



DEPARTMENT OF TRANSPORTATION

Isiah Leggett  
County Executive

Arthur Holmes, Jr.  
Director

December 4, 2014

Mr. Nkosi Yearwood, Senior Planner  
Area 2 Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan No. 120150010  
Gables White Flint

*Nkosi:*  
Dear Mr. Yearwood:

We have completed our review of the preliminary plan received via eplans on September 2, 2014. This plan was reviewed by the Development Review Committee at its meeting on September 29, 2014. We have also reviewed the Design Exception package dated October 22, 2014. 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 Department of Permitting Services in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.

Design Exception Requests

- o Design Exception 1: Non-standard elements in the right-of-way

This Design Exception request is to install special sidewalk at main entry locations and an alternative bike rack paving at selected locations in the public rights-of-way.

**RESPONSE:** We conditionally approve the request to install non-standard sidewalk paving in paths of travel within the public rights-of-way on proposed Market Street and realigned Executive Boulevard/Grand Park Avenue. Per County Council Resolution no. 16-931 ("Policy Regarding the Use of Brick and Other Pavements in the Public Right-of-Way"), only brick pavements installed according to MCDOT specifications [see MCDOT Design Standard No. MC-111.02, "Streetscape – Pavers Sidewalk"] and in accordance with the Bethesda Streetscape standards may be installed within the public rights-of-way. A Maintenance and Liability Agreement for the maintenance must be executed and recorded prior to issuance of the right-of-way construction permit; this Agreement is to remain in effect until an Urban District has been established or the brick pavements are removed and replaced with concrete.

**Division of Traffic Engineering and Operations**

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The Design Exception package did not provide any discussion on the rationale for the alternative bike rack request. We prefer to use inverted "U" shaped bike racks in the public rights-of-way for consistency and ease of maintenance. Accordingly, we do not approve the Design Exception request for alternative bike rack for use in the public rights-of-way adjacent to the project.

We are willing to revisit this issue at the permit stage if the applicant satisfactorily demonstrates how this alternative bike rack design is an integral part of a larger streetscape concept and consistent with any streetscape furniture to be installed in the right-of-way by this applicant.

- Design Exception 2: Retaining walls and steps in the right-of-way

This Design Exception request is to place a retaining wall and steps in the triangular right-of-way along Market Street in order to accommodate the steep grades.

**RESPONSE:** We support approval of the request to place a retaining wall and steps in the triangular right-of-way along Market Street given the steep grades at the intersection of Market Street and proposed Private Street 'A'. The location of the retaining wall and steps must be coordinated with the County's White Flint District West Transportation CIP project (#P501116) and attendant stormwater management facilities; the applicant should coordinate with our Division of Transportation Engineering/Planning and Design Section Project Manager, Mr. Daniel Sheridan. Mr. Sheridan may be contacted at 240-777-7220. The applicant will need to execute and record a Maintenance and Liability Agreement for the retaining walls and steps within the right-of-way at the permit stage.

- Design Exception 3: Reduction in entrance spacing requirement

**Loading Entrance**

This design exception is to request an 8-foot reduction to the 100-foot tangent spacing requirement along proposed Market Street (east of existing Old Georgetown Road/MD187), as shown on the October 24, 2014 amendment to sheets DE-3A and DE-3B.

**Response:** We support an 8-foot reduction for the loading space distance from the Old Georgetown Road/Market Street intersection. Since this is a loading only area, we believe the trips at this access point will be minimal and should not cause a significant impact on traffic in this area.

**Street A Entrance Offset**

This design exception is to request a reduction to the 100 foot tangent spacing requirement along proposed Market Street (between the existing opposite side driveway apron and proposed Street A).

**Response:** We support a reduction in the spacing between Private Street A and the existing car dealership entrance across the street. We consider the existing car dealership driveway apron to be a temporary situation. The location of the ultimate site access will be addressed as part of a future subdivision plan for that property; we believe the ultimate entrance location for that property (on proposed Market Street) should be located opposite Private Street A.

**Street B Entrance Offset**

This design exception is to request a reduction to the 100 foot tangent spacing between Street B and the existing divided driveway apron on the opposite side of proposed Grand Park Avenue.

**Response:** We approve the entrance location of Private Street B **CONDITIONED ON RELOCATION OF THE OPPOSITE SIDE DRIVEWAY TO ALIGN WITH PRIVATE STREET B.** The applicant must coordinate this conditional approval with the Department of Economic Development's parking structure project. The applicant should coordinate with our Ms. Tina Benjamin of our Department of Economic Development; Ms. Benjamin may be contacted at 240-777-2000.

At the permit stage, if it has been determined that aligning these driveways is not feasible, the entrance for Private Street B must be designed and constructed with channelized right-in/right-out only movements (left turns in and out of the site must be physically precluded).

o **Design Exception 4: Reduction to the number of required Loading Spaces**

This Design exception requests a reduction from the required 5 loading spaces to provide 2 loading spaces for this mixed-use development.

**Response:** We cannot support a reduction in truck loading spaces given the limited information provided to date - specifically, there are no details on the truck loading options for the two buildings that front on relocated Executive Boulevard/Grand Park Avenue. We are not convinced that the two (2) proposed loading are adequate for this site layout nor do we have any information on how they would be shared by the building occupants. We do not favor more curb cuts on either Market Street nor relocated Executive Boulevard/Grand Park Avenue. Accordingly, we recommend the applicant provide the required truck loading bays with internal access from Private Streets A and B.

**General Site layout and Right-of-Way Review Comments**

1. Access to this site is predicated on having satisfactory multi-modal roadway and drainage infrastructure in place (in particular completion of Market Street and realigned Executive Boulevard/Grand Park Avenue) prior to occupancy of the proposed structures. Accordingly, the applicant needs to coordinate their record plat(s) and subsequent construction plans with the County's CIP project to provide transportation Improvements for the White Flint West District (CIP Project No. P501116). As noted previously, the applicant should continue their coordination efforts with our Division of Transportation Engineering staff.
2. Necessary dedication for Old Georgetown Road (MD 187), Market Street and relocated Executive Boulevard/Grand Park Avenue. Provide right-of-way truncations at intersections.
3. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.

4. Please note a reversible one-lane median BRT line is proposed along Old Georgetown Road/MD 187 within a 150 foot right-of-way. Prior to approval of the record plat, the applicant should contact Ms. Joana Conklin, our Department's Rapid Transit System Manager, to determine the status of that improvement. Ms. Conklin may be contacted at 240-777-7195.
5. Improvements along Old Georgetown Road (MD 187) as required by the Maryland State Highway Administration.
6. Council abandonment of Executive Boulevard is required prior to approval of the record plat.
7. Café seating will not be allowed within the public right-of-way in order to properly accommodate the needs of those using the shared-use path.
8. Private streets shall be determined through the subdivision process as part of the Planning Board's approval of a preliminary plan. The composition, typical section, horizontal alignment, profile, and drainage characteristics of private common driveways and private streets, beyond the public right-of-way, shall be approved by the Planning Board during their review of the preliminary plan.
9. For safe simultaneous movement of vehicles, we recommend a driveway pavement width of no less than twenty four (24) feet to allow vehicles to enter and exit the site without encroaching on the opposing lanes. This pavement width will permit an inbound lane width of fourteen (14) feet and an exit lane width of ten (10) feet.
10. The proposed private streets must be sufficiently wide to accommodate two-way vehicular traffic. Private streets are to be designed to allow an SU-30 truck to circulate without crossing the centerline or the curbline.
11. Truck loading space requirements to be determined in accordance with the Executive Branch's "Off-Street Loading Space" policy.
12. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans with Disabilities Act.
13. For any parking facility containing more than fifty (50) parking spaces, the applicant needs to furnish bicycle parking facilities as required Section 59 E-2.3 of the Montgomery County Code. Accordingly, the applicant should provide either bike lockers or inverted "U" type bike racks.
14. 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.
15. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
16. 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 the Department of Permitting Services' Right-of-way Plan Review Section.

17. If the proposed development will alter any existing street lights, signing, and/or pavement markings, 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.
18. If the proposed development will alter or impact any existing County maintained transportation system management component (i.e., traffic signals, signal poles, handboxes, surveillance cameras, etc.) or communication component (i.e., traffic signal interconnect, fiber optic lines, etc.), please contact Mr. Bruce Mangum of our Transportation Systems Engineering Team at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
19. Prior to approval of the record plat by MCDPS, the applicant will need to enter into a Traffic Mitigation Agreement with the Planning Board and this Department. Within MCDOT, the applicant should coordinate with Ms. Sandra Brecher, Chief of the Division of Transit Services/Commuter Services Section. Ms. Brecher may be contacted at 240-777-8380.
20. Approximately 1000 parking spaces for 500 units is a high amount for a TOD in an urbanizing area near to a Metro station and along a future BRT line. It is recognized that half the parking is intended for use by the adjacent Aquatic Center. Given this, coordinate with the Department of Recreation and MCDOT on the following:
  - a. Confirm the number of parking spaces necessary for the Aquatic Center into the long-term. 500 spaces appear to be a high number, again noting the urbanizing nature of the area and transit accessibility.
  - b. Ensure agreements are in place to permit continued public access to spaces allotted for the Aquatic Center.
  - c. Provide pedestrian connections between the parking garage and the Aquatic Center.
  - d. Provide signing, as necessary, to direct users from the parking garage to the Aquatic Center (and possibly vehicular movements from the Aquatic Center to the garage, pending further MCDOT review).

Consider minimizing the number of parking spaces provided on-site. The applicant should be encouraged to take advantage of the shared parking provisions in the Zoning Ordinance to reduce the total amount of parking and provide for efficient parking facilities.

- Carpool/Vanpool and Car Sharing Parking. Provide adequate numbers of carpool/ vanpool and car sharing parking spaces in highly visible, preferentially-located spots.
  - Electric Car Charging. Provide electric car charging stations on-site
21. To help achieve the Transportation Demand Management Goals referenced in the Justification Statement for the Project, show space for at least one bikeshare docking station to be used by residents, employees and visitors at the Project. A typical station is 19 docks and requires a space of 52 feet by 12 feet. The final location will be selected by the Applicant in coordination with MCDOT, based on the requirements of the bike sharing system. The station must be located in a highly-visible, convenient and well-lit location. Applicant will be required to take other actions in concert with MCDOT to promote use of bike sharing among employees and visitors.

22. Accommodate displays and communication of TDM Information (especially in courtyard areas)

- Provide pavilions in busy outdoor settings to enable outreach events to be staged more readily. These facilities should have electric and water connections.
- Provide kiosks in busy outdoor areas to provide opportunity for information displays, assistance to users, etc.
- Incorporate display space into lobbies and other high pedestrian activity areas and opportunity on each level of parking facilities.
- Provide opportunity and connections for electronic (LCD) display screens and Real Time Transit Information Signs in lobbies, elevators, and parking facilities. This will enable outreach to building residents, commercial tenants, employees, visitors, etc.
- Provide concierge/reception desk with an area where transit information and fare sales can be transacted – e.g., obtaining transit information, loading of SmarTrip cards, etc.

23. At or before the permit stage, please coordinate with Ms. Stacy Coletta of our Division of Transit Services to coordinate improvements to the RideOn bus facilities in the vicinity of this project. Ms. Coletta may be contacted at 240 777-5800.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact me [greg.leck@montgomerycountymd.gov](mailto:greg.leck@montgomerycountymd.gov) or (240) 777-2190.

Sincerely,



Gregory M. Leck, Manager  
Development Review Team

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