MEMO TO: Mayor and City Council

FROM: Trudy W. Schwarz, Community Planning Division Chief

CC: Tony Tomasello, City Manager
N. Lynn Board, City Attorney
John Schlichting, Director of Planning and Code Administration

DATE: August 30, 2013

SUBJECT: Third Amendment to Annexation Agreement X-159 – Washingtonian – Washingtonian North

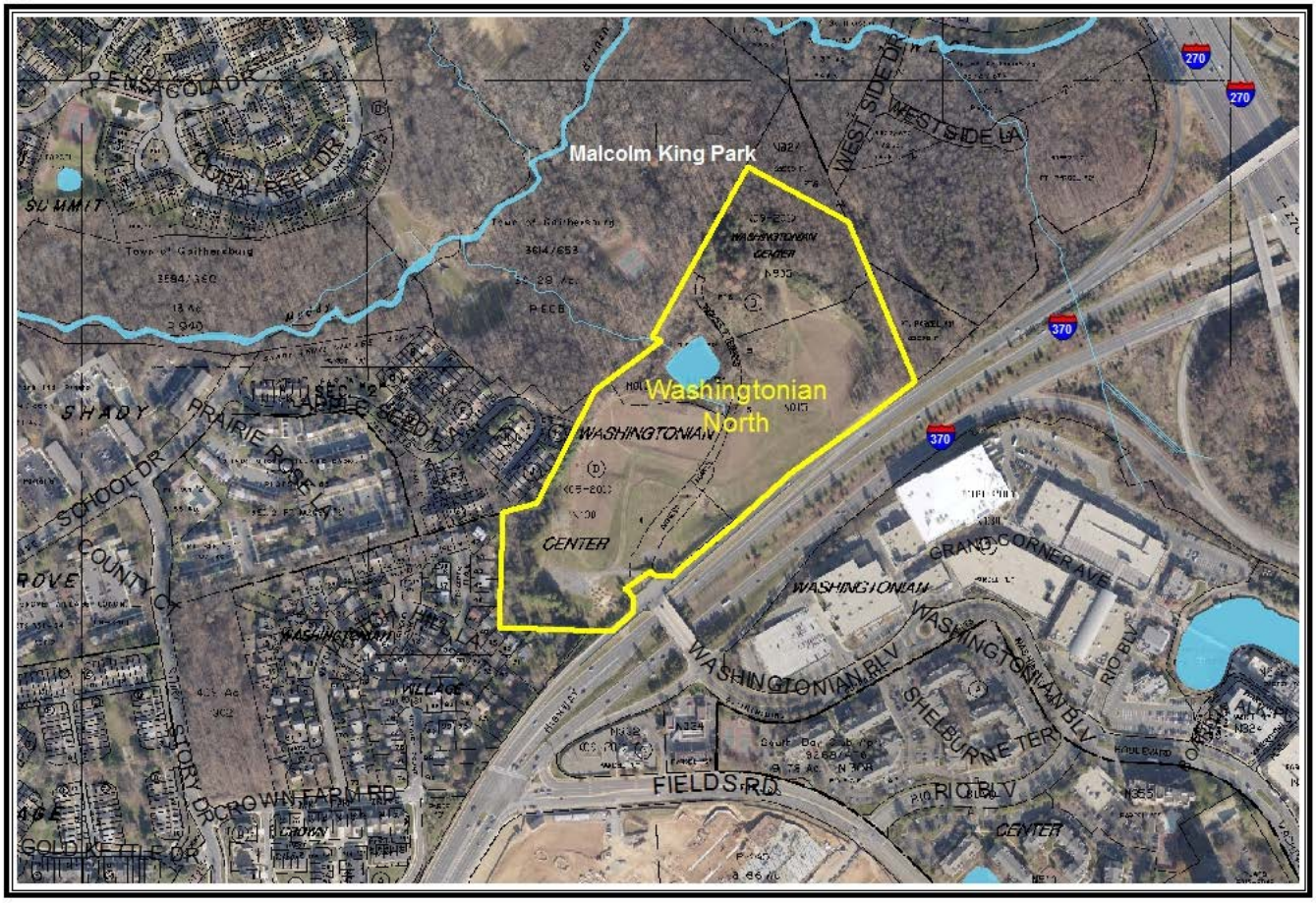
Boston Properties and the subsidiary, Washingtonian North Associates, LLC, have proposed a Third Amendment to Annexation Agreement for Annexation X-159, Washingtonian. The Amendment proposes modification to the land uses for the property. As you are aware, an amendment to an annexation agreement is a contractual negotiation between the parties and does not have formal public hearing requirements. Subject to the Mayor and City Council's guidance, staff will follow with a Resolution to authorize the City Manager to negotiate and execute this amendment. When Boston Properties chooses to further develop its property, formal Schematic Development Plan(s) (SDP) and site plan processes would be required, which would include public hearings and meetings.

BACKGROUND - The City of Gaithersburg annexed approximately 237 acres of land, known as Washingtonian Center and Bechtel Properties and identified as X-159, into the City pursuant to an annexation proposed by a number of property owners, including but not limited to the Washingtonian Investors Limited Partnership, Bechtel Investments, Inc., Marriott and others. The annexation was the subject of Annexation Agreement dated July 9, 1991. The Annexation Agreement was subsequently amended two times as follows:

- January 10, 1992, the First Amendment
- February 26, 1998, the Second Amendment, although titled Addendum No. 1

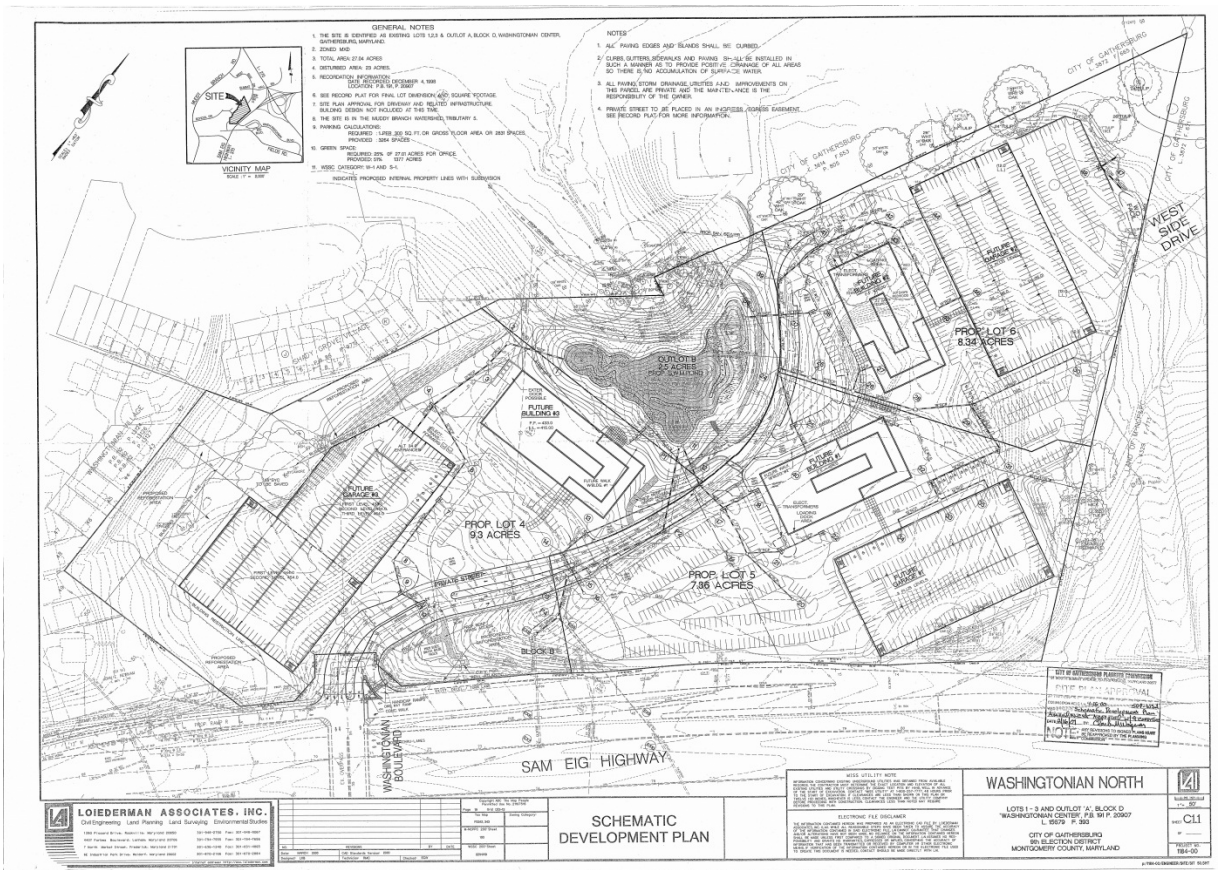
Boston Properties through Washingtonian North Associates, LLC (WNA) owns approximately 27 acres of the 120 acres known as Washingtonian Center.

- 10000, 10100, 10101, 10125, 10201, 10255 Washingtonian Boulevard, known as Lots 4, 5 & 6 and Outlot B, Block D Washingtonian Center



LOCATION MAP – Washingtonian North

Under the existing Annexation Agreement and Amendments thereto and the currently approved Schematic Development Plan (SDP), Washingtonian North is entitled to develop its properties with 850,000 square feet of office. The current SDP [SDP-W5(A)] was approved for three office buildings and associated surface and structured parking.



Schematic Development Plan SDP-W5(A)

<u>AMENDMENT PROPOSAL</u> - The amendment to the Annexation Agreements would include the following proposed terms and conditions:

1. Land Use/Density – The land use category for the 27 acres would change from 850,000 square feet of General Office Use to Office Use, Residential Use and Health Club Use. The Density would allow a maximum of 375 - 400 residential dwelling units, 220,000 - 320,000 square feet (SF) of office uses, including but not limited to general offices and medical offices, and 115,000 - 130,000 SF of health club uses, including associated ancillary uses. The office development would not exceed 98 feet in height

2. The Residential Units would comply with the City's Affordable Housing Requirements

3. Washingtonian North Associates would receive a credit for approximately 1.41 acres of reforestation attributable to the 13 acres of parkland purchased with the Washingtonian Center's funds in 1999

4. Washingtonian North Associates would commit to a timed scheduled and funds for a Stream Restoration project of a tributary to the Muddy Branch within Malcolm King Park

5. Washingtonian North Associates would construct a bicycle/pedestrian path connection through Malcolm King Park to the Washingtonian Boulevard Entry Road

6. The Health Club would not be required to obtain Leadership in Energy and Environmental Design (LEED) Silver Rating, but will certify that the structure will obtain 50 LEED points during construction

7. Washingtonian North would be granted reduction in the setbacks required adjacent to the northern property line of the Land Use/Sketch Plan as shown in the Setback Reduction Plan

8. As per the original Annexation Agreement, WNA will not be required to construct or contribute to the construction of any off-site transportation improvements

9. As was shown on the previously approved plans, the City will grant necessary easements on City property for utility connections and facilities, including sewer lines and Stormwater management facilities with the condition that WNA will submit a Forest Conservation Plan for any area.

PUBLIC OUTREACH - In order to apprise the community of Boston Properties intention to seek amendment of the Annexation Agreement, Boston Properties met with the following groups on the dates listed:

4/18/13 – Shady Grove Village Homeowners Association

5/17/13 - Gaithersburg Economic Development Committee

5/21/13 – Gaithersburg/Germantown Chamber of Commerce Economic Development Committee

6/06/13 – Washingtonian Village (Carol Martin)

The City will provide a copy of this memo and the attachments on the City Projects Page for public review of the proposal

On September 4, 2013, City Staff will send postcards notifying property owners within 200 feet of the Washingtonian North property about the September 16, 2013 meeting and inviting public comment. The card will have a QR code and link to the City's Project Page.

Staff will present the proposed amendment to the Annexation Agreement at the September 16, 2013, Mayor and City Council Meeting. A resolution allowing the City Manager to negotiate and enter into an amended Annexation Agreement is tentatively scheduled for October 7, 2013, subject to the direction of the Mayor and City Council.

Attachments:

Draft Third Amendment to the Annexation Agreement and Exhibits
LEED Checklist for Lifetime Fitness
Email from Engineering Services Division Chief Mumpower about Traffic & Signalization Study
Washingtonian North Traffic Impact Assessment
Letter from the Gaithersburg Economic Development Committee
Washingtonian North Chronology
Notification Postcard
Notification List

DRAFT

THIRD AMENDMENT TO ANNEXATION AGREEMENT – WASHINGTONIAN NORTH ASSOCIATES LLC

THIS THIRD AMENDMENT TO ANNEXATION AGREEMENT ("Amendment") is made this _____ day of _____, 2013, by and between the CITY OF GAITHERSBURG, MARYLAND, a municipal corporation ("City" or "Gaithersburg"), and WASHINGTONIAN NORTH ASSOCIATES, LLC ("WNA"), a Maryland limited liability company.

R E C I T A L S:

A. WNA is the owner of a certain parcel of land in the City of Gaithersburg containing approximately 27 acres located on the north side of Sam Eig Highway (I-370) at the intersection of Sam Eig Highway and Washingtonian Boulevard and zoned Mixed Use Development ("MXD") (the "WNA Property"). The WNA Property is shown in Exhibit "1" attached hereto and made a part hereof.

B. The WNA Property was annexed into the City as part of a larger tract containing approximately 120 acres known as Washingtonian Center pursuant to an Annexation (X-159) Agreement dated July 9, 1991 (the "Original Agreement"), as amended by an Amendment to Annexation Agreement dated January 10, 1992 and subsequent Addendum No 1 to Annexation Agreement – Washingtonian Associates, LC dated February 26, 1998 (collectively, the "Annexation Agreement"). This Amendment shall modify, to the extent set forth below, the Annexation Agreement only as to the parties to this Amendment.

C. WNA is the successor-owner in the WNA Property to Washingtonian Investors Limited Partnership ("WILP"), a party to the Annexation Agreement.

D. The Annexation Agreement contemplated development on the respective properties in Washingtonian Center of a total of 4,525,000 square feet as set forth in the Schematic Development Plan attached to the Original Agreement (the "Original SDP").

E. The Original SDP showed the development of up to 850,000 square feet (SF) of office uses, structured parking garages and up to 40,000 SF of amenity uses on the WNA Property.

F. The Original SDP was amended on May 24, 2000 (SDP-W5(A)) (the "Amended SDP") and the Amended SDP showed the development of three (3) office buildings for a total of 850,000 square feet of development with three (3) structured parking garages.

G. WNA proposes to modify the development that is shown in the Original and Amended SDP to allow for development of a mix of office, residential and health club uses, with associated structured parking garages, all permitted uses in the MXD zone, in multiple buildings on the WNA Property. The parties have determined that development of the WNA Property with a mix of uses is appropriate and compatible with adjacent land uses and will advance the land use and planning goals of the City.

H. The parties desire to supplement the Annexation Agreement with this Amendment, with respect only to the WNA Property, so as to reflect the Permitted Development and to establish the means by which certain elements of the Permitted Development will be implemented.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which the parties acknowledge, Gaithersburg and WNA agree as follows:

1. The recitals set forth above are incorporated herein and made a part hereof as if fully set forth herein.

2. Development on the WNA Property shall be limited to a maximum of (i) 375 - 400 residential dwelling units, (ii) 220,000 - 320,000 square feet (SF) of office uses, including but not limited to general offices and medical offices, and (iii) 115,000 - 130,000 SF of health club uses, including associated ancillary uses, as shown on the Proposed Land Use/Sketch Plan Exhibit, attached hereto and incorporated by reference herein as Exhibit "2" (the "Permitted Development"). The office use development referenced herein shall not exceed 98 feet in height, as measured from the ground floor concrete slab at the front entrance to the building. A concourse/lower level is allowed. Approval of this Agreement includes approval of the Proposed Land Use/Sketch Plan (Exhibit "2").

3. The City and WNA agree that the residential dwelling units shall comply with Article XVI of the City Code, "Affordable Housing Requirements".

4. For purposes of compliance of the Permitted Development with the applicable requirements of Chapter 22 of the City Code ("Tree and Forest Conservation"), WNA shall be credited with approximately 1.41 acres of reforestation attributable to the property purchased with Washingtonian developer funds by the City by deed dated May 26, 1999 and recorded among the Land Records of Montgomery County at Liber 17130 at Folio 821. The final amount of reforestation credit available pursuant to this paragraph shall be determined as part of the City's review of a Preliminary Forest Conservation Plan for the Permitted Development.

5. (a) WNA shall submit a plan for providing stream restoration of the tributary of the Muddy Branch Creek from the outfall of the sediment basin/storm water management pond located on the WNA Property across Parcel 805 (Malcolm King Park) to the main branch of the Muddy Branch stream for review and approval by the City (the "Stream Restoration

Improvements") prior to approval of a Schematic Development Plan for the Permitted Development. The Stream Restoration Improvements shall be in substantial conformance with the Stream Restoration Plan, attached hereto and incorporated by reference herein as Exhibit "3". The City will review and approve the Stream Restoration Plan in a timely manner.

(b) Prior to issuance of Site Development Permits for the Permitted Development, WNA shall submit the Stream Restoration Plan, as approved by the City pursuant to Paragraph 6(a) above, to the Maryland Department of the Environment for review. The City acknowledges that after the City's approval, the Stream Restoration Improvements must be reviewed, approved and permitted by certain federal and/or state agencies and that such agencies may require modifications to the Stream Restoration Improvements as shown on the Stream Restoration Plan.

(c) WNA shall commence the Stream Restoration Improvements prior to the issuance by the City of the first Use and Occupancy Permit for the Permitted Development. Notwithstanding the above, if due to circumstances beyond its control WNA has not commenced the Stream Restoration Improvements within 2 years of the Effective Date of the Amendment, then WNA will provide the City with a bond, letter of credit or other security (the "Stream Restoration Guarantee") for the construction costs of the Stream Restoration Improvements and, upon providing such Stream Restoration Guarantee to the City, the City shall issue Use and Occupancy Permits for the Permitted Development as requested by WNA, its successors and assigns, subject to compliance with customary administrative requirements in regard to such permits.

6. WNA shall submit a plan for construction of a bicycle/pedestrian path connection through Malcolm King Park to the Washingtonian Boulevard Entry Road in substantial

conformance with one of the options shown on the Malcolm King Park Proposed Bike Path Connectivity Options, attached hereto and incorporated by reference herein as Exhibit "4", concurrently with the submission of a Final Site Plan application of the infrastructure for the Permitted Development. The bicycle/pedestrian path plan shall be reviewed and approved by the City prior to the issuance of a Site Development Permit for the infrastructure work. WNA will make commercially reasonable efforts to grade the Path prior to the occupancy of the multi-family units. The Path shall be constructed prior to the release of bonds for permits for project-wide infrastructure (main access road and associated utilities and the storm water management pond). WNA shall construct the bicycle/pedestrian path at its sole cost and expense.

(b) Notwithstanding the above, if due to circumstances beyond its control WNA has not commenced the grading of the Path within 2 years of the Effective Date of the Amendment, then WNA will provide the City with a bond, letter of credit or other security (the "Bike Path Guarantee") for the construction costs of the Path and, upon providing such Bike Path Guarantee to the City, the City shall issue Use and Occupancy Permits for the multi-family units as requested by WNA, its successors and assigns, subject to compliance with customary administrative requirements in regard to such permits.

7. The City agrees that for any health club building constructed as part of the Permitted Development, the requirements of Chapter 5, Article 1 of the City Code, "Green Building Requirements" may be met by achieving at least 50 points pursuant to the 2009 Leadership in Energy and Environmental Design (LEED) from the United States Green Building Council (the "LEED for New Construction v 2.2"). Prior to the issuance of a building permit for the health club building, WNA, its successors or assigns, must submit certification by a LEED AP BD+C Credentialed professional that said construction is likely to

yield fifty (50) points on the 2009 LEED Rating System. As used in this Paragraph 7, a "LEED AP BD+C Credentialed Professional" means an individual who has passed the LEED Professional Accreditation Exam administered by the Green Building Certification Institute and is actively maintaining their credentials. The applicant shall create a commissioning plan for use during design and construction and assemble a commissioning team to verify the performance of LEED systems and establish a report to the City that the property complies with listed LEED points. The report should be submitted to the City within one year of the occupancy of the building.

8. The City acknowledges that WNA is proposing a reduction of the building setbacks required pursuant to Sections 24-160.5(a)(2)a and 24-160.5(a)(2)c of the Zoning Ordinance for certain portions of the proposed multifamily residential building and the proposed health club building, as shown on the Setback Reduction Plan, attached hereto and incorporated by reference herein as Exhibit "5". The City finds that the proposed reduction of the setbacks as shown on the Setback Reduction Plan is necessary and appropriate for the Permitted Development and will be compatible with adjacent land uses. WNA agrees that this Setback Reduction Plan will have no impact on the adjoining Malcolm King Park. The City agrees to approve such setback reductions at the time of Final Site Plan approval, for the residential building and the health club building subject to WNA's compliance with customary administrative requirements in regard to such approval, including requirements of the Washington Suburban Sanitary Commission.

9. WNA shall not be required to construct or contribute to the construction of any off-site transportation improvements as a condition of approval for the Permitted Development, but shall ensure adequate connectivity and pedestrian access of the Permitted Development to

surrounding properties. Nothing contained in this paragraph shall negate any off-site improvements and/or an access permit required by Montgomery County, Maryland.

10. The City will grant necessary easements on City property for utility connections and facilities, including but not limited to sewer lines and stormwater management facilities, required to implement the Permitted Development, subject to WNA's compliance with customary administrative requirements in regard to such easements, including the submission of a Forest Conservation Plan that includes the area of any requested easements.

11. WNA and the City agree to execute any and all such documents and/or to take such actions necessary to carry out the terms and conditions of this Agreement.

12. The terms and provisions of this Agreement are severable and in the event that any term or provision of this Agreement is invalid or unenforceable for any reason, the remaining terms and provisions hereof shall remain in full force and effect.

13. This Agreement shall be assignable, in whole or in part, by WNA to related entities, without the consent of the City or any of its elected officials, employees or agents.

14. This Agreement and all terms, restrictions and conditions contained herein, shall run with the WNA Property and be binding upon the respective parties, their heirs, successors, grantees and assigns. Any amendment or modification to this Agreement shall be in writing, executed by the respective parties or their successors, grantees or assigns, and shall be effective upon recordation among the Land Record of Montgomery County, Maryland.

15. Any party to this Agreement may seek relief and remedies in any court of competent jurisdiction for the breach or default of the provisions of this Agreement by any other

party. The non-breaching party or parties shall be entitled to seek all available legal and equitable remedies and relief from the court, including (but not limited to) specific performance, injunctive relief, and damages. The prevailing party or parties in any such litigation shall be entitled to an award of reasonable attorneys' fees, expenses, and court costs. Notwithstanding anything in this Agreement to the contrary, the rights and remedies provided herein are cumulative and not exclusive, and the failure of a party to exercise any said right or remedy shall not be deemed a waiver or release of any other right or remedy of that party or of any breach or default by the other party.

16. This Agreement shall be recorded in the Land Records of Montgomery County, Maryland (the "Land Records"). The Effective Date of this Amendment is the date of recordation in the Land Records.

17. All parties hereto represent and warrant that the individuals executing this Agreement on their behalves have the full and complete authority to execute this Agreement and that the signatures which appear below bind the respective parties to the terms of this Agreement. The City further represents and warrants that it has the legal authority, right, and power to enter into this Agreement and is bound by its terms.

IN WITNESS WHEREOF, each of the parties hereto has executed and delivered this Agreement as of the date first set forth above, as evidenced by their respective signatures and acknowledgements on the following pages.

[SIGNATURE PAGES FOLLOW]

IN WITNESS WHEREOF, the parties have signed, sealed and delivered this Amendment on the date first written above.

WITNESS:

CITY OF GAITHERSBURG, MARYLAND,
a municipal corporation of the State of Maryland

_____

By:_____
Name: Tony Tomasello
Title: City Manager

* * *

STATE OF _____

COUNTY OF _____

I HEREBY CERTIFY that on this _____ day of _____, 2013, before me, the undersigned, a Notary Public in and for the State and County aforesaid, personally appeared Tony Tomasello, known to me or satisfactorily proven to be the person whose name is subscribed to the within instrument, and who acknowledged himself/herself to be the City Manager of the City of Gaithersburg, Maryland, and that such City Manager, being so authorized to do, executed the foregoing Amendment to Annexation Agreement for the purposes therein contained by signing the name of the City.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

_____
Notary Public

My Commission Expires: _____

[NOTARIAL SEAL]

WITNESS:

WASHINGTONIAN NORTH ASSOCIATES LLC, a Maryland limited liability company

_____

By:_____
Name:_____
Title:_____

* * *

STATE OF *
* to wit:
COUNTY OF *

I HEREBY CERTIFY that on this _____ day of _____, 2013, before me, a Notary Public in and for the State and County aforesaid, personally appeared _____ _____, known to me (or satisfactorily proven) to be the person whose name is subscribed to the foregoing and annexed instrument and who acknowledged himself/herself to be _____ of Washingtonian North Associates LLC, and acknowledged that he/she, being so authorized to do, executed the foregoing document for the purposes therein contained.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

_____
Notary Public

My Commission Expires: _____

[NOTARIAL SEAL]

<u>EXHIBIT 1</u>

WNA PROPERTY

Lots 4, 5 and 6 and Outlot B as shown on a Record Plat titled “Washingtonian Center, Lots 4 thru 6 & Outlot B, Block D” and recorded among the Land Records of Montgomery County at Plat No. 21856

EXHIBIT 2

PROPOSED LAND USE/SKETCH PLAN

EXHIBIT 3

STREAM RESTORATION PLAN

EXHIBIT 4

MALCOLM KING PARK
PROPOSED BIKE PATH CONNECTIVITY OPTIONS

<u>EXHIBIT 5</u>

SETBACK REDUCTION PLAN

**L&B 2280286v11/02417.0064

PLAT NO. 21[illegible]

SURVEYOR'S CERTIFICATE

I hereby certify that the information shown hereon is true to the best of my knowledge and belief, that the property shown hereon is a subdivision of part of the land conveyed by Washingtonian Associates L.C. to Washingtonian North Associates Limited Partnership by deed dated March 26, 1998 and recorded among the Land Records of Montgomery County, Maryland in Liber 15679 at Folio 393, said property also being a resubdivision of Lots 1 through 3 and Outlot A, Block D, as shown on a plat of subdivision entitled "LOTS 1 thru 3 & OUTLOT A, BLOCK D, WASHINGTONIAN CENTER" and recorded among the aforesaid Land Records in Plat Book 191 as Plat 20907.

I further certify that once engaged as shown in the Owner's Dedication hereon, all monuments shown thus " ◆ " and all property corner markers shown thus " ◆ " will be set as delineated hereon in accordance with Chapter 20, Article III, Section 20-29 and Article V, Section 20-42 of the Gaithersburg City Code.

There is no STREET DEDICATION by this plat of subdivision, and the TOTAL AREA of the plat, which includes 3 LOTS and 1 OUTLOT is 1,172,916 square feet or 26.9264 acres of land.

May 1, 2001 — Donald F. Remmers
Date — Donald F. Remmers, Professional Land Surveyor, Maryland Registration No. 10888

OWNER'S DEDICATION

We, the undersigned, owner of the property described hereon, hereby adopt this plan of subdivision and establish the minimum building restriction lines.

As owner of this subdivision, we, our successors and assigns, shall cause property corner markers to be set by a registered Maryland land surveyor, in accordance with Chapter 20, Article III, Section 20-29 and and Article V, Section 20 – 42 of the Gaithersburg City Code.

We grant to Potomac Electric Power Company, Verizon Communications, Inc. and Washington Gas Light Company and their respective successors, agents and assigns, a Public Utility Easement (P.U.E.), shown hereon, said easement being subject to terms and provisions as set forth in a document recorded among the Land Records of Montgomery County, Maryland in Liber 3634 at Folio 457.

We establish the Ingress/Egress Easement, shown hereon, for use of the City of Gaithersburg and the owner(s) of Lots 5 and 6 and Outlot B, their successors, agents and assigns with terms and conditions to be set forth in a document to be recorded hereafter.

We also establish the Pedestrian Easement, shown hereon, for public use, with terms and conditions to be set forth in a document to be recorded hereafter.

We grant to the City of Gaithersburg a Stormwater Management Easement across the entirety of Outlot B hereon, with terms and conditions to be set forth in a document to be recorded hereafter.

There are no suits, actions at law, leases, liens, mortgages or trusts affecting the property shown on this plan of subdivision.

Date 5/1/01

WASHINGTONIAN NORTH ASSOCIATES
LIMITED PARTNERSHIP, a Maryland limited partnership

By: BOSTON PROPERTIES LLC, a Delaware limited liability company, its general partner

By: BOSTON PROPERTIES LIMITED PARTNERSHIP, a Delaware limited partnership, its managing member

By: BOSTON PROPERTIES, INC., a Delaware corporation, its general partner

Witness

LINE DATA

	BEARING	DISTANCE
L1	N 82°51'46" W	7.08
L2	S 64°23'21" W	5.68
L3	S 42°01'52" W	8.13
L4	S 21°30'39" W	33.76
L5	S 29°47'17" W	18.13
L6	N 57°50'10" W	5.83
L7	N 0°58'55" W	5.45
L8	N 18°49'49" E	36.57
L9	N 8°10'47" E	35.94
L10	N 5°56'08" W	48.15
L11	N 6°46'24" W	33.06
L12	N 13°44'54" W	28.49
L13	N 25°31'42" W	55.85
L14	N 35°41'08" W	31.13
L15	N 41°14'16" W	37.53
L16	N 45°26'42" W	42.79
L17	N 52°20'35" W	18.34

LINE DATA

	BEARING	DISTANCE
L18	N 74°30'34" W	9.67
L19	S 63°18'25" W	27.86
L20	N 9°16'06" W	12.20
L21	N 13°21'48" E	28.61
L22	N 12°57'14" W	9.17
L23	N 41°07'58" W	9.97
L24	N 59°22'59" W	11.02
L25	N 35°05'34" E	52.35
L26	N 24°03'52" E	18.83
L27	N 42°25'38" E	169.07
L28	S 60°41'13" E	24.00
L29	S 39°26'48" E	78.24
L30	S 23°14'31" W	119.29
L31	S 24°50'34" W	24.07
L32	S 5°56'51" W	16.35
L33	S 42°25'33" W	87.08
L34	S 24°10'05" W	56.21

CURVE DATA

	DELTA	RADIUS	LENGTH	TANGENT	CHORD BEARING & DIST.
C1	33°51'19"	164.00	96.90	49.91	N 0°50'55" E 95.90
C2	18°21'40"	226.00	72.42	36.53	N 33°14'48" E 72.11
C3	1°56'16"	700.00	23.67	11.84	N 41°27'30" E 23.67
C4	68°45'35"	78.00	93.61	53.37	S 5°04'00" E 88.09
C5	42°25'45"	300.00	222.16	116.45	S 18°13'55" E 217.12
C6	19°18'20"	459.00	154.66	78.07	S 12°38'07" W 153.93
C7	18°53'43"	69.00	22.76	11.48	S 15°25'42" W 22.65
C8	33°28.28"	50.14	29.30	15.08	S 22°37'42" W 28.88
C9	11°46'30"	676.00	138.93	69.71	S 36°32'16" W 138.68
C10	18°16'27"	187.00	59.59	30.05	S 33°17'49" W 59.34
C11	9°49'43"	87.00	14.92	87.00	S 19°15'14" W 14.91
C12	47°59'11"	42.00	35.18	18.69	S 9°39'14" E 34.16

AREA TABULATION

	ACRES
3 LOTS	24.3376
1 OUTLOT	2.5888
TOTAL AREA	26.9264

CURVE DATA

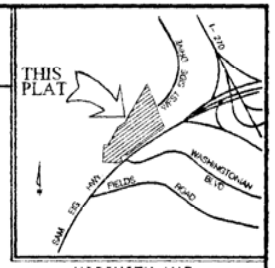
	DELTA	RADIUS	LENGTH	TANGENT	CHORD BEARING & DIST.
1	03°56'04"	3859.72	265.04	132.57	S 52°42'2"W 264.99
2	07°19'36"	1921.19	245.67	123.00	S 52°37'47"W 245.50
3	02°17'50"	435.00	17.44	8.72	S 21°08'22"W 17.44
4	18°12'05"	700.00	222.37	112.13	N 31°23'20"E 221.44
5	19°18'20"	435.00	146.57	73.99	N 12°38'07"E 145.88
6	29°11'27"	276.00	140.62	71.87	N 11°36'46"W 139.10
7	13°14'18"	276.00	63.77	32.03	N 32°49'39"W 63.63
8	68°45'35"	102.00	122.41	69.79	N 5°04'00"W 115.19
9	42°25'45"	276.00	204.39	107.13	S 18°13'55"E 199.75
10	17°00'30"	435.00	129.13	65.04	S 11°29'12"W 128.66

NOTES

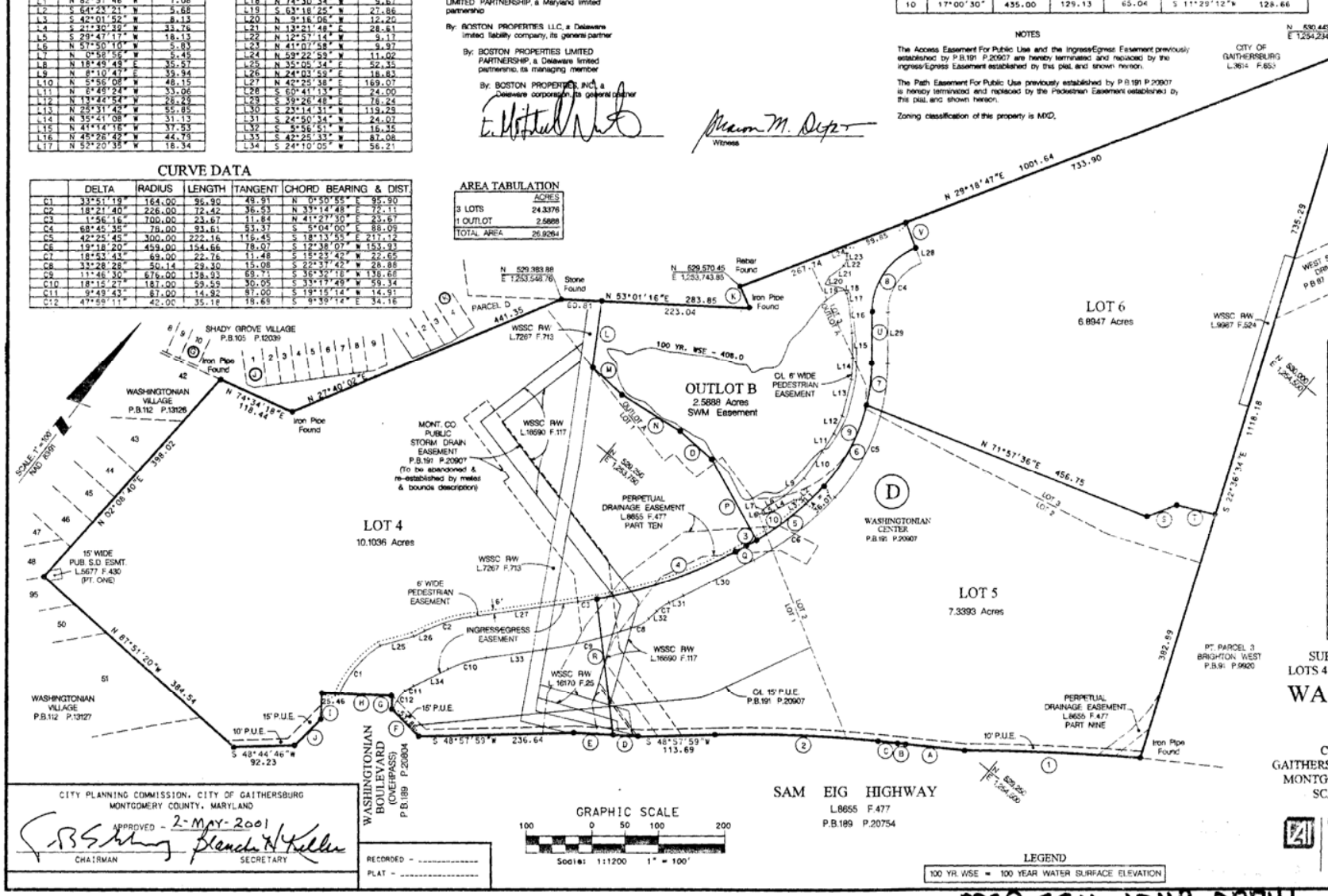
The Access Easement For Public Use and the Ingress/Egress Easement previously established by P.B.191 P.20907 are hereby terminated and replaced by the Ingress/Egress Easement established by this plat, and shown hereon.

The Path Easement For Public Use previously established by P.B.191 P.20907 is hereby terminated and replaced by the Pedestrian Easement established by this plat, and shown hereon.

Zoning classification of this property is MXD.



VICINITY MAP
Scale: 1" = 2000'



LINE DATA

	BEARING	DISTANCE
A	S 56°17'35"W	89.90
B	S 58°12'07"W	10.01
C	S 56°17'35"W	31.31
D	S 53°32'25"W	42.52
E	S 53°32'25"W	67.80
F	N 84°19'11"W	58.07
G	N 37°36'22"W	20.00
H	S 52°23'38"W	106.67
I	S 37°36'22"E	39.79
J	S 05°34'12"W	54.93
K	N 63°26'03"W	35.39
L	S 31°55'51"E	100.85
M	S 87°19'59"E	61.17
N	N 82°30'05"E	103.23
O	S 88°02'31"E	63.83
P	S 68°43'52"E	138.86
Q	S 22°17'17"W	18.13
R	S 46°43'44"E	206.13
S	N 28°58'42"E	46.21
T	N 64°16'52"E	60.30
U	N 39°26'48"W	78.24
V	N 60°41'13"W	40.86

SUBDIVISION RECORD PLAT
LOTS 4 thru 6 & OUTLOT B, BLOCK D

WASHINGTONIAN CENTER

CITY OF GAITHERSBURG
GAITHERSBURG (9th) ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND
SCALE: 1" = 100' MAY 2001

LOIEDERMAN ASSOCIATES, INC.
ENGINEERS PLANNERS SURVEYORS
1390 Piccard Drive
Rockville, Maryland 20850
(301) 948-2750

CITY PLANNING COMMISSION, CITY OF GAITHERSBURG
MONTGOMERY COUNTY, MARYLAND
APPROVED - 2-MAY-2001
CHAIRMAN — SECRETARY

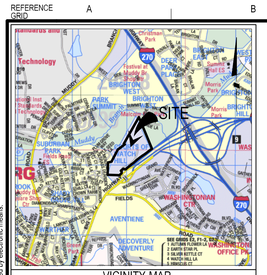
RECORDED - ----------
PLAT - ----------

GRAPHIC SCALE
100 0 50 100 200
Scale: 1:1200 1" = 100'

LEGEND
100 YR. WSE = 100 YEAR WATER SURFACE ELEVATION

MSA SSU 1244-27741.

R – 1095



VICINITY MAP
SCALE: 1"= 2000'

LAND USE LEGEND

- RESIDENTIAL
- GREEN AREA (SWM FACILITY)
- GENERAL OFFICE
- HEALTH CLUB
- TRANSPORTATION (ENTRANCE ROAD)

SCALE: 1" = 50'
NAD83 DATUM

E 1,293,992
N 528,374

E 1,294,312
N 530,164

PROPOSED LOT 4
±8.53 AC.
USE: COMMERCIAL EMPLOYMENT / INDUSTRIAL
(GENERAL OFFICE)
220, 000 - 320,000 S.F.

OUTLOT B
±2.51 AC.
USE: GREEN AREA
(SWM FACILITY)

PROPOSED LOT 8
±5.86 AC.
USE: RESIDENTIAL
375 - 400 DU.

PROPOSED LOT 7
±8.52 AC.
USE: COMMERCIAL EMPLOYMENT / INDUSTRIAL
(HEALTH CLUB)
115,000 - 130,000 S.F.

PROPOSED OUTLOT C:
±1.51 AC.
USE: TRANSPORTATION
(ENTRANCE ROAD)

SAM EIG HIGHWAY

E 1,293,786
N 528,525

50 25 0 50 100

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. 36060 , EXPIRATION DATE: 06/26/2014

STATE OF MARYLAND · AMY K. QUANT · No. 36060 · PROFESSIONAL ENGINEER

PROPOSED LAND USE / SKETCH PLAN EXHIBIT

WASHINGTONIAN NORTH

LOTS 4 - 6, & OUTLOT 'B', BLOCK D
'WASHINGTONIAN CENTER', P.B. 191 P. 20907

CITY OF GAITHERSBURG (9th) ELECTION DISTRICT, MONTGOMERY COUNTY, MARYLAND

1" = 50'

C-4.1

PROJECT NO. 1184-00-01

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Planning
Environmental Sciences

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Rockville, MD 20850
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NO.	REVISIONS	BY	DATE

DATE: JANUARY 2013 | CAD STANDARDS VERSION: V8 - 2000
DESIGNED: JDC | TECHNICIAN: CDA | CHECKED: AQ

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C/O BOSTON PROPERTIES
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SUITE 200W
WASHINGTON, DC 20037
202.585.0847
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PERMITTED USE NUMBER 21001200
MAP 5163 GRID G,H 1&2

TAX MAP	ZONING CATEGORY:
FS342 & 343	MXD
WSSC 200' SHEET: 221NW 10, 222NW 10	
SITE DATUM HORIZONTAL: NAD 83, VERTICAL: NAD 83	

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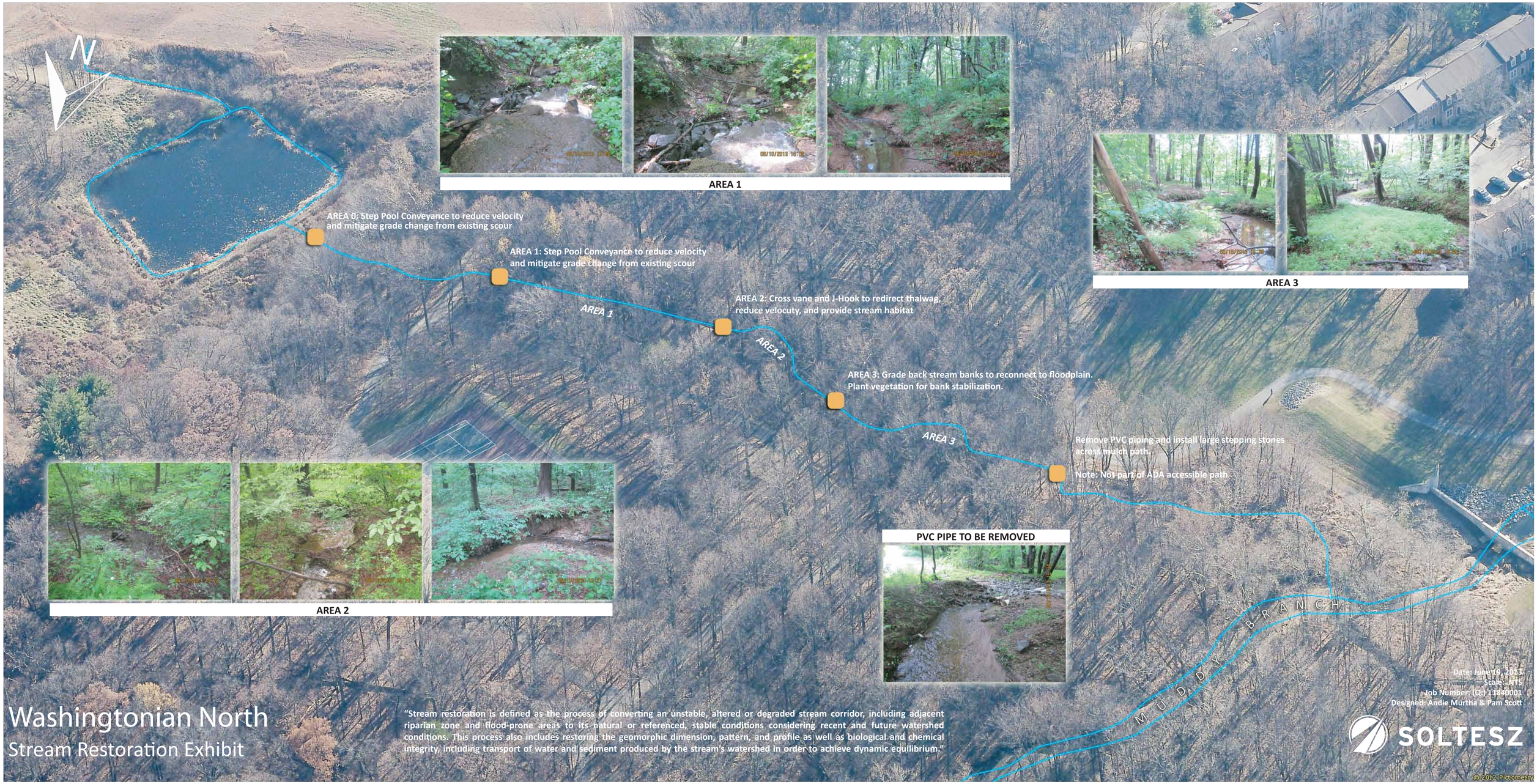
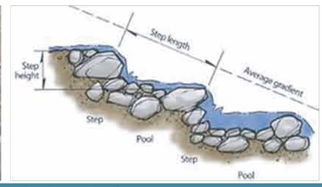


Washingtonian North

Stream Restoration Exhibit

"Stream restoration is defined as the process of converting an unstable, altered or degraded stream corridor, including adjacent riparian zone and flood-prone areas to its natural or referenced, stable conditions considering recent and future watershed conditions. This process also includes restoring the geomorphic dimension, pattern, and profile as well as biological and chemical integrity, including transport of water and sediment produced by the stream's watershed in order to achieve dynamic equilibrium."



Regenerative Step Pools

Cross Vanes

J-Hooks

Cross Vane Description:

The Cross-Vane is a grade control structure that decreases near-bank shear stress, velocity and stream power, but increases the energy in the center of the channel. The structure will establish grade control, reduce bank erosion, create a stable width/depth ratio, maintain channel capacity, while maintaining sediment transport capacity, and sediment competence. The Cross-Vane also provides for the proper natural conditions of secondary circulation patterns commensurate with channel pattern, but with high velocity gradients and boundary stress shifted from the near-bank region. The Cross-Vane is also a stream habitat improvement structure due to: 1) an increase in bank cover due to a differential raise of the water surface in the bank region; 2) the creation of holding and refuge cover during both high and low flow periods in the deep pool; 3) the development of feeding lanes in the flow separation zones (the interface between fast and slow water) due to the strong downwelling and upwelling forces in the center of the channel; and 4) the creation of spawning habitat in the tail-out or glide portion of the pool.

J-Hook Description:

The J-Hook Vane is an upstream directed, gently sloping structure composed of natural materials. The structure can include a combination of boulders, logs and root wads (Figures 6-7) and is located on the outside of stream bends where strong downwelling and upwelling currents, high boundary stress, and high velocity gradients generate high stress in the near-bank region. The structure is designed to reduce bank erosion by reducing near-bank slope, velocity, velocity gradient, stream power and shear stress. Redirection of the secondary cells from the near-bank region does not cause erosion due to back-eddy re-circulation. The vane portion of the structure occupies 1/3 of the bankfull width of the channel, while the "hook" occupies the center 1/3.

Q:\11840001\EXHIBITS\Washingtonian North SR Images

Malcolm King Park

Proposed Bike Path Connectivity Options

Malcolm King Park Proposed Bike Path Options.mxd • 06-JMay-2013 • tws

1 inch = 190 feet

250 125 0 250 Feet

60 30 0 60 Meters

N W E S

MD State Plane
HPGN NAD 83/91

Aerial orthophoto is courtesy of the USGS National Map program. http://nationalmap.gov/
Property boundaries and planimetric base map ©2011 M-NCPPC and City of Gaithersburg.
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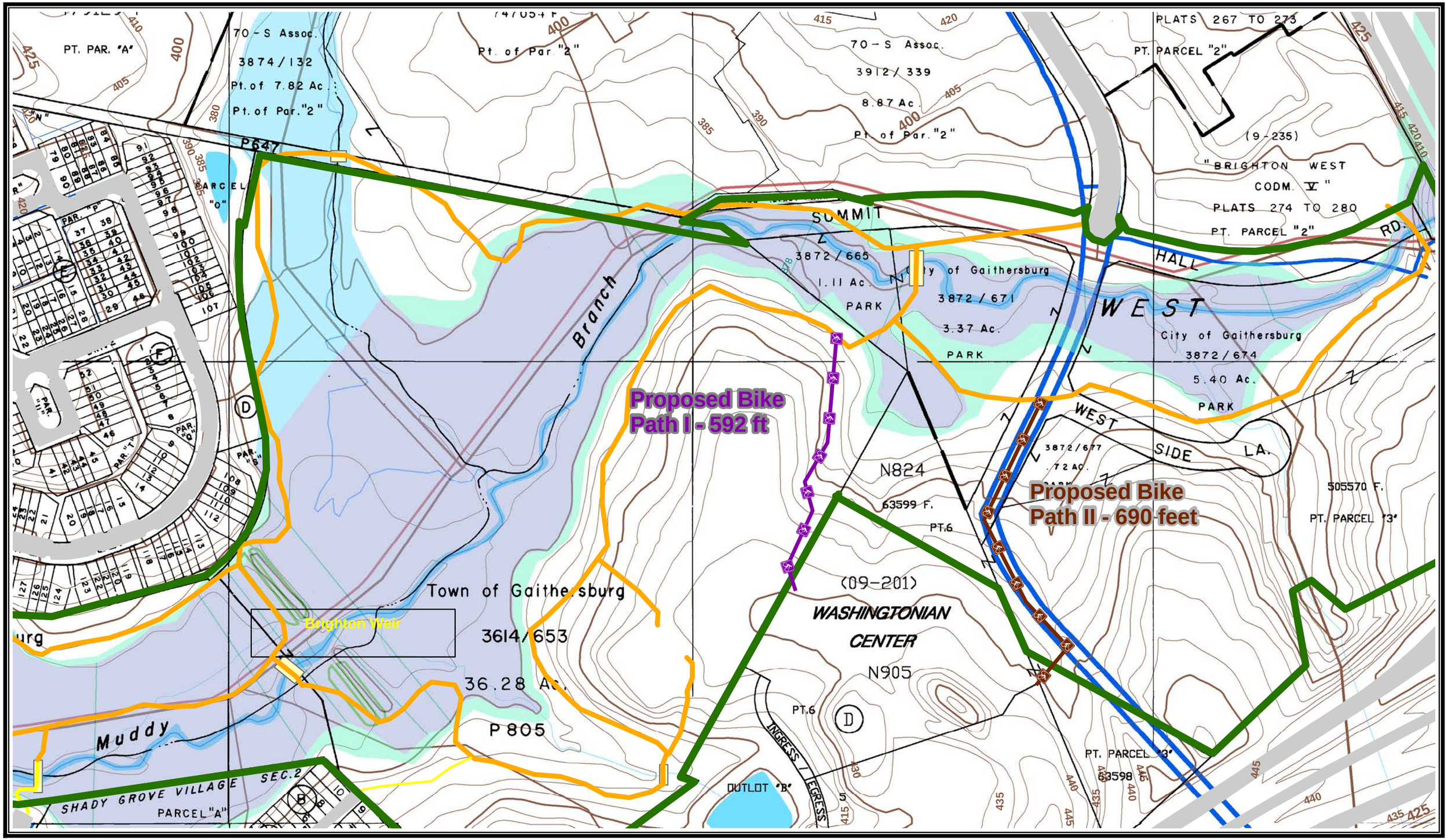
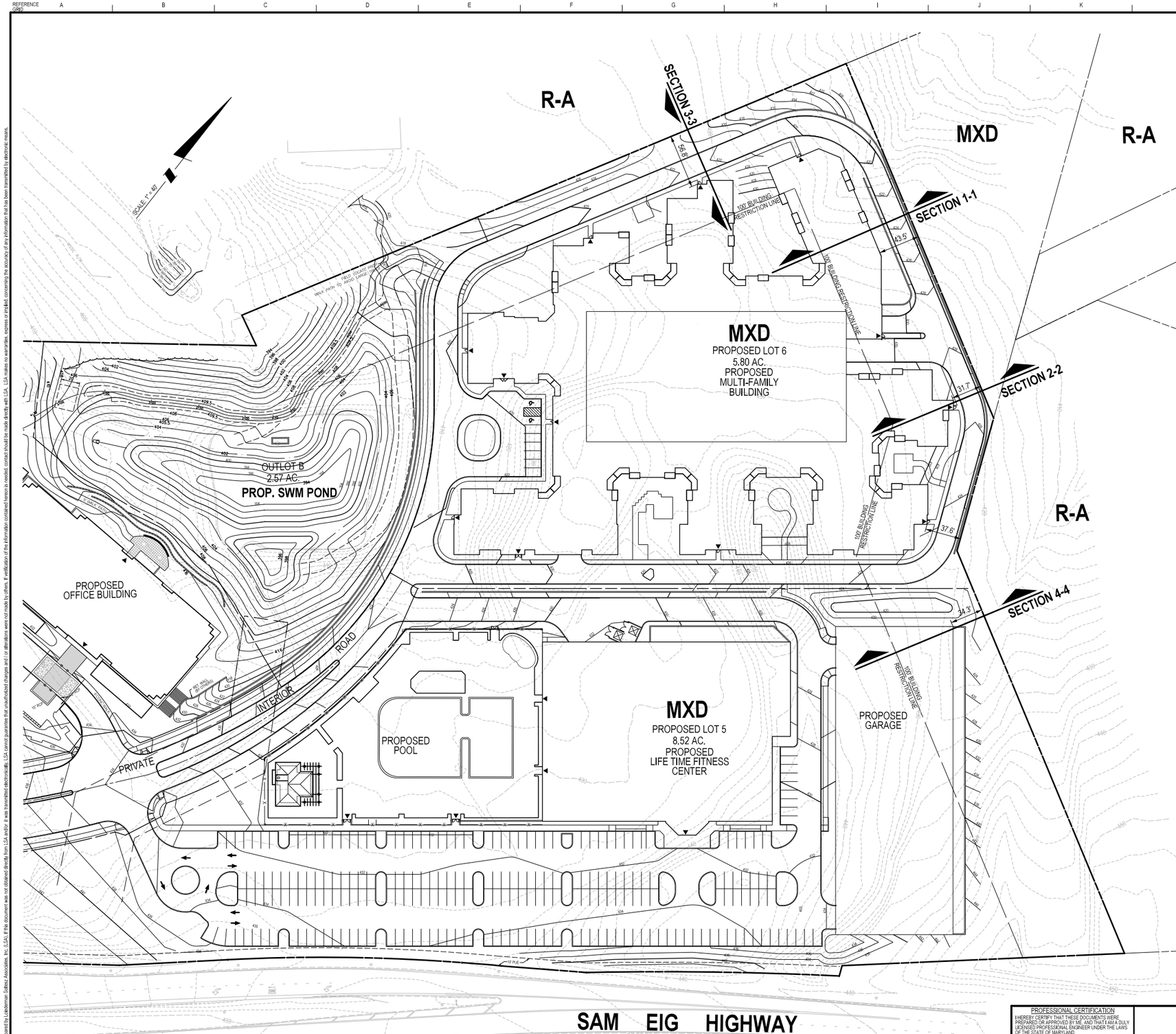
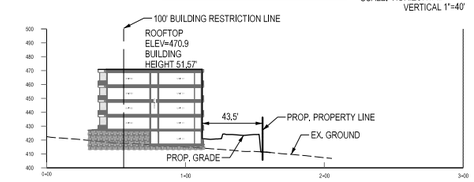
www.gaithersburgmd.gov





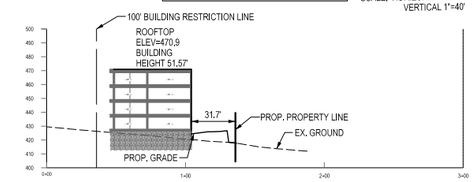
SECTION 1-1

SCALE: HORIZONTAL 1"=40'
VERTICAL 1"=40'



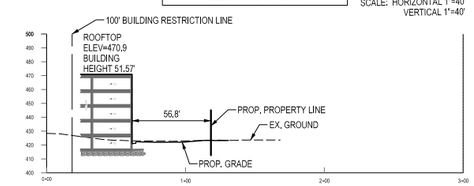
SECTION 2-2

SCALE: HORIZONTAL 1"=40'
VERTICAL 1"=40'



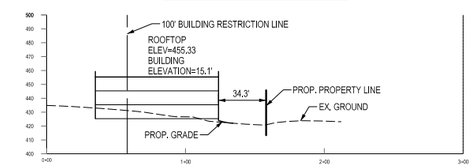
SECTION 3-3

SCALE: HORIZONTAL 1"=40'
VERTICAL 1"=40'



SECTION 4-4

SCALE: HORIZONTAL 1"=40'
VERTICAL 1"=40'



CITY OF GAITHERSBURG MAYOR & COUNCIL
31 SOUTH SUMMIT AVENUE, GAITHERSBURG, MARYLAND 20877

SCHEMATIC DEVELOPMENT PLAN APPROVAL

AT THE REGULARLY SCHEDULED MEETING OF THE MAYOR AND CITY COUNCIL HELD ON _____

APPLICATION NO. _____ WAS GRANTED

SCHEMATIC DEVELOPMENT PLAN APPROVAL

BY RESOLUTION _____ WITH _____ ( ) CONDITIONS.

DATE _____ BY _____

NOTE: ANY REVISIONS TO SIGNED PLANS MUST BE REAPPROVED BY THE MAYOR & CITY COUNCIL

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.: 30060 EXPIRATION DATE: 06/26/2014

HEIGHT AND SETBACK WAIVER PLAN

WASHINGTONIAN NORTH

LOTS 4 - 6, & OUTLOT 'B', BLOCK D
'WASHINGTONIAN CENTER', P.B. 191 P. 20907

CITY OF GAITHERSBURG (9th) ELECTION DISTRICT, MONTGOMERY COUNTY, MARYLAND

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DATE: | CAD STANDARDS VERSION: V8 - 2000
DESIGNED: | TECHNICIAN: | CHECKED:

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APPLICANT

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WASHINGTON, DC 20037
202.585.0847
JAKE STROMAN

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MAP 5153 GRID C,H 1&2
TAX MAP: FS342 & 343
ZONING CATEGORY: MXD
NSSC 200' SHEET: 221NW 10, 222NW 10
SITE DATUM
HORIZONTAL: NAD 83
VERTICAL: NAD 83

1" = 40'

SHEET 1 OF 1

PROJECT NO. 11840-00-01

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LEED 2009 for New Construction and Major Renovations

Project Checklist

Life Time Fitness - Gaithersburg, MD

######

Sustainable Sites — Possible Points: 26

Y	?	N			
21			**Sustainable Sites**	Possible Points:	26
Y			Prereq 1	Construction Activity Pollution Prevention	
			Credit 1	Site Selection	1
5			Credit 2	Development Density and Community Connectivity	5
			Credit 3	Brownfield Redevelopment	1
6			Credit 4.1	Alternative Transportation—Public Transportation Access	6
1			Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms	1
3			Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles	3
2			Credit 4.4	Alternative Transportation—Parking Capacity	2
			Credit 5.1	Site Development—Protect or Restore Habitat	1
1			Credit 5.2	Site Development—Maximize Open Space	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
			Credit 8	Light Pollution Reduction	1

Water Efficiency — Possible Points: 10

Y	?	N			
6			**Water Efficiency**	Possible Points:	10
Y			Prereq 1	Water Use Reduction—20% Reduction	
2			Credit 1	Water Efficient Landscaping	2 to 4
			Credit 2	Innovative Wastewater Technologies	2
4			Credit 3	Water Use Reduction	2 to 4

Energy and Atmosphere — Possible Points: 35

Y	?	N			
7			**Energy and Atmosphere**	Possible Points:	35
Y			Prereq 1	Fundamental Commissioning of Building Energy Systems	
Y			Prereq 2	Minimum Energy Performance	
Y			Prereq 3	Fundamental Refrigerant Management	
5			Credit 1	Optimize Energy Performance	1 to 19
			Credit 2	On-Site Renewable Energy	1 to 7
			Credit 3	Enhanced Commissioning	2
			Credit 4	Enhanced Refrigerant Management	2
			Credit 5	Measurement and Verification	3
2			Credit 6	Green Power	2

Materials and Resources — Possible Points: 14

Y	?	N			
6			**Materials and Resources**	Possible Points:	14
Y			Prereq 1	Storage and Collection of Recyclables	
			Credit 1.1	Building Reuse—Maintain Existing Walls, Floors, and Roof	1 to 3
			Credit 1.2	Building Reuse—Maintain 50% of Interior Non-Structural Elements	1
2			Credit 2	Construction Waste Management	1 to 2
			Credit 3	Materials Reuse	1 to 2

Materials and Resources, Continued

Y	?	N			
1			Credit 4	Recycled Content	1 to 2
2			Credit 5	Regional Materials	1 to 2
			Credit 6	Rapidly Renewable Materials	1
1			Credit 7	Certified Wood	1

Indoor Environmental Quality — Possible Points: 15

Y	?	N			
5			**Indoor Environmental Quality**	Possible Points:	15
Y			Prereq 1	Minimum Indoor Air Quality Performance	
Y			Prereq 2	Environmental Tobacco Smoke (ETS) Control	
			Credit 1	Outdoor Air Delivery Monitoring	1
			Credit 2	Increased Ventilation	1
1			Credit 3.1	Construction IAQ Management Plan—During Construction	1
1			Credit 3.2	Construction IAQ Management Plan—Before Occupancy	1
1			Credit 4.1	Low-Emitting Materials—Adhesives and Sealants	1
1			Credit 4.2	Low-Emitting Materials—Paints and Coatings	1
			Credit 4.3	Low-Emitting Materials—Flooring Systems	1
1			Credit 4.4	Low-Emitting Materials—Composite Wood and Agrifiber Products	1
			Credit 5	Indoor Chemical and Pollutant Source Control	1
			Credit 6.1	Controllability of Systems—Lighting	1
			Credit 6.2	Controllability of Systems—Thermal Comfort	1
			Credit 7.1	Thermal Comfort—Design	1
			Credit 7.2	Thermal Comfort—Verification	1
			Credit 8.1	Daylight and Views—Daylight	1
			Credit 8.2	Daylight and Views—Views	1

Innovation and Design Process — Possible Points: 6

Y	?	N			
5			**Innovation and Design Process**	Possible Points:	6
1			Credit 1.1	Innovation in Design: Education	1
1			Credit 1.2	Innovation in Design: 95% Construction Waste Management	1
1			Credit 1.3	Innovation in Design: Water use reduction, Exemplary	1
1			Credit 1.4	Innovation in Design: Pool Water - UV Treatment/Sphagnum Moss	1
			Credit 1.5	Innovation in Design: Specific Title	1
1			Credit 2	LEED Accredited Professional	1

Regional Priority Credits — Possible Points: 4

Y	?	N			
			Regional Priority Credits	Possible Points:	4
			Credit 1.1	Regional Priority: Specific Credit	1
			Credit 1.2	Regional Priority: Specific Credit	1
			Credit 1.3	Regional Priority: Specific Credit	1
			Credit 1.4	Regional Priority: Specific Credit	1

Y	?	N			
50			**Total**	Possible Points:	110

Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110

From:	Ollie Mumpower
To:	Trudy Schwarz
Subject:	FW: Washingtonian North Traffic Impact Assessment Report
Date:	Friday, April 26, 2013 8:20:56 AM
Attachments:	TRANSMITAL TO OLLIE (04 08 13).pdf Washingtonian North Traffic Impact Assessment (Submission 4.8.13).pdf

---

I've looked at this and agree with the other all findings. This was not a true TIS since this was not a requirement for this plan but a look to see how the surrounding intersections will operate. All are within our 1450 CLV threshold – the signalized intersection, on the south side of the bridge will be operating in the 1420 range but will still be OK

The key is to hear back from the County on what they will require of the developer in regards to the 2 signals on the bridge. I would think they will ask for upgrades, including audible indications and pedestrian countdown indications .

From: Jean-Pierre E. Barbour [mailto:jpebarbour@mjwells.com]
Sent: Monday, April 08, 2013 5:24 PM
To: Wallace, Scott C. - SCW; JJohnson@camdenliving.com; Michael J. Workosky; Ollie Mumpower
Cc: jstroman@bostonproperties.com; MColetta@camdenliving.com
Subject: Washingtonian North Traffic Impact Assessment Report

Ollie,

Attached you will find a copy of the Washingtonian North Traffic Impact Analysis.

We will go ahead and overnight 8 copies of the report to you.

Please let us know if you have any questions.

Thanks,

Jean-Pierre Barbour
Associate
WELLS + ASSOCIATES
1420 Spring Hill Road
Suite 610
Mclean, Virginia 22102
703-676-3622 ; Ext 1364
www.mjwells.com

WASHINGTONIAN NORTH
TRAFFIC IMPACT ASSESSMENT
GAITHERSBURG, MARYLAND

Submitted on behalf of:

Camden USA, Inc.
Boston Properties

Prepared by:

Wells + Associates, Inc.
Michael J. Workosky, PTP, TOPS, TSOS
(mjworkosky@mjwells.com)
Jean-Pierre Barbour
(jpebarbour@mjwells.com)
1420 Spring Hill Road, Suite 610
McLean, Virginia 22102

April 8, 2013

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STUDY OBJECTIVES/METHODOLOGY 1

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SITE ACCESS 2
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B	Existing Traffic Counts
C	Bus Routes
D	Existing Capacity Analysis
E	Capacity Analysis with the SDP Amendment
F	Future Traffic Forecasts for Approved Conditions (Without the SDP Amendment)
G	Capacity Analysis with Approved Conditions

Section 1
INTRODUCTION

This memorandum presents a traffic impact assessment for the Washingtonian North. The subject site is located on the northeast side of Washingtonian Boulevard (Extension) and I-370 (Sam Eig Highway), as shown on Figure 1.

This site consists of 27 acres and is currently approved for 850,000 S.F. of general office space. A Schematic Development Plan (SDP) amendment is proposed for Washingtonian North that would consist of 320,000 S.F. of office, 400 residential apartments and a 130,000 S.F. Lifetime Fitness building. This proposed development program would generate significantly fewer peak hour trips than the currently approved office program.

Access would be provided via the extension of Washingtonian Boulevard to the north and terminate within the site. A copy of the concept development plan is shown on Figure 2.

This study was prepared in accordance with the City of Gaithersburg traffic impact methodology and is based on a traffic scoping agreement with City staff. A copy of the scoping letter agreement is contained in Appendix A.

Tasks undertaken in this study included the following:

1. Review of development plans prepared for the Washingtonian North Property.

2. Agreement of the transportation study scope with City staff. A copy of the traffic study scoping agreement is contained in Appendix A.

3. Collection of existing traffic counts at the key intersections surrounding the site.

4. Preparation of future traffic forecasts for approved conditions that include existing traffic, traffic generated by other approved developments and the currently approved project development program.

5. Calculation and comparison of the number of peak hour trips that would be generated by the Washingtonian North Property under the current approval and with the proposed SDP amendment based on standard LATR rates and Institute of Transportation Engineers (ITE) rates and equations.

6. A forecast of future traffic conditions with the proposed SDP amendment.

7. Determination of future levels of service at key intersections based on the future traffic forecasts, proposed traffic controls, and proposed intersection geometrics.

Sources of data for this analysis included previous traffic studies provided by the City of Gaithersburg, traffic data collected by Wells + Associates, the Institute of Transportation Engineers (ITE), Camden, Boston Properties, and Linowes and Blocher.

Section 2
BACKGROUND INFORMATION

Existing and Planned Road Network

Regional access is provided from Interstate 270 and 370 (Sam Eig Highway). Local access is provided via Washingtonian Boulevard, Fields Road and Rio Boulevard. A diamond interchange is provided at I-370 with a four-lane, median divided bridge with sidewalks on both sides.

Washingtonian Boulevard is a four-lane divided roadway with a posted speed limit of 25 mph in the vicinity of the site. Traffic signals currently control the eastbound and westbound I-370 ramps, and two-lane roundabouts control the intersections at Grand Corner Avenue and Rio Boulevard.

Existing and intersection lane use and traffic control at key intersections in the site vicinity are shown on Figure 3.

Study Area and Road Network

Based on the traffic scoping agreement, the following intersections were included as part of this SDP amendment traffic study:

1. I-370 West Ramp/Washingtonian Boulevard.
2. I-370 East Ramp/Washingtonian Boulevard.
3. Grand Corner Avenue/Washingtonian Boulevard (roundabout).
4. Rio Boulevard/Washingtonian Boulevard (roundabout).

Existing Traffic Counts

Wells + Associates conducted peak hour vehicular and pedestrian traffic counts at the previously mentioned intersections and roundabouts on Thursday, January 10, 2013. The results are shown on Figure 4 and contained in Appendix B.

Site Access

The Washingtonian North property will be accessed by the extension of Washingtonian Boulevard. This northern extension is currently planned to provide two northbound lanes with separate turn lanes at the site driveways that taper to a single lane into the property. Three (3) southbound lanes are planned, with two through lanes and a separate right turn lane provided at the intersection with the westbound I-370 ramps.

The proposed amendment would retain the northbound lanes, but reduce the southbound lanes to a through and a shared through-right lane. This proposed modification is reflected in this traffic study.

Pedestrian and Transit Facilities

Sidewalks will be provided along both sides of the Washingtonian Boulevard extension that will serve the site. These connect to an established network of sidewalks that link the various sections of the Washingtonian Center.

Washingtonian Center is currently served by Montgomery County Ride-On bus routes 54 and 74, with stops provided along Washingtonian Boulevard. Route 54 runs on both weekdays and Saturdays while the 74 runs on weekdays only. Both routes provide service on 30-minute headways. Transit information is contained in Appendix C.

Section 3
ANALYSIS OF EXISTING CONDITIONS

Existing Levels of Service

Existing peak hour levels of service were estimated at the existing intersections and roundabouts in the study area based on the existing lane usage and traffic control and existing traffic volumes shown on Figure 3, the Critical Lane Volume (CLV) method and Highway Capacity Manual methodology (Synchro version 7) for the ramps intersections and the Sidra capacity analysis methodology for roundabouts.

The results are summarized in Table 1, and indicate the following:

1. The signalized intersections that serve the eastbound and westbound ramps of I-370 currently operate at acceptable levels of service during both the AM and PM peak hours. Further, both intersections operate within acceptable CLV limits during both periods.

2. Each of the approaches at the Grand Corner Avenue roundabout currently operate at LOS "A" with a maximum volume-to-capacity (v/c) ratio of just over 0.50 that is considered well within an acceptable limit of 0.85. This is experienced in the westbound direction during the PM peak hour.

3. All of the approaches at the Rio Boulevard roundabout operate at acceptable levels of service (LOS "A") during the AM peak hour. During the PM peak hour, the northbound approach (Washingtonian Boulevard) operates within acceptable limits with a maximum v/c ratio of 0.47.

Capacity analysis worksheets are contained in Appendix D.

Section 4

ANALYSIS OF FUTURE CONDITIONS

Other Approved Developments

Overview. This traffic study includes traffic generated by two (2) other approved development projects in the region, the Crown Farm and Washingtonian South.

The level of development within each of these other approved projects was estimated based on information provided by City staff. The location of these other developments is shown on Figure 5.

Pipeline Development Trip Assignments

The traffic anticipated to be generated by the other developments were assigned to the study network according to distributions from previous studies and the distribution data contained in the Local Area Transportation Review (LATR) Guidelines, in accordance with City of Gaithersburg procedures.

The number of net new trips expected to be generated by other development projects was extracted from the Crown Farm traffic study and/or calculated based on standard LATR and ITE trip generation rates. The results are summarized on Table 2, and indicate that these projects would generate 1,640 AM peak hour trips (703 in and 937 out) and 2,430 PM peak hour trips (1,267 in and 1,163 out) when complete.

The Crown Farm site-generated vehicle trips would use I-370 and Fields Road to access the property and not affect intersections along Washingtonian Boulevard. The Washingtonian South traffic assignment is shown on Figure 6.

Section 5
SITE TRIP GENERATION

Site Trip Generation and Comparison

The number of trips generated by both SDP amendment and the currently approved development program for the Washingtonian North Property was calculated using the Institute of Transportation Engineers Trip Generation, 9th Edition trip rates and equations and the rates published in the LATR, and is summarized on Table 3.

The anticipated trip generation for the site was calculated based on the formulas provided in Montgomery County's LATR Guidelines, the planned Gross Floor Area (GFA) for office and residential units. The rates contained in the Trip Generation, 9th Edition Manual, published by the Institute of Transportation Engineers (ITE) were used for the Lifetime Fitness Center.

The results indicate that the SDP Amendment would generate 882 AM peak hour trips and 1,129 PM peak hour vehicle trips. The currently approve development program (850,000 S.F. of general office) would generate 1,437 AM peak hour trips and 1,244 PM peak hour trips. Thus, the amended SDP program would generate 555 (or 39 percent) ***fewer*** AM peak hour trips and 115 (or nine (9) percent) ***fewer*** PM peak hour trips than the currently approved program as shown in Table 3.

Although the SDP amendment would generate fewer overall peak hour trips, the proposed program would generate slightly more outbound trips (104 vehicles) during the AM peak hour and slightly more inbound trips (258 vehicles) during the PM peak hour.

No reductions for transit, non-auto use, or internal trip making were assumed to be consistent with other approved studies in the area and provide a conservative estimate.

Site Generated Traffic Assignments

The new vehicle trips discussed above were applied to the road network based on the methodology outlined in the LATR for both residential/fitness center and office in accordance with City standards. The trip distributions and site generated traffic assignments for the commercial uses (office/fitness center) and residential apartments are shown on Figures 7 and 8. The combined traffic assignments are shown on Figure 9.

Section 6
ANALYSIS OF FUTURE CONDITIONS

Future Traffic Forecasts with the SDP Amendment

Future traffic forecasts with the proposed SDP amendment were prepared based on the existing traffic counts and background development, exclusive of the existing development program for the property. Traffic generated by the proposed SDP amendment program was added to these volumes and results in the traffic forecasts shown on Figure 10.

Future Levels of Service with the SDP Amendment

Capacity analyses were prepared for future conditions with the proposed SDP amendment of the Washingtonian North Property based on the traffic forecasts shown on Figure 10, the future lane use shown on Figure 11, and the Synchro, CLV, and roundabout capacity analysis procedures. The results are summarized in Table 1 and include a comparison of the currently approved versus proposed SDP amendment. Capacity analysis worksheets are contained in Appendix E and indicate the following:

1. The Washingtonian Boulevard/Westbound I-370 ramps intersection would continue to operate at acceptable signalized levels of service and within acceptable CLV thresholds with the modification to reduce the number of southbound lanes exiting the property from three (3) lanes to two (2) lanes. Further, the southbound queue is anticipated to be approximately 250 feet, and would not impact the adjacent site driveway during the critical peak hours since approximately 275 feet is available.

2. The Washingtonian Boulevard/Eastbound I-370 ramps intersection would operate within acceptable signalized intersection limits during both the AM and PM peak hours. The critical lane volume would remain within acceptable thresholds during both periods, with a significant reduction during the PM peak hour due to the reduction in office traffic when compared to currently approved conditions.

3. All of the approaches at the Grand Corner Avenue/Washingtonian Boulevard roundabout would continue to operate at acceptable levels of service and within acceptable volume-to-capacity ratios during both the AM and PM peak hours. There would be a slight reduction in overall delay with the proposed SDP amendment, with the westbound approach operating with a v/c ratio of 0.54 and within the 0.85 v/c capacity limit.

4. All of the approaches at the Rio Boulevard roundabout would operate at acceptable levels and v/c ratios during the AM peak hour. During the PM peak hour, the northbound approach of Washingtonian Boulevard would operate with a reduced v/c ratio of 0.51.

The results of the future analyses indicate that all of the studied intersections and roundabouts would operate at acceptable levels of service with the amended SDP development program.

Since the SDP amendment would generate significantly fewer peak hour trips than the currently approved all office program, the SDP program would results in less impact on the overall road network and reduced delays at the studied intersections. Further, while the SDP amendment generates slightly more outbound trips during the AM peak hour and slightly more inbound trips during the PM peak hour, the distribution of these trips has less impact to the road network and intersection delays than the currently approved development program.

Future Traffic Forecasts for Approved Conditions (Without the SDP Amendment)

Future traffic forecasts for approved conditions, without the SDP amendment were developed based on the existing traffic counts, and traffic generated by other approved developments including the currently approved development program for the Washingtonian North Property. These forecasts assume the property to be developed with 850,000 S.F. of general office. *Note that the Washingtonian North property was assumed at 800,000 S.F. rather than the currently approved 850,000 S.F. in the Crown Farm traffic study. Thus, the trip generation totals were updated and applied to the previously prepared distribution.*

Trip generation estimates, site traffic assignments, and the future lane use and traffic control for these conditions are contained in Appendix F.

Approved Conditions Levels of Service

Peak hour levels of service for approved conditions were estimated at the study intersections and roundabouts based on the future traffic forecasts and lane use mentioned previously, and the intersection and roundabout analysis procedures. The results are presented in Appendix G and indicate that the study intersections would operate within acceptable thresholds, with the exception of the CLV at the Washingtonian Boulevard/Eastbound I-370 ramps intersection. The PM peak hour CLV would be just beyond the threshold of 1,450 with a CLV of 1,494; however, the operational analyses at this intersection suggest that delays would remain within acceptable limits.

The overall intersection delays and volume-to-capacity ratios created by the approved all office development program are higher than those that would be realized based on the SDP amendment since the currently approved program generates significantly more peak hour trips.

Section 7
CONCLUSIONS

The conclusions of this traffic impact analysis are as follows:

1. The results of the traffic analyses with the SDP amendment indicate that the proposed mixed-use development program would generate significantly fewer overall vehicle trips and have less impact to the road network than the currently approved all office program. All of the studied intersections and roundabouts would continue to operate at acceptable levels of service and v/c ratios during both the AM and PM peak hours with the SDP amendment.

2. The currently approved development program for the Washingtonian North Property allows for 850,000 S.F. of general office space and would generate 1,437 AM peak hour trips (1,250 in and 187 out) and 1,244 PM peak hour trips (211 in and 1,033 out). The proposed Schematic Development Plan (SDP) amendment (400 multi-family apartments, 320,000 S.F. general office, and 130,000 S.F. fitness club) would generate 882 AM peak hour trips (591 in and 291 out) and 1,129 PM peak hour trips (469 in and 660 out). Thus, the proposed SDP amendment would generate 555 *fewer* AM peak hour trips and 115 *fewer* PM peak hour trips than the currently approved program.

3. Although the proposed SDP development program is expected to generate slightly more outbound trips during the AM peak hour and inbound trips during the PM peak hour than the currently approved all office program, intersection delays, critical lane volumes, and v/c ratios would be reduced at all of the study intersections and roundabouts when compared to approved conditions.

4. The southbound lanes of Washingtonian Boulevard exiting the site would continue to function adequately by reducing the cross section from three (3) lanes to two (2) lanes at the westbound I-370 ramps intersection. This reduction in lanes directly relates to the significant reduction in peak hour, peak direction traffic generated by the SDP amendment, and would not create adverse queuing impacts on this approach within the property.

5. All of the existing intersections and roundabouts on Washingtonian Boulevard at the eastbound and westbound I-370 ramps and at the Grand Corner Avenue and Rio Boulevard roundabouts currently operate at acceptable levels of service, critical lane volumes, and volume-to-capacity ratios during both the AM and PM peak hours and will continue to do so with the proposed SDP amendment.

O:\Projects\5501-6000\5684 Washingtonian North\Documents\Reports\Washingtonian North Traffic Impact Assessment (Submission 4.8.13).doc

Figure 1
Site Location

North

Washingtonian North
Gaithersburg, Maryland

Wells + Associates, Inc.

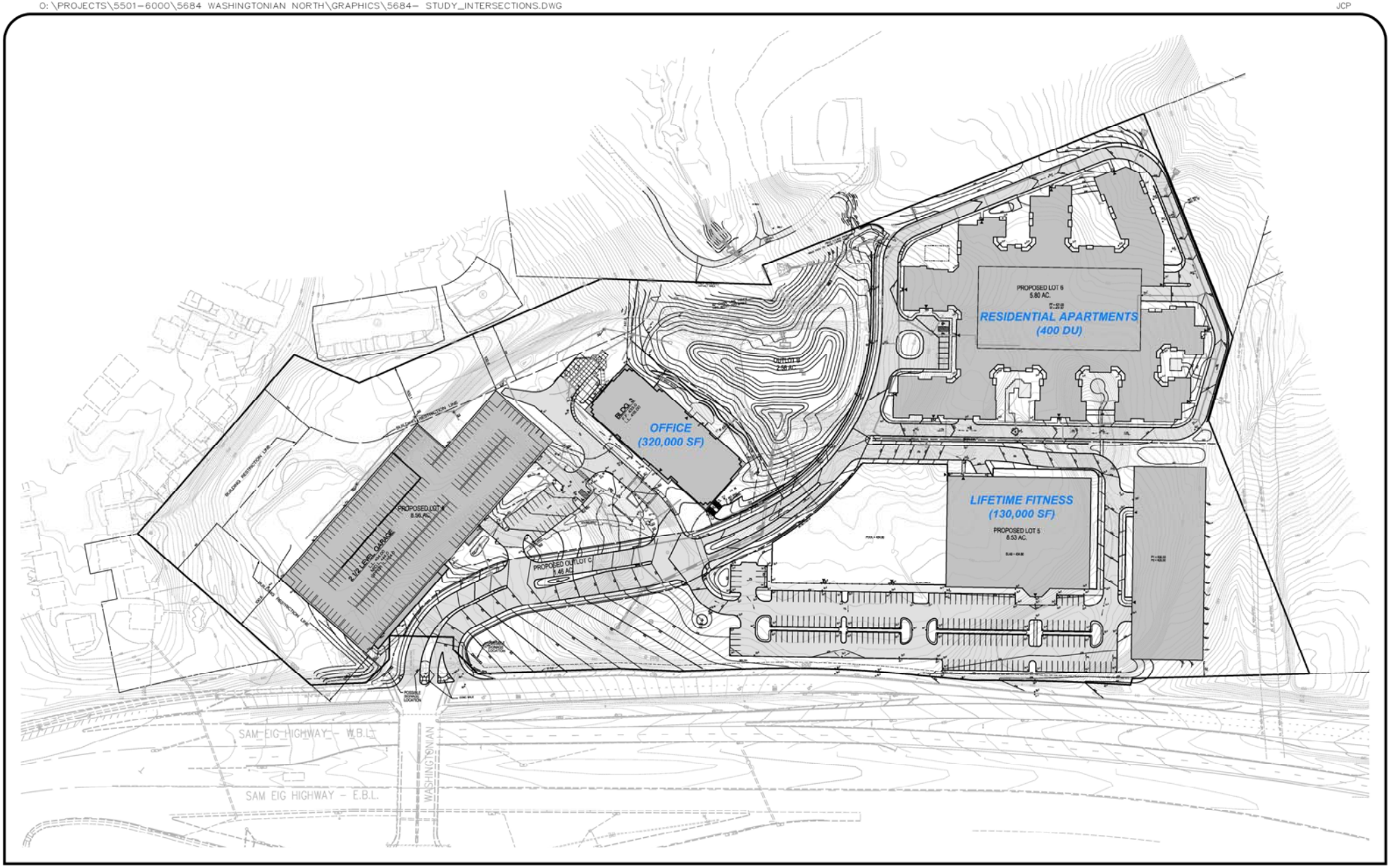

Figure 2
Conceptual Site Plan

North

Washingtonian North
Gaithersburg, Maryland

Wells + Associates, Inc.

Figure 3
2013 Existing Lane Use and Traffic Controls

Represents One Travel Lane
Signalized Intersection
Stop Sign

North

Washingtonian North
Gaithersburg, Maryland

Wells + Associates, Inc.

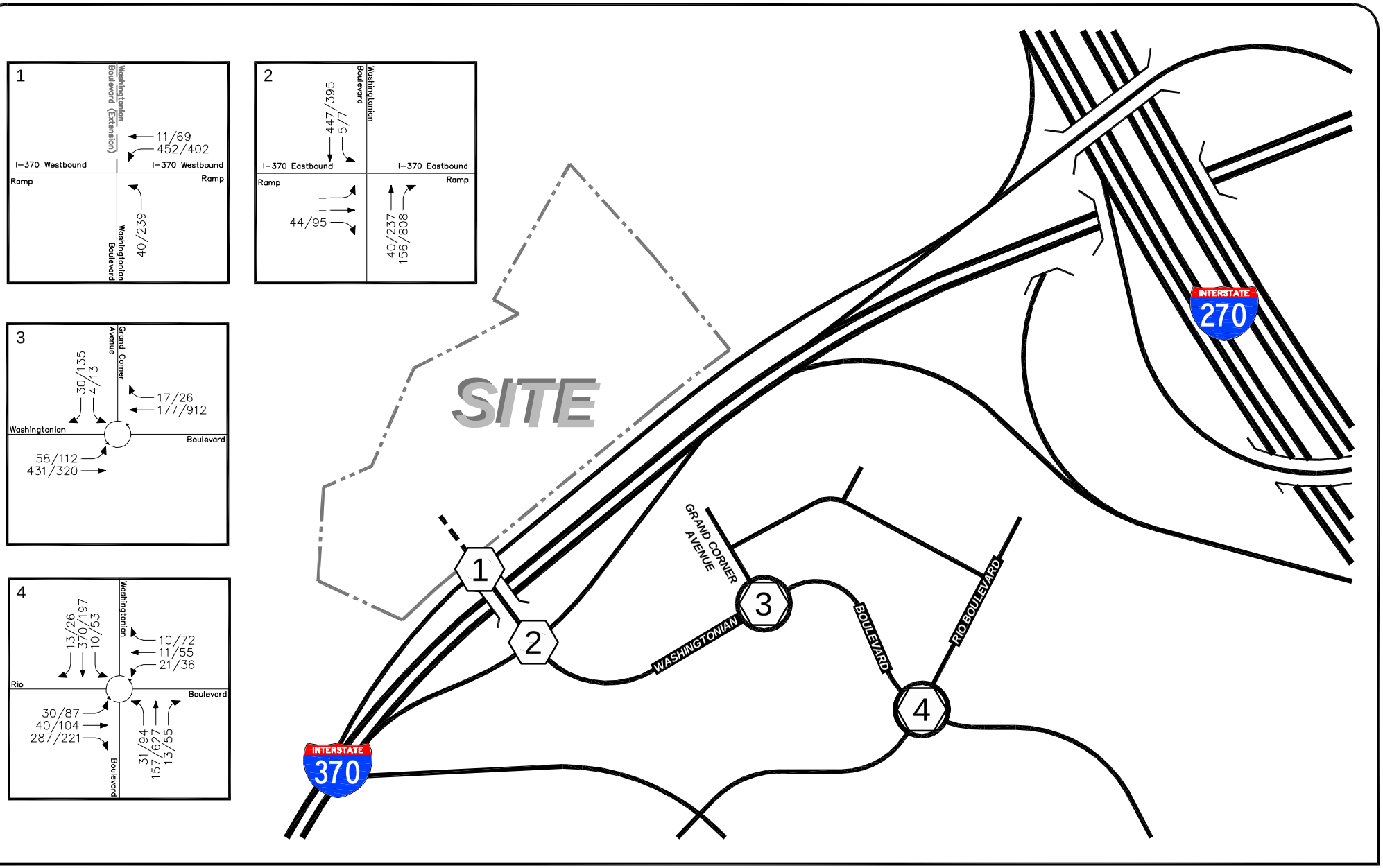

Figure 4
2013 Existing Peak Hour Vehicular Traffic Volumes

AM PEAK HOUR
PM PEAK HOUR
000/000

North

Washington North
Gaithersburg, Maryland

Wells + Associates, Inc.

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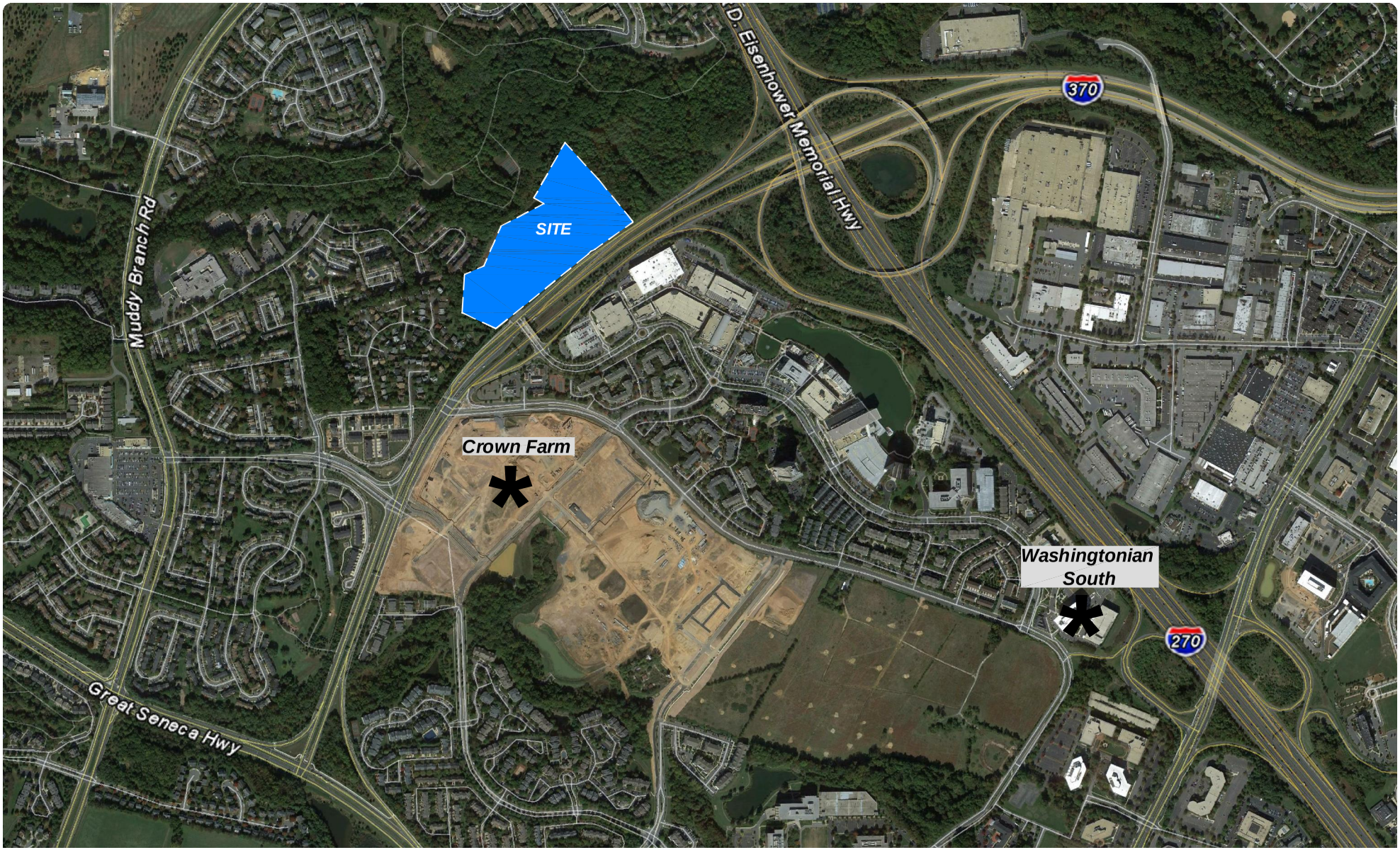


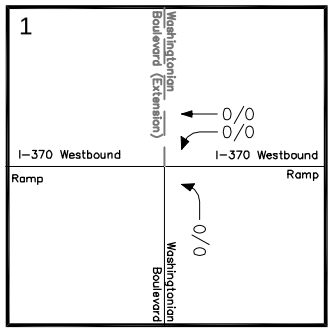
Figure 5
Pipeline Development Locations

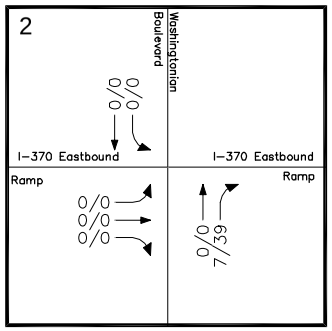
North

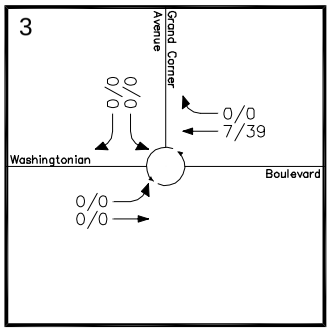
Washingtonian North
Gaithersburg, Maryland

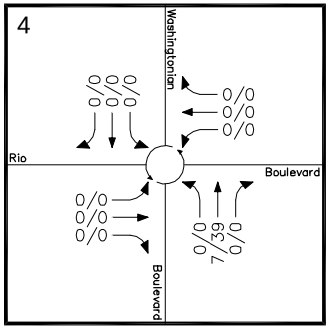
Pipeline Development

Wells + Associates, Inc.









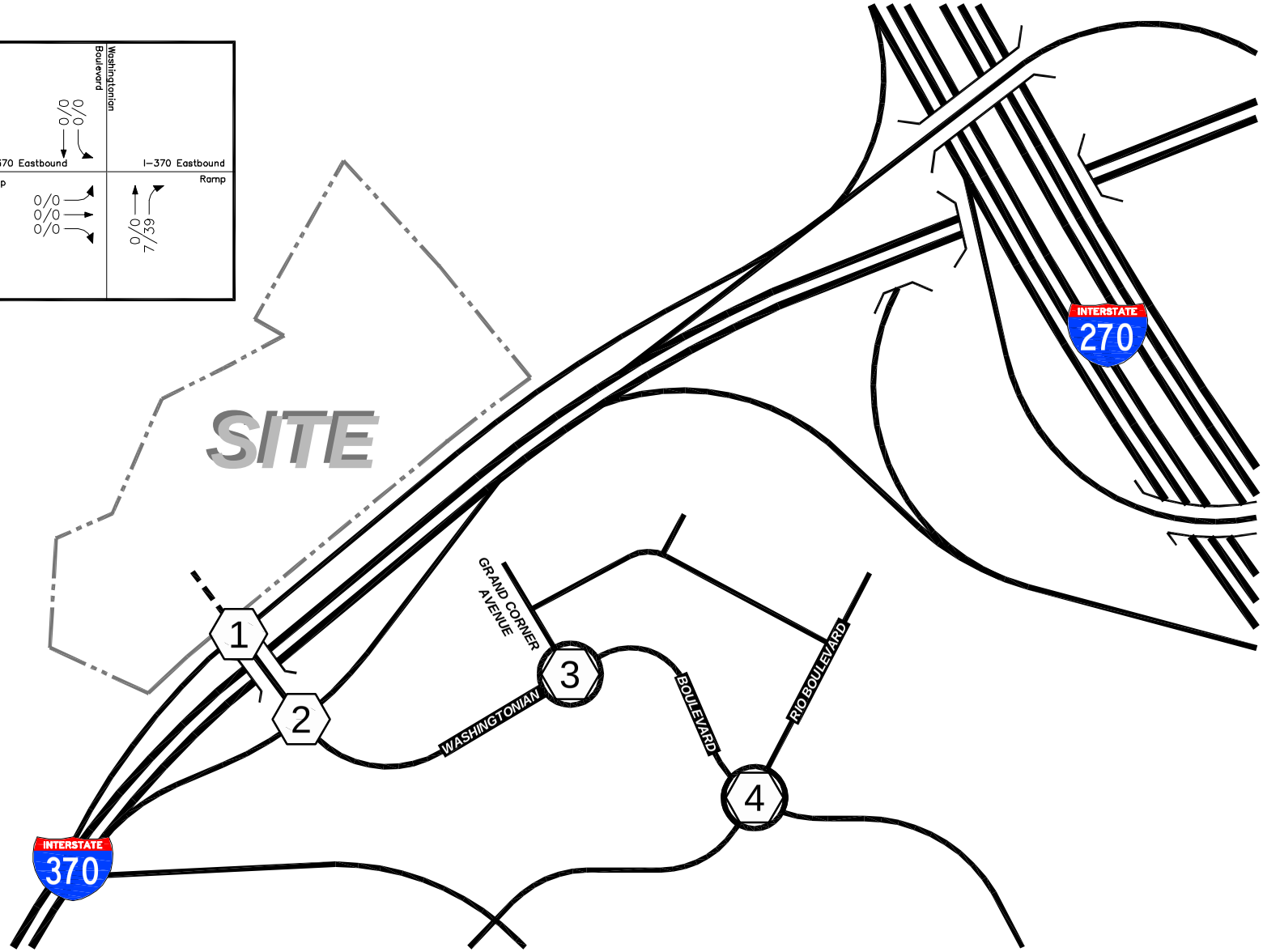


Figure 6
Washingtonian South Traffic Assignments

AM PEAK HOUR
PM PEAK HOUR
000/000

North

Washingtonian North
Gaithersburg, Maryland

Wells + Associates, Inc.

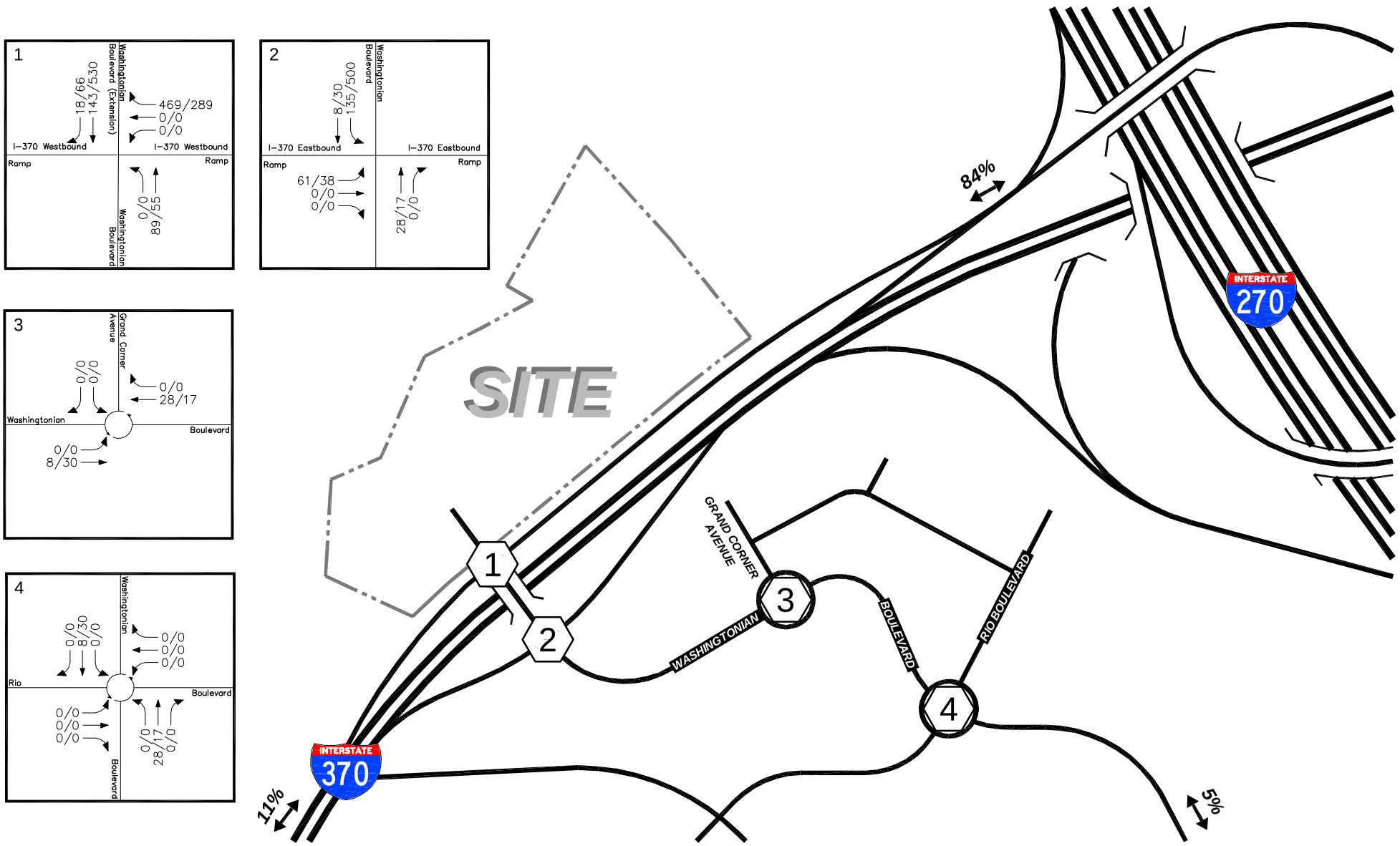


Figure 7
Commercial Site Generated Traffic Assignments and Directional Distributions for Proposed SDP Amendment
(320,000 S.F. of Office and 130,000 S.F. of Fitness Center)

AM PEAK HOUR
PM PEAK HOUR
000/000

North

Washington North
Gaithersburg, Maryland

Wells + Associates, Inc.

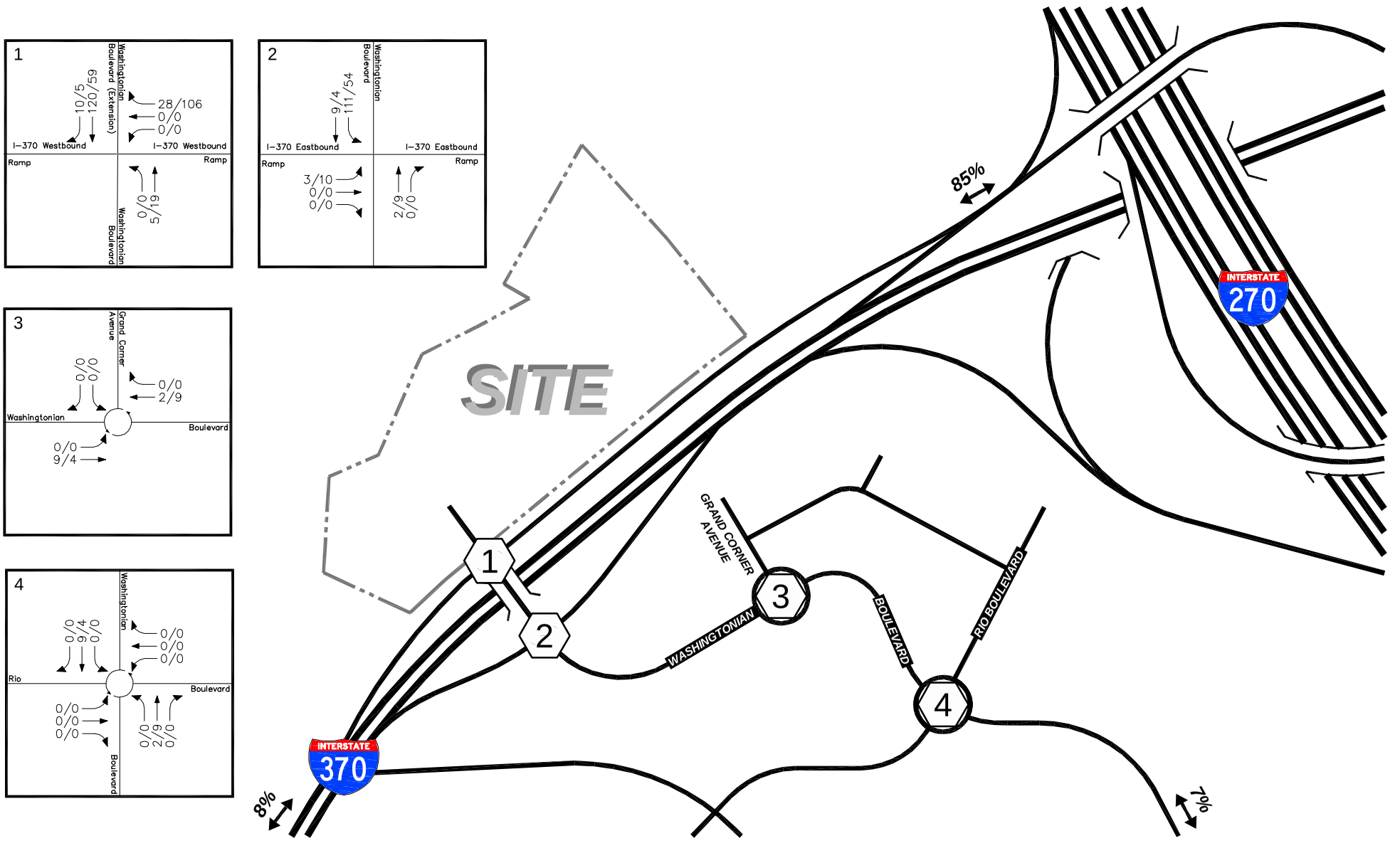


Figure 8
Residential Site Generated Traffic Assignments and Directional Distributions for Proposed SDP Amendment (400 Multi-Family Apartments)

AM PEAK HOUR
PM PEAK HOUR
000/000

North

Washingtonian North
Gaithersburg, Maryland

Wells + Associates, Inc.

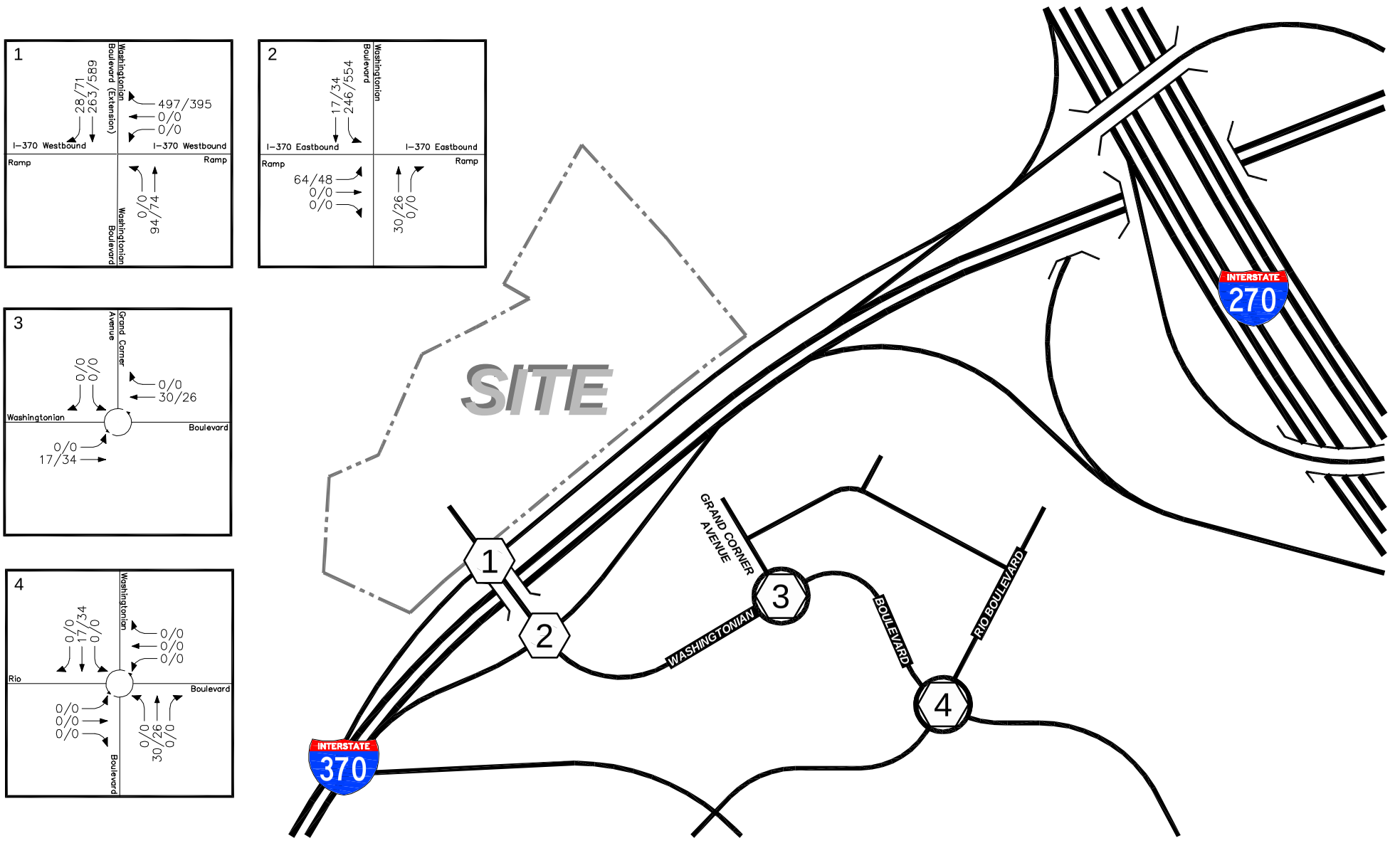


Figure 9
Combined Site Generated Traffic Assignments for Proposed SDP Amendment

AM PEAK HOUR
PM PEAK HOUR
000/000

North

Washington North
Gaithersburg, Maryland

Wells + Associates, Inc.

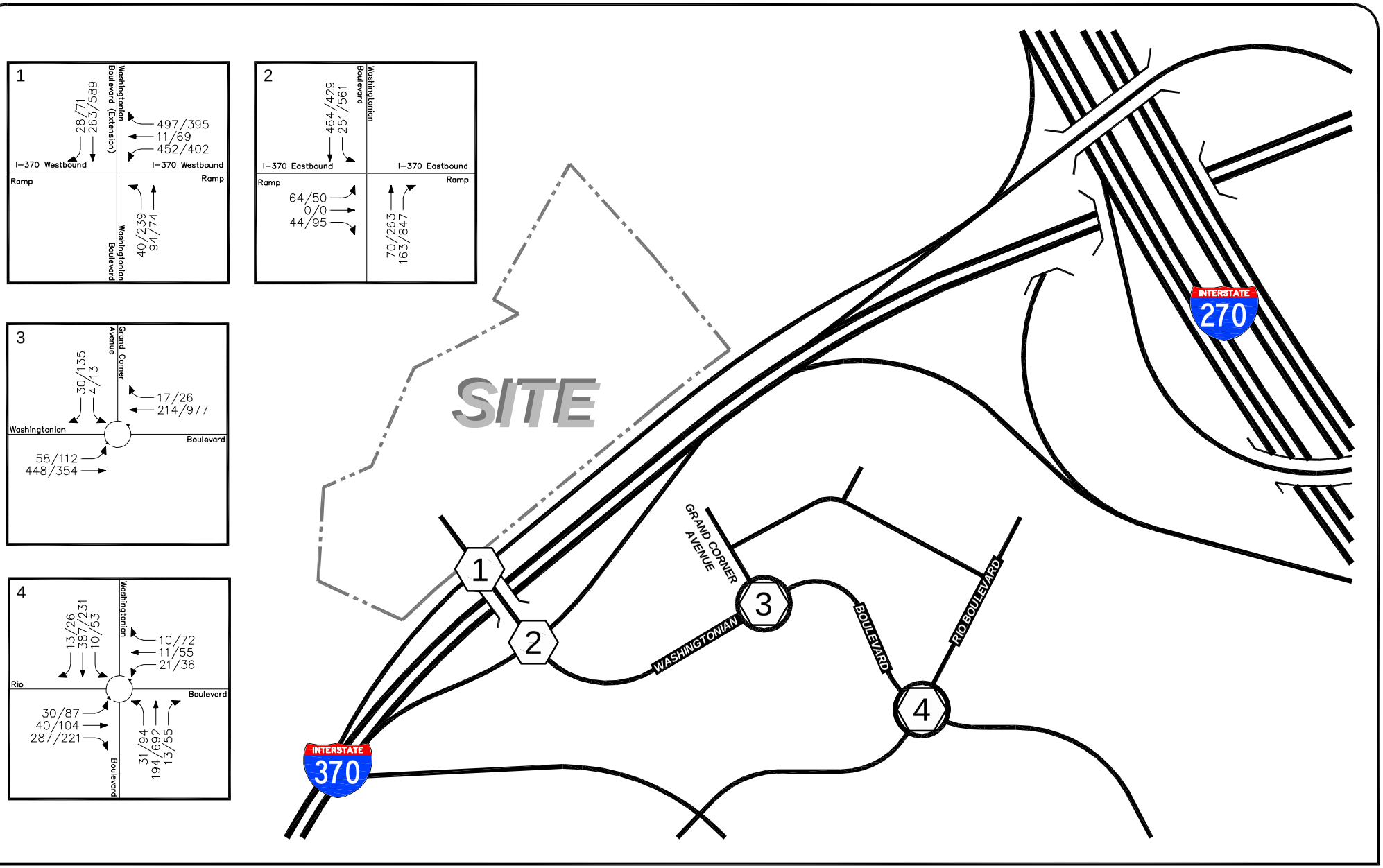


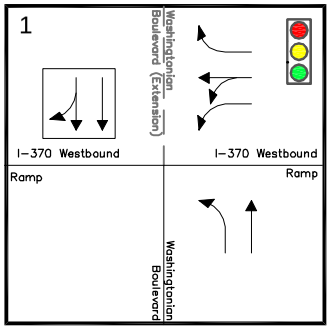
Figure 10
Future Peak Hour Traffic Forecasts for Proposed SDP Amendment

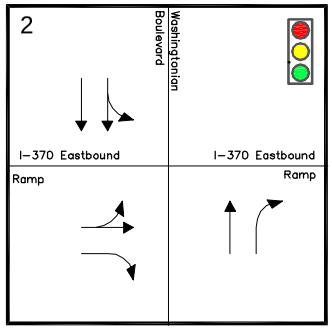
AM PEAK HOUR
PM PEAK HOUR
000/000

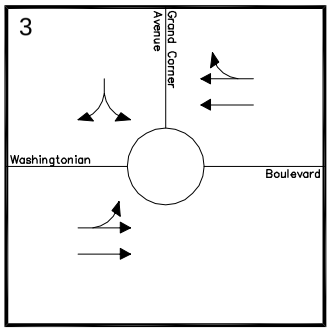
North

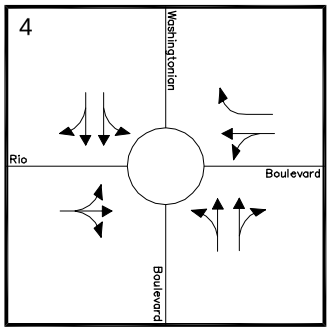
Washington North
Gaithersburg, Maryland

Wells + Associates, Inc.









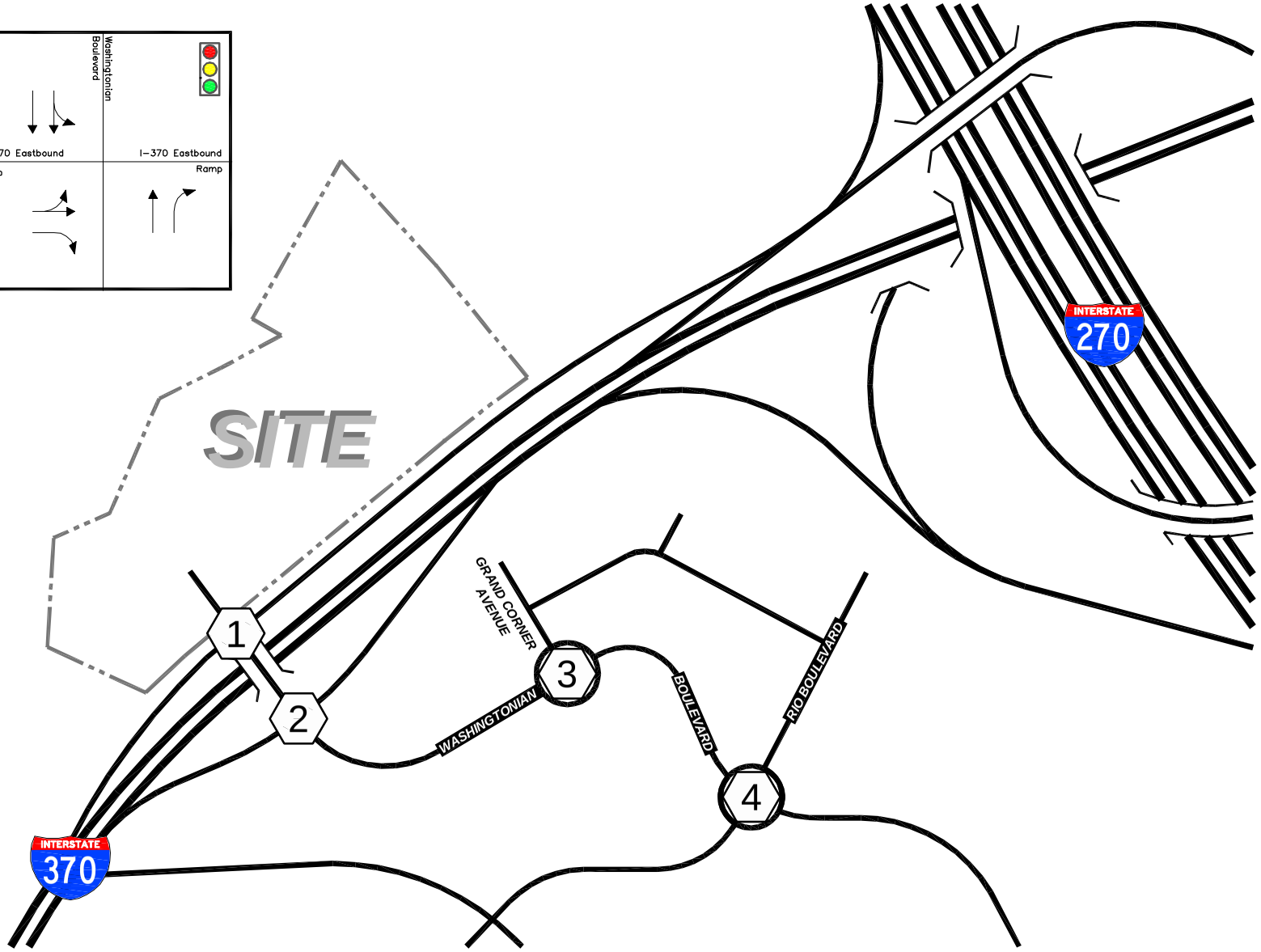


Figure 11
Future Lane Use and Traffic Control for Proposed SDP Amendment

Represents One Travel Lane
Signalized Intersection
Stop Sign

North

Proposed Modification

Washington North
Gaithersburg, Maryland

Wells + Associates, Inc.

Table 1
Washingtonian North
Intersection Level of Service Summary [1] [2] [3]

Intersection	Intersection Control	Approach/ Movement	2013 Existing						Approved Program						With SDP Amendment					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			LOS	CLV/Delay	v/c	LOS	CLV/Delay	v/c	LOS	CLV/Delay	v/c	LOS	CLV/Delay	v/c	LOS	CLV/Delay	v/c	LOS	CLV/Delay	v/c
1: WB Sam Eig Highway Ramp/Washingtonian Boulevard	C.L.V	Overall	A	(280)		A	(452)		C	(1,251)		A	(960)		A	(691)		A	(984)	
	Signalized	SBT	Movements don't exist under this condition.						B	(14.3)		B	(14.5)		B	(10.8)		B	(11.0)	
		SBR							B	(13.7)		B	(10.6)		Movement doesn't exist under this condition					
		SB							B	(14.2)		B	(14.0)		B	(10.8)		B	(11.0)	
		NBL	A	(5.3)		A	(4.6)		A	(8.7)		C	(28.8)		A	(3.0)		A	(6.0)	
		NBT	Movement doesn't exist under this condition						C	(20.3)		A	(9.0)		A	(3.0)		A	(0.1)	
		NB	A	(5.3)		A	(4.6)		B	(19.6)		C	(22.5)		A	(3.0)		A	(4.6)	
		WBL	C	(34.4)		D	(36.8)		C	(20.5)		D	(39.8)		C	(29.1)		D	(40.3)	
		WBLT	C	(34.6)		D	(37.1)		C	(20.6)		D	(40.1)		C	(29.2)		D	(40.3)	
		WBR	Movement doesn't exist under this condition						D	(39.9)		C	(28.6)		C	(26.0)		C	(30.3)	
		WB	C	(34.5)		D	(36.9)		C	(31.0)		D	(38.0)		C	(27.6)		D	(35.7)	
		Overall	**C**	**(32.2)**		**C**	**(26.0)**		**C**	**(25.3)**		**C**	**(22.5)**		**C**	**(21.8)**		**C**	**(21.6)**	
2: EB Sam Eig Highway Ramp/Washingtonian Boulevard	C.L.V	Overall	A	(284)		A	(829)		A	(822)		E	(1,494)		A	(478)		D	(1,418)	
	Signalized	SBLT	A	(0.2)		A	(0.2)		A	(6.3)		A	(3.7)		A	(1.4)		A	(3.7)	
		NBT	A	(1.1)		A	(1.7)		B	(13.5)		B	(14.4)		A	(9.4)		B	(19.9)	
		NBR	A	(1.3)		A	(4.3)		A	(8.5)		C	(26.6)		A	(9.8)		D	(50.8)	
		NB	A	(1.3)		A	(3.7)		B	(12.3)		C	(23.3)		A	(9.7)		D	(43.5)	
		EBLT	A	(0.0)		D	(38.5)		D	(40.5)		D	(39.5)		D	(39.4)		D	(39.6)	
		EBR	D	(39.9)		D	(38.8)		C	(31.0)		D	(38.2)		D	(36.5)		D	(37.5)	
		EB	D	(39.9)		D	(38.8)		D	(38.6)		D	(38.6)		D	(38.2)		D	(38.2)	
		Overall	**A**	**(3.0)**		**A**	**(5.0)**		**B**	**(13.7)**		**B**	**(14.2)**		**A**	**(7.0)**		**C**	**(25.6)**	
3: Grand Corner Avenue/Washingtonian Boulevard	Roundabout	WBT	A	(4.4)	0.11	A	(9.7)	0.50	A	(7.6)	0.39	B	(11.1)	0.57	A	(4.6)	0.13	A	(10.4)	0.54
		WBR	A	(4.4)	0.11	A	(9.7)	0.50	A	(7.6)	0.39	B	(11.1)	0.57	A	(4.6)	0.13	A	(10.4)	0.54
		WB	A	(4.4)	0.11	A	(9.7)	0.50	A	(7.6)	0.39	B	(11.1)	0.57	A	(4.6)	0.13	A	(10.4)	0.54
		SBL	A	(4.2)	0.04	B	(10.9)	0.29	A	(6.5)	0.07	B	(12.4)	0.32	A	(4.3)	0.04	B	(11.6)	0.31
		SBR	A	(4.2)	0.04	B	(10.9)	0.29	A	(6.5)	0.07	B	(12.4)	0.32	A	(4.3)	0.04	B	(11.6)	0.31
		SB	A	(4.2)	0.04	B	(10.9)	0.29	A	(6.5)	0.07	B	(12.4)	0.32	A	(4.3)	0.04	B	(11.6)	0.31
		EBL	A	(5.8)	0.27	A	(5.4)	0.22	A	(5.9)	0.27	A	(6.9)	0.35	A	(5.9)	0.27	A	(5.6)	0.24
		EBT	A	(5.8)	0.27	A	(5.4)	0.22	A	(5.9)	0.27	A	(6.9)	0.35	A	(5.9)	0.27	A	(5.6)	0.24
		EB	A	(5.8)	0.27	A	(5.4)	0.22	A	(5.9)	0.27	A	(6.9)	0.35	A	(5.9)	0.27	A	(5.6)	0.24
		Overall	**A**	**(5.4)**	**0.27**	**A**	**(8.6)**	**0.50**	**A**	**(6.9)**	**0.39**	**A**	**(9.7)**	**0.57**	**A**	**(5.5)**	**0.27**	**A**	**(9.1)**	**0.54**
4: Rio Boulevard/Washingtonian Boulevard	Roundabout	EBL	A	(5.6)	0.10	A	(6.7)	0.24	A	(5.8)	0.10	A	(8.8)	0.30	A	(5.7)	0.10	A	(6.9)	0.24
		EBT	A	(5.6)	0.10	A	(6.7)	0.24	A	(5.8)	0.10	A	(8.8)	0.30	A	(5.7)	0.10	A	(6.9)	0.24
		EBR	A	(9.3)	0.39	A	(7.0)	0.27	A	(9.8)	0.40	A	(9.2)	0.34	A	(9.5)	0.40	A	(7.3)	0.28
		EB	A	(8.6)	0.39	A	(6.9)	0.27	A	(9.0)	0.40	A	(9.0)	0.34	A	(8.7)	0.40	A	(7.1)	0.28
		NBL	A	(4.5)	0.11	A	(9.8)	0.47	A	(7.4)	0.37	B	(11.4)	0.54	A	(4.6)	0.13	B	(10.6)	0.51
		NBT	A	(4.5)	0.11	A	(9.8)	0.47	A	(7.4)	0.37	B	(11.3)	0.54	A	(4.6)	0.13	B	(10.6)	0.51
		NBR	A	(4.4)	0.11	A	(9.7)	0.47	A	(7.4)	0.37	B	(11.2)	0.54	A	(4.6)	0.13	B	(10.5)	0.51
		NB	A	(4.5)	0.11	A	(9.8)	0.47	A	(7.4)	0.37	B	(11.3)	0.54	A	(4.6)	0.13	B	(10.6)	0.51
		WBL	A	(4.3)	0.05	B	(10.4)	0.30	A	(6.6)	0.07	B	(11.8)	0.33	A	(4.5)	0.05	B	(11.1)	0.32
		WBT	A	(4.3)	0.05	B	(10.4)	0.30	A	(6.6)	0.07	B	(11.8)	0.33	A	(4.5)	0.05	B	(11.1)	0.32
		WBR	A	(4.3)	0.05	B	(10.4)	0.30	A	(6.6)	0.07	B	(11.8)	0.33	A	(4.5)	0.05	B	(11.1)	0.32
		WB	A	(4.3)	0.05	B	(10.4)	0.30	A	(6.6)	0.07	B	(11.8)	0.33	A	(4.5)	0.05	B	(11.1)	0.32
		SBL	A	(5.4)	0.21	A	(5.4)	0.16	A	(5.6)	0.23	A	(7.1)	0.31	A	(5.5)	0.21	A	(5.6)	0.18
		SBT	A	(5.4)	0.21	A	(5.3)	0.16	A	(5.6)	0.23	A	(7.0)	0.31	A	(5.5)	0.21	A	(5.5)	0.18
		SBR	A	(5.4)	0.21	A	(5.3)	0.16	A	(5.6)	0.23	A	(7.0)	0.31	A	(5.5)	0.21	A	(5.5)	0.18
		SB	A	(5.4)	0.21	A	(5.3)	0.16	A	(5.6)	0.23	A	(7.0)	0.31	A	(5.5)	0.21	A	(5.5)	0.18
		Overall	**A**	**(6.3)**	**0.39**	**C**	**(8.4)**	**0.47**	**A**	**(7.2)**	**0.40**	**A**	**(9.7)**	**0.54**	**A**	**(6.3)**	**0.40**	**A**	**(8.9)**	**0.51**

Notes:

(1) Signalized capacity analysis based on Highway Capacity Manual methodology, using Synchro 7.0. Assumes cycle length of 90 seconds.

(2) Critical Lane Volume analysis based on CLV methodology.
The congestion standard for this area is a Critical Lane Volume (CLV) of 1,450.

(3) Roundabout analysis based on SIDRA Intersection methodology, version 5.1.13.2093

Wells + Associates, Inc.
McLean, Virginia

Table 2
Washingtonian North
Pipeline Development Trip Generation Summary

	Development/Use		Amount	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
1	**Crown Farm** (1)	Retail (Montgomery County, 50-200 ksf)	250,000	S.F.	244	225	469	975	900	1,875
		Internal Reduction			(24)	(34)	(58)	(105)	(113)	(218)
		Net External Trips			220	191	411	870	787	1,657
		Pass-By Trips (AM: 20%, PM: 30%)			(44)	(38)	(82)	(261)	(236)	(497)
		Net New Trips			176	153	329	609	551	1,160
		General Office	50,000	S.F.	67	10	77	16	76	92
		Internal Reduction			(7)	(2)	(9)	(5)	(19)	(24)
		Net New Trips			60	8	68	11	57	68
		Residential								
		Single-Family Units	198	D.U.	37	111	148	117	66	183
		Townhouses	566	D.U.	50	245	295	206	101	307
		High Rise Apartments	774	D.U.	59	176	235	168	107	275
		Garden Apartments	684	D.U.	55	222	277	213	109	322
		Subtotal for residential	2222	D.U.	201	754	955	704	383	1,087
		Internal Reduction			(27)	(22)	(49)	(110)	(88)	(198)
		Net New Trips			174	732	906	594	295	889
		Total New Trips			410	893	1,303	1,214	903	2,117
2	**Washingtonian South** (2)	General Office	203,136	S.F.	293	44	337	53	260	313
3	**Washingtonian North** (2,3)	General Office	850,000	S.F.	1,250	187	1,437	211	1,033	1,244
	Total Trips Generated by Pipeline Developments				**1,953**	**1,124**	**3,077**	**1,478**	**2,196**	**3,674**

Note: (1) Trips rates based Approved Crown Farm Traffic Impact Analysis, Dated July 27, 2006.
(2) Trip rates based on Local Area Transportation Review Guidelines, February 2012.
(3) Crown Farm Report Assumes 800,000 S.F. of Office.

Table 3
Washingtonian North
Trip Generation Analysis

Use	ITE Land USE Code	Density	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Proposed SDP Amended Program									
Multifamily Apartments (mid-rise) **(1)**	NA	400	D.U.	33	130	163	125	64	189
General Office **(1)**	NA	320,000	S.F. (GFA)	466	70	536	82	399	481
Lifetime Fitness (Health Fitness Club) **(2)**	492	130,000	S.F. (GFA)	92	91	183	262	197	459
Subtotal (Proposed SDP Amendment)				**591**	**291**	**882**	**469**	**660**	**1,129**
Approved Program **(1)**									
General Office		850,000	S.F. (GFA)	1,250	187	1,437	211	1,033	1,244
Difference (Proposed vs. Approved)				**(659)**	**104**	**(555)**	**258**	**(373)**	**(115)**
Percent Difference (Proposed vs. Approved)				**-53%**	**56%**	**-39%**	**122%**	**-36%**	**-9%**

Notes: (1) Based on Local Area Transportation Review Guidelines, February 2012.

(2) Traffic estimates based on Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition.

Wells + Associates, Inc.
McLean, Virginia

Appendix A

Scoping Document

WELLS + ASSOCIATES

February 12, 2013

VIA ELECTRONIC DELIVERY

Mr. Ollie K. Mumpower
Traffic Engineer/Assistant Director
City Of Gaithersburg
800 Rabbitt Road
Gaithersburg, Maryland 20878-1600

Re: Washingtonian North Schematic Development Plan (SDP) Amendment
Transportation Impact Analysis Parameters;
Gaithersburg, Maryland

Dear Ollie,

This letter summarizes the analysis parameters for the Washingtonian North project located in Gaithersburg, Maryland. The subject site is located on the northeast side of Washingtonian Boulevard (Extension) and I-370 (Sam Eig Highway), as shown on Figure 1.

This site consists of 27 acres and is currently approved for 850,000 S.F. of general office spaces. A Schematic Development Plan (SDP) amendment is proposed for Washingtonian North that would consist of 220,000 S.F. of office, 360 residential apartments and an 111,000 S.F. Lifetime Fitness building.

Per our discussion, we intend to follow the City of Gaithersburg's Traffic Impact Study Standards and Regulations in the preparation of our study. The following summarizes our proposed scope.

Study Area. The following intersections would be included in the study, (confirmed by City staff) and as shown on Figure 1.

1. I-370 West Ramp/Washingtonian Boulevard.
2. I-370 East Ramp/Washingtonian Boulevard.
3. Grand Corner Avenue/Washingtonian Boulevard (roundabout).
4. Rio Boulevard/Washingtonian Boulevard (roundabout).

1420 Spring Hill Road, Suite 600 • McLean, Virginia 22102 • 703 / 917-6620 • Fax: 703 / 917-0739

Existing Traffic Counts. Utilize any recent traffic counts, or collect new existing traffic counts, from 6:30 to 9:30 AM and from 4:00 to 7:00 PM on a typical weekday at the aforementioned intersections.

Trip Generation. The anticipated trip generation for scoping purposes was calculated based on the formulas provided in Montgomery County's LATR Guidelines, the planned Gross Floor Area (GFA) for office and residential uses and Transportation Engineers (ITE), Trip Generation, 9th Edition for the Lifetime Fitness Center. The SDP Amendment would generate 662 AM peak hour trips and 880 PM peak hour vehicle trips. The currently approved program would generate 1,437 AM peak hour trips and 1,244 PM peak hour trips. Thus, the amended SDP program would generate 775 *fewer* AM peak hour trips and 364 *fewer* PM peak hour trips than the currently approved program as shown in Table 1.

Trip Reductions. No reductions for transit or non-auto use will be assumed to be consistent with other approved studies in the area. A modest five (5.0) percent reduction was applied to the fitness center trips based on the proximity to the residential and office uses.

Trip Distribution. Office and residential generated traffic would be distributed to the area road network for both the pipeline and proposed development based on the "Trip Distribution and Traffic Assignment Guidelines" as outlined in the Montgomery County LATR guidelines and/or previously prepared traffic studies in the area.

Background Traffic Forecasts. Background traffic forecasts will be prepared based on traffic generated by pipeline developments to be provided by the City of Gaithersburg. These include the Crown Farm and Washingtonian South projects and the approved 850,000 S.F. of general office for the Washingtonian North property. Consistent with previously approved studies, a regional growth rate will not be applied.

Future Traffic Volumes. Total future traffic forecasts will be prepared by replacing the currently approved Washingtonian North program with the proposed development program.

Capacity Analyses. We will analyze the intersections previously discussed and the site access driveways for existing, background, and total future conditions using the Critical Lane Volume (CLV) technique, Synchro 7, and Sidra for the roundabouts. We will report any mitigation measures that may be necessary to maintain acceptable levels of service. The prevailing congestion standard for this area is a Critical Lane Volume (CLV) of 1,450.

Pedestrian/Bicycle/Transit Facilities. The traffic study will include a discussion of the existing and proposed pedestrian, bicycle, and transit facilities adjacent to the site.

Please review this information and call me with any questions or changes that may be necessary. If this traffic scope is acceptable, please respond by email and/or sign and email a copy of this document for inclusion in the study.

Thank you for your assistance in this matter.

Sincerely,

Michael J. Workosky, PTP, TOPS, TSOS
Vice President

SIGNED AND ACCEPTED BY: _____

DATE: _____

cc: Scott Wallace, Linowes and Blocher
Jay Johnson, Camden

O:\PROJECTS\5501-6000\5684 WASHINGTONIAN NORTH\DOCUMENTS\WASHINGTONIAN NORTH TRAFFIC SCOPING LETTER (2.12.2013).DOC

Figure 1
Study Intersections

X STUDY INTERSECTION

North

Washingtonian North
Gaithersburg, Maryland

Wells + Associates, Inc.

Table 1
Washingtonian North
Trip Generation Analysis

Use	ITE Land USE Code	Density	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Proposed SDP Amended Program									
Multifamily Apartments (mid-rise) **(1)**	NA	360	D.U.	29	118	147	112	58	170
General Office **(1)**	NA	220,000	S.F. (GFA)	318	48	366	57	280	337
Lifetime Fitness (Health Fitness Club) **(2)**	492	111,000	S.F. (GFA)	79	78	157	223	169	392
(Internal Trip Reduction) **(3)**	5%			(4)	(4)	(8)	(11)	(8)	(19)
Subtotal (Proposed SDP Amendment)				**422**	**240**	**662**	**381**	**499**	**880**
Approved Program **(1)**									
General Office		850,000	S.F. (GFA)	1,250	187	1,437	211	1,033	1,244
Difference (Proposed vs. Approved)				**(828)**	**53**	**(775)**	**170**	**(534)**	**(364)**
Percent Difference (Proposed vs. Approved)				**-66%**	**28%**	**-54%**	**81%**	**-52%**	**-29%**

Notes: (1) Based on Local Area Transportation Review Guidelines, July 2011.

(2) Traffic estimates based on Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition.

(3) Based on proximity of other uses.

Appendix B

Traffic Counts

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Camden Washingtonian	DATE:	1/10/2013	SOUTHBOUND ROAD:	
W & A JOB NO.:	5684	DAY:	Thursday	NORTHBOUND ROAD:	Washingtonian Boulevard
INTERSECTION:	1. Washingtonian Blvd. & WB Ramp	WEATHER:	clear	WESTBOUND ROAD:	WB Sam Eig Highway Ramp
LOCATION:	Montgomery County,MD	COUNTED BY:	Vanessa	EASTBOUND ROAD:	WB Sam Eig Highway Ramp
		INPUTED BY:	agan		

Time Period	Turning Movements																				Time Period
	Westbound WB Sam Eig Highway Ramp				Northbound Washingtonian Boulevard				Eastbound WB Sam Eig Highway Ramp				Southbound 0				North & South	East & West	Total	PHF	
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	0	0	33	33	0	0	8	8	0	0	0	0	0	0	0	0	33	8	41		6:30-6:45
6:45-7:00	0	1	44	45	0	0	2	2	0	0	0	0	0	0	0	0	45	2	47		6:45-7:00
7:00-7:15	0	0	50	50	0	0	7	7	0	0	0	0	0	0	0	0	50	7	57		7:00-7:15
7:15-7:30	0	2	54	56	0	0	9	9	0	0	0	0	0	0	0	0	56	9	65		7:15-7:30
7:30-7:45	0	6	77	83	0	0	4	4	0	0	0	0	0	0	0	0	83	4	87		7:30-7:45
7:45-8:00	0	2	108	110	0	0	9	9	0	0	0	0	0	0	0	0	110	9	119		7:45-8:00
8:00-8:15	0	4	88	92	0	0	12	12	0	0	0	0	0	0	0	0	92	12	104		8:00-8:15
8:15-8:30	0	1	116	117	0	0	6	6	0	0	0	0	0	0	0	0	117	6	123		8:15-8:30
8:30-8:45	0	5	103	108	0	0	13	13	0	0	0	0	0	0	0	0	108	13	121		8:30-8:45
8:45-9:00	0	2	137	139	0	0	11	11	0	0	0	0	0	0	0	0	139	11	150		8:45-9:00
9:00-9:15	0	3	96	99	0	0	10	10	0	0	0	0	0	0	0	0	99	10	109		9:00-9:15
9:15-9:30	0	4	100	104	0	0	10	10	0	0	0	0	0	0	0	0	104	10	114		9:15-9:30
3 Hour Totals	**0**	**30**	**1,006**	**1,036**	**0**	**0**	**101**	**101**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,036**	**101**	**1,137**		
1 Hour Totals																					
210 6:30-7:30	0	3	181	184	0	0	26	26	0	0	0	0	0	0	0	0	184	26	210	0.81	6:30-7:30
256 6:45-7:45	0	9	225	234	0	0	22	22	0	0	0	0	0	0	0	0	234	22	256	0.74	6:45-7:45
328 7:00-8:00	0	10	289	299	0	0	29	29	0	0	0	0	0	0	0	0	299	29	328	0.69	7:00-8:00
375 7:15-8:15	0	14	327	341	0	0	34	34	0	0	0	0	0	0	0	0	341	34	375	0.79	7:15-8:15
433 7:30-8:30	0	13	389	402	0	0	31	31	0	0	0	0	0	0	0	0	402	31	433	0.88	7:30-8:30
467 7:45-8:45	0	12	415	427	0	0	40	40	0	0	0	0	0	0	0	0	427	40	467	0.95	7:45-8:45
498 8:00-9:00	0	12	444	456	0	0	42	42	0	0	0	0	0	0	0	0	456	42	498	0.83	8:00-9:00
503 8:15-9:15	0	11	452	463	0	0	40	40	0	0	0	0	0	0	0	0	463	40	503	0.84	8:15-9:15
494 8:30-9:30	0	14	436	450	0	0	44	44	0	0	0	0	0	0	0	0	450	44	494	0.82	8:30-9:30
AM Peak																					**AM Peak**
503 **8:15-9:15**	**0**	**11**	**452**	**463**	**0**	**0**	**40**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**463**	**40**	**503**	**0.84**	**8:15-9:15**
PM																					
4:00-4:15	0	12	75	87	0	0	54	54	0	0	0	0	0	0	0	0	87	54	141		4:00-4:15
4:15-4:30	0	5	81	86	0	0	49	49	0	0	0	0	0	0	0	0	86	49	135		4:15-4:30
4:30-4:45	0	13	69	82	0	0	48	48	0	0	0	0	0	0	0	0	82	48	130		4:30-4:45
4:45-5:00	0	23	99	122	0	0	42	42	0	0	0	0	0	0	0	0	122	42	164		4:45-5:00
5:00-5:15	0	11	88	99	0	0	65	65	0	0	0	0	0	0	0	0	99	65	164		5:00-5:15
5:15-5:30	0	11	101	112	0	0	68	68	0	0	0	0	0	0	0	0	112	68	180		5:15-5:30
5:30-5:45	0	24	102	126	0	0	52	52	0	0	0	0	0	0	0	0	126	52	178		5:30-5:45
5:45-6:00	0	13	74	87	0	0	63	63	0	0	0	0	0	0	0	0	87	63	150		5:45-6:00
6:00-6:15	0	6	64	70	0	0	59	59	0	0	0	0	0	0	0	0	70	59	129		6:00-6:15
6:15-6:30	0	15	78	93	0	0	50	50	0	0	0	0	0	0	0	0	93	50	143		6:15-6:30
6:30-6:45	0	16	85	101	0	0	56	56	0	0	0	0	0	0	0	0	101	56	157		6:30-6:45
6:45-7:00	0	14	72	86	0	0	43	43	0	0	0	0	0	0	0	0	86	43	129		6:45-7:00
3 Hour Totals	**0**	**163**	**988**	**1,151**	**0**	**0**	**649**	**649**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,151**	**649**	**1,800**		
1 Hour Totals																					
570 4:00-5:00	0	53	324	377	0	0	193	193	0	0	0	0	0	0	0	0	377	193	570	0.87	4:00-5:00
593 4:15-5:15	0	52	337	389	0	0	204	204	0	0	0	0	0	0	0	0	389	204	593	0.90	4:15-5:15
638 4:30-5:30	0	58	357	415	0	0	223	223	0	0	0	0	0	0	0	0	415	223	638	0.89	4:30-5:30
686 4:45-5:45	0	69	390	459	0	0	227	227	0	0	0	0	0	0	0	0	459	227	686	0.95	4:45-5:45
672 5:00-6:00	0	59	365	424	0	0	248	248	0	0	0	0	0	0	0	0	424	248	672	0.93	5:00-6:00
637 5:15-6:15	0	54	341	395	0	0	242	242	0	0	0	0	0	0	0	0	395	242	637	0.88	5:15-6:15
600 5:30-6:30	0	58	318	376	0	0	224	224	0	0	0	0	0	0	0	0	376	224	600	0.84	5:30-6:30
579 5:45-6:45	0	50	301	351	0	0	228	228	0	0	0	0	0	0	0	0	351	228	579	0.92	5:45-6:45
558 6:00-7:00	0	51	299	350	0	0	208	208	0	0	0	0	0	0	0	0	350	208	558	0.89	6:00-7:00
PM Peak																					**PM Peak**
686 **4:45-5:45**	**0**	**69**	**390**	**459**	**0**	**0**	**227**	**227**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**459**	**227**	**686**	**0.95**	**4:45-5:45**

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Camden Washingtonian	DATE:	1/10/2013	SOUTHBOUND ROAD:	Washingtonian Boulevard
W & A JOB NO.:	56xx	DAY:	Thursday	NORTHBOUND ROAD:	Washingtonian Boulevard
INTERSECTION:	2. Washingtonian Blvd. & EB Ramp	WEATHER:	clear	WESTBOUND ROAD:	EB Sam Eig Highway Ramp
LOCATION:	Montgomery County,MD	COUNTED BY:	Roberto & Geraldin	EASTBOUND ROAD:	EB Sam Eig Highway Ramp
		INPUTED BY:	agan		

Time Period	Turning Movements																				
	Westbound EB Sam Eig Highway Ramp				Northbound Washingtonian Boulevard				Eastbound EB Sam Eig Highway Ramp				Southbound Washingtonian Boulevard				North & South	East & West	Total	PHF	Time Period
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	0	0	0	0	23	5	0	28	4	0	0	4	0	29	3	32	4	60	64		6:30-6:45
6:45-7:00	0	0	0	0	22	2	0	24	2	0	0	2	0	39	2	41	2	65	67		6:45-7:00
7:00-7:15	0	0	0	0	32	7	0	39	3	0	0	3	0	45	1	46	3	85	88		7:00-7:15
7:15-7:30	0	0	0	0	27	8	0	35	4	0	1	5	0	50	1	51	5	86	91		7:15-7:30
7:30-7:45	0	0	0	0	36	5	0	41	6	0	0	6	0	63	2	65	6	106	112		7:30-7:45
7:45-8:00	0	0	0	0	51	9	0	60	7	0	0	7	0	102	2	104	7	164	171		7:45-8:00
8:00-8:15	0	0	0	0	31	11	0	42	8	0	1	9	0	76	1	77	9	119	128		8:00-8:15
8:15-8:30	0	0	0	0	36	6	0	42	11	0	0	11	0	99	1	100	11	142	153		8:15-8:30
8:30-8:45	0	0	0	0	39	10	0	49	5	0	0	5	0	73	2	75	5	124	129		8:30-8:45
8:45-9:00	0	0	0	0	46	10	0	56	13	0	0	13	0	101	1	102	13	158	171		8:45-9:00
9:00-9:15	0	0	0	0	35	10	0	45	15	0	0	15	0	66	1	67	15	112	127		9:00-9:15
9:15-9:30	0	0	0	0	40	10	0	50	14	0	0	14	0	63	1	64	14	114	128		9:15-9:30
3 Hour Totals	**0**	**0**	**0**	**0**	**418**	**93**	**0**	**511**	**92**	**0**	**2**	**94**	**0**	**806**	**18**	**824**	**94**	**1,335**	**1,429**		
1 Hour Totals																					
310 6:30-7:30	0	0	0	0	104	22	0	126	13	0	1	14	0	163	7	170	14	296	310	0.85	6:30-7:30
358 6:45-7:45	0	0	0	0	117	22	0	139	15	0	1	16	0	197	6	203	16	342	358	0.80	6:45-7:45
462 7:00-8:00	0	0	0	0	146	29	0	175	20	0	1	21	0	260	6	266	21	441	462	0.68	7:00-8:00
502 7:15-8:15	0	0	0	0	145	33	0	178	25	0	2	27	0	291	6	297	27	475	502	0.73	7:15-8:15
564 7:30-8:30	0	0	0	0	154	31	0	185	32	0	1	33	0	340	6	346	33	531	564	0.82	7:30-8:30
581 7:45-8:45	0	0	0	0	157	36	0	193	31	0	1	32	0	350	6	356	32	549	581	0.85	7:45-8:45
581 8:00-9:00	0	0	0	0	152	37	0	189	37	0	1	38	0	349	5	354	38	543	581	0.85	8:00-9:00
580 8:15-9:15	0	0	0	0	156	36	0	192	44	0	0	44	0	339	5	344	44	536	580	0.85	8:15-9:15
555 8:30-9:30	0	0	0	0	160	40	0	200	47	0	0	47	0	303	5	308	47	508	555	0.81	8:30-9:30
AM Peak																					**AM Peak**
580 **8:15-9:15**	**0**	**0**	**0**	**0**	**156**	**36**	**0**	**192**	**44**	**0**	**0**	**44**	**0**	**339**	**5**	**344**	**44**	**536**	**580**	**0.85**	**8:15-9:15**
PM																					
4:00-4:15	0	0	0	0	156	53	0	209	16	0	0	16	0	78	2	80	16	289	305		4:00-4:15
4:15-4:30	0	0	0	0	144	48	0	192	30	0	0	30	0	80	5	85	30	277	307		4:15-4:30
4:30-4:45	0	0	0	0	161	49	0	210	13	0	1	14	0	69	2	71	14	281	295		4:30-4:45
4:45-5:00	0	0	0	0	180	41	0	221	28	0	0	28	0	90	2	92	28	313	341		4:45-5:00
5:00-5:15	0	0	0	0	214	70	0	284	13	0	1	14	0	89	1	90	14	374	388		5:00-5:15
5:15-5:30	0	0	0	0	216	71	0	287	30	0	0	30	0	109	2	111	30	398	428		5:15-5:30
5:30-5:45	0	0	0	0	198	55	0	253	24	0	1	25	0	107	2	109	25	362	387		5:30-5:45
5:45-6:00	0	0	0	0	182	64	0	246	21	0	1	22	0	71	3	74	22	320	342		5:45-6:00
6:00-6:15	0	0	0	0	195	62	0	257	30	0	0	30	0	59	2	61	30	318	348		6:00-6:15
6:15-6:30	0	0	0	0	161	49	0	210	29	0	0	29	0	73	4	77	29	287	316		6:15-6:30
6:30-6:45	0	0	0	0	189	55	0	244	14	0	0	14	0	87	2	89	14	333	347		6:30-6:45
6:45-7:00	0	0	0	0	148	49	0	197	21	0	0	21	0	61	5	66	21	263	284		6:45-7:00
3 Hour Totals	**0**	**0**	**0**	**0**	**2,144**	**666**	**0**	**2,810**	**269**	**0**	**4**	**273**	**0**	**973**	**32**	**1,005**	**273**	**3,815**	**4,088**		
1 Hour Totals																					
1,248 4:00-5:00	0	0	0	0	641	191	0	832	87	0	1	88	0	317	11	328	88	1,160	1,248	0.91	4:00-5:00
1,331 4:15-5:15	0	0	0	0	699	208	0	907	84	0	2	86	0	328	10	338	86	1,245	1,331	0.86	4:15-5:15
1,452 4:30-5:30	0	0	0	0	771	231	0	1,002	84	0	2	86	0	357	7	364	86	1,366	1,452	0.85	4:30-5:30
1,544 4:45-5:45	0	0	0	0	808	237	0	1,045	95	0	2	97	0	395	7	402	97	1,447	1,544	0.90	4:45-5:45
1,545 5:00-6:00	0	0	0	0	810	260	0	1,070	88	0	3	91	0	376	8	384	91	1,454	1,545	0.90	5:00-6:00
1,505 5:15-6:15	0	0	0	0	791	252	0	1,043	105	0	2	107	0	346	9	355	107	1,398	1,505	0.88	5:15-6:15
1,393 5:30-6:30	0	0	0	0	736	230	0	966	104	0	2	106	0	310	11	321	106	1,287	1,393	0.90	5:30-6:30
1,353 5:45-6:45	0	0	0	0	727	230	0	957	94	0	1	95	0	290	11	301	95	1,258	1,353	0.97	5:45-6:45
1,295 6:00-7:00	0	0	0	0	693	215	0	908	94	0	0	94	0	280	13	293	94	1,201	1,295	0.93	6:00-7:00
PM Peak																					**PM Peak**
1,544 **4:45-5:45**	**0**	**0**	**0**	**0**	**808**	**237**	**0**	**1,045**	**95**	**0**	**2**	**97**	**0**	**395**	**7**	**402**	**97**	**1,447**	**1,544**	**0.90**	**4:45-5:45**

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Camden Washingtonian	DATE:	1/10/2013	SOUTHBOUND ROAD:	Grand Corner Avenue
W & A JOB NO.:	56xx	DAY:	Thursday	NORTHBOUND ROAD:	
INTERSECTION:	3. Washingtonian Blvd. & Grand Corner Ave.	WEATHER:	clear	WESTBOUND ROAD:	Washingtonian Boulevard
LOCATION:	Montgomery County,MD	COUNTED BY:	Majda & Luz	EASTBOUND ROAD:	Washingtonian Boulevard
		INPUTED BY:	agan		

Time Period	Turning Movements: Southbound Grand Corner Avenue 1 Right	2 Thru	3 Left	Total	Westbound Washingtonian Boulevard 4 Right	5 Thru	6 Left	Total	Northbound 0 7 Right	8 Thru	9 Left	Total	Eastbound Washingtonian Boulevard 10 Right	11 Thru	12 Left	Total	North & South	East & West	Total	PHF	Time Period
AM																					
6:30-6:45	3	0	3	6	0	25	0	25	0	0	0	0	0	30	5	35	6	60	66		6:30-6:45
6:45-7:00	2	0	0	2	0	24	0	24	0	0	0	0	0	35	5	40	2	64	66		6:45-7:00
7:00-7:15	2	0	0	2	2	43	0	45	0	0	0	0	0	46	2	48	2	93	95		7:00-7:15
7:15-7:30	2	0	0	2	1	35	0	36	0	0	0	0	0	57	0	57	2	93	95		7:15-7:30
7:30-7:45	3	0	0	3	1	39	0	40	0	0	0	0	0	67	7	74	3	114	117		7:30-7:45
7:45-8:00	6	0	1	7	1	56	0	57	0	0	0	0	0	108	11	119	7	176	183		7:45-8:00
8:00-8:15	5	0	0	5	2	41	0	43	0	0	0	0	0	87	3	90	5	133	138		8:00-8:15
8:15-8:30	5	0	1	6	0	35	0	35	0	0	0	0	0	110	14	124	6	159	165		8:15-8:30
8:30-8:45	7	0	0	7	4	52	0	56	0	0	0	0	0	107	10	117	7	173	180		8:30-8:45
8:45-9:00	10	0	2	12	6	47	0	53	0	0	0	0	0	127	20	147	12	200	212		8:45-9:00
9:00-9:15	8	0	1	9	7	43	0	50	0	0	0	0	0	87	14	101	9	151	160		9:00-9:15
9:15-9:30	8	0	4	12	4	39	0	43	0	0	0	0	0	93	15	108	12	151	163		9:15-9:30
3 Hour Totals	**61**	**0**	**12**	**73**	**28**	**479**	**0**	**507**	**0**	**0**	**0**	**0**	**0**	**954**	**106**	**1,060**	**73**	**1,567**	**1,640**		
1 Hour Totals																					
322 6:30-7:30	9	0	3	12	3	127	0	130	0	0	0	0	0	168	12	180	12	310	322	0.85	6:30-7:30
373 6:45-7:45	9	0	0	9	4	141	0	145	0	0	0	0	0	205	14	219	9	364	373	0.80	6:45-7:45
490 7:00-8:00	13	0	1	14	5	173	0	178	0	0	0	0	0	278	20	298	14	476	490	0.67	7:00-8:00
533 7:15-8:15	16	0	1	17	5	171	0	176	0	0	0	0	0	319	21	340	17	516	533	0.73	7:15-8:15
603 7:30-8:30	19	0	2	21	4	171	0	175	0	0	0	0	0	372	35	407	21	582	603	0.82	7:30-8:30
666 7:45-8:45	23	0	2	25	7	184	0	191	0	0	0	0	0	412	38	450	25	641	666	0.91	7:45-8:45
695 8:00-9:00	27	0	3	30	12	175	0	187	0	0	0	0	0	431	47	478	30	665	695	0.82	8:00-9:00
717 8:15-9:15	30	0	4	34	17	177	0	194	0	0	0	0	0	431	58	489	34	683	717	0.85	8:15-9:15
715 8:30-9:30	33	0	7	40	21	181	0	202	0	0	0	0	0	414	59	473	40	675	715	0.84	8:30-9:30
AM Peak																					**AM Peak**
717 **8:15-9:15**	**30**	**0**	**4**	**34**	**17**	**177**	**0**	**194**	**0**	**0**	**0**	**0**	**0**	**431**	**58**	**489**	**34**	**683**	**717**	**0.85**	**8:15-9:15**
PM																					
4:00-4:15	39	0	7	46	12	155	0	167	0	0	0	0	0	43	34	77	46	244	290		4:00-4:15
4:15-4:30	32	0	7	39	5	162	0	167	0	0	0	0	0	64	37	101	39	268	307		4:15-4:30
4:30-4:45	43	0	8	51	15	155	0	170	0	0	0	0	0	53	24	77	51	247	298		4:30-4:45
4:45-5:00	36	0	4	40	7	175	0	182	0	0	0	0	0	77	29	106	40	288	328		4:45-5:00
5:00-5:15	32	0	2	34	7	246	0	253	0	0	0	0	0	71	26	97	34	350	384		5:00-5:15
5:15-5:30	34	0	3	37	4	245	0	249	0	0	0	0	0	81	31	112	37	361	398		5:15-5:30
5:30-5:45	33	0	4	37	8	246	0	254	0	0	0	0	0	91	26	117	37	371	408		5:30-5:45
5:45-6:00	30	0	1	31	10	211	0	221	0	0	0	0	0	70	22	92	31	313	344		5:45-6:00
6:00-6:15	41	0	1	42	8	224	0	232	0	0	0	0	0	61	21	82	42	314	356		6:00-6:15
6:15-6:30	33	0	5	38	5	178	0	183	0	0	0	0	0	73	35	108	38	291	329		6:15-6:30
6:30-6:45	35	0	7	42	6	222	0	228	0	0	0	0	0	75	21	96	42	324	366		6:30-6:45
6:45-7:00	29	0	6	35	6	150	0	156	0	0	0	0	0	60	22	82	35	238	273		6:45-7:00
3 Hour Totals	**417**	**0**	**55**	**472**	**93**	**2,369**	**0**	**2,462**	**0**	**0**	**0**	**0**	**0**	**819**	**328**	**1,147**	**472**	**3,609**	**4,081**		
1 Hour Totals																					
1,223 4:00-5:00	150	0	26	176	39	647	0	686	0	0	0	0	0	237	124	361	176	1,047	1,223	0.93	4:00-5:00
1,317 4:15-5:15	143	0	21	164	34	738	0	772	0	0	0	0	0	265	116	381	164	1,153	1,317	0.86	4:15-5:15
1,408 4:30-5:30	145	0	17	162	33	821	0	854	0	0	0	0	0	282	110	392	162	1,246	1,408	0.88	4:30-5:30
1,518 4:45-5:45	135	0	13	148	26	912	0	938	0	0	0	0	0	320	112	432	148	1,370	1,518	0.93	4:45-5:45
1,534 5:00-6:00	129	0	10	139	29	948	0	977	0	0	0	0	0	313	105	418	139	1,395	1,534	0.94	5:00-6:00
1,506 5:15-6:15	138	0	9	147	30	926	0	956	0	0	0	0	0	303	100	403	147	1,359	1,506	0.92	5:15-6:15
1,437 5:30-6:30	137	0	11	148	31	859	0	890	0	0	0	0	0	295	104	399	148	1,289	1,437	0.88	5:30-6:30
1,395 5:45-6:45	139	0	14	153	29	835	0	864	0	0	0	0	0	279	99	378	153	1,242	1,395	0.95	5:45-6:45
1,324 6:00-7:00	138	0	19	157	25	774	0	799	0	0	0	0	0	269	99	368	157	1,167	1,324	0.90	6:00-7:00
PM Peak																					**PM Peak**
1,518 **4:45-5:45**	**135**	**0**	**13**	**148**	**26**	**912**	**0**	**938**	**0**	**0**	**0**	**0**	**0**	**320**	**112**	**432**	**148**	**1,370**	**1,518**	**0.93**	**4:45-5:45**

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Camden Washingtonian	DATE:	1/10/2013	SOUTHBOUND ROAD:	Washingtonian Boulevard
W & A JOB NO.:	56xx	DAY:	Thursday	NORTHBOUND ROAD:	Washingtonian Boulevard
INTERSECTION:	4. Washingtonian Blvd. & Rio Blvd.	WEATHER:	clear	WESTBOUND ROAD:	Rio Boulevard
LOCATION:	Montgomery County,MD	COUNTED BY:	Vanessa	EASTBOUND ROAD:	Rio Boulevard
		INPUTED BY:	agan		

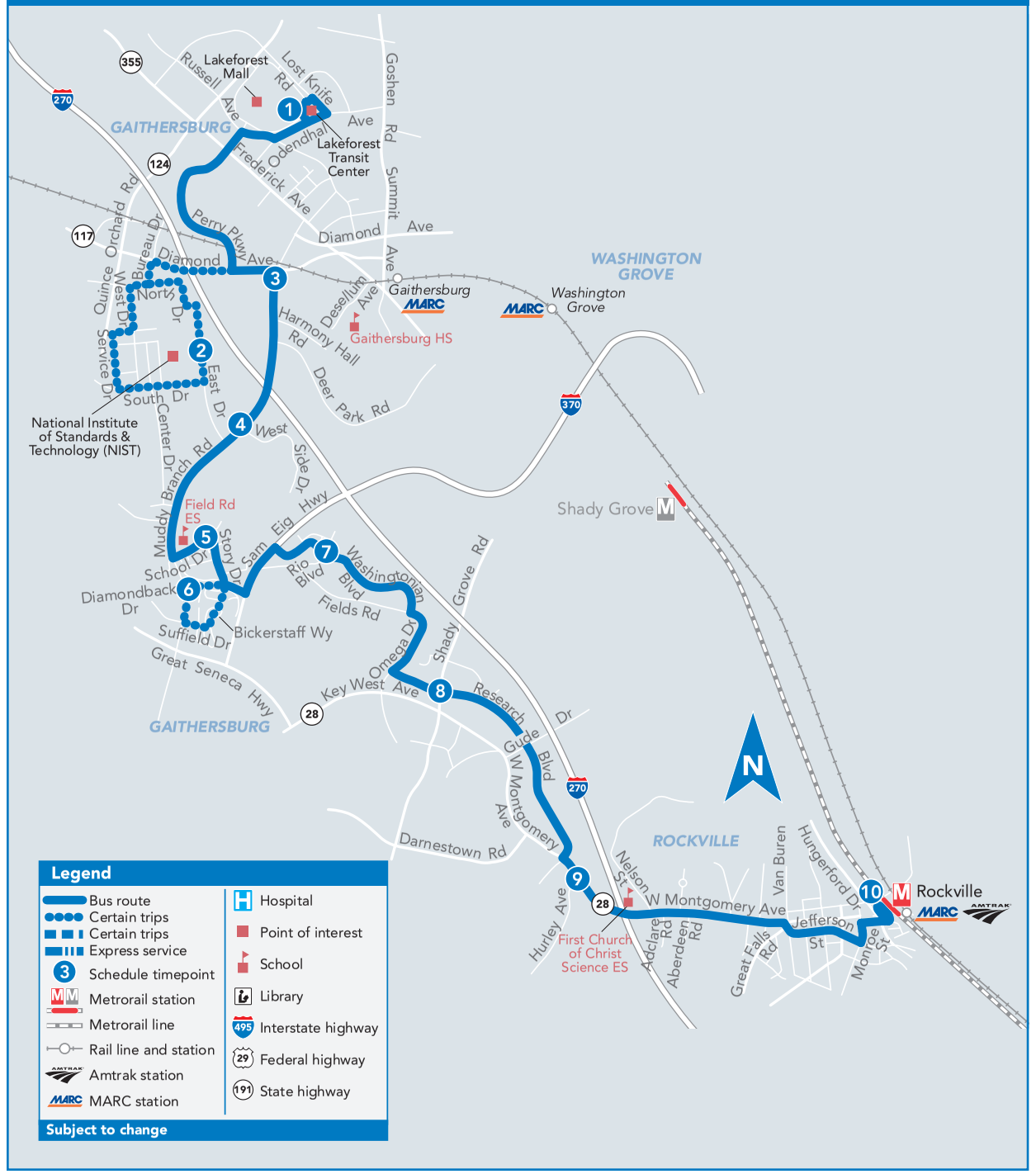
	Time Period	Turning Movements: Westbound Rio Boulevard 1 Right	2 Thru	3 Left	Total	Northbound Washingtonian Boulevard 4 Right	5 Thru	6 Left	Total	Eastbound Rio Boulevard 7 Right	8 Thru	9 Left	Total	Southbound Washingtonian Boulevard 10 Right	11 Thru	12 Left	Total	North & South	East & West	Total	PHF	Time Period
	AM																					
	6:30-6:45	0	0	1	1	2	25	2	29	24	2	3	29	5	24	2	31	30	60	90		6:30-6:45
	6:45-7:00	0	1	0	1	0	23	3	26	39	3	6	48	2	30	1	33	49	59	108		6:45-7:00
	7:00-7:15	1	0	1	2	0	40	7	47	27	1	7	35	1	39	2	42	37	89	126		7:00-7:15
	7:15-7:30	0	0	2	2	1	33	4	38	44	3	3	50	2	58	3	63	52	101	153		7:15-7:30
	7:30-7:45	1	0	1	2	0	38	9	47	50	3	5	58	5	59	0	64	60	111	171		7:30-7:45
	7:45-8:00	0	1	1	2	3	55	4	62	89	13	4	106	2	104	6	112	108	174	282		7:45-8:00
	8:00-8:15	1	2	1	4	2	37	13	52	75	7	4	86	2	71	4	77	90	129	219		8:00-8:15
	8:15-8:30	1	4	7	12	1	30	12	43	64	6	2	72	2	107	2	111	84	154	238		8:15-8:30
	8:30-8:45	1	2	7	10	5	44	8	57	73	9	5	87	3	91	1	95	97	152	249		8:30-8:45
	8:45-9:00	6	2	5	13	4	36	7	47	88	14	3	105	3	99	2	104	118	151	269		8:45-9:00
	9:00-9:15	2	3	2	7	3	47	4	54	62	11	20	93	5	73	5	83	100	137	237		9:00-9:15
	9:15-9:30	0	4	4	8	5	45	7	57	61	21	16	98	2	92	3	97	106	154	260		9:15-9:30
	3 Hour Totals	**13**	**19**	**32**	**64**	**26**	**453**	**80**	**559**	**696**	**93**	**78**	**867**	**34**	**847**	**31**	**912**	**931**	**1,471**	**2,402**		
	1 Hour Totals																					
477	6:30-7:30	1	1	4	6	3	121	16	140	134	9	19	162	10	151	8	169	168	309	477	0.78	6:30-7:30
558	6:45-7:45	2	1	4	7	1	134	23	158	160	10	21	191	10	186	6	202	198	360	558	0.82	6:45-7:45
732	7:00-8:00	2	1	5	8	4	166	24	194	210	20	19	249	10	260	11	281	257	475	732	0.65	7:00-8:00
825	7:15-8:15	2	3	5	10	6	163	30	199	258	26	16	300	11	292	13	316	310	515	825	0.73	7:15-8:15
910	7:30-8:30	3	7	10	20	6	160	38	204	278	29	15	322	11	341	12	364	342	568	910	0.81	7:30-8:30
988	7:45-8:45	3	9	16	28	11	166	37	214	301	35	15	351	9	373	13	395	379	609	988	0.88	7:45-8:45
975	8:00-9:00	9	10	20	39	12	147	40	199	300	36	14	350	10	368	9	387	389	586	975	0.91	8:00-9:00
993	8:15-9:15	10	11	21	42	13	157	31	201	287	40	30	357	13	370	10	393	399	594	993	0.92	8:15-9:15
1,015	8:30-9:30	9	11	18	38	17	172	26	215	284	55	44	383	13	355	11	379	421	594	1,015	0.94	8:30-9:30
	AM Peak																					**AM Peak**
993	**8:15-9:15**	**10**	**11**	**21**	**42**	**13**	**157**	**31**	**201**	**287**	**40**	**30**	**357**	**13**	**370**	**10**	**393**	**399**	**594**	**993**	**0.92**	**8:15-9:15**
	PM																					
	4:00-4:15	22	11	5	38	16	113	13	142	47	29	23	99	9	35	6	50	137	192	329		4:00-4:15
	4:15-4:30	20	12	6	38	10	87	18	115	26	34	21	81	5	55	13	73	119	188	307		4:15-4:30
	4:30-4:45	15	6	8	29	15	118	18	151	49	19	10	78	7	47	10	64	107	215	322		4:30-4:45
	4:45-5:00	19	18	9	46	14	132	23	169	63	28	24	115	3	62	14	79	161	248	409		4:45-5:00
	5:00-5:15	27	12	10	49	10	171	26	207	48	25	16	89	9	34	9	52	138	259	397		5:00-5:15
	5:15-5:30	17	12	9	38	18	166	28	212	53	24	25	102	10	56	9	75	140	287	427		5:15-5:30
	5:30-5:45	9	13	8	30	13	158	17	188	57	27	22	106	4	45	21	70	136	258	394		5:30-5:45
	5:45-6:00	8	8	8	24	12	163	9	184	56	35	20	111	8	45	7	60	135	244	379		5:45-6:00
	6:00-6:15	13	7	9	29	20	144	22	186	35	20	20	75	12	39	12	63	104	249	353		6:00-6:15
	6:15-6:30	15	8	12	35	5	139	20	164	47	28	29	104	6	52	8	66	139	230	369		6:15-6:30
	6:30-6:45	22	5	4	31	25	173	21	219	45	21	10	76	10	48	23	81	107	300	407		6:30-6:45
	6:45-7:00	17	15	12	44	18	123	38	179	51	18	8	77	10	42	7	59	121	238	359		6:45-7:00
	3 Hour Totals	**204**	**127**	**100**	**431**	**176**	**1,687**	**253**	**2,116**	**577**	**308**	**228**	**1,113**	**93**	**560**	**139**	**792**	**1,544**	**2,908**	**4,452**		
	1 Hour Totals																					
1,367	4:00-5:00	76	47	28	151	55	450	72	577	185	110	78	373	24	199	43	266	524	843	1,367	0.84	4:00-5:00
1,435	4:15-5:15	81	48	33	162	49	508	85	642	186	106	71	363	24	198	46	268	525	910	1,435	0.88	4:15-5:15
1,555	4:30-5:30	78	48	36	162	57	587	95	739	213	96	75	384	29	199	42	270	546	1,009	1,555	0.91	4:30-5:30
1,627	4:45-5:45	72	55	36	163	55	627	94	776	221	104	87	412	26	197	53	276	575	1,052	1,627	0.95	4:45-5:45
1,597	5:00-6:00	61	45	35	141	53	658	80	791	214	111	83	408	31	180	46	257	549	1,048	1,597	0.94	5:00-6:00
1,553	5:15-6:15	47	40	34	121	63	631	76	770	201	106	87	394	34	185	49	268	515	1,038	1,553	0.91	5:15-6:15
1,495	5:30-6:30	45	36	37	118	50	604	68	722	195	110	91	396	30	181	48	259	514	981	1,495	0.95	5:30-6:30
1,508	5:45-6:45	58	28	33	119	62	619	72	753	183	104	79	366	36	184	50	270	485	1,023	1,508	0.93	5:45-6:45
1,488	6:00-7:00	67	35	37	139	68	579	101	748	178	87	67	332	38	181	50	269	471	1,017	1,488	0.91	6:00-7:00
	PM Peak																					**PM Peak**
1,627	**4:45-5:45**	**72**	**55**	**36**	**163**	**55**	**627**	**94**	**776**	**221**	**104**	**87**	**412**	**26**	**197**	**53**	**276**	**575**	**1,052**	**1,627**	**0.95**	**4:45-5:45**

Appendix C

Bus Routes

54 Lakeforest Transit Center– Shady Grove Village – Muddy Branch Square Center – Washington Blvd – Montgomery Ave – Rockville Metro Station

Ride On
Montgomery County Transit



54 To Rockville Metro Station

SUNDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Lakeforest Transit Center	Muddy Branch Rd & Diamond Ave	Muddy Branch Rd & Westside Dr	School & Story Drs	Washington & Rio Blvds	Research Blvd & Shady Grove Rd	W Montgomery & Hurley Aves	Rockville Metro Station
1	3	4	5	7	8	9	10
7:02	7:09	7:11	7:15	7:19	7:24	7:28	7:36
7:32	7:39	7:41	7:45	7:49	7:54	7:58	8:06
8:02	8:09	8:11	8:15	8:19	8:24	8:28	8:36
8:32	8:39	8:41	8:45	8:49	8:54	8:58	9:06
9:02	9:09	9:11	9:15	9:19	9:24	9:28	9:36
9:32	9:40	9:42	9:46	9:50	9:55	9:59	10:07
10:02	10:10	10:12	10:16	10:20	10:25	10:29	10:37
10:32	10:40	10:42	10:46	10:50	10:55	10:59	11:07
11:02	11:10	11:12	11:16	11:20	11:25	11:29	11:37
11:32	11:40	11:42	11:46	11:50	11:55	11:59	**12:07**
12:02	**12:10**	**12:12**	**12:16**	**12:20**	**12:25**	**12:29**	**12:37**
12:32	**12:40**	**12:42**	**12:46**	**12:50**	**12:55**	**12:59**	**1:07**
1:02	**1:10**	**1:12**	**1:16**	**1:20**	**1:25**	**1:29**	**1:37**
1:32	**1:41**	**1:43**	**1:47**	**1:52**	**1:57**	**2:01**	**2:09**
2:02	**2:11**	**2:13**	**2:17**	**2:22**	**2:27**	**2:31**	**2:39**
2:32	**2:41**	**2:43**	**2:47**	**2:52**	**2:57**	**3:01**	**3:09**
3:02	**3:11**	**3:13**	**3:17**	**3:22**	**3:27**	**3:31**	**3:39**
3:32	**3:41**	**3:43**	**3:47**	**3:52**	**3:57**	**4:01**	**4:09**
4:02	**4:11**	**4:13**	**4:17**	**4:22**	**4:27**	**4:31**	**4:39**
4:32	**4:41**	**4:43**	**4:47**	**4:52**	**4:57**	**5:01**	**5:09**
5:02	**5:11**	**5:13**	**5:17**	**5:22**	**5:27**	**5:31**	**5:39**
5:32	**5:41**	**5:43**	**5:47**	**5:52**	**5:57**	**6:01**	**6:09**
6:02	**6:11**	**6:13**	**6:17**	**6:22**	**6:27**	**6:31**	**6:39**
6:32	**6:41**	**6:43**	**6:47**	**6:52**	**6:57**	**7:01**	**7:09**
7:02	**7:11**	**7:13**	**7:17**	**7:22**	**7:27**	**7:31**	**7:39**
7:32	**7:39**	**7:41**	**7:44**	**7:48**	**7:52**	**7:56**	**8:03**
NOTES:						AM	**PM**

Please arrive at your stop several minutes ahead of your bus' scheduled arrival. Since safe service is a priority at Ride On, buses may be delayed due to traffic or weather.

54 To Lakeforest Transit Center

SUNDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Rockville Metro Station	W Montgomery & Hurley Aves	Research Blvd & Shady Grove Rd	Washington & Rio Blvds	School & Story Drs	Muddy Branch Rd & Westside Dr	Muddy Branch Rd & Diamond Ave	Lakeforest Transit Center
10	9	8	7	5	4	3	1
7:17	7:23	7:27	7:31	7:35	7:38	7:41	7:49
7:47	7:53	7:57	8:01	8:05	8:08	8:11	8:19
8:17	8:23	8:27	8:31	8:35	8:38	8:41	8:49
8:47	8:53	8:57	9:01	9:05	9:08	9:11	9:19
9:17	9:23	9:27	9:31	9:35	9:38	9:41	9:49
9:47	9:53	9:57	10:01	10:05	10:08	10:11	10:19
10:17	10:23	10:27	10:31	10:35	10:38	10:41	10:49
10:47	10:54	10:58	11:02	11:08	11:11	11:15	11:24
11:17	11:24	11:28	11:32	11:38	11:41	11:45	11:54
11:47	11:54	11:58	**12:02**	**12:08**	**12:11**	**12:15**	**12:24**
12:17	**12:24**	**12:28**	**12:32**	**12:38**	**12:41**	**12:45**	**12:54**
12:47	**12:54**	**12:58**	**1:02**	**1:08**	**1:11**	**1:15**	**1:24**
1:17	**1:24**	**1:28**	**1:32**	**1:38**	**1:41**	**1:45**	**1:54**
1:47	**1:54**	**1:58**	**2:02**	**2:08**	**2:11**	**2:15**	**2:24**
2:17	**2:24**	**2:28**	**2:32**	**2:38**	**2:41**	**2:45**	**2:54**
2:47	**2:54**	**2:58**	**3:02**	**3:08**	**3:11**	**3:15**	**3:24**
3:17	**3:24**	**3:28**	**3:32**	**3:38**	**3:41**	**3:45**	**3:54**
3:47	**3:54**	**3:58**	**4:02**	**4:08**	**4:11**	**4:15**	**4:24**
4:17	**4:24**	**4:28**	**4:32**	**4:38**	**4:41**	**4:45**	**4:54**
4:47	**4:54**	**4:58**	**5:02**	**5:08**	**5:11**	**5:15**	**5:24**
5:17	**5:24**	**5:28**	**5:32**	**5:38**	**5:41**	**5:45**	**5:54**
5:47	**5:54**	**5:58**	**6:02**	**6:08**	**6:11**	**6:15**	**6:24**
6:17	**6:24**	**6:28**	**6:32**	**6:37**	**6:40**	**6:43**	**6:51**
6:47	**6:54**	**6:58**	**7:02**	**7:07**	**7:10**	**7:13**	**7:21**
7:17	**7:24**	**7:28**	**7:32**	**7:37**	**7:40**	**7:43**	**7:51**
7:47	**7:54**	**7:58**	**8:02**	**8:07**	**8:10**	**8:13**	**8:21**
NOTES:						AM	**PM**

WELCOME TO RIDE ON

RIDE ON is a community bus service operated by the Montgomery County Department of Transportation.

RIDE ON operates over 75 routes that serve all thirteen Montgomery County Metrorail stations.

For detailed information, or to have timetables mailed, call **311**.

Outside Montgomery County ....**(240) 777-0311**

TTY (for hearing impaired) .....**(240) 773-3556**

Visit our web site at:
www.rideonbus.com

Regular Mailing Address:

Montgomery County DOT
Division of Transit Services
101 Monroe Street, 5th Floor
Rockville, MD 20850

HOLIDAY SCHEDULE

New Year's Day .....Sunday Schedule
Martin Luther King, Jr. Day ..... Special Schedule
Presidents' Day ..... Special Schedule
Memorial Day.....Sunday Schedule
Independence Day ..... Saturday Schedule
Labor Day .....Sunday Schedule
Columbus Day.....Weekday Schedule
Veterans Day ..... Special Schedule
Thanksgiving Day.....Sunday Schedule
Christmas Day .....Sunday Schedule

For special schedules, consult our website or call **311**.

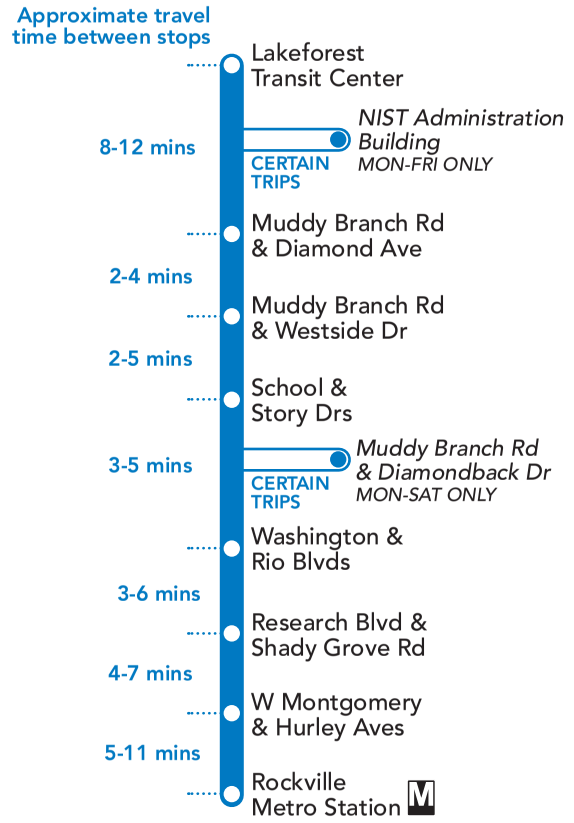
Thank You for Riding with Us!

Ride On
Montgomery County Transit

Printed on recycled paper with soy-based ink

EFFECTIVE: MAY 1, 2011

54



SERVICE DAYS

DAILY

Ride On
Montgomery County Transit

Telephone **311**
Online at **www.rideonbus.com**

54 To Rockville Metro Station

MONDAY THROUGH FRIDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

1 Lakeforest Transit Center	2 NIST Admin Bldg	3 Muddy Branch Rd & Diamond Ave	4 Muddy Branch Rd & Westside Dr	5 School & Story Drs	6 Muddy Branch Rd & Diamondback Dr	7 Washington & Rio Blvds	8 Research Blvd & Shady Grove Rd	9 W Montgomery & Hurley Aves	10 Rockville Metro Station
4:57		5:03	5:06	5:09		5:12	5:16	5:21	5:28
5:27		5:33	5:36	5:39		5:42	5:46	5:51	5:58
5:52		5:58	6:01	6:04		6:07	6:11	6:16	6:23
6:17		6:24	6:27	6:31		6:35	6:40	6:46	6:54
6:42		6:49	6:52	6:56		7:00	7:05	7:11	7:19
7:07		7:15	7:18	7:22		7:28	7:33	7:39	7:49
7:27		7:35	7:38	7:42		7:48	7:53	7:59	8:09
7:57		8:05	8:08	8:12		8:18	8:23	8:29	8:39
8:12	8:23	8:28	8:31	8:35		8:41	8:46	8:52	9:02
8:51		8:59	9:02	9:06	9:09	9:15	9:20	9:25	9:35
9:21		9:29	9:32	9:36	9:39	9:45	9:50	9:55	10:05
9:51		9:59	10:02	10:06	10:09	10:15	10:20	10:25	10:35
10:21		10:29	10:32	10:36	10:39	10:45	10:50	10:55	11:05
10:51		10:59	11:02	11:06	11:09	11:15	11:20	11:25	11:35
11:21		11:29	11:32	11:36	11:39	11:45	11:50	11:55	12:05
11:51		11:59	12:02	12:06	12:09	12:15	12:20	12:25	12:35
12:21		12:29	12:32	12:36	12:39	12:45	12:50	12:55	1:05
12:51		12:59	1:02	1:06	1:09	1:15	1:20	1:25	1:35
1:21		1:30	1:33	1:38	1:41	1:47	1:53	1:59	2:09
1:51		2:00	2:03	2:08	2:11	2:17	2:23	2:29	2:39
2:21		2:30	2:33	2:38	2:41	2:47	2:53	2:59	3:09
2:51		3:00	3:03	3:08		3:14	3:20	3:26	3:36
3:21		3:30	3:33	3:38		3:44	3:50	3:56	4:06
3:50		3:59	4:02	4:07		4:13	4:19	4:25	4:35
4:15		4:24	4:27	4:32		4:38	4:44	4:50	5:00
4:40		4:49	4:52	4:57		5:03	5:09	5:15	5:25
4:53	5:03	5:08	5:11	5:16		5:22	5:28	5:34	5:44
5:20		5:29	5:32	5:37		5:43	5:49	5:55	6:05
5:50		5:58	6:01	6:06		6:11	6:16	6:22	6:31
6:20		6:28	6:31	6:36		6:41	6:46	6:52	7:01
6:50		6:58	7:01	7:06		7:11	7:16	7:22	7:31
7:20		7:28	7:31	7:36		7:41	7:46	7:52	8:01
7:50		7:57	8:00	8:04		8:08	8:13	8:18	8:26
8:20		8:27	8:30	8:34		8:38	8:43	8:48	8:56
8:50		8:57	8:59	9:03		9:07	9:12	9:17	9:24
9:20		9:27	9:29	9:33		9:37	9:42	9:47	9:54
9:50		9:57	9:59	10:03		10:07	10:12	10:17	10:24
10:20		10:27	10:29	10:33		10:37	10:42	10:47	10:54

NOTES: AM | PM

54 To Lakeforest Transit Center

MONDAY THROUGH FRIDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

10 Rockville Metro Station	9 W Montgomery & Hurley Aves	8 Research Blvd & Shady Grove Rd	7 Washington & Rio Blvds	6 Muddy Branch Rd & Diamondback Dr	5 School & Story Drs	4 Muddy Branch Rd & Westside Dr	3 Muddy Branch Rd & Diamond Ave	2 NIST Admin Bldg	1 Lakeforest Transit Center
5:11	5:17	5:21	5:24		5:28	5:31	5:34		5:42
5:41	5:47	5:51	5:54		5:58	6:01	6:04		6:12
6:11	6:18	6:22	6:26		6:31	6:35	6:39		6:48
6:41	6:48	6:52	6:56		7:01	7:05	7:09		7:18
7:10	7:17	7:21	7:25		7:30	7:34	7:38		7:47
7:30	7:38	7:43	7:48		7:53	7:57	8:02	8:07	8:19
7:50	7:58	8:03	8:08		8:13	8:17	8:22		8:31
8:10	8:18	8:23	8:28		8:33	8:37	8:42		8:51
8:30	8:38	8:43	8:48		8:53	8:57	9:02		9:11
8:50	8:58	9:03	9:08		9:13	9:17	9:22		9:31
9:15	9:22	9:27	9:32	9:37	9:41	9:44	9:48		9:57
9:40	9:47	9:52	9:57	10:02	10:06	10:09	10:13		10:22
10:10	10:17	10:22	10:27	10:32	10:36	10:39	10:43		10:52
10:40	10:47	10:52	10:57	11:02	11:06	11:09	11:13		11:22
11:10	11:17	11:22	11:27	11:32	11:36	11:39	11:43		11:52
11:40	11:47	11:52	11:57	12:02	12:06	12:09	12:13		12:22
12:10	12:17	12:22	12:27	12:32	12:36	12:39	12:43		12:52
12:40	12:47	12:52	12:57	1:02	1:07	1:11	1:15		1:24
1:10	1:17	1:22	1:27	1:32	1:37	1:41	1:45		1:54
1:40	1:47	1:52	1:57	2:02	2:07	2:11	2:15		2:24
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2:40	2:48	2:53	2:58	3:03	3:08	3:12	3:16		3:25
3:05	3:14	3:20	3:26		3:32	3:36	3:41		3:51
3:30	3:39	3:45	3:51		3:57	4:01	4:06		4:16
3:50	3:59	4:05	4:11		4:17	4:21	4:26		4:36
4:10	4:19	4:25	4:31		4:37	4:41	4:46		4:56
4:30	4:39	4:45	4:51		4:57	5:01	5:06	5:10	5:21
4:50	4:59	5:05	5:11		5:17	5:21	5:26		5:36
5:15	5:24	5:30	5:36		5:42	5:46	5:51		6:01
5:40	5:49	5:55	6:01		6:07	6:11	6:16		6:26
6:10	6:18	6:23	6:28		6:34	6:38	6:42		6:51
6:40	6:48	6:53	6:58		7:04	7:08	7:12		7:21
7:10	7:18	7:23	7:28		7:34	7:38	7:42		7:51
7:40	7:48	7:53	7:58		8:04	8:08	8:12		8:21
8:10	8:17	8:21	8:25		8:30	8:34	8:38		8:46
8:40	8:47	8:51	8:55		9:00	9:04	9:08		9:16
9:10	9:17	9:21	9:25		9:30	9:34	9:38		9:46
9:40	9:47	9:51	9:55		10:00	10:04	10:08		10:16
10:10	10:17	10:21	10:25		10:30	10:34	10:38		10:46

NOTES: AM | PM

54 To Rockville Metro Station

SATURDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

1 Lakeforest Transit Center	3 Muddy Branch Rd & Diamond Ave	4 Muddy Branch Rd & Westside Dr	5 School & Story Drs	6 Muddy Branch Rd & Diamondback Dr	7 Washington & Rio Blvds	8 Research Blvd & Shady Grove Rd	9 W Montgomery & Hurley Aves	10 Rockville Metro Station
7:02	7:08	7:10	7:14		7:18	7:23	7:28	7:35
7:32	7:38	7:40	7:44		7:48	7:53	7:58	8:05
8:02	8:08	8:10	8:14		8:18	8:23	8:28	8:35
8:32	8:38	8:40	8:44		8:48	8:53	8:58	9:05
9:02	9:08	9:10	9:14	9:17	9:21	9:26	9:31	9:39
9:32	9:38	9:40	9:44	9:47	9:51	9:56	10:01	10:09
10:02	10:08	10:10	10:14	10:17	10:21	10:26	10:31	10:39
10:32	10:38	10:40	10:44	10:47	10:51	10:56	11:01	11:09
11:02	11:08	11:10	11:14	11:17	11:21	11:26	11:31	11:39
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12:02	12:08	12:10	12:14	12:17	12:21	12:26	12:31	12:39
12:32	12:38	12:40	12:44	12:47	12:51	12:56	1:01	1:09
1:02	1:09	1:11	1:15	1:18	1:23	1:28	1:33	1:41
1:32	1:39	1:41	1:45	1:48	1:53	1:58	2:03	2:11
2:02	2:09	2:11	2:15	2:18	2:23	2:28	2:33	2:41
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4:02	4:09	4:11	4:15	4:18	4:23	4:28	4:33	4:41
4:32	4:39	4:41	4:45	4:48	4:53	4:58	5:03	5:11
5:02	5:09	5:11	5:15	5:18	5:23	5:28	5:33	5:41
5:32	5:40	5:42	5:46		5:51	5:56	6:01	6:09
6:02	6:10	6:12	6:16		6:21	6:26	6:31	6:39
6:32	6:40	6:42	6:46		6:51	6:56	7:01	7:09
7:02	7:10	7:12	7:16		7:21	7:26	7:31	7:39
7:32	7:40	7:42	7:46		7:51	7:56	8:01	8:09
8:02	8:10	8:12	8:16		8:21	8:26	8:31	8:39
8:32	8:40	8:42	8:46		8:51	8:56	9:01	9:09
9:02	9:10	9:12	9:16		9:21	9:26	9:31	9:39
9:32	9:39	9:41	9:45		9:49	9:53	9:57	10:03

NOTES: AM | PM

SEE REVERSE FOR SUNDAY SERVICE

54 To Lakeforest Transit Center

SATURDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

10 Rockville Metro Station	9 W Montgomery & Hurley Aves	8 Research Blvd & Shady Grove Rd	7 Washington & Rio Blvds	6 Muddy Branch Rd & Diamondback Dr	5 School & Story Drs	4 Muddy Branch Rd & Westside Dr	3 Muddy Branch Rd & Diamond Ave	1 Lakeforest Transit Center
6:17	6:23	6:27	6:30		6:34	6:37	6:40	6:48
6:47	6:53	6:57	7:00		7:04	7:07	7:10	7:18
7:17	7:23	7:27	7:30		7:34	7:37	7:40	7:48
7:47	7:53	7:57	8:00		8:04	8:07	8:10	8:18
8:17	8:23	8:27	8:31		8:36	8:39	8:43	8:52
8:47	8:53	8:57	9:01		9:06	9:09	9:13	9:22
9:17	9:23	9:27	9:31	9:35	9:38	9:41	9:45	9:54
9:47	9:53	9:57	10:01	10:05	10:08	10:11	10:15	10:24
10:17	10:23	10:27	10:31	10:35	10:38	10:41	10:45	10:54
10:47	10:54	10:58	11:02	11:07	11:10	11:14	11:19	11:28
11:17	11:24	11:28	11:32	11:37	11:40	11:44	11:49	11:58
11:47	11:54	11:58	12:02	12:07	12:10	12:14	12:19	12:28
12:17	12:24	12:28	12:32	12:37	12:40	12:44	12:49	12:58
12:47	12:54	12:58	1:02	1:07	1:10	1:14	1:19	1:28
1:17	1:24	1:28	1:32	1:37	1:40	1:44	1:49	1:58
1:47	1:54	1:58	2:02	2:07	2:10	2:14	2:19	2:28
2:17	2:24	2:28	2:32	2:37	2:40	2:44	2:49	2:58
2:47	2:54	2:58	3:02	3:07	3:10	3:14	3:19	3:28
3:17	3:24	3:28	3:32	3:37	3:40	3:44	3:49	3:58
3:47	3:54	3:58	4:02	4:07	4:10	4:14	4:19	4:28
4:17	4:24	4:28	4:32	4:37	4:40	4:44	4:49	4:58
4:47	4:54	4:58	5:02	5:07	5:10	5:14	5:19	5:28
5:17	5:24	5:28	5:32	5:37	5:40	5:44	5:49	5:58
5:47	5:54	5:58	6:02		6:07	6:10	6:14	6:23
6:17	6:24	6:28	6:32		6:37	6:40	6:44	6:53
6:47	6:54	6:58	7:02		7:07	7:10	7:14	7:23
7:17	7:24	7:28	7:32		7:37	7:40	7:44	7:53
7:47	7:54	7:58	8:02		8:07	8:10	8:14	8:23
8:17	8:24	8:28	8:32		8:37	8:40	8:44	8:53
8:47	8:54	8:58	9:02		9:06	9:09	9:13	9:21
9:17	9:24	9:28	9:32		9:36	9:39	9:43	9:51

NOTES: AM | PM

SEE REVERSE FOR SUNDAY SERVICE

HOW TO RIDE A BUS

Check schedule for timepoint nearest your location. Wait at the blue and white **RIDE ON** bus stop sign. Arrive several minutes before scheduled time. Have exact fare ready (drivers do not make change).

- Not all stops are listed on a public timetable.
- If you are unfamiliar with your stop, sit or stand behind the line near the front of the bus and ask the bus driver to notify you when your stop is approaching.
- Ask the bus driver if you are not sure if the bus goes to your stop.
- If you have internet access (at home or somewhere else, such as a public library), it may be easier for you to use an online trip planner rather than a paper timetable.
- Be mindful of changes in the schedule, for holidays or bad weather.
- Please observe the following rules for all patrons: No eating, drinking, or smoking.
- Electronic devices may be played with earphones set *at low level*.

FARES

Regular Fare or Token	**$1.70**
Fare Using SmarTrip®	**$1.50**
Seniors and persons with disability with valid ID (including attendant-eligible) except during free periods:	
Cash	**$0.85**
Senior/Disabled SmarTrip®	**$0.75**
Senior/Disabled SmarTrip® Transfer from Metrorail	**$0.25**
Seniors age 65 years or older with a Senior SmarTrip® card or valid Metro Senior ID Card or with valid Medicare Card and Photo ID from 9:30AM - 3PM Mon - Fri	**FREE**
Person with disability with Metro Disabled Identification Card from 9:30AM - 3PM Mon - Fri	**FREE**
Person with disability with Metro Disability ID Card - Attendant Eligible from 9:30AM - 3PM Mon-Fri. Attendant rides half fare or free depending on time	**FREE**
MetroAccess - Certified Customer with ID **MetroAccess** - Companion	**FREE**
Children under age 5 Limit 2 children per paying passenger	**FREE**
Local Bus Transfer with SmarTrip®	**FREE**

METROACCESS

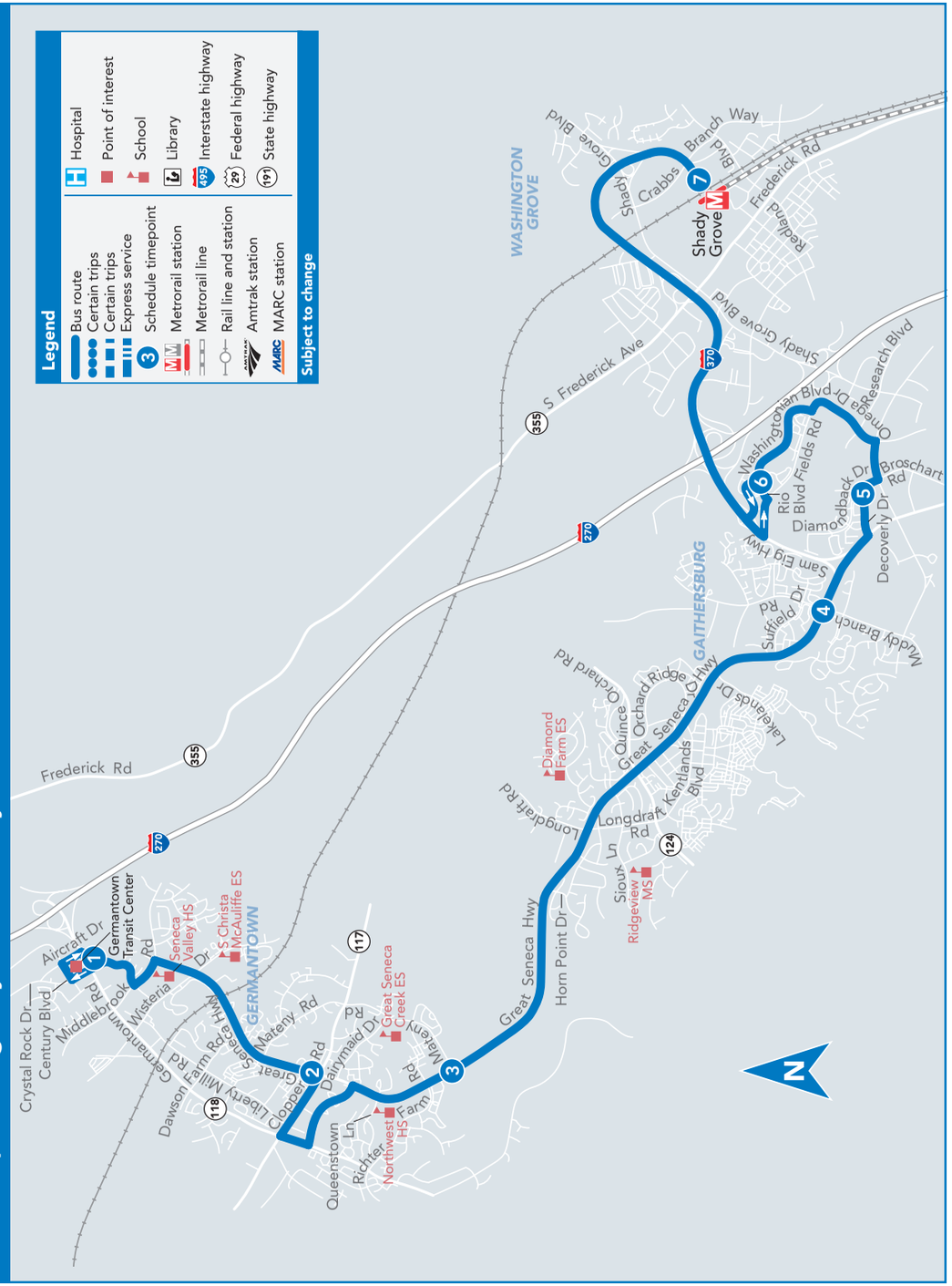
Alternative paratransit service to this Ride On route for people with certified disabilities is available. Call MetroAccess at **301-562-5360**.

GUARANTEED RIDE HOME

When you take Metrobus, Metrorail and Ride On to work, you are eligible to participate in the free Commuter Connections Guaranteed Ride Home Program. To register and to receive program details call:
Commuter Services at **301-770-POOL(7665)**.

74 | Germantown Transit Center (GTC) – Great Seneca Highway – Key West Avenue – Washingtonian Blvd – Rio Blvd – Sam Eig Hwy I-370 – Shady Grove Metro Station

Ride On
Montgomery County Transit



WELCOME TO RIDE ON

RIDE ON is a community bus service operated by the Montgomery County Department of Transportation.

RIDE ON operates over 75 routes that serve all thirteen Montgomery County Metrorail stations.

For detailed information, or to have timetables mailed, call **311**.

Outside Montgomery County ....**(240) 777-0311**

TTY (for hearing impaired) .....**(240) 773-3556**

Visit our web site at:
www.rideonbus.com

Real Time information is available at:
www.rideonrealtime.com

Regular Mailing Address:
Montgomery County DOT
Division of Transit Services
101 Monroe Street, 5th Floor
Rockville, MD 20850

HOLIDAY SCHEDULE

New Year's Day	Sunday Schedule
Martin Luther King, Jr. Day	Special Schedule
Presidents' Day	Special Schedule
Memorial Day	Sunday Schedule
Independence Day	Saturday Schedule
Labor Day	Sunday Schedule
Columbus Day	Weekday Schedule
Veterans Day	Special Schedule
Thanksgiving Day	Sunday Schedule
Christmas Day	Sunday Schedule

For special schedules, consult our website or call **311**.

Thank You for Riding with Us!

Ride On
Montgomery County Transit

Printed on recycled paper with soy-based ink

EFFECTIVE: MAY 20, 2012

74

Approximate travel time between stops

- Germantown Transit Center (GTC)
- 7-10 mins
- Great Seneca Hwy & Clopper Rd
- 4-5 mins
- Great Seneca Hwy & Mateny Rd
- 6-8 mins
- Great Seneca Hwy & Muddy Branch Rd
- 2-4 mins
- Diamondback & Decoverly Drs
- 4-7 mins
- Washingtonian & Rio Blvds
- 7-9 mins
- Shady Grove Metro Station (East) M

SERVICE DAYS
MONDAY - FRIDAY

Ride On
Montgomery County Transit

Telephone **311**
Online at **www.rideonbus.com**
Real Time Info at **www.rideonrealtime.com**

74 To Shady Grove Metro Station

MONDAY THROUGH FRIDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

1 Germantown Transit Center (GTC)	2 Great Seneca Hwy & Clopper Rd	3 Great Seneca Hwy & Mateny Rd	4 Great Seneca Hwy & Muddy Branch Rd	5 Diamondback & Decoverly Drs	6 Washingtonian & Rio Blvds	7 Shady Grove Metro Station (East)
5:00	5:08	5:12	5:20	5:23	5:28	5:36
5:30	5:38	5:43	5:51	5:54	6:00	6:08
6:00	6:08	6:13	6:21	6:24	6:30	6:38
6:30	6:38	6:43	6:51	6:54	7:00	7:08
7:00	7:08	7:13	7:22	7:25	7:31	7:40
7:30	7:38	7:43	7:52	7:55	8:01	8:10
8:00	8:08	8:13	8:22	8:25	8:31	8:40
8:30	8:38	8:43	8:52	8:55	9:01	9:10
9:00	9:08	9:12	9:20	9:23	9:29	9:37
9:30	9:38	9:42	9:50	9:53	9:59	10:07
10:00	10:08	10:12	10:20	10:23	10:29	10:37
10:30	10:38	10:42	10:50	10:53	10:59	11:07
11:00	11:08	11:12	11:20	11:23	11:29	11:37
11:30	11:38	11:42	11:50	11:53	11:59	12:07
12:00	12:08	12:12	12:20	12:23	12:29	12:37
12:30	12:38	12:42	12:50	12:53	12:59	1:07
1:00	1:08	1:12	1:20	1:23	1:29	1:37
1:30	1:38	1:43	1:51	1:54	2:00	2:08
2:00	2:08	2:13	2:21	2:24	2:30	2:38
2:30	2:38	2:43	2:51	2:54	3:00	3:08
3:00	3:08	3:13	3:21	3:24	3:30	3:38
3:30	3:38	3:43	3:51	3:54	4:00	4:09
4:00	4:08	4:13	4:21	4:24	4:30	4:39
4:30	4:38	4:43	4:51	4:54	5:00	5:09
5:00	5:08	5:13	5:21	5:24	5:30	5:39
5:30	5:38	5:43	5:51	5:54	6:00	6:09
6:00	6:08	6:12	6:20	6:23	6:29	6:37
6:30	6:38	6:42	6:50	6:53	6:59	7:07
7:00	7:08	7:12	7:19	7:22	7:27	7:35
7:30	7:38	7:42	7:49	7:52	7:57	8:05

NOTES: AM | PM

Routes 61, 74 (Mon-Fri only), 83, 97, 98, and 100 will have the same leave time at the Germantown Transit Center (GTC). These routes will arrive within a 10 minute window of the the scheduled departure time. In case of a delay, no bus will wait more than 5 minutes to allow for transferring between buses. Timed transferring is available at all times on the weekend and weekdays from 9:00 a.m. - 4:00 p.m., and after 7:00 p.m.

74 To Germantown Transit Center (GTC)

MONDAY THROUGH FRIDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

7 Shady Grove Metro Station (East)	6 Washingtonian & Rio Blvds	5 Diamondback & Decoverly Drs	4 Great Seneca Hwy & Muddy Branch Rd	3 Great Seneca Hwy & Mateny Rd	2 Great Seneca Hwy & Clopper Rd	1 Germantown Transit Center (GTC)
5:40	5:48	5:52	5:55	6:04	6:08	6:16
6:10	6:18	6:22	6:25	6:34	6:38	6:46
6:40	6:49	6:54	6:57	7:07	7:12	7:21
7:10	7:19	7:24	7:27	7:37	7:42	7:51
7:40	7:49	7:54	7:57	8:07	8:12	8:21
8:10	8:19	8:24	8:27	8:36	8:41	8:50
8:40	8:49	8:54	8:57	9:06	9:11	9:20
9:10	9:19	9:23	9:26	9:35	9:39	9:47
9:40	9:49	9:53	9:56	10:05	10:09	10:17
10:10	10:19	10:23	10:26	10:35	10:39	10:47
10:40	10:49	10:53	10:56	11:05	11:09	11:17
11:10	11:19	11:23	11:26	11:35	11:39	11:47
11:40	11:49	11:53	11:56	12:05	12:09	12:17
12:10	12:19	12:23	12:26	12:35	12:39	12:47
12:40	12:49	12:53	12:56	1:05	1:09	1:17
1:10	1:19	1:23	1:26	1:35	1:39	1:47
1:40	1:49	1:53	1:56	2:05	2:10	2:19
2:10	2:19	2:23	2:26	2:35	2:40	2:49
2:40	2:49	2:53	2:56	3:05	3:10	3:19
3:10	3:19	3:24	3:27	3:36	3:41	3:50
3:40	3:49	3:54	3:57	4:06	4:11	4:20
4:10	4:19	4:24	4:27	4:36	4:41	4:50
4:40	4:50	4:56	5:00	5:10	5:15	5:24
5:10	5:20	5:26	5:30	5:40	5:45	5:54
5:40	5:50	5:56	6:00	6:10	6:15	6:24
6:10	6:20	6:26	6:30	6:40	6:45	6:54
6:40	6:49	6:54	6:58	7:07	7:11	7:20
7:10	7:19	7:24	7:28	7:37	7:41	7:50
7:40	7:48	7:52	7:55	8:03	8:07	8:15
8:10	8:18	8:22	8:25	8:33	8:37	8:45

NOTES: AM | PM

Please arrive at your stop several minutes ahead of your bus' scheduled arrival. Since safe service is a priority at Ride On, buses may be delayed due to traffic or weather.

There is NO Saturday or Sunday service on this route

HOW TO RIDE A BUS

Check schedule for timepoint nearest your location. Wait at the blue and white **RIDE ON** bus stop sign. Arrive several minutes before scheduled time. Have exact fare ready (drivers do not make change).

- Not all stops are listed on a public timetable.
- If you are unfamiliar with your stop, sit or stand behind the line near the front of the bus and ask the bus driver to notify you when your stop is approaching.
- Ask the bus driver if you are not sure if the bus goes to your stop.
- If you have internet access (at home or somewhere else, such as a public library), it may be easier for you to use an online trip planner rather than a paper timetable.
- Be mindful of changes in the schedule, for holidays or bad weather.
- Please observe the following rules for all patrons: No eating, drinking, or smoking.
- Electronic devices may be played with earphones set *at low level*.

HOW TO READ A TIMETABLE

- Find the schedule for the day of the week and the direction you wish to ride.
- Find the timepoints closest to your origin and destination. The timepoints are shown on the route map and indicate the time the bus is scheduled to be at the particular location. Your nearest bus stop may be between timepoints.
- Read down the column to see the times when a trip will be at the given timepoint. Read the times across to the right to see when the trip reaches other timepoints. If no time is shown, that trip does not serve that timepoint.

FARES

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Seniors and persons with disability with valid ID (including attendant-eligible) except during free periods:	
Cash	**$0.85**
Senior/Disabled SmarTrip®	**$0.75**
Senior/Disabled SmarTrip® Transfer from Metrorail	**$0.25**
Seniors age 65 years or older with a Senior SmarTrip® card or valid Metro Senior ID Card or with valid Medicare Card and Photo ID from 9:30AM - 3PM Mon - Fri	**FREE**
Person with disability with Metro Disabled Identification Card from 9:30AM - 3PM Mon - Fri	**FREE**
Person with disability with Metro Disability ID Card - Attendant Eligible from 9:30AM - 3PM Mon-Fri Attendant rides half fare or free depending on time	**FREE**
MetroAccess - Certified Customer with ID **MetroAccess** - Companion	**FREE**
Children under age 5 Limit 2 children per paying passenger	**FREE**
Local Bus Transfer with SmarTrip®	**FREE**

GUARANTEED RIDE HOME

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METROACCESS

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Ride On
Montgomery County Transit

Appendix D

Existing Capacity Analysis

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	0	452	11	40	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.0	4.0	
Lane Util. Factor			0.95	0.95	1.00	
Frt			1.00	1.00	1.00	
Flt Protected			0.95	0.95	0.95	
Satd. Flow (prot)			1681	1689	1770	
Flt Permitted			0.95	0.95	0.95	
Satd. Flow (perm)			1681	1689	1770	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0	0	532	13	47	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	271	274	47	0
Turn Type			Perm			
Protected Phases				8	2	
Permitted Phases			8			
Actuated Green, G (s)			22.0	22.0	60.0	
Effective Green, g (s)			22.0	22.0	60.0	
Actuated g/C Ratio			0.24	0.24	0.67	
Clearance Time (s)			4.0	4.0	4.0	
Vehicle Extension (s)			3.0	3.0	3.0	
Lane Grp Cap (vph)			411	413	1180	
v/s Ratio Prot					c0.03	
v/s Ratio Perm			0.16	0.16		
v/c Ratio			0.66	0.66	0.04	
Uniform Delay, d1			30.6	30.7	5.1	
Progression Factor			1.00	1.00	1.02	
Incremental Delay, d2			3.8	4.0	0.1	
Delay (s)			34.4	34.6	5.3	
Level of Service			C	C	A	
Approach Delay (s)	0.0			34.5	5.3	
Approach LOS	A			C	A	

Intersection Summary			
HCM Average Control Delay	32.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.21		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	22.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	44	0	0	0	0	40	156	5	447	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0					4.0	4.0		4.0	
Lane Util. Factor			1.00					1.00	1.00		0.95	
Frt			0.85					1.00	0.85		1.00	
Flt Protected			1.00					1.00	1.00		1.00	
Satd. Flow (prot)			1583					1863	1583		3537	
Flt Permitted			1.00					1.00	1.00		0.95	
Satd. Flow (perm)			1583					1863	1583		3375	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0	0	52	0	0	0	0	47	184	6	526	0
RTOR Reduction (vph)	0	0	49	0	0	0	0	0	28	0	0	0
Lane Group Flow (vph)	0	0	3	0	0	0	0	47	156	0	532	0
Turn Type	Perm		Perm						Perm	pm+pt		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Actuated Green, G (s)			5.5					76.5	76.5		76.5	
Effective Green, g (s)			5.5					76.5	76.5		76.5	
Actuated g/C Ratio			0.06					0.85	0.85		0.85	
Clearance Time (s)			4.0					4.0	4.0		4.0	
Vehicle Extension (s)			3.0					3.0	3.0		3.0	
Lane Grp Cap (vph)			97					1584	1346		2869	
v/s Ratio Prot								0.03				
v/s Ratio Perm			c0.00						0.10		c0.16	
v/c Ratio			0.03					0.03	0.12		0.19	
Uniform Delay, d1			39.7					1.0	1.1		1.2	
Progression Factor			1.00					1.00	1.00		0.12	
Incremental Delay, d2			0.1					0.0	0.2		0.0	
Delay (s)			39.9					1.1	1.3		0.2	
Level of Service			D					A	A		A	
Approach Delay (s)		39.9			0.0			1.3			0.2	
Approach LOS		D			A			A			A	

Intersection Summary			
HCM Average Control Delay	3.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.18		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	28.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	0	402	69	239	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.0	4.0	
Lane Util. Factor			0.95	0.95	1.00	
Frpb, ped/bikes			1.00	1.00	1.00	
Flpb, ped/bikes			1.00	1.00	1.00	
Frt			1.00	1.00	1.00	
Flt Protected			0.95	0.97	0.95	
Satd. Flow (prot)			1681	1709	1770	
Flt Permitted			0.95	0.97	0.95	
Satd. Flow (perm)			1681	1709	1770	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	437	75	260	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	253	259	260	0
Confl. Peds. (#/hr)					3	4
Confl. Bikes (#/hr)						1
Turn Type			Perm			
Protected Phases				8	2	
Permitted Phases			8			
Actuated Green, G (s)			20.0	20.0	62.0	
Effective Green, g (s)			20.0	20.0	62.0	
Actuated g/C Ratio			0.22	0.22	0.69	
Clearance Time (s)			4.0	4.0	4.0	
Vehicle Extension (s)			3.0	3.0	3.0	
Lane Grp Cap (vph)			374	380	1219	
v/s Ratio Prot					c0.15	
v/s Ratio Perm			0.15	0.15		
v/c Ratio			0.68	0.68	0.21	
Uniform Delay, d1			32.0	32.1	5.1	
Progression Factor			1.00	1.00	0.82	
Incremental Delay, d2			4.8	5.0	0.4	
Delay (s)			36.8	37.1	4.6	
Level of Service			D	D	A	
Approach Delay (s)	0.0			36.9	4.6	
Approach LOS	A			D	A	

Intersection Summary			
HCM Average Control Delay	26.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	32.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

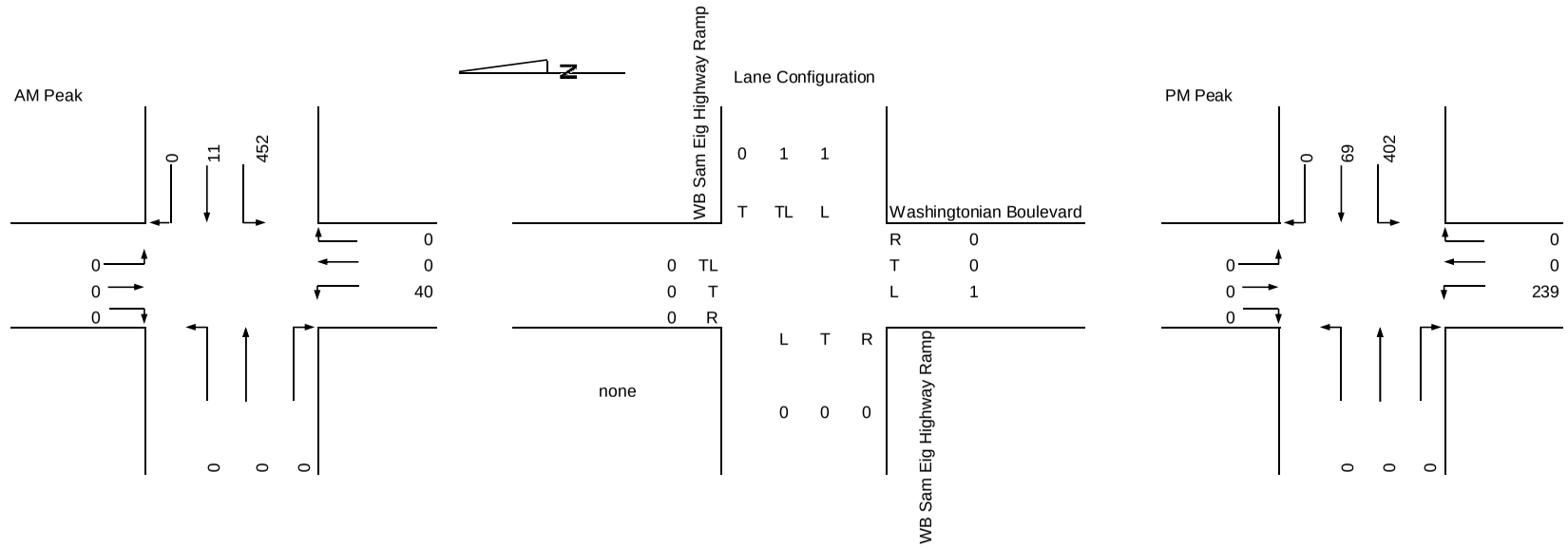
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	0	95	0	0	0	0	237	808	7	395	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0		4.0	
Lane Util. Factor		1.00	1.00					1.00	1.00		0.95	
Frpb, ped/bikes		1.00	0.98					1.00	0.98		1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00		1.00	
Frt		1.00	0.85					1.00	0.85		1.00	
Flt Protected		0.95	1.00					1.00	1.00		1.00	
Satd. Flow (prot)		1770	1559					1863	1551		3536	
Flt Permitted		0.95	1.00					1.00	1.00		0.95	
Satd. Flow (perm)		1770	1559					1863	1551		3365	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2	0	106	0	0	0	0	263	898	8	439	0
RTOR Reduction (vph)	0	0	98	0	0	0	0	0	149	0	0	0
Lane Group Flow (vph)	0	2	8	0	0	0	0	263	749	0	447	0
Confl. Peds. (#/hr)			2	2			4					4
Confl. Bikes (#/hr)									1			1
Turn Type	Perm		Perm						Perm	pm+pt		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Actuated Green, G (s)		6.9	6.9					75.1	75.1		75.1	
Effective Green, g (s)		6.9	6.9					75.1	75.1		75.1	
Actuated g/C Ratio		0.08	0.08					0.83	0.83		0.83	
Clearance Time (s)		4.0	4.0					4.0	4.0		4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0		3.0	
Lane Grp Cap (vph)		136	120					1555	1294		2808	
v/s Ratio Prot								0.14				
v/s Ratio Perm		0.00	c0.01						c0.48		0.13	
v/c Ratio		0.01	0.07					0.17	0.58		0.16	
Uniform Delay, d1		38.4	38.6					1.4	2.4		1.4	
Progression Factor		1.00	1.00					1.00	1.00		0.10	
Incremental Delay, d2		0.0	0.2					0.2	1.9		0.0	
Delay (s)		38.5	38.8					1.7	4.3		0.2	
Level of Service		D	D					A	A		A	
Approach Delay (s)		38.8			0.0			3.7			0.2	
Approach LOS		D			A			A			A	

Intersection Summary			
HCM Average Control Delay	5.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	77.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Washingtonian North
Critical Lane Volume
Level of Service Calculations

Intersection: 1: WB Sam Eig Highway Ramp/Washingtonian Boulevard
Jurisdiction: Montgomery County
Scenario/Design Year: Existing
Computed by: JPB

WELLS + ASSOCIATES
TRANSPORTATION, TRAFFIC, AND PARKING CONSULTANTS
1420 Spring Hill Road, Suite 600
McLean, Virginia 22102
Phone: (703)917-6620 Facsimile: (703) 917-0739



Intersection Control: Signal: ____ Split: ____ Stop: ____ Ways: ____

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25

Critical Lane Volume		
A	≤	1,000
B	≤	1,150
C	≤	1,300
D	≤	1,450
E	≤	1,600
F	>	1,600

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
SB									
NB	L	40	1.00	40	0	1.00	0	40	*
EB									
WB	L	452	0.53	240	0	1.00	0	240	*
Note:							SUM	280	
								A	

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
SB									
NB	L	239	1.00	239	0	1.00	0	239	*
EB									
WB	L	402	0.53	213	0	1.00	0	213	*
Note:							SUM	452	
								A	

Washingtonian North

Critical Lane Volume
Level of Service Calculations

Intersection: 2: EB Sam Eig Highway Ramp/Washingtonian Boulevard
Jurisdiction: Montgomery County
Scenario/Design Year: Existing

Computed by: JPB

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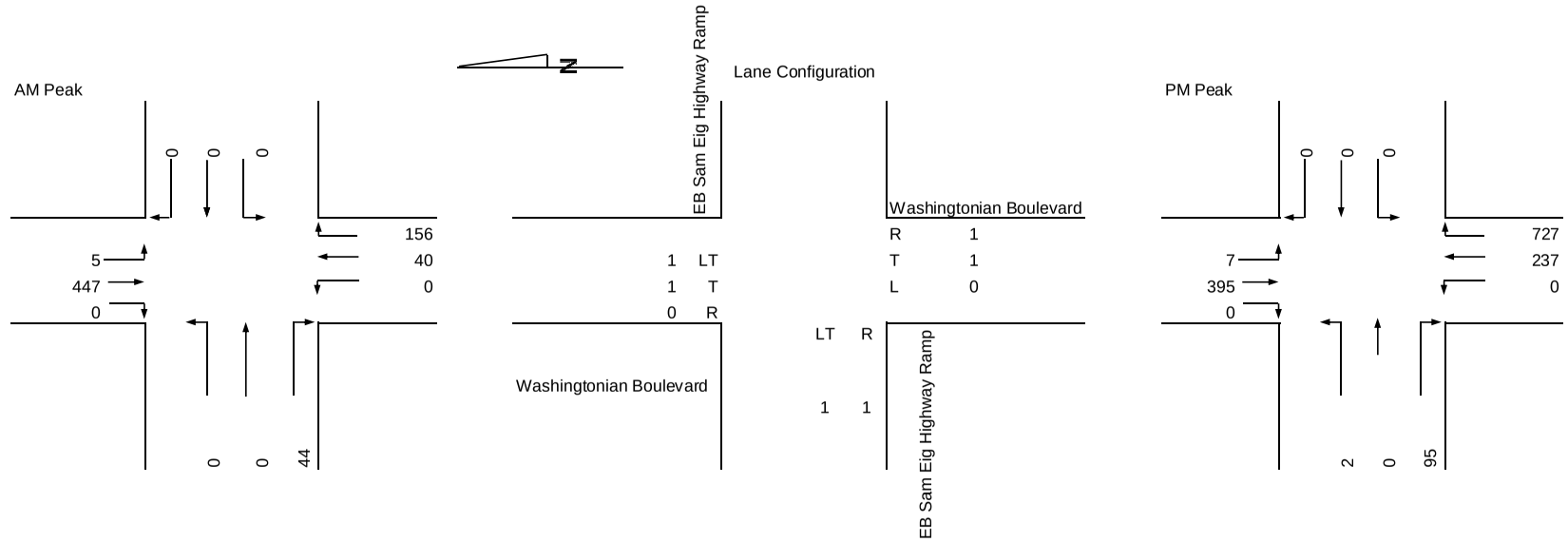
1420 Spring Hill Road, Suite 600
McLean, Virginia 22102

Phone: (703)917-6620 Facsimile: (703) 917-0739



Intersection Control: Signal: _____ Stop: _____
Split: _____ Ways: _____

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25

Critical Lane Volume		
A	≤	1,000
B	≤	1,150
C	≤	1,300
D	≤	1,450
E	≤	1,600
F	>	1,600

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
SB	TL	452	0.53	240	0	1.00	0	240	*
NB	R	156	1.00	156	5	1.00	5	161	
EB	R	44	1.00	44	0	1.00	0	44	*
WB									

Note:

SUM 284
A

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
SB	TL	402	0.53	213	0	1.00	0	213	
NB	R	727	1.00	727	7	1.00	7	734	*
EB	R	95	1.00	95	0	1.00	0	95	*
WB									

Note:* The NBR Movement was reduced by 10% to account for vehicles turning on red. This reduction was based on a SimTraffic Simulation.

SUM 829
A

MOVEMENT SUMMARY

Site: Existing AM

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: Washingtonian Blvd											
6	T	208	3.0	0.110	4.4	LOS A	0.3	7.7	0.13	0.51	30.4
16	R	20	3.0	0.110	4.4	LOS A	0.3	7.2	0.13	0.62	29.7
Approach		228	3.0	0.110	4.4	LOS A	0.3	7.7	0.13	0.52	30.3
North: Grand Corner Ave											
7	L	5	3.0	0.042	4.2	LOS A	0.1	2.6	0.23	0.78	27.6
14	R	35	3.0	0.042	4.2	LOS A	0.1	2.6	0.23	0.58	30.0
Approach		40	3.0	0.042	4.2	LOS A	0.1	2.6	0.23	0.61	29.7
West: Washingtonian Blvd											
5	L	68	3.0	0.265	5.8	LOS A	0.9	22.2	0.03	0.86	26.7
2	T	507	3.0	0.265	5.8	LOS A	0.9	22.2	0.03	0.50	29.5
Approach		575	3.0	0.265	5.8	LOS A	0.9	22.2	0.03	0.54	29.1
All Vehicles		844	3.0	0.265	5.4	LOS A	0.9	22.2	0.07	0.54	29.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Model used. Geometric Delay not included.

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MOVEMENT SUMMARY

Site: Existing PM

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: Washingtonian Blvd											
6	T	981	3.0	0.504	9.7	LOS A	2.2	57.3	0.30	0.56	27.2
16	R	28	3.0	0.504	9.7	LOS A	2.1	53.9	0.29	0.65	26.7
Approach		1009	3.0	0.504	9.7	LOS A	2.2	57.3	0.30	0.56	27.2
North: Grand Corner Ave											
7	L	14	3.0	0.294	10.9	LOS B	0.8	21.6	0.59	0.95	24.6
14	R	145	3.0	0.294	10.9	LOS B	0.8	21.6	0.59	0.84	26.1
Approach		159	3.0	0.294	10.9	LOS B	0.8	21.6	0.59	0.85	26.0
West: Washingtonian Blvd											
5	L	120	3.0	0.218	5.4	LOS A	0.7	16.9	0.06	0.79	26.9
2	T	344	3.0	0.218	5.4	LOS A	0.7	16.9	0.06	0.49	29.7
Approach		465	3.0	0.218	5.4	LOS A	0.7	16.9	0.06	0.57	28.9
All Vehicles		1632	3.0	0.504	8.6	LOS A	2.2	57.3	0.26	0.59	27.5

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Model used. Geometric Delay not included.

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MOVEMENT SUMMARY

Site: Existing AM

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Rio Boulevard											
3	L	33	3.0	0.097	5.6	LOS A	0.3	6.7	0.37	0.86	27.0
8	T	43	3.0	0.097	5.6	LOS A	0.3	6.7	0.37	0.63	29.4
18	R	312	3.0	0.390	9.3	LOS A	1.3	33.5	0.45	0.79	26.8
Approach		388	3.0	0.390	8.6	LOS A	1.3	33.5	0.44	0.78	27.1
East: Washingtonian Blvd											
1	L	34	3.0	0.106	4.5	LOS A	0.3	7.4	0.16	0.81	27.5
6	T	171	3.0	0.106	4.5	LOS A	0.3	7.4	0.15	0.50	30.3
16	R	14	3.0	0.106	4.4	LOS A	0.3	7.0	0.15	0.62	29.7
Approach		218	3.0	0.106	4.5	LOS A	0.3	7.4	0.15	0.56	29.8
North: Rio Boulevard											
7	L	23	3.0	0.049	4.3	LOS A	0.1	3.1	0.25	0.77	27.5
4	T	12	3.0	0.049	4.3	LOS A	0.1	3.1	0.25	0.52	30.3
14	R	11	3.0	0.049	4.3	LOS A	0.1	3.1	0.25	0.59	29.8
Approach		46	3.0	0.049	4.3	LOS A	0.1	3.1	0.25	0.66	28.7
West: Washingtonian Blvd											
5	L	11	3.0	0.205	5.4	LOS A	0.6	15.9	0.15	0.86	27.1
2	T	402	3.0	0.205	5.4	LOS A	0.6	15.9	0.15	0.51	29.8
12	R	14	3.0	0.205	5.4	LOS A	0.6	14.9	0.14	0.63	29.1
Approach		427	3.0	0.205	5.4	LOS A	0.6	15.9	0.15	0.52	29.7
All Vehicles		1079	3.0	0.390	6.3	LOS A	1.3	33.5	0.26	0.63	28.7

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Model used. Geometric Delay not included.

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MOVEMENT SUMMARY

Site: Existing PM

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Rio Boulevard											
3	L	92	3.0	0.237	6.7	LOS A	0.7	18.5	0.36	0.85	26.5
8	T	113	3.0	0.237	6.7	LOS A	0.7	18.5	0.36	0.62	28.8
18	R	240	3.0	0.274	7.0	LOS A	0.8	20.9	0.35	0.69	28.0
Approach		445	3.0	0.274	6.9	LOS A	0.8	20.9	0.35	0.70	27.9
East: Washingtonian Blvd											
1	L	102	3.0	0.468	9.8	LOS A	1.9	47.9	0.42	0.88	25.1
6	T	682	3.0	0.468	9.8	LOS A	1.9	47.9	0.41	0.65	27.1
16	R	60	3.0	0.468	9.7	LOS A	1.8	45.4	0.40	0.73	26.7
Approach		843	3.0	0.468	9.8	LOS A	1.9	47.9	0.41	0.69	26.8
North: Rio Boulevard											
7	L	39	3.0	0.304	10.4	LOS B	0.9	22.7	0.55	0.95	24.9
4	T	60	3.0	0.304	10.4	LOS B	0.9	22.7	0.55	0.78	26.6
14	R	78	3.0	0.304	10.4	LOS B	0.9	22.7	0.55	0.82	26.4
Approach		177	3.0	0.304	10.4	LOS B	0.9	22.7	0.55	0.84	26.1
West: Washingtonian Blvd											
5	L	58	3.0	0.159	5.4	LOS A	0.5	11.6	0.26	0.82	27.1
2	T	214	3.0	0.159	5.3	LOS A	0.5	11.6	0.25	0.55	29.7
12	R	28	3.0	0.159	5.3	LOS A	0.4	10.9	0.25	0.66	29.2
Approach		300	3.0	0.159	5.3	LOS A	0.5	11.6	0.26	0.61	29.1
All Vehicles		1765	3.0	0.468	8.4	LOS A	1.9	47.9	0.38	0.69	27.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Model used. Geometric Delay not included.

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Appendix E

Capacity Analysis with the SDP Amendment

HCM Signalized Intersection Capacity Analysis
1: WB Ramp Sam Eig Hwy. & Washingtonian Blvd. (Ext.)

4/5/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	452	11	497	40	94	0	0	263	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	1.00			0.95	
Frt				1.00	1.00	0.85	1.00	1.00			0.99	
Flt Protected				0.95	0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1689	1583	1770	1863			3489	
Flt Permitted				0.95	0.95	1.00	0.51	1.00			1.00	
Satd. Flow (perm)				1681	1689	1583	958	1863			3489	
Peak-hour factor, PHF	0.92	0.85	0.85	0.85	0.85	0.92	0.85	0.92	0.85	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	532	13	540	47	102	0	0	286	30
RTOR Reduction (vph)	0	0	0	0	0	387	0	0	0	0	5	0
Lane Group Flow (vph)	0	0	0	271	274	153	47	102	0	0	311	0
Turn Type				Perm		Perm	pm+pt					
Protected Phases					8		5	2			6	
Permitted Phases				8		8	2					
Actuated Green, G (s)				25.5	25.5	25.5	56.5	56.5			48.2	
Effective Green, g (s)				25.5	25.5	25.5	56.5	56.5			48.2	
Actuated g/C Ratio				0.28	0.28	0.28	0.63	0.63			0.54	
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				476	479	449	640	1170			1869	
v/s Ratio Prot							0.00	c0.05			c0.09	
v/s Ratio Perm				0.16	0.16	0.10	0.04					
v/c Ratio				0.57	0.57	0.34	0.07	0.09			0.17	
Uniform Delay, d1				27.6	27.6	25.6	6.5	6.6			10.7	
Progression Factor				1.00	1.00	1.00	0.46	0.44			1.00	
Incremental Delay, d2				1.6	1.7	0.5	0.0	0.1			0.2	
Delay (s)				29.1	29.2	26.0	3.0	3.0			10.8	
Level of Service				C	C	C	A	A			B	
Approach Delay (s)		0.0			27.6			3.0			10.8	
Approach LOS		A			C			A			B	

Intersection Summary			
HCM Average Control Delay	21.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	42.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	64	0	44	0	0	0	0	70	163	251	464	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0		4.0	
Lane Util. Factor		1.00	1.00					1.00	1.00		0.95	
Frt		1.00	0.85					1.00	0.85		1.00	
Flt Protected		0.95	1.00					1.00	1.00		0.98	
Satd. Flow (prot)		1770	1583					1863	1583		3478	
Flt Permitted		0.95	1.00					1.00	1.00		0.78	
Satd. Flow (perm)		1770	1583					1863	1583		2757	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	75	0	52	0	0	0	0	82	192	295	546	0
RTOR Reduction (vph)	0	0	47	0	0	0	0	0	85	0	0	0
Lane Group Flow (vph)	0	75	5	0	0	0	0	82	107	0	841	0
Turn Type	Perm		Perm						Perm	pm+pt		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Actuated Green, G (s)		9.2	9.2					50.0	50.0		72.8	
Effective Green, g (s)		9.2	9.2					50.0	50.0		72.8	
Actuated g/C Ratio		0.10	0.10					0.56	0.56		0.81	
Clearance Time (s)		4.0	4.0					4.0	4.0		4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0		3.0	
Lane Grp Cap (vph)		181	162					1035	879		2381	
v/s Ratio Prot								0.04			c0.07	
v/s Ratio Perm		0.04	0.00						0.07		c0.21	
v/c Ratio		0.41	0.03					0.08	0.12		0.35	
Uniform Delay, d1		37.9	36.4					9.3	9.5		2.3	
Progression Factor		1.00	1.00					1.00	1.00		0.45	
Incremental Delay, d2		1.5	0.1					0.1	0.3		0.4	
Delay (s)		39.4	36.5					9.4	9.8		1.4	
Level of Service		D	D					A	A		A	
Approach Delay (s)		38.2			0.0			9.7			1.4	
Approach LOS		D			A			A			A	

Intersection Summary			
HCM Average Control Delay	7.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	43.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: WB Ramp Sam Eig Hwy. & Washingtonian Blvd. (Ext.)

4/5/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	402	69	395	239	74	0	0	589	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	1.00			0.95	
Frpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Frt				1.00	1.00	0.85	1.00	1.00			0.98	
Flt Protected				0.95	0.97	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1709	1583	1769	1863			3482	
Flt Permitted				0.95	0.97	1.00	0.31	1.00			1.00	
Satd. Flow (perm)				1681	1709	1583	574	1863			3482	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	437	75	429	260	80	0	0	640	77
RTOR Reduction (vph)	0	0	0	0	0	339	0	0	0	0	10	0
Lane Group Flow (vph)	0	0	0	253	259	90	260	80	0	0	707	0
Confl. Peds. (#/hr)							3		4			
Confl. Bikes (#/hr)									1			
Turn Type				Perm		Perm	pm+pt					
Protected Phases					8		5	2			6	
Permitted Phases				8		8	2					
Actuated Green, G (s)				18.8	18.8	18.8	63.2	63.2			51.2	
Effective Green, g (s)				18.8	18.8	18.8	63.2	63.2			51.2	
Actuated g/C Ratio				0.21	0.21	0.21	0.70	0.70			0.57	
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)				351	357	331	509	1308			1981	
v/s Ratio Prot							c0.05	0.04			0.20	
v/s Ratio Perm				0.15	0.15	0.06	c0.31					
v/c Ratio				0.72	0.73	0.27	0.51	0.06			0.36	
Uniform Delay, d1				33.2	33.2	29.9	5.6	4.2			10.5	
Progression Factor				1.00	1.00	1.00	0.92	0.00			1.00	
Incremental Delay, d2				7.1	7.2	0.4	0.8	0.1			0.5	
Delay (s)				40.3	40.3	30.3	6.0	0.1			11.0	
Level of Service				D	D	C	A	A			B	
Approach Delay (s)		0.0			35.7			4.6			11.0	
Approach LOS		A			D			A			B	

Intersection Summary			
HCM Average Control Delay	21.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	0	95	0	0	0	0	263	847	561	429	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0		4.0	
Lane Util. Factor		1.00	1.00					1.00	1.00		0.95	
Frpb, ped/bikes		1.00	0.98					1.00	0.98		1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00		1.00	
Frt		1.00	0.85					1.00	0.85		1.00	
Flt Protected		0.95	1.00					1.00	1.00		0.97	
Satd. Flow (prot)		1770	1559					1863	1550		3442	
Flt Permitted		0.95	1.00					1.00	1.00		0.61	
Satd. Flow (perm)		1770	1559					1863	1550		2149	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	56	0	106	0	0	0	0	292	941	623	477	0
RTOR Reduction (vph)	0	0	96	0	0	0	0	0	336	0	0	0
Lane Group Flow (vph)	0	56	10	0	0	0	0	292	605	0	1100	0
Confl. Peds. (#/hr)			2	2			4					4
Confl. Bikes (#/hr)									1			1
Turn Type	Perm		Perm						Perm	pm+pt		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Actuated Green, G (s)		8.3	8.3					37.0	37.0		73.7	
Effective Green, g (s)		8.3	8.3					37.0	37.0		73.7	
Actuated g/C Ratio		0.09	0.09					0.41	0.41		0.82	
Clearance Time (s)		4.0	4.0					4.0	4.0		4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0		3.0	
Lane Grp Cap (vph)		163	144					766	637		2230	
v/s Ratio Prot								0.16			c0.18	
v/s Ratio Perm		0.03	0.01						c0.39		0.22	
v/c Ratio		0.34	0.07					0.38	0.95		0.49	
Uniform Delay, d1		38.3	37.3					18.5	25.6		2.5	
Progression Factor		1.00	1.00					1.00	1.00		1.20	
Incremental Delay, d2		1.3	0.2					1.4	25.2		0.7	
Delay (s)		39.6	37.5					19.9	50.8		3.7	
Level of Service		D	D					B	D		A	
Approach Delay (s)		38.2			0.0			43.5			3.7	
Approach LOS		D			A			D			A	

Intersection Summary			
HCM Average Control Delay	25.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	97.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Washington North
Critical Lane Volume
Level of Service Calculations

Intersection: 1: WB Sam Eig Highway Ramp/Washington Boulevard
Jurisdiction: Montgomery County
Scenario/Design Year: SDP Amendment
Computed by: JPB

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1420 Spring Hill Road, Suite 600
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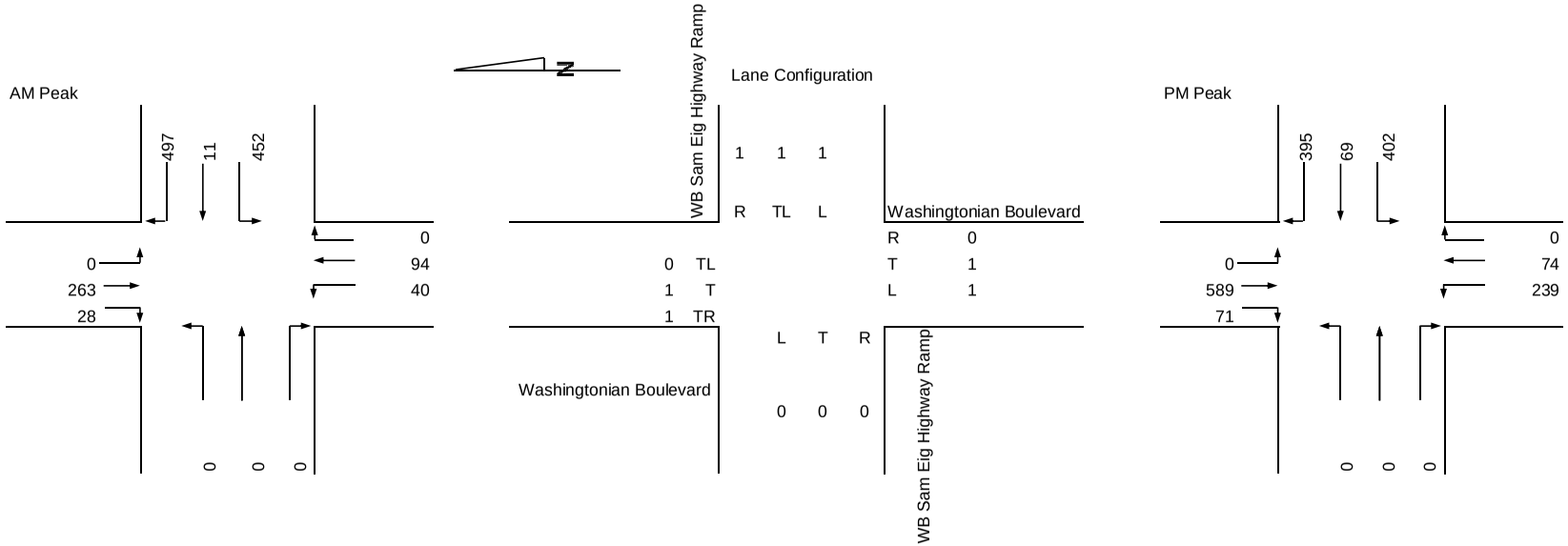

Intersection Control: Signal: _____ Split: _____ Stop: _____ Ways: _____

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25

Critical Lane Volume		
A	≤	1,000
B	≤	1,150
C	≤	1,300
D	≤	1,450
E	≤	1,600
F	>	1,600

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
SB	TR	291	0.53	154	40	1.00	40	194	*
NB	T	94	1.00	94	0	1.00	0	94	
EB									
WB	R	497	1.00	497	0	1.00	0	497	*
Note:							SUM	691	
								A	

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
SB	TR	660	0.53	350	239	1.00	239	589	*
NB	T	74	1.00	74	0	1.00	0	74	
EB									
WB	R	395	1.00	395	0	1.00	0	395	*
Note:							SUM	984	
								A	

Washingtonian North
Critical Lane Volume
Level of Service Calculations

Intersection: 2: EB Sam Eig Highway Ramp/Washingtonian Boulevard
Jurisdiction: Montgomery County
Scenario/Design Year: SDP Amendment
Computed by: JPB

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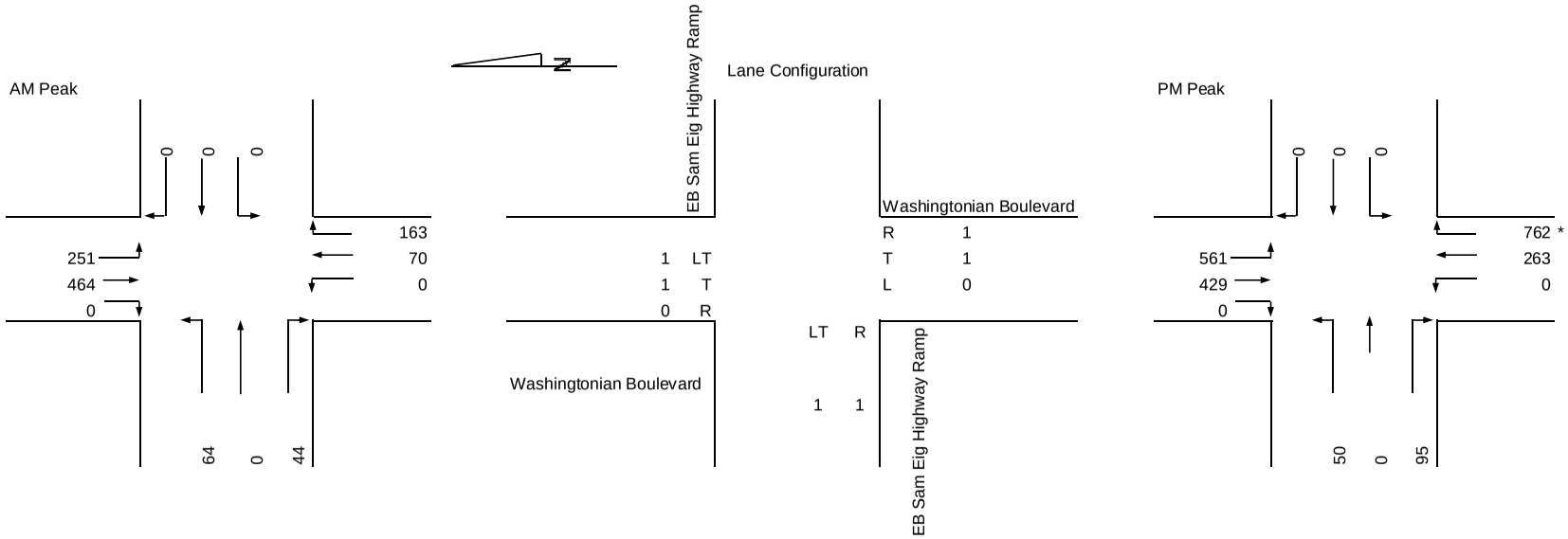

Intersection Control: Signal: ____ Split: ____ Stop: ____ Ways: ____

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25

Critical Lane Volume		
A	≤	1,000
B	≤	1,150
C	≤	1,300
D	≤	1,450
E	≤	1,600
F	>	1,600

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
SB	TL	715	0.53	379	0	1.00	0	379	
NB	R	163	1.00	163	251	1.00	251	414	*
EB	L	64	1.00	64	0	1.00	0	64	*
WB									

Note:

SUM 478
A

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
SB	TL	990	0.53	525	0	1.00	0	525	
NB	R	762	1.00	762	561	1.00	561	1323	*
EB	R	95	1.00	95	0	1.00	0	95	*
WB									

Note:* The NBR Movement was reduced by 10% to account for vehicles turning on red. This reduction was based on a SimTraffic Simulation.

SUM 1418
D

MOVEMENT SUMMARY

Site: SDP Amendment AM

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: Washingtonian Blvd											
6	T	252	3.0	0.130	4.6	LOS A	0.4	9.3	0.14	0.51	30.2
16	R	20	3.0	0.130	4.6	LOS A	0.3	8.7	0.13	0.62	29.6
Approach		272	3.0	0.130	4.6	LOS A	0.4	9.3	0.14	0.52	30.2
North: Grand Corner Ave											
7	L	5	3.0	0.044	4.3	LOS A	0.1	2.7	0.25	0.79	27.6
14	R	35	3.0	0.044	4.3	LOS A	0.1	2.7	0.25	0.59	29.9
Approach		40	3.0	0.044	4.3	LOS A	0.1	2.7	0.25	0.62	29.6
West: Washingtonian Blvd											
5	L	68	3.0	0.274	5.9	LOS A	0.9	23.2	0.03	0.87	26.7
2	T	527	3.0	0.274	5.9	LOS A	0.9	23.2	0.03	0.50	29.4
Approach		595	3.0	0.274	5.9	LOS A	0.9	23.2	0.03	0.54	29.1
All Vehicles		907	3.0	0.274	5.5	LOS A	0.9	23.2	0.07	0.54	29.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Model used. Geometric Delay not included.

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MOVEMENT SUMMARY

Site: SDP Amendment PM

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: Washingtonian Blvd											
6	T	1051	3.0	0.539	10.4	LOS B	2.5	64.9	0.32	0.56	26.8
16	R	28	3.0	0.539	10.4	LOS B	2.4	61.1	0.31	0.65	26.4
Approach		1078	3.0	0.539	10.4	LOS B	2.5	64.9	0.32	0.56	26.8
North: Grand Corner Ave											
7	L	14	3.0	0.309	11.6	LOS B	0.9	22.9	0.62	0.96	24.3
14	R	145	3.0	0.309	11.6	LOS B	0.9	22.9	0.62	0.85	25.7
Approach		159	3.0	0.309	11.6	LOS B	0.9	22.9	0.62	0.86	25.6
West: Washingtonian Blvd											
5	L	120	3.0	0.235	5.6	LOS A	0.7	18.6	0.06	0.80	26.9
2	T	381	3.0	0.235	5.6	LOS A	0.7	18.6	0.06	0.49	29.6
Approach		501	3.0	0.235	5.6	LOS A	0.7	18.6	0.06	0.57	28.9
All Vehicles		1739	3.0	0.539	9.1	LOS A	2.5	64.9	0.27	0.59	27.3

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Model used. Geometric Delay not included.

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MOVEMENT SUMMARY

Site: SDP Amendment AM

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Rio Boulevard											
3	L	33	3.0	0.099	5.7	LOS A	0.3	6.8	0.38	0.86	27.0
8	T	43	3.0	0.099	5.7	LOS A	0.3	6.8	0.38	0.64	29.4
18	R	312	3.0	0.395	9.5	LOS A	1.3	34.3	0.46	0.79	26.7
Approach		388	3.0	0.395	8.7	LOS A	1.3	34.3	0.45	0.78	27.0
East: Washingtonian Blvd											
1	L	34	3.0	0.126	4.6	LOS A	0.4	9.0	0.16	0.82	27.4
6	T	211	3.0	0.126	4.6	LOS A	0.4	9.0	0.15	0.51	30.2
16	R	14	3.0	0.126	4.6	LOS A	0.3	8.4	0.15	0.63	29.6
Approach		259	3.0	0.126	4.6	LOS A	0.4	9.0	0.16	0.55	29.8
North: Rio Boulevard											
7	L	23	3.0	0.051	4.5	LOS A	0.1	3.2	0.27	0.78	27.5
4	T	12	3.0	0.051	4.5	LOS A	0.1	3.2	0.27	0.54	30.2
14	R	11	3.0	0.051	4.5	LOS A	0.1	3.2	0.27	0.60	29.8
Approach		46	3.0	0.051	4.5	LOS A	0.1	3.2	0.27	0.67	28.6
West: Washingtonian Blvd											
5	L	11	3.0	0.214	5.5	LOS A	0.7	16.8	0.15	0.86	27.0
2	T	421	3.0	0.214	5.5	LOS A	0.7	16.8	0.15	0.51	29.7
12	R	14	3.0	0.214	5.5	LOS A	0.6	15.7	0.14	0.63	29.1
Approach		446	3.0	0.214	5.5	LOS A	0.7	16.8	0.15	0.52	29.6
All Vehicles		1138	3.0	0.395	6.3	LOS A	1.3	34.3	0.26	0.62	28.7

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Model used. Geometric Delay not included.

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MOVEMENT SUMMARY

Site: SDP Amendment PM

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Rio Boulevard											
3	L	92	3.0	0.244	6.9	LOS A	0.7	19.0	0.38	0.86	26.3
8	T	113	3.0	0.244	6.9	LOS A	0.7	19.0	0.38	0.64	28.6
18	R	240	3.0	0.282	7.3	LOS A	0.8	21.5	0.37	0.71	27.9
Approach		445	3.0	0.282	7.1	LOS A	0.8	21.5	0.37	0.72	27.7
East: Washingtonian Blvd											
1	L	102	3.0	0.507	10.6	LOS B	2.2	56.6	0.44	0.89	24.8
6	T	752	3.0	0.507	10.6	LOS B	2.2	56.6	0.43	0.67	26.7
16	R	60	3.0	0.507	10.5	LOS B	2.1	53.6	0.42	0.75	26.3
Approach		914	3.0	0.507	10.6	LOS B	2.2	56.6	0.43	0.70	26.4
North: Rio Boulevard											
7	L	39	3.0	0.319	11.1	LOS B	0.9	24.2	0.59	0.96	24.6
4	T	60	3.0	0.319	11.1	LOS B	0.9	24.2	0.59	0.81	26.2
14	R	78	3.0	0.319	11.1	LOS B	0.9	24.2	0.59	0.84	26.0
Approach		177	3.0	0.319	11.1	LOS B	0.9	24.2	0.59	0.86	25.7
West: Washingtonian Blvd											
5	L	58	3.0	0.179	5.6	LOS A	0.5	13.3	0.27	0.82	27.0
2	T	251	3.0	0.179	5.5	LOS A	0.5	13.3	0.26	0.56	29.6
12	R	28	3.0	0.179	5.5	LOS A	0.5	12.5	0.25	0.66	29.1
Approach		337	3.0	0.179	5.5	LOS A	0.5	13.3	0.26	0.61	29.1
All Vehicles		1873	3.0	0.507	8.9	LOS A	2.2	56.6	0.40	0.70	27.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Model used. Geometric Delay not included.

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Project: \\mjwells.com\mcshare\Projects\5501-6000\5684 Washingtonian North\Analysis\Roundabout Analysis \Intersection 4 (Washingtonian-Rio Blvd) 3.19.13.sip
8000972, MJ WELLS & ASSOCIATES INC., SINGLE

Appendix F

Future Traffic Forecasts for Approved Conditions

(Without the SDP Amendment)

Table F-1
Washingtonian North
Pipeline Development Trip Generation Summary

Development/Use		Amount	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Crown Farm [1]	Retail (Montgomery County, 50-200 ksf)	250,000	S.F.	244	225	469	975	900	1,875
	Internal Reduction			(24)	(34)	(58)	(105)	(113)	(218)
	Net External Trips			220	191	411	870	787	1,657
	Pass-By Trips (AM: 20%, PM: 30%)			(44)	(38)	(82)	(261)	(236)	(497)
	Net New Trips			176	153	329	609	551	1,160
	General Office	50,000	S.F.	67	10	77	16	76	92
	Internal Reduction			(7)	(2)	(9)	(5)	(19)	(24)
	Net New Trips			60	8	68	11	57	68
	Residential								
	Single-Family Units	198	D.U.	37	111	148	117	66	183
	Townhouses	566	D.U.	50	245	295	206	101	307
	High Rise Apartments	774	D.U.	59	176	235	168	107	275
	Garden Apartments	684	D.U.	55	222	277	213	109	322
	Subtotal for residential	2222	D.U.	201	754	955	704	383	1,087
	Internal Reduction			(27)	(22)	(49)	(110)	(88)	(198)
	Net New Trips			174	732	906	594	295	889
	Total New Trips			410	893	1,303	1,214	903	2,117
Washingtonian South [2]	General Office	203,136	S.F.	293	44	337	53	260	313
Washingtonian North [2,3]	General Office	850,000	S.F.	1,250	187	1,437	211	1,033	1,244
Total Trips Generated by Pipeline Developments				**1,953**	**1,124**	**3,077**	**1,478**	**2,196**	**3,674**

Note: (1) Trips rates based Approved Crown Farm Traffic Impact Analysis, Dated July 27, 2006.
(2) Trip rates based on Local Area Transportation Review Guidelines, February 2012.
(3) Crown Farm Report Assumes 800,000 S.F. of Office.

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Table F-2
Washingtonian North
Intersection Level of Service Summary [1] [2] [3]

Intersection	Intersection Control	Approach/ Movement	2013 Existing						With SDP Amendment						Approved Program					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			LOS	CLV/Delay	v/c	LOS	CLV/Delay	v/c	LOS	CLV/Delay	v/c	LOS	CLV/Delay	v/c	LOS	CLV/Delay	v/c	LOS	CLV/Delay	v/c
1: WB Sam Eig Highway Ramp/Washingtonian Boulevard	C.L.V	Overall	A	(280)		A	(452)		A	(691)		A	(984)		C	(1,251)		A	(960)	
	Signalized	SBT	Movements don't exist under this condition.						B	(10.8)		B	(11.0)		B	(14.3)		B	(14.5)	
		SBR							Movement doesn't exist under this condition						B	(13.7)		B	(10.6)	
		SB							B	(10.8)		B	(11.0)		B	(14.2)		B	(14.0)	
		NBL	A	(5.3)		A	(4.6)		A	(3.0)		A	(6.0)		A	(8.7)		C	(28.8)	
		NBT	Movement doesn't exist under this condition						A	(3.0)		A	(0.1)		C	(20.3)		A	(9.0)	
		NB	A	(5.3)		A	(4.6)		A	(3.0)		A	(4.6)		B	(19.6)		C	(22.5)	
		WBL	C	(34.4)		D	(36.8)		C	(29.1)		D	(40.3)		C	(20.5)		D	(39.8)	
		WBLT	C	(34.6)		D	(37.1)		C	(29.2)		D	(40.3)		C	(20.6)		D	(40.1)	
		WBR	Movement doesn't exist under this condition						C	(26.0)		C	(30.3)		D	(39.9)		C	(28.6)	
		WB	C	(34.5)		D	(36.9)		C	(27.6)		D	(35.7)		C	(31.0)		D	(38.0)	
		Overall	**C**	**(32.2)**		**C**	**(26.0)**		**C**	**(21.8)**		**C**	**(21.6)**		**C**	**(25.3)**		**C**	**(22.5)**	
2: EB Sam Eig Highway Ramp/Washingtonian Boulevard	C.L.V	Overall	A	(284)		A	(829)		A	(478)		D	(1418)		A	(822)		E	(1,494)	
	Signalized	SBLT	A	(0.2)		A	(0.2)		A	(1.4)		A	(3.7)		A	(6.3)		A	(3.7)	
		NBT	A	(1.1)		A	(1.7)		A	(9.4)		B	(19.9)		B	(13.5)		B	(14.4)	
		NBR	A	(1.3)		A	(4.3)		A	(9.8)		D	(50.8)		A	(8.5)		C	(26.6)	
		NB	A	(1.3)		A	(3.7)		A	(9.7)		D	(43.5)		B	(12.3)		C	(23.3)	
		EBLT	A	(0.0)		D	(38.5)		D	(39.4)		D	(39.6)		D	(40.5)		D	(39.5)	
		EBR	D	(39.9)		D	(38.8)		D	(36.5)		D	(37.5)		C	(31.0)		D	(38.2)	
		EB	D	(39.9)		D	(38.8)		D	(38.2)		D	(38.2)		D	(38.6)		D	(38.6)	
		Overall	**A**	**(3.0)**		**A**	**(5.0)**		**A**	**(7.0)**		**C**	**(25.6)**		**B**	**(13.7)**		**B**	**(14.2)**	
3: Grand Corner Avenue/Washingtonian Boulevard	Roundabout	WBT	A	(4.4)	0.11	A	(9.7)	0.50	A	(4.6)	0.13	A	(10.4)	0.54	A	(7.6)	0.39	B	(11.1)	0.57
		WBR	A	(4.4)	0.11	A	(9.7)	0.50	A	(4.6)	0.13	A	(10.4)	0.54	A	(7.6)	0.39	B	(11.1)	0.57
		WB	A	(4.4)	0.11	A	(9.7)	0.50	A	(4.6)	0.13	A	(10.4)	0.54	A	(7.6)	0.39	B	(11.1)	0.57
		SBL	A	(4.2)	0.04	B	(10.9)	0.29	A	(4.3)	0.04	B	(11.6)	0.31	A	(6.5)	0.07	B	(12.4)	0.32
		SBR	A	(4.2)	0.04	B	(10.9)	0.29	A	(4.3)	0.04	B	(11.6)	0.31	A	(6.5)	0.07	B	(12.4)	0.32
		SB	A	(4.2)	0.04	B	(10.9)	0.29	A	(4.3)	0.04	B	(11.6)	0.31	A	(6.5)	0.07	B	(12.4)	0.32
		EBL	A	(5.8)	0.27	A	(5.4)	0.22	A	(5.9)	0.27	A	(5.6)	0.24	A	(5.9)	0.27	A	(6.9)	0.35
		EBT	A	(5.8)	0.27	A	(5.4)	0.22	A	(5.9)	0.27	A	(5.6)	0.24	A	(5.9)	0.27	A	(6.9)	0.35
		EB	A	(5.8)	0.27	A	(5.4)	0.22	A	(5.9)	0.27	A	(5.6)	0.24	A	(5.9)	0.27	A	(6.9)	0.35
		Overall	**A**	**(5.4)**	**0.27**	**A**	**(8.6)**	**0.50**	**A**	**(5.5)**	**0.27**	**A**	**(9.1)**	**0.54**	**A**	**(6.9)**	**0.39**	**A**	**(9.7)**	**0.57**
4: Rio Boulevard/Washingtonian Boulevard	Roundabout	EBL	A	(5.6)	0.10	A	(6.7)	0.24	A	(5.7)	0.10	A	(6.9)	0.24	A	(5.8)	0.10	A	(8.8)	0.30
		EBT	A	(5.6)	0.10	A	(6.7)	0.24	A	(5.7)	0.10	A	(6.9)	0.24	A	(5.8)	0.10	A	(8.8)	0.30
		EBR	A	(9.3)	0.39	A	(7.0)	0.27	A	(9.5)	0.40	A	(7.3)	0.28	A	(9.8)	0.40	A	(9.2)	0.34
		EB	A	(8.6)	0.39	A	(6.9)	0.27	A	(8.7)	0.40	A	(7.1)	0.28	A	(9.0)	0.40	A	(9.0)	0.34
		NBL	A	(4.5)	0.11	A	(9.8)	0.47	A	(4.6)	0.13	B	(10.6)	0.51	A	(7.4)	0.37	B	(11.4)	0.54
		NBT	A	(4.5)	0.11	A	(9.8)	0.47	A	(4.6)	0.13	B	(10.6)	0.51	A	(7.4)	0.37	B	(11.3)	0.54
		NBR	A	(4.4)	0.11	A	(9.7)	0.47	A	(4.6)	0.13	B	(10.5)	0.51	A	(7.4)	0.37	B	(11.2)	0.54
		NB	A	(4.5)	0.11	A	(9.8)	0.47	A	(4.6)	0.13	B	(10.6)	0.51	A	(7.4)	0.37	B	(11.3)	0.54
		WBL	A	(4.3)	0.05	B	(10.4)	0.30	A	(4.5)	0.05	B	(11.1)	0.32	A	(6.6)	0.07	B	(11.8)	0.33
		WBT	A	(4.3)	0.05	B	(10.4)	0.30	A	(4.5)	0.05	B	(11.1)	0.32	A	(6.6)	0.07	B	(11.8)	0.33
		WBR	A	(4.3)	0.05	B	(10.4)	0.30	A	(4.5)	0.05	B	(11.1)	0.32	A	(6.6)	0.07	B	(11.8)	0.33
		WB	A	(4.3)	0.05	B	(10.4)	0.30	A	(4.5)	0.05	B	(11.1)	0.32	A	(6.6)	0.07	B	(11.8)	0.33
		SBL	A	(5.4)	0.21	A	(5.4)	0.16	A	(5.5)	0.21	A	(5.6)	0.18	A	(5.6)	0.23	A	(7.1)	0.31
		SBT	A	(5.4)	0.21	A	(5.3)	0.16	A	(5.5)	0.21	A	(5.5)	0.18	A	(5.6)	0.23	A	(7.0)	0.31
		SBR	A	(5.4)	0.21	A	(5.3)	0.16	A	(5.5)	0.21	A	(5.5)	0.18	A	(5.6)	0.23	A	(7.0)	0.31
		SB	A	(5.4)	0.21	A	(5.3)	0.16	A	(5.5)	0.21	A	(5.5)	0.18	A	(5.6)	0.23	A	(7.0)	0.31
		Overall	**A**	**(6.3)**	**0.39**	**C**	**(8.4)**	**0.47**	**A**	**(6.3)**	**0.40**	**A**	**(8.9)**	**0.51**	**A**	**(7.2)**	**0.40**	**A**	**(9.7)**	**0.54**

Notes:

(1) Signalized capacity analysis based on Highway Capacity Manual methodology, using Synchro 7.0. Assumes cycle length of 90 seconds.

(2) Critical Lane Volume analysis based on CLV methodology.
The congestion standard for this area is a Critical Lane Volume (CLV) of 1,450.

(3) Roundabout analysis based on SIDRA Intersection methodology, version 5.1.13.2093

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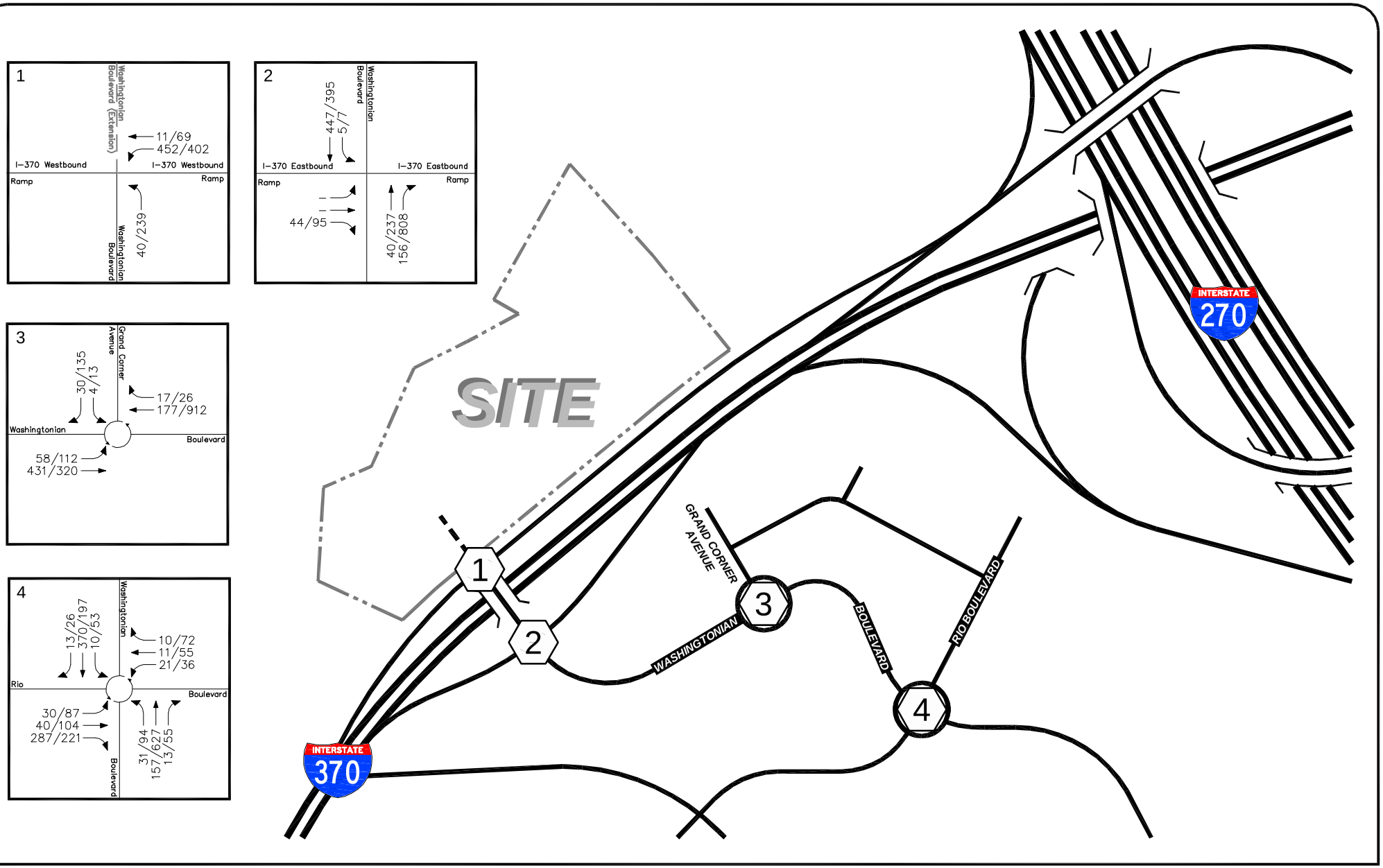


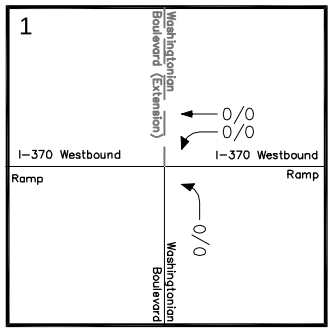
Figure F-1
2013 Existing Peak Hour Vehicular Traffic Volumes

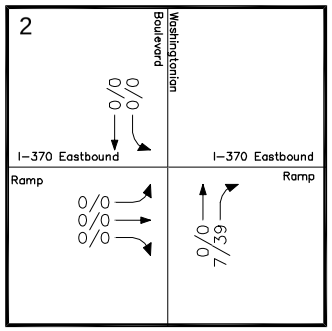
AM PEAK HOUR
PM PEAK HOUR
000/000

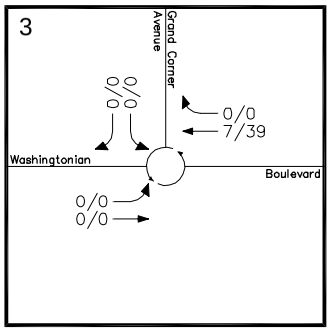
North

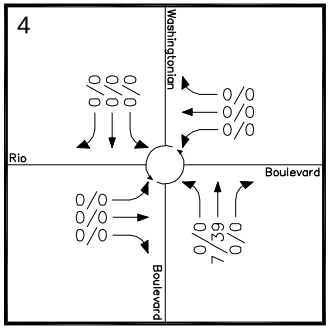
Washington North
Gaithersburg, Maryland

Wells + Associates, Inc.









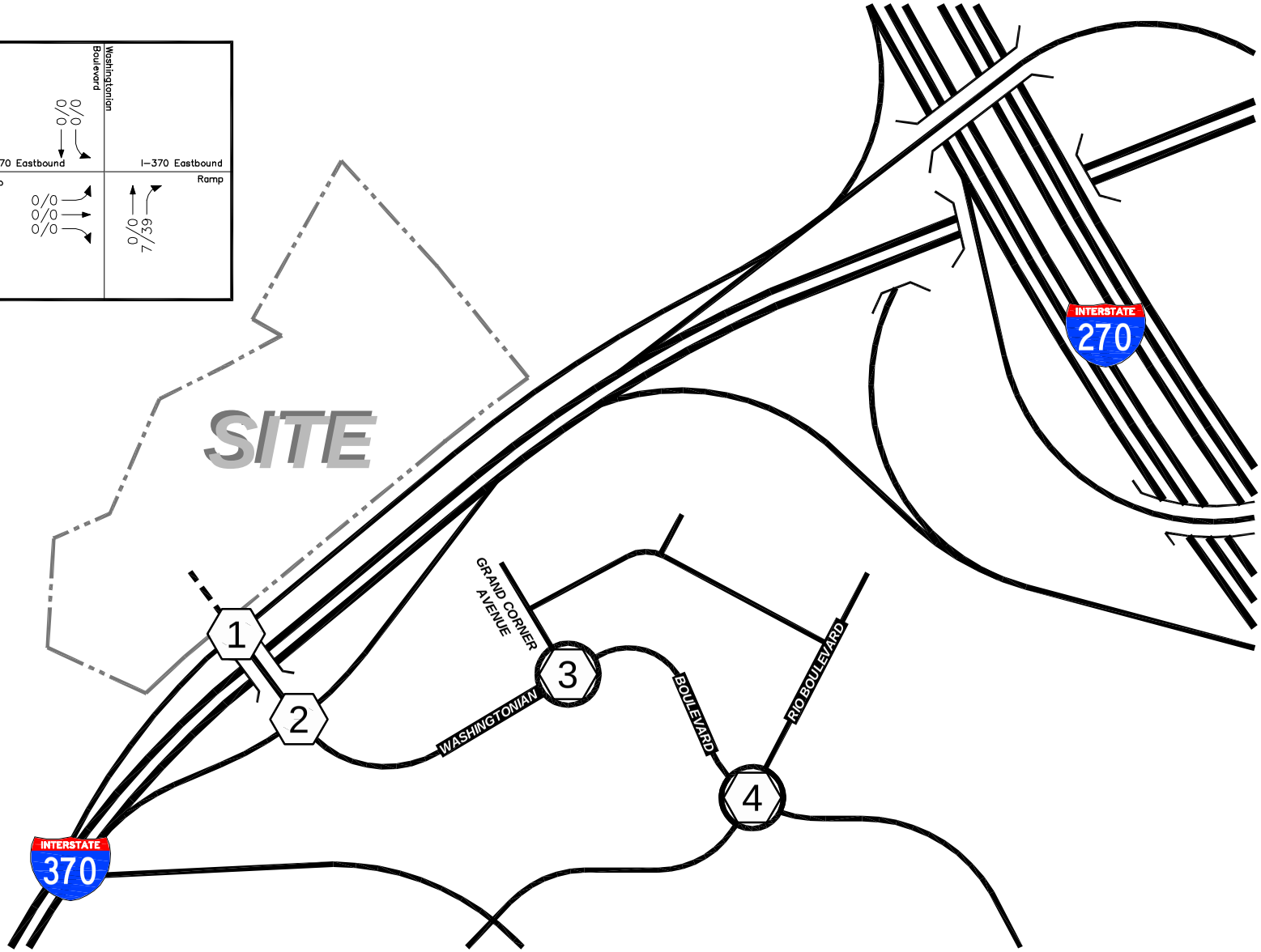


Figure F-2
Washingtonian South Traffic Assignments

AM PEAK HOUR
PM PEAK HOUR
000/000

North

Washingtonian North
Gaithersburg, Maryland

Wells + Associates, Inc.

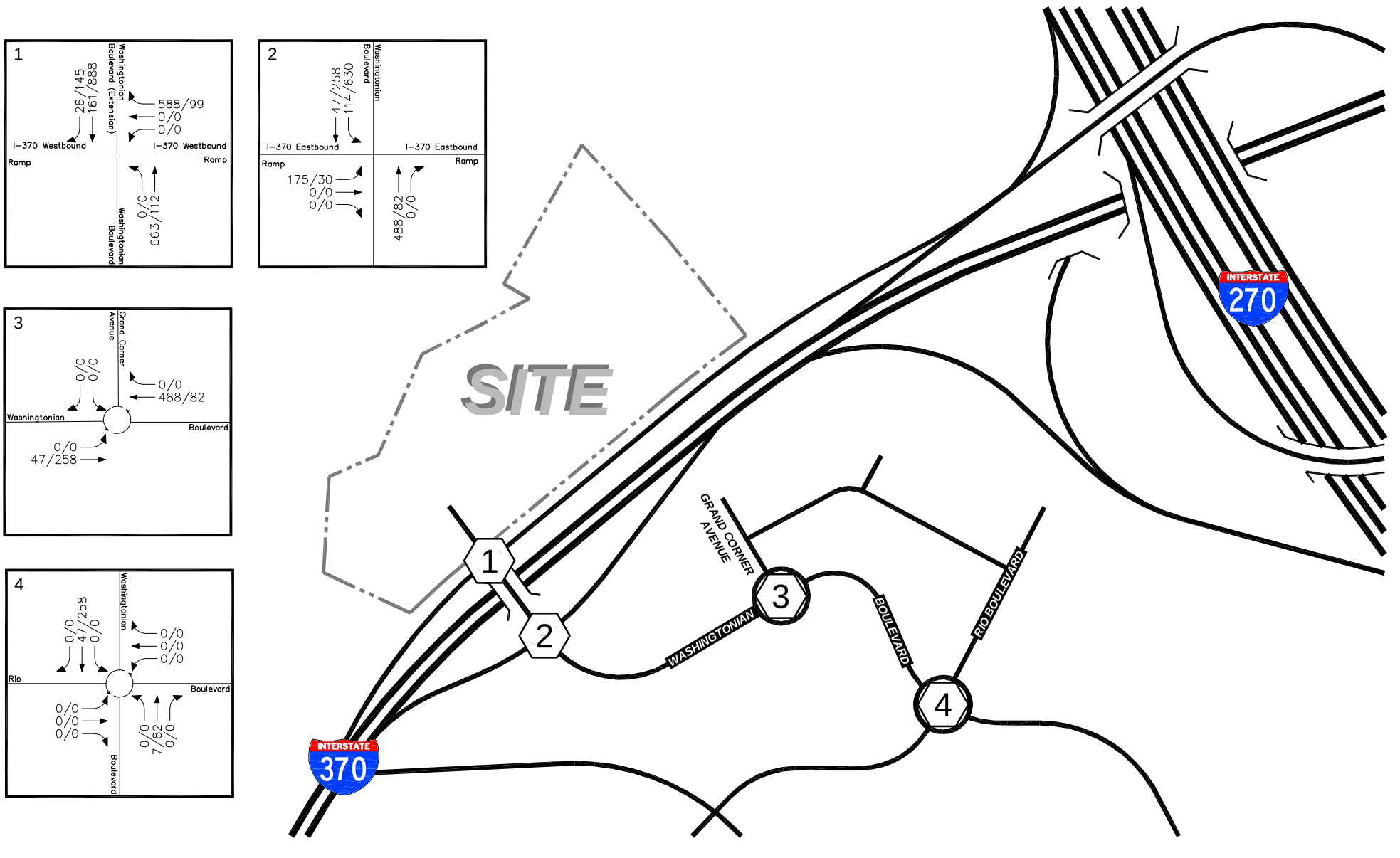


Figure F-3
Washingtonian North Trip Assignments for Approved Conditions (850,000 SF Office)

AM PEAK HOUR
PM PEAK HOUR
000/000

North

Washingtonian North
Gaithersburg, Maryland

Wells + Associates, Inc.

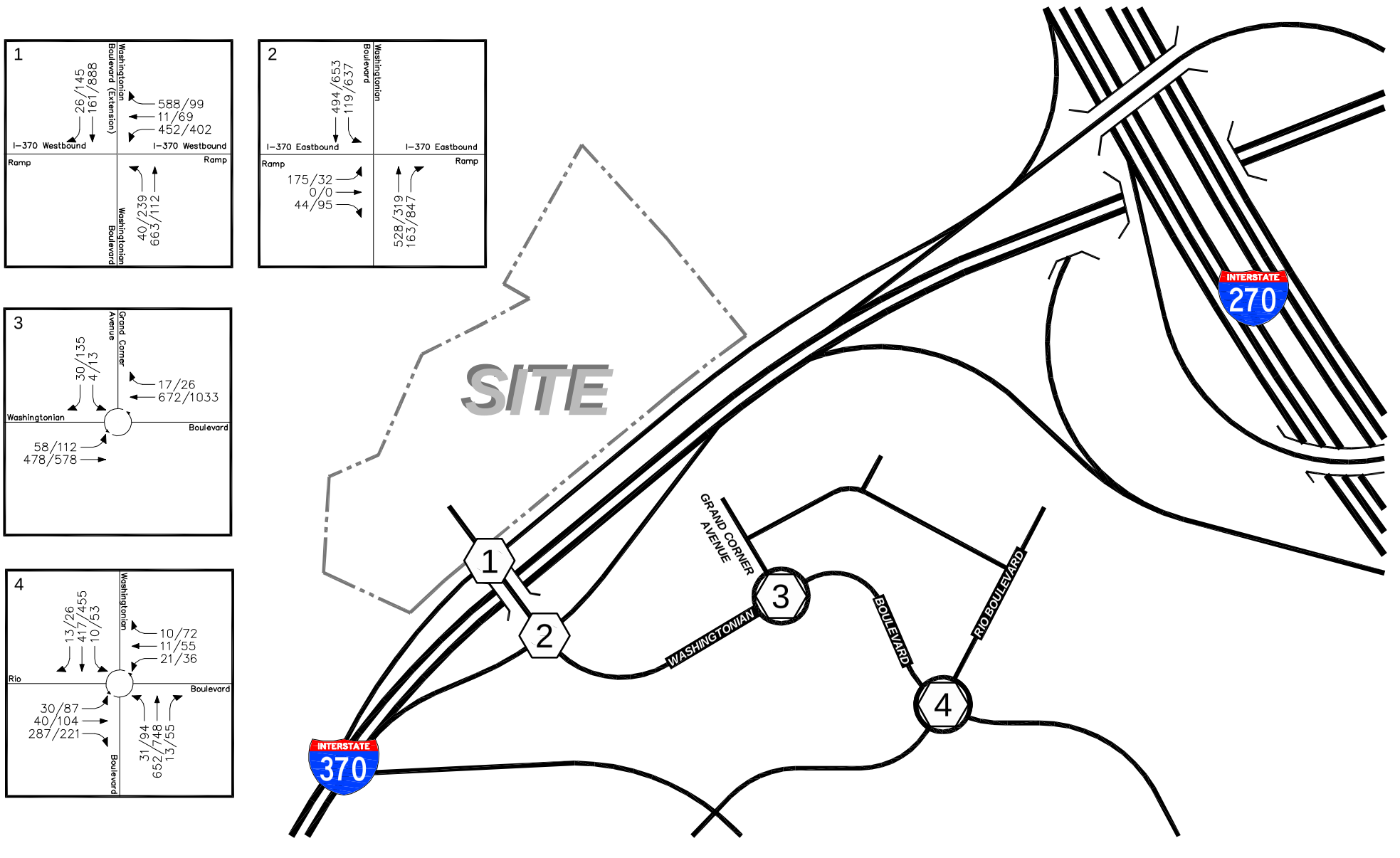


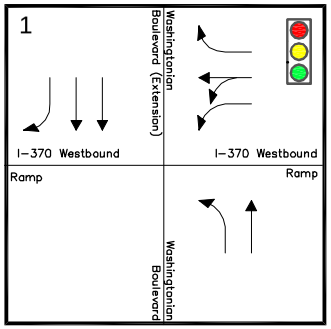
Figure F-4
Future Peak Hour Traffic Forecasts for Approved Conditions

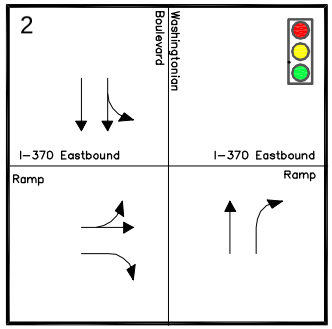
AM PEAK HOUR
PM PEAK HOUR
000/000

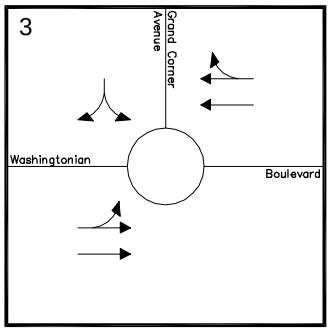
North

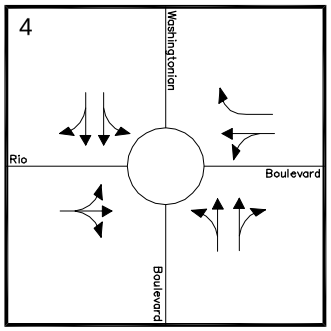
Washington North
Gaithersburg, Maryland

Wells + Associates, Inc.









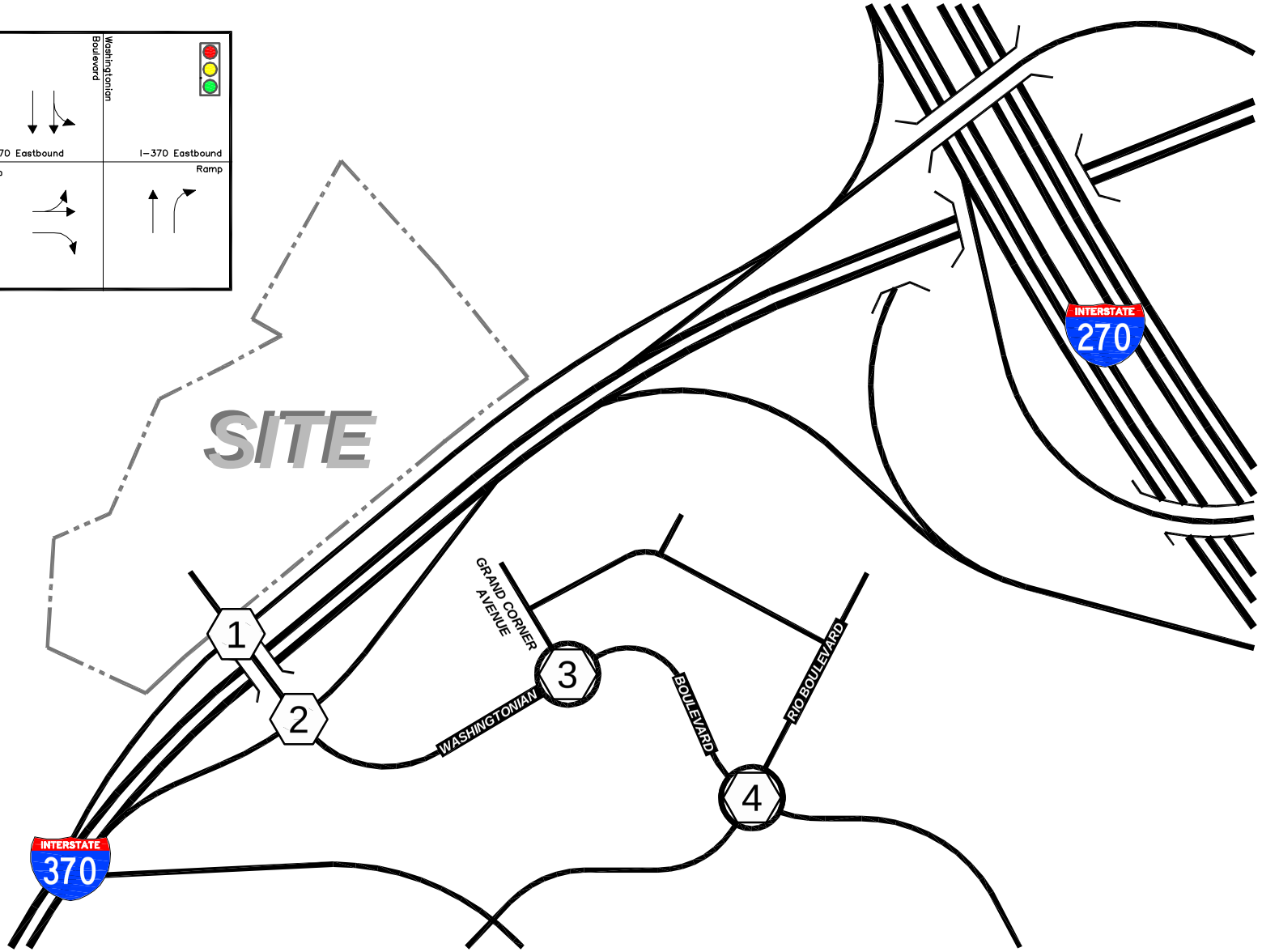


Figure F-5
Future Lane Use and Traffic Control for Approved Conditions

Represents One Travel Lane
Signalized Intersection
Stop Sign

North

Washingtonian North
Gaithersburg, Maryland

Wells + Associates, Inc.

Appendix G

Capacity Analysis with Approved Conditions

HCM Signalized Intersection Capacity Analysis
1: WB Ramp Sam Eig Hwy. & Washingtonian Blvd. (Ext.)

4/5/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	452	11	588	40	663	0	0	161	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.95	1.00	1.00	1.00			0.95	1.00
Frt				1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95	0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1681	1689	1583	1770	1863			3539	1583
Flt Permitted				0.95	0.95	1.00	0.64	1.00			1.00	1.00
Satd. Flow (perm)				1681	1689	1583	1195	1863			3539	1583
Peak-hour factor, PHF	0.92	0.85	0.85	0.85	0.85	0.92	0.85	0.92	0.85	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	532	13	639	47	721	0	0	175	28
RTOR Reduction (vph)	0	0	0	0	0	96	0	0	0	0	0	15
Lane Group Flow (vph)	0	0	0	271	274	543	47	721	0	0	175	13
Turn Type				Perm		Perm	pm+pt					Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8	2					6
Actuated Green, G (s)				34.9	34.9	34.9	47.1	47.1			40.7	40.7
Effective Green, g (s)				34.9	34.9	34.9	47.1	47.1			40.7	40.7
Actuated g/C Ratio				0.39	0.39	0.39	0.52	0.52			0.45	0.45
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				652	655	614	641	975			1600	716
v/s Ratio Prot							0.00	c0.39			0.05	
v/s Ratio Perm				0.16	0.16	c0.34	0.04					0.01
v/c Ratio				0.42	0.42	0.88	0.07	0.74			0.11	0.02
Uniform Delay, d1				20.1	20.1	25.7	10.6	16.7			14.2	13.6
Progression Factor				1.00	1.00	1.00	0.81	0.96			1.00	1.00
Incremental Delay, d2				0.4	0.4	14.2	0.0	4.3			0.1	0.0
Delay (s)				20.5	20.6	39.9	8.7	20.3			14.3	13.7
Level of Service				C	C	D	A	C			B	B
Approach Delay (s)		0.0			31.0			19.6			14.2	
Approach LOS		A			C			B			B	

Intersection Summary			
HCM Average Control Delay	25.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	78.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	175	0	44	0	0	0	0	528	163	119	494	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0		4.0	
Lane Util. Factor		1.00	1.00					1.00	1.00		0.95	
Frt		1.00	0.85					1.00	0.85		1.00	
Flt Protected		0.95	1.00					1.00	1.00		0.99	
Satd. Flow (prot)		1770	1583					1863	1583		3505	
Flt Permitted		0.95	1.00					1.00	1.00		0.64	
Satd. Flow (perm)		1770	1583					1863	1583		2278	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	206	0	52	0	0	0	0	621	192	140	581	0
RTOR Reduction (vph)	0	0	43	0	0	0	0	0	79	0	0	0
Lane Group Flow (vph)	0	206	9	0	0	0	0	621	113	0	721	0
Turn Type	Perm		Perm						Perm	pm+pt		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Actuated Green, G (s)		15.6	15.6					53.0	53.0		66.4	
Effective Green, g (s)		15.6	15.6					53.0	53.0		66.4	
Actuated g/C Ratio		0.17	0.17					0.59	0.59		0.74	
Clearance Time (s)		4.0	4.0					4.0	4.0		4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0		3.0	
Lane Grp Cap (vph)		307	274					1097	932		1809	
v/s Ratio Prot								c0.33			c0.04	
v/s Ratio Perm		0.12	0.01						0.07		0.25	
v/c Ratio		0.67	0.03					0.57	0.12		0.40	
Uniform Delay, d1		34.8	30.9					11.4	8.2		4.4	
Progression Factor		1.00	1.00					1.00	1.00		1.29	
Incremental Delay, d2		5.7	0.0					2.1	0.3		0.6	
Delay (s)		40.5	31.0					13.5	8.5		6.3	
Level of Service		D	C					B	A		A	
Approach Delay (s)		38.6			0.0			12.3			6.3	
Approach LOS		D			A			B			A	

Intersection Summary			
HCM Average Control Delay	13.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
1: WB Ramp Sam Eig Hwy. & Washingtonian Blvd. (Ext.)

4/5/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	402	69	99	239	112	0	0	888	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.95	1.00	1.00	1.00			0.95	1.00
Frpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt				1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95	0.97	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1681	1709	1583	1770	1863			3539	1583
Flt Permitted				0.95	0.97	1.00	0.20	1.00			1.00	1.00
Satd. Flow (perm)				1681	1709	1583	377	1863			3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	437	75	108	260	122	0	0	965	158
RTOR Reduction (vph)	0	0	0	0	0	85	0	0	0	0	0	74
Lane Group Flow (vph)	0	0	0	253	259	23	260	122	0	0	965	84
Confl. Peds. (#/hr)							3		4			
Confl. Bikes (#/hr)									1			
Turn Type				Perm		Perm	pm+pt					Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8	2					6
Actuated Green, G (s)				18.9	18.9	18.9	63.1	63.1			47.9	47.9
Effective Green, g (s)				18.9	18.9	18.9	63.1	63.1			47.9	47.9
Actuated g/C Ratio				0.21	0.21	0.21	0.70	0.70			0.53	0.53
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				353	359	332	438	1306			1884	843
v/s Ratio Prot							c0.07	0.07			0.27	
v/s Ratio Perm				0.15	0.15	0.01	c0.34					0.05
v/c Ratio				0.72	0.72	0.07	0.59	0.09			0.51	0.10
Uniform Delay, d1				33.1	33.1	28.5	7.6	4.3			13.5	10.4
Progression Factor				1.00	1.00	1.00	3.53	2.07			1.00	1.00
Incremental Delay, d2				6.8	7.0	0.1	2.1	0.1			1.0	0.2
Delay (s)				39.8	40.1	28.6	28.8	9.0			14.5	10.6
Level of Service				D	D	C	C	A			B	B
Approach Delay (s)		0.0			38.0			22.5			14.0	
Approach LOS		A			D			C			B	

Intersection Summary			
HCM Average Control Delay	22.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

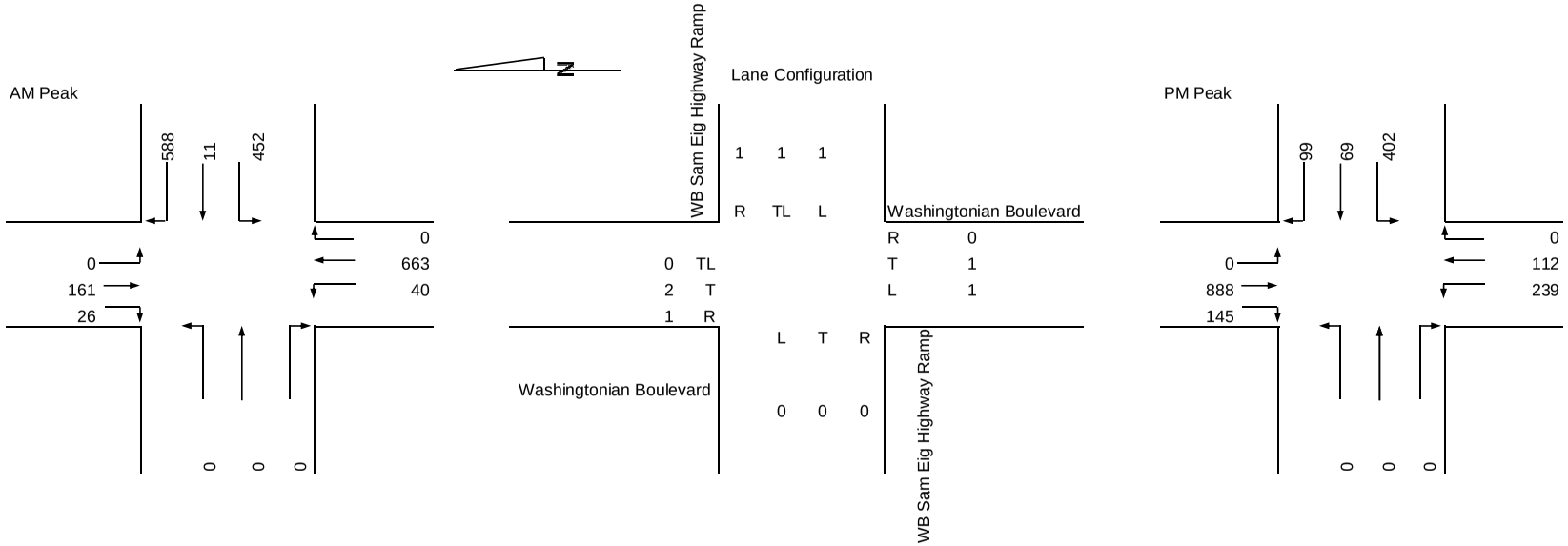
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	0	95	0	0	0	0	319	847	637	653	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0		4.0	
Lane Util. Factor		1.00	1.00					1.00	1.00		0.95	
Frpb, ped/bikes		1.00	0.98					1.00	0.98		1.00	
Flpb, ped/bikes		1.00	1.00					1.00	1.00		1.00	
Frt		1.00	0.85					1.00	0.85		1.00	
Flt Protected		0.95	1.00					1.00	1.00		0.98	
Satd. Flow (prot)		1770	1559					1863	1551		3454	
Flt Permitted		0.95	1.00					1.00	1.00		0.61	
Satd. Flow (perm)		1770	1559					1863	1551		2165	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	36	0	106	0	0	0	0	354	941	708	726	0
RTOR Reduction (vph)	0	0	97	0	0	0	0	0	305	0	0	0
Lane Group Flow (vph)	0	36	9	0	0	0	0	354	636	0	1434	0
Confl. Peds. (#/hr)			2	2			4					4
Confl. Bikes (#/hr)									1			1
Turn Type	Perm		Perm						Perm	pm+pt		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Actuated Green, G (s)		7.5	7.5					46.0	46.0		74.5	
Effective Green, g (s)		7.5	7.5					46.0	46.0		74.5	
Actuated g/C Ratio		0.08	0.08					0.51	0.51		0.83	
Clearance Time (s)		4.0	4.0					4.0	4.0		4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0		3.0	
Lane Grp Cap (vph)		148	130					952	793		2143	
v/s Ratio Prot								0.19			c0.18	
v/s Ratio Perm		0.02	0.01						c0.41		0.37	
v/c Ratio		0.24	0.07					0.37	0.80		0.67	
Uniform Delay, d1		38.6	38.0					13.3	18.2		3.0	
Progression Factor		1.00	1.00					1.00	1.00		0.75	
Incremental Delay, d2		0.9	0.2					1.1	8.4		1.5	
Delay (s)		39.5	38.2					14.4	26.6		3.7	
Level of Service		D	D					B	C		A	
Approach Delay (s)		38.6			0.0			23.3			3.7	
Approach LOS		D			A			C			A	

Intersection Summary			
HCM Average Control Delay	14.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	103.0%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Washingtonian North
Critical Lane Volume
Level of Service Calculations

Intersection: 1: WB Sam Eig Highway Ramp/Washingtonian Boulevard
Jurisdiction: Montgomery County
Scenario/Design Year: Approved Program
Computed by: JPB

WELLS + ASSOCIATES
TRANSPORTATION, TRAFFIC, AND PARKING CONSULTANTS
1420 Spring Hill Road, Suite 600
McLean, Virginia 22102
Phone: (703)917-6620 Facsimile: (703) 917-0739



Intersection Control: Signal: _____ Stop: _____
Split: _____ Ways: _____

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25

Critical Lane Volume		
A	≤	1,000
B	≤	1,150
C	≤	1,300
D	≤	1,450
E	≤	1,600
F	>	1,600

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
SB	T	161	0.53	85	40	1.00	40	125	
NB	T	663	1.00	663	0	1.00	0	663	*
EB									
WB	R	588	1.00	588	0	1.00	0	588	*
Note:							SUM	1251	
								C	

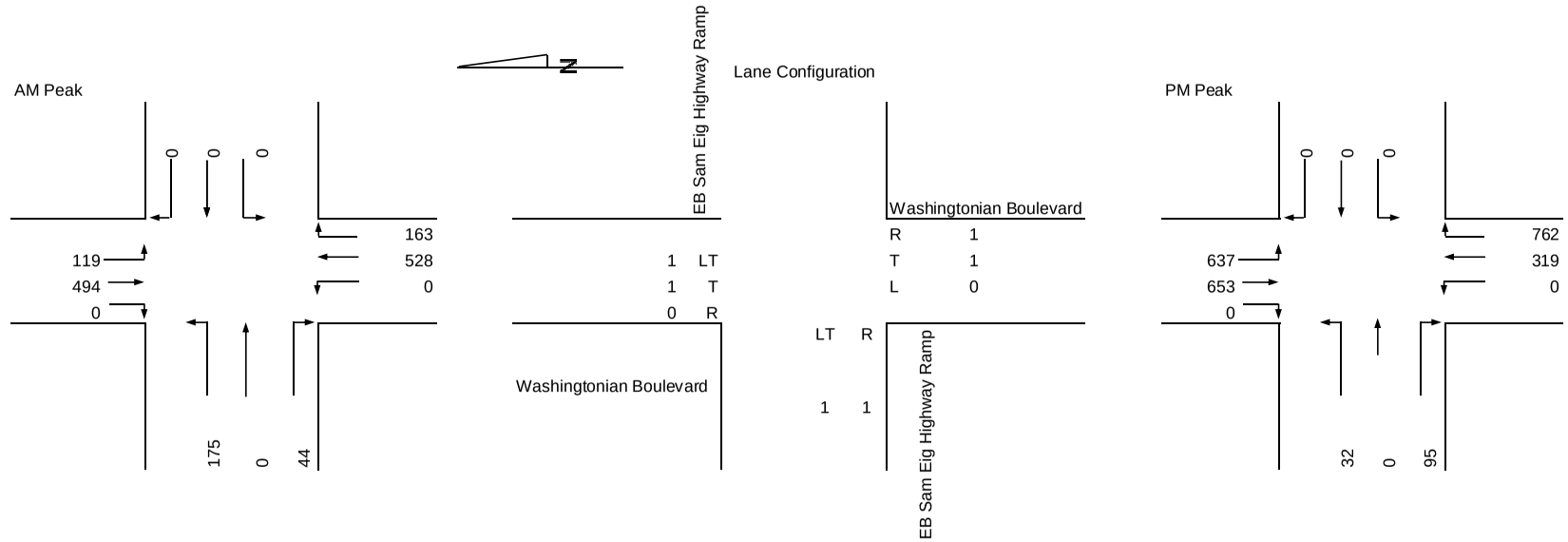
Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
SB	T	888	0.53	471	239	1.00	239	710	*
NB	T	112	1.00	112	0	1.00	0	112	
EB									
WB	TL	471	0.53	250	0	1.00	0	250	*
Note:							SUM	960	
								A	

Washingtonian North

Critical Lane Volume
Level of Service Calculations

Intersection: 2: EB Sam Eig Highway Ramp/Washingtonian Boulevard
Jurisdiction: Montgomery County
Scenario/Design Year: Approved Program
Computed by: JPB

WELLS + ASSOCIATES
TRANSPORTATION, TRAFFIC, AND PARKING CONSULTANTS
1420 Spring Hill Road, Suite 600
McLean, Virginia 22102
Phone: (703)917-6620 Facsimile: (703) 917-0739



Intersection Control: Signal: _____ Stop: _____
Split: _____ Ways: _____

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25

Critical Lane Volume		
A	≤	1,000
B	≤	1,150
C	≤	1,300
D	≤	1,450
E	≤	1,600
F	>	1,600

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
SB	TL	613	0.53	325	0	1.00	0	325	
NB	T	528	1.00	528	119	1.00	119	647	*
EB	L	175	1.00	175	0	1.00	0	175	*
WB									

Note:

SUM 822
A

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
SB	TL	1290	0.53	684	0	1.00	0	684	
NB	R	762	1.00	762	637	1.00	637	1399	*
EB	R	95	1.00	95	0	1.00	0	95	*
WB									

Note:* The NBR Movement was reduced by 10% to account for vehicles turning on red. This reduction was based on a SimTraffic Simulation.

SUM 1494
E

MOVEMENT SUMMARY

Site: Approved Conditions AM

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: Washingtonian Blvd											
6	T	791	3.0	0.389	7.6	LOS A	1.5	38.2	0.19	0.52	28.4
16	R	20	3.0	0.389	7.6	LOS A	1.4	35.8	0.18	0.63	27.8
Approach		811	3.0	0.389	7.6	LOS A	1.5	38.2	0.19	0.52	28.4
North: Grand Corner Ave											
7	L	5	3.0	0.065	6.5	LOS A	0.2	4.1	0.45	0.91	26.5
14	R	35	3.0	0.065	6.5	LOS A	0.2	4.1	0.45	0.76	28.5
Approach		40	3.0	0.065	6.5	LOS A	0.2	4.1	0.45	0.78	28.2
West: Washingtonian Blvd											
5	L	68	3.0	0.269	5.9	LOS A	0.9	22.7	0.03	0.87	26.7
2	T	518	3.0	0.269	5.9	LOS A	0.9	22.7	0.03	0.50	29.4
Approach		586	3.0	0.269	5.9	LOS A	0.9	22.7	0.03	0.54	29.1
All Vehicles		1436	3.0	0.389	6.9	LOS A	1.5	38.2	0.13	0.54	28.7

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Model used. Geometric Delay not included.

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8000972, MJ WELLS & ASSOCIATES INC., SINGLE

MOVEMENT SUMMARY

Site: Approved Conditions PM

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: Washingtonian Blvd											
6	T	1111	3.0	0.569	11.1	LOS B	2.8	72.2	0.33	0.57	26.5
16	R	28	3.0	0.569	11.1	LOS B	2.7	68.0	0.32	0.65	26.0
Approach		1139	3.0	0.569	11.1	LOS B	2.8	72.2	0.33	0.57	26.5
North: Grand Corner Ave											
7	L	14	3.0	0.323	12.4	LOS B	0.9	24.1	0.64	0.96	24.0
14	R	145	3.0	0.323	12.4	LOS B	0.9	24.1	0.64	0.87	25.4
Approach		159	3.0	0.323	12.4	LOS B	0.9	24.1	0.64	0.88	25.2
West: Washingtonian Blvd											
5	L	120	3.0	0.348	6.9	LOS A	1.2	32.0	0.07	0.83	26.2
2	T	622	3.0	0.348	6.9	LOS A	1.2	32.0	0.07	0.49	28.8
Approach		742	3.0	0.348	6.9	LOS A	1.2	32.0	0.07	0.55	28.3
All Vehicles		2040	3.0	0.569	9.7	LOS A	2.8	72.2	0.26	0.58	27.0

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Model used. Geometric Delay not included.

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8000972, MJ WELLS & ASSOCIATES INC., SINGLE

June 11, 2013

Honorable Sidney A. Katz, Mayor
Gaithersburg City Council
City of Gaithersburg
31 South Summit Avenue
Gaithersburg, MD 20877

Re: Proposed Washingtonian North Annexation Agreement Amendments

Dear Mayor Katz and City Council Members:

It is the understanding of the Economic & Business Development Committee that the Mayor and Council have been presented with a proposal to amend the Washingtonian North Annexation Agreement. The amendment is being proposed by the property's owner, Boston Properties, to permit the development of both residential and commercial uses on the site, specifically for an apartment building with up to 400 residential units and a 127,000 square foot Lifetime Fitness center. The Committee heard a presentation on this issue by Jake Stroman of Boston Properties and Jay Johnson of Camden Property Trust at the May 17th meeting.

The quality of the proposed projects, coupled with the region's high demand for multi-family housing, the relatively weak conditions of the area office market, and the dedication of one pad on the site for a future office building, gives the Committee confidence that this proposed amendment will serve the City well. For these reasons, the Committee strongly supports this proposed amendment.

As always, we appreciate the opportunity to contribute to the City's economic growth and look forward to working with you on this important topic. Please do not hesitate to reach out with any questions or for additional information.

Respectfully submitted,

Christopher Zindash, Chair
Economic & Business Development Committee
City of Gaithersburg

Washingtonian North Chronology

February 11, 1987	Road Club Agreement Washingtonian Investors Limited partnership (WILP) L.8624 F. 669 (For reference, pre-annexation.)
July 9, 1991	102.5711 acres of land, known as The Washingtonian Center, was annexed into the City of Gaithersburg [X-159]. Exhibit "I" was called an Schematic Development Plan. The density approved was for 4,525,000 square feet of development. No residential uses were part of the area of annexation.
January 10, 1992	Amendment to Annexation Agreement to allow for grandfathering and expansion and relocation of Amusement Center (Sportland of Maryland, Inc.)
February 26, 1998	Addendum No. 1 – Included modification of the Trumpet Interchange to the Diamond Intersection, 356,343 sq.ft. Retail & Restaurant Life Style Area (SDP-W2) and 83 Townhouse (SDP-W3)
September 16, 1998	SDP-W5(Amendment to the annexation "SDP") and W-1116 received approval Resolution by the Planning Commission. W-1116 indicates the office building will be nine stories tall. The public meeting had been conducted on August 5, 1998.
April 17, 2000	Mayor and City Council conduct a Courtesy Review on SDP-W5 (A) and W-1116 (A).
May 24, 2000	SDP-W5 (A) and W-1116 (A) received amendment approvals to the original schematic development plan and site plan, via Resolution. W-1116 (A) increases the office building height from nine to ten stories.
January 11, 2001	The Board of Appeals determines W-1116 was void at the time of Planning Commission review and therefore could not be amended, and reversed the Commission's findings on W-1116 (A) [A-493].
January 11, 2001	The Board of Appeals denies the Administrative Appeal of SDP-W5 (A) [A-492] and affirms the approval of the SDP amendment by the Planning Commission.
April 4, 2001	SP-00-0018 (Site access and storm water management, rough grading for office buildings and garage pads, landscaping, and utility installation is approved for Washingtonian North) is approved via Resolution (Plan reviewed at the February 21, 2001 regular meeting).
July 11, 2001	SP-01-0006 (220,200-square foot, 7-story office building w/ a 2 1/2 story parking garage) is approved via Resolution. (Plans were reviewed at the June 6th and June 20th 2001

	regular meetings). The office building height is reduced three stories.
March 6, 2002	Planning Commission extends Final Site Plan approval of SP-00-0018 for one year.
June 19, 2002	Planning Commission extends Final Site Plan approval of SP-01-0006 for one year.
March 26, 2003	Planning Commission extends Final Site Plan approval of SP-00-0018 for one year.
July 2, 2003	Planning Commission extends Final Site Plan approval of SP-01-0006 for one year.
March 23, 2004	The Maryland Court of Special Appeals affirms previous judgment on Shady Grove Village III Homeowner's Association et al. vs. City of Gaithersburg et al.
April 21, 2004	Motion for Reconsideration of Revised Decision filed by counsel for the appellants.
May 21, 2004	Response of Appellee City of Gaithersburg to Appellants' Motion for Reconsideration of Revised Decision filed by counsel.
May 24, 2004	Response of Appellee, Washingtonian North Associates, LLC, to Appellants' Second Motion for Reconsideration filed by counsel.
May 28, 2004	Reply Brief in Support of Motion for Reconsideration of Revised Decision filed by counsel for the appellants.
July 22, 2004	Motion for Reconsideration of Revised Decision denied; Mandate Issued.
July 7, 2004	Planning Commission extends Final Site Plan approval of SP-00-0018 and SP-01-0006 for one year.
July 8, 2005	Boston Properties submits applications for SP-05-0007 (Infrastructure plans) and SP-05-0008 (220,116-Sq. Ft. Office, a parking garage, and improvements to Lot 4) to the Planning and Code Administration.
September 7, 2005	Planning Commission reviews applications for SP-05-0007 (infrastructure plans) and SP-05-0008 (220,116-Sq. Ft. Office, a parking garage, and improvements to Lot 4) and directed staff to prepare resolutions of approval
October 5, 2005	Planning Commission approves resolutions to approve SP-05-0007 (infrastructure plans) and SP-05-0008 (220,116-Sq. Ft. Office, a parking garage, and improvements to Lot 4), both with conditions

October 4, 2006	Planning Commission extends Final Site Plan approval of SP-05-0007 and SP-05-0008 for one year
October 3, 2007	Planning Commission extends Final Site Plan approval of SP-05-0007 and SP-05-0008 for one year
August 4, 2008	Mayor and City Council approve Land Exchange for Washingtonian North - R-75-08
October 5, 2008	Site Plans SP-05-0007 and SP-05-0008 expire
November 12, 2008	Land Exchange Recorded

City of Gaithersburg
31 S. Summit Avenue
Gaithersburg MD 20877

<Name >
<Address Line 1 >
<Address Line 2 >

NOTICE OF INTEREST
Monday September 16, 2013
at 7:30 PM
City Hall Council Chambers
31 S. Summit Avenue, Gaithersburg MD 20877

You are receiving this postcard to inform you of a proposal for change within 200 feet of your property or you have expressed an interest in the subject plan.

Please be advised that the Mayor and City Council of Gaithersburg will be considering a proposed **Third Amendment to Annexation Agreement** for the properties owned by Boston Properties, known as **Washingtonian North**, located on Washingtonian Boulevard extended, west of Sam Eig Highway and South of I-270 and the Malcolm King Park. This item will be heard at the Monday, September 16, 2013, Mayor & City Council Meeting as a Presentation. The meeting is in the Council Chambers at City Hall, 31 S. Summit Avenue, Gaithersburg Maryland 20877. Public and written comments are welcome.

For additional information, you may review the proposal at the City's Projects Page at the following link http://www.gaithersburgmd.gov/poi/default.asp?POI_ID=1260&TOC=311;1260; and click on **Washingtonian North** or visit the Planning & Code Administration offices located between the hours of 8:00 am and 5:00 pm Monday through Friday. You may also contact us via telephone at 301-258-6330.

owner_name_line_1	owner_name_line_2	owner_address_line	owner_address_line	owner_address_city	owner_address_stat	owner_address_zip_
KINCAID CHRISTOPHER J		71 APPLESEED LN		GAITHERSBURG	MD	20878
KATZ SIDNEY M & M C		5 DEARDEN PL		GAITHERSBURG	MD	20878
BULL AARON M &	LISA H GARSON	4 TRIPOLEY CT		GAITHERSBURG	MD	20878
PAWLOSKI RICHARD	ELAINE C MAR-PAWL	4 DEARDEN PL		GAITHERSBURG	MD	20878
DYE ROGER D & L A		7 DEARDEN PLACE		GAITHERSBURG	MD	20878
RUTKOWSKI EDWIN E & S M		1 DEARDEN PL		GAITHERSBURG	MD	20878
WASHINGTONIAN NORTH ASSOC LP		C/O BOSTON PROPEI	2200 PENNSYLVANIA	WASHINGTON	DC	20037
BEHHNAM ABDOLLA	ZAHRA SHOKRIAN	11 DEARDEN PL		GAITHERSBURG	MD	20878
HEWITT RONNY L & M J		50 APPLESEED LN		GAITHERSBURG	MD	20878
EAGEN DANIEL ET AL TR		11 MEADOW GRASS CT		GAITHERSBURG	MD	20878
ARNOLD JOSEPH T & S		3 DEARDEN PL		GAITHERSBURG	MD	20878
BOND KENT C & L C		9 DEARDEN PL		GAITHERSBURG	MD	20878
MAFINEJAD AMIR &	MAFINEJAD AMAND	10 DEARDEN PLACE		GAITHERSBURG	MD	20878
WASHINGTONIAN NORTH ASSO L P		C/O BOSTON PROPEI	2200 PENNSYLVANIA	WASHINGTON	DC	20037
NEWMAN JOHN W & B E		409 WATCH HILL LANE		GAITHERSBURG	MD	20878
HU HENRY S-W &	SHWU-MAAN LEE	17054 CATALPA CT		DERWOOD	MD	20855
ZAREMBKA THOMAS	LORENA YAMAZAKI	65 APPLESEED LN		GAITHERSBURG	MD	20878
FEDORYK LAURA		405 WATCH HILL LN		GAITHERSBURG	MD	20878
WASHINGTONIAN NORTH ASSO L P		C/O BOSTON PROPEI	2200 PENNSYLVANIA	WASHINGTON	DC	20037
CHAN TAK KIU		54 APPLESEED LN		GAITHERSBURG	MD	20878
BASKERVILLE MICHELE D		63 APPLESEED LN		GAITHERSBURG	MD	20878
PARAKESVAN PAUL	VARDANVAN LILIT	51 APPLESEED LN		GAITHERSBURG	MD	20878
TURGOTT BARRINGTON N & DOREEN D		62 APPLESEED LN		GAITHERSBURG	MD	20878
HUANG ALEXANDER		14235 PLATINUM DR		GAITHERSBURG	MD	20878
LOMBARDI JOHN &	LISA MIRABELLO	2 TRIPOLEY CT		GAITHERSBURG	MD	20878
STEVENSON MICHAEL B SR & N S		410 WATCH HILL LANE		GAITHERSBURG	MD	20878
SOMERSET PHILIP A		2 DEARDEN PL		GAITHERSBURG	MD	20878
MORAIS ABIGAIL C		48 APPLESEED LN		GAITHERSBURG	MD	20878
SPERBECK DAVID A & BRENDA P		2 MEADOW GRASS CT		GAITHERSBURG	MD	20878
JACOBS MATHEW ET AL		59 APPLESEED LN		GAITHERSBURG	MD	20878
BRAMEYER JAMES & ANN		67 APPLESEED LN		GAITHERSBURG	MD	20878
SHADY GROVE VILLA	COMMUNITY ASSOC	11820 OAKLAWN DR		ROCKVILLE	MD	20852
MARTIN CAROL S		23 NORWICH CT		GAITHERSBURG	MD	20878

WU RUOWEI		6 MEADOW GRASS CT	GAITHERSBURG	MD	20878
CARPIO-ESCOBAR AD	KAREM M CARPIO	56 APPLESEED LN	GAITHERSBURG	MD	20878
LA BOY MARGA A		6 DEARDEN PLACE	GAITHERSBURG	MD	20878
WASHINGTONIAN NORTH ASSO L P		C/O BOSTON PROPEI	2200 PENNSYLVANIA	WASHINGTON	DC	20037
LEE DAVID L & M P		259 VILLAGE CIRCLE DR	FORT LEE	NJ	7024
ZHANG BEIMING &	JING YING XU	49 APPLESEED LN	GAITHERSBURG	MD	20878
BRODSKY STANLEY L & V A		13 MEADOW GRASS CT	GAITHERSBURG	MD	20878
CHANG FENG Y		55 APPLESEED LN	GAITHERSBURG	MD	20878
WATERMAN RANDY ET AL		12 MEADOW GRASS CT	GAITHERSBURG	MD	20878
PITTS SARA R		402 WATCH HILL LN	GAITHERSBURG	MD	20878
FEATHERSTON GARY D		5 MEADOW GRASS CT	GAITHERSBURG	MD	20878
BLACKWELL GLORIA A & STEPHEN R		53 APPLESEED LN	GAITHERSBURG	MD	20878
ORENG COSMAS O &	DOROTHY L AGWA	8 MEADOW GRASS CT	GAITHERSBURG	MD	20878
VROOM BRIAN		69 APPLESEED LN	GAITHERSBURG	MD	20878
SOTUDEH SIAVOSH & GOHARTAJ		404 WATCH HILL LN	GAITHERSBURG	MD	20878
AMOROSO JOHN S & D W		403 WATCH HILL LN	GAITHERSBURG	MD	20878
NADER MITCHELL & M M		8 DEARDEN PL	GAITHERSBURG	MD	20878
TAMORIA GLENN G & K L		57 APPLESEED LN	GAITHERSBURG	MD	20878
DIANE AMINATA		52 APPLESEED LN	GAITHERSBURG	MD	20878
DO TRONG & N-H		401 WATCH HILL LN	GAITHERSBURG	MD	20878
PARSONS MARSHALL F		4 MEADOW GRASS CT	GAITHERSBURG	MD	20878
NORRIS ERIC CYRIL &	KAREN CHAN NORRIS	73 APPLESEED LN	GAITHERSBURG	MD	20878
ESCALERA JUAN A	RUIZ RAQUEL GODO'	58 APPLESEED LN	GAITHERSBURG	MD	20878
SHATERGHOLI KHOSI	FERESHTEH HASHEM	407 WATCH HILL LN	GAITHERSBURG	MD	20878
VANJANI ALEX	VANJANI LENKA	7 MEADOW GRASS CT	GAITHERSBURG	MD	20878
NAVARRO ESTER M ET AL		60 APPLESEED LN	GAITHERSBURG	MD	20878
AUSTIN DARRYL F & PAULA		61 APPLESEED LN	GAITHERSBURG	MD	20878
SOLDI NICOLAS	SOLDI GABRIEL SOLD	64 APPLESEED LN	GAITHERSBURG	MD	20878
BUCHMAN MAGGIE		3 MEADOW GRASS CT	GAITHERSBURG	MD	20878
VARKIANI ALIREZA E		9 MEADOW GRASS CT	GAITHERSBURG	MD	20878
Alan Rosen	President	17017 Sioux Lane	Gaithersburg	MD	20878
Andrea Liacouras	President	105 Twelve Oaks Court	Gaithersburg	MD	20877
April Day	Community Associati	18401 Woodfield Road, Suite H	Gaithersburg	MD	20879
Brian Weiblinger	President	147 Apple Blossom Way	Gaithersburg	MD	20878

Bruce Blumberg	Abaris Realty, Inc.	12009 Nebel Street	Rockville	MD	20852
Carla Johnson	Bennington	29 Goodport Lane	Gaithersburg	Maryland	20878
Carrie Mathis	Quantum	5101 River Road, Suite 101	Rockville	Maryland	20816
Cheryl Berger	Association Bookkee	849-F Quince Orchard Boulevard	Gaithersburg	MD	20878
Chris Froehlich	Community Mngmnt	11300 Rockville Pike #907	Rockville	MD	20852
Claude Lumpkins	Vista Management	1131 University Blvd West Suite 101	Silver Spring	MD	20902
Craig Chung	The Management Gr	20440 Century Boulevard, Suite 100	Germantown	Maryland	20874
Dale Roan	Main Street Property	9 Park Avenue	Gaithersburg	MD	20877
David Sapoznick	Summit Managemen	3833 Farragut Avenue	Kensington	MD	20895
David Studley	President	716 Beacon Hill Terrace	Gaithersburg	MD	20878
Elaine Ziemke	The Management Gr	20440 Century Boulevard, Suite 100	Germantown	Maryland	20874
Eric Cooper	Property Manageme	955-A Russell Avenue	Gaithersburg	Maryland	20879
Frances Winter	President	2 Glazebrook Court	Gaithersburg	MD	20878
Glenn Loveland	Abaris Realty, Inc.	12009 Nebel Street	Rockville	MD	20852
Guisela Deering	The Simmons Manag	8911 60th Avenue, 2nd Floor	College Park	MD	20740
Hank Jacob	Allied Realty	7605 Arlington Road	Bethesda	MD	20814
Ibrahim Dukuly	Lighthouse Property	P.O. Box 5379	Takoma Park	MD	20913
Jackie Shaw	Vice President	5 Antioch Road	Gaithersburg	MD	20878
Jeff Kivitz	Main Street Property	9 Park Avenue	Gaithersburg	MD	20877
Jesse James	Allied Realty	7605 Arlington Road	Bethesda	MD	20814
Jessica Cummings	IKO Real Estate, Inc.	3416 Olandwood Court, Suite 210	Olney	MD	20832
Jon May	President	8940 Edgewood Drive	Gaithersburg	Maryland	20877
Katrina Barrett	ComSource Manager	3414 Morningwood Drive	Olney	MD	20832
Kevin Kapp	Vista Management	1131 University Blvd West Suite 101	Silver Spring	MD	20902
Kim Lee	Villa Ridge Condomir	414 Girard Street	Gaithersburg	MD	20877
Lisa Franklin	PROCAM	14904 New Hampshire Avenue	Silver Spring	Maryland	20905
Lori Cohen	Armstrong Managem	3949 Pender Drive #205	Fairfax	Virginia	22030
Matt Snyder	ComSource Manager	3414 Morningwood Drive	Olney	MD	20832
Mayea Henderson	Community Manager	11300 Rockville Pike #907	Rockville	MD	20852
Michael Eckloff	ComSource Manager	3414 Morningwood Drive	Olney	Maryland	20832
Michael LaPrade	ComSource Manager	3414 Morningwood Drive	Olney	MD	20832
Michele Kennedy	ComSource Manager	3414 Morningwood Drive	Olney	MD	20832
Mike Potter	M.T.M Management	26223 Ridge Road	Damascus	MD	20872
Nancy Goglio	President	905 Wild Forest Drive	Gaithersburg	Maryland	20879

Patty Floyd	Paul Associates, Inc.	6935 Wisconsin Avenue Suite 400	Chevy Chase	MD	20815
Peggy Toland	Community Associati	15742 Crabbs Branch Way	Derwood	MD	20855
Peyton Harris	Capital Management	12011 Lee Jackson Highway #350	Fairfax	VA	22033
Ralph Caudle	IKO Real Estate, Inc.	3416 Olandwood Court, Suite 210	Olney	MD	20832
Randy Fox	Kentlands Citizen Ass	485 Tschiffely Square Road	Gaithersburg	Maryland	20878
Richard Skobel	Main Street Property	9 Park Avenue	Gaithersburg	MD	20877
Robert Fogel	Abaris Realty, Inc.	12009 Nebel Street	Rockville	MD	20852
Ruchita Patel	The Management Gr	20440 Century Boulevard, Suite 100	Germantown	Maryland	20874
Sandra Ewing	Vanguard Managem	PO Box 39	Germantown	MD	20875
Shireen Ambush	Abaris Realty, Inc.	12009 Nebel Street	Rockville	MD	20852
Steve Leskowitz	The Management Gr	20440 Century Boulevard, Suite 100	Germantown	Maryland	20874
Tom Armstrong	President	108 Longdraft Road	Gaithersburg	Maryland	20878