



200-B MONROE STREET, ROCKVILLE, MARYLAND 20850 P: 301.762.5212 F: 301.424.9673 WWW.MILLERMILLERCANBY.COM

All attorneys admitted in Maryland and where indicated.

JAMES L. THOMPSON\*  
LEWIS R. SCHUMANN  
JODY S. KLINE  
JOSEPH P. SUNTUM  
ROBERT E. GOUGH

DONNA E. MCBRIDE (DC)  
DEBRA YERG DANIEL  
SEAN P. HUGHES (DC)  
CATHY G. BORTEN (DC, VA)  
MICHAEL G. CAMPBELL (DC, VA)  
SOO LEE-CHO (CA)

DAVID A. LUCAS (DC)  
DIANE E. FEUERHERD  
CHRISTOPHER L. YOUNG (VA)  
RAYMOND L. GAMBRILL  
JAMES T. ROTH (DC)

\* Of Counsel

[JSKLINE@MMCANBY.COM](mailto:JSKLINE@MMCANBY.COM)

June 8, 2021

Mayor and City Council of Gaithersburg  
City Hall  
31 South Summit Street  
Gaithersburg, MD 20877

Gaithersburg Planning Commission  
City Hall  
31 South Summit Street  
Gaithersburg, MD 20877

Re: Schematic Development Plan Application No. SDP-8551-2020,  
Application of 151 Lakelands, LLC;  
Submission of Supplemental Comments

Dear Mayor Ashman, Members of the City Council and Members of the Planning Commission,

At the joint public hearing conducted on the evening of Monday, May 3, the Applicant was asked to provide supplemental information to answer a number of questions raised by Council members, Planning Commission members and the public. Since that date, the City has received written comments from residents that also warrant attention and response. The applicant is pleased to submit the following information addressing those inquiries and requests.

I. Stacking and Queuing of Vehicles.

The Applicant has broken this subject up into several sub-categories including on-site and off-site vehicle stacking as well as inbound and outbound vehicle movements on Lakelands Drive.

A. On-Site Vehicle Stacking.

1. One Way Traffic Circulation.

In order to simplify on-site vehicle circulation and to minimize vehicle maneuvering conflicts, the Applicant will stripe the site so that traffic will move in a “counter clockwise” fashion. This movement of cars will also better guide cars to enter and depart in the designated “inbound” and “outbound” lanes.

2. Add a Lane Divide at the Entrance.

The Applicant accepts the recommendation to create a lane divide at the Lakelands Drive entrance to the Everbrook Academy. As suggested, this feature will assist in separating vehicles on-site into the intended “counter clockwise” circulation pattern.

3. Designated Staff Parking Spaces.

The Applicant will designate parking spaces that will be marked for the maximum staff of 25 persons. These designated spaces will be located in the northern parking row (7 spaces), the western parking row (10 spaces) and (7 spaces) in the western side of the middle parking rows and a single space adjacent to the west face of the building set aside for “Teacher of the Year.” These designated spaces are the ones located most distant from the front door of the Academy in order to minimize the pick up and drop off times of children. Also having these “low turnover” spaces located in the perimeter parking aisles will reduce conflicts with parent driven exiting vehicles.

4. On-Site Vehicle Stacking Plan

The Applicant has studied the site plan and has determined that at least eleven (11) vehicles can be stacked on site between the entrance driveway and the point where cars turn right into the main parking field where drop offs and pick ups, and potential backups, may occur.

Based on its substantial experience, Everbrook Academy is quite confident that it will never experience a backup of as much as nine vehicles on-site due to the operational characteristics of drop offs and pick ups described in Paragraph VI. C. following. With the improvements described above, and with the on-site stacking capacity outlined herein, the Applicant is confident that no cars will ever back up and spill over onto Lakelands Drive.

B. Off-Site Vehicle Queuing on Outbound (Northbound) Lakelands Drive

1. Stacking in Outbound Lanes of Lakelands Drive at Intersection with Great Seneca Highway

The Applicant has studied the geometrics of Lakelands Drive approaching the intersection with Great Seneca Highway. According to the studies performed by the Applicant's traffic engineer, available stacking distance at present would be adequate enough storage length so that 95% of the time a queue back from the signal at the intersection would be eliminated within one light cycle.

However, Planning Commissioner Bauer accurately noted that buses from the Lakelands Middle School departing the community may usurp more than one passenger vehicle queuing space. Accordingly, the Applicant undertook an investigation to determine if it could widen the paved area of Lakelands Drive back from the Great Seneca Highway intersection in order to create two stacking lanes, one for left turn movements and one for free right turn movements.

Ms. Utility has confirmed that there are no subterranean fixtures that would complicate widening of the east side/outbound lane(s) of Lakelands Drive. By removing the "elbow" along the east side of Lakelands Drive, and by "widening" the east side of the street, the Applicant will be able to create two outbound lanes and substantially increase the stacking capacity at this intersection to, as shown on the attached sketch, up to twenty (20) stacking spaces. The Applicant therefore pledges to continue to work with the City through the final site plan review process to improve stacking capacity, eliminate the potential of conflicts with vehicles entering and exiting the Everbrook facility and enhance the operation and safety of the Great Seneca Highway/Lakelands Drive intersection.

2. Inbound (Southbound) Queuing on Lakelands Drive

There was some testimony presented at the May 3 joint public hearing about there being inadequate vehicle storage distance between the intersection of Great Seneca Highway/Lakelands Drive and the entrance to the Everbrook Academy facility particularly since a) cars may be slowing down to make a right turn into the Everbrook Academy driveway, b) cars may be slowing down because of the uphill incline of Lakelands Drive at that point and c) cars may be entering Lakelands Drive at high speeds due to accelerated turning movements from westbound Great Seneca Highway to southbound Lakelands Drive.

The Applicant's traffic engineer has reported (Appendix A attached) that the speed of most southbound vehicles traveling on Lakelands Drive is 26 mph, one mile per hour over the posted speed limit and that 85% of the studied movements were measured at 28 mph or less. Nevertheless, the Applicant looked into the matter further.

After on-site investigation, the Applicant concluded that it could not create a second, or a transition lane, for the inbound Lakelands Drive lanes as it was planning to do for the outbound lanes of Lakelands Drive. There are a number of utilities in the right-of-way that cannot be

easily relocated and the steepness of the embankment on the west side of the street does not allow for creation of a “deceleration” lane to handle right-turning vehicle movements in to the Everbrook Academy site. However, the Applicant has determined that it can improve the radius of the driveway to allow for a smoother and quicker entrance into the Academy thus minimizing delays or slowing of traffic in order to make a right-hand turn from Lakelands Drive. The Applicant has concluded that within the approximate 200 feet from the beginning of Lakelands Drive up to eight (8) vehicles can be accommodated in that space and that turning movements onto the site will be facilitated by a redesigned driveway entrance.

With this improvement in accessibility, the Applicant feels that there should be no risk of Everbrook Academy cars backing up onto Great Seneca Highway and that the movement of cars on southbound Lakelands Drive should not cause any “rear end” accidents.

### 3. Vehicle Speed on Lakelands Drive

In response to some comments offered at the May 3 joint public hearing, and offered in written submissions to the City, the Applicant asked its traffic engineer to verify vehicle speed on Lakelands Drive. That report, dated May 14, 2021, attached hereto as Appendix A, is summarized in the following excerpts:

“Lakelands Drive is a two-lane residential collector roadway that generally runs in a north to south direction. The posted speed limit along Lakelands Drive is 25 mph. The results of the analysis are attached and we have the following comments:

#### Northbound: Approaching MD 119 (Great Seneca Hwy)

- The 50<sup>th</sup> percentile speed or average speed is 28 mph.
- The “Modal Speed” (most vehicles recorded) is 28 mph.
- The 85<sup>th</sup> percentile speed measured is 33 mph.
- The “10 MPH Pace” (range of most recorded speeds) is 24 to 33 mph.

#### Southbound: Traveling from MD 119 (Great Seneca Hwy)

- The 50<sup>th</sup> percentile speed or average speed is 25 mph.
- The “Modal Speed” (most vehicles recorded) is 26 mph.
- The 85<sup>th</sup> percentile speed measured is 28 mph.
- The “10 MPH Pace” (range of most recorded speeds) is 22 to 31 mph.”

As reported in the Traffic Concepts analysis, traffic on Lakelands Drive operates in close adherence to the posted speed limit of 25 mph. and that there does not appear to be a pattern of fast-moving vehicles on Lakelands Drive after entry from Great Seneca Highway.

## II. Enrollment and Vehicle Traffic

### A. Enrollment

As was mentioned during the joint public hearing, the proposed Everbrook Academy will be approved by the State of Maryland to accommodate up to 140 children with 25 staff persons. However, as Mr. Brian Birks of Everbrook alluded in his testimony, it is rare that a maximum rated enrollment is ever achieved at an Everbrook facility for the following reasons.

The State's ratios of instructor-to-children is the determining factor in how many children actually will be enrolled in an Everbrook Academy facility. Since those ratios vary – the younger the child, the greater number of staff are required - the demographics of the surrounding neighborhood and the age mix of the enrollees will determine how many children will actually attend this facility. For instance, if parents want to enroll more babies than three year olds, it is unlikely that a 140-child enrollment can be achieved. We believe that Mr. Birks mentioned the other evening that it would not be uncommon to end up with an enrollment in the 100 child range for a facility such as the one proposed.

### B. Actual Daily Attendance

Mr. Birks also mentioned that daily attendance of only 75 children was not irregular for a facility of the size proposed. With children of ages from newborn to 5 years old, there are a myriad of reasons why a child may be held back from school on any given day.

All of this enrollment and attendance information is provided to remind the reviewers that there will not be 140 parent driven cars, and 25 staff cars, arriving and departing the site twice a day. Nevertheless, the Applicant's traffic engineers used the industry accepted trip generation rates for a child day care center with 140 children in making all of its otherwise conservative findings.

### C. Trip Generation

Chairman Bauer asked if the Applicant was able to calculate the number of "pass by" trips that are occurring by parents already driving past the site on their way to work who will now simply drop off or pick up a child on their normal travel route. Unfortunately, Everbrook Academy does not have that level of detail within its information base. Everbrook's demographic information advises it how many potential attendees reside within a specified driving distance (7 minutes per Mr. Birks) but it has never conducted a survey of its families to determine what percentage of parents are already following a "to work" driving pattern or how many drop off/pick ups are "new trips."

What Everbrook Academy can report which relates to trip generation is the fact that, as of today, in its system Everbrook has 90,816 distinct families with active or pending children in its care. Of that 90,816 families, 21,482 distinct families (23.65%) have more than one active or pending child in Everbrook's care. In other words, the child occupancy rate per car

visiting an Everbrook site can be expected to be approximately 1.23 children per vehicle. This occupancy rate reduces the number of trips estimated to be generated by the proposed facility by approximately 20% and is not a deduction that the School's traffic engineers took into account in their calculations.

Preliminary demographic indications are that Lakelands, Kentlands and other surrounding neighborhoods are strong sources of potential enrollees. Traffic patterns identified in the Traffic Concept research indicates that Lakelands Drive is a convenient route of ingress and egress to the Lakelands community. Therefore, it is reasonable to assume that the siting of the proposed Everbrook Academy would be convenient for Lakelands' commuters and would encourage "pass by" trips but Everbrook does not have any empirical evidence to support that opinion.

### III. Building Orientation

In response to questions about the Everbrook building's orientation, the location and siting of the building was driven primarily by topographic considerations.

Because the subject property is located at an elevation above the street grade of Lakelands Drive, the building needed to be sited in a manner that would provide adequate distance for the entrance driveway to reach the grade level of the building which had to be flat in order to meet Everbrook's requirements that there be no steps to enter and exit the building and in order to have the parking lot as flat as possible for safety reasons for the pedestrian movement of infants and toddlers.

### IV. Can Tree #4 Described in the Environmental Waiver Letter be Preserved?

The Applicant has studied whether Tree #4 can be preserved. Unfortunately, the tree is located near the center of the site and can only be preserved by redesign and relocation of a) the school building, b) the outdoor play areas, c) and access roads. Due to mandatory setbacks from two confronting public roads, plus the prescribed size of parking lot spaces and drive lanes, as well as existing easements, it is not possible to relocate the proposed improvements in order to create a protected zone for Tree #4.

### V. Noise

Pursuant to Section 2-6 of the City Code ("Exemption from Montgomery County Legislation"), Chapter 31B ("Noise Control") of the Montgomery County Code is applicable within the City boundaries.

Under the provisions of Chapter 31B, an unamplified human voice is exempt from regulation by the County's Noise Ordinance. Therefore, the question is not whether children playing outdoors will violate allowable noise levels (65 dBA for daytime, 55 dBA for night time) but whether the cumulative volume or duration of playground noise is objectionable or bothersome.

The Applicant has not commissioned an acoustical analysis for this site due to the limited volume of outdoor activity anticipated at the proposed facility. However, the Applicant is familiar with studies conducted for a private school proposing outdoor recesses and reported the following information. Measurements were taken at the school which showed that 20 children playing outside generated noise at a level varying around 49 dBA at 150 feet from the noise source. When extrapolated to account for as many as 125 children playing outside simultaneously, the average dBA was calculated to be between 57 dBA and 64 dBA depending on the proximity of the surrounding property lines.

Given that Everbrook Academy will have phased recess periods during the day, and given the substantial distances between the outdoor play areas and the closest private residences, Everbrook Academy does not believe that noise generated by its children will exceed the limits established in the County's noise regulations (which is, of course, not subject to regulation) nor will that noise cause a disturbance or an objectionable activity to occur.

VI. Is there Adequate Parking Available at the Proposed Facility to Accommodate the Needs of Everbrook Academy?

A. Overview

As mentioned during the May 3 joint public hearing, the Applicant will provide 46 on-site parking spaces. Twenty-five of those spaces will be dedicated to staff parking. One space will be reserved for a van, if the Academy decides to shuttle children to the facility for after-school activities. Therefore, there will be at least twenty (20) spaces available for use by parents or caregivers dropping off or picking up children.

B. Enrollee Arrival and Departure Times

As has been reported, the proposed Everbrook Academy will begin to accept enrollees for class at 6:30 am.

The arrival time of children is generally determined by the parent's work schedule so that many drop offs occur during the parents' morning commute to their place of employment.

Between 6:30 am. and 8:00 am., there is a relatively constant flow of arrivals during this "shoulder" period. The greatest number of children arrive during the "peak" hour of 8:00 am. to 9:00 am. The remaining attendees arrive during the "late shoulder" period (9:00 am. to 9:30 am.) The point to be noted here is that, as mentioned numerous times, Everbrook Academy does not operate like a public school, or even a classic private school, where there is a huge influx of vehicles during a constrained 15 – 30 minute time period. The arrival of the children at an Everbrook facility is spread out over a three-hour period with no particular "hot spot" within that time frame. Arrival times are determined by the parents delivering the child or children rather than to meet a specified "window" for drop off.

C. Description of Drop Off and Pick Ups

Everbrook Academy has prescribed very specific drop off and pick up protocols so that children are able to be delivered and picked up, and escorted into the facility, in the safest manner possible.

Each child arriving at the Academy must be walked from the parked car into the entry area of the facility where the child is signed in and then escorted to the child's respective classroom by a classroom instructor. Non-essential conversation is discouraged in order to make sure that the drop off is handled efficiently and the amount of time to accomplish the drop off exercise typically takes five to eight minutes and that is the goal that Everbrook tries to achieve in its daily operations.

Assuming a conservation "turnaround time" of ten (10) minutes, each designated parent parking space (at least 20 in number) can accommodate six drop off transactions per hour. Therefore, the "capacity" of the entire available parking field is 120 parking spaces per hour. That number is more parking spaces that this facility will probably need during the entire day let alone during the three-hour arrival period.

Planning Commissioner Wessel accurately observed that standard operations for a child daycare facility should not result in any backups of cars spilling over onto Lakelands Drive. Given the procedures described above, and the adequate on-site stacking available for vehicles, the Applicant believes that there is no risk that any vehicle attempting to enter the Everbrook driveway will protrude into the southbound flow of traffic on Lakelands Drive.

VII. Accident Information

The Applicant has conducted a thorough investigation of the data for accidents at and nearby the intersection of Great Seneca Highway and Lakelands Drive. The comprehensive analysis of that data is attached as Appendix B, the conclusion of which is that "[t]he type and the number of crashes at the MD191/Lakelands Drive intersection in a five-year period is not unusual and, therefore, the intersection cannot be described as a high-crash intersection.

The Applicant is not aware of any system by which the # safety of intersections are rated or ranked. When the Applicant conducted its original scoping exercise with representatives of the City's Department of Public Works, there were no indications that the intersection of Great Seneca Highway/Lakelands Drive operated at unsafe levels and required special attention. The accident pattern reported in Appendix B attached certainly does not indicate that this intersection operates at inherently dangerous levels and that use of the intersection should be avoided.

Although the attached accident statistics do not demonstrate that the intersection of Great Seneca Highway and Lakelands Drive operates in an unsafe or even deficient manner, surrounding residents apparently have a perception that the operation of the intersection is unsafe for the driving public. The Applicant therefore undertook an investigation of whether

signalization changes could improve the operation of the intersection, or at least reduce apprehensions expressed about the safety of the intersection.

Westbound vehicles on Great Seneca Highway are allowed to make left turns onto Lakeland Drive at the intersection under a “permissive turn” arrangement. That is, there is no signal guidance for the left turn which can be made only when the through light shows green and there are gaps in the flow of vehicles traveling eastbound on Great Seneca Highway. If the signal at the intersection could be modified to create a “controlled”, left turn movement, while it may be unnecessary from an accident statistic point, it would certainly give drivers a feeling that their left turn maneuver was “protected” and therefore safer.

Unfortunately, signalization changes on a major highway, particularly one under the jurisdiction of the State but with signal control consigned to the Montgomery County Department of Transportation, are not quickly or easily accomplished and cannot be achieved within the limited period of time before the City Council is scheduled to vote on this SDP Amendment application. Accordingly, the Applicant proffers that it will be the prime mover to encourage the State Highway Administration and the County Department of Transportation to evaluate and determine if creation of a controlled westbound to southbound left turn movement to Lakelands Drive from Great Seneca Highway is advisable to achieve safe operation of the intersection. The Mayor, City Council and Planning Commission are all aware that this SDP Amendment application is not the final step in the Everbrook Academy review process. The Applicant will be ready to report to the Planning Commission at the time of final site plan review whether signalization changes are necessary to ensure safe operation of the intersection.

#### VIII. Forest Conservation Issues

Letters received by the City from surrounding property owners raised two issues about forest conservation matters, that is, tree loss and potential violation of a recorded forest conservation easement.

##### A. Tree Loss

As a letter authored by Ms. Stephanie Levy pointed, development of the subject property involves more clearing of trees that are the subject of tree variance requests. However, tree removal has always been expected in conjunction with development of this property.

##### 1. Compliance with City Approved Plans

When the Applicant first met with City staff prior to the filing of this SDP Amendment application, they were advised that the amount of forest preservation to be achieved on this property was the same amount allocated to the parcel in the approved master Forest Conservation Plan approved for the entire Lakelands community. Accordingly, the amount of forest that will be preserved in conjunction with the development proposed by Everbrook Academy is in conformance with the City’s expectations established more than twenty years ago.

2. Quality of Trees Removed

The Applicant has emphasized in its planning the preservation of “forest” (as that term is defined in the Forest Conservation Law) rather than just retention of existing trees. A review of the approved Natural Resources Inventory/Forest Stand Delineation (NRI/FSD), or a site inspection, will show that much of the vegetation within the designated 2.78 forested acres on the property is new growth characterized as “pioneering” or “successional” vegetation which from an environmental point of view has lower value or importance than mature original growth woods. The trees that are to be removed are deemed to be inferior in quality than the mature forest that will be preserved. Attached is a letter (Appendix C) from the Applicant’s arborist analyzing the vegetation on the subject property that is scheduled to be removed and classifying it as “. . . fair to marginal at best. . .”

3. Quantity of Forest Preservation

Development of the subject property as a “stand alone” parcel of land under the Forest Conservation Law would have required preservation of less forested area than is occurring due to the directive from the City planners to meet the expected forest protection requirements set forth in the original approved Forest Conservation Plan. Therefore, the Applicant is preserving more forest on the site than the Forest Conservation Law would normally require.

4. Installation of New Vegetation

The Applicant’s Landscape Plans contemplate robust planting of new vegetation for both cosmetic reasons, for environmental reasons (shade cover for parking areas) and supplements to existing forest areas. The Applicant will be removing low quality “pioneering” growth but will replace that vegetation with plantings that are more indigenous to the area, are more tolerant of the local conditions and which will improve both the appearance of the site and the environmental benefits created by plantings of selected species.

B. Conflict with Recorded Forest Conservation Easement

The Applicant’s plans do show where development will encroach into an area covered by an “Afforestation and Forest Conservation Easement and Agreement” recorded on June 19, 1992 in Liber 10449 at Folio 635. However, it is not the intention of the Applicant to extinguish the Afforestation and Forest Conservation Easement but merely to relocate the position of the area to be protected in order to accommodate development that is now proposed for the property. It is not uncommon for the location of forest conservation easements to be moved when a development program has been established and that exercise will be accomplished in this case so that the purposes of the 1992 Easement will be achieved.

C. Summary

All the steps that the Applicant has taken in this case have presented the City with a proposal that meets all of the requirements and the expectations of the applicable Forest Conservation Laws. In fact, the Applicant is exceeding the amount of forest preservation normally expected under the FC Law and will be replacing low value, early growth trees with plantings that will do much to improve the appearance of the site and to provide environmental benefits that will surpass what nature would accomplish itself.

IX. Conclusion

In closing, in this letter, the Applicant has addressed all of the issues raised in questions expressed at the May 3 joint public hearing and in correspondence subsequently received by the City from neighbors. In every regard, this SDP Amendment application satisfies the requirements of Section 24-160.11 and 24-198(c) of the City's companion requirements such as conformance with the City's Forest Conservation regulations and its Adequate Public Facilities standards. Accordingly, the Applicant requests that the Planning Commission recommend approval of, and the City Council approve, this Schematic Development Plan Amendment Application so that Everbrook Academy can proceed to bring its valuable facility to Lakelands and to the City.

Sincerely Yours,

MILLER, MILLER & CANBY

A handwritten signature in black ink that reads "Jody Kline". The signature is written in a cursive style with a horizontal line underneath the name.

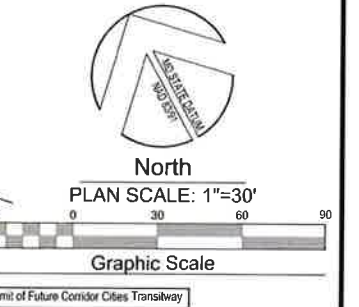
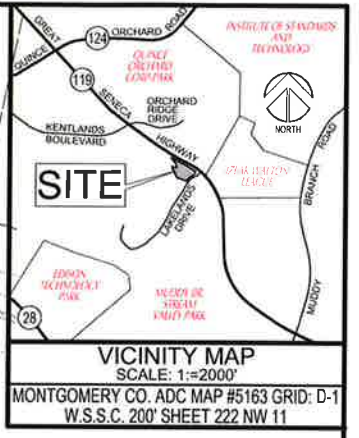
Jody S. Kline

JSK:sda

Attachments

cc: John Schlichting  
Greg Mann  
Jasmine Forbes  
Steve Eckert  
Bill Gerald  
Bill Joyce  
Mark Keeley  
Brian Birks

**GREAT SENECA HIGHWAY  
MD ROUTE 119  
(150' R/W)  
MONTGOMERY COUNTY RIGHT OF WAY PLAT 137**



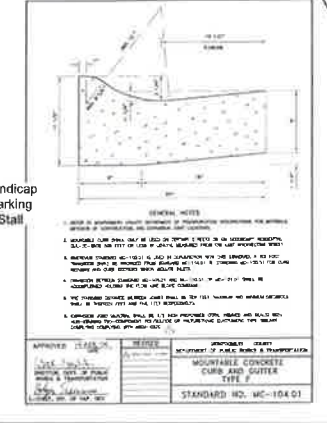
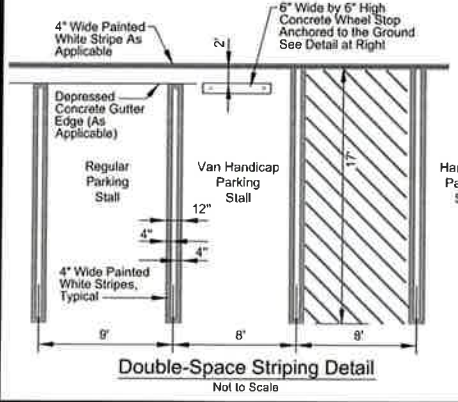
**Sign Legend:**  
Proposed Sign "Handicap"  
Proposed Sign "Stop"

**Site Legend:**

Existing Contour	[Symbol]
Existing Easement [SWM]	[Symbol]
Existing Easement WSSC	[Symbol]
Existing Flood Plain	[Symbol]
Existing Flood Plain BRL [25]	[Symbol]
Existing Stream Buffer	[Symbol]
Existing Dirt Path	[Symbol]
Existing Rip Rap	[Symbol]
Proposed Bituminous Pavement	[Symbol]
Proposed Concrete Pavement	[Symbol]
Proposed Permeable Pavement	[Symbol]
Proposed Storm Drain	[Symbol]
Proposed Underdrain	[Symbol]
Proposed Contour	[Symbol]
Limit of Grading & Disturbance	[Symbol]
Soil Boundary	[Symbol]
Storm Drain Inlet I.D. #	[Symbol]
Water Quality I.D. #	[Symbol]
Possible/Future CCT Roadway	[Symbol]
Proposed Chain Link Fence	[Symbol]
Proposed Retaining Wall	[Symbol]
Proposed Bio-Retention Facility	[Symbol]
Proposed Boulders	[Symbol]

NOT INCLUDED IN THE CWS APPLICATION

- General Site Development Notes**
- Property Identification:  
Owner: 151 Lakeside, LLC  
8120 Woodmont Avenue, Suite 300  
Bethesda, MD 20814  
Description: Parcel "N", Block "J"  
Plat: 21555
  - The Subject Property is Zoned MKD - Commercial
  - All Surrounding Property is Zoned MKD
  - Total Property Area: Parcel "N" = 3.433 Acres or 149,520 Square Feet
  - Existing Use: Vacant
  - Proposed Use: Education/Daycare
  - Total Proposed Building Area: 12,600 Square Feet  
Total Proposed Paved Area: 31,032 Square Feet
  - Existing Paved Area Coverage: 0 Square Feet
  - Existing Lot Coverage: 0 Square Feet
  - Proposed Lot Coverage:  
Building Area: 12,600 Square Feet  
Pavement Area: 31,032 Square Feet  
Total Coverage: 43,632 Square Feet (29.2%)
  - F.A.R. = 628%
  - Required Parking - 1 space per employee - 25 Employees = 25 spaces REQUIRED
  - 8 Bike Parking Spaces are proposed
  - Parking Provided:  
Regular Spaces 7 by 17' = 44 Spaces  
Special Space 17 by 17' = 1 Space  
Handicap Van Accessible Spaces 16 by 17' = 2 Spaces  
TOTAL = 47 Spaces
  - Subject project is not affected by a designated 100 Year Flood Plan per Flood Insurance Rate Map Panel Number 24031C0326D.
  - Water & Sewer: Category: W-1 and S-1.
  - Topographic Survey Data was prepared by JOYCE ENGINEERING CORPORATION, January 2014.
  - Proposed Building Height = 26'-4"
  - Total Proposed Green Area = 70.82% = 105,888 Square feet
  - Existing WSSC Right of Way per Plat 20886 shall be vacated prior to Building Permit.



**Attention:**  
THIS PLAN SHALL BE USED ONLY FOR ITS INTENDED PURPOSE AS NOTED IN THE TITLE BLOCK.

**Developer/Applicant:**  
Classic Group, LLC  
Attn: Mr. Stephen Eckert  
8120 Woodmont Avenue  
Suite 300  
Bethesda, Maryland 20814  
Phone: 301-913-0404  
Email: Steve@classicgroupmd.com

12243 12/17/22

DESIGNER: WAJ	DATE: MARCH 2020	JOB No.: 012044 E
DRAFT: HAL	COMP: NA	SCALE: 1"=30'
CHECK: JEC	SURVEY: OTHERS	SHEET: 1 OF 1

**JOYCE ENGINEERING CORPORATION**  
12243 12/17/22

**SSG-1**  
SDP Sheet 4 of 29

**SCHEMATIC SITE GRADING PLAN  
Everbrook Academy  
PLAT 38  
Lakelands  
SECTION 2, PHASE 1  
PARCEL "N", BLOCK "J"  
PLAT NUMBER: 21555  
ELECTION DISTRICT NUMBER 9  
CITY OF GAITHERSBURG  
MONTGOMERY COUNTY, MARYLAND**

Drawing name: R:\Land Projects\012044 - Patient First - Lakelands Dr. Gaithersburg\W\W\W\012044 SP.1.2a schematic.dwg  
Plotted: Jun 07, 2021 - 12:53pm

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# TRAFFIC CONCEPTS, INC.

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*Traffic Impact Studies • Feasibility • Traffic Signal Design • Traffic Counts • Expert Testimony*

May 14, 2021

RSE II, LLC  
8120 Woodmont Avenue  
Suite 300  
Bethesda Maryland 20814

Attention: Mr. Stephen A. Eckert

RE: Speed Study – Lakelands Drive  
Everbrook Academy  
Gaithersburg, MD  
T/C 3598

Dear Mr. Eckert:

The information included in this letter was determined with a “speed study” conducted along Lakelands Drive at the proposed property access in Gaithersburg. The study was performed on Thursday, May 13, 2021 beginning at 10:30 AM, during the off-peak hour time period. The study captured vehicles traveling in both direction along Lakelands Drive and included speed data for at least 79 vehicles in each direction. The speed data was collected only during times when the MD 119 traffic signal had a green indication for the Lakelands Drive traffic. This was purposefully done so that the traffic signal did not impede traffic flows. At the time of the study, the weather was clear and the asphalt pavement was dry.

Lakelands Drive is a 2-lane residential collector roadway that generally runs in a north to south direction. The posted speed limit along Lakelands Drive is 25 MPH. The results of the analysis are attached and we have the following comments:

Northbound: Approaching MD 119 (Great Seneca Hwy)

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Mr. Stephen A. Eckert  
May 14, 2021  
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We conclude from the speed data, that vehicles operating within the study portion of Lakelands Drive travel within the posted speed limit. The 85<sup>th</sup> percentile speeds in both directions are within ten miles per hour of the posted speed limit. This data indicates speed enforcement or other speed control measures are not necessary to control the existing travel speeds.

If you need to discuss the results of this study further, please do not hesitate to contact us.

Sincerely,

TRAFFIC CONCEPTS, INC.



Mark Keeley, PTP  
Project Manager  
[MKeeley@traffic-concepts.com](mailto:MKeeley@traffic-concepts.com)

Traffic Concepts, Inc.  
SPOT SPEED STUDY

Route :	Weather :	Sunny	Date :	5/13/2021
Road Name : Lakelands Dr	Speed Limit :	25 MPH	Time :	10:30AM
Station No :	Direction :	Northbound	Recorder :	B. Smith
Geometrics : 2-Lane Undivided	Surface :	Asphalt	Condition :	Good
Remarks :				

SPEED DISTRIBUTION				
Vehicle Speed Range (MPH)	Number of Vehicles	Accum Total Vehicles	Percent of Total	Accum Total Percent
16	0	0	0.00	0.00
17	0	0	0.00	0.00
18	3	3	0.04	0.04
19	2	5	0.03	0.06
20	5	10	0.06	0.13
21	7	17	0.09	0.22
22	7	24	0.09	0.30
23	7	31	0.09	0.39
24	8	39	0.10	0.49
25	6	45	0.08	0.57
26	6	51	0.08	0.65
27	5	56	0.06	0.71
28	4	60	0.05	0.76
29	6	66	0.08	0.84
30	5	71	0.06	0.90
31	3	74	0.04	0.94
32	3	77	0.04	0.97
33	1	78	0.01	0.99
34	1	79	0.01	1.00
35	0	79	0.00	1.00
36	0	79	0.00	1.00
37	0	79	0.00	1.00
38	0	79	0.00	1.00
39	0	79	0.00	1.00
40	0	79	0.00	1.00
41	0	79	0.00	1.00
TOTALS	79	79	1.00	1.00

85 Percent Speed : 33 MPH Speed Below 85% Operating  
 Modal Speed : 28 MPH Speed Most Vehicles Recorded  
 Mean Speed : 28 MPH Average Speed  
 10 MPH Pace : 24 to 33 MPH Range Most Vehicles Travel  
 Percent in Pace : 77.22 Percent of Vehicles

Revised -12/11/97

Traffic Concepts, Inc.  
SPOT SPEED STUDY

Route : \_\_\_\_\_ Weather : Sunny Date : 5/13/2021  
 Road Name : Lakehnds Dr Speed Limit : 25 MPH Time : 10:30AM  
 Station No: AtMD 119 Direction : Southbound Recorder : B Smith  
 Geometrics: 2-Lane Undivided Surface : Asphalt Condition : Good  
 Remarks :

SPEED DISTRIBUTION					
Vehicle Speed Range (MPH)	Number of Vehicles	Accum Total Vehicles	Percent of Total	Accum Total Percent	
16	3	3	0.04	0.04	
17	4	7	0.05	0.09	
18	6	13	0.07	0.16	
19	6	19	0.07	0.23	
20	10	29	0.12	0.35	
21	7	36	0.09	0.44	
22	12	48	0.15	0.59	
23	10	58	0.12	0.71	
24	6	64	0.07	0.78	
25	7	71	0.09	0.87	
26	3	74	0.04	0.90	
27	5	79	0.06	0.96	
28	2	81	0.02	0.99	
29	1	82	0.01	1.00	
30	0	82	0.00	1.00	
31	0	82	0.00	1.00	
32	0	82	0.00	1.00	
33	0	82	0.00	1.00	
34	0	82	0.00	1.00	
35	0	82	0.00	1.00	
36	0	82	0.00	1.00	
37	0	82	0.00	1.00	
38	0	82	0.00	1.00	
39	0	82	0.00	1.00	
40	0	82	0.00	1.00	
41	0	82	0.00	1.00	
TOTALS	82	82	1.00	1.00	

85 Percent Speed : 28 MPH Speed Bclw 85% Operating  
 Modal Speed : 26 MPH Speed Most Vehicles Recorded  
 Mean Speed : 25 MPH Average Speed  
 10 MPH Pace : 22 to 31 MPH Range Most Vehicles Travel  
 Percent in Pace : 87.80 Percent of Vehicles

Revised -12/11/97

# TRAFFIC CONCEPTS, INC.

*Traffic Impact Studies • Feasibility • Traffic Signal Design • Traffic Counts • Expert Testimony*

## Crash Data Analysis

The crash data is provided by Montgomery County Crash Reporting – Incidents Data “Data Montgomery”. This data was retrieved from the Montgomery County Interactive Crash Map 2015 – 2019.

The Montgomery County crash data from 2015 through 2019 identified a total of 23 crashes that were reported near the MD 119/Lakelands Drive intersection. However, as indicated by the data, only 17 crashes are directly related to the MD 119/Lakelands Drive intersection. If the crash is identified as non-intersection or no controls then the crash is not related to the subject intersection.

Seventeen of the 23 crashes were reported at the traffic signal. The collision types of all 17 crashes are identified in the table below.

Collision Type	Single Vehicle	Head-on Left Turn	Rear End	Angle	Side Swipe
Crash Frequency	3	4	6	2	2

## Intersection Related Crashes

Nine of the 17 crashes at the intersection were either single vehicle or rear end collision types. Rear end crashes are a typical collision type at a signalized intersection. The four (4) head on crashes reported in the five-year period involved left turning movements. One of the 4 head-on left turn crashes was alcohol related. All crashes were reported as “minor/no injury”.

The crash data provided by the citizen lists 25 crashes from 2015 to 2019. The column that references if the crash is intersection related is not provided. We assume the limits of the search were expanded to include ono intersection related crashes. This data is important to understand the actual number of crashes that occurred at the subject intersection.

For instance, the crash reported by the citizen on 7/23/17 lists only basic information such as the report number, the date, injury crash, and location. Further analysis shows this crash was a single vehicle crash that is not related to the subject intersection. Furthermore, the crash severity was minor.

The crash data for intersection related crashes over a 5-year study period are summarized below. The crashes in bold type (not controls) are not related to the MD 119 @lakelands Drive signalized intersection.

<b>2015</b>	<u>Collision Type</u>	<u>Traffic Control</u>	<u>Severity</u>
	1. Head on	Traffic Signal	Minor / No Injury
	2. Angle	Traffic Signal	Minor / No Injury
	<b>3. Single Vehicle</b>	<b>No Controls</b>	<b>Minor / No Injury (Alcohol Related)</b>
	<b>Total Intersection Crashes - 2</b>		

<b>2016</b>	<u>Collision Type</u>	<u>Location</u>	<u>Severity</u>
	1. Side Swipe	Traffic Signal	Minor / No Injury
	<b>2. Rear End</b>	<b>No Controls</b>	<b>Minor / No Injury</b>
	3. Single Vehicle	Traffic Signal	Minor / No Injury
	4. Rear End	Traffic Signal	Minor / No Injury
	5. Angle	Traffic Signal	Minor / No Injury
	<b>Total Intersection Crashes - 4</b>		

<b>2017</b>	<u>Collision Type</u>	<u>Location</u>	<u>Severity</u>
	1. Rear End	Intersection	Minor / No Injury
	<b>2. Single Vehicle</b>	<b>No Controls</b>	<b>Minor / No Injury</b>
	3. Rear End	Traffic Signal	Minor / No Injury
	4. Rear End	Traffic Signal	Minor / No Injury
	5. Head on	Traffic Signal	Minor / No Injury
	6. Rear End	Traffic Signal	Minor / No Injury
	<b>7. Rear End</b>	<b>No Controls</b>	<b>Minor / No Injury</b>
	<b>8. Single Vehicle Present</b>	<b>No Controls</b>	<b>Minor / No Injury</b> <b>Alcohol</b>
	<b>Total Intersection Crashes - 5</b>		

<b>2018</b>	<u>Collision Type</u>	<u>Location</u>	<u>Severity</u>
	1. Angle	Traffic Signal	Minor / No Injury      Alcohol Present
	2. Single Vehicle	Traffic Signal	Minor / No Injury
	<b>3. Side Swipe</b>	<b>N/A</b>	<b>Minor / No Injury</b>
	<b>4. Single Vehicle</b>	<b>N/A</b>	<b>Minor / No Injury</b>
	<b>5. Rear End</b>	<b>No Controls</b>	<b>Minor / No Injury</b>
	<b>Total Intersection Crashes - 2</b>		

<b>2019</b>	<u>Collision Type</u>	<u>Location</u>	<u>Severity</u>
	1. Head on	Traffic Signal	Minor / No Injury
	2. Head on	Traffic Signal	Minor / No Injury      Alcohol
	Contributed		
	<b>Total Intersection Crashes - 2</b>		

## Conclusions

The analysis conclusions are highlighted below:

- 2 of the 17 intersection related crashes over 5 years were alcohol related and should be removed from the analysis.
- 9 of the 17 crashes were either single vehicle or rear-end crashes with minor severity.
- 4 head-on crashes were reported in 5-years, with one of the head on crash related to alcohol.
- The crash severity in all cases is "Minor/No Injury."

The type and the number of crashes at the MD 119/Lakelands Drive intersection in a five-year period is not unusual and therefore the intersection cannot be described as a high crash intersection.

One step to reduce left turn crashes at a signalized intersection is to remove the permissive left turn phase for the northbound MD 119 left turn lane and program a protected left turn phase. However, based on the crash data, we do not find this action to be necessary.

**Permissive left turn:** A traffic signal indication where **left turns** are made through gaps in oncoming traffic.

**Protected left turn:** Any traffic signal indication (phase) giving **left turns** the right to enter the intersection **free** from conflict with drivers and pedestrians.

TRAFFIC CONCEPTS, INC.



Mark Keeley, PTP  
Project Manager  
[MKeeley@traffic-concepts.com](mailto:MKeeley@traffic-concepts.com)

Report Number	Agency	Crash Date	Lane Type	Road Name	Cross Street Nar	Collision Type	Traffic Control	Driver Impaired	Location Type	Speed	1 Serious	1 Fatal	Bicycle in Pedestrian	Severity
E7858000Y	Gaither: 4/8/2017 3:26	Montgo	GREAT SENECA	LAKELANDS DR	SINGLE VEHICLE	NO CONTROLS	NON INTERSECTION	ALCOHOL PRESENT	NON INTERSECTION	55	0	0	0	Minor/ No Injury
MCP2859005K	Montgo 8/23/2018 12:00	Montgo	GREAT SENECA	LAKELANDS DR	SAME DIR REAR END	NO CONTROLS	ALCOHOL PRESENT	NONE DETECTED	N/A	35	0	0	0	Minor/ No Injury
MCP993010020	Montgo 1/13/2018 9:40	Montgo	LAKELANDS DR	GREAT SENECA	SINGLE VEHICLE	N/A	NONE DETECTED	N/A	N/A	55	0	0	0	Minor/ No Injury
MCP137800K7	Montgo 1/3/2018 15:18	Montgo	GREAT SENECA	LAKELANDS DR	SAME DIRECTION SIDE	N/A	INTERSECTION RELATED	NONE DETECTED	INTERSECTION RELATED	25	0	0	0	Minor/ No Injury
MCP14170070	Montgo 3/17/2017 7:34	Montgo	GREAT SENECA	LAKELANDS DR	SAME DIR REAR END	NO CONTROLS	NO CONTROLS	NONE DETECTED	NON INTERSECTION	50	0	0	0	Minor/ No Injury
MCP2556000R	Montgo 6/18/2016 21:17	Montgo	GREAT SENECA	LAKELANDS DR	STRAIGHT MOVEMENT	TRAFFIC SIGNAL	INTERSECTION	NONE DETECTED	INTERSECTION	50	0	0	0	Minor/ No Injury
EJ7846002G	Gaither: 8/31/2017 9:00	Montgo	GREAT SENECA	LAKELANDS DR	SINGLE VEHICLE	TRAFFIC SIGNAL	INTERSECTION RELATED	NONE DETECTED	INTERSECTION RELATED	50	0	0	0	Minor/ No Injury
MCP1438005R	Montgo 1/18/2018 13:59	Montgo	GREAT SENECA	LAKELANDS DR	HEAD ON LEFT TURN	TRAFFIC SIGNAL	INTERSECTION	NONE DETECTED	INTERSECTION	25	0	0	0	Minor/ No Injury
MCP29780033	Montgo 7/18/2019 20:21	Montgo	GREAT SENECA	LAKELANDS DR	SAME DIR REAR END	TRAFFIC SIGNAL	ALCOHOL CONTRIBUT	NONE DETECTED	INTERSECTION	50	0	0	0	Minor/ No Injury
MCP15120005	Montgo 11/3/2016 16:45	Montgo	GREAT SENECA	LAKELANDS DR	SINGLE VEHICLE	TRAFFIC SIGNAL	INTERSECTION	NONE DETECTED	INTERSECTION	45	0	0	0	Minor/ No Injury
EJ78590008	GAITHE 8/14/2015 3:45	Montgo	GREAT SENECA	LAKELANDS DR	SINGLE VEHICLE	NO CONTROLS	ALCOHOL CONTRIBUT	NONE DETECTED	NON INTERSECTION	50	0	0	0	Minor/ No Injury
EJ78370021	Gaither: 8/19/2017 13:15	Montgo	GREAT SENECA	LAKELANDS DR	HEAD ON LEFT TURN	TRAFFIC SIGNAL	INTERSECTION	N/A	INTERSECTION	50	0	0	0	Minor/ No Injury
MCP137800G0	Montgo 3/2/2017 12:59	Montgo	GREAT SENECA	LAKELANDS DR	SAME DIR REAR END	TRAFFIC SIGNAL	INTERSECTION RELATED	NONE DETECTED	INTERSECTION RELATED	50	0	0	0	Minor/ No Injury
EJ7849000R	Gaither: 3/26/2015 18:07	Montgo	GREAT SENECA	LAKELANDS DR	STRAIGHT MOVEMENT	TRAFFIC SIGNAL	INTERSECTION	N/A	INTERSECTION	50	0	0	0	Minor/ No Injury
EJ78680009	Gaither: 8/24/2017 18:21	Montgo	LAKELANDS DR	GREAT SENECA	SAME DIR REAR END	TRAFFIC SIGNAL	INTERSECTION RELATED	NONE DETECTED	INTERSECTION RELATED	25	0	0	0	Minor/ No Injury
MCP1438000F	Montgo 8/28/2015 19:28	Montgo	GREAT SENECA	LAKELANDS DR	HEAD ON LEFT TURN	TRAFFIC SIGNAL	INTERSECTION	NONE DETECTED	INTERSECTION	50	0	0	0	Minor/ No Injury
MCP28590048	Montgo 7/23/2017 22:03	Montgo	GREAT SENECA	LAKELANDS DR	SINGLE VEHICLE	NO CONTROLS	NON INTERSECTION	NONE DETECTED	NON INTERSECTION	15	0	0	0	Minor/ No Injury
MCP137800FH	Montgo 12/7/2016 12:58	Montgo	GREAT SENECA	LAKELANDS DR	SINGLE VEHICLE	TRAFFIC SIGNAL	INTERSECTION	NONE DETECTED	INTERSECTION	50	0	0	0	Minor/ No Injury
MCP137800G1	Montgo 3/2/2017 12:14	Montgo	GREAT SENECA	LAKELANDS DR	SAME DIR REAR END	TRAFFIC SIGNAL	INTERSECTION RELATED	NONE DETECTED	INTERSECTION RELATED	50	0	0	0	Minor/ No Injury
MCP28590030	Montgo 11/18/2016 8:47	Montgo	GREAT SENECA	LAKELANDS DR	SAME DIR REAR END	TRAFFIC SIGNAL	INTERSECTION	NONE DETECTED	INTERSECTION	35	0	0	0	Minor/ No Injury
EJ7747002G	Gaither: 11/7/2016 8:23	Montgo	GREAT SENECA	LAKELANDS DR	SAME DIRECTION SIDE	TRAFFIC SIGNAL	INTERSECTION	NONE DETECTED	INTERSECTION	50	0	0	0	Minor/ No Injury
EJ78370041	Gaither: 9/12/2019 19:10	Montgo	GREAT SENECA	LAKELANDS DR	HEAD ON LEFT TURN	TRAFFIC SIGNAL	INTERSECTION	N/A	INTERSECTION	50	0	0	0	Minor/ No Injury
MCP3126000T	Montgo 11/30/2018 22:35	Montgo	GREAT SENECA	LAKELANDS DR	SAME DIRECTION RIGH	TRAFFIC SIGNAL	ALCOHOL PRESENT, N	ALCOHOL PRESENT, N	INTERSECTION	50	0	0	0	Minor/ No Injury

Source: Montgomery County Interactive Crash Map 2015-2019



JM Forestry Services, LLC  
11552 Timberbrook Drive  
Waldorf, Maryland 20601  
Mobile: (301) 751-4888  
[JPMarkovich@comcast.net](mailto:JPMarkovich@comcast.net)

May 27, 2021

Stephen Eckert  
Classic Group, LLC  
8120 Woodmont Avenue, Suite 300  
Bethesda, MD 20814

Dear Mr. Eckert:

Per a request from Joyce Engineering, Corporation I am preparing this analysis of the existing forest conditions on the property identified as Everbrook Academy located on Plat 38 of Poet's Walk, Section 2, Phase 1, Parcel "N", Block "J". The property is further located at the intersection of Great Seneca Highway (MD 119) and Lakelands Drive.

I evaluated the forest areas on this property on November 16, 2013 and then again on September 27, 2019 to evaluate Specimen trees (trees greater than 30" DBH), Significant trees (trees between 24" and 30" DBH) and to collect data on the overall forest condition.

During my 2013 site visit I determined that the forest was exhibiting issues from the impacts of invasive species and many vines in the tree canopy that were adversely impacting many of the trees. This was especially evident on the western portion of the site where trees were starting to die from these invasive species.

The 2019 site visit involved a more detailed analysis of the forest conditions since a full Forest Stand Delineation was requested resulting in a formal report. Data was collected at four (4) randomly placed sample points on this 3.42 acres site as well as identifying all tree greater than 24 inches Diameter at Breast Height (DBH).

Based on my observation and the data collected in 2019 this site has a mixture of early succession species including Black Cherry and Red Maple with other scattered species such as Yellow Poplar and Southern Red Oak. The overall stocking of the forest on this site would be considered near the lower end of the acceptable stocking range with 75 square feet of basal area. The stocking is a measure of how the trees utilize the available growing space and in this instance the space utilized is at the lower end of the acceptable range based on Stocking tables from the US Forest Service. That means there is plenty of space in the canopy for the trees to grow into or for other trees in the understory to grow into that space. The basal area is the number of square feet of tree cross section on one acre at 4.5 feet above the ground. For example, a 12" diameter tree has a cross section of 0.785 square feet. The basal area along with the number of trees per acre is used to determine stocking levels.

Based on the stocking level there is plenty of space for tree canopy expansion and growth but also plenty of space and light for the undesirable species in the understory including the invasive vines to grow into the canopy.

The understory of this forest stand was almost entirely comprised of invasive species with Autumn Olive accounting for nearly all of the understory vegetation which covered 40 percent of the land area. The herbaceous vegetation observed was similar in composition with 45 percent of the area being invasive species (Autumn Olive, Japanese Honeysuckle, Japanese Stiltgrass, Asian Bittersweet and Wineberry) and only scattered Black Cherry and Wild Strawberry being observed.

It is important to note that the invasive species including Japanese Honeysuckle and Asian Bittersweet had managed to get into the canopy of numerous trees and that many of those trees were starting to exhibit dieback as a result. Given sufficient time those invasive species in the canopy will result in tree mortality as is very evident on the western tip of the property. That area still had a couple of live trees in the canopy during the November 2013 site visit but those trees had died by the time of the September 2019 site visit.

A total of eleven (11) trees 24 inches DBH or greater were identified on the property with two (2) of those trees being greater than 30 inches DBH. Each of the trees was evaluated using a specified method where specific tree conditions are noted for the roots, trunk, major branches, small branches and foliage are evaluated. Two (2) of the trees evaluated were considered to be in "Good" condition, seven (7) were in "Fair" condition and two (2) were in "Poor" condition. Most of these trees generally had issues with roots which included root damage and girdling roots which is not uncommon for the seven (7) Red Maple. There were also issues with the trunk on most trees with some type of mechanical damage or decay and even cavities being observed. Again, quite common for Red Maple. The canopies had a mixture of issues ranging from poor branching patterns, to included bark, to numerous large dead branches, decay and cavities in the major branches and dieback at the tips of the smaller branches. One of the major issues that is a problem for these trees is the presence of Asian Bittersweet and Japanese Honeysuckle in the canopies of some of these trees and others.

The forest present on this site is not considered exceptional or even good. In my opinion it is fair to marginal at best due to the presence of the invasive species and the general conditions present.

If you have any questions please contact me.

Sincerely,



John P. Markovich  
JM Forestry Services, LLC

