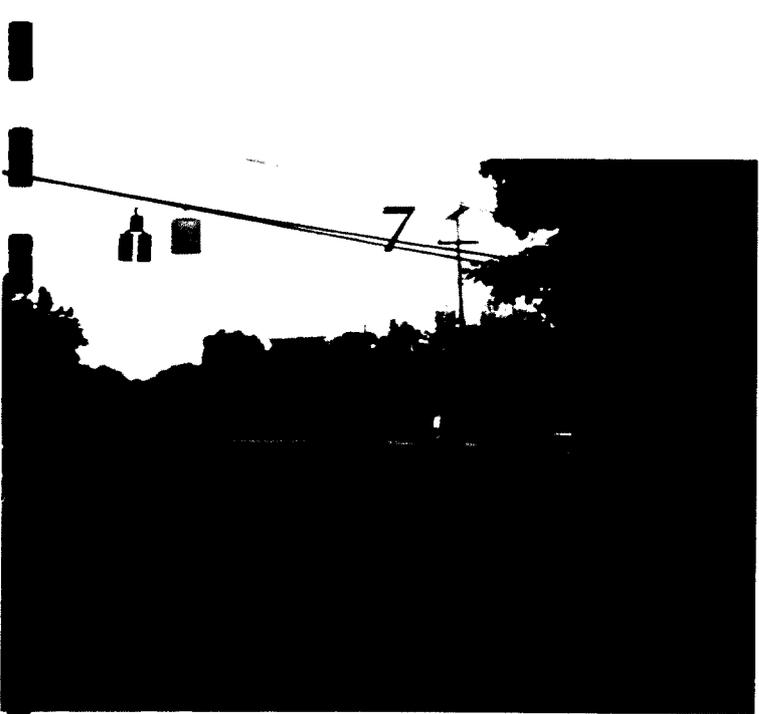


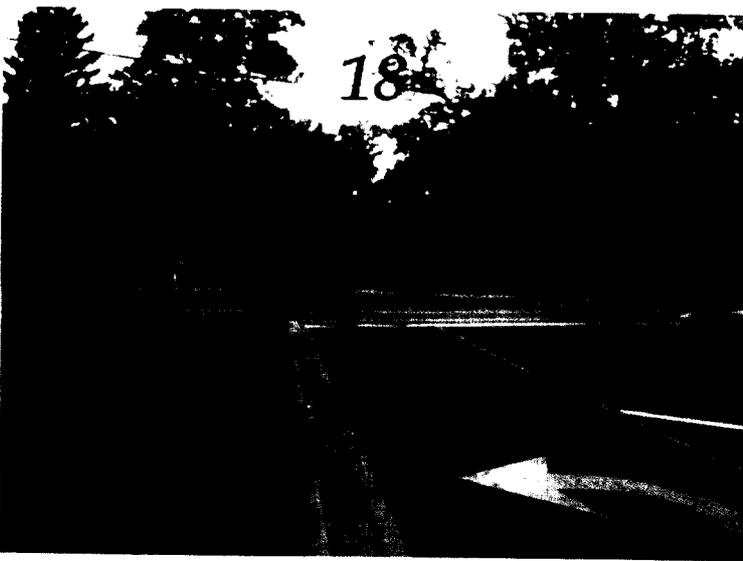
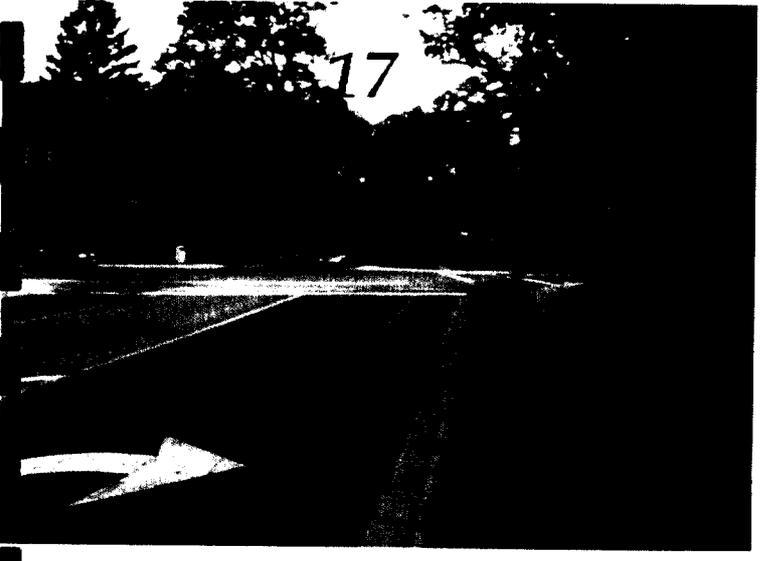
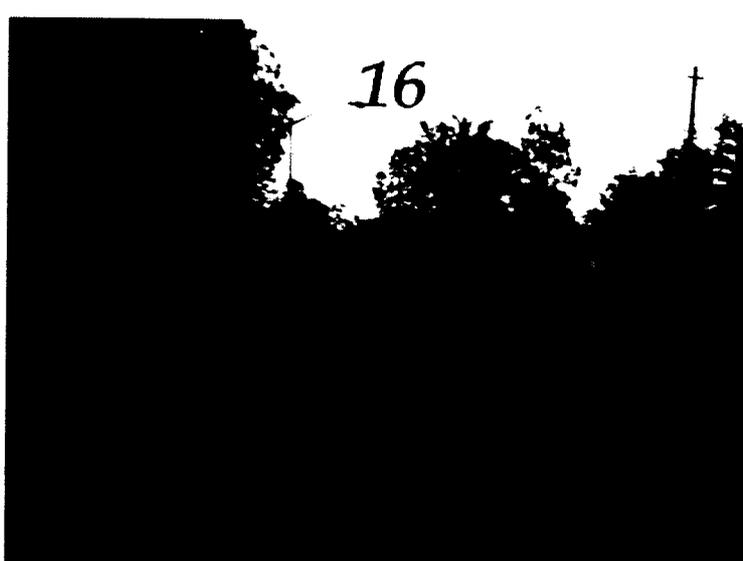
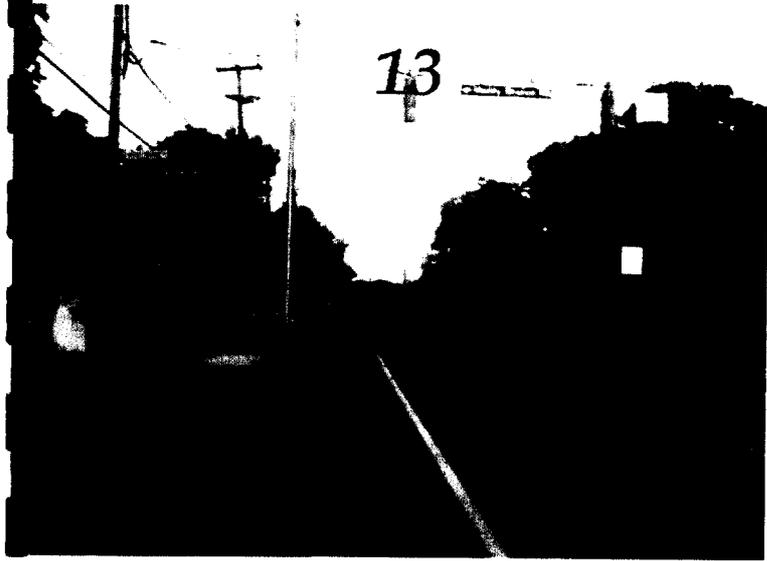
Intersection

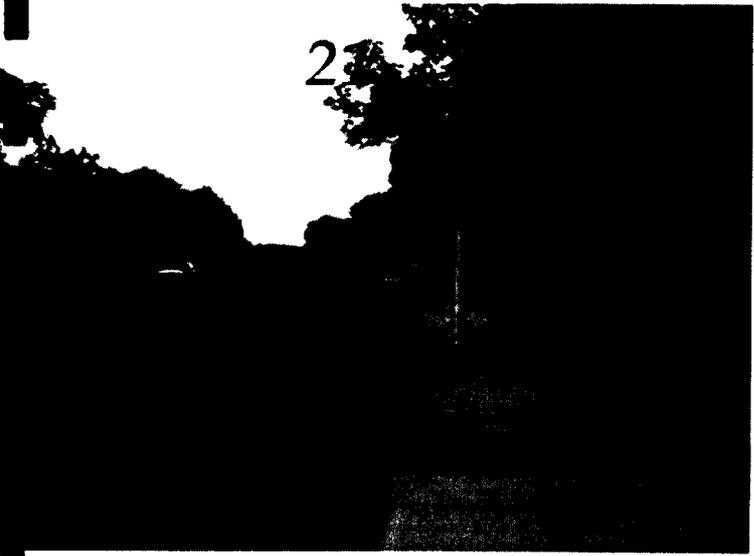
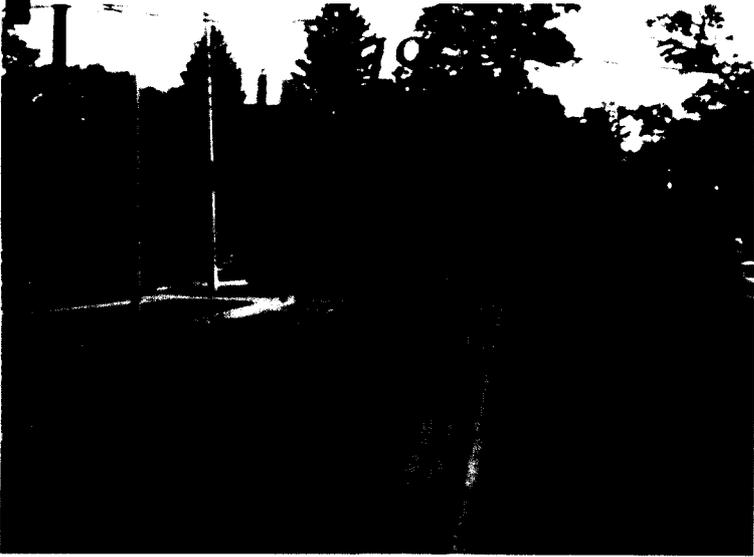
FIELD WORK BY: Name
 DRAWN BY: K. Hurley
 DATE: month, year
 SCALE: N/A

JOB NO.: Year-#
 DWG NAME: Ped Signal Directions.dgn
 LOCATION: County, State
 SHEET NO.: ? OF ?









VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: MD 117
and: Business Access / Spur From MD 355
Location: Montgomery Co., MD

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

Day: Tuesday



TIME	TRAFFIC FROM NORTH on: Business Access					TRAFFIC FROM SOUTH on: Spur From MD 355					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	
AM																					
06:30-45	0	0	0	0	0	0	0	6	0	6	1	45	1	0	47	50	46	0	0	96	149
45-00	0	0	0	0	0	1	0	7	0	8	0	30	1	0	31	69	38	0	0	107	146
07:0-15	0	0	1	0	1	1	1	7	0	9	1	38	4	0	43	67	40	1	1	109	162
15-30	0	0	0	0	0	1	0	5	0	6	0	51	3	0	54	64	45	1	0	110	170
30-45	1	2	0	0	3	2	0	11	0	13	0	43	1	1	45	74	69	0	1	144	205
45-00	0	0	0	0	0	0	0	12	0	12	0	49	1	0	50	73	51	1	0	125	187
08:0-15	0	0	0	0	0	1	0	7	0	8	0	50	4	0	54	70	47	1	0	118	180
15-30	0	2	0	0	2	1	0	12	0	13	0	46	1	0	47	62	49	1	0	112	174
30-45	2	0	0	0	2	4	0	8	0	12	0	58	4	0	62	55	49	2	1	107	183
45-00	0	0	0	0	0	2	0	8	0	10	0	54	3	0	57	59	55	0	1	115	182
09:0-15	2	0	1	0	3	0	0	9	0	9	1	47	1	0	49	46	47	1	1	95	156
15-30	1	0	0	0	1	2	0	8	0	10	0	43	2	0	45	30	43	2	0	75	131
3 Hr Totals	6	4	2	0	12	15	1	100	0	116	3	554	26	1	584	719	579	10	5	1313	1738
1 Hr Totals																					
630-730	0	0	1	0	1	3	1	25	0	29	2	164	9	0	175	250	169	2	1	422	627
645-745	1	2	1	0	4	5	1	30	0	36	1	162	9	1	173	274	192	2	2	470	683
07-08	1	2	1	0	4	4	1	35	0	40	1	181	9	1	192	278	205	3	2	488	724
715-815	1	2	0	0	3	4	0	35	0	39	0	193	9	1	203	281	212	3	1	497	742
730-830	1	4	0	0	5	4	0	42	0	46	0	188	7	1	196	279	216	3	1	499	746
745-845	2	2	0	0	4	6	0	39	0	45	0	203	10	0	213	260	196	5	1	462	724
08-09	2	2	0	0	4	8	0	35	0	43	0	208	12	0	220	246	200	4	2	452	719
815-915	4	2	1	0	7	7	0	37	0	44	1	205	9	0	215	222	200	4	3	429	695
830-930	5	0	1	0	6	8	0	33	0	41	1	202	10	0	213	190	194	5	3	392	652
PEAK HOUR																					
730-830	1	4	0	0	5	4	0	42	0	46	0	188	7	1	196	279	216	3	1	499	746
PM																					
04:0-15	0	0	0	0	0	1	0	15	0	16	0	64	1	0	65	35	69	0	1	105	186
15-30	1	0	0	0	1	2	0	10	0	12	2	69	1	2	74	42	53	3	0	98	185
30-45	4	0	0	0	4	1	0	7	0	8	0	72	2	0	74	31	50	0	0	81	167
45-00	0	0	0	0	0	2	0	16	0	18	1	81	7	0	89	35	47	1	1	84	191
05:0-15	1	1	0	0	2	1	0	13	0	14	0	82	8	0	90	32	60	2	0	94	200
15-30	0	0	0	0	0	0	0	6	0	6	1	72	1	0	74	33	63	3	0	99	179
30-45	5	0	0	0	5	1	0	12	0	13	0	98	7	0	105	33	70	2	2	107	230
45-00	2	0	0	0	2	0	0	15	0	15	0	89	1	0	90	17	85	1	3	106	213
06:0-15	0	2	0	0	2	2	0	9	0	11	0	94	1	0	95	30	55	1	1	87	195
15-30	1	0	0	0	1	2	0	10	0	12	0	79	3	0	82	39	66	0	3	108	203
30-45	0	0	0	0	0	1	0	8	0	9	0	56	3	0	59	20	52	0	0	72	140
45-00	0	0	0	0	0	2	0	6	0	8	0	60	2	0	62	26	46	1	0	73	143
3 Hr Totals	14	3	0	0	17	15	0	127	0	142	4	916	37	2	959	373	716	14	11	1114	2232
1 Hr Totals																					
04-05	5	0	0	0	5	6	0	48	0	54	3	286	11	2	302	143	219	4	2	368	729
415-515	6	1	0	0	7	6	0	46	0	52	3	304	18	2	327	140	210	6	1	357	743
430-530	5	1	0	0	6	4	0	42	0	46	2	307	18	0	327	131	220	6	1	358	737
445-545	6	1	0	0	7	4	0	47	0	51	2	333	23	0	358	133	240	8	3	384	800
05-06	8	1	0	0	9	2	0	46	0	48	1	341	17	0	359	115	278	8	5	406	822
515-615	7	2	0	0	9	3	0	42	0	45	1	353	10	0	364	113	273	7	6	399	817
530-630	8	2	0	0	10	5	0	46	0	51	0	360	12	0	372	119	276	4	9	408	841
545-645	3	2	0	0	5	5	0	42	0	47	0	318	8	0	326	106	258	2	7	373	751
06-07	1	2	0	0	3	7	0	33	0	40	0	289	9	0	298	115	219	2	4	340	681
PEAK HOUR																					
530-630	8	2	0	0	10	5	0	46	0	51	0	360	12	0	372	119	276	4	9	408	841

PEDESTRIAN OBSERVATIONS

Intersection of: MD 117
and: Business Access / Spur From MD 35
Location: Montgomery Co., MD

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

Day: Tuesday



TIME	Business Access				Spur From 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	2	0	0	0
45-00	0	0	0	0	2	0	0	0
07:0-15	0	1	0	0	0	0	0	0
15-30	2	1	0	0	2	1	0	0
30-45	0	1	0	0	1	0	0	0
45-00	0	0	0	0	1	1	0	0
08:0-15	0	0	0	0	1	0	0	1
15-30	0	0	0	0	1	0	0	0
30-45	1	1	0	0	1	0	0	0
45-00	1	1	0	0	2	1	0	0
09:0-15	0	0	0	0	2	1	0	0
15-30	4	1	0	0	1	1	0	0
TOTALS	8	6	0	0	16	5	0	1
PM								
04:0-15	1	0	0	0	2	0	1	0
15-30	1	0	0	0	1	0	0	0
30-45	0	0	0	0	4	0	0	0
45-00	3	0	0	0	6	0	0	0
05:0-15	0	0	0	0	3	0	0	0
15-30	2	0	0	0	3	1	0	0
30-45	0	0	0	0	3	0	0	0
45-00	3	0	1	1	5	3	1	0
06:0-15	0	0	0	0	6	1	0	0
15-30	0	1	0	0	4	0	0	0
30-45	0	0	0	0	6	3	0	0
45-00	0	1	0	0	6	5	0	0
TOTALS	10	2	1	1	49	13	2	0

TIME	MD 117				MD 117			
	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	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0
30-45	0	0	0	0	1	0	0	0
45-00	0	0	0	0	1	0	0	0
08:0-15	0	0	0	0	0	0	0	0
15-30	0	0	0	0	1	0	0	0
30-45	0	0	0	0	0	0	0	0
45-00	1	0	0	0	0	0	0	0
09:0-15	0	0	0	0	0	0	0	0
15-30	0	0	0	0	2	0	0	0
TOTALS	1	0	0	0	5	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	1	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	1	0	0	0	0	0	0	0
45-00	0	1	0	0	0	0	0	0
TOTALS	1	2	0	0	0	0	0	0

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: MD 117
and: Meem Ave. / Water St.
Location: Montgomery Co., MD

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

Day: Tuesday



TIME	TRAFFIC FROM NORTH on: Meem Ave.					TRAFFIC FROM SOUTH on: Water St.					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		
AM																						
06:30-45	3	5	4	0	12	3	5	12	0	20	4	51	2	0	57	9	83	22	0	114	203	
45-00	6	2	1	0	9	5	3	5	0	13	2	43	1	0	46	3	93	46	0	142	210	
07:0-15	2	0	5	0	7	2	4	3	0	9	6	34	2	0	42	2	114	65	0	181	239	
15-30	5	1	7	0	13	8	7	7	0	22	1	52	1	0	54	3	89	57	0	149	238	
30-45	3	0	5	0	8	7	2	6	0	15	7	52	3	0	62	1	119	53	0	173	258	
45-00	2	0	3	0	5	5	1	6	0	12	5	49	2	0	56	6	118	65	0	189	262	
08:0-15	5	0	7	0	12	4	5	6	0	15	5	46	2	0	53	6	116	62	0	184	264	
15-30	5	1	2	0	8	3	3	9	0	15	1	49	2	0	52	2	102	63	0	167	242	
30-45	2	1	3	0	6	9	1	6	0	16	5	53	3	0	61	5	103	45	0	153	236	
45-00	2	0	4	0	6	3	2	6	0	11	0	66	4	0	70	3	99	51	0	153	240	
09:0-15	1	0	4	0	5	3	4	7	0	14	5	33	6	0	44	3	95	77	0	175	238	
15-30	2	1	2	0	5	4	1	3	0	8	4	33	2	0	39	3	69	41	0	113	165	
3 Hr Totals	38	11	47	0	96	56	38	76	0	170	45	561	30	0	636	46	1200	647	0	1893	2392	
1 Hr Totals																						
630-730	16	8	17	0	41	18	19	27	0	64	13	180	6	0	199	17	379	190	0	586	890	
645-745	16	3	18	0	37	22	16	21	0	59	16	181	7	0	204	9	415	221	0	645	945	
07-08	12	1	20	0	33	22	14	22	0	58	19	187	8	0	214	12	440	240	0	692	997	
715-815	15	1	22	0	38	24	15	25	0	64	18	199	8	0	225	16	442	237	0	695	1022	
730-830	15	1	17	0	33	19	11	27	0	57	18	196	9	0	223	15	455	243	0	713	1026	
745-845	14	2	15	0	31	21	10	27	0	58	16	197	9	0	222	19	439	235	0	693	1004	
08-09	14	2	16	0	32	19	11	27	0	57	11	214	11	0	236	16	420	221	0	657	982	
815-915	10	2	13	0	25	18	10	28	0	56	11	201	15	0	227	13	399	236	0	648	956	
830-930	7	2	13	0	22	19	8	22	0	49	14	185	15	0	214	14	366	214	0	594	879	
PEAK HOUR																						
730-830	15	1	17	0	33	19	11	27	0	57	18	196	9	0	223	15	455	243	0	713	1026	
PM																						
04:0-15	2	0	4	0	6	7	2	5	0	14	0	59	6	0	65	5	90	122	0	217	302	
15-30	3	0	3	0	6	7	2	3	0	12	9	56	6	0	71	7	89	96	0	192	281	
30-45	6	0	1	0	7	3	1	6	0	10	6	78	4	0	88	4	71	88	0	163	268	
45-00	3	0	3	0	6	9	3	5	0	17	12	77	5	0	94	12	75	106	0	193	310	
05:0-15	4	0	5	0	9	1	4	3	0	8	8	75	2	0	85	10	90	99	0	199	301	
15-30	0	2	1	0	3	3	3	4	0	10	5	79	5	0	89	9	84	114	0	207	309	
30-45	2	1	1	0	4	11	3	14	0	28	8	98	0	0	106	4	95	127	0	226	364	
45-00	10	1	2	0	13	4	3	4	0	11	8	87	2	0	97	4	84	119	0	207	328	
06:0-15	1	5	0	0	6	7	5	2	0	14	14	101	6	0	121	12	87	134	1	234	375	
15-30	3	3	3	0	9	9	3	1	0	13	10	73	3	0	86	16	87	102	0	205	313	
30-45	0	2	0	0	2	3	5	6	0	14	6	45	3	0	54	11	87	121	0	219	289	
45-00	4	4	1	0	9	3	6	10	0	19	5	46	3	0	54	6	71	114	0	191	273	
3 Hr Totals	38	18	24	0	80	67	40	63	0	170	91	874	45	0	1010	100	1010	1342	1	2453	3713	
1 Hr Totals																						
04-05	14	0	11	0	25	26	8	19	0	53	27	270	21	0	318	28	325	412	0	765	1161	
415-515	16	0	12	0	28	20	10	17	0	47	35	286	17	0	338	33	325	389	0	747	1160	
430-530	13	2	10	0	25	16	11	18	0	45	31	309	16	0	356	35	320	407	0	762	1188	
445-545	9	3	10	0	22	24	13	26	0	63	33	329	12	0	374	35	344	446	0	825	1284	
05-06	16	4	9	0	29	19	13	25	0	57	29	339	9	0	377	27	353	459	0	839	1302	
515-615	13	9	4	0	26	25	14	24	0	63	35	365	13	0	413	29	350	494	1	874	1376	
530-630	16	10	6	0	32	31	14	21	0	66	40	359	11	0	410	36	353	482	1	872	1380	
545-645	14	11	5	0	30	23	16	13	0	52	38	306	14	0	358	43	345	476	1	865	1305	
06-07	8	14	4	0	26	22	19	19	0	60	35	265	15	0	315	45	332	471	1	849	1250	
PEAK HOUR																						
530-630	16	10	6	0	32	31	14	21	0	66	40	359	11	0	410	36	353	482	1	872	1380	

PEDESTRIAN OBSERVATIONS

Intersection of: MD 117
and: Meem Ave. / Water St.
Location: Montgomery Co., MD

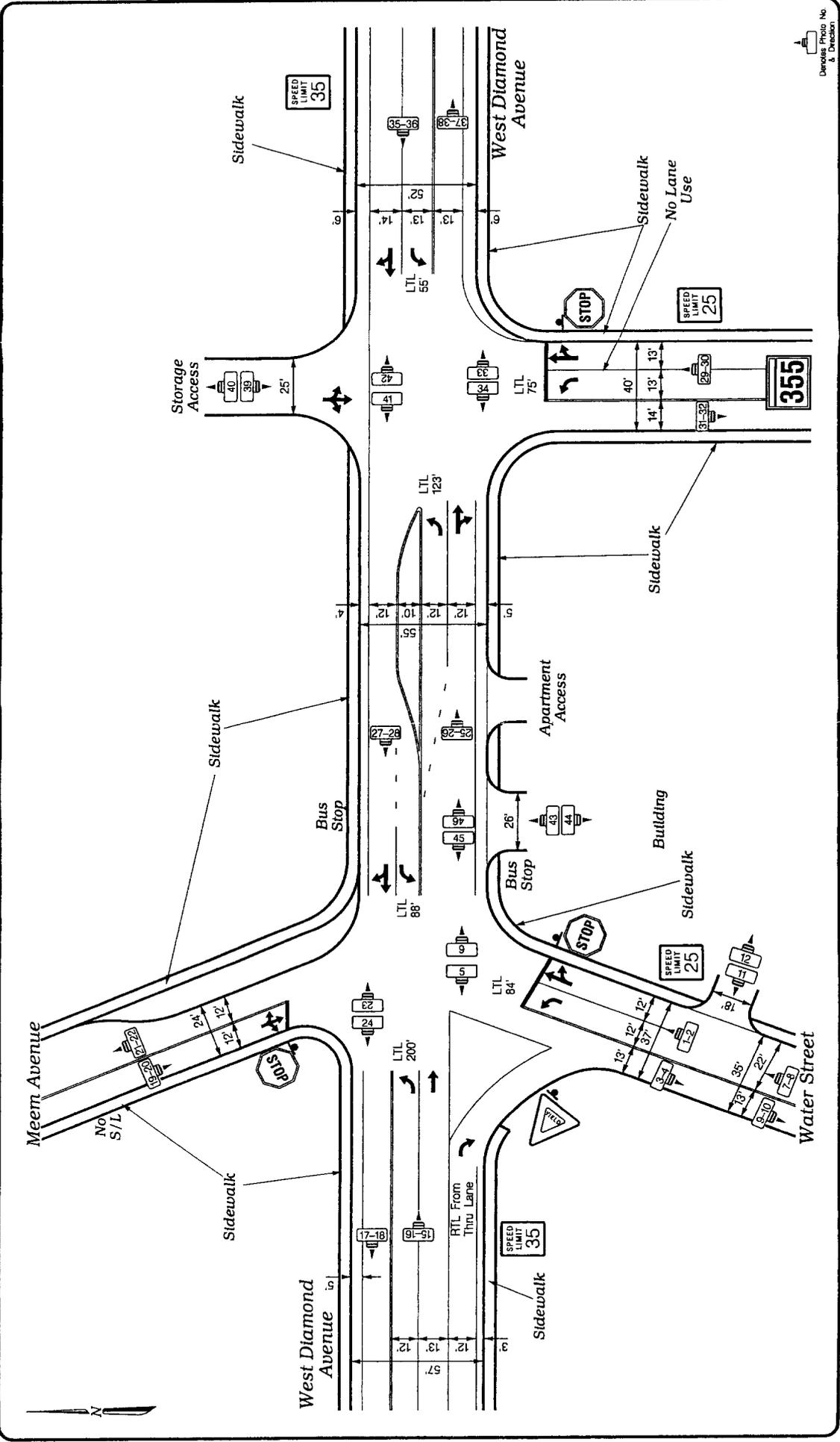
Counted by: JS, JS
Date: August 28, 2007
Weather: Fair, Warm
Entered by: TT

Day: Tuesday



TIME	Meem Ave.				Water St.			
	NORTH LEG				SOUTH LEG			
	ADULT		CHILDREN		ADULT		CHILDREN	
	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES	PEDESTRIANS	BICYCLES
AM								
06:30-45	0	0	0	0	2	0	1	0
45-00	2	0	0	0	0	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	1	0	0	0	1	1	0	0
45-00	0	0	0	0	0	0	0	0
08:0-15	0	0	0	0	1	0	1	0
15-30	0	0	0	0	0	0	0	0
30-45	1	1	0	0	2	0	0	0
45-00	0	1	0	0	0	1	0	0
09:0-15	1	0	0	0	0	0	0	0
15-30	0	0	0	2	0	0	0	1
TOTALS	6	2	0	2	6	2	2	1
PM								
04:0-15	0	0	0	0	1	0	0	0
15-30	0	0	0	0	1	0	0	0
30-45	1	0	0	0	1	0	0	0
45-00	2	0	0	0	0	0	0	0
05:0-15	0	0	0	0	2	0	0	0
15-30	2	0	0	0	3	1	1	0
30-45	2	0	0	0	8	0	0	0
45-00	0	0	0	1	3	2	0	0
06:0-15	1	0	0	0	1	0	0	0
15-30	0	0	0	0	0	0	0	0
30-45	1	1	0	1	1	0	1	0
45-00	0	0	0	0	1	3	0	0
TOTALS	9	1	0	2	22	6	2	0

TIME	MD 117				MD 117			
	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	4	0	0	0	0	0	0	0
07:0-15	0	0	0	0	0	0	0	0
15-30	2	0	0	0	0	0	0	0
30-45	4	0	1	0	0	0	0	0
45-00	6	0	0	0	0	0	0	0
08:0-15	0	0	0	0	0	0	0	0
15-30	3	0	0	0	0	0	0	0
30-45	1	0	0	0	0	0	0	0
45-00	4	0	0	0	0	0	0	0
09:0-15	1	0	0	0	0	0	0	0
15-30	1	0	0	0	1	0	0	0
TOTALS	26	0	1	0	1	0	0	0
PM								
04:0-15	3	0	0	0	0	0	0	0
15-30	2	0	0	0	0	0	0	0
30-45	1	0	0	0	0	0	0	0
45-00	2	0	0	0	0	0	0	0
05:0-15	3	0	0	0	0	0	0	0
15-30	5	0	3	0	0	1	0	0
30-45	8	1	3	0	0	0	0	0
45-00	1	0	0	0	0	0	0	0
06:0-15	0	0	0	0	0	0	0	0
15-30	1	0	2	0	0	0	0	0
30-45	0	1	2	1	0	0	0	0
45-00	1	0	4	1	0	0	0	0
TOTALS	27	2	14	2	0	1	0	0

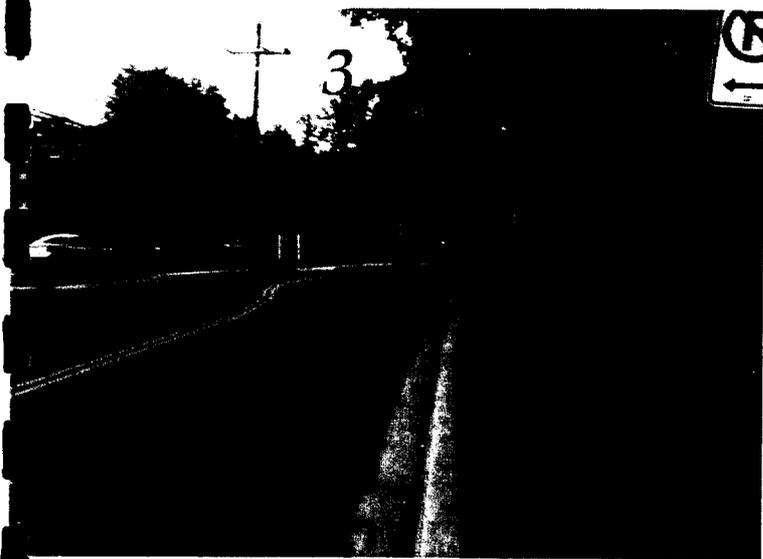


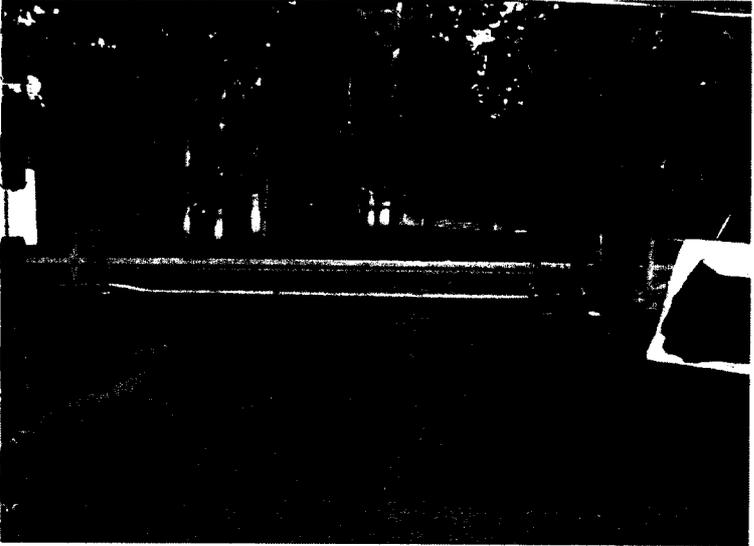
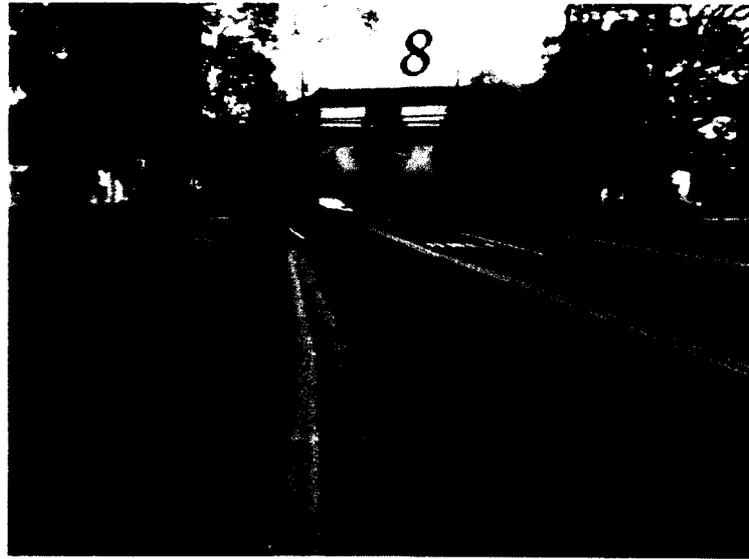
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& Direction

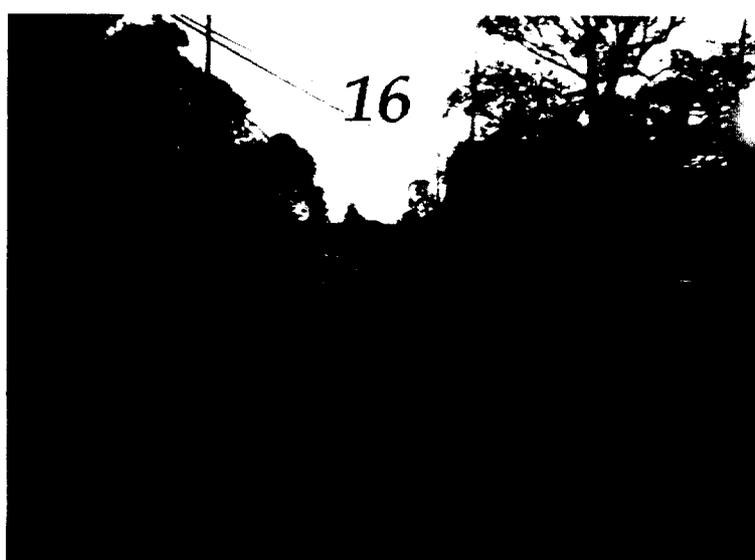
FIELD WORK BY: S. Scalzo
 DRAWN BY: K. Hurley
 DATE: September, 2007
 SCALE: N/A

JOB NO.: 2007-0607
 WEST DIAMOND AVENUE
 DWG NAME: MD_355-West-Dia-Plan.dwg
 LOCATION: Montgomery Co., MD
 SHEET NO.: 2 OF 2

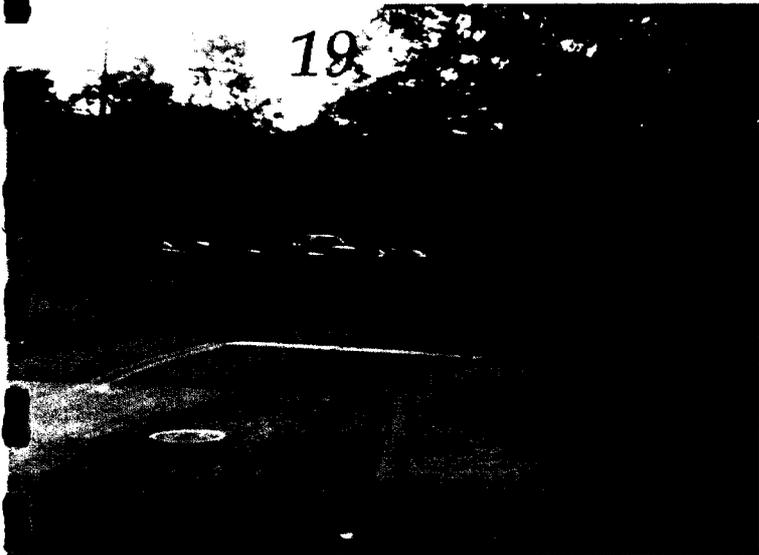








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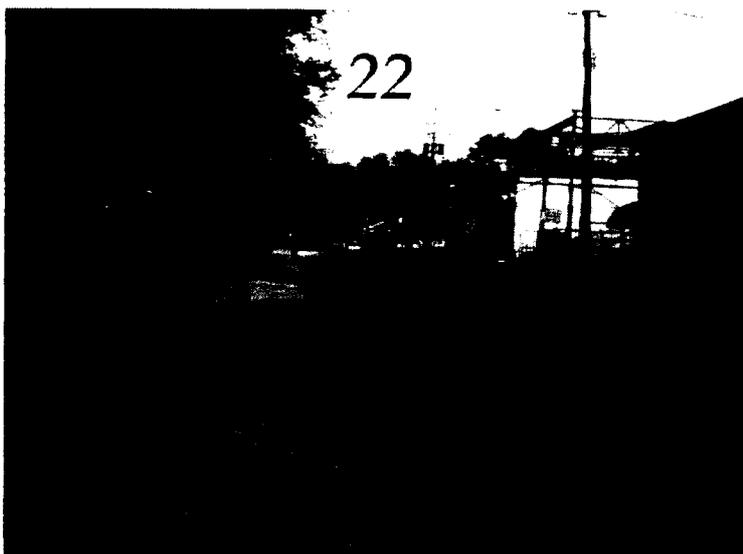
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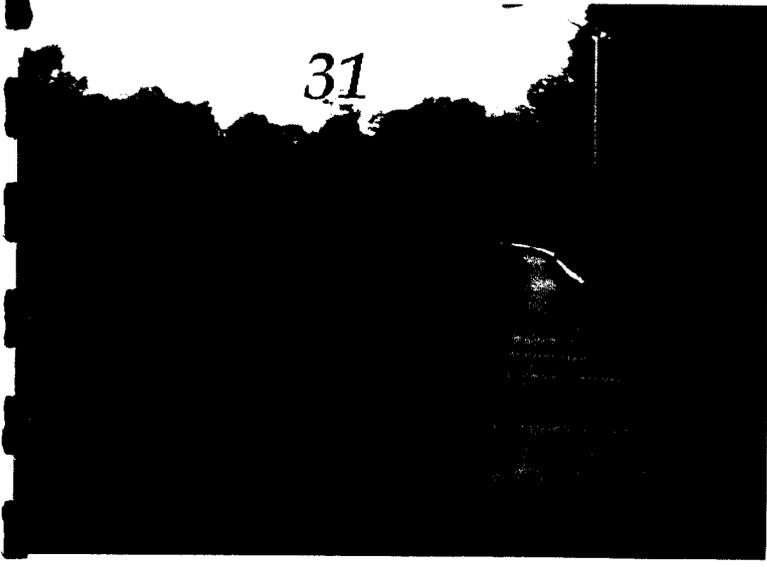
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29

30

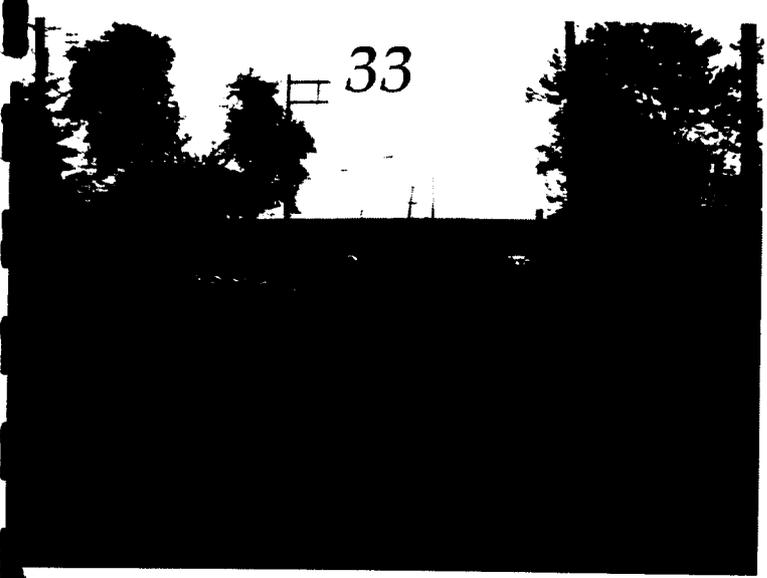
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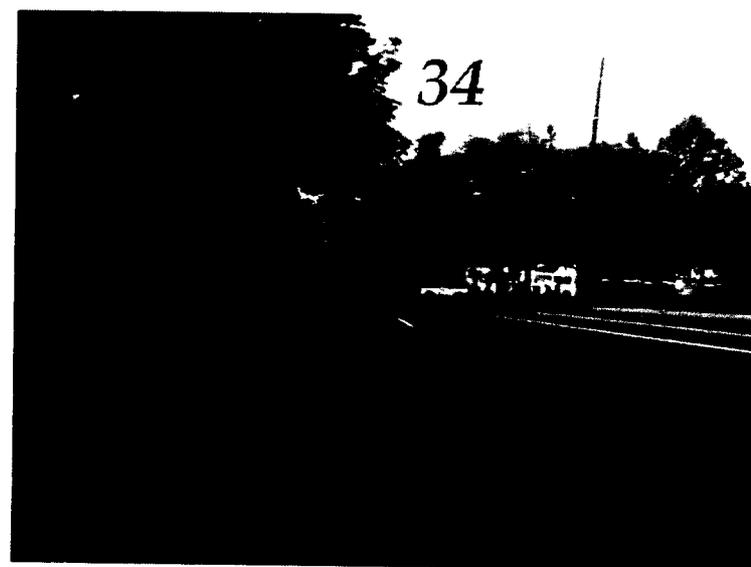
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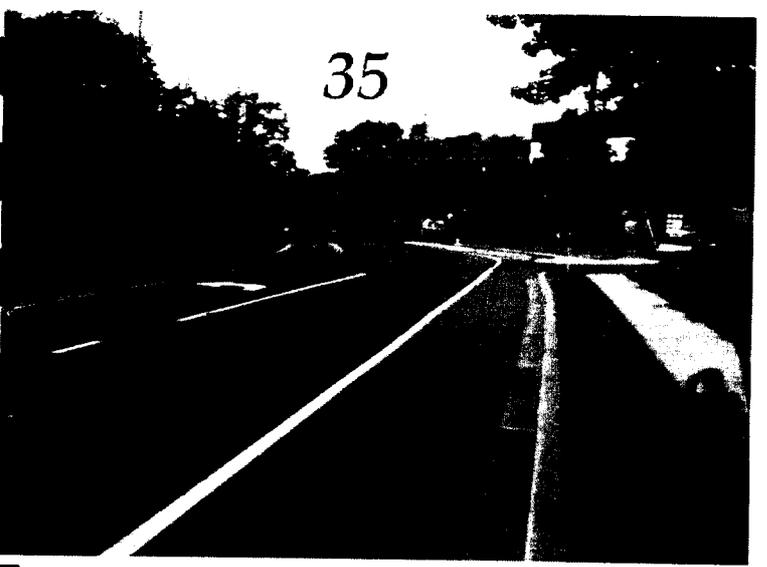
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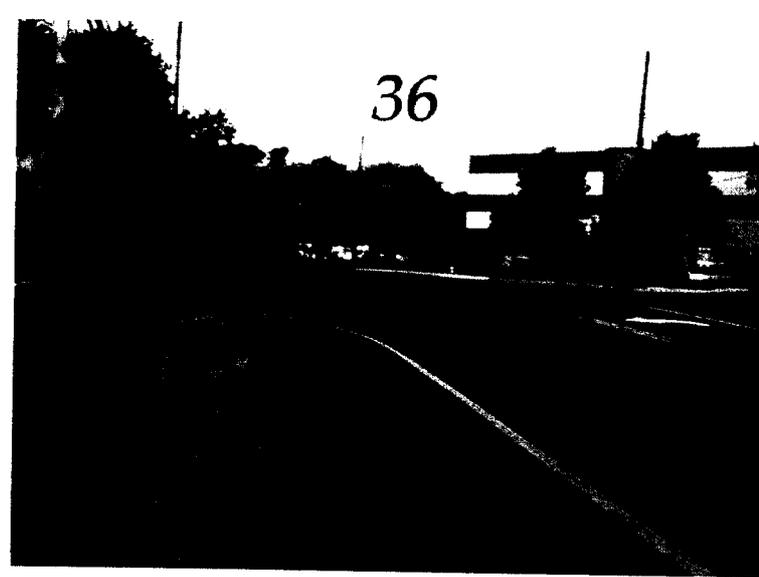
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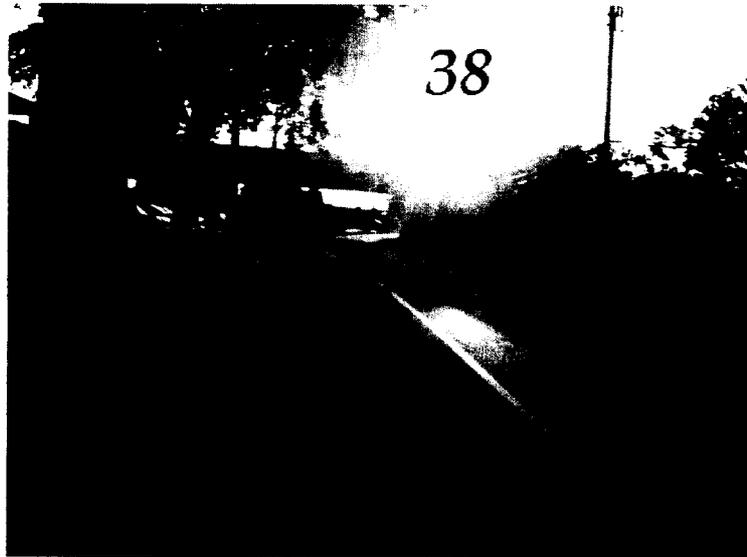


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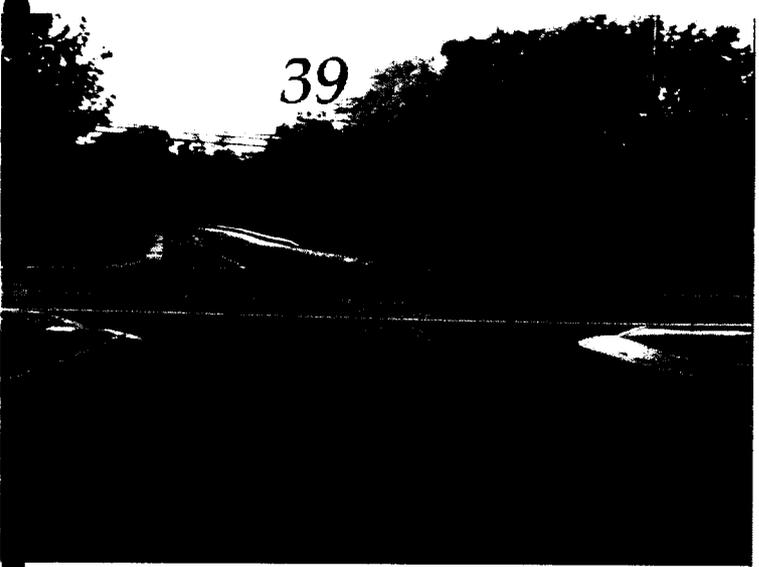




37



38



39



40



41



42



VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Water St.
and: 1st Business Access South Of MD 117
Location: Montgomery Co., MD

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

Day: Tuesday



TIME	TRAFFIC FROM NORTH on: Water St.					TRAFFIC FROM SOUTH on: Water St.					TRAFFIC FROM EAST on: Business Access					TRAFFIC FROM WEST on:					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	
AM																					
06:30-45		16	0	0	16	0	20	0	0	20	0	0	0	0	0					0	36
45-00		6	0	0	6	0	12	0	0	12	1	0	0	0	1					0	19
07:0-15		3	1	0	4	0	9	0	0	9	0	0	0	0	0					0	13
15-30		4	1	0	5	0	22	0	0	22	0	0	0	0	0					0	27
30-45		3	1	0	4	0	14	0	0	14	1	0	0	0	1					0	19
45-00		8	0	0	8	0	12	0	0	12	0	0	0	0	0					0	20
08:0-15		8	0	0	8	0	15	0	0	15	0	0	0	0	0					0	23
15-30		5	0	0	5	0	15	0	0	15	0	0	0	0	0					0	20
30-45		9	0	0	9	0	16	0	0	16	0	0	0	0	0					0	25
45-00		7	0	0	7	0	11	0	0	11	0	0	0	0	0					0	18
09:0-15		8	1	0	9	0	13	0	0	13	1	0	0	0	1					0	23
15-30		6	0	0	6	0	8	0	0	8	0	0	0	0	0					0	14
3 Hr Totals	0	83	4	0	87	0	167	0	0	167	3	0	0	0	3	0	0	0	0	0	220
1 Hr Totals																					
630-730	0	29	2	0	31	0	63	0	0	63	1	0	0	0	1	0	0	0	0	0	95
645-745	0	16	3	0	19	0	57	0	0	57	2	0	0	0	2	0	0	0	0	0	78
07-08	0	18	3	0	21	0	57	0	0	57	1	0	0	0	1	0	0	0	0	0	79
715-815	0	23	2	0	25	0	63	0	0	63	1	0	0	0	1	0	0	0	0	0	89
730-830	0	24	1	0	25	0	56	0	0	56	1	0	0	0	1	0	0	0	0	0	82
745-845	0	30	0	0	30	0	58	0	0	58	0	0	0	0	0	0	0	0	0	0	88
08-09	0	29	0	0	29	0	57	0	0	57	0	0	0	0	0	0	0	0	0	0	86
815-915	0	29	1	0	30	0	55	0	0	55	1	0	0	0	1	0	0	0	0	0	86
830-930	0	30	1	0	31	0	48	0	0	48	1	0	0	0	1	0	0	0	0	0	80
PEAK HOUR																					
630-730	0	29	2	0	31	0	63	0	0	63	1	0	0	0	1	0	0	0	0	0	95
PM																					
04:0-15		10	1	0	11	0	14	0	0	14	0	0	0	0	0					0	25
15-30		12	1	0	13	0	12	0	0	12	0	0	0	0	0					0	25
30-45		8	0	0	8	1	10	0	0	11	0	0	0	0	0					0	19
45-00		16	1	0	17	0	17	0	0	17	0	0	0	0	0					0	34
05:0-15		11	1	0	12	0	8	0	0	8	0	0	0	0	0					0	20
15-30		16	0	0	16	0	10	0	0	10	0	0	0	0	0					0	26
30-45		4	1	0	5	0	28	0	0	28	0	0	0	0	0					0	33
45-00		6	1	0	7	0	11	0	0	11	0	0	0	0	0					0	18
06:0-15		22	1	0	23	0	14	0	0	14	0	0	0	0	0					0	37
15-30		18	4	0	22	1	13	0	0	14	0	1	0	0	1					0	37
30-45		13	3	0	16	1	12	0	0	13	2	0	0	0	2					0	31
45-00		11	2	0	13	0	19	0	0	19	0	1	0	0	1					0	33
3 Hr Totals	0	147	16	0	163	3	168	0	0	171	2	0	2	0	4	0	0	0	0	0	338
1 Hr Totals																					
04-05	0	46	3	0	49	1	53	0	0	54	0	0	0	0	0	0	0	0	0	0	103
415-515	0	47	3	0	50	1	47	0	0	48	0	0	0	0	0	0	0	0	0	0	98
430-530	0	51	2	0	53	1	45	0	0	46	0	0	0	0	0	0	0	0	0	0	99
445-545	0	47	3	0	50	0	63	0	0	63	0	0	0	0	0	0	0	0	0	0	113
05-06	0	37	3	0	40	0	57	0	0	57	0	0	0	0	0	0	0	0	0	0	97
515-615	0	48	3	0	51	0	63	0	0	63	0	0	0	0	0	0	0	0	0	0	114
530-630	0	50	7	0	57	1	66	0	0	67	0	0	1	0	1	0	0	0	0	0	125
545-645	0	59	9	0	68	2	50	0	0	52	2	0	1	0	3	0	0	0	0	0	123
06-07	0	64	10	0	74	2	58	0	0	60	2	0	2	0	4	0	0	0	0	0	138
PEAK HOUR																					
06-07	0	64	10	0	74	2	58	0	0	60	2	0	2	0	4	0	0	0	0	0	138

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Water St.
and: 2nd Business Access South Of MD 117
Location: Montgomery Co., MD

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

Day: Tuesday



TIME	TRAFFIC FROM NORTH on: Water St.					TRAFFIC FROM SOUTH on: Water St.					TRAFFIC FROM EAST on: Business Access					TRAFFIC FROM WEST on:					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	
AM																					
06:30-45		16	0	0	16	0	20	0	0	20	0	0	0	0	0					0	36
45-00		6	0	0	6	0	12	0	0	12	0	0	1	1	1					0	19
07:0-15		3	0	0	3	0	9	0	0	9	0	0	1	1	1					0	13
15-30		4	0	0	4	0	21	0	0	21	1	0	0	0	1					0	26
30-45		3	0	0	3	0	14	0	0	14	0	0	0	0	0					0	17
45-00		6	2	0	8	0	9	0	0	9	3	0	0	0	3					0	20
08:0-15		8	0	0	8	0	13	0	0	13	2	1	0	0	3					0	24
15-30		5	0	0	5	0	13	0	0	13	2	0	0	0	2					0	20
30-45		8	1	0	9	0	14	0	0	14	2	0	0	0	2					0	25
45-00		7	0	0	7	0	9	0	0	9	2	0	0	0	2					0	18
09:0-15		7	1	0	8	0	13	0	0	13	0	0	0	0	0					0	21
15-30		5	1	0	6	0	8	0	0	8	0	0	0	0	0					0	14
3 Hr Totals	0	78	5	0	83	0	155	0	0	155	12	0	1	2	15	0	0	0	0	0	218
1 Hr Totals																					
630-730	0	29	0	0	29	0	62	0	0	62	1	0	0	2	3	0	0	0	0	0	94
645-745	0	16	0	0	16	0	56	0	0	56	1	0	0	2	3	0	0	0	0	0	75
07-08	0	16	2	0	18	0	53	0	0	53	4	0	0	1	5	0	0	0	0	0	76
715-815	0	21	2	0	23	0	57	0	0	57	6	0	1	0	7	0	0	0	0	0	87
730-830	0	22	2	0	24	0	49	0	0	49	7	0	1	0	8	0	0	0	0	0	81
745-845	0	27	3	0	30	0	49	0	0	49	9	0	1	0	10	0	0	0	0	0	89
08-09	0	28	1	0	29	0	49	0	0	49	8	0	1	0	9	0	0	0	0	0	87
815-915	0	27	2	0	29	0	49	0	0	49	6	0	0	0	6	0	0	0	0	0	84
830-930	0	27	3	0	30	0	44	0	0	44	4	0	0	0	4	0	0	0	0	0	78
PEAK HOUR																					
630-730	0	29	0	0	29	0	62	0	0	62	1	0	0	2	3	0	0	0	0	0	94
PM																					
04:0-15		10	0	0	10	0	12	0	0	12	2	0	0	0	2					0	24
15-30		11	1	0	12	1	12	0	0	13	0	0	0	0	0					0	25
30-45		6	2	0	8	0	10	0	0	10	1	0	0	0	1					0	19
45-00		14	2	0	16	0	14	0	0	14	3	0	0	0	3					0	33
05:0-15		11	0	0	11	0	6	0	0	6	2	0	0	0	2					0	19
15-30		15	1	0	16	0	9	0	0	9	1	0	0	0	1					0	26
30-45		4	0	0	4	0	27	0	0	27	1	0	0	0	1					0	32
45-00		5	1	0	6	0	11	0	0	11	0	0	0	0	0					0	17
06:0-15		20	2	0	22	0	14	0	0	14	0	0	0	0	0					0	36
15-30		17	2	0	19	0	13	0	0	13	1	0	0	0	1					0	33
30-45		11	2	0	13	0	13	0	0	13	0	0	0	0	0					0	26
45-00		12	0	0	12	0	16	0	0	16	3	0	0	0	3					0	31
3 Hr Totals	0	136	13	0	149	1	157	0	0	158	14	0	0	0	14	0	0	0	0	0	321
1 Hr Totals																					
04-05	0	41	5	0	46	1	48	0	0	49	6	0	0	0	6	0	0	0	0	0	101
415-515	0	42	5	0	47	1	42	0	0	43	6	0	0	0	6	0	0	0	0	0	96
430-530	0	46	5	0	51	0	39	0	0	39	7	0	0	0	7	0	0	0	0	0	97
445-545	0	44	3	0	47	0	56	0	0	56	7	0	0	0	7	0	0	0	0	0	110
05-06	0	35	2	0	37	0	53	0	0	53	4	0	0	0	4	0	0	0	0	0	94
515-615	0	44	4	0	48	0	61	0	0	61	2	0	0	0	2	0	0	0	0	0	111
530-630	0	46	5	0	51	0	65	0	0	65	2	0	0	0	2	0	0	0	0	0	118
545-645	0	53	7	0	60	0	51	0	0	51	1	0	0	0	1	0	0	0	0	0	112
06-07	0	60	6	0	66	0	56	0	0	56	4	0	0	0	4	0	0	0	0	0	126
PEAK HOUR																					
06-07	0	60	6	0	66	0	56	0	0	56	4	0	0	0	4	0	0	0	0	0	126

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Water St.
and: 3rd Business Access South Of MD 117
Location: Montgomery Co., MD

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

Day: Tuesday



TIME	TRAFFIC FROM NORTH on: Water St.					TRAFFIC FROM SOUTH on: Water St.					TRAFFIC FROM EAST on: Business Access					TRAFFIC FROM WEST on:					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	
AM																					
06:30-45		16	0	0	16	0	20	0	0	20	0	1	0	0	1					0	37
45-00		6	0	0	6	0	12	0	0	12	0	0	0	0	0					0	18
07:0-15		3	0	0	3	0	9	0	0	9	0	0	0	0	0					0	12
15-30		4	0	0	4	0	21	0	0	21	0	0	0	0	0					0	25
30-45		2	1	0	3	0	11	0	0	11	3	1	0	0	4					0	18
45-00		6	0	0	6	0	9	0	0	9	0	0	0	0	0					0	15
08:0-15		8	1	0	9	0	11	0	0	11	2	0	0	0	2					0	22
15-30		3	2	0	5	0	13	0	0	13	0	0	0	0	0					0	18
30-45		5	3	0	8	0	14	0	0	14	0	0	0	0	0					0	22
45-00		7	0	0	7	0	8	0	0	8	1	0	0	0	1					0	16
09:0-15		7	0	0	7	0	12	0	0	12	1	0	0	0	1					0	20
15-30		5	0	0	5	0	8	0	0	8	0	0	0	0	0					0	13
3 Hr Totals	0	72	7	0	79	0	148	0	0	148	7	0	2	0	9	0	0	0	0	0	203
1 Hr Totals																					
630-730	0	29	0	0	29	0	62	0	0	62	0	0	1	0	1	0	0	0	0	0	92
645-745	0	15	1	0	16	0	53	0	0	53	3	0	1	0	4	0	0	0	0	0	73
07-08	0	15	1	0	16	0	50	0	0	50	3	0	1	0	4	0	0	0	0	0	70
715-815	0	20	2	0	22	0	52	0	0	52	5	0	1	0	6	0	0	0	0	0	80
730-830	0	19	4	0	23	0	44	0	0	44	5	0	1	0	6	0	0	0	0	0	73
745-845	0	22	6	0	28	0	47	0	0	47	2	0	0	0	2	0	0	0	0	0	77
08-09	0	23	6	0	29	0	46	0	0	46	3	0	0	0	3	0	0	0	0	0	78
815-915	0	22	5	0	27	0	47	0	0	47	2	0	0	0	2	0	0	0	0	0	76
830-930	0	24	3	0	27	0	42	0	0	42	2	0	0	0	2	0	0	0	0	0	71
PEAK HOUR																					
630-730	0	29	0	0	29	0	62	0	0	62	0	0	1	0	1	0	0	0	0	0	92
PM																					
04:0-15		10	0	0	10	0	12	0	0	12	0	0	0	0	0					0	22
15-30		11	0	0	11	0	13	0	0	13	0	0	0	0	0					0	24
30-45		4	2	0	6	0	9	0	0	9	1	1	0	0	2					0	17
45-00		12	2	0	14	1	13	0	0	14	1	1	0	0	2					0	30
05:0-15		10	1	0	11	1	5	0	0	6	1	0	0	0	1					0	18
15-30		14	1	0	15	1	9	0	0	10	0	0	0	0	0					0	25
30-45		3	1	0	4	0	26	0	0	26	1	0	0	0	1					0	31
45-00		4	1	0	5	0	10	0	0	10	1	0	0	0	1					0	16
06:0-15		20	0	0	20	0	13	0	0	13	1	0	0	0	1					0	34
15-30		17	0	0	17	1	12	0	0	13	1	0	0	0	1					0	31
30-45		9	2	0	11	0	13	0	0	13	0	0	0	0	0					0	24
45-00		12	0	0	12	0	16	0	0	16	0	1	0	0	1					0	29
3 Hr Totals	0	126	10	0	136	4	151	0	0	155	7	0	3	0	10	0	0	0	0	0	301
1 Hr Totals																					
04-05	0	37	4	0	41	1	47	0	0	48	2	0	2	0	4	0	0	0	0	0	93
415-515	0	37	5	0	42	2	40	0	0	42	3	0	2	0	5	0	0	0	0	0	89
430-530	0	40	6	0	46	3	36	0	0	39	3	0	2	0	5	0	0	0	0	0	90
445-545	0	39	5	0	44	3	53	0	0	56	3	0	1	0	4	0	0	0	0	0	104
05-06	0	31	4	0	35	2	50	0	0	52	3	0	0	0	3	0	0	0	0	0	90
515-615	0	41	3	0	44	1	58	0	0	59	3	0	0	0	3	0	0	0	0	0	106
530-630	0	44	2	0	46	1	61	0	0	62	4	0	0	0	4	0	0	0	0	0	112
545-645	0	50	3	0	53	1	48	0	0	49	3	0	0	0	3	0	0	0	0	0	105
06-07	0	58	2	0	60	1	54	0	0	55	2	0	1	0	3	0	0	0	0	0	118
PEAK HOUR																					
06-07	0	58	2	0	60	1	54	0	0	55	2	0	1	0	3	0	0	0	0	0	118

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: MD 117
and: 1st Business Access East Of Water St.
Location: Montgomery Co., MD

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

Day: Tuesday



TIME	TRAFFIC FROM NORTH on:					TRAFFIC FROM SOUTH on: Business Access					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	
AM																					
06:30-45					0			1	0	1		57	0	0	57		0	90	0	90	148
45-00					0			0	0	0		46	0	0	46		0	99	0	99	145
07:0-15					0			0	0	0		42	0	0	42		0	121	0	121	163
15-30					0		1	1	0	2		53	0	0	53		0	104	0	104	159
30-45					0			1	0	1		62	0	0	62		0	131	0	131	194
45-00					0			0	0	0		56	0	0	56		0	126	0	126	182
08:0-15					0			0	0	0		53	0	0	53		0	127	0	127	180
15-30					0		1	1	0	2		51	0	0	51		0	107	0	107	160
30-45					0			1	0	1		61	0	0	61		0	115	0	115	177
45-00					0			0	0	0		70	0	0	70		0	106	0	106	176
09:0-15					0		1	0	0	1		43	0	0	43		0	102	0	102	146
15-30					0			0	0	0		39	1	0	40		0	75	0	75	115
3 Hr Totals	0	0	0	0	0	3	0	5	0	8	0	633	1	0	634	0	1303	0	0	1303	1684
1 Hr Totals																					
630-730	0	0	0	0	0	1	0	2	0	3	0	198	0	0	198	0	414	0	0	414	615
645-745	0	0	0	0	0	1	0	2	0	3	0	203	0	0	203	0	455	0	0	455	661
07-08	0	0	0	0	0	1	0	2	0	3	0	213	0	0	213	0	482	0	0	482	698
715-815	0	0	0	0	0	1	0	2	0	3	0	224	0	0	224	0	488	0	0	488	715
730-830	0	0	0	0	0	1	0	2	0	3	0	222	0	0	222	0	491	0	0	491	716
745-845	0	0	0	0	0	1	0	2	0	3	0	221	0	0	221	0	475	0	0	475	699
08-09	0	0	0	0	0	1	0	2	0	3	0	235	0	0	235	0	455	0	0	455	693
815-915	0	0	0	0	0	2	0	2	0	4	0	225	0	0	225	0	430	0	0	430	659
830-930	0	0	0	0	0	1	0	1	0	2	0	213	1	0	214	0	398	0	0	398	614
PEAK HOUR																					
730-830	0	0	0	0	0	1	0	2	0	3	0	222	0	0	222	0	491	0	0	491	716
PM																					
04:0-15					0			0	0	0		65	0	0	65		1	100	0	101	166
15-30					0		1	1	0	2		70	0	0	70		0	99	0	99	171
30-45					0			1	0	1		88	0	0	88		0	75	0	75	164
45-00					0		1	0	0	1		93	0	0	93		0	87	0	87	181
05:0-15					0		2	1	0	3		83	1	0	84		0	96	0	96	183
15-30					0			1	0	1		89	1	0	90		0	88	0	88	179
30-45					0		1	1	0	2		105	0	0	105		0	107	0	107	214
45-00					0		2	0	0	2		95	0	0	95		0	90	0	90	187
06:0-15					0		1	1	0	2		120	0	0	120		0	94	0	94	216
15-30					0			3	0	3		86	0	0	86		0	99	0	99	188
30-45					0			0	0	0		54	2	0	56		0	90	0	90	146
45-00					0		2	1	0	3		52	0	0	52		0	75	0	75	130
3 Hr Totals	0	0	0	0	0	10	0	10	0	20	0	1000	4	0	1004	1	1100	0	0	1101	2125
1 Hr Totals																					
04-05	0	0	0	0	0	2	0	2	0	4	0	316	0	0	316	1	361	0	0	362	682
415-515	0	0	0	0	0	4	0	3	0	7	0	334	1	0	335	0	357	0	0	357	699
430-530	0	0	0	0	0	3	0	3	0	6	0	353	2	0	355	0	346	0	0	346	707
445-545	0	0	0	0	0	4	0	3	0	7	0	370	2	0	372	0	378	0	0	378	757
05-06	0	0	0	0	0	5	0	3	0	8	0	372	2	0	374	0	381	0	0	381	763
515-615	0	0	0	0	0	4	0	3	0	7	0	409	1	0	410	0	379	0	0	379	796
530-630	0	0	0	0	0	4	0	5	0	9	0	406	0	0	406	0	390	0	0	390	805
545-645	0	0	0	0	0	3	0	4	0	7	0	355	2	0	357	0	373	0	0	373	737
06-07	0	0	0	0	0	3	0	5	0	8	0	312	2	0	314	0	358	0	0	358	680
PEAK HOUR																					
530-630	0	0	0	0	0	4	0	5	0	9	0	406	0	0	406	0	390	0	0	390	805

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: MD 117
and: 2nd Access East Of Water St.
Location: Montgomery Co., MD

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

Day: Tuesday



TIME	TRAFFIC FROM NORTH on:					TRAFFIC FROM SOUTH on: Business Access					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	
AM																					
06:30-45					0	0		2	0	2	55	0	0	0	55	0	90		0	90	147
45-00					0	0		0	0	0	46	1	0	0	47	0	99		0	99	146
07:0-15					0	1		1	0	2	41	0	0	0	41	0	121		0	121	164
15-30					0	0		1	0	1	52	1	0	0	53	2	103		0	105	159
30-45					0	1		1	0	2	51	1	0	0	52	0	131		0	131	185
45-00					0	0		2	0	2	54	0	0	0	54	1	125		0	126	182
08:0-15					0	0		0	0	0	53	0	0	0	53	0	127		0	127	180
15-30					0	0		0	0	0	51	0	0	0	51	0	108		0	108	159
30-45					0	2		0	0	2	61	1	0	0	62	0	115		0	115	179
45-00					0	0		2	0	2	68	0	0	0	68	1	105		0	106	176
09:0-15					0	1		0	0	1	43	3	0	0	46	2	101		0	103	150
15-30					0	1		3	0	4	37	0	0	0	37	0	75		0	75	116
3 Hr Totals	0	0	0	0	0	6	0	12	0	18	0	612	7	0	619	6	1300	0	0	1306	1677
1 Hr Totals																					
630-730	0	0	0	0	0	1	0	4	0	5	0	194	2	0	196	2	413	0	0	415	616
645-745	0	0	0	0	0	2	0	3	0	5	0	190	3	0	193	2	454	0	0	456	654
07-08	0	0	0	0	0	2	0	5	0	7	0	198	2	0	200	3	480	0	0	483	690
715-815	0	0	0	0	0	1	0	4	0	5	0	210	2	0	212	3	486	0	0	489	706
730-830	0	0	0	0	0	1	0	3	0	4	0	209	1	0	210	1	491	0	0	492	706
745-845	0	0	0	0	0	2	0	2	0	4	0	219	1	0	220	1	475	0	0	476	700
08-09	0	0	0	0	0	2	0	2	0	4	0	233	1	0	234	1	455	0	0	456	694
815-915	0	0	0	0	0	3	0	2	0	5	0	223	4	0	227	3	429	0	0	432	664
830-930	0	0	0	0	0	4	0	5	0	9	0	209	4	0	213	3	396	0	0	399	621
PEAK HOUR																					
715-815	0	0	0	0	0	1	0	4	0	5	0	210	2	0	212	3	486	0	0	489	706
PM																					
04:0-15					0	0		1	0	1	64	2	0	0	66	2	98		0	100	167
15-30					0	0		2	0	2	68	2	0	0	70	0	100		0	100	172
30-45					0	1		2	0	3	86	2	0	0	88	0	75		0	75	166
45-00					0	1		5	0	6	88	1	0	0	89	1	87		0	88	183
05:0-15					0	0		1	0	1	83	1	0	0	84	2	96		0	98	183
15-30					0	2		1	0	3	89	1	0	0	90	0	88		0	88	181
30-45					0	1		1	0	2	104	1	0	0	105	1	107		0	108	215
45-00					0	0		0	0	0	95	1	0	0	96	0	92		0	92	188
06:0-15					0	1		0	0	1	120	1	0	0	121	0	95		0	95	217
15-30					0	1		2	0	3	84	4	0	0	88	0	99		0	99	190
30-45					0	0		2	0	2	54	1	0	0	55	0	90		0	90	147
45-00					0	0		3	0	3	49	3	0	0	52	2	75		0	77	132
3 Hr Totals	0	0	0	0	0	7	0	20	0	27	0	984	20	0	1004	8	1102	0	0	1110	2141
1 Hr Totals																					
04-05	0	0	0	0	0	2	0	10	0	12	0	306	7	0	313	3	360	0	0	363	688
415-515	0	0	0	0	0	2	0	10	0	12	0	325	6	0	331	3	358	0	0	361	704
430-530	0	0	0	0	0	4	0	9	0	13	0	346	5	0	351	3	346	0	0	349	713
445-545	0	0	0	0	0	4	0	8	0	12	0	364	4	0	368	4	378	0	0	382	762
05-06	0	0	0	0	0	3	0	3	0	6	0	371	4	0	375	3	383	0	0	386	767
515-615	0	0	0	0	0	4	0	2	0	6	0	408	4	0	412	1	382	0	0	383	801
530-630	0	0	0	0	0	3	0	3	0	6	0	403	7	0	410	1	393	0	0	394	810
545-645	0	0	0	0	0	2	0	4	0	6	0	353	7	0	360	0	376	0	0	376	742
06-07	0	0	0	0	0	2	0	7	0	9	0	307	9	0	316	2	359	0	0	361	686
PEAK HOUR																					
530-630	0	0	0	0	0	3	0	3	0	6	0	403	7	0	410	1	393	0	0	394	810

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: MD 355
and: Ramps To&From MD 117
Location: Montgomery Co., MD

Counted by: AN, FC
Date: November 27, 2007
Weather: Fair, Cold
Entered by: TT

Day: Tuesday



TIME	TRAFFIC FROM NORTH on: MD 355					TRAFFIC FROM SOUTH on: MD 355					TRAFFIC FROM EAST on: Summit Ave.					TRAFFIC FROM WEST on: Ramp From 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	
AM																					
06:30-45	9	182			191	47				47					0	58				58	296
45-00	9	295			304	79				79					0	54				54	437
07:0-15	12	479			491	83				83					0	69				69	643
15-30	12	555			567	100				100					0	131				131	798
30-45	7	602			609	121				121					0	93				93	823
45-00	15	499			514	113				113					0	89				89	716
08:0-15	20	474			494	160				160					0	68				68	722
15-30	9	446			455	147				147					0	108				108	710
30-45	11	417			428	130				130					0	102				102	660
45-00	10	377			387	127				127					0	76				76	590
09:0-15	13	361			374	144				144					0	89				89	607
15-30	6	339			345	157				157					0	61				61	563
3 Hr Totals	133	5026	0	0	5159	0	1408	0	0	1408	0	0	0	0	0	998	0	0	0	998	6395
1 Hr Totals																					
630-730	42	1511	0	0	1553	0	309	0	0	309	0	0	0	0	0	312	0	0	0	312	2174
645-745	40	1931	0	0	1971	0	383	0	0	383	0	0	0	0	0	347	0	0	0	347	2701
07-08	46	2135	0	0	2181	0	417	0	0	417	0	0	0	0	0	382	0	0	0	382	2980
715-815	54	2130	0	0	2184	0	494	0	0	494	0	0	0	0	0	381	0	0	0	381	3059
730-830	51	2021	0	0	2072	0	541	0	0	541	0	0	0	0	0	358	0	0	0	358	2971
745-845	55	1836	0	0	1891	0	550	0	0	550	0	0	0	0	0	367	0	0	0	367	2808
08-09	50	1714	0	0	1764	0	564	0	0	564	0	0	0	0	0	354	0	0	0	354	2682
815-915	43	1601	0	0	1644	0	548	0	0	548	0	0	0	0	0	375	0	0	0	375	2567
830-930	40	1494	0	0	1534	0	558	0	0	558	0	0	0	0	0	328	0	0	0	328	2420
PEAK HOUR																					
715-815	54	2130	0	0	2184	0	494	0	0	494	0	0	0	0	0	381	0	0	0	381	3059
PM																					
04:0-15	23	204			227	354				354					0	44				44	625
15-30	12	196			208	395				395					0	44				44	647
30-45	16	232			248	399				399					0	38				38	685
45-00	12	217			229	414				414					0	48				48	691
05:0-15	9	222			231	418				418					0	40				40	689
15-30	20	228			248	471				471					0	57				57	776
30-45	23	216			239	537				537					0	55				55	831
45-00	9	197			206	510				510					0	34				34	750
06:0-15	18	213			231	499				499					0	46				46	776
15-30	8	216			224	480				480					0	38				38	742
30-45	7	188			195	478				478					0	30				30	703
45-00	19	162			181	383				383					0	32				32	596
3 Hr Totals	176	2491	0	0	2667	0	5338	0	0	5338	0	0	0	0	0	506	0	0	0	506	8511
1 Hr Totals																					
04-05	63	849	0	0	912	0	1562	0	0	1562	0	0	0	0	0	174	0	0	0	174	2648
415-515	49	867	0	0	916	0	1626	0	0	1626	0	0	0	0	0	170	0	0	0	170	2712
430-530	57	899	0	0	956	0	1702	0	0	1702	0	0	0	0	0	183	0	0	0	183	2841
445-545	64	883	0	0	947	0	1840	0	0	1840	0	0	0	0	0	200	0	0	0	200	2987
05-06	61	863	0	0	924	0	1936	0	0	1936	0	0	0	0	0	186	0	0	0	186	3046
515-615	70	854	0	0	924	0	2017	0	0	2017	0	0	0	0	0	192	0	0	0	192	3133
530-630	58	842	0	0	900	0	2026	0	0	2026	0	0	0	0	0	173	0	0	0	173	3099
545-645	42	814	0	0	856	0	1967	0	0	1967	0	0	0	0	0	148	0	0	0	148	2971
06-07	52	779	0	0	831	0	1840	0	0	1840	0	0	0	0	0	146	0	0	0	146	2817
PEAK HOUR																					
515-615	70	854	0	0	924	0	2017	0	0	2017	0	0	0	0	0	192	0	0	0	192	3133



PEDESTRIAN OBSERVATIONS

Intersection of: MD 355
and: Summit Ave.
Location: Montgomery Co., MD

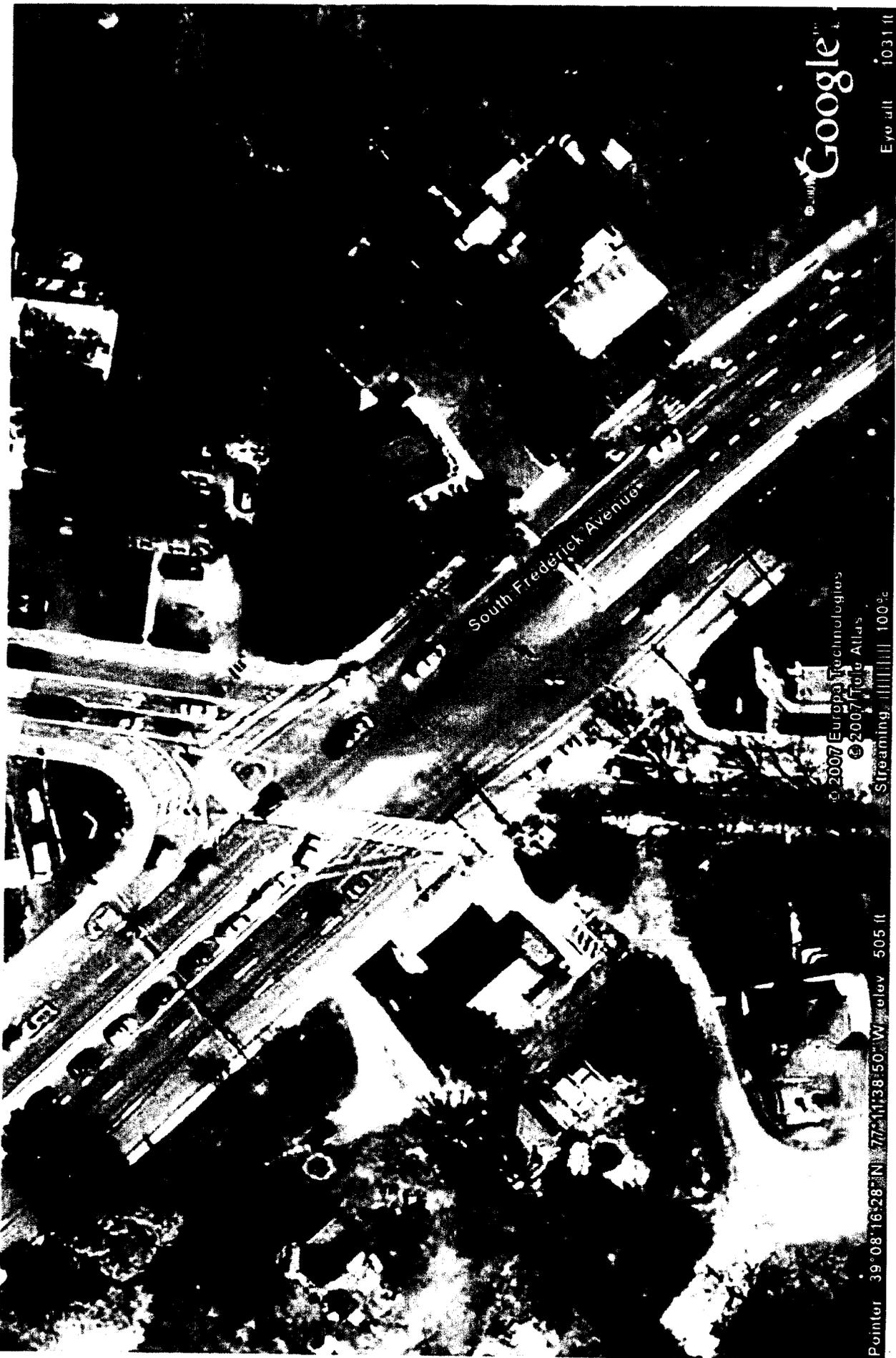
Counted by: AN, FC
Date: November 27, 2007
Weather: Fair, Cold
Entered by: TT

Day: Tuesday



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	2	0	0	0	0	0	0	0
45-00	1	1	17	0	0	0	0	0
07:0-15	0	0	75	0	0	0	0	0
15-30	1	0	28	0	0	0	0	0
30-45	1	0	2	0	0	0	0	0
45-00	1	0	1	0	0	0	0	0
08:0-15	1	1	0	0	0	0	0	0
15-30	1	0	0	0	0	0	0	0
30-45	5	1	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0
09:0-15	0	0	0	0	1	1	0	0
15-30	1	0	0	0	0	0	0	0
TOTALS	14	3	123	0	1	1	0	0
PM								
04:0-15	7	0	0	0	0	0	0	0
15-30	5	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0
45-00	6	0	5	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	18	0	5	0	0	0	0	0

TIME	Summit Ave.				Summit Ave.			
	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	1	3	0
07:0-15	0	0	0	0	0	0	0	0
15-30	0	0	0	0	1	0	1	0
30-45	0	0	0	0	1	0	0	0
45-00	0	0	0	0	0	0	0	0
08:0-15	1	0	0	0	1	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	1	0	0	0	0	0	0
09:0-15	0	1	0	0	0	0	0	0
15-30	1	1	0	0	0	0	0	0
TOTALS	3	3	0	0	5	1	4	0
PM								
04:0-15	1	0	0	0	0	0	0	0
15-30	2	0	0	0	0	0	0	0
30-45	4	0	2	0	0	0	0	0
45-00	1	0	0	0	1	0	0	0
05:0-15	1	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0
30-45	1	0	0	0	1	0	0	0
45-00	2	0	1	0	0	0	0	0
06:0-15	2	0	0	0	0	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
TOTALS	15	0	3	0	2	0	0	0



Google

Eyo all 1031 ft

South Frederick Avenue

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Streaming 100%

Pointer 39° 08' 16" 28" N 77° 11' 38" 50" W elev 505 ft

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Md 117A
and: Apts Access
Location: Montgomery Co.,MD

Counted by: SA
Date: 1/16/2008
Weather: Cloudy
Entered by: TM

Day: Wednesday



TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOTAL N + S + E + W
	on:					on: Apts Access					on: MD 117A					on: MD 117A					
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
06:0-15					0	7	0	2	0	9	0	0	2	0	2	2	0	0	0	2	13
15-30					0	5	0	2	0	7	0	0	1	0	1	0	0	0	0	0	8
30-45					0	0	0	6	0	6	0	0	2	0	2	0	0	0	0	0	8
45-00					0	3	0	2	0	5	0	0	0	0	0	1	0	0	0	1	6
07:0-15					0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
15-30					0	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	4
30-45					0	2	0	4	0	6	0	0	0	0	0	1	0	0	0	1	7
45-00					0	3	0	5	0	8	0	0	2	0	2	2	0	0	0	2	12
08:0-15					0	1	0	7	0	8	0	0	2	0	2	1	0	0	0	1	11
15-30					0	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	3
30-45					0	4	0	3	0	7	0	0	1	0	1	1	0	0	0	1	9
45-00					0	1	0	1	0	2	0	0	0	0	0	1	0	0	0	1	3
3 Hr Totals	0	0	0	0	0	30	0	34	0	64	0	0	12	0	12	11	0	0	0	11	87
1 Hr Totals																					
06-07	0	0	0	0	0	15	0	12	0	27	0	0	5	0	5	3	0	0	0	3	35
615-715	0	0	0	0	0	9	0	10	0	19	0	0	3	0	3	3	0	0	0	3	25
630-730	0	0	0	0	0	6	0	10	0	16	0	0	2	0	2	3	0	0	0	3	21
645-745	0	0	0	0	0	8	0	8	0	16	0	0	0	0	0	4	0	0	0	4	20
07-08	0	0	0	0	0	8	0	11	0	19	0	0	2	0	2	5	0	0	0	5	26
715-815	0	0	0	0	0	8	0	18	0	26	0	0	4	0	4	4	0	0	0	4	34
730-830	0	0	0	0	0	7	0	16	0	23	0	0	6	0	6	4	0	0	0	4	33
745-845	0	0	0	0	0	9	0	15	0	24	0	0	7	0	7	4	0	0	0	4	35
08-09	0	0	0	0	0	7	0	11	0	18	0	0	5	0	5	3	0	0	0	3	26
PEAK HOUR																					
745-845	0	0	0	0	0	9	0	15	0	24	0	0	7	0	7	4	0	0	0	4	35
PM																					
04:0-15					0	1	0	2	0	3	0	0	2	0	2	8	0	0	0	8	13
15-30					0	0	0	4	0	4	0	0	2	0	2	8	0	0	0	8	14
30-45					0	3	0	4	0	7	0	0	2	0	2	5	0	0	0	5	14
45-00					0	4	0	2	0	6	0	0	1	0	1	5	0	0	0	5	12
05:0-15					0	1	0	6	0	7	0	0	4	0	4	4	0	0	0	4	15
15-30					0	3	0	4	0	7	0	0	5	0	5	4	0	0	0	4	16
30-45					0	4	0	2	0	6	0	0	0	0	0	4	0	0	0	4	10
45-00					0	2	0	3	0	5	0	0	2	0	2	7	0	0	0	7	14
06:0-15					0	1	0	1	0	2	0	0	7	0	7	5	0	0	0	5	14
15-30					0	2	0	2	0	4	0	0	0	0	0	4	0	0	0	4	8
30-45					0	0	0	1	0	1	0	0	2	0	2	2	0	0	0	2	5
45-00					0	4	0	3	0	7	0	0	3	0	3	3	0	0	0	3	13
3 Hr Totals	0	0	0	0	0	25	0	34	0	59	0	0	30	0	30	59	0	0	0	59	148
1 Hr Totals																					
04-05	0	0	0	0	0	8	0	12	0	20	0	0	7	0	7	26	0	0	0	26	53
415-515	0	0	0	0	0	8	0	16	0	24	0	0	9	0	9	22	0	0	0	22	55
430-530	0	0	0	0	0	11	0	16	0	27	0	0	12	0	12	18	0	0	0	18	57
445-545	0	0	0	0	0	12	0	14	0	26	0	0	10	0	10	17	0	0	0	17	53
05-06	0	0	0	0	0	10	0	15	0	25	0	0	11	0	11	19	0	0	0	19	55
515-615	0	0	0	0	0	10	0	10	0	20	0	0	14	0	14	20	0	0	0	20	54
530-630	0	0	0	0	0	9	0	8	0	17	0	0	9	0	9	20	0	0	0	20	46
545-645	0	0	0	0	0	5	0	7	0	12	0	0	11	0	11	18	0	0	0	18	41
06-07	0	0	0	0	0	7	0	7	0	14	0	0	12	0	12	14	0	0	0	14	40
PEAK HOUR																					
430-530	0	0	0	0	0	11	0	16	0	27	0	0	12	0	12	18	0	0	0	18	57



Jodi Wiseman

From: Wes Guckert
Sent: Thursday, January 03, 2008 11:36 AM
To: Glenn Cook; Jodi Wiseman
Subject: FW: Residences at Olde Towne - Phase 1 traffic review

Attachments: Summit Ave.& Frederick Ave. Ped Count_1.pdf; Summit Ave.& Frederick Ave. Vehicle Count_1.pdf; Ollie Mumpower1.vcf



Summit Ave.&
Frederick Ave. Pe...



Summit Ave.&
Frederick Ave. Ve...



Ollie

Frederick Ave. Ve...umpower1.vcf (556

GC , please review and jodi pls print for me

-----Original Message-----

From: Ollie Mumpower [mailto:OMumpower@gaithersburgmd.gov]
Sent: Thursday, January 03, 2008 10:41 AM
To: Jacqueline Marsh
Cc: Jim Arnoult; Lauren Pruss; Wes Guckert
Subject: Residences at Olde Towne - Phase 1 traffic review

Staff has conducted a preliminary review of the traffic study dated December 19th and offer the following comments:

1. In early November The Traffic Group was sent copies of traffic counts for the MD 355 and S. Summit Avenue . The counts (attached below) were sent to you at the time. For consistency sake these counts should be used instead of the traffic counts you conducted the Monday after Thanksgiving 2. The latest plan shows access to George Street. This access point was not included in the traffic study. it needs to be added and analyzed.
3. The background development for 200 unit Residences at Olde Towne - Phase 2 has different access points (Water Street and the spur from MD 117 to MD 355) than the existing 52 unit development (Water Street and MD 117). This should be analyzed as follows :the traffic from the existing 52 unit access points should be subtracted from background traffic volumes then traffic from the new 200 unit development should be added at its new access points.
4. For the proposed development the same issue as #3 exist - different access points for the proposed development (the spur from MD 117 to MD 355 and the access to George St.) vs the existing development (the spur from MD 117 to MD 355)This should be analyzed as follows : the traffic from the existing development should be subtracted from total traffic volumes then traffic from the new development should be add to its two access points,. Note that no traffic that would access MD 355 should be added to the George Street intersection. Traffic should only be added to this intersection that would want to access points to the west of this development.
5. The latest unit count is 6 urban single family cottages and 65 urban townhouses. The revised traffic study should be revised to reflect these new totals.
6. Please explain how the distribution of traffic was determined. In lieu of this counts could be conducted at the existing site and distributed according to these counts.

Please revise the traffic study in accordance with these comments and resubmit 3 copies of the new study for our review.

Ollie K. Mumpower
Engineering Services Director
Department of Public Works, Parks Maintenance and Engineering 800 Rabbitt Road Gaithersburg, Maryland
20878-1600 301-258-6370 Ext. 106
301-258-6375 FAX
301-258-6430 TTY

APPENDIX B

Intersection capacity Analyses



CRITICAL LANE VOLUME (CLV) METHODOLOGY for Montgomery County

E/W Road: MD 117

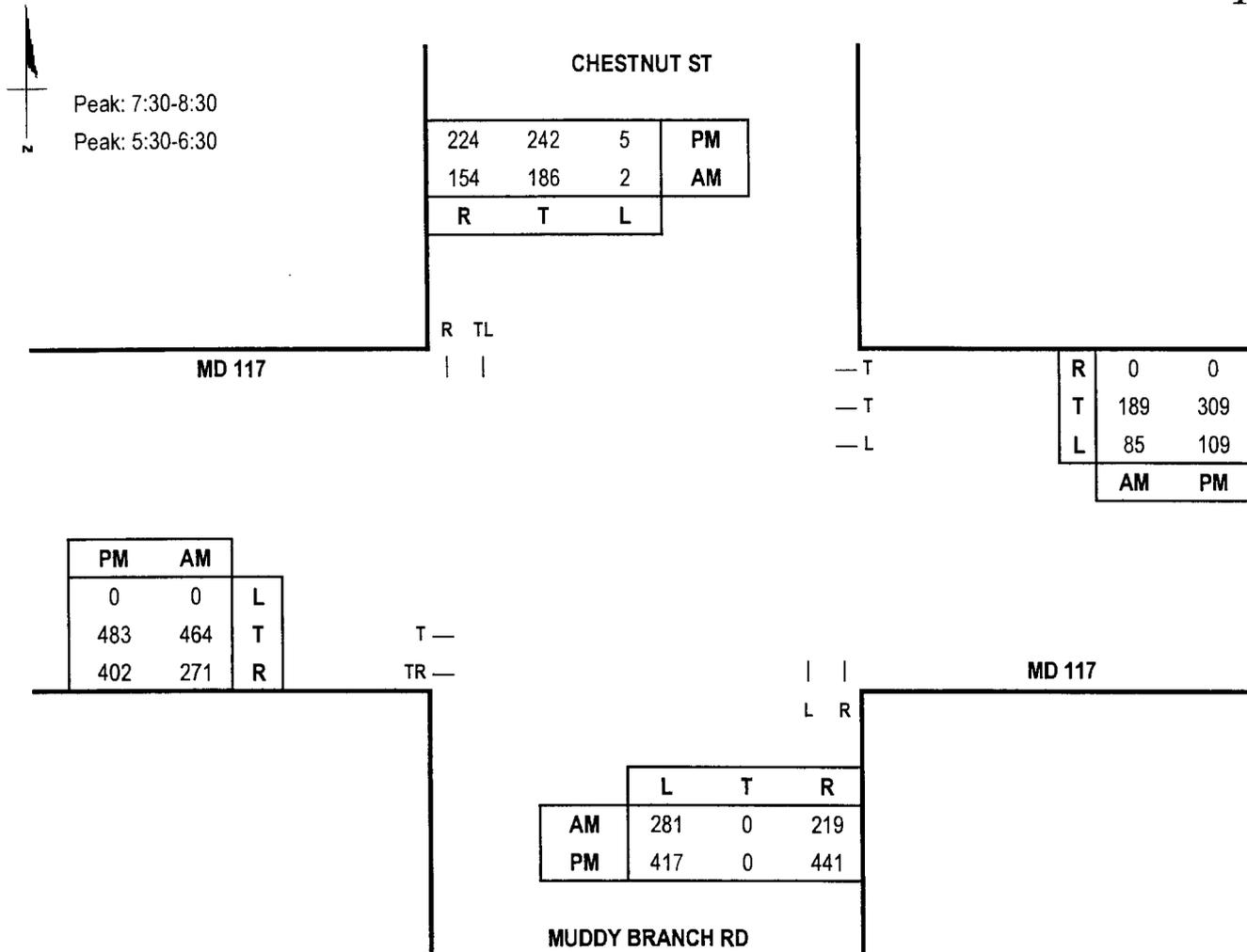
Date of Count: 8/28/2007

N/S Road: Chestnut St/Muddy Branch Rd

Day of Count: Tuesday

Conditions: Existing Traffic

Analyst: Sarah Aura



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	134	1.00	134	2	1.00	2	469
SB	188	1.00	188	281	1.00	281	
EB	735	0.53	390	85	1.00	85	475
WB	189	0.53	100	0	0.00	0	
CLV TOTAL=							944

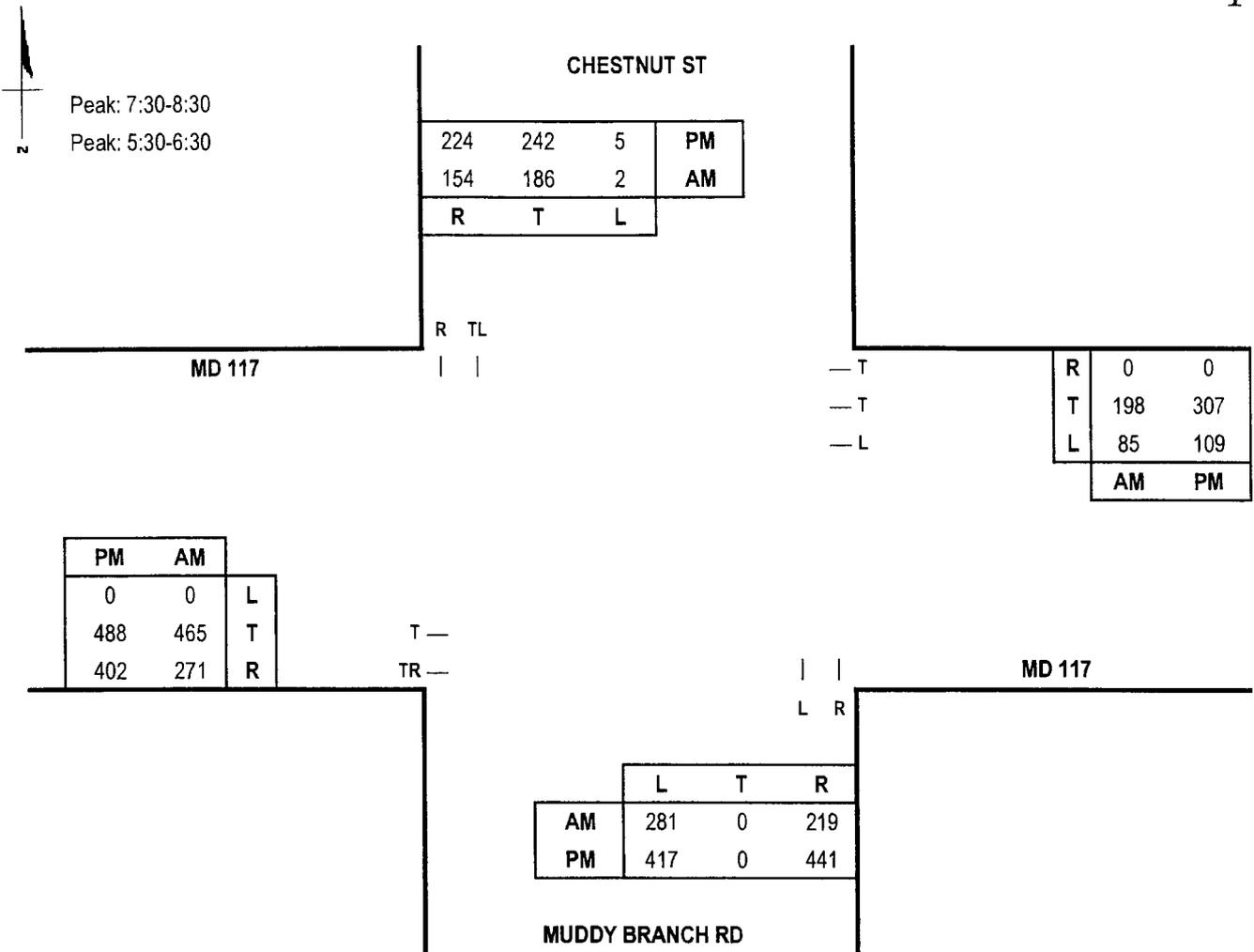
Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	332	1.00	332	5	1.00	5	664
SB	247	1.00	247	417	1.00	417	
EB	885	0.53	469	109	1.00	109	578
WB	309	0.53	164	0	0.00	0	
CLV TOTAL=							1,242

Scenario ID - EXIST1

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Montgomery County

E/W Road: MD 117
N/S Road: Chestnut St/Muddy Branch Rd
Conditions: Background Traffic

Date of Count: 8/28/2007
Day of Count: Tuesday
Analyst: Sarah Aura



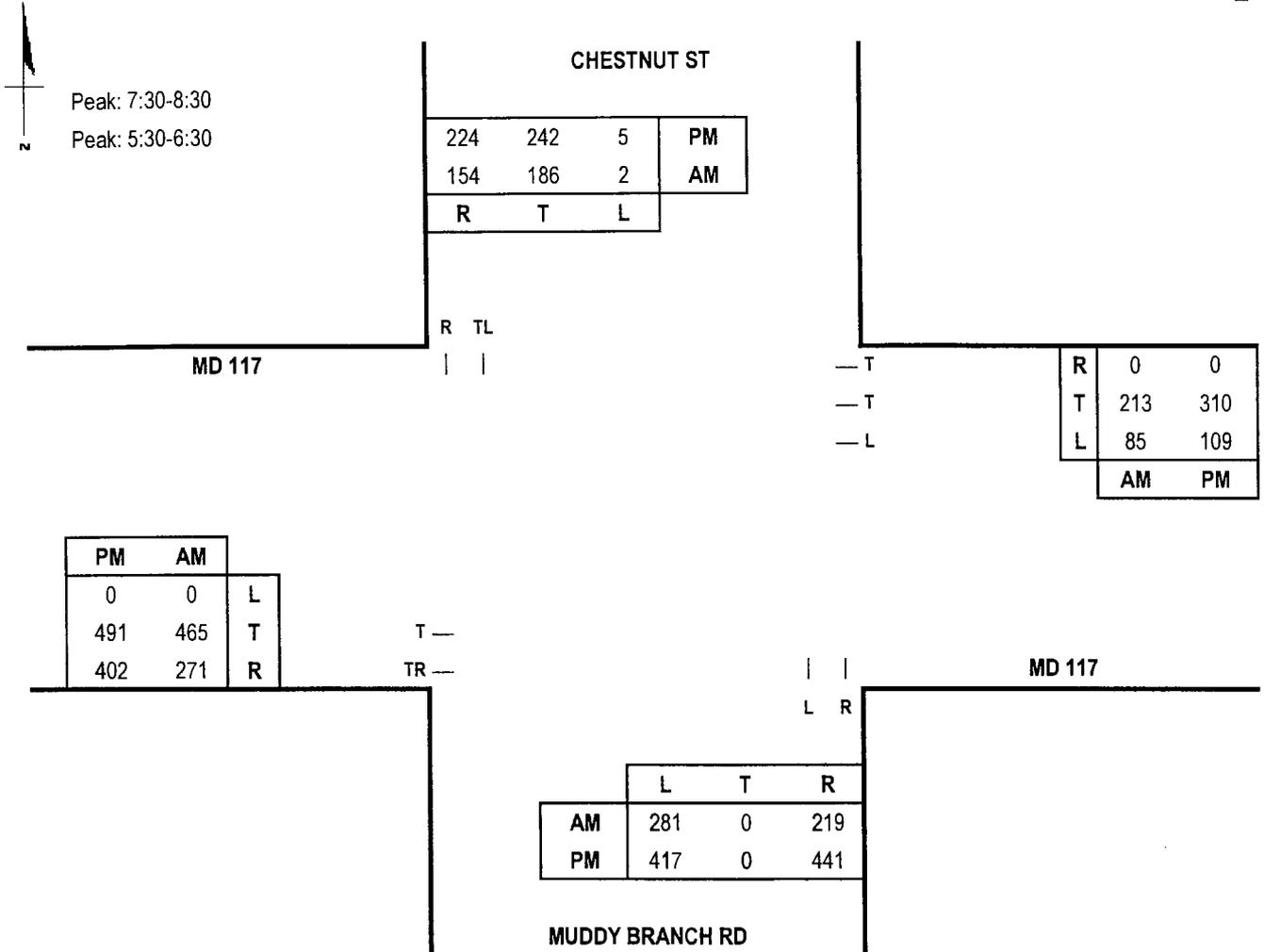
Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	134	1.00	134	2	1.00	2	469
SB	188	1.00	188	281	1.00	281	
EB	736	0.53	390	85	1.00	85	475
WB	198	0.53	105	0	0.00	0	
CLV TOTAL=							944

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	332	1.00	332	5	1.00	5	664
SB	247	1.00	247	417	1.00	417	
EB	890	0.53	472	109	1.00	109	581
WB	307	0.53	163	0	0.00	0	
CLV TOTAL=							1,245

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: Total Traffic Analyst: Sarah Aura



Capacity Analysis

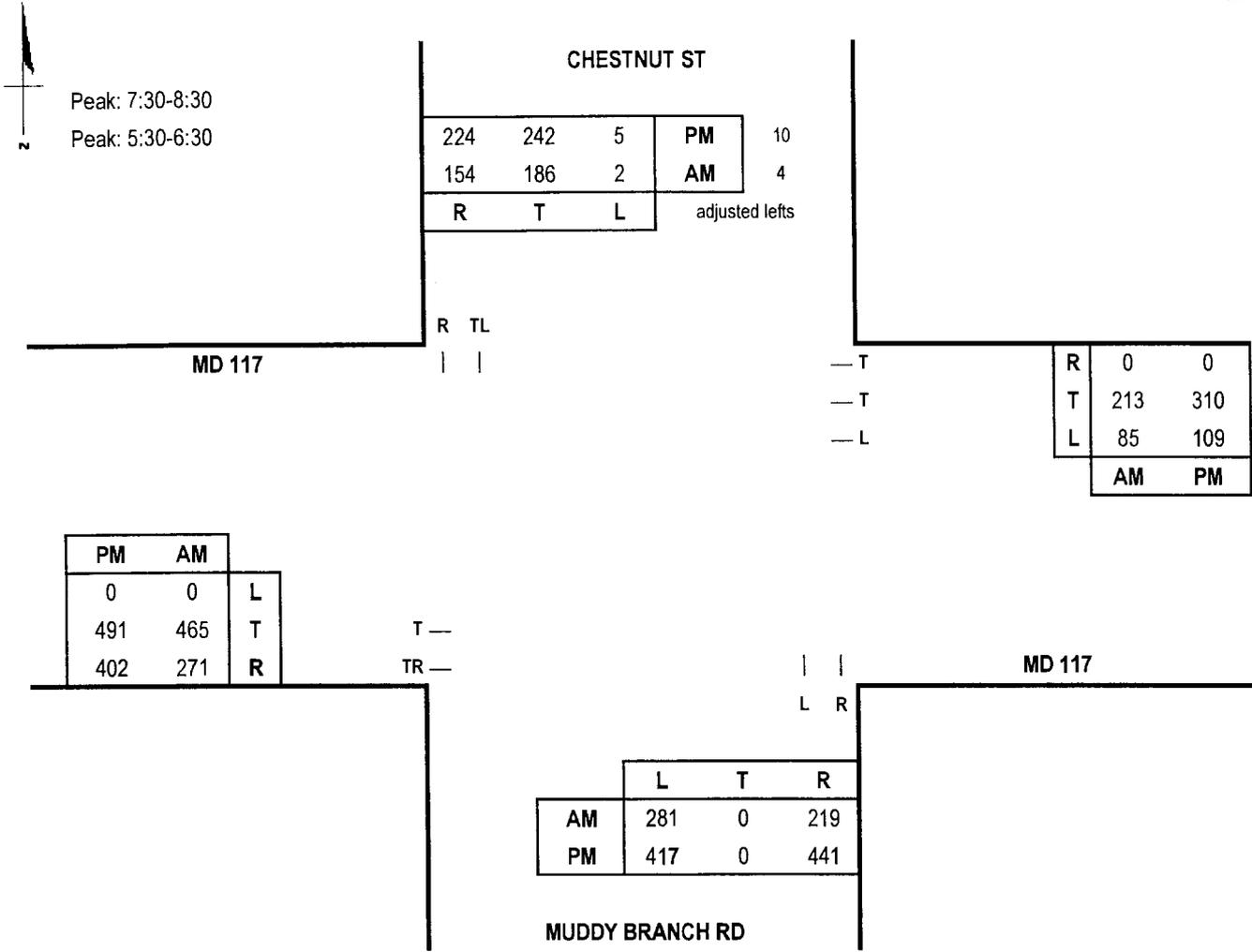
Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	134	1.00	134	2	1.00	2	469
SB	188	1.00	188	281	1.00	281	
EB	736	0.53	390	85	1.00	85	475
WB	213	0.53	113	0	0.00	0	
CLV TOTAL=							944

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	332	1.00	332	5	1.00	5	664
SB	247	1.00	247	417	1.00	417	
EB	893	0.53	473	109	1.00	109	582
WB	310	0.53	164	0	0.00	0	
CLV TOTAL=							1,246

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

E/W Road: MD 117
N/S Road: Chestnut St/Muddy Branch Rd
Conditions: Total Traffic

Date of Count: 8/28/2007
Day of Count: Tuesday
Analyst: Sarah Aura



Capacity Analysis

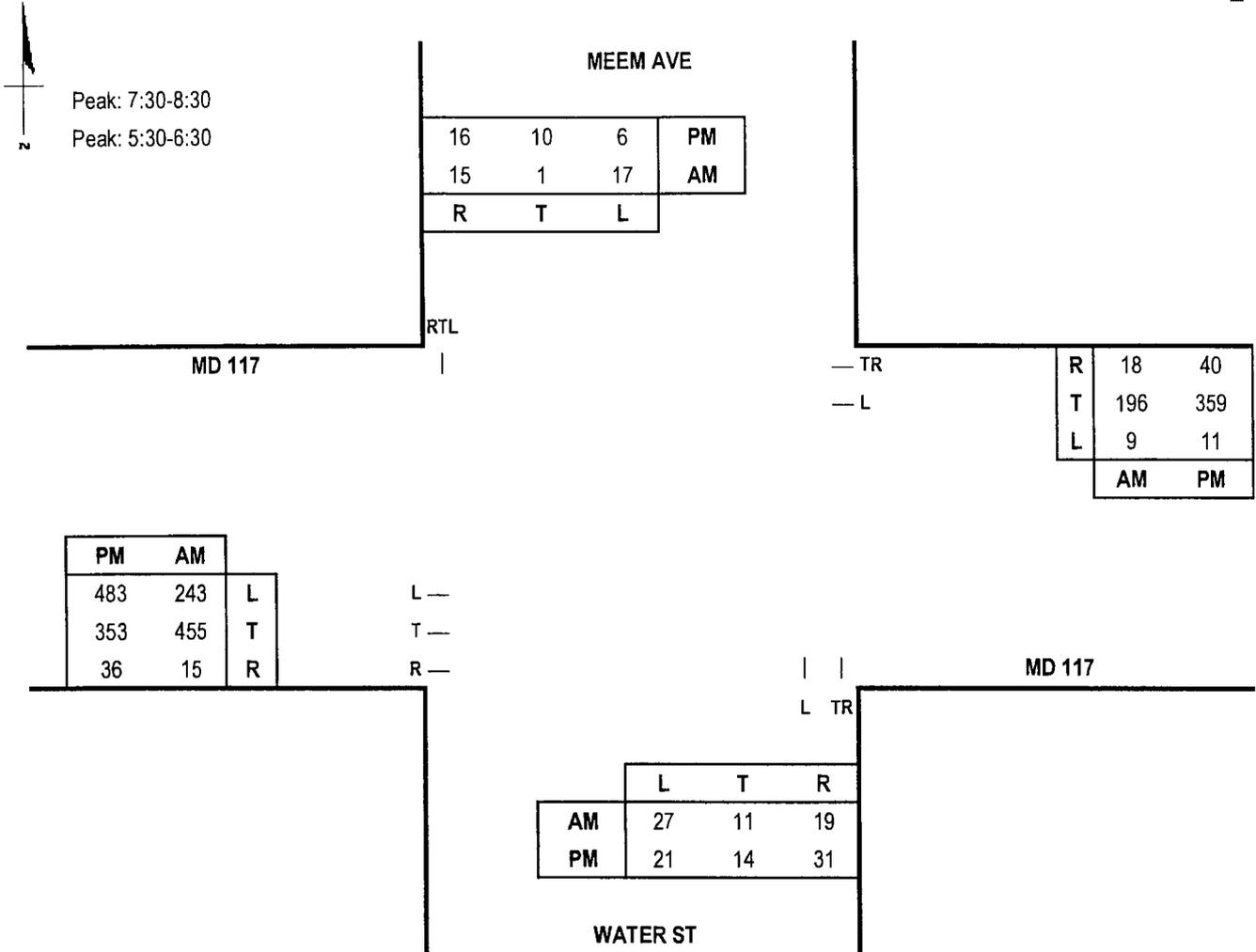
Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	134	1.00	134	2	1.00	2	471
SB	190	1.00	190	281	1.00	281	
EB	736	0.55	405	85	1.00	85	490
WB	213	0.55	117	0	0.00	0	
CLV TOTAL=							961

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	332	1.00	332	5	1.00	5	669
SB	252	1.00	252	417	1.00	417	
EB	893	0.55	491	109	1.00	109	600
WB	310	0.55	171	0	0.00	0	
CLV TOTAL=							1,269

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Montgomery County

E/W Road: MD 117
N/S Road: Meem Ave/Water St
Conditions: Existing Traffic

Date of Count: 8/28/2007
Day of Count: Tuesday
Analyst: Sarah Aura



Capacity Analysis

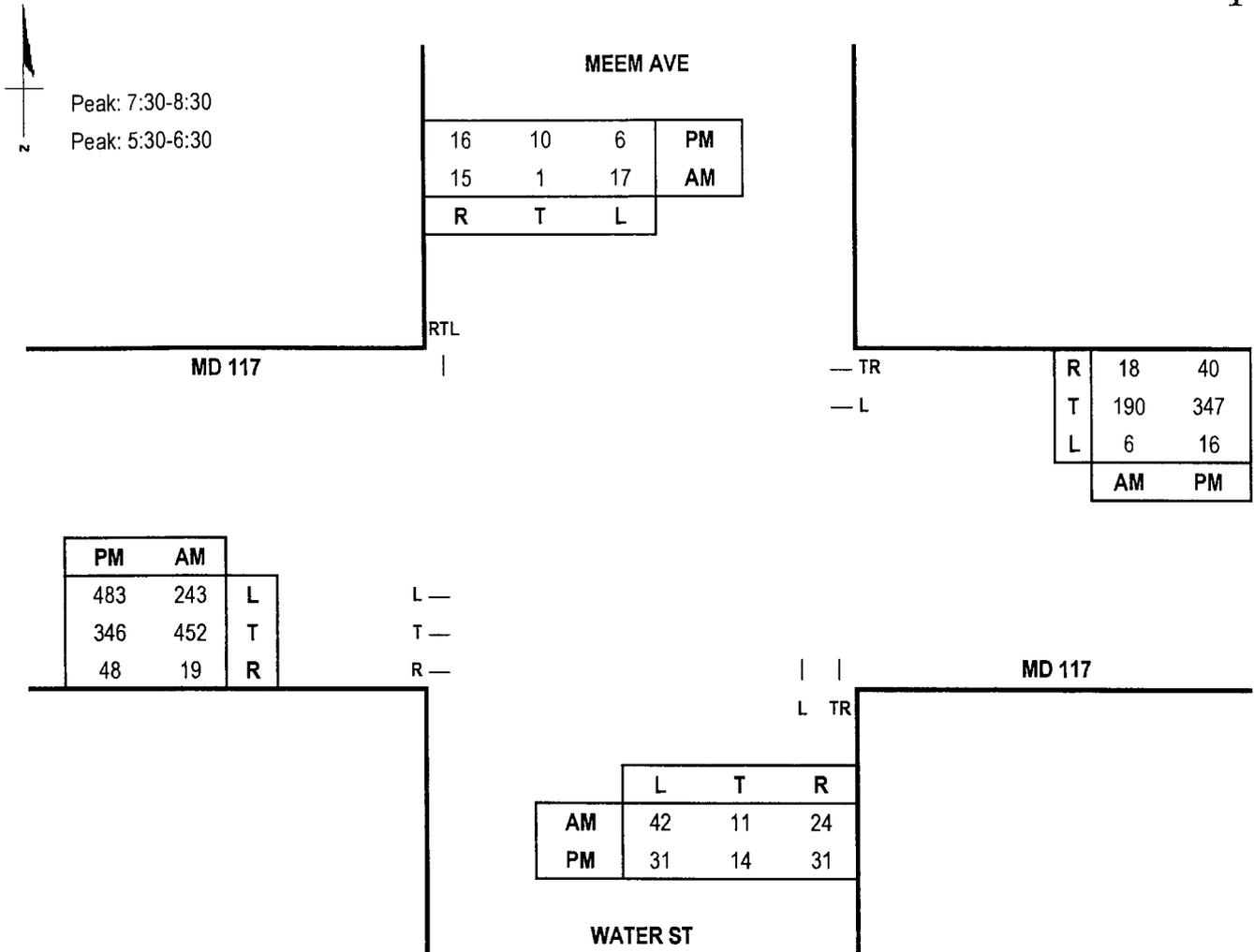
Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	30	1.00	30	17	1.00	17	60
SB	33	1.00	33	27	1.00	27	
EB	455	1.00	455	9	1.00	9	
WB	214	1.00	214	243	1.00	243	
CLV TOTAL=							524

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	45	1.00	45	6	1.00	6	53
SB	32	1.00	32	21	1.00	21	
EB	353	1.00	353	11	1.00	11	
WB	399	1.00	399	483	1.00	483	
CLV TOTAL=							935

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Montgomery County

E/W Road: MD 117
N/S Road: Meem Ave/Water St
Conditions: Background Traffic

Date of Count: 8/28/2007
Day of Count: Tuesday
Analyst: Sarah Aura



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	35	1.00	35	17	1.00	17	75
SB	33	1.00	33	42	1.00	42	
EB	452	1.00	452	6	1.00	6	458
WB	208	1.00	208	243	1.00	243	
CLV TOTAL=							533

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	45	1.00	45	6	1.00	6	63
SB	32	1.00	32	31	1.00	31	
EB	346	1.00	346	16	1.00	16	870
WB	387	1.00	387	483	1.00	483	
CLV TOTAL=							933

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Montgomery County

E/W Road: MD 117

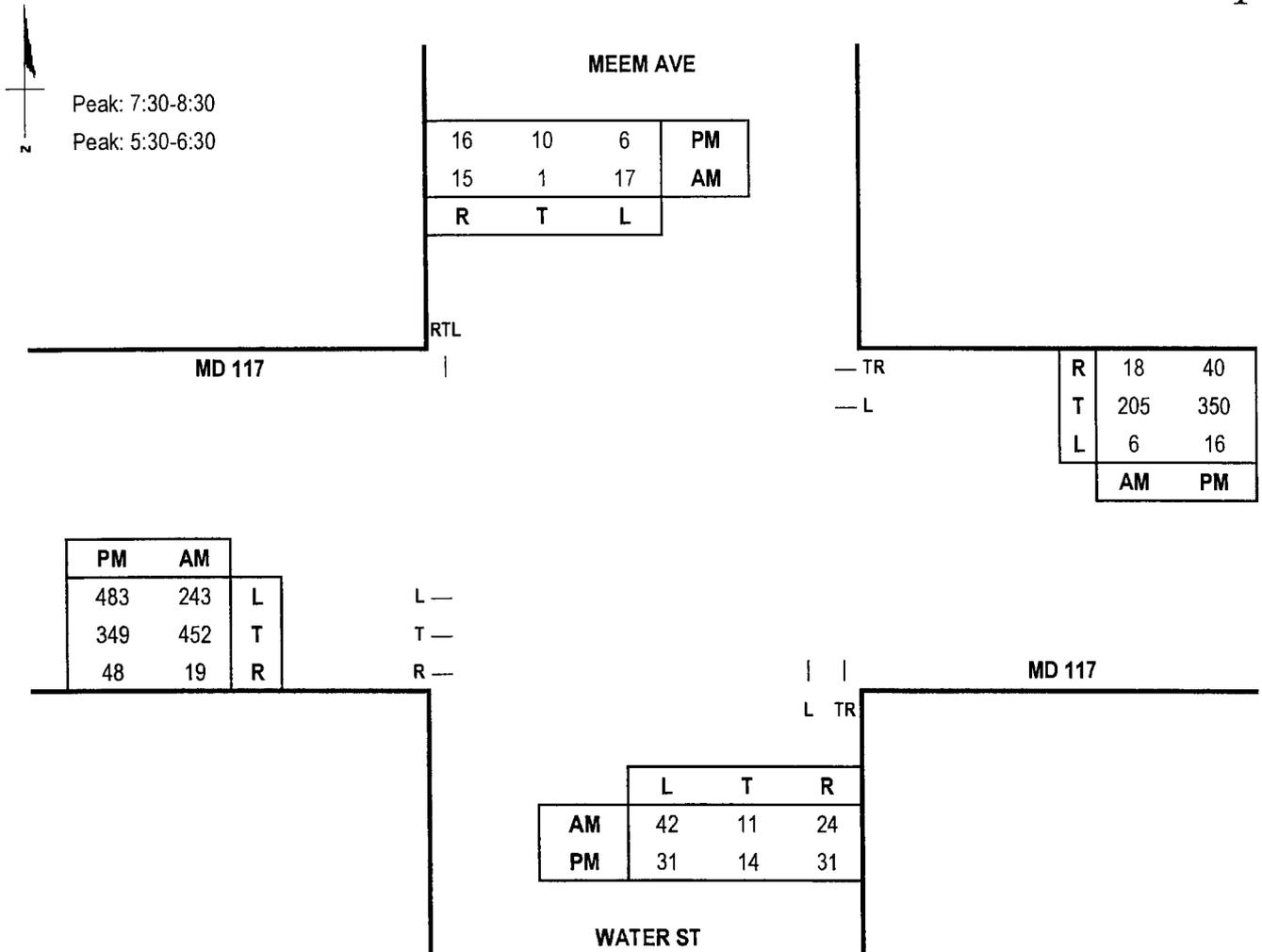
Date of Count: 8/28/2007

N/S Road: Meem Ave/Water St

Day of Count: Tuesday

Conditions: Total Traffic

Analyst: Sarah Aura



Capacity Analysis

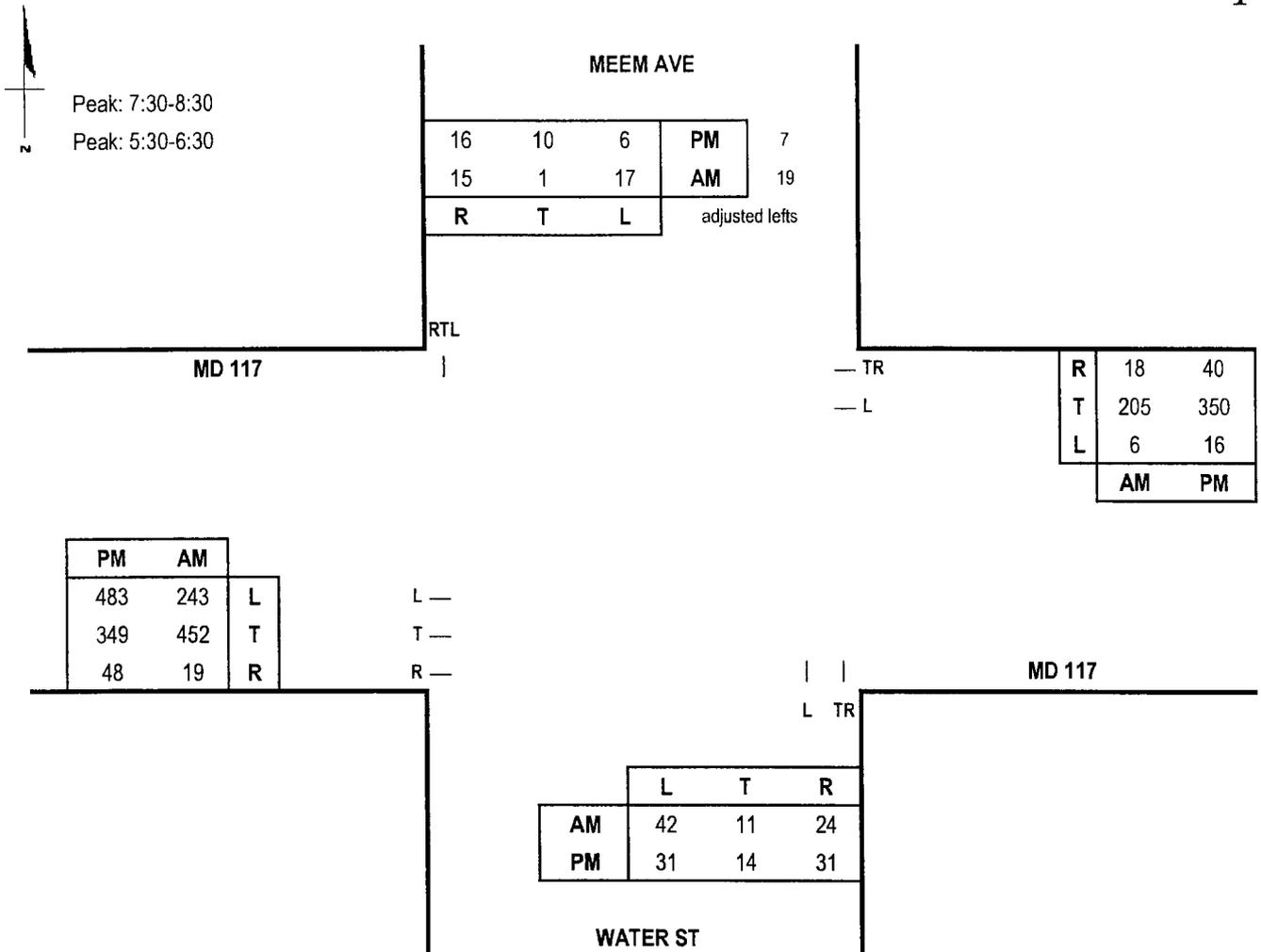
Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	35	1.00	35	17	1.00	17	75
SB	33	1.00	33	42	1.00	42	
EB	452	1.00	452	6	1.00	6	466
WB	223	1.00	223	243	1.00	243	
CLV TOTAL =							541

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	45	1.00	45	6	1.00	6	63
SB	32	1.00	32	31	1.00	31	
EB	349	1.00	349	16	1.00	16	873
WB	390	1.00	390	483	1.00	483	
CLV TOTAL =							936

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

E/W Road: MD 117
N/S Road: Meem Ave/Water St
Conditions: Total Traffic

Date of Count: 8/28/2007
Day of Count: Tuesday
Analyst: Sarah Aura



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	35	1.00	35	17	1.00	17	77
SB	35	1.00	35	42	1.00	42	
EB	452	1.00	452	6	1.00	6	466
WB	223	1.00	223	243	1.00	243	
CLV TOTAL=							543

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	45	1.00	45	6	1.00	6	64
SB	33	1.00	33	31	1.00	31	
EB	349	1.00	349	16	1.00	16	873
WB	390	1.00	390	483	1.00	483	
CLV TOTAL=							937

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Montgomery County

E/W Road: MD 117

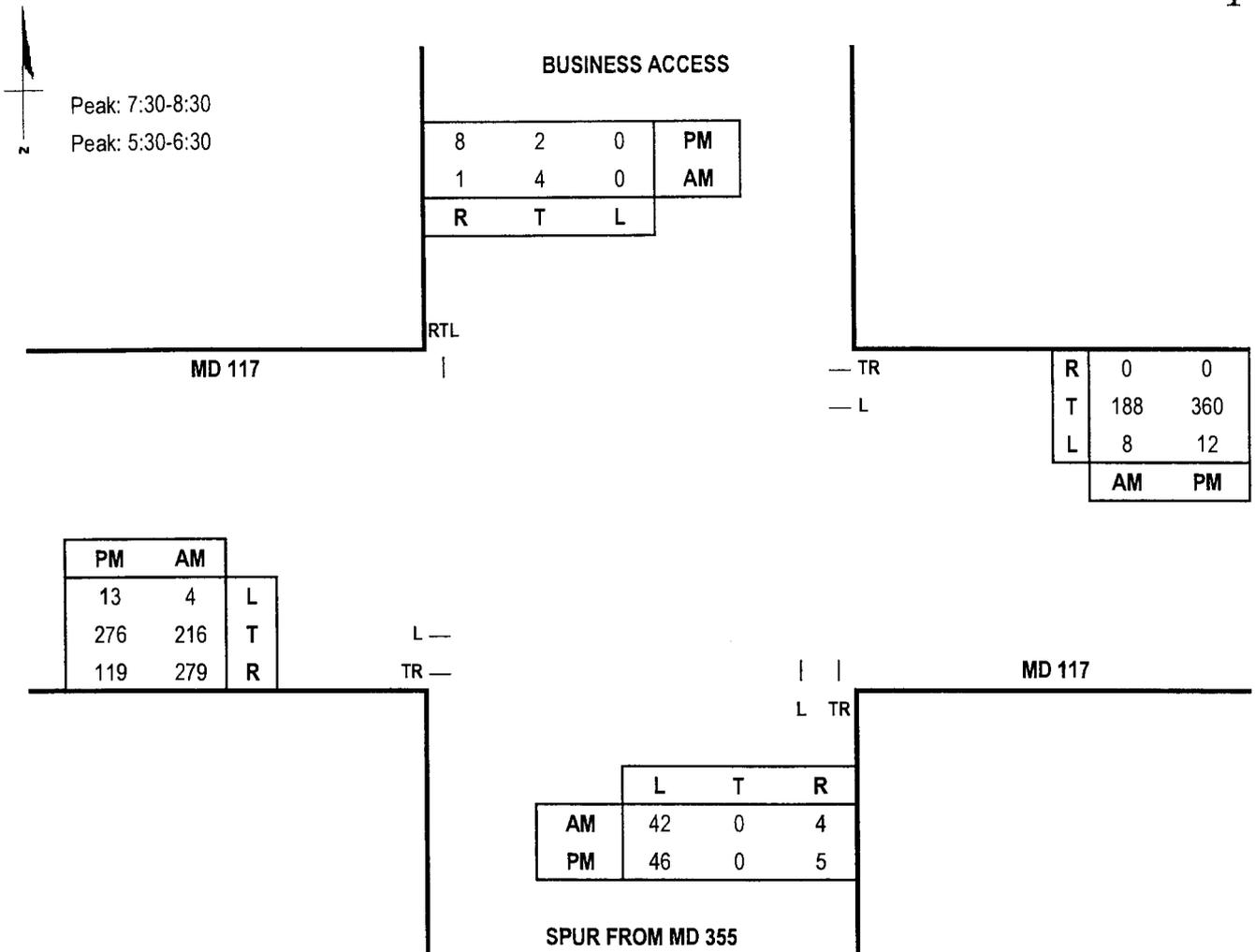
Date of Count: 8/28/2007

N/S Road: Business Access/Spur From MD 355

Day of Count: Tuesday

Conditions: Existing Traffic

Analyst: Sarah Aura



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	4	1.00	4	0	1.00	0	47
SB	5	1.00	5	42	1.00	42	
EB	495	1.00	495	8	1.00	8	
WB	188	1.00	188	4	1.00	4	
CLV TOTAL=							550

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	5	1.00	5	0	1.00	0	56
SB	10	1.00	10	46	1.00	46	
EB	395	1.00	395	12	1.00	12	
WB	360	1.00	360	13	1.00	13	
CLV TOTAL=							463

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Montgomery County

E/W Road: MD 117

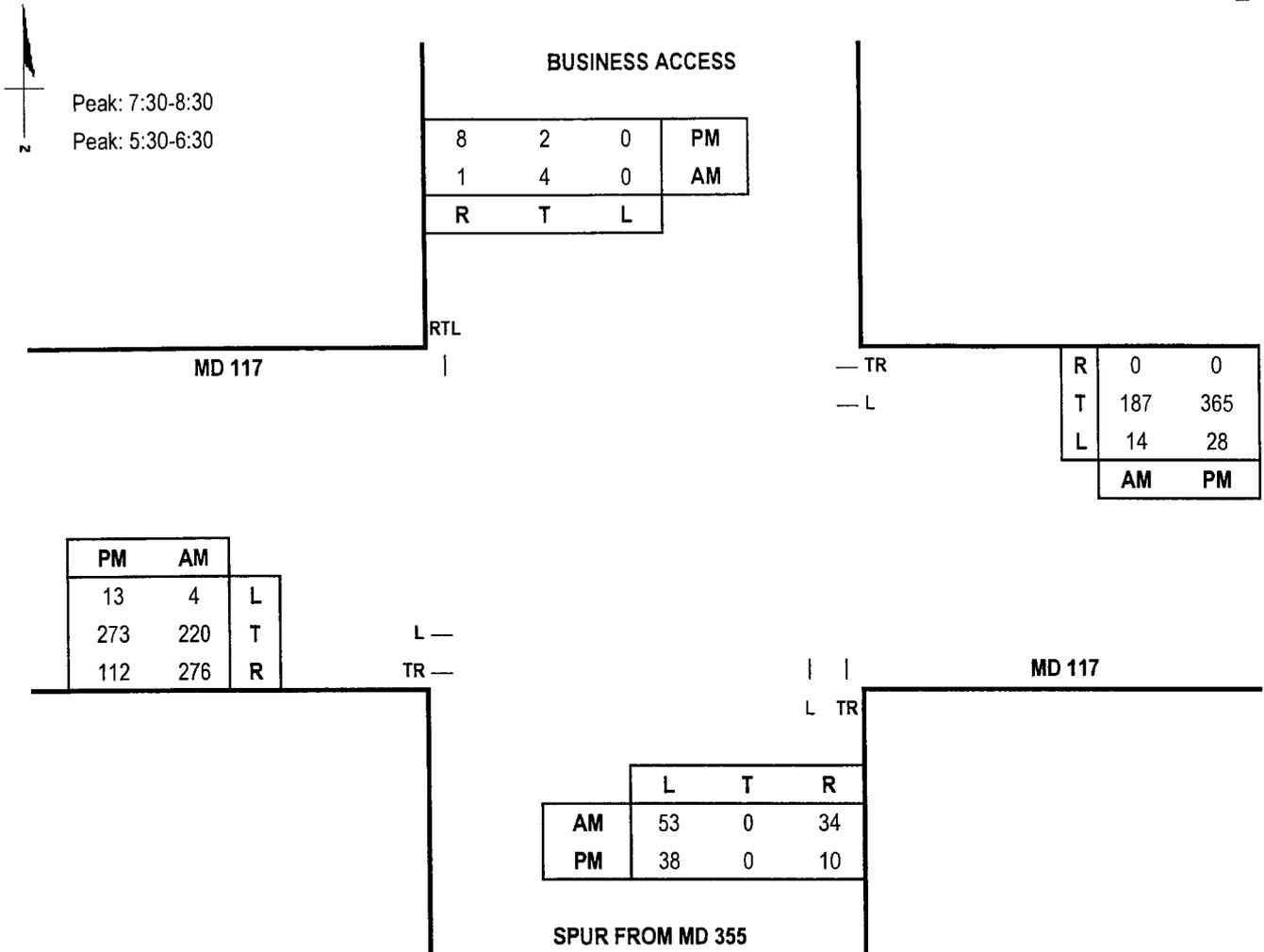
Date of Count: 8/28/2007

N/S Road: Business Access/Spur From MD 355

Day of Count: Tuesday

Conditions: Total Traffic

Analyst: Sarah Aura



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	34	1.00	34	0	1.00	0	58
SB	5	1.00	5	53	1.00	53	
EB	496	1.00	496	14	1.00	14	510
WB	187	1.00	187	4	1.00	4	
CLV TOTAL=							568

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	10	1.00	10	0	1.00	0	48
SB	10	1.00	10	38	1.00	38	
EB	385	1.00	385	28	1.00	28	413
WB	365	1.00	365	13	1.00	13	
CLV TOTAL=							461

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

E/W Road: MD 117

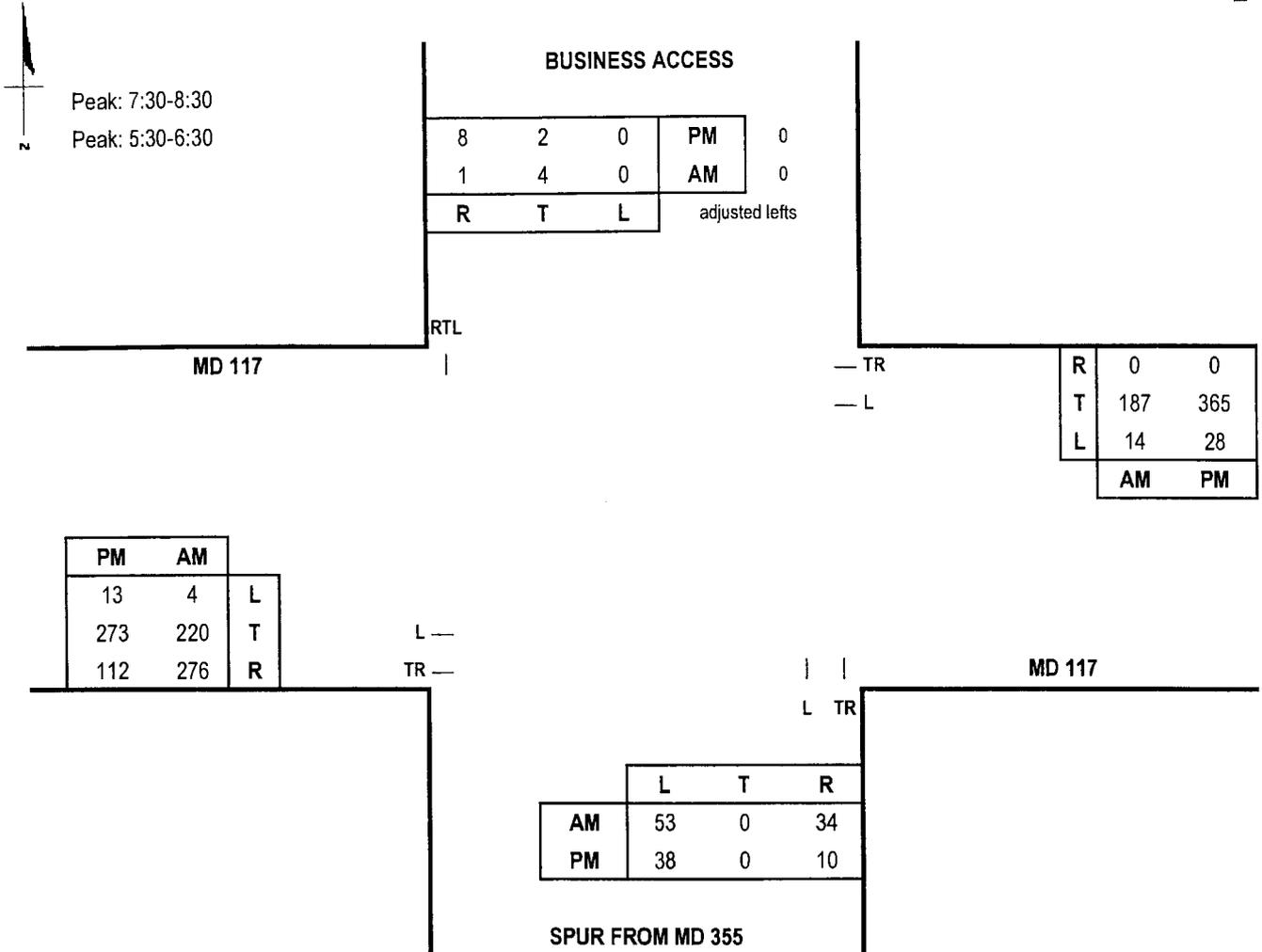
Date of Count: 8/28/2007

N/S Road: Business Access/Spur From MD 355

Day of Count: Tuesday

Conditions: Total Traffic

Analyst: Sarah Aura



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	34	1.00	34	0	1.00	0	58
SB	5	1.00	5	53	1.00	53	
EB	496	1.00	496	14	1.00	14	
WB	187	1.00	187	4	1.00	4	
CLV TOTAL=							568

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	10	1.00	10	0	1.00	0	48
SB	10	1.00	10	38	1.00	38	
EB	385	1.00	385	28	1.00	28	
WB	365	1.00	365	13	1.00	13	
CLV TOTAL=							461

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Montgomery County

E/W Road: Summit Ave

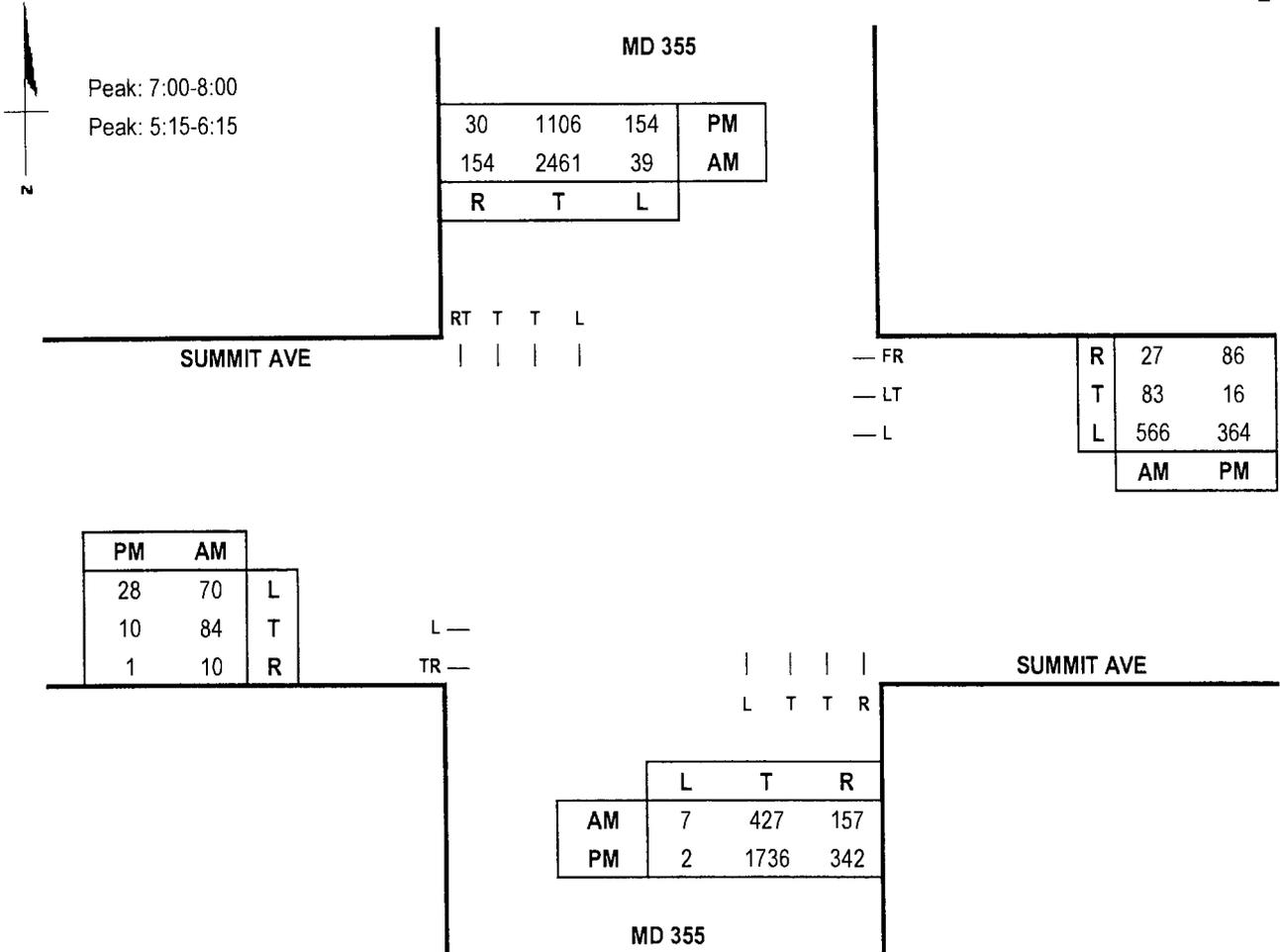
Date of Count: 11/27/2007

N/S Road: MD 355

Day of Week: Tuesday

Conditions: Existing Traffic

Analyst: Richard Huang



Capacity Analysis - East/West Split

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	94	1.00	94				94
WB	649	0.53	344				344
NB	427	0.53	226	39	1.00	39	975
SB	2615	0.37	968	7	1.00	7	
CLV TOTAL=							1,413

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	28	1.00	28				28
WB	380	0.53	201				201
NB	1736	0.53	920	154	1.00	154	1074
SB	1136	0.37	420	2	1.00	2	
CLV TOTAL=							1,303

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Montgomery County

E/W Road: Summit Ave

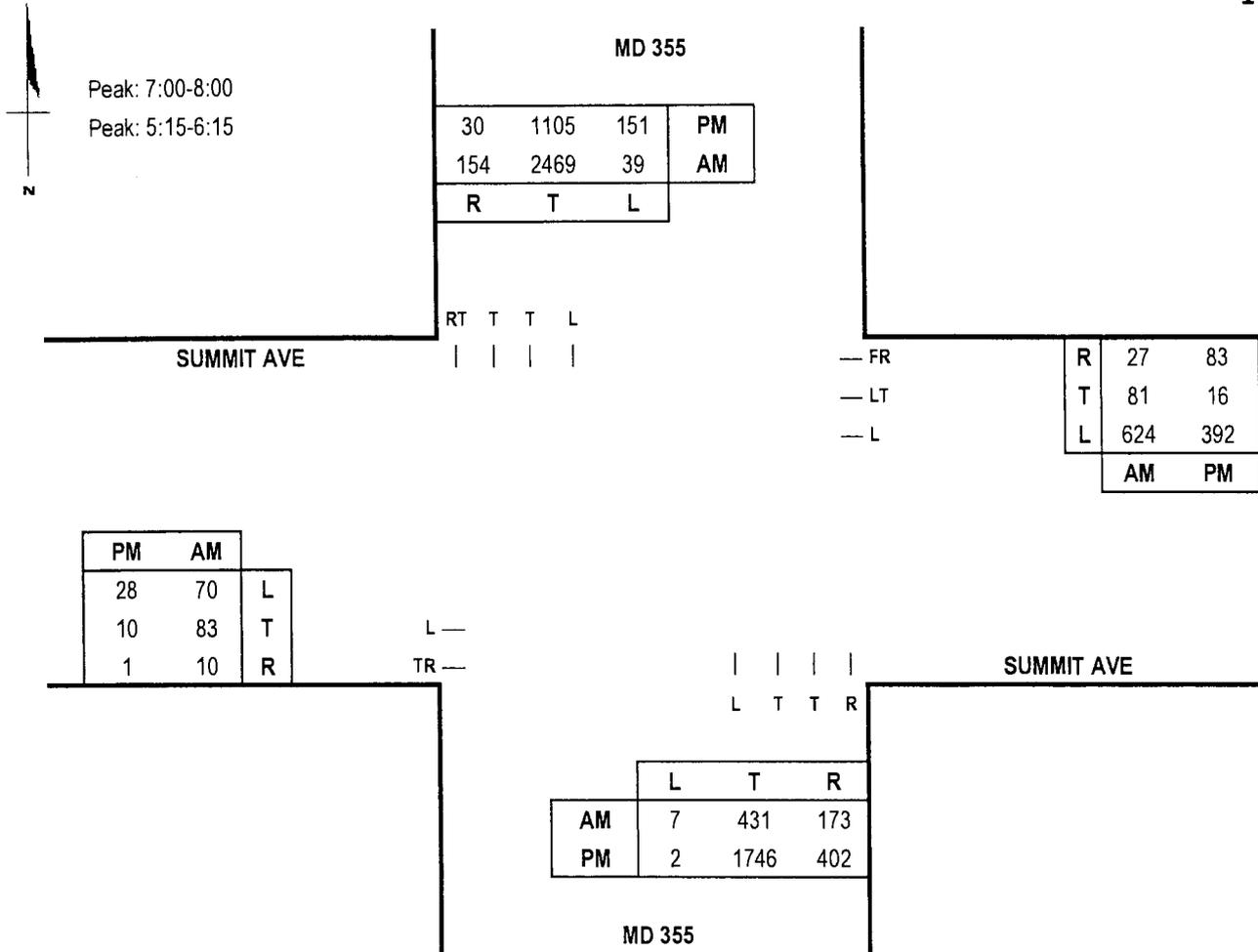
Date of Count: 11/27/2007

N/S Road: MD 355

Day of Week: Tuesday

Conditions: Background Traffic

Analyst: Richard Huang



Capacity Analysis - East/West Split

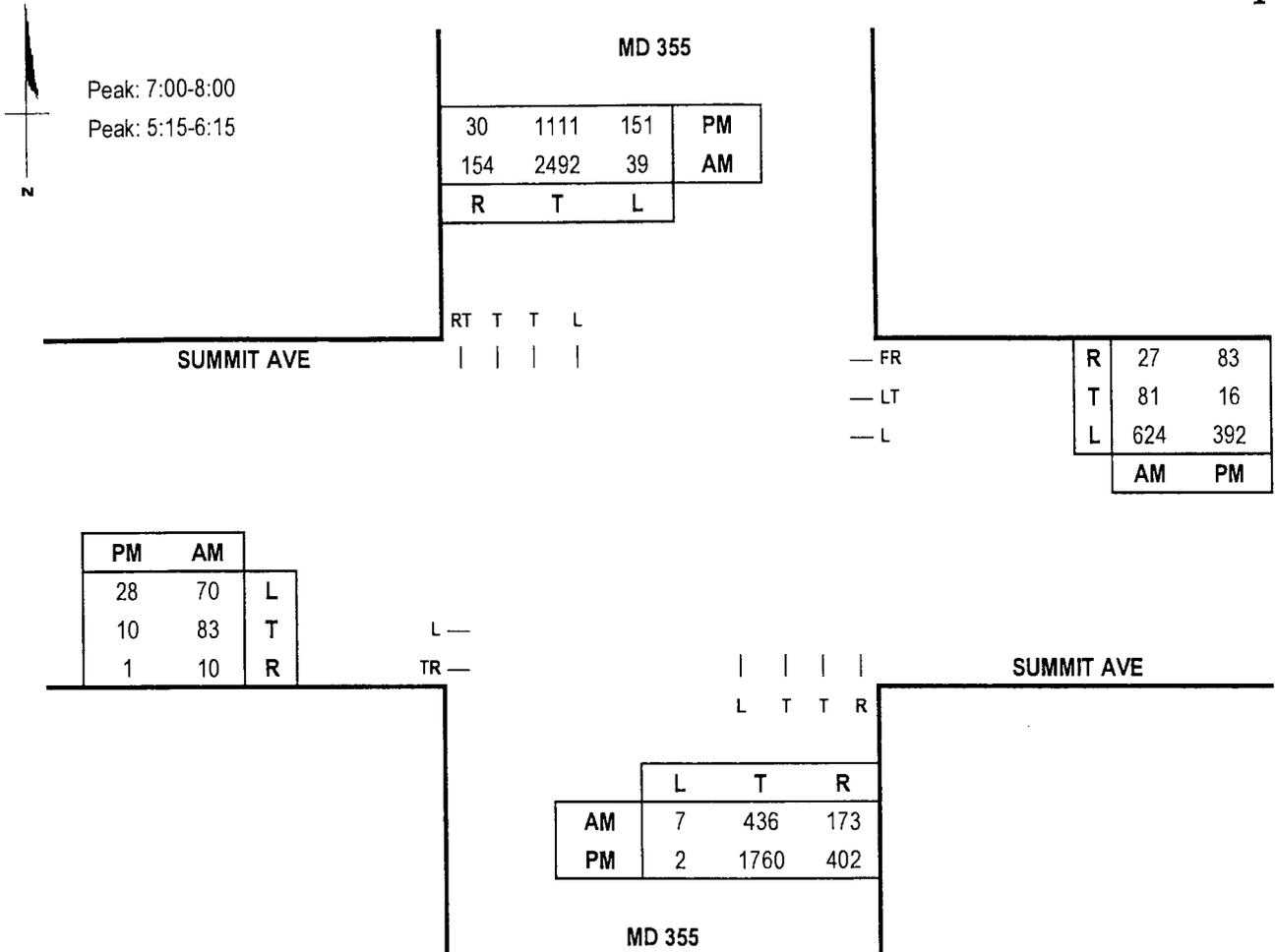
Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	93	1.00	93				93
WB	705	0.53	374				374
NB	431	0.53	228	39	1.00	39	978
SB	2623	0.37	971	7	1.00	7	
CLV TOTAL=							1,445

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	28	1.00	28				28
WB	408	0.53	216				216
NB	1746	0.53	925	151	1.00	151	1076
SB	1135	0.37	420	2	1.00	2	
CLV TOTAL=							1,320

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Montgomery County

E/W Road: Summit Ave
N/S Road: MD 355
Conditions: Total Traffic

Date of Count: 11/27/2007
Day of Week: Tuesday
Analyst: Richard Huang



Capacity Analysis - East/West Split

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	93	1.00	93				93
WB	705	0.53	374				374
NB	436	0.53	231	39	1.00	39	986
SB	2646	0.37	979	7	1.00	7	
CLV TOTAL=							1,453

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	28	1.00	28				28
WB	408	0.53	216				216
NB	1760	0.53	933	151	1.00	151	1084
SB	1141	0.37	422	2	1.00	2	
CLV TOTAL=							1,328

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for Montgomery County

Intersection of: MD 355
and: SUMMIT AVE.

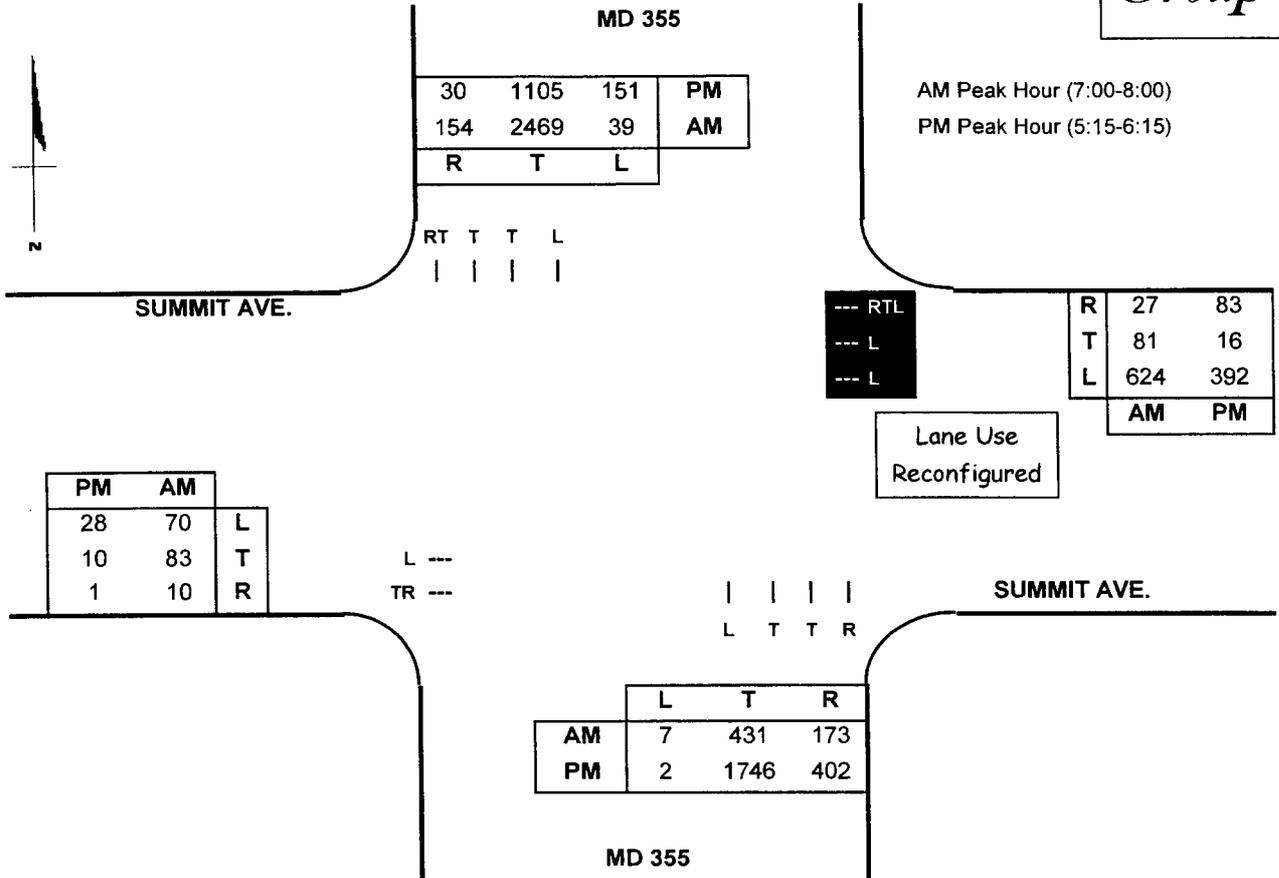
Date of Count: November 27, 2007
Day of Week: Tuesday

Conditions: BACKGROUND TRAFFIC
w/IMPROVEMENT BY OTHERS

Analyst: dbj



Lane Use + Traffic Volumes



Capacity Analysis - East/West Split

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	93	1	93				93
WB	732	0.37	271				271
NB	431	0.53	228	39	1	39	978
SB	2623	0.37	971	7	1	7	
CLV TOTAL =							1342
Level of Service (LOS) - v/c =							D - 0.84

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	28	1	28				28
WB	491	0.37	182				182
NB	1746	0.53	925	151	1	151	1076
SB	1135	0.37	420	2	1	2	
CLV TOTAL =							1286
Level of Service (LOS) - v/c =							C - 0.8

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Montgomery County

Intersection of: MD 355

Date of Count: November 27, 2007

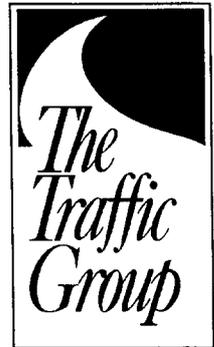
and: SUMMIT AVE.

Day of Week: Tuesday

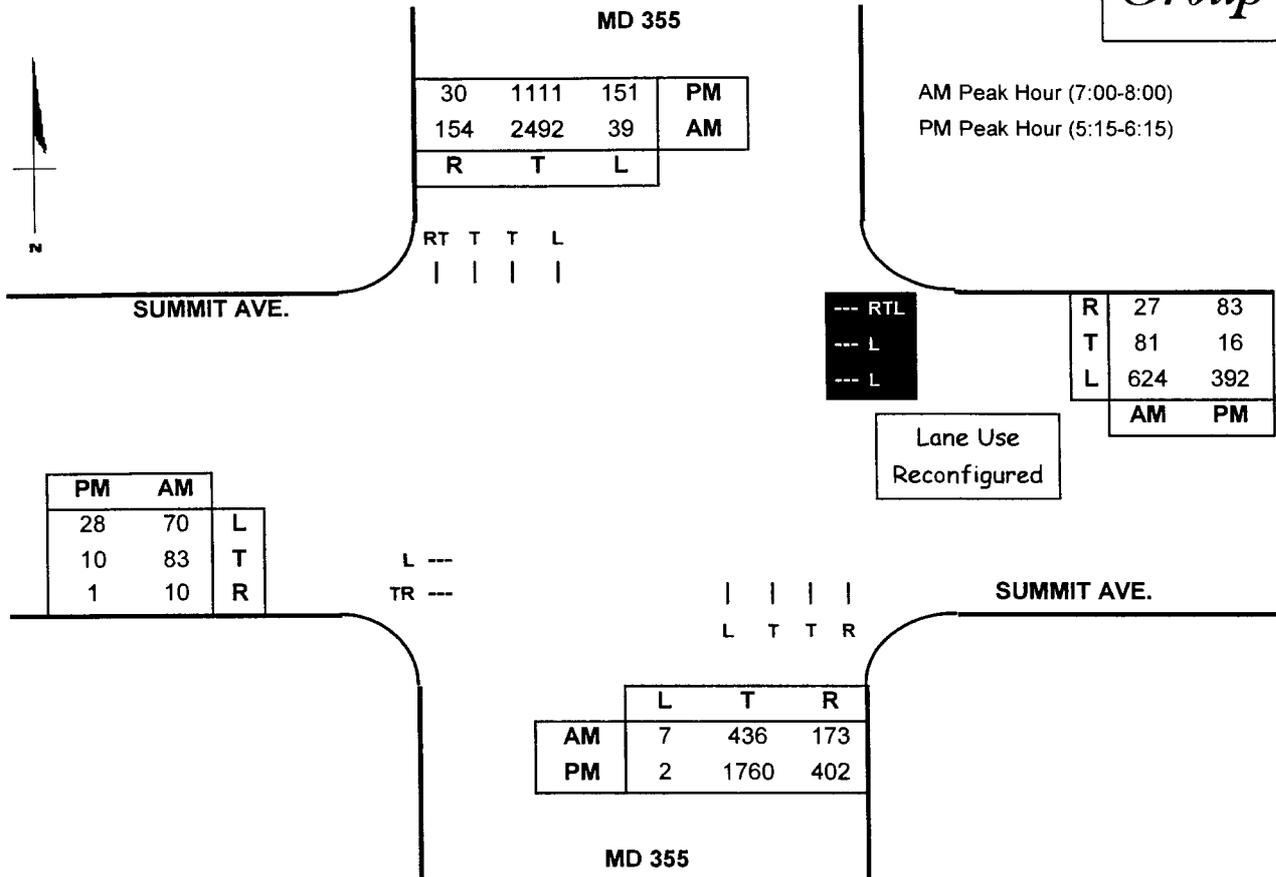
Conditions: TOTAL TRAFFIC

Analyst: dbj

w/IMPROVEMENT BY OTHERS



Lane Use + Traffic Volumes



Capacity Analysis - East/West Split

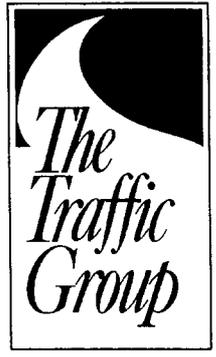
Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	93	1	93				93
WB	732	0.37	271				271
NB	436	0.53	231	39	1	39	986
SB	2646	0.37	979	7	1	7	
CLV TOTAL =							1350
Level of Service (LOS) - v/c =							D - 0.84

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	28	1	28				28
WB	491	0.37	182				182
NB	1760	0.53	933	151	1	151	1084
SB	1141	0.37	422	2	1	2	
CLV TOTAL =							1294
Level of Service (LOS) - v/c =							C - 0.81

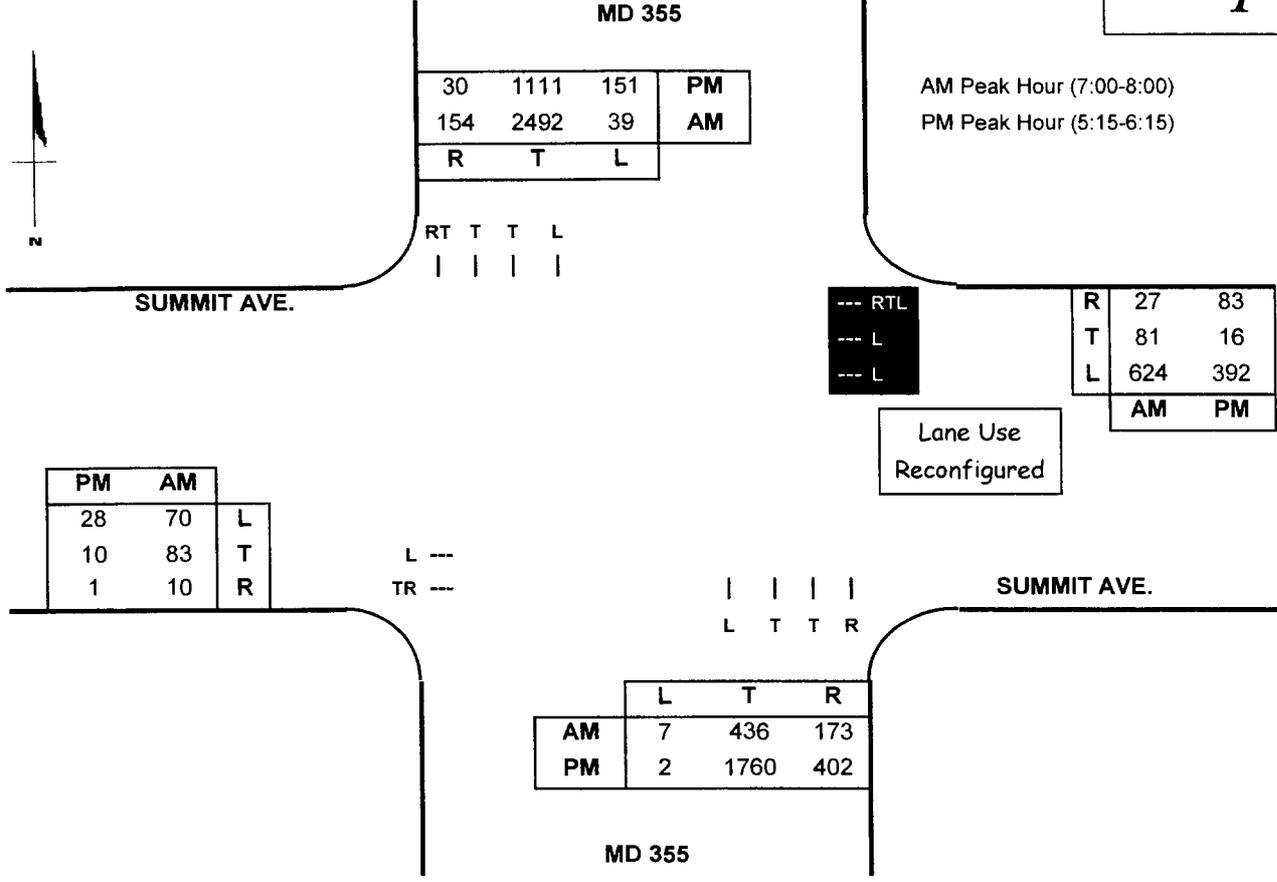
CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Intersection of: MD 355
and: SUMMIT AVE.
Conditions: TOTAL TRAFFIC
w/IMPROVEMENT BY OTHERS

Date of Count: November 27, 2007
Day of Week: Tuesday
Analyst: dbj



Lane Use + Traffic Volumes



Capacity Analysis - East/West Split

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	93	1	93				93
WB	732	0.4	293				293
NB	436	0.55	240	39	1	39	1065
SB	2646	0.4	1058	7	1	7	
CLV TOTAL =							1451
Level of Service (LOS) - v/c =							E - 0.91

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	28	1	28				28
WB	491	0.4	196				196
NB	1760	0.55	968	151	1	151	1119
SB	1141	0.4	456	2	1	2	
CLV TOTAL =							1343
Level of Service (LOS) - v/c =							D - 0.84

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Intersection of: MD 355

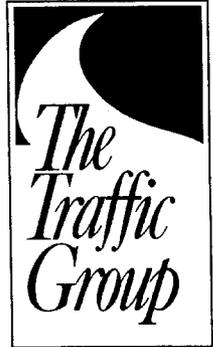
Date of Count: November 27, 2007

and: SUMMIT AVE.

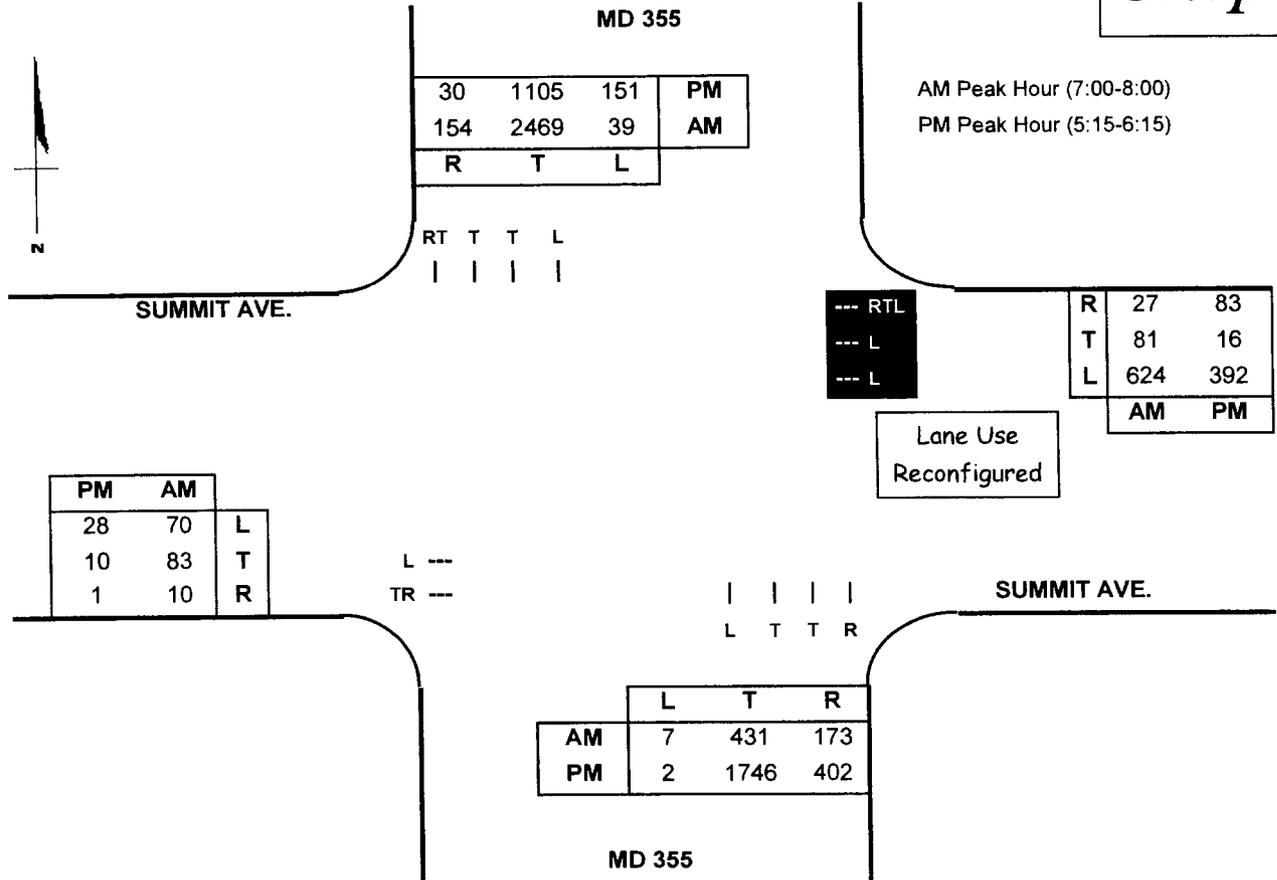
Day of Week: Tuesday

Conditions: BACKGROUND TRAFFIC
w/IMPROVEMENT BY OTHERS

Analyst: dbj



Lane Use + Traffic Volumes



Capacity Analysis - East/West Split

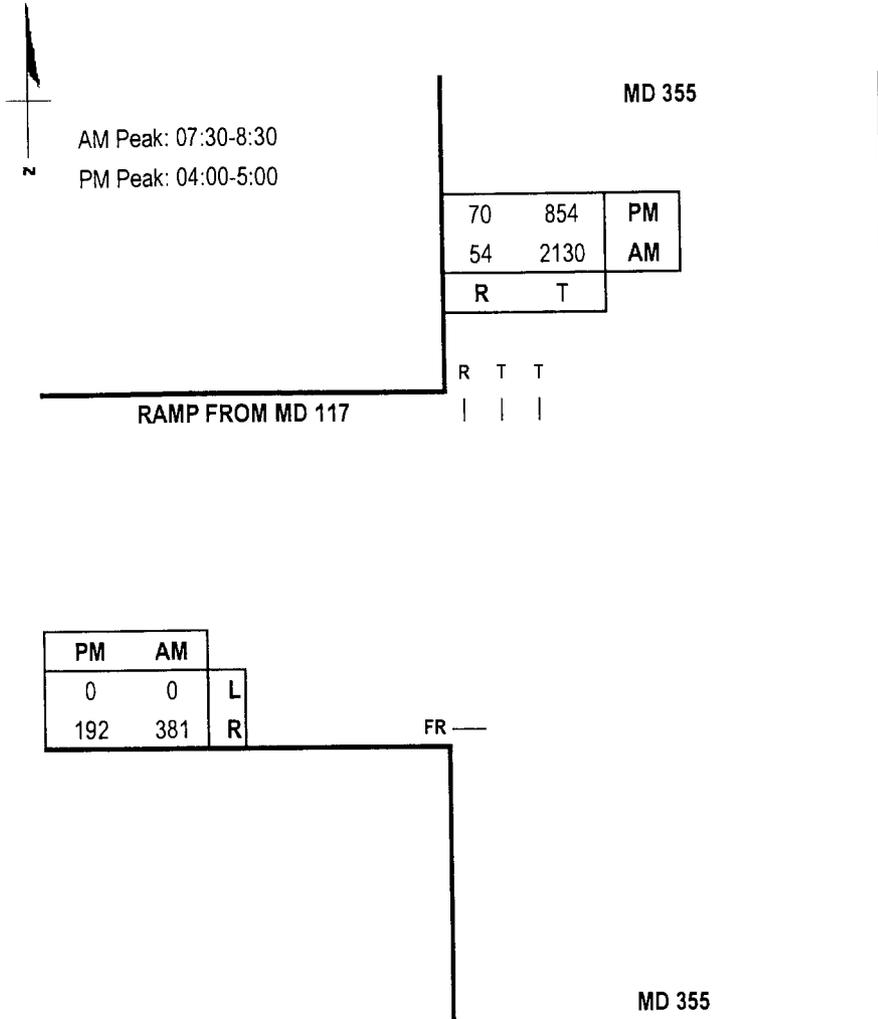
Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	93	1	93				93
WB	732	0.4	293				293
NB	431	0.55	237	39	1	39	1056
SB	2623	0.4	1049	7	1	7	
CLV TOTAL =							1442
Level of Service (LOS) - v/c =							D - 0.9

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	28	1	28				28
WB	491	0.4	196				196
NB	1746	0.55	960	151	1	151	1111
SB	1135	0.4	454	2	1	2	
CLV TOTAL =							1335
Level of Service (LOS) - v/c =							D - 0.83

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Montgomery County

E/W Road Name: Ramp From MD 117
N/S Road Name: MD 355
Conditions: Existing Traffic

Date of Count: 11/27/2007
Day of Count: Tuesday
Analyst: Richard Huang



Capacity Analysis

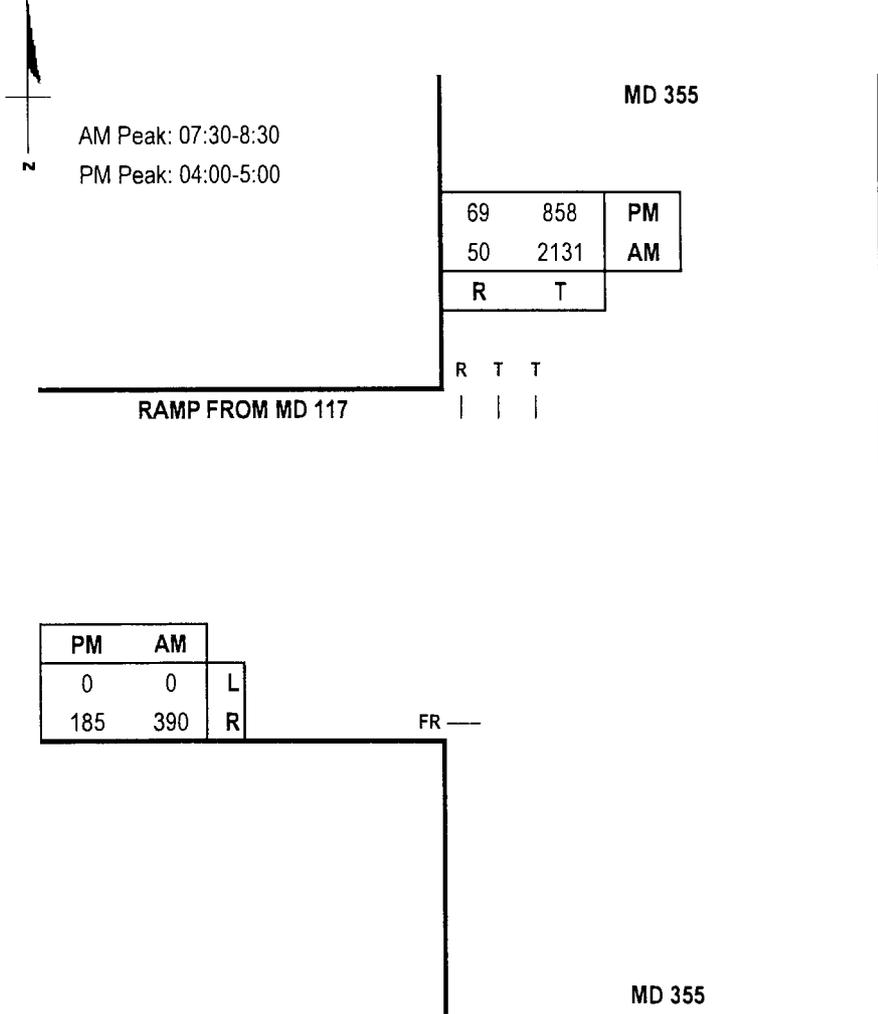
Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	381	0.00	0				0
NB	0	0.00	0				1129
SB	2130	0.53	1129	0	0.00	0	
			AM V/C = 0.71	CLV TOTAL =			1,129

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	192	0.00	0				0
NB	0	0.00	0				453
SB	854	0.53	453	0	0.00	0	
			PM V/C = 0.28	CLV TOTAL =			453

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Montgomery County

E/W Road Name: Ramp From MD 117
N/S Road Name: MD 355
Conditions: Background Traffic

Date of Count: 11/27/2007
Day of Count: Tuesday
Analyst: Richard Huang



Capacity Analysis

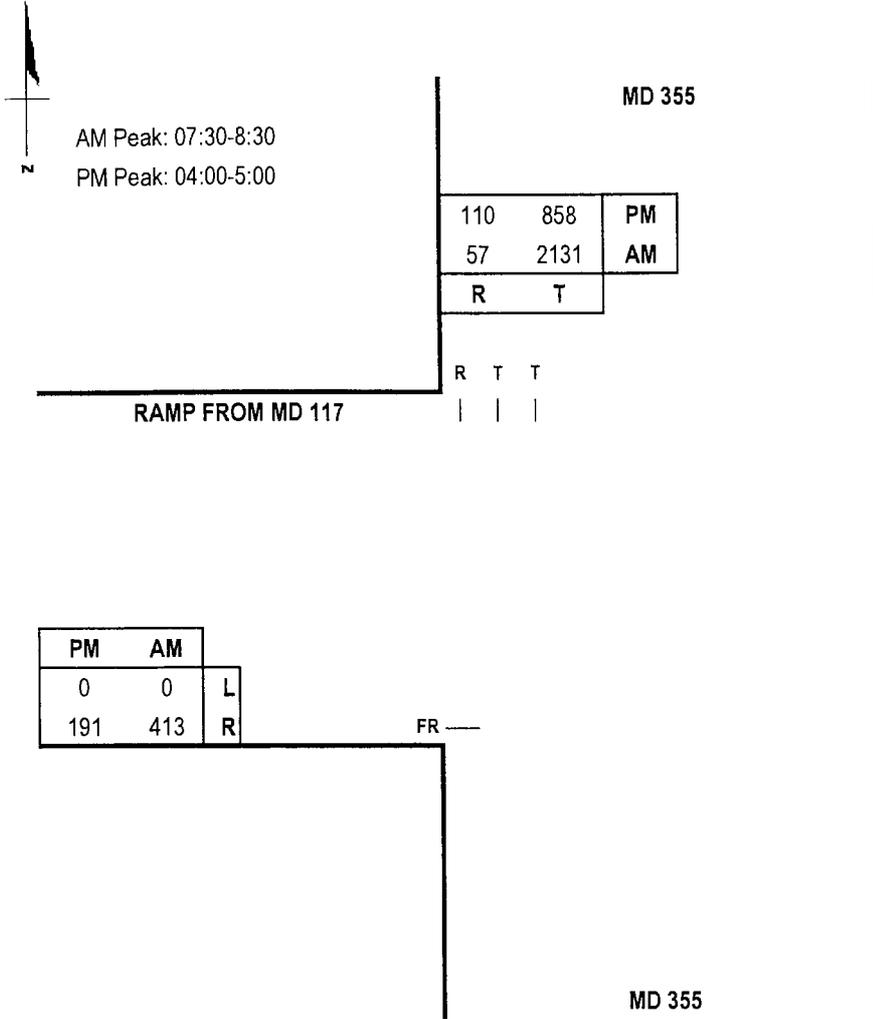
Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	390	0.00	0				0
NB	0	0.00	0				1129
SB	2131	0.53	1129	0	0.00	0	
			AM V/C =0.71	CLV TOTAL=			1,129

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	185	0.00	0				0
NB	0	0.00	0				455
SB	858	0.53	455	0	0.00	0	
			PM V/C =0.28	CLV TOTAL=			455

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Montgomery County

E/W Road Name: Ramp From MD 117
N/S Road Name: MD 355
Conditions: Total Traffic

Date of Count: 11/27/2007
Day of Count: Tuesday
Analyst: Richard Huang



PM	AM	
0	0	L
191	413	R

FR —

Capacity Analysis

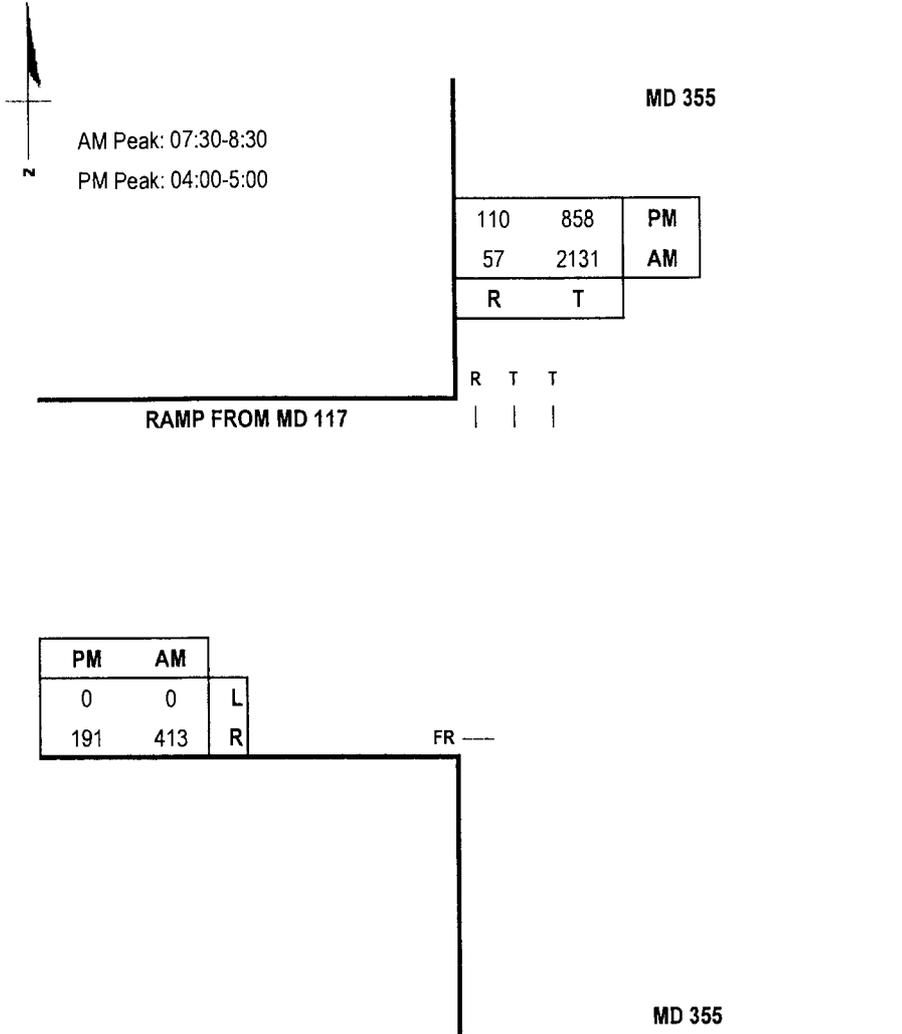
Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	413	0.00	0				0
NB	0	0.00	0				1129
SB	2131	0.53	1129	0	0.00	0	
AM V/C = 0.71			CLV TOTAL =			1,129	

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	191	0.00	0				0
NB	0	0.00	0				455
SB	858	0.53	455	0	0.00	0	
PM V/C = 0.28			CLV TOTAL =			455	

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

E/W Road Name: Ramp From MD 117
N/S Road Name: MD 355
Conditions: Total Traffic

Date of Count: 11/27/2007
Day of Count: Tuesday
Analyst: Richard Huang



Capacity Analysis

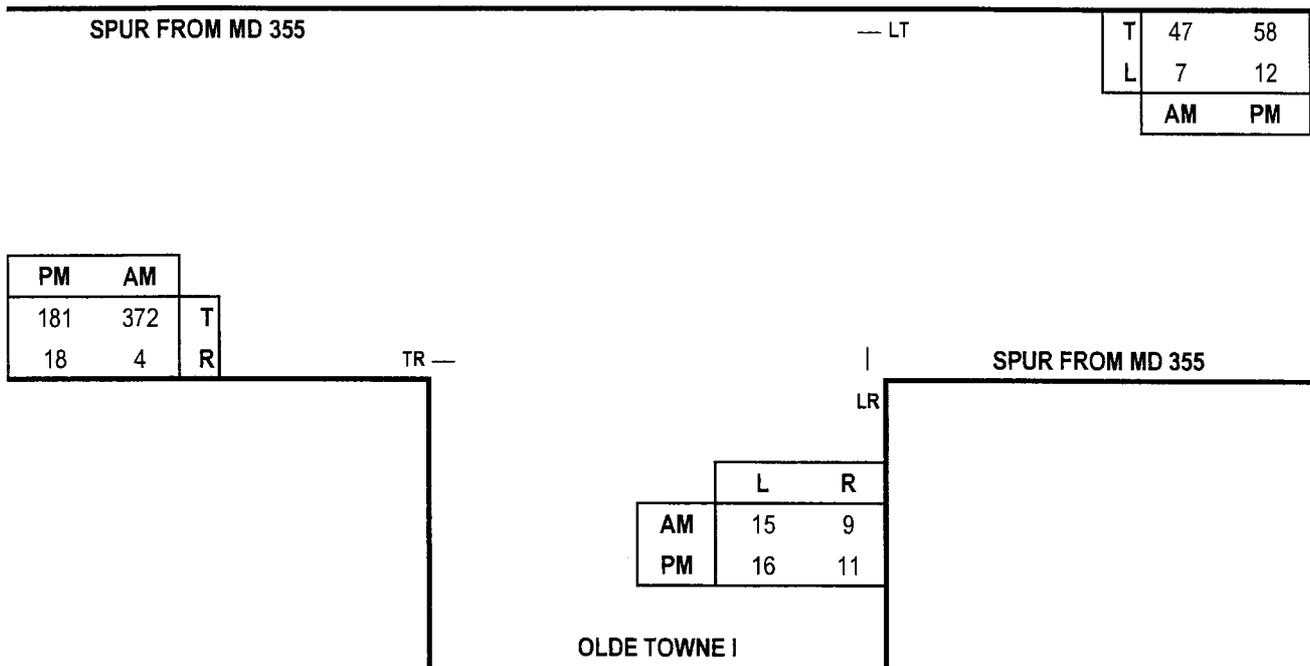
Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	413	0.00	0				0
NB	0	0.00	0				1172
SB	2131	0.55	1172	0	0.00	0	
			AM V/C = 0.73	CLV TOTAL =			1,172

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	191	0.00	0				0
NB	0	0.00	0				472
SB	858	0.55	472	0	0.00	0	
			PM V/C = 0.3	CLV TOTAL =			472

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Montgomery County

E/W Road: Spur From MD 355
N/S Road: Olde Towne I
Conditions: Existing Traffic

Date of Count:
Day of Count:
Analyst: Sarah Aura



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	24	1.00	24				24
EB	376	1.00	376	7	1.00	7	383
WB	54	1.00	54				
CLV TOTAL=							407

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	27	1.00	27				27
EB	199	1.00	199	12	1.00	12	211
WB	70	1.00	70				
CLV TOTAL=							238

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Montgomery County

E/W Road: Spur From MD 355

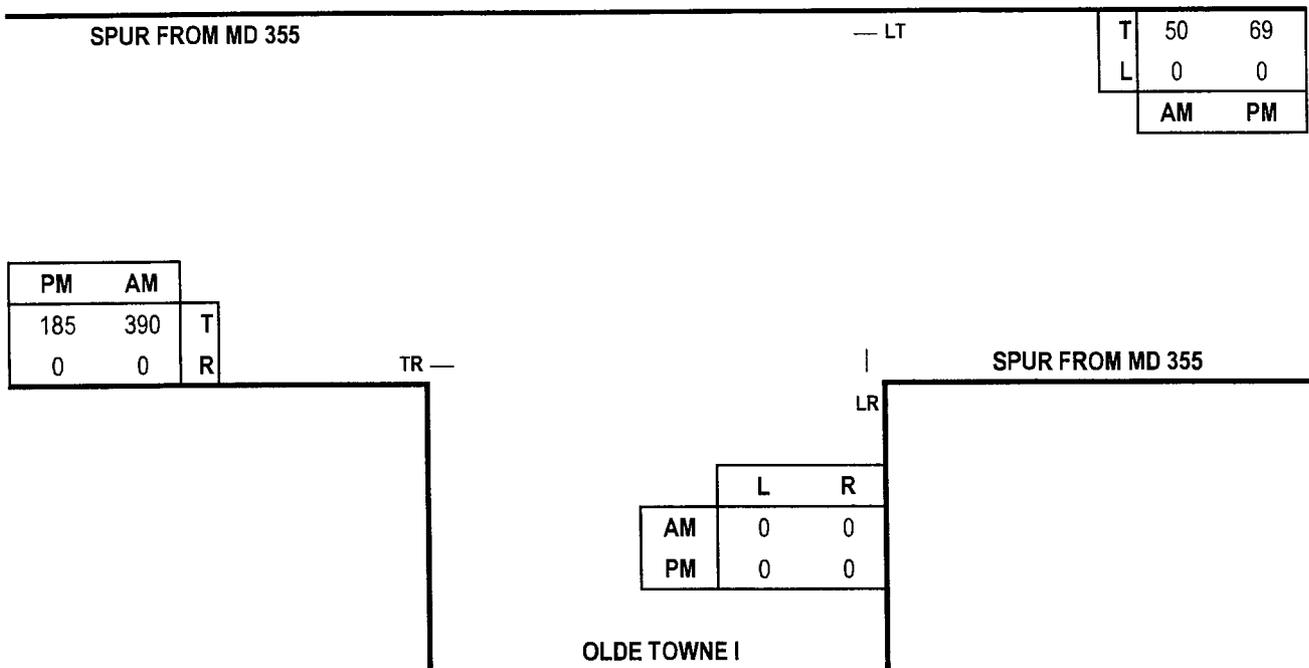
Date of Count:

N/S Road: Olde Towne I

Day of Count:

Conditions: Background Traffic

Analyst: Sarah Aura



Capacity Analysis

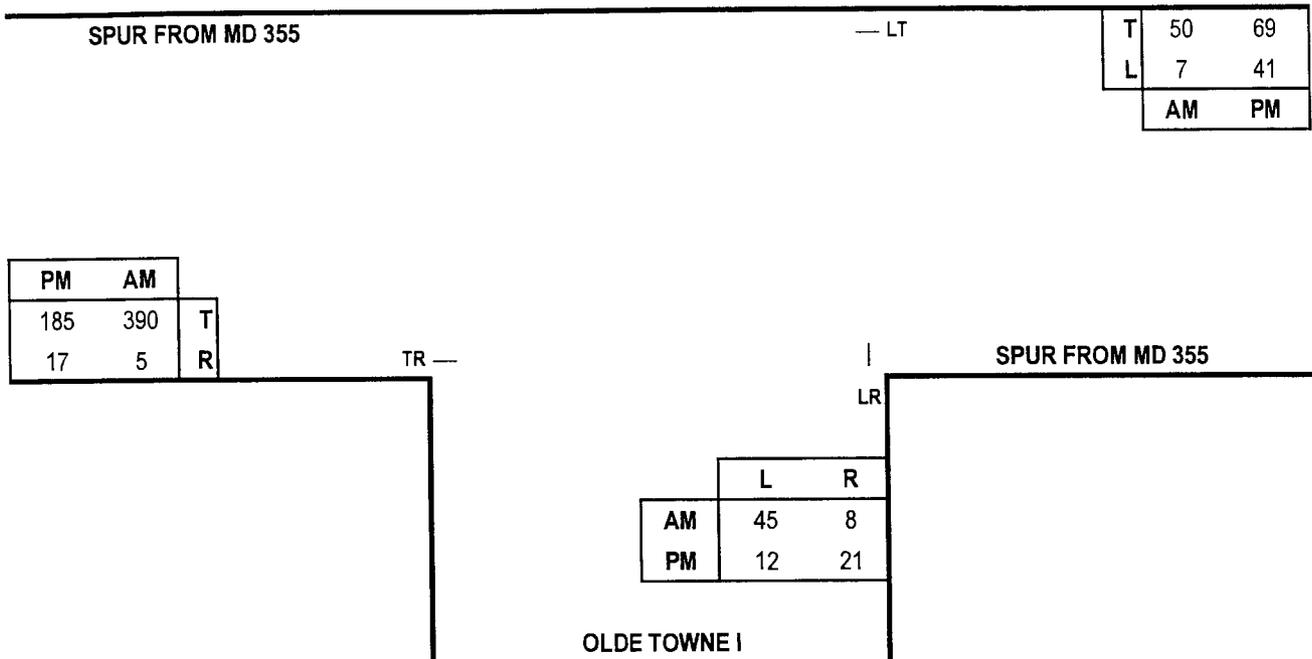
Morning Peak Hour					
Dir	Thru Volumes			+ Opposing Lefts	AM
	VOL	x LUF	= Total	VOL x LUF = Total	CLV
NB	0	1.00	0		0
EB	390	1.00	390	0 1.00 0	390
WB	50	1.00	50		
CLV TOTAL=					390

Evening Peak Hour					
Dir	Thru Volumes			+ Opposing Lefts	PM
	VOL	x LUF	= Total	VOL x LUF = Total	CLV
NB	0	1.00	0		0
EB	185	1.00	185	0 1.00 0	185
WB	69	1.00	69		
CLV TOTAL=					185

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Montgomery County

E/W Road: Spur From MD 355
N/S Road: Olde Towne I
Conditions: Total Traffic

Date of Count:
Day of Count:
Analyst: Sarah Aura



Capacity Analysis

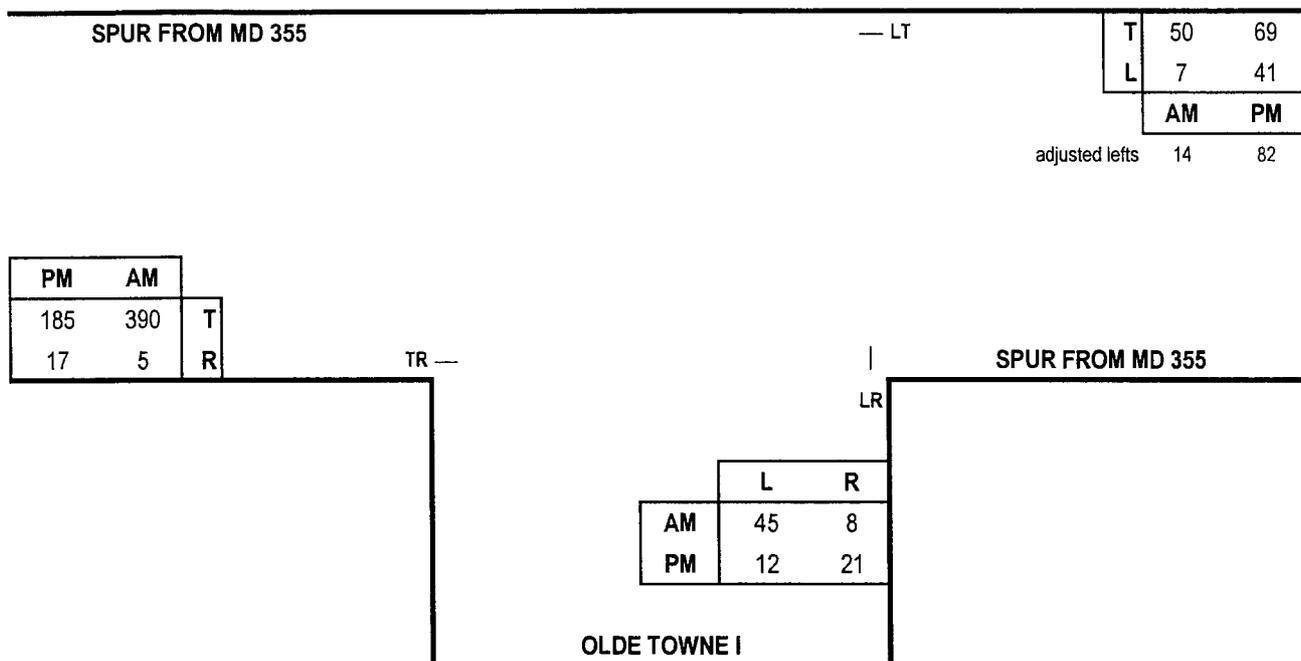
Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	53	1.00	53				53
EB	395	1.00	395	7	1.00	7	402
WB	57	1.00	57				
CLV TOTAL=							455

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	33	1.00	33				33
EB	202	1.00	202	41	1.00	41	243
WB	110	1.00	110				
CLV TOTAL=							276

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

E/W Road: Spur From MD 355
N/S Road: Olde Towne I
Conditions: Total Traffic

Date of Count:
Day of Count:
Analyst: Sarah Aura



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	53	1.00	53				53
EB	395	1.00	395	7	1.00	7	402
WB	64	1.00	64				
CLV TOTAL=							455

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	33	1.00	33				33
EB	202	1.00	202	41	1.00	41	243
WB	151	1.00	151				
CLV TOTAL=							276



The Traffic Group, Inc.[®]
Traffic Engineers & Transportation Planners

CORPORATE OFFICE

Suite H
9900 Franklin Square Drive
Baltimore, Maryland 21236
410.931.6600 Fax: 410.931.6601
1.800.583.8411
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TWO DOUBLE FACED
PROJECTED BLADE SIGNS

2 ENLARGED ELEVATION
A201



1 FRONT ELEVATION
A201 SCALE: 1/32" = 1'

Joint Hearing - MCC & PC
SDP-08-005
#24

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architecture ■ planning ■ interiors
400 Professional Drive ■ Suite 200 ■ Gaithersburg, Maryland 20879-3433
301-590-8900 ■ Fax 301-590-8620 ■ EMAIL: DVA-ARCH.COM

EXECUTIVE GARDEN RHO LLC
103 Leekes Lot Way
Gaithersburg, MD 20878

SUITES 355
Service Road
Gaithersburg, MD
ELEVATION

REVISIONS
Submission - Oct 2008

ISSUED

DRAWN FL	CHECKED FL
-------------	---------------

DVA JOB NO.
A.40310X

DRAWING

A201

SHEET ___ OF ___

NOT FOR CONSTRUCTION



2 ENLARGED ELEVATION
A202

1 REAR ELEVATION
A202 SCALE: 1/32" = 1'

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EXECUTIVE GARDEN RHO LLC
 103 Leekes Lot Way
 Gaithersburg, MD 20878

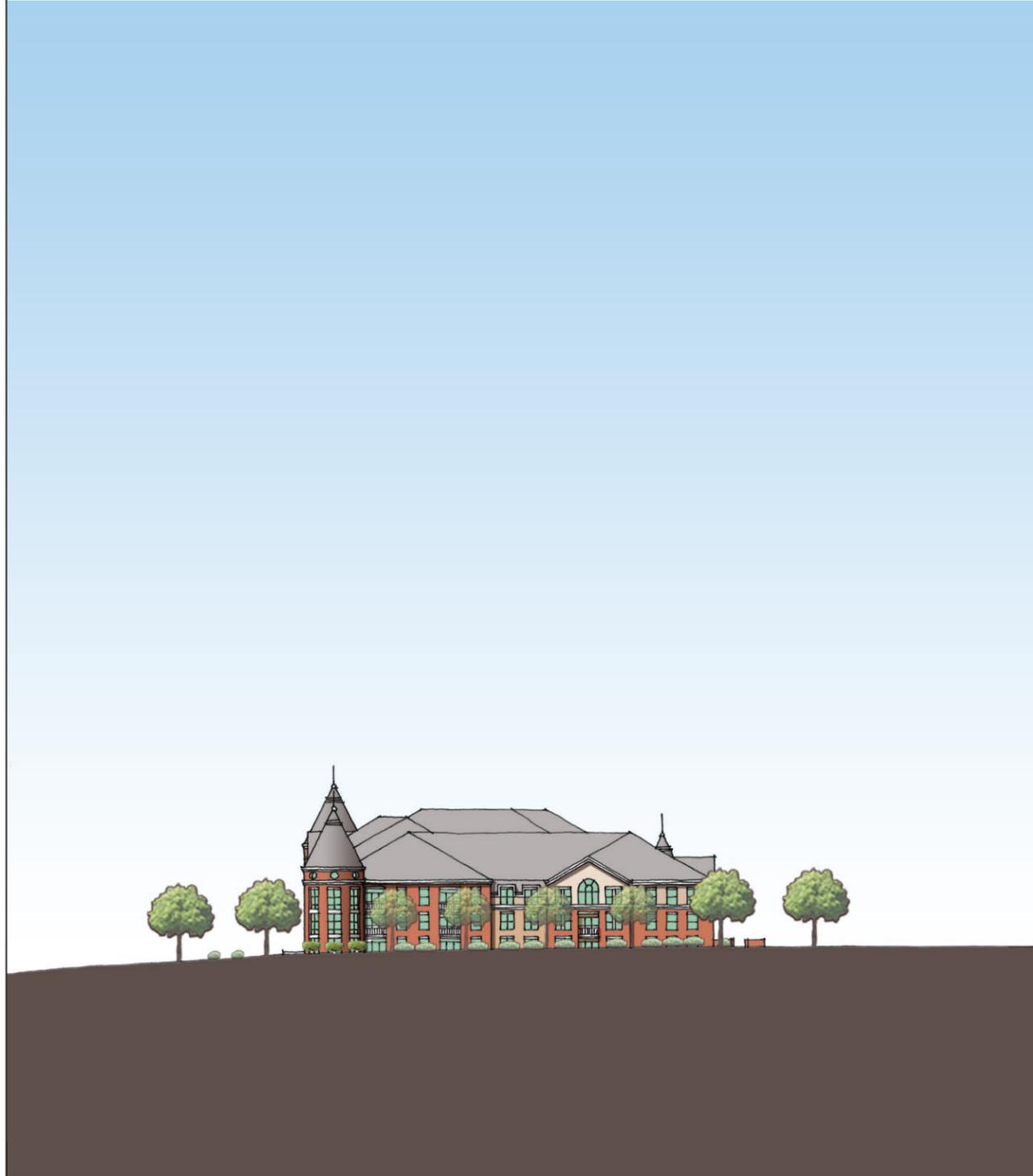
SUITES 355
 Service Road
 Gaithersburg, MD
 ELEVATION

REVISIONS	
Submission - Oct 2008	
ISSUED	
DRAWN	CHECKED
FL	FL
DVA JOB NO. A.40310X	
DRAWING	

NOT FOR CONSTRUCTION

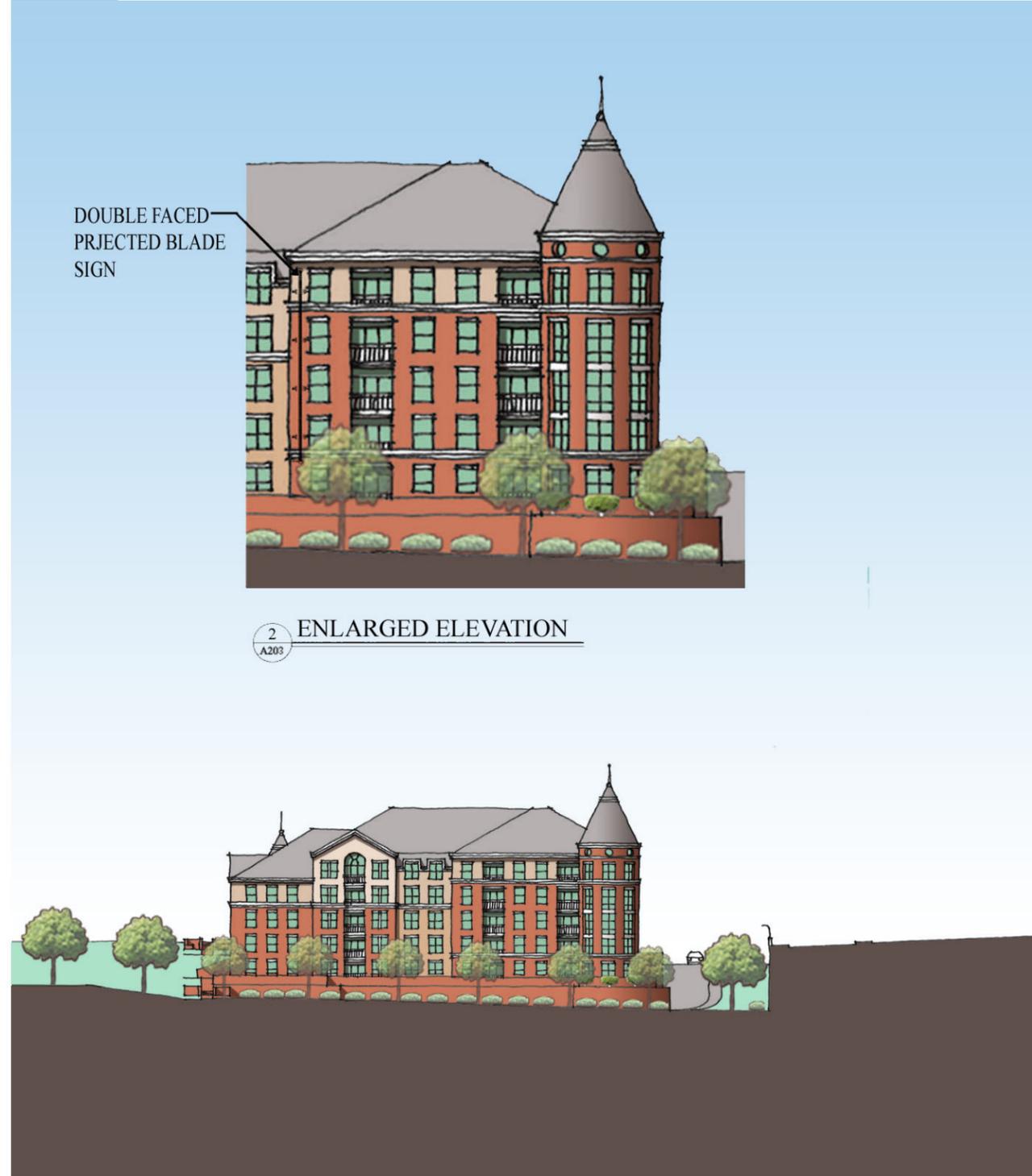
A202

SHEET ___ OF ___



*NOTE: NO SIGNAGE

1 RIGHT ELEVATION
A203 SCALE: 1/32" = 1'



2 ENLARGED ELEVATION
A203

1 LEFT ELEVATION
A203 SCALE: 1/32" = 1'

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EXECUTIVE GARDEN RHO LLC
103 Leekes Lot Way
Gaithersburg, MD 20878

SUITES 355
Service Road
Gaithersburg, MD
ELEVATION

REVISIONS	
Submission - Oct 2008	
ISSUED	
DRAWN FL A.40310X	CHECKED FL

DRAWING
A203
SHEET ___ OF ___

NOT FOR CONSTRUCTION

Suites 355
 Sign Area Calculation (Sq.Ft.)

Total Sign Area Allowed

<u>Façade</u>	<u>Length</u>	<u>Height</u>	<u>Total</u>	<u>% of Façade Allowed</u>	<u>Sign Area Allowed</u>
Frederick Avenue	135	50	6,750		
	35	40	<u>1,400</u>		
Total			8,150	10%	815
Service Road	175	50	8,750		
	305	40	12,200		
	80	30	<u>2,400</u>		
Total			23,350	10%	<u>2,335</u>
Total Sign Area Allowed in Sq.Ft.					3,150

Total Sign Area To Be Used

<u>Façade</u>	<u>Width</u>	<u>Height</u>	<u>Total</u>
Frederick Avenue			
Blade Sign 1	3	42	126
Service Road			
Blade Sign 2	3	32	96
Balde Sign 3	3	32	<u>96</u>
Total Sign Area To Be Used			318
Double Sided Sign Area To Be Used			636



Loiederman
Soltesz Associates, Inc.

November 11, 2008

Ms. Jackie Marsh
Planning and Code Administration
City of Gaithersburg
31.S. Summit Avenue
Gaithersburg, MD 20877

Re: Olde Towne Alley(Z-309)
LSA No: 299-00-100

Dear Ms. Marsh,

The Olde Towne Alley Site, is located at 12 S. Frederick Avenue and George Street. The site is bounded by George Street, Service Road to Maryland Route 355 and Maryland Route 355 south.

The site currently is occupied by existing apartment buildings, parking spaces, sidewalks and associated landscaping. The proposed development is a multi-family building consisting of approximately 268 units. Parking will be provided in a two level underground garage accessed from a single on-site driveway running parallel to the northern property line. The MSHA retaining wall running along the northern eastern property line will remain.

The site slopes from west to east from approximately 512' to 486' above mean sea level. Two soil type found on the subject property are Glenelg Silt Loam and Baile Silt Loam. The soils have moderate permeability and the potential for frost action is moderate.

The Olde Towne Alley Property drains to Long Draught Branch of Great Seneca Creek watershed. The closest watercourse to the property is Long Draught Branch, which is located to the southwest of the property. Great Seneca Creek is classified as Use I-P (COMAR 26.08.02.08).

Joint Hearing - MCC & PC
SDP-08-005
#25

Stormwater Management Approach

Preference was given to a non-structural measures for stormwater management. As shown on the attached plans there is an opportunity for sheet flow to buffer at the western edge and also bio retention at the eastern edge. Due to the existing and proposed development of this site and lack of accessibility, the remaining channel protection volume and water quality requirements will need to be met through underground treatment facilities. The water quality treatment will be provided via an underground separator sand filter, a bio retention facility and a grass channel. The drainage area has been divided into two discharge points (1 & 2) to ease the impact of using structural measures to manage stormwater requirements for the site.

On behalf of our client, we respectfully request stormwater concept review and approval for this site. Preliminary sizing computations and conceptual plans have been prepared and are included with this request.

Should you have any questions or concerns regarding this issue, please call me at 301-948-2750.

Sincerely,

LOIEDERMAN SOLTESZ ASSOCIATES, INC.



Steve Goley, P.E.
Senior Project Manager

cc: Irene Carrato - LSA
Theresa Polizzi - LSA
Richard Koch- KEYSTONEREI
Don Boswell-City of Gaithersburg

From: jdraby@pepco.com
To: [Jacqueline Marsh](mailto:Jacqueline.Marsh)
Cc: rddickey@pepco.com
Subject: OLDE TOWNE ALLEY
Date: Tuesday, November 25, 2008 12:10:50 PM

Ms. Marsh,

Please accept my apology for arriving late for this morning's follow-up DRT and thank you for the additional set of Plans.

Concerning the subject Preliminary Site Plan and after a cursory review I submit the following comments:

- 1.) An overhead line for the existing apts. needs to be addressed with the applicant. along with the power needs of the planned building (ie: class of service)
- 2.) For the to be recorded new Plat a 10' PUE will be required along George Street and along Frederick Ave. if the final grade permits (retaining walls?)
- 3.) Our Engineer's and Systems Planning need to review if a easement (PUE) along MSHA SERVICE ROAD (MD 117 TO MD 355) will be required.

HAVE A SAFE AND HAPPY HOLIDAY!

Regards

Doug

James D Raby
Right Of Way Representative R/W-NAC
Distribution Engineering-MD Division
201 West Gude Drive
Rockville, Maryland 20850

jdraby@pepco.com
301-548-4309 office
202-497-4900 cell
301-670-8718 fax

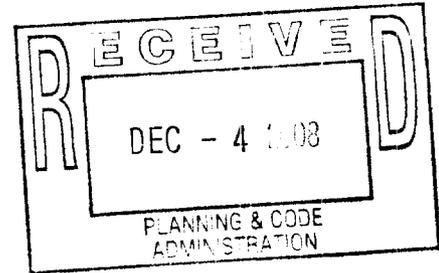
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Joint Hearing - MCC & PC
SDP-08-005
#26

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DEPARTMENT OF TRANSPORTATION



Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

December 2, 2008

Ms. Jacqueline Marsh
City of Gaithersburg
Planning and Code Administration
31 South Summit Avenue
Gaithersburg, MD 20877

RE: Z-309/SDP-08-005
Suites 355/Old Towne Alley

Dear Ms. Marsh:

Thank you for the opportunity to review the subject site plan application. We have completed our review and find that the site does not directly impact any Montgomery County roads. Therefore, we have no comments on the plan.

If you have any questions or comments regarding this letter, please contact me at greg.leck@montgomerycountymd.gov or (240) 777-6000.

Sincerely,

A handwritten signature in cursive script, appearing to read "G. Leck".

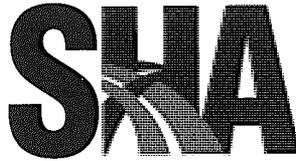
Gregory M. Leck, Manager
Development Review Team
Traffic Engineering and Operations Section

cc: Stephen Goley; Loiederman Soltesz Associates, Inc.
Jody Kline; Miller, Miller & Canby, Chartered
Richard Koch; Keystone Real Estates Investments, Inc.

Division of Traffic Engineering and Operations

101 Orchard Ridge Drive, 2nd Floor • Gaithersburg, Maryland 20878
Customer Service 240-777-6000 • Main Office 240-777-2190 • 240-777-6013 TTY • 240-777-2080 FAX
trafficops@montgomerycountymd.gov

Joint Hearing - MCC & PC
SDP-08-005
#27



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

State Highway
Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

December 2, 2008

Ms. Jacqueline Marsh
Planning and Code Administration
City of Gaithersburg
31 South Summit Avenue
Gaithersburg, Maryland 20877-2098

Re: Montgomery County
Olde Towne Alley
MD 117A (Service Road)

Dear Ms. Marsh:

The State Highway Administration (SHA) has received the Olde Towne Alley plan. We have reviewed the submittal and offer the following comments.

- The curb radii at the access must be redesigned to provide 30' minimum radii.
- Is the existing sidewalk along MD 117A going to remain? It appears the will therefore, ADA ramps need to be provide per SHA standards in the area where the entrance meets MD 117A. The ramps shown further back on the entrance should be removed.
- Why is the sidewalk on the east side of the entrance shown as being "Non ADA Compliant"? This is unacceptable as all sidewalk within State right of way must be ADA compliant. Please redesign to meet ADA standards.
- At the intersection of MD 117A and MD 355, if there is a ramp along the property frontage, it must be replaced to meet current ADA standards.
- Please submit a sight distance evaluation on the EAPD Sight Distance Measurement and Evaluation Worksheet. This form must be signed and sealed by a licensed professional engineer.
- It appears that near MD 117A and MD 355, some pipe and a storm drain are placed within State right-of-way. Please remove these as no private structures or utilities should be placed within State right-of-way.
- Truncations and right-of-way dedications/donations need to be in accordance with the Master Plan of Highways. SHA will require that right-of-way dedications/donations be platted to SHA standards. These plats must be submitted in hard copy format for review, checking and final issuance. Please contact Mr. Daniel Andrews, Assistant Division Chief, Plats and Surveys Division at (410) 545-8860 or via email at dandrews@sha.state.md.us for more information and any questions regarding the plat review process. Additionally, please contact Mr. Paul Lednak, Chief, District 3 Right of Way at (301) 513-7470 for information regarding the deed process.

Joint Hearing - MCC & PC
SDP-08-005
#28

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street · Baltimore, Maryland 21202 · Phone: 410.545.0300 · www.marylandroads.com

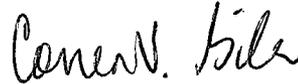


Ms. Jacqueline Marsh
Page 2

- Should a Traffic Impact Study (TIS) be required, SHA requests five (5) copies of the TIS be sent to this office for review and comment.

If you have any questions or require additional information, please contact Ms. Corren V. Giles at (410) 545-5595, toll free at (800) 876-4742, or via email at cgiles@sha.state.md.us.

Sincerely,



for Steven D. Foster, Chief
Engineering Access Permits Division

SDF/cvg

Cc:	Mr. Paul Lednak	<i>sent via e-mail</i>
	Mr. Dan Andrews	<i>sent via e-mail</i>
	Mr. Jeff Wentz	<i>sent via e-mail</i>
	Ms. Kate Mazzara	<i>sent via e-mail</i>
	Mr. Augustine Rebish	<i>sent via e-mail</i>
	Mr. Mark Loeffler	<i>sent via e-mail</i>



**WASHINGTON SUBURBAN
SANITARY COMMISSION**

14501 Sweitzer Lane • Laurel, MD 20707 • 301-206-8000
www.wsscwater.com • TTY: 301-206-8345

TO: JACQUELINE MARSH
CITY OF GAITHERSBURG

FROM: STEPHANIE SULLIVAN
DEVELOPMENT SERVICES CENTER AGENT
DEVELOPMENT SERVICES GROUP
PHONE #301-206-8759
E-MAIL – ssulliv@wsscwater.com

DATE: DECEMBER 3, 2008

SUBJECT: "SUITES 355" (FORMALLY OLDE TOWNE ALLEY)

Site Plan Number: **Z-309/SDP08-005**

The above referenced submittal has been reviewed with the following comments:

- Water and Sewer Extension will be required.
- Water and Sewer is available.
- Existing WSSC facilities are located on the site. Submission should be made to the WSSC.
Call Development Services Center at 301-206-8650.
- Onsite plan review package should be submitted. Contact our Permit Services Unit at 301-206-4003 for additional information. _____
- Project # _____ is an unapproved project within the limits of this proposed site. Contact _____ at 301-206- for additional information.
- Additional Rights-of-Way may be required. _____
- Other: 10' separation required from outside to outside of pipe. 155' of 12" sewer needs to be relocated from existing MH #35M to existing 86U.
- No comment.

Referral Reply Due Date: 12/5/08

Joint Hearing - MCC & PC
SDP-08-005
#29



January 8, 2009

Ms. Corren V. Giles
Maryland State Highway Administration
Engineering Access Permits Division
707 North Calvert St.
Baltimore, MD 21202

Re: Suites 355 (formerly Olde Towne Alley) – Schematic Development Plan
Submittal

LSA Project # 29900100

Dear Ms. Giles:

The following information is a point-by-point response to the State Highway Administration comments on the Suites 355 Schematic Development Plan dated December 2, 2008.

1. The curb radii at the access must be redesigned to provide 30' minimum radii.

The entrance to the site from Service Rd. is 35' wide which allows for a 30' turning radius. See enclosed Fire Department Access Plan for truck turning movement.

2. Is the existing sidewalk along MD 117A going to remain? It appears it will therefore, ADA ramps need to be provided per SHA standards in the area where the entrance meets MD 117A. The ramps shown further back on the entrance should be removed.

ADA ramps have been added where the entrance meets MD 117A.

3. Why is the sidewalk on the east side of the entrance shown as being "Non ADA Compliant"? This is unacceptable as all sidewalks within the State right of way must be ADA compliant. Please redesign to meet ADA standards.

The non ADA compliant portion of the sidewalk to the east of the entrance has been removed and the sidewalk to the west of the entrance has been redesigned to be ADA compliant.

4. At the intersection of MD 117A and MD 355, if there is a ramp along the property frontage, it must be replaced to meet ADA standards.

There is an existing ramp at the corner of MD 117A and MD355. The ramp will be replaced to meet current ADA standards.

Joint Hearing - MCC & PC
SDP-08-005
#30

5. Please submit a sight distance evaluation on the EAPD Sight Distance Measurement and Evaluation Worksheet. This form must be signed and sealed by a licensed professional engineer.

The Sight Distance evaluation has been completed and is enclosed.

6. It appears that near MD 117A and MD 355, some pipe and storm drain are placed within State right-of-way. Please remove these as no private structures or utilities should be placed within the State right-of-way.

A utility permit will be obtained. The rate of flow will decrease due to on-site stormwater management facilities.

7. Truncations and right-of-way dedications/donations need to be in accordance with the Master Plan of Highways. SHA will require that right-of-way dedications/donations be platted to SHA standards. These plats must be submitted in hard copy format for review, checking and final issuance. Please contact Mr. Daniel Andrews, Assistant Division Chief, Plats and Surveys Division at (410) 545-8860 or via email at dandrews@sha.state.md.us for more information and any questions regarding the plat review process. Additionally, please contact Mr. Paul Lednak, Chief, District 3 Right of Way at (301) 513-7470 for information regarding the deed process.

Acknowledged.

8. Should a Traffic Impact Study (TIS) be required, SHA requests five (5) copies of the TIS be sent to this office for review and comment.

Acknowledged.

Should you have any questions please feel free to contact either me or Keely Lauretti at 301-948-2750.

Sincerely,
Loiederman Soltesz Associates, Inc.

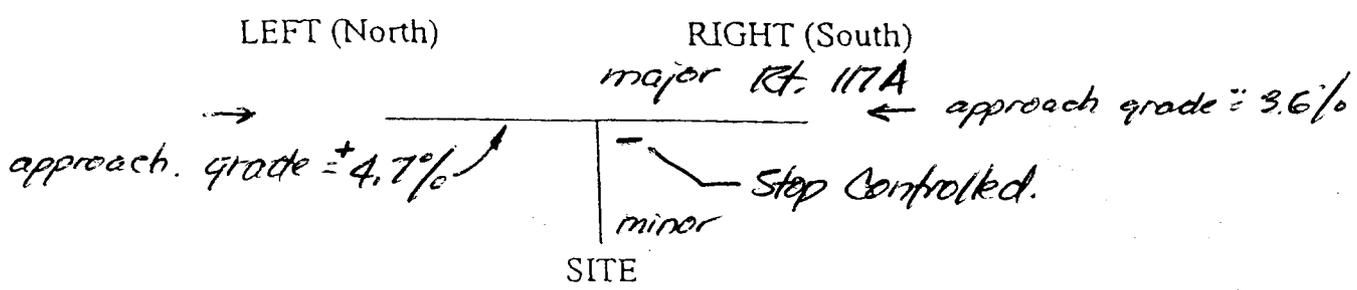

Theresa Polizzi, RLA
Enclosures

CC: Rich Koch, Keystone REI
Jody Kline, Miller, Miller, & Canby
Jackie Marsh, City of Gaithersburg
Frederick Liwanag, DVA
Kirit Thakkar, DVA
Steve Tawes, LSA
Keely Lauretti, LSA

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Proj. No. LSA #2990-01-00
 Proj. Name: "Suites 355"
 App. Keystone REI
 attn: R. Koch.

Sight Distance Measurement and Evaluation Worksheet



INTERSECTION SIGHT DISTANCE	MEASUREMENT (ft)	
• 3.5' object placed at proposed access	LEFT	RIGHT
• 3.5' driver's eye height on approaching lane	350	400
STOPPING SIGHT DISTANCE	MEASUREMENT (ft)	
• 2.0' object placed at proposed access	LEFT	RIGHT
• 3.5' driver's eye height on approaching lane	350	400

Evaluation

Posted Speed = 25 mph
 Design Speed = Posted Speed + 10 mph = 35 mph (EAPD Policy)

Intersection Sight Distance (ISD): $= 1.47 V_{maj} t_g$

Turning Movement	State Standard ISD Requirement Based on Design Speed **	Reduced ISD Requirement Based on Posted Speed *
Left Turn from Site Access	$386 \times 0.9 = 347'$	$276 \times 0.9 = 248$
Left Turn into Site Access	386	276
Right Turn from Site Access	$386 \times 0.9 = 347$	$276 \times 0.9 = 248$

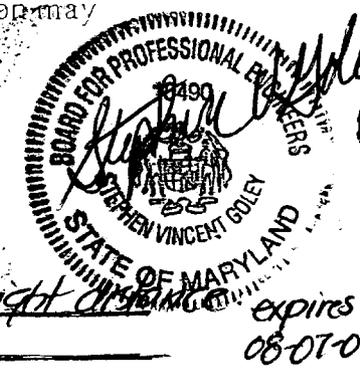
*Substandard condition meeting this requirement may be acceptable upon consideration of site specific traffic and safety conditions, feasibility constraints, etc. Mitigation may be required for any substandard condition.

** adjusted for grade, see page 658, Ref. 1

Stopping Sight Distance (SSD):
 SSD Required for the Design Speed: 250 ft

Results

Proposed entrance location meets desired intersection sight distance
Appro station of entrance 9+70 on MD Rt 117A



From: [Ollie Mumpower](#)
To: [Jacqueline Marsh](#)
Subject: RE: Residences at Olde Towne Phase 1 traffic study - revised June 25, 2008
Date: Tuesday, July 29, 2008 2:28:39 PM

In accordance with the City's Adequate Public Facilities Ordinance the applicant has submitted a required Final Traffic Impact Study (TIS) indicating that all intersections in the study area will continue to operate within the City's acceptable standards for Critical Lane Volumes in both the AM and PM peak hours.

Engineering Services Director Ollie Mumpower has reviewed the TIS and agrees with the findings detailed in these documents. As such approval of the final TIS for this project is granted.

From: Jacqueline Marsh
Sent: Tuesday, July 29, 2008 2:23 PM
To: Ollie Mumpower
Subject: RE: Residences at Olde Towne Phase 1 traffic study

Can you send me a statement that says this is now an approved TIS?

From: Ollie Mumpower
Sent: Tuesday, July 29, 2008 1:02 PM
To: Jacqueline Marsh
Subject: RE: Residences at Olde Towne Phase 1 traffic study

If was fine - they just updated the study to reflect the changes we asked.

From: Jacqueline Marsh
Sent: Tuesday, July 29, 2008 12:47 PM
To: Ollie Mumpower
Subject: Residences at Olde Towne Phase 1 traffic study

Have you reviewed this or have any comments? The latest one was dated July 2. Let me know.

Jacqueline Marsh
Planner
Planning and Code Administration

City of Gaithersburg
31 S. Summit Avenue
Gaithersburg, MD 20877

Phone: 301-258-6330
Fax: 301-258-6336

Joint Hearing - MCC & PC
SDP-08-005
#32



February 20, 2009

Bonnie Geiger
Law Section
The Gazette Newspaper
2-A North Market Street
Frederick, Maryland 21701

Dear Ms. Geiger:

Please publish the following legal advertisement in the **February 25 and March 4, 2009**, issues of the *Gaithersburg Gazette*.

Sincerely,

Jacqueline Marsh, Planner
Planning and Code Administration

ASSIGN CODE: **SDP-08-005**

Acct# **133649**

NOTICE OF PUBLIC HEARING

The Mayor and Council and Planning Commission of the City of Gaithersburg will conduct a joint public hearing on SDP-08-005 filed by Jody Kline, Esq., for Keystone Real Estate Investments, on

**MONDAY
MARCH 16, 2009
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.

The application requests approval of Schematic Development Plan **SDP-08-005**. This application involves the redevelopment of 3.6859 acres of land located at 12-16 South Frederick Avenue, includes Parcels N323 & N271, and is commonly known as Executive Gardens Apartments. The plan proposes a 268-unit multiple-family building with structured parking.

Further information may be obtained from the Department of Planning and Code Administration 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.

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@gaitersburgmd.gov • 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
SDP-08-005
#33



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: **SCHEMATIC DEVELOPMENT PLAN**
File Number: **SDP-08-005**
Location: **12-16 SOUTH FREDERICK AVENUE, PARCELS N323 & N271,
GEORGE STREET**
Applicant: **JODY KLINE, ESQ. FOR KEYSTONE REI**
Development: **RESIDENTIAL DEVELOPMENT**
Day/ Date/Time: **MONDAY, MARCH 16, 2009; 7:30 PM**
Place: **COUNCIL CHAMBERS, GAITHERSBURG CITY HALL
31 SOUTH SUMMIT AVENUE**

*****IMPORTANT*****

This application requests approval of Schematic Development plan **SDP-08-005**. This application involves the redevelopment of 3.6859 acres of land located at 12-16 South Frederick Avenue, includes Parcels N323 & N271, and is commonly known as Executive Gardens Apartments. The plan proposes a 268-unit multiple-family building with structured parking. This is a joint public hearing, which allows the public an opportunity to participate and comment on this request. Contact the Planning and Code Administration City Planner listed below at (301) 258-6330 if you should have any questions and/or to learn more about this process and your ability to offer testimony and input.

Joint Mayor and City Council & Planning Commission meetings can be viewed live on Gaithersburg Cable Television Channel 13, and at anytime (on demand) two weeks after the public hearing via the Internet and Web TV at <http://www.gaithersburgmd.gov>

CITY OF GAITHERSBURG

By: _____
Jacqueline Marsh, Planner
Planning and Code Administration

SEE LOCATION MAP ON REVERSE SIDE

Joint Hearing - MCC & PC
SDP-08-005
#34

NOTICES SENT THIS 23rd DAY OF FEBRUARY, 2009, TO:

APPLICANT AND INTERESTED PARTIES

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

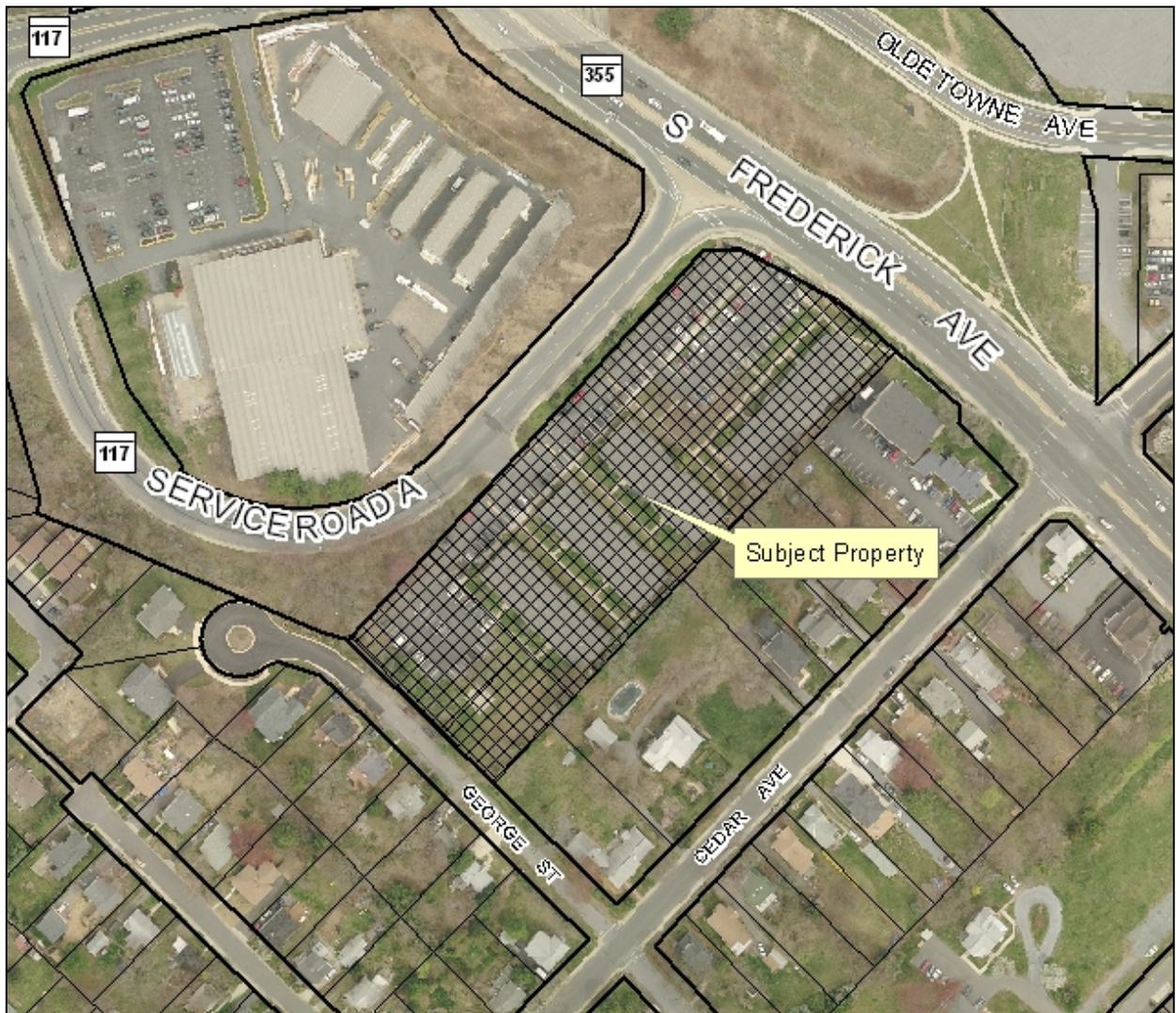
MAYOR AND COUNCIL

PLANNING COMMISSION

CITY STAFF

Angel Jones, City Manager
Frederick J. Felton, Assistant City Manager
Tony Tomasello, Assistant City Manager
Lynn Board, City Attorney
Britta Monaco, Public Information Director
Doris Stokes, Administrative Assistant
Jeff Baldwin, City Web Administrator (via email)

LOCATION MAP



BETTTY COLLINS
7229 POMPANO TERRACE
GAITHERSBURG MD 20879

KEYSTONE REI
RICH KOCH
103 LEEKES LOT WAY
GAITHERSBURG MD 20878

DVA LLC
KIRIT THAKKAR
400 PROFESSIONAL DR
SUITE 200
GAITHERSBURG MD 20879

LSA INC
STEVE TAWES
2 RESEARCH PLACE
SUITE 100
ROCKVILLE MD 20850

MILLER MILLER & CANBY
JODY KLINE
200-B MONROE ST
ROCKVILLE MD 20850

OCCUPANT
28 S FREDERICK AVE SUITE 101
GAITHERSBURG MD 20877

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32 S FREDERICK AVE
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OCCUPANT
26 S FREDERICK AVE APT 107
GAITHERSBURG MD 20877

OCCUPANT
26 S FREDERICK AVE APT 203
GAITHERSBURG MD 20877

OCCUPANT
26 S FREDERICK AVE APT 207
GAITHERSBURG MD 20877

OCCUPANT
104 GEORGE ST
GAITHERSBURG MD 20877

OCCUPANT
108 GEORGE ST
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OCCUPANT
103 JAMES ST
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113 JAMES ST
GAITHERSBURG MD 20877

OCCUPANT
28 S FREDERICK AVE SUITE 111
GAITHERSBURG MD 20877

OCCUPANT
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OCCUPANT
28 S FREDERICK AVE SUITE 112
GAITHERSBURG MD 20877

OCCUPANT
32 S FREDERICK AVE SUITE B
GAITHERSBURG MD 20877

OCCUPANT
112 GEORGE ST
GAITHERSBURG MD 20877

OCCUPANT
23 W DIAMOND AVE SUITE 202
GAITHERSBURG MD 20877

OCCUPANT
23 W DIAMOND AVE SUITE 220
GAITHERSBURG MD 20877

OCCUPANT
23 W DIAMOND AVE SUITE 222
GAITHERSBURG MD 20877

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23 W DIAMOND AVE SUITE 203
GAITHERSBURG MD 20877

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GAITHERSBURG MD 20877

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23 W DIAMOND AVE SUITE 214
GAITHERSBURG MD 20877

OCCUPANT
23 W DIAMOND AVE SUITE 209
GAITHERSBURG MD 20877

OCCUPANT
23 W DIAMOND AVE SUITE 201
GAITHERSBURG MD 20877

MICHAEL F QUINLAN
2 CEDAR AVE
GAITHERSBURG MD 20877

MILTON MTRUST WALKER
108 CEDAR AVE
GAITHERSBURG MD 20877

FRANCISCA & RENE A SANDOVAL
21900 NEW HAMPSHIRE AVE
BROOKEVILLE MD 20833

JOAN E ABEL
2122 CRILL AVE
PALATKA FL 32177

GAITHERSBURG LUMBER
& SUPPLY CO INC % BARRONS
23 W DIAMOND AVE
GAITHERSBURG MD 20877

CONSOLIDATED-EXECUTIVE LLC
PO BOX 1189
BROOKLANDVILLE MD 21022

GARY A DAIGLE
C/O JAMES HAGGERTY
28 S FREDERICK AVE
GAITHERSBURG MD 20877

DALE R & BARBARA P SCHWARTZ
3 MARIGOLD CT
SILVER SPRING MD 20906

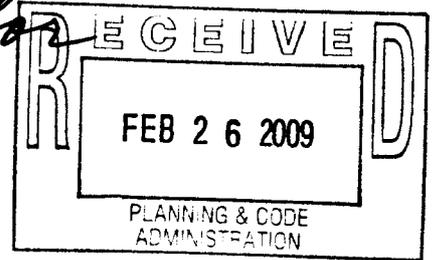
MRS WANG
316 HAMMONTON PL
SILVER SPRING MD 20904

My Name: Je-Ru Wang (Longview VII, L.L.C.)

owner: 122, 126, 112 George St.
Gaithersburg, MD 20877

RE:

Against the zoning change for
the suite 355



Reasons:

- ① too big of density change from neighbor's 3 houses/Acres zone (R-90) to 74 ~~units~~ units/Acres (CD) (proposed scheme)
- ② Existing zoning R-20 (2.5 units/Acres) is ~~more~~ more appropriate to match the neighbor R-90 single family density, height and building volumes.
- ③ It is totally not appropriate to allow the exit road from the George St. Because the site's main entrance from SHA Ramp is not very convenient access from 355 (Rockville pike); it will end up with ~~the~~ majority of the residence come-in and out from the George St. George St is a small and not well paved street. The original several houses will be disturbed by this entrance very very badly.

Proposed
④ The building is too massive and too high compared with neighbor's house. If they want to make the economically work, they should at least cut off the east wing against the George St.

We are looking forward to see the new redevelopment project approved to improve the neighborhood crime rate and Gaithersburg's new image. But this proposal is only make the area look worst due to inconsideration of neighbor's existing situation.

Thanks.

Sincerely,


2/26/09

MEMORANDUM TO: Mayor and City Council
Planning Commission

VIA: Angel L. Jones, City Manager

FROM: Greg Ossont, Director
Planning and Code Administration

DATE: February 23, 2009

SUBJECT: Project Updates/Rezoning Applications

The purpose of this memorandum is to inform the Mayor and City Council and Planning Commission on the status of three major projects the City planning staff have been working on and anticipates scheduling for public hearings in the near term.

Two of the projects propose rezoning to the Corridor Development (CD) Zone. The purpose and intent of the CD Zone is to "...improve the aesthetic quality of the Corridor, to provide a safer pedestrian environment, to identify and preserve historic resources in the Corridor, and to ensure continued economic revitalization." Further, both of these projects in the Frederick Avenue Corridor are consistent with the City's Master Plan Themes.

Specifically, the *Redevelopment*, *Housing* and *Economic Development* themes contain several applicable objectives and actions which are attached for your review. Encouraging redevelopment of aging properties using Smart Growth principles to ensure quality development and pursuing decisions that support the long term sustainability of the City are consistent throughout the referenced themes.

Given the recent updates to the City's Strategic Plan and the emergence of economic development as a high priority, the City's Priority Capital Projects (Frederick Avenue Corridor) as well as the purposes of the City's Master Plan and CD Zone, staff believes both projects will further these goals, add future value to the City and provide a significant enhancement to the Commercial/Fairgrounds District of the Frederick Avenue Corridor.

Desellum Avenue, Wilson Property

This project involves the consolidation of five properties at the corner of South Frederick Avenue and Desellum Avenue. A locally designated historic structure would undergo a renovation and adaptive reuse and another undesignated structure would also undergo a renovation and then undergo designation as a historic resource. Two other structures would be razed and a new, LEED certified, 2-story medical office building would be constructed along South Frederick Avenue.

Throughout this project, the acknowledgement of the historic resources will help to maintain the integrity of the original City limits and support the City's commitment to remembering its past while stimulating economic improvement through redevelopment in the area.

Joint Hearing - MCC & PC
SDP-08-005
#37

Executive Gardens Redevelopment, South Frederick Avenue

This project involves the redevelopment of the existing 85-unit garden style apartments to a multi-story, multi-family project with underground parking. This project would necessitate a rezoning from the R-20 Zone to the CD (Corridor Development) Zone.

The 2003 Master Plan's *Housing Theme* recommends development of additional multi-family buildings to support existing town centers (Olde Towne) and encourage redevelopment. The proposed project will replace a declining and underutilized property along the Corridor. The *Housing Theme* also suggests improving the condition of the City's existing housing stock overall by encouraging the redevelopment of aging apartment complexes.

Orchard Pond Apartments, Clopper/Quince Orchard

This project would entail a rezoning from the current R-20 zone to the MXD (Mixed Use Development) Zone. As such, an amended sketch plan and new schematic development plan are required. A majority of the existing 747-unit complex would remain as is, while the portion closest to Quince Orchard Road would be redeveloped with multi-family units and structured parking. Significant storm water management and stream restoration of the Long Branch Stream would be required as part of the near term redevelopment.

Long term, this will be an opportunity for the City ensure an appropriate range of densities and uses in proximity to the Corridor Cities Transitway (CCT) and Watkins Mill Town Center while maintaining the flexibility for the appropriate and exact mix of these densities and uses to be determined in the future.

All three of these upcoming projects will take advantage of the existing infrastructure in order to limit the cost and imposition of installing new facilities such as new roads and the extension of public utilities. However, the existing infrastructure will be upgraded to enhance the property and quality of life for the surrounding community.

Once complete staff completes the customary internal reviews, the projects will be scheduled for the joint public hearings.

I hope this information is helpful. Please contact me directly if you have any questions at 301-258-6330 or gossont@gaitersburgmd.gov

Sec. 24-160G.1. Purpose.

It is the purpose of the Corridor Development Zone to:

- (a) Encourage a form of development, consistent with the goals and provisions of the respective corridor area master plan for the city, that will achieve the physical characteristics necessary to enhance the economic vitality, planned visual character and quality of life within an identified transportation corridor in the city.
- (b) Create a more attractive and cohesive development pattern and to enhance the city's sense of place through the creation of individual character associated with the corridor in the applicable corridor master plan.
- (c) Encourage development and redevelopment and renovation of declining or underutilized properties along the corridor.
- (d) Encourage the use of consistent, compatible and attractive architecture, streetscape and visual themes.
- (e) Create a streamlined process for zoning and plan approvals.
- (f) Provide an appropriate scale of development and mix of retail, service, employment and residential uses as recommended in the applicable corridor plan.

(Ord. No. O-12-00, 8-7-00)

Sec. 24-160G.2. Uses allowed.

- (a) *Permitted uses.* All uses listed as permitted and not as special exceptions or conditional uses in all zoning districts unless otherwise prohibited except:
- (b) *Prohibited uses.* All of the following uses are prohibited in the CD Zone:
 - (1) Automobile and truck body repair shops.
 - (2) Landscaping and excavation contractor business involving the storage and use of heavy trucks and equipment.
 - (3) Pawn shops.
 - (4) Production/manufacturing/assembly/processing uses set forth in section 24-136C of this Code, except those uses allowed in subsections (3), (4) and (14) of section 24-136C.
 - (5) Retail establishments involving the sale of adult only oriented videos, books, magazines, and marital aides which occupy more than fifty (50) percent of the gross floor area of the establishment.
 - (6) Tattoo parlors.
- (c) *Special exception uses.*
 - (1) Boarding homes.
 - (2) Group residential facilities operated by a non profit or public entity.
 - (3) Laboratories provided such uses meet all federal, state and local safety and fire regulations.
- (d) *Conditional uses.*
 - (1) Any use listed or permitted as a conditional use in any zoning district.

(Ord. No. O-12-00, 8-7-00)

THEMES

The Themes were created during the Master Plan process and adopted by the Mayor and City Council on October 7, 2002. The Themes set the vision of the City and help guide land use and policy decisions regarding the City's identity, development options, the location of town centers, environmental protection, transportation options, the scope and scale of community facilities, housing needs, economic development and education. Each Theme does not stand alone and they must all be considered when Master Plan, land use, policy and/or development decisions are made.

IDENTITY

Gaithersburg is a community that... has a remarkable sense of place, with a distinct identity and strong heritage, characterized by attractive public spaces.

Objective A: Improve Appearance of City Boundaries to Emphasize the Sense of Place.

- Action 1: Identify and prioritize location of entrance features.
- Action 2: Design and create distinctive entry features.
- Action 3: Identify and prioritize streetscape improvement areas.
- Action 4: Evaluate potential annexations.

Objective B: Design Attractive Public and Private Outdoor Places such as Parks, Squares, Streetscapes, and Courtyards.

- Action 1: Require developers to install art in public places where appropriate.
- Action 2: Identify and prioritize pocket parks throughout the City.
- Action 3: Develop a Master Plan for art in public places.
- Action 4: Enhance City identity of existing parks through signage, trash receptacles, landscape, lighting, etc., that is truly unique to Gaithersburg facilities.
- Action 5: Require play areas and tot lots to be dispersed through new development.
- Action 6: Develop a plan for Olde Towne Square that will illustrate the City's special heritage.

Objective C: Improve the Appearance of the City

Action 1: Implement the Frederick Avenue Corridor Plan.

Action 2: Approve and implement the City's draft sign ordinance.

Action 3: Create a unique City-wide theme for all public signage, such as road and destination signage.

Action 4: Require developers to install enhanced streetscape with all development and redevelopment.

Objective D: Protect Existing Landmarks, Scenic Views, Vistas, and Structures of Special or Architectural/Historic Value within the City of Gaithersburg.

Action 1: Identify for protection significant landmarks (buildings, bridges, natural resources, historic resources).

Action 2: Promote individual landmarks through marketing techniques and programs such as the Montgomery County Heritage Tourism Initiative and Arts & Entertainment District.

REDEVELOPMENT

Gaithersburg is a community that... will encourage orderly and managed redevelopment of aging areas using the themes developed herein, with an emphasis on decisions that ensure the stability of the City and that seek the continuous collaboration of all stakeholders.

Objective A: Utilize the City's 'Smart Growth' Principles to Encourage High Quality Infill Redevelopment.

Action 1: Promote the Traditional Neighborhood Development (TND) option and review past projects for accomplishments.

Action 2: Design mixed use, housing, commercial, office, industrial and public developments at a pedestrian scale that do not overly dominate the streetscape, promoting a more livable pattern of development.

Action 3: Promote the development of a system of walkways, bikeways, and streets that create connections between and among developments.

Action 4: Establish required buffering for future redevelopment that enhances and improves natural resources.

Action 5: Increase public green/open space through infrastructure re-design in existing neighborhoods.

Action 6: Preserve historic and other important structures and amenities during redevelopment.

Objective B: Create Incentives to Encourage Quality Redevelopment.

- Action 1: Reduce the parking requirements for projects that are within close proximity to transit or provide joint surface or structure parking.
- Action 2: Develop a program that allows for the transfer of open/green space requirements to other sites or a fee in lieu of the requirements.
- Action 3: Consider waiving the density or height requirements for a more desired project.
- Action 4: Allow for innovative Stormwater Management practices.
- Action 5: Consider reducing or waiving permit and development fees for more desired projects.

Objective C: Identify Properties for Redevelopment.

- Action 1: Utilize GIS information to assist in the identification of redevelopment opportunities.
- Action 2: Perform cost-benefit analysis of potential redevelopment projects.
- Action 3: Analyze rental housing inspection data, code violation and crime statistics history to assist in identifying properties in need of redevelopment.
- Action 4: Consider redevelopment options in all areas (even those that have recently developed).

Objective D: Continue to Implement and Update City-Wide and Community Plans.

- Action 1: Update Olde Towne Master Plan.
- Action 2: Continue to implement Frederick Avenue Corridor Plan and review the current approval process.
- Action 3: Revise the Zoning Ordinance to be consistent with existing and proposed City zones and land uses and with the Master Plan.

TOWN CENTERS

Gaithersburg is a community that... affirms the designations of the existing Town Centers which offer compact and efficient neighborhoods with vibrant centralized community-based focal points that attractively combine commercial, housing, civic, cultural, educational, transportation, and recreational opportunities.

A Town Center is a compact area with a mix of retail, office and commercial activity, with housing, that serves as a hub of community activity and an economic engine for the City. Easily accessible by area residents, Town Centers provide a destination and a gateway to other centers via regional transportation and are convenient for people who are on bicycles or on foot. Town Centers are logical places for compact housing development because of their proximity to transit, shopping and employment. Town Centers often offer community services such as libraries and civic offices and act as social gathering places where people take advantage of cultural and recreational activities.

Suitability for Town Centers designation will be considered when:

- The existing development pattern and zoning is conducive to supporting dense, mixed-use pedestrian oriented places.
- Current or future access to regional transportation facilities is available.
- Parks, public/private facilities, schools, community services and commerce can be provided for or planned.
- Public infrastructure can accommodate future growth and density.
- A mix of housing choices can be offered.

Objective A: Enhance and Preserve the Historic Feel and Appearance of Olde Towne as a Downtown Town Center.

Action 1: Encourage locally owned businesses and actively recruit small- and medium-sized businesses to locate in Olde Towne.

Action 2: Provide a unique collection of uses (specialty shops, restaurants and other uses) and provide a cultural theme that would foster a distinct destination Town Center

Action 3: Create places and activities for citizens to participate in and create civic symbols to identify with (downtown park and Bell Tower). Residents should be reconnected with their downtown to take pride and identify it as their place to gather.

Action 4: Provide residential development in and around downtown, both in upper floors above retail and in urban-style apartments, condominiums and townhouses.

- Action 5: Continue to preserve and emphasize the historic character of Olde Towne and the surrounding area.
- Action 6: Create an art and entertainment overlay district containing theatres, galleries, studios, etc.
- Action 7: Organization of both an open-air flea market and a farmers market.
- Action 8: Retain Olde Towne community services, such as public schools, post office, police station and City Hall.

Objective B: Continue to Foster the Success of Washingtonian as a Regional Town Center.

- Action 1: Complete the build-out of the remaining portion of the Town Center adjacent to the lake.
- Action 2: Encourage the developer/owner to increase the cultural activities and provide a seasonal shelter for the performance area located in the existing pedestrian park.
- Action 3: Encourage office, rather than residential, for the remaining density.

Objective C: Stimulate and Increase the Utilization of Kentlands Market Square as a Neighborhood Town Center.

- Action 1: Encourage more general office use in the Town Center to balance the large amount of retail businesses.
- Action 2: Encourage businesses that are more appropriate to serve the adjacent neighborhoods.
- Action 3: Consider increasing density in Market Square in conjunction with the construction of a parking structure.
- Action 4: Redevelop the vacant Upton's property into a mixed used project with a significant multi-family component.
- Action 5: Appoint a committee consisting of residents, merchants, City representatives, and other stakeholders to recommend improvements for the Market Square Town Center.

Objective D: Support and Enhance Lakeforest Mall and Vicinity.

- Action 1: Improve pedestrian access to mall.
- Action 2: Encourage Montgomery County to incentivize renovations at Cedar Mill Apartments.
- Action 3: Work with Montgomery County to improve the safety, security, and cleanliness of the Lakeforest transit center.
- Action 4: Consider permitting additional density on the mall property.

Objective E: Provide Distinct Elements to which all Town Centers should Adhere.

- Action 1: Encourage structured parking and allow for on-street parking design. The parking should be efficiently and conveniently located to the uses of the Town Center.
- Action 2: Promote the development of a system of walkways, bikeways, and streets that create connections between and among Town Centers and surrounding neighborhoods.
- Action 3: Provide safety and comfort for all users of the area.
- Action 4: Provide compactness and concentrate uses while providing a functional Town Center that addresses circulation, community services, parking, maintenance, housing, and recreation.
- Action 5: Provide an attractive community and preserve the organization and cleanliness of the Town Center.
- Action 6: Provide measures to ensure compatibility between differing, adjacent land uses.
- Action 7: Create places and activities in the Town Center for all age groups.
- Action 8: Establish individual architecture control districts to limit new structures to the approved style and encourage owners to reface their buildings.
- Action 9: Town Center gateways and signage are to be provided. Kiosks will serve as community bulletin boards and alert residents and visitors to upcoming events and Town Center attractions.
- Action 10: Public spaces are encouraged and given strong consideration within any intensely developed commercial or office areas.

Objective F: Revitalize Existing Commercial Centers for Potential Town Center Designation.

- Action 1: Designate other existing commercial centers for potential redevelopment and/or Town Center designation. (e.g., Quince Orchard Park/Clopper Road commercial area).
- Action 2: Reorient activity on the site to face the street.
- Action 3: Apply new land uses, development and design standards and encourage rezoning of certain properties to allow for mixed-use development.
- Action 4: Reestablish a street pattern that connects with the street pattern of the surrounding community.
- Action 5: Integrate multiple uses (ideally including employment and/or housing) on the site.
- Action 6: Dwelling units shall be an important component and should be thoroughly dispersed throughout in diverse forms and sizes. Provide a range of housing types, to provide for people of all ages and incomes.
- Action 7: Emphasize public spaces for shared activity.

ENVIRONMENT

Gaithersburg is a community that... preserves and enhances open space and critical environmental areas; highlights natural beauty in its land use plans in order for such areas to support ecological systems, serve as award-winning parks, trails, and recreational facilities where public use is fostered through site design; and ensures a high quality of life that is sustainable for future generations.

Objective A: Protect and Restore Environmentally Sensitive Areas during Development and Redevelopment by Promoting Land Uses that are in Balance with, and Minimize Adverse Effects on, the Natural Environment.

Action 1: Implement the Environmental Standards for Development Regulation to identify and protect natural resources and environmentally sensitive areas as open space amenities, natural habitat areas, and important elements of community design.

Action 2: Utilize geographic information systems (GIS) to create a map that identifies the City's sensitive areas (e.g., streams, wetlands, 100-year floodplains, buffers, forested areas, steep slopes, habitat areas, poor soils, etc.) that should be protected. Identify areas that are currently protected (e.g., publicly-owned, conservation easements, etc.), and areas that should be the focus of future protection efforts.

Action 3: Continue to promote the use of the cluster option, particularly in instances where a substantial net increase in the amount of protected land would result.

Action 4: Require developers to work with the City to implement long-term, continuous monitoring (e.g., streams, stormwater management structures, street trees, forests, and wildlife) to determine the ecological impacts of development, the effectiveness of environmental protection practices, and areas in need of restoration – the level and type of monitoring to be determined as appropriate on a case-by-case basis.

Action 5: Evaluate open/green space definitions and requirements in the City of Gaithersburg Zoning Ordinance and the Environmental Standards for Development Regulation.

Objective B: Establish Additional Parkland.

- Action 1: Evaluate each plan on a case-by-case basis as part of the development process in order to ensure that development and redevelopment are self sufficient and provide the highest level of recreation service obtainable. As an absolute minimum, developers shall be required to retain at least five percent of the developable area as open space or parkland suitable for active recreation use.
- Action 2: Consider a cash-in-lieu of land ordinance that requires developers to pay into a City Parks and Recreation fund if they cannot provide adequate green space, parklands and recreation facilities on-site as part of their development. The City fund will be used for parkland acquisition and the construction of new recreation facilities.
- Action 3: Actively pursue outside funding sources, including grants and developer proffers, to assist in the creation of new parkland.
- Action 4: Adopt criteria that will identify appropriate parcels for pocket parks, particularly in developed communities, and institute a program that will establish and enhance pocket parks.
- Action 5: Identify specific opportunities to establish additional parkland; including land swap options and cooperative agreements with homeowners associations and other property owners.
- Action 6: Pursue redevelopment strategies that will increase the availability of open space and parkland. This includes the creation of plazas, fountains, gardens, benches, public art and other park-like features as amenities in redevelopment projects.
- Action 7: Redesign infrastructure in order to increase public green space in existing neighborhoods.
- Action 8: Study the desirability and legal feasibility of adopting an open space zoning category to clearly identify public lands.

Objective C: Protect and improve water resources (streams, wetlands, 100-year floodplains, and riparian buffers) that have significant functions and values related to flood protection, sediment and erosion control, water quality, groundwater recharge and discharge, education, vegetation, and fish and wildlife habitat.

- Action 1: Utilize the results of ongoing stream assessments to establish stabilization/restoration priority areas to improve water quality, stabilize stream banks and restore aquatic habitat in streams exhibiting deteriorating conditions.
- Action 2: Maintain and protect existing stream buffers by replanting native vegetation along unforested buffers and increasing “no mow” area adjacent to streams in City parks.

- Action 3: Encourage citizen volunteers to become involved in stream and watershed protection by expanding the stream clean-up program and implementing a volunteer stream-monitoring program.
- Action 4: Consider providing incentives to establish conservation easements along streams when the purchase of property is not possible.
- Action 5: Identify options to improve streams and riparian buffers on private property.
- Objective D: Improve public and private stormwater management (SWM) facilities; including performance, longevity, safety, ease of maintenance, community acceptance, and environmental benefit.
- Action 1: Develop a Watershed Management Plan to analyze the City's existing water resources, riparian areas, and runoff management practices; establish management goals for subwatersheds based on existing stream conditions, current land uses, and future land use changes; provide overall SWM recommendations for City subwatersheds; and establish an implementation plan.
- Action 2: Retrofit existing stormwater management structures in the City (e.g., Brighton Weir, Rabbitt Road, Woodland Hills, Diamond Farms, and Christman Pond).
- Action 3: Develop an education program (e.g., brochures, web site, cable TV programs, etc.) to reduce non-point source pollution in urban runoff from residential, commercial, industrial, municipal, and transportation land uses and activities.
- Action 4: Complete and maintain a GIS-based inventory of SWM facilities.
- Action 5: Develop an inspection and enforcement program for stormwater management facilities that are both publicly and privately maintained.
- Action 6: Require developers to mitigate adverse stormwater conditions from existing offsite conditions when possible.
- Action 7: Identify opportunities for regional solutions to stormwater management.
- Action 8: Identify specific opportunities to enter into cooperative agreements with homeowners associations and other property owners to improve private SWM facilities.
- Objective E: Improve the diversity, health, aesthetics, and tree canopy coverage of the City's urban forest; including trees and understory plants growing in forests, parkland, unimproved lots, yards, and along streets.
- Action 1: Implement regulations associated with the Maryland Forest Conservation Act, Chapter 21 of the City Code (Tree and Vegetation- Public Lands), and Chapter 22 of the City Code (Tree and Forest Conservation) to protect and enhance forest resources.

- Action 2: Develop an urban forestry management program that will conduct a GIS based inventory of existing street trees, designate guidelines for maintaining all significant trees, establish guidelines for increasing the City's tree canopy cover, and coordinate with the City Beautification Committee to prioritize street tree enhancement projects.
- Action 3: Develop a map of reforestation priority areas; including stream valley buffers, steep slopes, connections between existing forested areas, potential habitat areas, and areas of scenic value.
- Action 4: Direct afforestation/reforestation funds to replant native plant species in reforestation priority areas,
- Action 5: Develop planting standards that encourage the use of a variety of native plants that provide aesthetic, wildlife habitat, resource conservation, and watershed protection benefits.
- Action 6: Develop a planting Master Plan for the City's main transportation corridors to promote an attractive distinct identity.
- Action 7: Seek funding from outside sources to encourage reforestation on public and private lands (e.g., Department of Natural Resources' Buffer Incentive Program, Urban and Community Forestry Funds, etc.).

Objective F: Enhance the quality, location, connectivity, accessibility, and value of the City's green infrastructure (the interconnected networks of open space, parks, natural areas, forests, waterways, and wildlife habitat).

- Action 1: Develop standards (including signage, landscaping, lighting, benches, fountains, trash receptacles, artwork, etc.) for different types of parkland. Implement the standards in existing parks and require future parks to comply with these standards.
- Action 2: During the development process, acquire remaining lands and easements needed to complete the perimeter trail, regional connections, and more internal links in order to improve accessibility to natural areas, increase opportunities for recreation, and promote alternative modes of transportation.
- Action 3: Manage all City parks, grounds, and recreational facilities in a manner that meets public safety concerns, recreation needs, habitat protection goals, natural resources protection needs, and pollution prevention goals (e.g., utilize an Integrated Pest Management approach, eliminate fire or safety hazards, remove hazardous or diseased trees, control invasive species, stabilize and restore streams, and improve landscapes, habitat, and buffers).
- Action 4: Increase citizen volunteer participation, including schools and volunteer committees such as the Environmental Affairs Committee, the Beautification Committee, and ad-hoc Parks,

Recreation, and Culture committees, to enhance the City's green infrastructure (e.g., park cleanups, the Adopt-A-Park program, etc.).

Objective G: Enhance habitat areas to increase the variety and quantity of fish, wildlife, and native plant species throughout the urban area in a manner compatible with other urban development and activities.

Action 1: Require developers to create and implement Wildlife Management Plans when development is expected to impact wildlife and habitats.

Action 2: Prepare and implement plans to enhance the wildlife habitat value of ponds, stream valleys and other public open spaces.

Action 3: Develop local strategies (e.g., Department of Natural Resources Wild Acres Program, Bayscaping, etc.) to encourage appropriate wildlife habitat on private properties.

Action 4: Identify existing habitat locations for rare, threatened, endangered, in need of conservation, and/or Maryland watchlist species as they become known.

Objective H: Encourage green building principles to be applied in both public and private development in order to support environmentally sensitive design, construction, operation, and maintenance of buildings and landscapes.

Action 1: Create incentives to encourage green building; such as financial incentives, density incentives, permit facilitation, recognition, and technical advice.

Action 2: Educate staff, the local development community, and citizens about the principles and benefits of green building.

Action 3: Inventory relevant codes, regulations, and programs now implemented that could be viewed as part of a comprehensive green building program and identify existing gaps and policies that may inhibit resource efficiency.

Action 4: Investigate resources of existing organizations and capitalize on their previous efforts, know-how, and strengths.

Action 5: Investigate outside sources of funding and technical support (e.g., Maryland Department of Natural Resources, U.S. Green Buildings Council, U.S. Department of Energy) to apply green building principles to public projects.

Objective I: Participate in regional efforts to reduce solid waste, air, noise, visual, and lighting pollution to ensure a high quality of life that is sustainable for future generations.

- Action 1: Educate the community and businesses about litter prevention, solid waste reduction, the reuse of materials, environmentally sound disposal of solid waste, composting, and recycling (e.g., America Recycles Day, Environmental Awareness Week, etc.).
- Action 2: Develop a mandatory recycling program for multifamily-dwelling units.
- Action 3: Adopt land use pattern designations that cluster services and residential uses to promote the use of transit, thereby reducing automobile use and air pollution.
- Action 4: Support regional noise abatement programs (e.g., Montgomery County Noise Control Ordinance) and consider opportunities to reduce noise impacts of development on adjacent properties; such as noise-conscious site design; noise source controls; increased setbacks for noise sources from adjacent dwellings; fences, walls or landscaping that serve as noise buffers; and the use of soundproofing materials and double-glazed windows.
- Action 5: Carefully review lighting plans during the site planning process and encourage all new development and redevelopment to design and maintain outdoor lighting systems that provide safety, utility and security, as well as prevent misdirected or excessive artificial light and energy inefficiency.

TRANSPORTATION

Gaithersburg is a community that... provides a wide number of transportation choices to overcome pressing transportation issues, including but not limited to encouraging mixed-use development, use of transit, bicycling, and pedestrian oriented urban design to reduce reliance on the automobile.

Objective A: Work with other government agencies, including the Metropolitan Washington Council of Governments, to ensure the economic vitality and high quality of life in the city and region by improving the regional transportation network.

- Action 1: Coordinate with other government and agencies to identify and make improvements to congested travel corridors.
- Action 2: Provide strong policy guidance to the State, County, and the Council of Governments regarding future improvements to County, State and federal highways.
- Action 3: Ensure compatibility of local transportation projects with regional transportation facilities.

- Action 4: Require preservation of right of ways for future transportation projects.
- Action 5: Support strategies that reduce peak-hour travel such as carpooling, telecommuting, bicycling, etc.
- Action 6: Enter into a Memorandum of Understanding with Montgomery County concerning the use of Impact Tax Revenues collected from development.

Objective B: Limit new development when the transportation system can not support an increase in volume.

- Action 1: Consider current congestion, funded improvements, and planned improvements when determining whether proposed development can be supported.
- Action 2: Mandate appropriate mitigation in order to minimize impacts to the transportation system caused by all development. Appropriate Mitigation measures are unique to each development. Mitigation measures can include but not be limited to the following items: Road Widening; Intersection Improvements; Hiker-Biker Trail and Sidewalk Construction; Internal Development Circulation and Ingress/Egress Modifications; Internal and External Parking Improvements; Ride Sharing Programs and Other Traffic Reduction Measures.
- Action 3: Mandate that proposed development which generates 50 or more peak hour trips will not be approved if it is found that unacceptable critical lane volumes of 1,450 exist at nearby critical intersections (taking into account existing and programmed transportation improvements), unless the developer makes transportation improvements that would improve the existing Level of Service (LOS). However, simply meeting the critical lane volume standard of 1,450 does not guarantee that additional improvements can not be required.
- Action 4: Continue to evaluate adequacy of the transportation system through specific studies as part of development and annexation process.

Objective C: Improve the efficiency and safety of roads and intersection operations.

- Action 1: Conduct a comprehensive study of all major roads and intersections and make recommendations to improve road and intersection operations.
- Action 2: Monitor accident and congestion data to assist in prioritizing improvements.

Action 3: Work with Montgomery County and the State of Maryland to implement the recommendations resulting from Actions 1 and 2 above.

Objective D: Support transportation needs in local neighborhoods.

Action 1: Identify strategies to route through traffic away from affected local streets.

Action 2: Carefully consider future roadway widenings within the City to assure that neighborhoods are not adversely impacted.

Action 3: Continue to address neighborhood traffic calming needs.

Objective E: Promote alternatives to single-occupant vehicle trips, such as shared-ride programs, transit, bicycling, and walking to reduce pollution and promote mobility for all residents.

Action 1: Consider forming a Transportation Management District in cooperation with Montgomery County and City of Rockville.

Action 2: Continue to develop a transit-friendly community by providing infrastructure, transit shelters, pull-off lanes, and hiker-biker links to existing and planned residential and commercial developments, public facilities such as parks and schools, and transportation facilities such as park-and-ride lots and rail centers.

Action 3: Work closely with Montgomery County and the Metropolitan Washington Council of Governments to expand bus services to better serve local neighborhoods, and commercial and employment areas.

Action 4: Promote transit as a more attractive travel choice through local advertising and endorsement in public service announcements.

Action 5: Consider public transportation options for new public improvement projects such as parks and other public land-uses.

Objective F: Provide for safe, convenient and enjoyable travel by bicyclists in the area and create connections to regional trails.

Action 1: Continue to implement the adopted Bikeways and Pedestrian Plan by identifying and prioritizing specific pedestrian and bicycle improvements including designated routes, road signage, new trails and sidewalks, and bike lanes.

Action 2: Fully integrate the consideration of bicyclists needs into community and the site design process to create bicycle facilities concurrently with development.

- Action 3: Target pedestrian and bicycle improvements during the reconstruction of existing roads.
- Action 4: Accommodate bicyclists on roadways by providing on-street bicycle facilities on arterial and collector roadways when and where possible.
- Action 5: Eliminate bicycle barriers and hazards in the design of hiker-biker trails, intersections, bridges and overpasses, and railroad crossings.
- Action 6: Provide hiker-biker trails along planned hiker-biker routes when planning and developing parks, open space areas, linear corridors, and redevelopment/infill projects.

Objective G: Use a combination of education, enforcement and engineering tools to improve pedestrian, bicyclist and driver safety.

- Action 1: Provide safe walking routes that connect communities to schools, transit, recreational facilities, commercial and retail areas, and other communities.
- Action 2: Improve safety near schools through increased enforcement.
- Action 3: Continue to use sidewalk CIP program fund construction of “missing links” of sidewalk throughout the City.
- Action 4: Work with Montgomery County to implement its recommendations as detailed in the report titled “Montgomery County Blue Ribbon Panel On Pedestrian and Traffic Safety.”
- Action 5: Develop a pedestrian and bicyclist education program.
- Action 6: Utilize the City’s web site and local access television as information and education tools and create new cable television public service announcements that inform drivers of traffic circle and intersection operations to promote public safety.
- Action 7: Coordinate with other government agencies and Montgomery County to evaluate the success of countdown timers for pedestrian crossings and identify intersections where countdown timers for pedestrian crossings can be installed.

Objective H: Build transportation facilities that express a strong sense of place through a coordinated City-wide design.

- Action 1: Continue to install Gaithersburg prototype bus shelters in partnership with private contractor.
- Action 2: Adopt Thoroughfare Design Standards.
- Action 3: Develop prototype for City’s future light rail transit stops.
- Action 4: Develop Hiker-Biker Trails with related signage that is unique to the City of Gaithersburg.

COMMUNITY FACILITIES

Gaithersburg is a community that... has community services and public facilities that adequately serve the citizens and are planned to expand in an orderly, fiscally cost-effective manner to achieve sustainable goals.

Objective A: Limit new development where public utilities, facilities, and services cannot be established without unduly burdening the existing service provision or users.

- Action 1: Evaluate development proposals considering their indirect costs (e.g., recreation programs, public safety, etc.).
- Action 2: Ensure that the revenues from new development support the cost of community improvements and services that must be provided to address growth.
- Action 3: Maximize public/private partnerships in infrastructure development.
- Action 4: Mandate an appropriate percentage of open space in new development.

Objective B: Implement the Master Plan for “Parks, Recreation, and Open Space for the 21st Century.”

- Action 1: Evaluate each plan on a case-by-case basis as part of the development process in order to ensure that development and redevelopment are self-sufficient and provide the highest level of recreation service obtainable. As an absolute minimum, developers shall be required to retain at least 5% of the developable area as open space or parkland suitable for active recreation use.
- Action 2: Expand the current trail network, including more connections to regional trails.
- Action 3: Implement development plans for the Lakelands Park, Lakeland's Recreation Center, Bohrer Park at Summit Hall Farm, and other City-owned parks.
- Action 4: Establish new recreational facilities and renovate existing facilities at City-owned parks as needed.
- Action 5: Expand the recreation programming to better address the needs of the City's seniors, cultural groups, teens at risk, and cultural arts enthusiasts.
- Action 6: Create and implement a comprehensive cultural arts plan (facilities and programs).
- Action 7: Continue to expand the Art in Public Places program by focusing on private donations.

Objective C: Maintain the Community Facilities Plan to serve as a general inventory of City-owned and operated facilities available to Gaithersburg residents.

Action 1: Ensure that Gaithersburg has adequate municipal facilities to serve the needs of the residents.

Action 2: Update annually the Community Facilities Map and inventory.

Action 3: Continue to evaluate the use and needs of each facility (building, outbuilding, structure, grounds) on an annual basis through the budget process.

Objective D: Continue to provide stewardship of City-owned and operated historic resources to reflect the understanding of the City's heritage and expertise in maintenance of older structures, their carrying capacity, and their interpretation.

Action 1: Construct an interpretive historic park at the Observatory.

Action 2: Evaluate the City-owned historic resources to determine feasibility of interpretation and adaptive reuse.

Action 3: Evaluate and support the Museum Consortium efforts.

Action 4: Investigate the addition of historic displays commemorating the City's history in all City-owned and operated buildings.

Action 5: Encourage connection of Gaithersburg to the Montgomery County Heritage Tourism program.

Objective E: Establish a safe and accessible repository for all archival materials held in trust by the City for its residents.

Action 1: Conduct an inventory of materials to be archived.

Action 2: Develop a phased plan of implementation for placement in appropriate archival storage.

Action 3: Develop a research center/area with strong oversight for proper cataloguing, imaging, and access.

HOUSING

Gaithersburg is a community that... offers a range of housing choices, while preserving the character of existing neighborhoods and providing connectivity to adjacent areas of employment, nature, recreation, services, and shopping.

Objective A: Encourage the development of single family homes (including townhomes) where housing is appropriate to offset the current housing imbalance.

- Action 1: Encourage the development of single family homes (including townhomes) where housing is appropriate to offset the current housing imbalance.
- Action 2: Pursue annexation of appropriate parcels for construction of single family homes.
- Action 3: Encourage infill housing and the use of the Traditional Neighborhood Design (TND) option.

Objective B: Permit additional multi-family dwellings only to support existing town centers, encourage redevelopment, or comply with pre-existing annexation agreements.

- Action 1: Where multi-family dwellings are deemed appropriate, require condominium uses unless it can be demonstrated that rental apartment uses are in the public interest.
- Action 2: Consider approval of multi-family dwellings in or near the existing town centers.
- Action 3: Consider approval of multi-family dwellings to encourage redevelopment of dilapidated properties.

Objective C: Ensure that designated apartment communities remain affordable and under existing controls.

- Action 1: Continue City involvement and partial ownership of Diamond Square Apartments.
- Action 2: Work with the Housing Opportunities Commission to ensure that Forest Oak Towers remains an affordable community for senior citizens.
- Action 3: Monitor the rents to ensure that the Oaks at Olde Towne and Lakewood Commons comply with the area median income requirements mandated by State financing.

Objective D: Improve the condition of the existing housing stock.

Action 1: Encourage the redevelopment of aging apartment complexes.

Action 2: Continue to conduct joint inspections with homeowner's associations.

Action 3: Continue the Neighborhood Matching Grant program.

Action 4: Work with Montgomery County on providing low interest home improvement loans to qualified homeowners.

Action 5: Update Property Maintenance Code at least every three years.

Action 6: Work with Montgomery County to develop rehabilitation loans for small apartment complexes.

Action 7: Modify rental housing fee credit program.

Action 8: Continue aggressive enforcement directed at problem properties.

Action 9: Hold Neighborhood Improvement Charrettes as appropriate.

Objective E: Encourage a variety of architectural styles.

Action 1: Preserve the approved architectural standards for designated areas of the City.

Action 2: Encourage a mix of builders with a variety of architectural styles to participate in the development of new communities.

Objective F: Ensure that the current and future housing stock allows residents to remain in the City as their financial, employment, and familial situations change.

Action 1: Determine current in- and out-migration patterns for the populations in the City and County.

Action 2: Look at market studies to determine general housing preferences by age, sex, occupational status, marital status, presence of children, household income, etc.

Action 3: Determine the impact of public schools on housing preferences and work with MCPS to address any concerns with the current schools.

ECONOMIC DEVELOPMENT

Gaithersburg is a community that... encourages Economic Development with important jobs and businesses located only where infrastructure or capacity exists or can be improved.

Objective A: Provide employment and commercial opportunities in close proximity to residential areas.

- Action 1: Make certain appropriate land use designations for local commercial and employment uses are balanced throughout the City.
- Action 2: Identify existing business districts throughout the City which need better infrastructure or appropriate zoning to strengthen their business core.
- Action 3: Identify improvements in local transportation links between existing residential communities and business areas to facilitate home-to-work trips.

Objective B: Determine if a balanced jobs to housing ratio is needed to ensure the City's sustainability.

- Action 1: Determine the current ratio of jobs to housing within the corporate limits.
- Action 2: Research regional growths, compare data, and determine what impact developments have on the City.
- Action 3: Identify specific land use areas for future development that could accomplish desired sustainability.

Objective C: Build on the City's strength as a science and technology center.

- Action 1: Designate large contiguous undeveloped areas for technology-oriented uses that are well sited from a transportation perspective.
- Action 2: Develop and strengthen partnerships with State and County Departments of Economic Development, High Technology Council, the Gaithersburg/Germantown Chamber of Commerce and legislative bodies to work with these businesses to encourage their location within the City.
- Action 3: Utilize existing local tax incentive package (including reduction in development fees), to incentivize biotech users to locate in the City.
- Action 4: Evaluate need for biotech zone that provides development incentives for such uses.

Objective D: Provide educational opportunities that encourage employability of residents and increasing wage rates.

Action 1: Continue to foster and strengthen relationship between MCPS, appropriate educational institutions, and the City.

Action 2: Evaluate potential sites for schools and private educational institutions. Encourage businesses to partner in education and workforce development initiatives.

Objective E: Focus redevelopment opportunities on underutilized sites.

Action 1: Establish criteria for underutilized sites based on existing assessment data.

Action 2: Identify specific underutilized sites.

Action 3: Identify development partners.

Action 4: Investigate joint development ventures.

Action 5: Facilitate assemblage of properties to provide for more efficient use of land.

Objective F: Create equitable and balanced opportunities throughout the corporate limits for retail uses.

Action 1: Continually monitor retail health of the City through cooperation with rental groups, shopping center owners, and the Chamber of Commerce.

Action 2: Identify retail uses missing from City's inventory.

Action 3: Identify geographical sectors where data indicates retail saturation.

Action 4: Identify underutilized (existing) retail sites whose characteristics may be more suitable for non-retail use.

Action 5: Designs for infill retail developments should follow the City's adopted Smart Growth Principles and the Master Plans for Olde Towne and the Frederick Avenue corridor.

Objective G: Encourage compatible development when non-residential uses are adjacent to residential communities.

Action 1: Avoid land use designation of non-compatible uses adjacent to designated employment and commercial sites.

Action 2: Encourage infrastructure improvements that serve both residential and commercial uses.

Action 3: Develop and implement design standards to assure compatibility and connectivity between adjacent land uses.

Objective H: Diversify local economy so that approved development can serve a variety of industries.

Action 1: Evaluate current mix of industries within City.

Action 2: Identify mixed-use land use designations for appropriate locations.

Action 3: Evaluate zoning ordinance and building codes to provide flexibility in design and uses to facilitate retrofitting of buildings.

Action 4: Provide adequate parking at time of site plan approval to service current and possible future use of buildings.

Objective I: Cooperate with regional jurisdictions to market the Gaithersburg area for tourist and convention benefits.

Action 1: Build strong relationships with adjacent cities, County's Conference and Visitors Board and State Office of Tourism.

Action 2: Evaluate pending sign ordinance's impact on hospitality industry.

Action 3: Market City's parks recreation and cultural attractions through existing hotels.

Action 4: Cooperate with Montgomery County Heritage Tourism Initiative.

Objective J: Find innovative parking solutions that support development activities.

Action 1: Encourage shared use parking and parking structures that support multiple businesses or industries.

Action 2: Identify areas within City with significant parking shortages.

Action 3: Examine highway corridors for potential on-street parking opportunities during off-peak hours.

Objective K: Re-evaluate the City's Maximum Expansion Limits (MELs), adopted in 1972 to consider enlargement of corporate limits.

Action 1: Identify properties adjacent to the City whose annexation could benefit the City economically.

Action 2: Pinpoint substandard properties adjacent to the City, annexation of which could facilitate the property's redevelopment or enhance its appearance through rigorous City code enforcement.

Action 3: Actively pursue highly desirable properties for annexation via incentives.

EDUCATION

Gaithersburg is a community that... coordinates closely with the Board of Education so they can assure that adequate school capacity is available when considering new development, growth in existing neighborhoods and ever-changing demographics. Schools shall be sited so that they are well incorporated into the core of a community.

Objective A: Mitigate impact of development in Gaithersburg on the quality of education in Montgomery County Public Schools (MCPS).

- Action 1: Utilizing contributions from developers, create City Educational Fund to leverage MCPS capital projects.
- Action 2: When a project meets the Montgomery County's Annual Growth Policy (AGP) schools test but not the City's goal of 100 percent of capacity without borrowing capacity between clusters, require the developer to contribute to the City's Educational Fund. As an alternative, require other appropriate mitigation measures deemed to be in the public interest.
- Action 3: Develop appropriate phasing schedules for all residential projects.
- Action 4: Seek enabling legislation from the General Assembly that would permit the City to establish special taxing areas to fund infrastructure improvements.

Objective B: Work with the Board of Education to enhance schools attended by Gaithersburg residents.

- Action 1: Request regular reports for the Mayor and City Council by Montgomery County Public Schools on capacity of schools, proposed boundary changes, and status of CIP.
- Action 2: Continue to be involved in future school site selection processes.
- Action 3: Continue to work with school staff via Education Committee to improve the public perception of schools attended by City residents.

Objective C: Enhance the continued relationship of the City of Gaithersburg with local schools.

- Action 1: Continue City's annual grant program to support school initiatives through the Education Committee.
- Action 2: Maintain relationship between the City and school representatives through the Education Committee.

- Action 3: Continue City involvement in education programs in the elementary schools.
- Action 4: Work with MCPS to establish an education program about City of Gaithersburg government and land use planning as a part of the Montgomery County local government curriculum in area schools.
- Action 5: Continue and enhance the "Adopt a School Program."
- Action 6: Continue to recognize excellence in local schools (e.g., academic and athletic activities).
- Action 7: Continue to support initiatives to improve academic excellence in schools attended by Gaithersburg residents through the Education Committee.

Objective D: Continue working with the Board of Education, Montgomery County Government and the State of Maryland to foster continual upgrades to schools to meet the needs of City residents.

- Action 1: Continue lobbying the Board of Education, the County Council and the General Assembly for funding for CIP projects.
- Action 2: Work closely with Montgomery County Planning Board on developing their recommendation to the County Council on the AGP schools test.
- Action 3: Urge the County Council to amend the AGP schools test to eliminate the practice of borrowing from adjoining clusters and counting capacity before actual construction funds are appropriated.