

52020150 Rose Village

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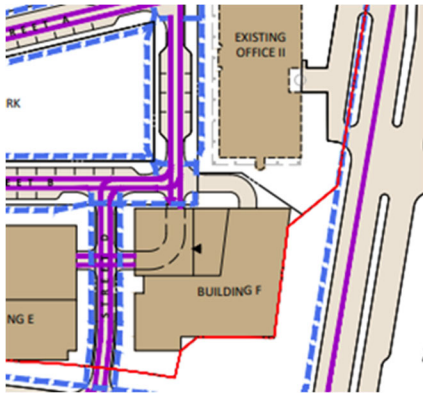
240-777-7170

In an effort to improve our responsiveness and streamline development reviews, we will not be preparing a formal letter for this Concept Plan. These comments reflect MCDOT's official comments on this Concept Plan.

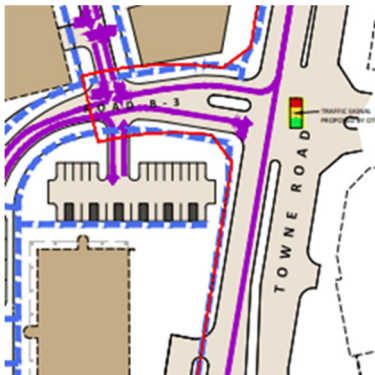
Comments

1. Montrose Parkway:
 - a. Per the Master Plan of Highways and Transitways, Montrose Parkway is classified as a Parkway (PW-3) with 4 divided lanes and a minimum right-of-way (ROW) of 130-feet. We recommend the applicant dedicate to conform with the master plan.
 - b. Existing sidepath (north) per bicycle master plan.
 - c. Provide detailed roadway cross sections.
2. Towne Road:
 - a. Per the Master Plan of Highways and Transitways, Towne Road is classified as a planned Major Highway (M-4a) with 2 existing lanes, 4 planned divided lanes and a minimum right-of-way (ROW) of 120-feet. We recommend the applicant dedicate to conform with the master plan.
 - b. Proposed separated bikeways per bicycle master plan.
 - c. Provide detailed roadway cross sections.
3. Executive Boulevard:
 - a. Per the Master Plan of Highways and Transitways, Executive Boulevard is classified as a Business Street (B-7) with 4 divided lanes and a minimum right-of-way (ROW) of 120-feet. We recommend the applicant dedicate to conform with the master plan.
 - b. Proposed separated bikeways per bicycle master plan.
 - c. Provide detailed roadway cross sections.
4. Proposed Roads: Identify which is proposed as private or public.
 - a. Road B-2: Public north-south connection between Executive Boulevard and Montrose Parkway, aligned to Stonehenge Place to the north.
 - i. To meet the specifications of the Sector Plan (which include 1 parking lane) and based on the draft Complete Streets: the ROW along B-2 needs to be 61' instead of the master planned 60'; 69' is required wherever a 2nd lane of parking is desired.
 - ii. It appears that a parking lane is erroneously labeled as a travel lane.
 - iii. This shows less ROW (58') than required by the Sector Plan (60').
 - iv. It is unclear what the purpose is of the 2' areas between the Street Buffers and Travel Lanes.

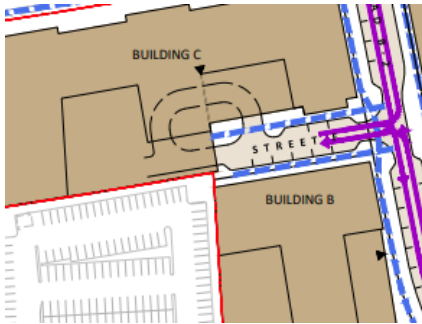
- v. If structures abut the edge of ROW: there shall be a 2' maintenance buffer.
 - b. Road B-3: Extension of Rose Avenue from the Pike and Rose property to this development and connection to the proposed B-2 road.
 - i. ROW varies between 51-65' for a roadway master planned for a 70' minimum ROW. More ROW is required from the applicant.
 - ii. With the ROW called for by the Sector Plan & based on the guidance in the draft Complete Streets: on-street parking would not be viable along B-3.
 - iii. B-3 may be implemented as a Private Street subject to the 8 conditions detailed on p52 of the Sector Plan.
 - c. Street A -F: please see no.42 for Complete Streets ROW for dimensions
5. Travel lanes shall be 10.5 ft on the internal streets; not 10 ft as occasionally shown.
 6. Parking lanes shall be 8 ft; not 7 ft as shown.
 7. Based on the proposed Complete Streets: sidewalks along the internal streets shall be 10' (potentially down to 8').
 8. Provide a walkway between Existing Office II and Building F to Towne Rd.



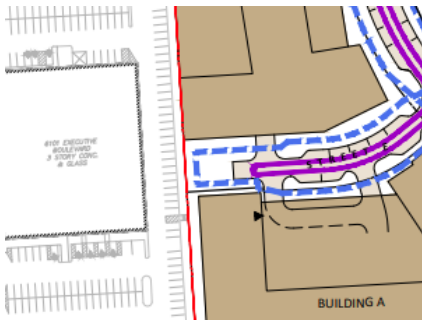
9. Provide a walkway linking the parking lot walkway to Towne Rd.



10. Consider a walkway connection from between Buildings B/C to the neighboring property to the west (or at least not preclude a future such connection).



11. Consider a walkway connection from between Buildings A/B to the neighboring property to the west (or at least not preclude a future such connection).



12. TIS study may be required.
13. Signal warrant study may be required, locations to be determined.
14. Review pickup/dropoff curbside needs, particularly if Residential.
15. Must follow White Flint 2 Streetscaping Standards.
16. The proposed street parking should be at a minimum 35-ft away from intersections including the T-intersection on all streets per Sec 31-17.
17. The chokers need to be per the DPS standard.
https://www.montgomerycountymd.gov/DPS/Resources/Files/Land_Development/MidBlockChokersModel.pdf
18. Existing roadway centerlines should match with the roadway centerline of proposed roadways at both ends.
19. It is unclear where short-term bike parking (racks) are located, nor where long-term bike parking (bike room) is located. The Bike Room should be conveniently located for biking to/from bikeways and include a repair station.
20. The site appears to tally street spaces along private streets as Public Open Space. I'm also skeptical that all of the areas between buildings will be "public" open space, nor that all areas will be viable as functioning public open spaces.
21. Site is overparked by 250 spaces (min=2662, provided=2912, max=4185). As this is an Urban BPPA: consideration should be given toward reducing to the minimum required.
22. Plan acknowledges need for calculating ADA, motorcycle, and bicycle parking & will do so at site plan.
23. Ensure ADA ramps are provided on-site, including for ADA parking spaces.

24. Design all access points and alleys to be at-grade with the sidewalk, dropping down to street level between the sidewalk and roadway.
25. Provide a minimum 6' continuous clear pathway (no grates) along all public streets.
26. Ensure adequate sight distance between any garages / loading bays / driveways and peds/bikes on the sidewalk.
27. Forest Conservation Easements are NOT ALLOWED to overlap any easement.
28. Upgrade pedestrian facilities at intersections along the site frontage and at adjacent intersections to comply with current ADA standards.
29. Ensure refuge areas between access points are a minimum 6' wide.
30. Applicant should be mindful that Complete Streets is currently in development and is anticipated to go into effect in the near future. Applicant should consider designing based on the current Complete Streets draft, particularly affecting the cross-sections and strategies toward achieving the target speeds.
31. Underground utilities and ensure adequate Public Utility Easements.
32. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
33. Trees in the County rights of way – spacing and species 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.
34. Applicant should be mindful that Complete Streets is currently in development & is anticipated to go into effect in the near future. Applicant should consider designing based on the current Complete Streets draft, particularly affecting the cross-sections and strategies toward achieving the target speeds.
35. Show all existing topographic details (existing and proposed right-of ways, paving, centerlines of roads, storm drainage, driveways adjacent and opposite the site, sidewalks and/or bikeways, utilities and easements, etc.).
36. No steps, stoops, balconies or retaining walls for the development are allowed in county right-of-way. No door swings into county ROW.
37. Ensure curve radii are as small as practicable to accommodate target design vehicles without intrusion into bicycle or pedestrian travelways. This is an Urban BPPA: curve radii must be 15' or less, or as small as practicable to accommodate target design vehicles without intrusion into bicycle or pedestrian travelways.
38. Confirm sight distance for all new intersections, access points, and crossings, accounting for blockages such as parked cars and full-grown foliage.
39. The applicant needs to submit a truck circulation plan for review by the M-NCPPC and MCDPS. This plan should delineate the proposed movements on-site between the anticipated access locations, the proposed truck loading spaces, and the proposed dumpsters. The truck circulation pattern and loading position should be designed for counter-clockwise entry and for a left-side backing maneuver. Passenger vehicle travel ways should be separated from the expected truck patterns and storage areas. The applicant may also need to provide documentation of their proposed delivery schedules.

40. Posting of the ROW permit bond is a prerequisite to DPS approval of the record plat.

41. **At the preliminary plan** stage:

- a. Show pavement width, existing and proposed right-of-way width on the plan.
- b. Show property line.
- c. Show existing pavement marking.
- d. Provide roadway cross sections.
- e. Show existing adjacent and opposite driveway entrances in the vicinity of the site.
- f. Show all existing topographic details (paving, storm drainage, driveways adjacent and opposite the site, sidewalks and/or bikeways, utilities, rights of way and easements, etc.).
- g. Submit a storm drain study if any portion of the subject site drains to the Montgomery County public storm drain system.
 - i. Please refer to the following link to complete Storm Drain Design:
<https://www.montgomerycountymd.gov/dot-dir/Resources/Files/StormDrainRevChecklist.pdf>
- h. Submit a completed, executed MCDOT Sight Distances Evaluation certification form, for all existing and proposed site entrances onto County-maintained roads, for our review and approval.
 - i. Confirm sight distance for all new intersections, access points, and crossings, accounting for blockages such as parked cars and full-grown foliage.

42. Transportation Demand Management (TDM)

At Concept Plan, the applicant should be aware that TDM provisions of County Code Section 42A-26 that will apply to the project as follows:


The Rose Village project will be required to execute a Project-based TDM Results Plan. 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. An owner or applicant for a development in a Red Policy Area must submit a Level 3 Project-based TDM Results Plan for a project with more than 40,000 gross square feet. The Rose Village project is in the Red SSP area and the North Bethesda Transportation Management District and proposes to develop more than 40,000 gsf of mixed-use (+2.5 million total sf). The Plan must be approved by MCDOT and submitted prior to issuance of any building permit by DPS.


A Level 3 TDM Results Plan requires a commitment by the owner or applicant to achieve a base NADMS that is 5% higher than the North Bethesda TMD's goal, the 50/51 percent NADMS goal for the White Flint Sector Plan (50% for employees/51% for residents), and related commuting goals at that project. The Level 3 TDM Results Plan must be approved by MCDOT and submitted prior to issuance of any building permit by DPS. Level 3 Results plans must include the following:

- Appointment of a Transportation Coordinator (a person to work with MCDOT and TMD representatives to achieve NADMS and other commuting goals).
- Notification of the Transportation Coordinator's contact information
- Access to the Project (owner must provide space on-site by prior arrangement with MCDOT or TMD representatives to allow the department to promote TDM).

- TDM Information (TDM-related information must be displayed in a location(s) visible to employees, residents and other project users).
- Selection of Strategies: The plan must include project-based strategies and demonstrate that the plan is achieving the goals established for the project.
- Additional or Substitution of Strategies: If strategies initially selected by the owner or applicant do not result in the project achieving goals by 6 years after final occupancy, revisions to the plan or strategies initially selected may be required.
- Additional Funding: If strategies selected by the owner or applicant do not result in achievement of the project goals by 6 years after final occupancy, the Department may require increased funding by the owner for existing or new TDM strategies. Additional increases in funding may be required if goals have still not been met within 8 years of final occupancy.
- Conduct independent monitoring to determine if the project is meeting its goals, until the goals are achieved.

43. Complete Streets ROW dimensions:

	Montrose Pkwy			Executive Blvd			Towne Road (MD 187)			Stonehedge PI Extended		
CLASS	A-270			B-7			M-4(a)			B-2		
APP ROW	130'			xxx'			120'			58-65'		
MP ROW	300'			120'			120'			60'		
ADD' L ROW										+1' per CSDG		
LANES	4 div			4D			4D			2		
TARGET SPD	35 MPH <i>(per WF2 and MPOHT)</i>			25 MPH			25 MPH			25 MPH		
X-SCTN	2007.02			2005.04mod			2008.01mod			2005.01		
BUSES	None			5, 26, 81			None Currently			None		
STOPS	None			None			None Currently Might there be?			None		
BIKES	Sidepath Breezeway (north side)			Separated Bike Lanes (Sides TBD)			2-Way Sep Bike Lanes (Both Sides) (Breezeway on opposite side)			None		
CLASS	Downtown Blvd			Downtown Blvd			Downtown Blvd			Downtown St		
TARGET SPD	25 MPH			25 MPH			25 MPH			20 MPH		
	QTY	CSDG	USE	QTY	CSDG	USE	QTY	CSDG	USE	QTY	CSDG	USE
MEDIAN	x1	16'	11'	x1	16'	11'	x1	16'	12'	x0	0'	0'
INSIDE LA	x2	10'	10'	x2	10'	10'	x2	10'	10'	x0	0'	0'
OUTER LA	x2	11'	11'	x2	11'	11'	x2	11'	11'	x2	10.5'	10.5'
PRK/SHLDR	x2	8'	0'	x2	8'	0'	x2	8'	0'	x1	8'	8'
ST BUFFER	x2	8'	8'	x2	8'	8'	x2	8'	8'	x2	6'	6'
BREEZEWAY	x1	16'	16'	x0	0'	0'	x1	16'	16'	x0	0'	0'
BIKEWAY	x0	0'	0'	x2	11'	11'	x1	11'	11'	x2	6.5'	0'
 BUFFR	x0	0'	0'	x2	6'	2'	x2	6'	2'	x2	6'	0'
SIDEWALK	x1	15'	15'	x2	15'	10.5'	x2	15'	15'	x2	10'	8'
FRONT ZON	x2	10'	10'	x2	10'	0'	x2	10'	0'	x2	10'	0'
MAINT BUF	x2	0'	0'	x2	0'	2'	x2	0'	2'	x2	0'	2'
TOTAL ROW	Σ	141'	125'	Σ	174'	120'	Σ	164'	120'	Σ	106'	61'
NOTES	130' ROW has been previously agreed upon						I believe this is now an SHA roadway					

	Rose Ave Extended Road B-3, Street A/B			Street C			Street D			Street E			Street F		
CLASS	B-3														
APP ROW	51-65'														
MP ROW	70'														
ADD' L ROW															
LANES	2			2			2			2			2		
TARGET SPD	25 MPH			25 MPH			25 MPH			25 MPH			25 MPH		
X-SCTN	2005.02			2005.02						2005.02			2005.02		
BUSES	None			None			None			None			None		
STOPS	None			None			None			None			None		
BIKES	None			None			None			None			None		
CLASS	Downtown St			p54			p54			p54			p54		
TARGET SPD	20 MPH			xxx MPH			xxx MPH			xxx MPH			xxx MPH		
	QTY	CSDG	USE	QTY	CSDG	USE	QTY	CSDG	USE	QTY	CSDG	USE	QTY	CSDG	USE
TRAVEL LA	x2	10.5'	10.5'	x2	10.5'	10.5'	x2	10.5'	10.5'	x2	10.5'	10.5'	x2	10.5'	10.5'
PRK/SHLDR	x2	8'	8'	x2	8'	0'	x2	8'	0'	x2	8'	0'	x2	8'	0'
ST BUFFER	x2	6'	6'	x2	6'	6'	x2	6'	6'	x2	6'	6'	x2	6'	6'
BIKEWAY	x2	6.5'	0'	x2	6.5'	0'	x2	6.5'	0'	x2	6.5'	0'	x2	6.5'	0'
 BUFFR	x2	6'	0'	x2	6'	0'	x2	6'	0'	x2	6'	0'	x2	6'	0'
SIDEWALK	x2	10'	8.5'	x2	10'	8'	x2	10'	8'	x2	10'	8'	x2	10'	8'
FRONT ZON	x2	10'	0'	x2	10'	0'	x2	10'	0'	x2	10'	0'	x2	10'	0'
MAINT BUF	x2	0'	2'	x2	0'	2'	x2	0'	2'	x2	0'	2'	x2	0'	2'
TOTAL ROW	Σ	114'	70'	Σ	114'	53'	Σ	114'	53'	Σ	114'	53'	Σ	114'	53'
NOTES	Private (?)			Private			Private			Private			Private		