



October 27, 2022

MCDOT Reviewer: Brenda Pardo **MNCPPC Reviewer:** Alexandra Duprey
brenda.pardo@montgomerycountymd.gov
240-777-7170

Re: 120230010 Hillcrest Property Preliminary Plan Comments

Dear Ms. Pardo,

On behalf of the applicant, please find below point-by-point responses to MCDOT review comments for the Hillcrest Ave Preliminary Plan submission 120230010.

COMMENTS:

1. Hillcrest Avenue:

a. Per the Master Plan of Highways and Transitways Hillcrest Avenue is classified as a Business (B-3) with 2 lanes and a minimum right-of-way (ROW) of 70-feet. Dedication needed per master plan recommendation.

b. Separated bikeways per Bicycle Master Plan. (not on-street bike lane)

Response: A. 35' dedication from centerline is shown on plan.

B. Per Park and Planning, applicant will provide fee in lieu for future separated bike lane.

2. Show existing and proposed ROW, what is the total dedication?

a. Provide a roadway cross section with dimensions.

Response: A roadway cross section with dimensions is shown on the plan.

3. Suggested cross section: <https://streetmix.net/thisisbossi/65/interim-hillcrest-ave>

- a. 2-foot Maintenance Buffer
- b. 8-foot Sidewalk
- c. 2-foot Ped/Bike Buffer (grass strip)
- d. 6-foot Bike Lane (grass strip)
- e. 6-foot Street Buffer (trees)

Note: with this cross section we ensure curb line is at its ultimate location

Response: The section for Hillcrest has been revised and is shown on the plan as follows:

- **2' buffer zone from building (concrete sidewalk)**
- **7' sidewalk**
- **6' street tree planting strip**
- **6' future bike lane***
- **3' future street buffer***
- **11' travel lane**

***The 6' future bike lane and 3' street buffer will be combined in the interim as on-street parking.**

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The applicant proposes a revised cross-section based on the Complete Streets recommendation for a Town Center Street. It includes all of the elements in the latest cross-section recommended by staff (frontage zone, sidewalk, pedestrian buffer, bike lane and street buffer) in the permanent condition, but instead of placing the future bike lane at sidewalk level and street trees between the bike lane and the travel lane (as Complete Streets recommends for Downtown Boulevards and Boulevards), the applicant's cross-section places the future bike lane at street level, and street trees between the bike lane and the sidewalk, as recommended in Complete Streets for a Town Center Street. In addition, the applicant has widened the pedestrian buffer to accommodate street trees and reduced the street buffer from six feet to three feet to keep the curb as closely lined up as possible with the curb to the west. A 3' street buffer is sufficient for vehicles to maintain the required minimum 3' distance from cyclists and to create a clear separation.

In the interim condition, the applicant proposes on-street parking abutting the street trees, to be replaced by a bike lane and street buffer when the County or another party installs a separated bike lane on Hillcrest Avenue in the future. This parking will be consistent with street parking available along much of Hillcrest Avenue, and will be convenient for visitors to the subject property and other nearby land uses. The applicant will make the appropriate dedication to allow construction of a bike lane and street buffer in the future, and will make a fee-in-lieu payment sufficient to cover the future cost of the conversion.

No public policy would be served by obligating the applicant to provide the cross-section proposed by staff at DRC, which is inconsistent with Complete Streets, would place the curb in the interim condition 8' farther out from the building than the curb line for the adjacent building to the west, and would make a future transition from on-street parking to bike lane dramatically more expensive.

4. Turn around area next to Microretention #1 should only be a maximum of 3 to 5 feet, as we do not want that area to become be used for parking.

Response: The plan has been revised to show a 5' turnaround.

5. Show driveway dimensions. Should be per commercial driveway MOCO standard MC-302.01.
a. Bring driveway closer to street.

Response: The driveway standard has been labeled on the preliminary plan.

6. Pedestrian ramps and crosswalk along west leg of Hillcrest Avenue intersection will be reviewed and completed during the signing and marking stage.

Response: Acknowledged.

7. Sight Distance: INCOMPLETE

- a. Confirm existing electrical post (looking towards commercial stores) is not on the way of sight.
- b. Show existing parking along Hillcrest Avenue. Confirm existing parking is not on the way of sight.

Response: A plan has been provided with this submission that shows the pole and parked cars are not in the way.

8. Storm Drain: INCOMPLETE

- a. The site area needs to look at impervious and pervious conditions of the entire proposed property. Add the site drainage area of the full property to existing and proposed storm



drainage area maps. Calculations should clearly show what the increase (if any) is from the proposed site.

- i. If the design discharge from the site drains to a county-maintained storm drain system and is greater than the existing condition, analyze the complete storm drain system to a point where three consecutive storm drain pipe runs are able to convey the proposed peak design discharge without surcharging the system.
 - ii. If the design discharge from the site drains to a county-maintained storm drain system and is not greater than the existing condition, analyze the complete storm drain system to a point where one consecutive storm drain pipe run is able to convey the proposed peak design discharge without surcharging the system.
- b. Provide spread computations for existing inlets on Hillcrest Ave per Montgomery County's Drainage Design Criteria Manual, Section 4.2.

Response: The only part of the project that drains to a County maintained storm drain system is the proposed right of way improvements. This area drains to study point A. The pre-development spread to structure 8/8A was 4.8 feet. The post-development spread to structure 8/8A is 5.4 feet which remains below 8 feet, the accepted amount by County standards.

9. Parking:

- a. Site provides 43 spaces (11 min / 41 max), which is 391% of the minimum required and 105% of the maximum. Parking shall not exceed the Maximum. We prefer that provided parking be as near to the minimum as feasible.
- b. Ensure adequate ADA parking as required by State law.
- c. Evaluate short- and long-term bike parking needs and locations.
- d. Bike Rooms shall be conveniently located for biking to/from bikeways and include a repair station. They shall be accessible to employee use as well as residents. In mixed uses shall be accessible by all uses generating long-term bike parking needs.

Response: Parking has been reduced from 43 spaces to 40 spaces. The ADA parking is designed to meet Maryland State Law. 3 short-term and 3 long-term bike parking spaces have been provided, with short term parking along Hillcrest Avenue, and the long-term spaces located inside the building. Bike rooms will be finalized at time of building permit. Please note that the size of the building was increased to 11,058 sf so the minimum and maximum parking spaces are 12 minimum and 45 maximum spaces.

10. No steps, stoops or retaining walls for the development are allowed in County right-of-way. No door swings into county ROW.

Response: Acknowledged.

11. This is a 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.

Response: All radii are 15' or less and do not intrude into bicycle or pedestrian travel ways. Access points, including driveways, will be designed to be at-grade with the sidewalk and then drop down to the street level between the sidewalk and roadway.

12. Show existing streetscape features along adjacent properties including driveways.

Response: The existing streetscape features are shown on the plan.



13. Applicant should be mindful that Complete Streets is approved & Code/Regulations updates are expected in the near future. Where the master plan does not specify otherwise: the applicant should design based on Complete Streets, particularly affecting the cross-sections and strategies toward achieving the target speeds.

Response: Acknowledged.

14. Ensure there are no obstructions or impedances along Walkways & Bikeways. Identify any utility appurtenances and vaults and ensure that they are ADA accessible. Grates are prohibited in areas where walking users are expected.

Response: Acknowledged.

15. 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.

Response: Acknowledged.

16. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant

Response: Acknowledged.

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

Response: Acknowledged.

If you have any questions, please do not hesitate to reach out to us at joshuakim@kimengineering.com.

Sincerely,

A handwritten signature in black ink that reads "Joshua Kim".

Joshua Kim, E.I.T.