



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher Conklin
Director

July 9, 2020

Ms. Tamika Graham, Senior Planner
Area 2 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan and Design Exceptions
Preliminary Plan No. 120200140
Wilgus

Dear Ms. Graham:

We have completed our review of the revised preliminary plan uploaded to eplans on April 21, 2020. A previous version of this plan was reviewed by the Development Review Committee (DRC) at its meeting on March 17, 2020. We recommend approval of the plan subject to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Montgomery County Department of Permitting Services in the package for record plats, storm drain, grading or paving plans, or application for access permit. This letter and all other correspondence from this department should be included in the package.

Design Exceptions

1. A-1 - Modification of Context Sensitive Road Section – Stonehenge Place (B-2): The applicant is proposing to modify MCDOT Standard No. MC-2005.02, maintaining the full 70-foot right-of-way, but reducing the sidewalk and increasing the tree panel. The applicant is proposing the following street section:
 - 2-foot maintenance strip
 - 5-foot sidewalk
 - 9-foot stormwater management/tree panel
 - 8-foot parking section
 - two 11-foot travel lanes
 - 8-foot parking section
 - 9-foot stormwater management/tree panel
 - 5-foot sidewalk
 - 2-foot maintenance strip

Office of the Director

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Located one block west of the Rockville Metro Station

MCDOT Response: MCDOT **approves** this Design Exception. The proposed road is shown in the master plan, and the applicant is meeting the urban road code standards. The applicant's proposed section will provide more space for stormwater management treatment while maintaining walkability and meeting minimum ADA standards.

2. A-2 - Modification of Context Sensitive Road Section-Public Street C (Station 0+00 to Station 2+50):
The applicant is proposing to modify MCDOT Standard No. MC-2005.01 from a 60-foot to a 55-foot right-of-way by placing some sidewalk outside the right-of-way in a P.I.E., eliminating the 1.5-foot curb offset but increasing the tree panel. The applicant is proposing the following street section:

- 6-foot P.U.E. (containing 6-foot sidewalk and 1-foot P.I.E.)
- 6-foot sidewalk
- 6-foot stormwater management/tree panel
- 8-foot parking
- two 11-foot travel lanes
- 11-foot stormwater management/tree panel
- 2-foot sidewalk
- 6-foot P.U.E. (containing 6-foot sidewalk and 1-foot P.I.E.)

MCDOT Response: MCDOT **approves** this Design Exception. The proposed street is not shown in the master plan, and the applicant is meeting the urban road code standards. The applicant's proposed section will provide more space for stormwater management treatment while maintaining walkability and meeting minimum ADA standards.

3. A-3 - Modification of Context Sensitive Road Section-Public Street C (Station 2+50 to Station 5+01):
The applicant is proposing to modify MCDOT Standard No. MC-2005.01 from a 60-foot to a 55-foot right-of-way by moving the outside edges of the sidewalks to the right-of-way line, providing a P.I.E. for sidewalk maintenance, eliminating the 1.5-foot curb offset but increasing the tree panel. The applicant is proposing the following street section:

- 6-foot P.U.E. (containing a 1-foot P.I.E.)
- 6-foot sidewalk
- 6-foot stormwater management/tree panel
- 8-foot parking
- two 11-foot travel lanes
- 7-foot stormwater management/tree panel
- 6-foot sidewalk
- 6-foot P.U.E. (containing a 1-foot P.I.E.)

MCDOT Response: MCDOT **approves** this Design Exception. The proposed street is not shown in the master plan, and the applicant is meeting the urban road code standards. The applicant's proposed section will provide more space for stormwater management treatment while maintaining walkability and meeting minimum ADA standards.

4. Right-of-Way Truncation Reduction (Stonehenge Place and Public Street C at their intersections with Montrose Parkway and Montrose Road): The applicant is seeking a waiver from the standard truncation requirement for the intersection of Stonehenge Place and Montrose Parkway, Stonehenge Place and the west side of its intersection with Montrose Road, the intersection of Public Street C and Montrose Parkway, and Public Street C and the west side of its intersection with Montrose Road. Under Section 50-4.3.E.2.f.iii of the County Code, the right-of-way of corner lots at an intersection are required to be truncated by straight lines joining points twenty-five (25) feet from the theoretical property line intersection in each quadrant.

MCDOT Response: The right-of-way truncations are required per County Code Section 50.4.3.E.2.f.iii, which the Planning Board has the authority to specify a greater or lesser truncation. Therefore, MCDOT defers to them for this requirement.

5. Stormwater Management Devices in the Public Right-of-Way: The applicant is proposing micro-bioretenion planters within portions of the public right-of-way.

MCDOT Response: A Design Exception is not needed to install stormwater management in the County right-of-way for any road. Final details of the stormwater management facilities will be approved by DPS at the permit stage.

Significant Plan Review Comments

6. The applicant must install a traffic signal at the intersection of Montrose Parkway and Stonehenge Place. Prior to issuance of the right-of-way permit, the applicant will need to submit the detailed/engineered traffic signal plans to MCDOT for review and approval. The applicant will need to obtain the Department of Transportation's approval of the traffic signal construction plans prior to issuance of the first townhouse building permit. The traffic signal must be operational prior to the issuance of the 43rd townhouse building permit for the site.
7. The applicant is proposing signal optimization to reduce the average delay at the Montrose Parkway/East Jefferson Street intersection to be within the acceptable standards for the North Bethesda Policy Area. MCDOT has reviewed the signal optimization proposals and accepts the applicant's consultant's findings.
8. Prior to the final Use and Occupancy Certificate for the first phase of development, the Applicant must construct a twelve-foot breezeway along Montrose Parkway, maintaining no less than ten feet separating the facility and the roadway per the *Parking Lots to Places: White Flint 2 and Rock Spring Urban Design Guidelines*. The required facility and separation should be maintained along the entire extent of the site's frontage.
9. The applicant will be required to contribute towards the construction of the master planned East Jefferson Street Bike Facility and associated protected intersection. The applicant shall submit a cost estimate to MCDOT, for review and approval, to determine the required payment. The payment must be made prior to approval of the record plat. If the County has already completed the project,

or decides not to implement the project, the applicant will continue to make the payment prior to approval of the record plat. This payment will be used to fund other bicycle infrastructure improvements in the White Flint 2 sector area.

10. Provide dedication along the East Jefferson Street frontage to ensure that no less than twenty-five feet is available between the eastern edge of curb and the property line.
11. Per County Code Section 50.4.3.E.4.c., "Private roads must be built to the construction specifications of the corresponding public road concerning paving detail and design data, including surface depth and structural design. The road must be designed in accordance with sound engineering principles for safe use, including horizontal and vertical alignments for the intended target speed; adequate typical sections for vehicles, pedestrians, and bicyclists; compliance with the Americans with Disabilities Act; drainage and stormwater management facilities; intersection spacing and driveway locations; parking; lighting; landscaping or street trees; and utilities. The width and cross section of a private road must meet the right-of-way specified in a master plan or be equal to the corresponding public road standard unless modified by the Board."

The applicant proposes private streets in this development since they do not meet County Code design standards. The private streets that are shown are not listed in the master plan and not needed for general circulation. MCDOT does not recommend the proposed private streets become public as designed on the preliminary plan. We support the request of the private streets subject to execution and recordation of a Declaration of Restrictive Covenants (for private roads). The deed reference for this document will be identified on the record plat.

12. The storm drain analysis was reviewed by MCDOT, and we have the following comments. Prior to or before the right-of-way permit stage:
 - A. The applicant will be responsible for replacing the following existing RCP pipe segments in Montrose Parkway accordingly:
 - i. EX101-EX501 from 24" to 30"
 - ii. EX501-EX502 from 24" to 30"
 - B. The applicant will be responsible for replacing the following existing RCP pipe segments in Montrose Road accordingly:
 - i. MH400-EX204 from 18" to 24"
 - ii. EX204-EX203 from 21" to 30"
 - iii. EX203-MH300 from 21" to 30"
 - iv. MH300-EX202 from 21" to 30"
 - v. EX202-EX208 from 24" to 36"
 - vi. EX208-EX207 from 27" to 36"
 - vii. MH200-EX201 from 24" to 30"
 - viii. EX207-EX2 from 30" to 42"
 - C. The applicant will be responsible to provide the spread computations for the existing inlets on Montrose Road downstream from the proposed entrances to Stonehenge Place and

Public Street C, and the existing inlet on East Jefferson Street downstream from the proposed entrance to Private Street B, for review by MCDPS. Based upon the review of the spread computations, MCDPS will determine if any improvements are required.

13. The Applicant shall coordinate with Ms. Beth Dennard at beth.dennard@montgomerycountymd.gov or 240-777-8384 to implement the following recommendations for Transportation Demand Management (TDM) elements on the Subject Property:

A. In accordance with County Code Section 42A-26 Transportation Demand Management Plans for New Development Projects (Project-based TDM Plans), the Wilgus project will be required to execute a Project-based TDM Plan. Applicants must obtain approval from the Department of Transportation for the TDM Plan prior to issuance of any building permit by the Department of Permitting Services. TDM Plan requirements apply to developments located in Transportation Management Districts (TMDs). The level of TDM Plan required is determined by the Subdivision Staging Policy (SSP) area in which the project is located and the amount of gross square footage. The Wilgus project is located within the following areas:

- i. North Bethesda TMD
- ii. Red Subdivision Staging Policy (SSP) Area
- iii. Orange SSP Area
- iv. White Flint Sector Plan Area
- v. White Flint 2 Sector Plan Area

B. Plan Requirements:

An owner or applicant for a development located in a Red Policy Area must submit a Level 3 TDM Results Plan for a project with more than 40,000 gross square feet. The portion of Wilgus east of Stonehenge Drive, with its mixed-use components, is in the Red White Flint Metro Station Policy Area and is proposed for more than 40,000 gsf of mixed-use. NOTE: over 230,000 gsf per 6/16/2020 email from Tamika Graham, Lead Reviewer.

An owner or applicant for a development located in an Orange Policy Area must submit a Level 2 TDM Action Plan for a project with between 80,000 and 160,000 gsf. The portion of Wilgus west of Stonehenge Drive is in the Orange North Bethesda Policy Area and the amount of gross square footage proposed falls within this range. NOTE: 90,000 gsf per 6/16/2020 email from Tamika Graham, Lead Reviewer.

New developments that consist solely of single-family detached housing, townhouses or a mixture of both are excluded. Although the western portion of the project is proposed to be all townhouses, the total project is a mixed-use development and therefore comes under the requirements of Section 42A-26.

C. Project-Specific Requirements:

One Project-based TDM Plan will be required that addresses the residential and mixed uses located east of Stonehenge Place (in the Red SSP area) and west of Stonehenge Place (in the Orange SSP area). The plan must include transportation demand management strategies that will enable the west side to contribute to achieving the TMD goal and the east side to achieving the commuting goals for the North Bethesda TMD and the White Flint area. Those goals include achieving a 42% NADMS for both employees and residents and apply under both the White Flint and White Flint 2 Sector Plans. The basic components of the plan are providing a contact person to work with MCDOT, facilitating outreach on-site and providing transportation-related information.

D. Additional plan components include the following:

- i. Level 2: Action Program (Wilgus West/Orange Area)- Must contribute to achieving the TMD goal. In addition to providing a contact person to work with MCDOT, facilitating outreach on-site, providing transportation-related information, and other basic Transportation Demand Management (TDM) actions, components are:
 - Commitment to implement additional specific TDM strategies
 - Minimum funding commitment for on-site TDM program
 - Self-monitoring, reporting
 - Addition/substitution of program elements if progress not being made
 - Modest increases required in funding of on-site program for non-performance (based on TDM fee)
 - Performance incentives available for ongoing contribution toward area goal
- ii. Level 3: Results Program (Wilgus East/Red Area) – Must achieve TMD/Project goal. Actions must include all strategies outlined above, plus additional strategies to ensure achievement of the 50/51 percent NADMS goal for the White Flint Sector Plan (50% for employees/51% for residents):
 - Independent monitoring
 - More substantial increases in on-site funding if goal not met after multiple monitoring periods (based on TDM fee)
 - Performance incentives available for ongoing project goal achievement

14. The applicant will be required to underground the utilities along Towne Road.

15. A Public Improvements Easement is necessary along Street C in order to accommodate the required sidewalk construction. The applicant will need to execute a Declaration of Public Improvements Easement document. That document is to be recorded in the Land Records of Montgomery County, with the liber and folio referenced on the record plat. Unless otherwise noted, the Public Improvements Easement is to be a minimum width of one (1) foot with the overlapping Public Utilities Easement being no less than five (5) feet wide.

Standard Plan Review Comments

16. For the portion of property that is in the White Flint Special Taxing District, pay the tax per Montgomery County Code Chapter 68C.
17. Provide full width dedication and construction of all interior public streets.
18. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
19. No steps, stoops, retaining walls, private stormwater management or other permanent structures for the development are allowed in the County right-of-way.
20. Size storm drain easement(s) prior to record plat. No fences will be allowed within the storm drain easement(s) without a revocable permit from the Department of Permitting Services and a recorded Maintenance and Liability Agreement.
21. The owner will be required to submit a recorded covenant for the operation and maintenance of private streets, storm drain systems and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
22. In all underground utility installations, install identification tape or other "toning" device approximately two feet above the utility.
23. Grade establishments for all new public streets and/or pedestrian paths must be approved by MCDPS prior to submission of the record plat.
24. The sight distance study has been accepted. A copy of the accepted Sight Distance Evaluation certifications form is enclosed for your information and reference.
25. Provide a minimum five-foot continuous clear path (no grates) sidewalk along all public streets.
26. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans with Disabilities Act.
27. This project falls within the Bicycle Pedestrian Priority Area (BPPA). Therefore, all driveways should be at-grade with the sidewalk and then drop down to meet the street elevation.
28. If the proposed development will alter any existing street lights, signage and/or pavement markings along Montrose Road, Montrose Parkway, Towne Road or East Jefferson Street, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.

29. Trees in the County rights of way – spacing and species are to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
30. Posting of a right-of-way permit bond is a prerequisite to DPS approval of the record plat. The right-of-way permit will include, but not necessarily be limited to, the following improvements:
 - A. Street grading, paving, curbs, gutters, storm drain & appurtenances, sidewalks, handicap ramps, and street trees along Stonehenge Place and Public Street C.
 - B. Paving, curbs, gutters, storm drain & appurtenances, sidewalks, handicap ramps, and street trees along Montrose Road.
 - C. Two-way separated bike lanes, storm drain & appurtenances, sidewalks, handicap ramps, and street trees along Towne Road.
 - D. Permanent monuments and property line markers, as required by Section 50-4.3(G) of the Subdivision Regulations.
 - E. Erosion and sediment control measures as required by Montgomery County Code 19-10(02) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.
 - F. The developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the MCDOT Division of Traffic Engineering and Operations.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact me at william.whelan@montgomerycountymd.gov or (240) 777-2173.

Sincerely,

William Whelan

William Whelan
Development Review Team
Office of Transportation Policy

Enclosures (1)

Sight Distances

cc: Plan letters notebook

cc-e:	Robert Mazzuca	WILLCO
	Keely Laretti	Soltesz
	Brandon Fritz	Soltesz
	Barbara Sears	Linowes and Blocher, LLP
	Patrick Reed	MNCP&PC
	Patrick Butler	MNCP&PC
	Chris Van Alstyne	MNCP&PC
	Sandra Brecher	MCDOT CSS
	Beth Dennard	MCDOT CSS
	Sam Farhadi	MCDPS RWPR
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